



# Appendix D

## Steering Committee

### Meeting Materials



MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Study Steering Committee Meeting
DATE AND TIME	Wednesday, March 29, 2017, 7:00 p.m. – 9:00 p.m.
LOCATION	Victor Town Hall – Main Meeting Room, 85 East Main Street, Victor, NY 14564
ORGANIZED BY	Richard Perrin, T.Y. Lin International (TYLI)

**Meeting Objective**

To ensure the Steering Committee has a full understanding of this project and to gather members’ initial input on improving transportation infrastructure and growth management along the Route 96 Corridor in Victor, including associated approaches/intersections.

**Agenda**

1. Confirm Meeting Objective
2. Introductions
  - a. Expectations for the Project
3. Overview of Scope of Work, Deliverables, and Schedule
  - a. Q&A and Discussion
4. Review of Recommendations and Actions from Recent Plans and Studies
  - a. Thoughts on Previously Proposed Solutions
  - b. Additional Alternatives to be Considered
5. Next Steps

**Meeting Preparation**

Please be prepared to share your knowledge and insights on the Route 96 Corridor (its past, present, and future): 1.) how it functions now and how you feel it should function in the future and 2.) proposed solutions to improve the Corridor’s contribution to economic development and community character. In addition, if there are any materials (e.g., documents, photos, etc.) that you feel would benefit the project, please bring them with you for review by TYLI.

Please contact Richard Perrin regarding any additions, deletions or changes to this agenda. Rich may be reached via email at Richard.Perrin@tylin.com or via telephone at (585) 298-1854.



# Steering Committee Meeting #1

## March 29, 2017

**TY·LIN** INTERNATIONAL  
engineers | planners | scientists

PLANNING **4** PLACES

*David A. Riley*

## Agenda

1. Confirm Meeting Objective
2. Introductions
3. Overview of the Project
4. Previous Recommendations
5. Next Steps



# 1. Confirm Meeting Objective

To ensure the Steering Committee has a full understanding of this project and to gather members' initial input on improving transportation infrastructure and growth management along the Route 96 Corridor in Victor, including associated approaches/intersections.

## 2. Introductions

Who you are and what are your expectations for the project



## 3.a. Project Approach

- ▶ Reframe the Discussion
- ▶ The Correct Answer is “All of the Above”
- ▶ Beware the Drones



## **3.b. Scope of Work**

- 1. Project Coordination**
- 2. Review of Existing Documentation**
- 3. Inventory of Conditions**
- 4. Needs Assessment**
- 5. First Public Meeting**
- 6. Draft Alternatives**
- 7. Second Public Meeting**
- 8. Recommendations**
- 9. Follow-on Activities**



## 3.c. Deliverables

- ▶ **Steering Committee Agendas & Summaries**
- ▶ **Monthly Status Reports**
- ▶ **Report on Existing Recommendations**
- ▶ **Fiscal Impact Analysis**
- ▶ **Stakeholder Survey of Needs**
- ▶ **Synchro Model**
- ▶ **High-Priority Project Sheets**
- ▶ **Action Plan (phasing & funding/financing)**
- ▶ **Presentation (for non-technical audiences)**
- ▶ **Public Meeting Materials**



# 3.d. Schedule



## The Schedule

The following provides an overview of the schedule for advancing the major tasks necessary to identify, prioritize, and describe strategies for improving overall traffic conditions and operations along the NYS Route 96 corridor in the Town and Village of Victor.

### Task Timing (Month)

- 1. a. Steering Committee Guidance
- 1. b. Public Participation
- 1. c. Stakeholder Engagement
- 2. Review Past Plans & Studies
- 3. Inventory Existing & Planned Conditions
- 4. Assess Current & Future Needs
- 5. a. Create Baseline Scenario
- 5. b. Develop Potential Projects & Strategies
- 5. c. Present List of Preferred Projects & Strategies
- 6. Identify Next Steps & Funding Options
- 7. Produce Draft Materials for Joint Town & Village Board Meeting
- 7. Produce Final Documents & Materials
- Project Completion

### Meetings

- ★ Steering Committee Meeting
- ★ Public Meeting
- ★ Stakeholder Bus Tour & Discussion (includes Steering Committee)

### Deliverables

- 1. Existing Documentation Report and Matrix
- 2. Cataloged Library of Data
- 3. Stakeholder Survey Tabulations
- 4. Fiscal Impact Analysis Infographic
- 5. Existing Network/Future Traffic Synchro Model
- 6. Recommended Network/Future Traffic Synchro Model
- 7. Tech Memo and Highest-Priority Project Detail Sheets
- 8. Stakeholder PowerPoint and Fact Sheet
- 9. Phasing/Funding & Financing/Advocacy Document



### 3.e. Communications

- ▶ **Be Proud of the Project – Talk It Up!**
- ▶ **Content = Facts, Process, & Results**
- ▶ **Tone = Positive & Accurate**
- ▶ **Focus on this project, not past plans**
  - **We're building on previous initiatives, not duplicating them**
  - **Our goal is implementation, not additional planning**



## 3.f. Q&A | Discussion of the Plan



## 4.a. Previous Recommendations

- ▶ Significant amount of previous planning
- ▶ Recommendations from each have been reviewed and recorded
- ▶ No “Silver Bullet”
- ▶ Comp Plan is solid basis

## Long Range Transportation Plan



for the Genesee-Finger Lakes Region

# 2040



Comprehensive Plan  
Town of Victor  
August 24, 2015

Critical Transportation Infrastructure  
Vulnerability Assessment



GENESEE TRANSPORTATION COUNCIL

Final Report  
June 2016

Intelligent Transportation Systems  
(ITS) Strategic Plan for Greater  
Rochester



Submitted to Genesee Transportation Council (GTC)  
by IBI Group  
with Bergmann Associates, Howard/Chan/Hudson Associates  
Partners

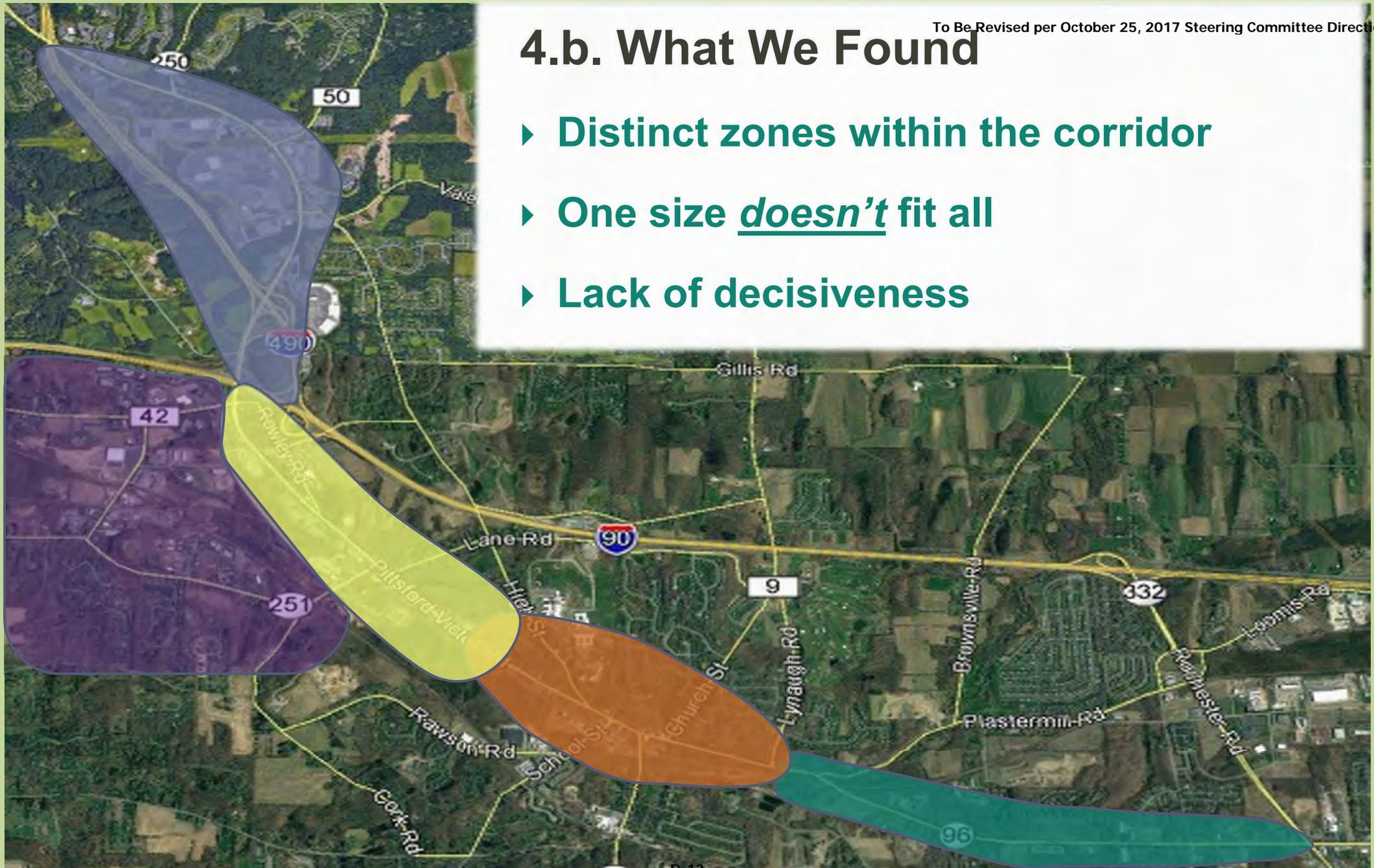


Ontario County Multi-Jurisdictional  
All-Hazard Mitigation Plan Update

September, 2015

## 4.b. What We Found

- ▶ Distinct zones within the corridor
- ▶ One size doesn't fit all
- ▶ Lack of decisiveness



## 4.c. Discussion of Previous Recommendations

In thinking about the recommendations and actions contained in recent plans and studies:

- What do you like and dislike?
- What has not been explored enough?
- What is missing?

This discussion can and should be direct but respectful

## 5. Next Steps

- ▶ **Schedule Stakeholder Bus Tour & Discussion**
  - Steering Committee and Others
- ▶ **Consultant Team Technical Work**
  - Inventory of Existing & Planned Conditions
  - Identification of Preliminary Needs
- ▶ **Preparation for First Public Meeting**
- ▶ **Steering Committee Meeting #2 in mid-July**

**Thank You!**

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee Meeting
DATE AND TIME	Wednesday, March 29, 2017   7:00 p.m. – 9:00 p.m.
ATTENDEES	<p><u>Steering Committee Members</u></p> <p>Glenn Cooke (Chairman)      Victor Local Development Corporation          Hon. David Tantillo      Town of Victor Councilman          Hon. Carol Commisso      Village of Victor Trustee          Jack Dianetti      Town of Victor Planning Board Chairman          Katie Evans      Town of Victor Director of Development          Kathy Rayburn      Town of Victor Director of Economic Development          Thomas Harvey      Ontario County Planning Director          William Wright      Ontario County Commissioner of Public Works          Joseph Bovenzi      Genesee Transportation Council          David Goehring      NYS Department of Transportation Region 4          Lora Barnhill      NYS Department of Transportation Region 4</p> <p><u>Consultant Team</u></p> <p>Richard Perrin      T.Y. Lin International          James Levy      Planning4Places          David Riley      Independent Consultant</p> <p><u>Others</u></p> <p>Brian Young      Ontario County Deputy County Administrator          Steve Metzger      LaBella Associates (Town Engineer)</p>

**Meeting Opening & Welcome**

Glenn Cooke, Steering Committee Chairman, opened the meeting and welcomed the participants and others in attendance. Katie Evans discussed the importance of this project to both the Town and Village, and thanked everyone for attending the meeting and agreeing to participate in the development of the Plan.

**Expectations for the Plan**

Richard Perrin emphasized that the Plan must be different from previous efforts and identify actionable ideas in sufficient detail to allow for implementation. The consultant team will frame the discussion but input on opportunities and issues and associated ideas for improvements along the corridor will come from the Steering Committee. The consultant team is requesting input on promising ideas from completed plans that we should focus on so that we don't duplicate efforts already completed. Richard Perrin asked for initial thoughts and input on what the Plan should address.

Discussion

Each Steering Committee member provided input on priorities and opportunities to consider. Highlights included:

- Improving the Route 96 corridor will pay dividends town-wide (including within the Village) as many traffic issues either arise on or worsened by the way it currently functions when being heavily used.
- The proposal to change the narrative regarding traffic and how we talk about it is welcomed. It is perceived mostly as a negative but the traffic is part of the economic stability of the community.
- Engagement with the public and communication with other stakeholders is important.

- There is no silver bullet. There are potentially different ways to route traffic but each has its positive and negative aspects. We need to look at all options to relieve congestion on Route 96.
- Multiple improvements will need to be considered to fix the issues.
- Traffic is good, congestion is bad.
- Need to find better ways to get traffic on and off of Route 96.
- Need to figure out what we can do to get traffic out of neighborhoods and redirect to roadways that are better suited to handle it.
- Should complement the Comprehensive Plan and accomplish the objectives related to zoning and traffic contained therein.
- Traffic is hindering development and businesses are more desirable than residential from a fiscal perspective (i.e., taxes paid versus services required).
- Funding should come from all sources as stakeholders at the local, regional, and state level all have something to be gained through improved functioning along the Route 96 corridor.
- We need a balance in the development pattern that considers both commercial and residential. This balance is currently threatened by congestion and this issue could make Victor less attractive in the future.
- Interested in ensuring that this effort fits into regional efforts and priorities.
- Traffic is creating a negative opinion of the corridor. We need a narrative that shows the positives of the corridor, including the traffic the corridor currently serves.
- The Village should be a walkable community. This is especially important when considering crossing(s) of Route 96.
- More signage and parking is needed to make the corridor more attractive and vital.
- Need to identify creative solutions to improve mobility while maintaining safety.
- Victor is in the midst of significant change and growth. It is in a good spot currently but infrastructure related to growth is a concern. Challenges will increase if nothing is done soon.
- We need realistic approaches and out of the box methods to improve our infrastructure. A phased approach to improvements that will make a difference is likely needed.
- The problem is that we have always tried to make the corridor everything to everyone. That is likely not possible.
- Need to provide local elected officials with the information they need to make the case to the public and other agencies about the need for improvements relative to other needs.
- Look at access management and how it fits into the corridor over the long-term.

### Overview of Scope of Work, Deliverables, and Schedule

Richard Perrin presented on the objectives of the Plan, the proposed process to develop it, resulting products, and anticipated timeline. The Comprehensive Plan provides a solid foundation and the guidance needed to identify the

specific improvements of this Plan. The Plan will be looking for projects that result in a high rate of return from the standpoints of operations and safety. The consultant team understands that there is an urgent need to address congestion to allow for continued economic development; the community cannot assume that new, potentially transformative technologies (e.g., driverless cars, drone delivery systems, etc.) will fix traffic issues along the Route 96 corridor in the near term.

To help provide easily understandable and readable project details, the team is anticipating developing high-priority project sheets for the approximately eight most beneficial improvements. These will be able to be used to make the case for funding and prioritization of these high-priority projects to the Finger Lakes Regional Economic Development Council, NYS Department of Transportation, and others. Steering Committee members generally agreed that it will also take local funds and effort to get these projects completed.

There will be a bus tour to get a user's perspective of the corridor and discuss the needs and opportunities as a group.

### **Communications Framework**

David Riley discussed key considerations related to presenting and talking about the Plan. It is important that discussion about the Plan be as widespread and inclusive as possible, including the use of both traditional media outlets and social media. Steering Committee members can serve as ambassadors for the Plan, letting the public know that this is about implementation and getting something done. Conversations and articles/postings should be positive and focus on the facts, process, and what the Plan will accomplish in the future.

### Discussion

It was noted that there will be several detours this summer due to construction and thus alternate routing of traffic. Richard Perrin responded that in addition to the traffic counts already conducted, there is funding for two additional counts so any ideas for locations/timing is welcome.

A question was asked about collecting origin-destination information to understand where vehicles using Route 96 are coming from and going to. Joseph Bovenzi responded that this information is available through the GTC Travel Demand Model.

There will be a Developers Forum at Town Hall on June 22. This may be an opportunity to discuss the Plan with the development community.

The Town and LDC are also producing an app to help notify people of upcoming meetings and important announcements. It should be released in April.

It may be worth considering asking for an opportunity to speak with the Rotary and Kiwanis Club about this project.

### **Previous Recommendations**

Richard Perrin discussed the use of previous plans and studies and reiterated that the Comprehensive Plan provides a good foundation for developing actionable items.

### Discussion

- Lynaugh Road and Route 96 will have a roundabout installed in 2019. This should provide immediate improvement to overall traffic flow and school bus trips in particular.
- Victor-Egypt Road (County Road 9)/Lynaugh Road/Lane Road has a sight distance issue. A roundabout, mini-roundabout, or some other improvement should be considered in this location as soon as possible.

- The objective should not be to detour traffic and cause problems in other areas.
- Traffic on Route 96 results in delays on adjoining roadways.
- In general, traffic flows well along Route 96 east of the Village approaching Route 332.
- The longest delays occur in the Village, exclusive of the area near Eastview Mall during the holiday shopping season.
- Left turns onto and off of Main Street in the Village can cause significant backups and safety issues.
- The number of school buses that will be going to Farmington will be increasing because of the amount of residential building taking place there that is within the Victor Central School District (VCSD).
- Many students are dropped off at the VCSD campus on High Street in personal vehicles which results in additional traffic on Route 96 as opposed to if those children took a school bus (or walked or bicycled).
- While the perception is that there is always congestion along the Route 96 corridor, the reality is that delay is only somewhat predictable.
- A roundabout at High Street and Main Street in the Village should be considered.
- A new road along the Ontario Central Railroad would open up new land for development in the Village and may provide congestion relief. Key considerations include:
  - The railroad is owned by the County with minimal but regular use by the Finger Lakes Railway.
  - There has been discussion of reopening the Corning Secondary Line between Geneva and Lyons, which would provide a potential alternative route for trips currently using the railroad.
  - The line currently terminates at Route 251.
- Consider a diverging diamond at I-490 interchange 28 to improve safety and operations near Eastview Mall.
- The interior road network of Eastview Mall could be redesigned to improve internal flow and impacts on Route 96 as well.
- The Fishers area has a proposal for a Bass Pro Shops store. There is discussion about realigning Route 251 with Lane Road and the applicant has been working with the Town to look at this option
- The abutments of the bridge carrying the NYS Thruway over Route 96 in Fishers prevent making major changes to the profile of Route 96 in that area.
- There can be significant delay on Friday afternoons in the summer due to traffic heading to Canandaigua Lake.

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Study Steering Committee Meeting
DATE AND TIME	Wednesday, August 16, 2017, 7:00 p.m. – 9:00 p.m.
LOCATION	Victor Town Hall – Main Meeting Room, 85 East Main Street, Victor, NY 14564
ORGANIZED BY	Richard Perrin, T.Y. Lin International

**Meeting Objective**

To review and discuss specific issues along the corridor and determine an initial set of alternatives to be tested by the T.Y. Lin International Team for presentation to the Steering Committee in the fall.

**Agenda**

1. Confirm Meeting Objective
2. Introductions
3. Review and Discussion of Identified Issues
  - a. June 14, 2017 Bus Tour
  - b. Stakeholder Survey
  - c. August 3, 2017 Public Meeting
4. Identification of Alternatives
  - a. Potential Projects and Programs (i.e., Alternatives)
  - b. Determination of Initial High-Priority Alternatives to be Tested
5. Next Steps

**Meeting Preparation**

Please be prepared to 1) discuss issues along the corridor that negatively affect safety and contribute to excess delay and 2) consider alternatives to address these issues and select those to be included in an initial analysis of likely impacts.

Please contact Richard Perrin regarding any additions, deletions or changes to this agenda. Rich may be reached via email at Richard.Perrin@tylin.com or via telephone at (585) 298-1854.



# Steering Committee Meeting #2

## August 16, 2017



**TY·LIN** INTERNATIONAL  
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PLANNING **4** PLACES

*David A. Riley*

## Agenda

1. **Confirm Meeting Objective**
2. **Introductions**
3. **Review and Discussion of Identified Needs**
4. **Identification of Alternatives**
5. **Next Steps**

# 1. Confirm Meeting Objective

To review and discuss specific issues along the corridor and determine an initial set of alternatives to be tested with results presented to the Steering Committee in the fall.



## 2. Introductions



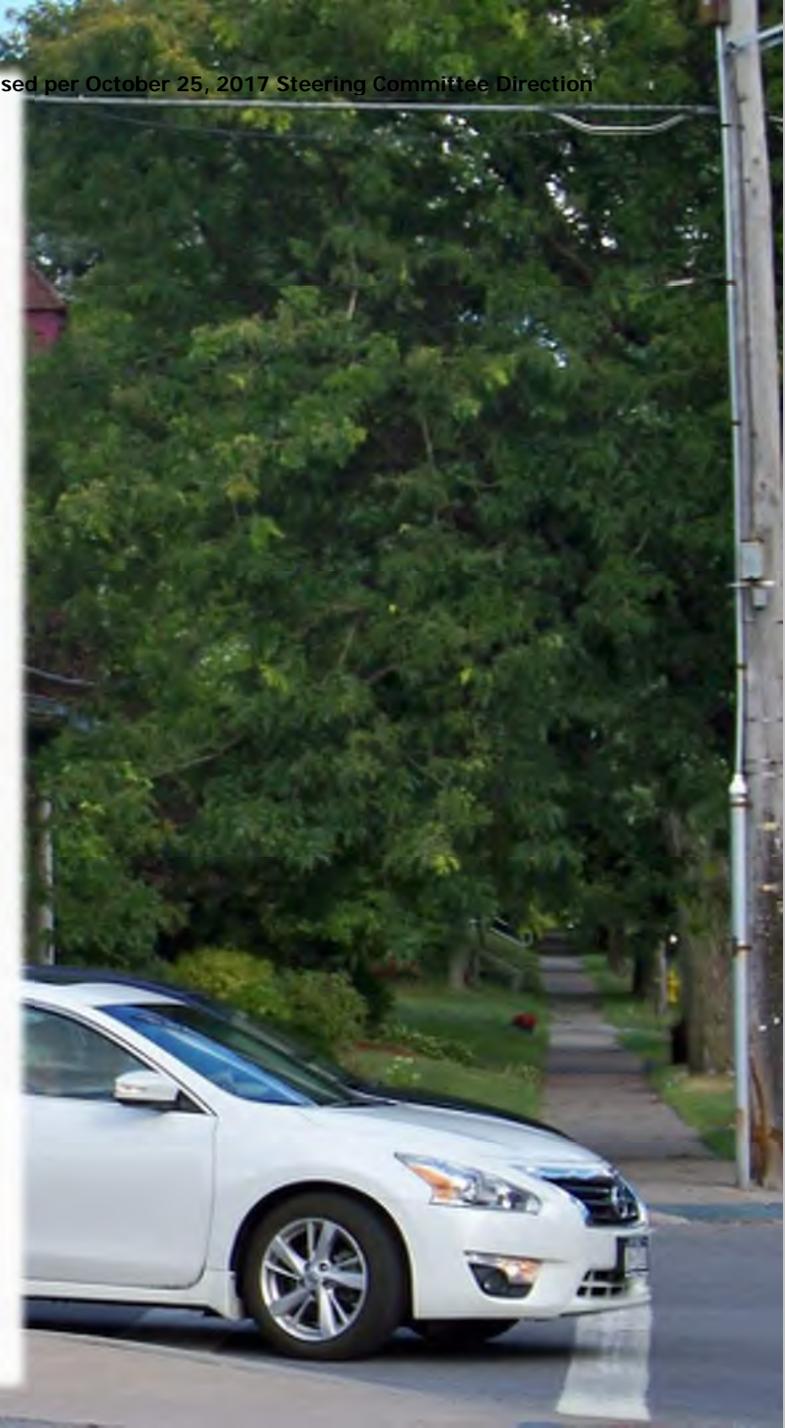
### 3. Identified Needs

- a. **June 14, 2017 Corridor Bus Tour**
- b. **Stakeholder Survey**
- c. **August 3, 2017 Public Meeting**
- d. **June 22, 2017 Village Walking Tour**



### 3.a. June 14, 2017 Corridor Bus Tour

- ▶ **Delay in Village and associated backup due to reduced lanes and associated need for traffic signals**
  - **Pedestrian crossings exacerbate issue**
  - **High Street impacted by school traffic**
  - **Delay welcomed by some business owners**
- ▶ **Church Street and Lynaugh Road intersections are safety issues**
- ▶ **Delay at Main Street Fishers intersection is threatening economic development**
- ▶ **Lack of walkability and bikeability throughout corridor**



## 3.b. Stakeholder Survey

- ▶ Delay is the most critical issue
- ▶ Concerns related to community character in the Village
  - Specifically, impacts on businesses which are well-liked for their variety
- ▶ Speeding is an issue in multiple locations
- ▶ Traffic signal phases and timings cited as needing improvement
- ▶ Not all sentiments are anti-growth
- ▶ Outside of walking in the Village, not seen as walkable or bikeable
- ▶ Only five commenters mentioned transit



### 3.c. August 3, 2017 Public Meeting

- ▶ **Delay is the most critical issue**
- ▶ **Concerns related to community character in the Village**
  - **Specifically, impacts on businesses which are well-liked for their variety**
- ▶ **Speeding is an issue in multiple locations**
- ▶ **Traffic signal phases and timings cited as needing improvement**
- ▶ **Walkability/bikeability/aesthetic opportunities in Main St. Fishers/Victor Mendon Rd.**
- ▶ **Concerns about traffic and safety on de facto alternate routes**



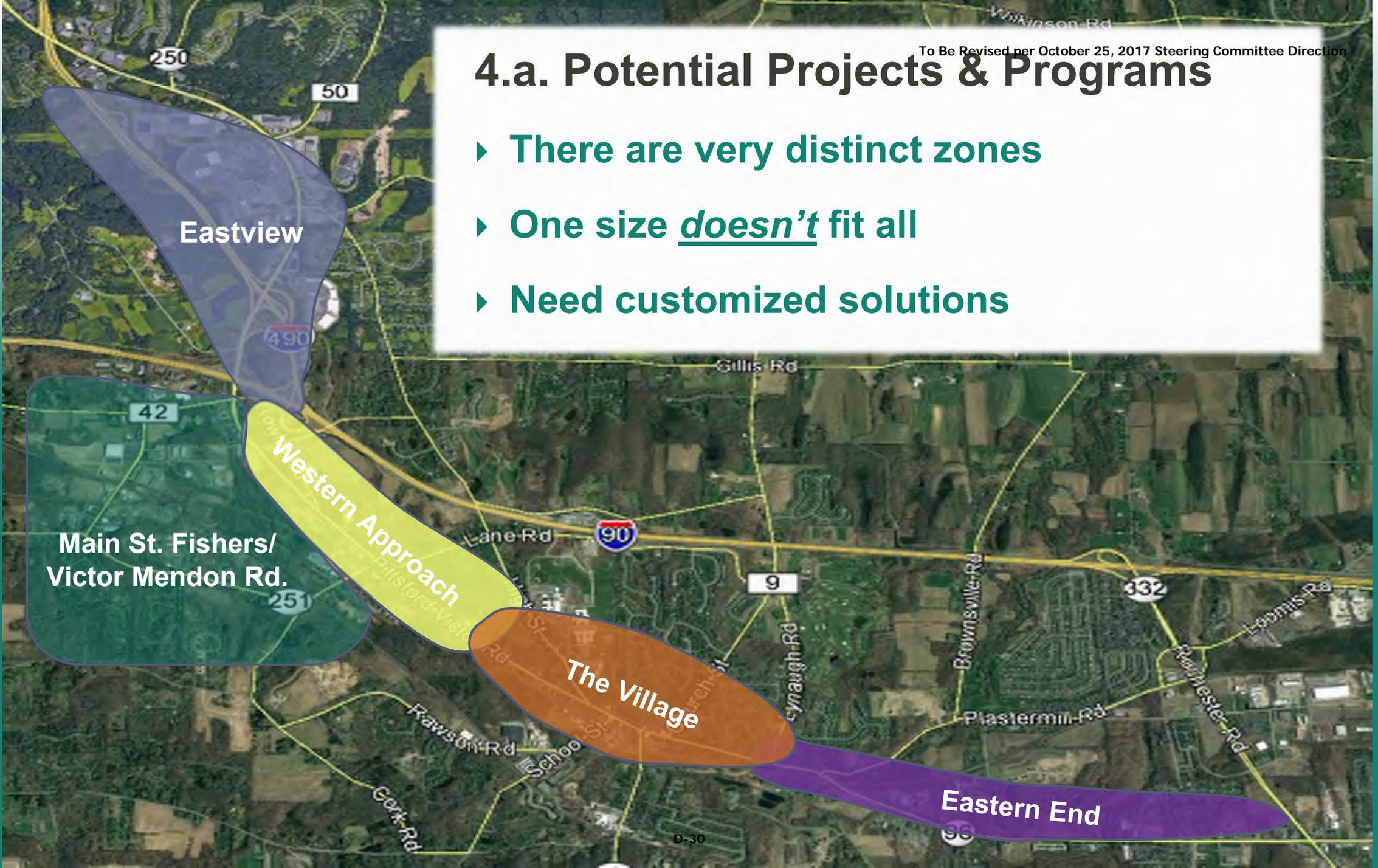
### 3.d. June 22, 2017 Village Walking Tour

- ▶ **Not as pedestrian-friendly as desired**
  - “Bones” are there – 17 miles of sidewalk
- ▶ **Traffic volumes and lack of dedicated space make bicycling difficult**
- ▶ **Driveways west of Town Hall are not Americans with Disabilities Act-compliant**
- ▶ **Conflicts in continuous center turn lane east of Route 444/Maple Avenue**
- ▶ **Backups on Adams Street at School Street**



## 4.a. Potential Projects & Programs

- ▶ There are very distinct zones
- ▶ One size doesn't fit all
- ▶ Need customized solutions



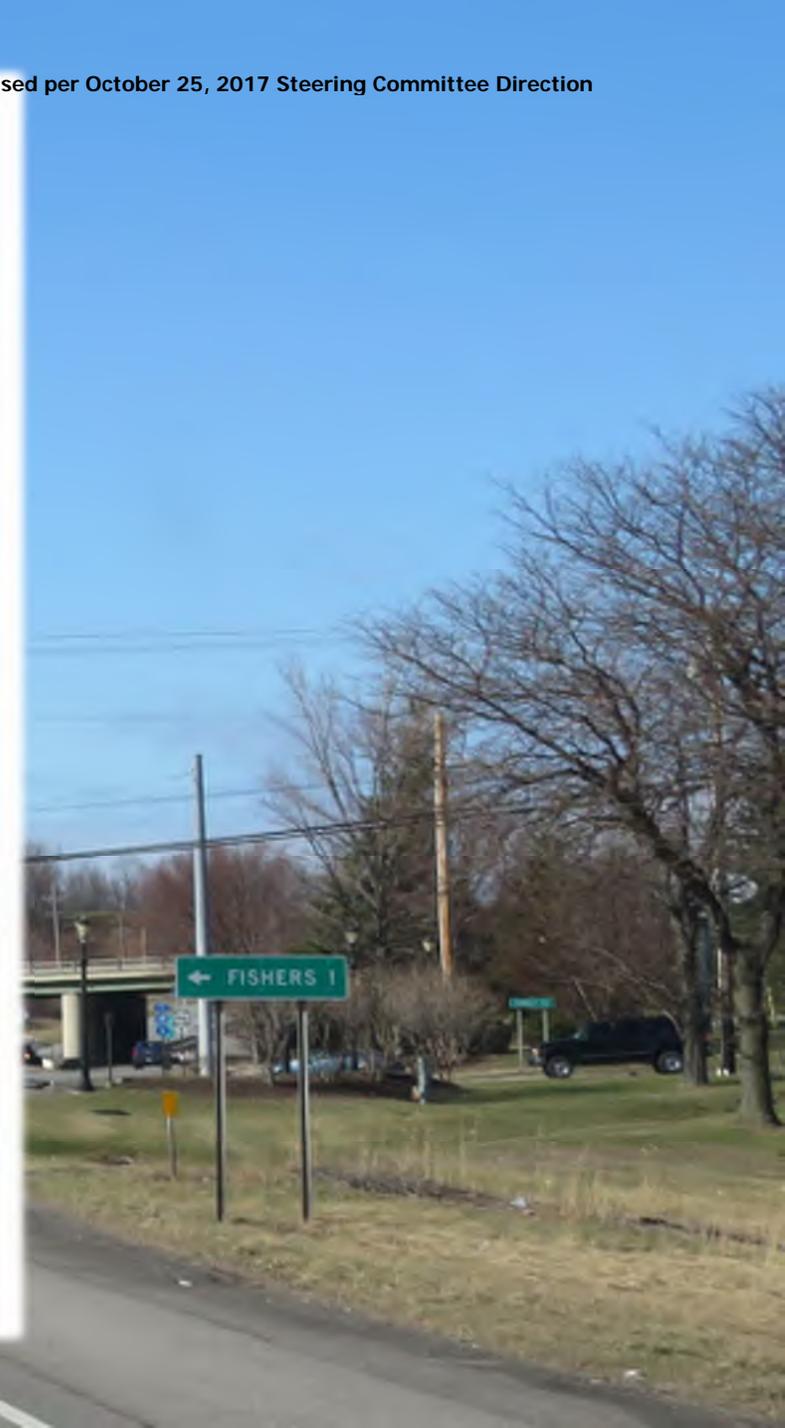
## 4.a. Eastview Alternatives

- ▶ **Extend Route 250 south across Route 96 and create “reliever” road**
- ▶ **Build new I-490 ramps to mall**
- ▶ **Reconfigure ingress, egress, and internal circulation at Eastview Mall**
- ▶ **Add protected left turn signal phase at High Street**
- ▶ **Reduce speed limit on Route 96 to Village**
  - **Concerns cited between I-490 and Thruway**
- ▶ **Diverging Diamond I-490 west interchange 29**
- ▶ **Create access to Route 96 north from I-490 east interchange 29**



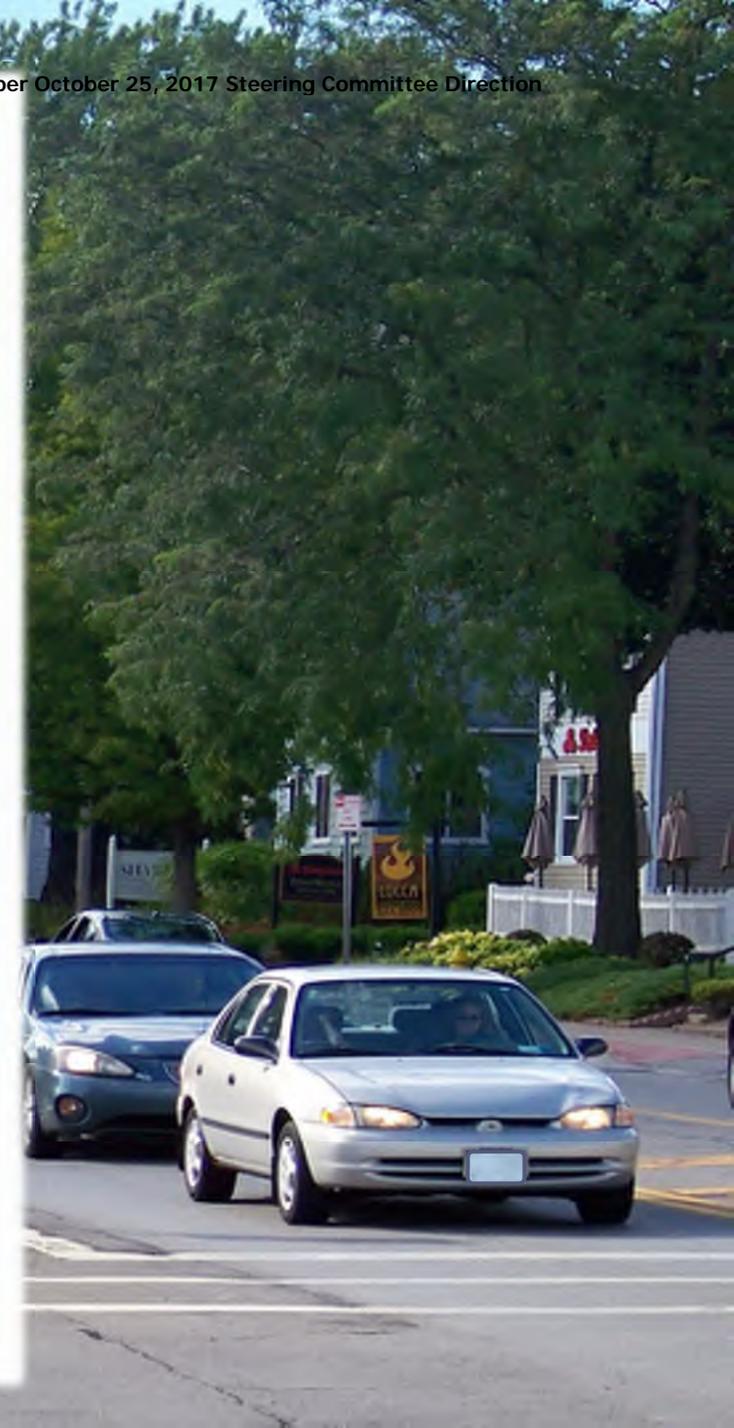
## 4.a. Main St. Fishers/Victor Mendon Rd.

- ▶ Add dual left turn lanes from Main St. Fishers to Route 96 north *Noted at the meeting that these already exist*
- ▶ Connect Omnitech Pl. with an extended Willowbrook Rd. at Route 96
- ▶ Pave Lower Fishers Road
- ▶ Add additional decorative lampposts with planters
- ▶ Add “protected” bike lanes under the Thruway bridge
- ▶ Growing concerns about traffic volumes and ability to turn off of Phillips Rd. and Wangum Rd.



## 4.a. Western Approach

- ▶ Create a parallel road to Route 96 using the Ontario Central Railroad
- ▶ *Introduce Reversible Traffic Lanes during peak periods in combination with the parallel road in the Village*
- ▶ Align Route 251 and Lane Road
  - Create cul-de-sac southwest of the connection
- ▶ Widen to four lanes from south of Wilkins RV and Bristol's Garden Center
- ▶ Reduce speed limits to improve safety and allow easier egress from businesses
  - Doodle Bugs! Children Center as an example
- ▶ Make improvements to Cork/Dryer/Rawson to encourage as alternate routes
- ▶ Introduce traffic calming/sidewalks on Cork/ Dryer/Rawson to discourage as alternate routes



## 4.a. The Village

- ▶ Improve traffic signal timing
- ▶ Create a parallel road to Route 96 using the Ontario Central Railroad
- ▶ Widen Route 96 to four lanes through Village
- ▶ Create roundabout or add signal at Church St.
- ▶ Create roundabout at Lane Rd. /Church St./Lynaugh Rd. intersection
- ▶ Add “Sharrows” to demarcate bicycle space
- ▶ Eliminate School St. and Route 96 intersection
- ▶ Create mini-roundabouts at School St. intersections with Route 96 and Adams St.



## 4.a. Eastern End

- ▶ **Create roundabout or add signal at Lynaugh Rd.**
- ▶ **Identify opportunities for access management**
  - Multiple locations cited as difficult for ingress and egress
  - Turn lane at McMahon Road intersection as example (one comment to add a signal as well)
- ▶ **Reduce speed limit on East Victor Road from 45 mph to 40 mph**
- ▶ **Create bypass from Route 96 to Farmington between Plastermill Rd. and Brace Rd. using the Ontario Central Railroad**
  - Connections at Route 332 or Collett Rd.

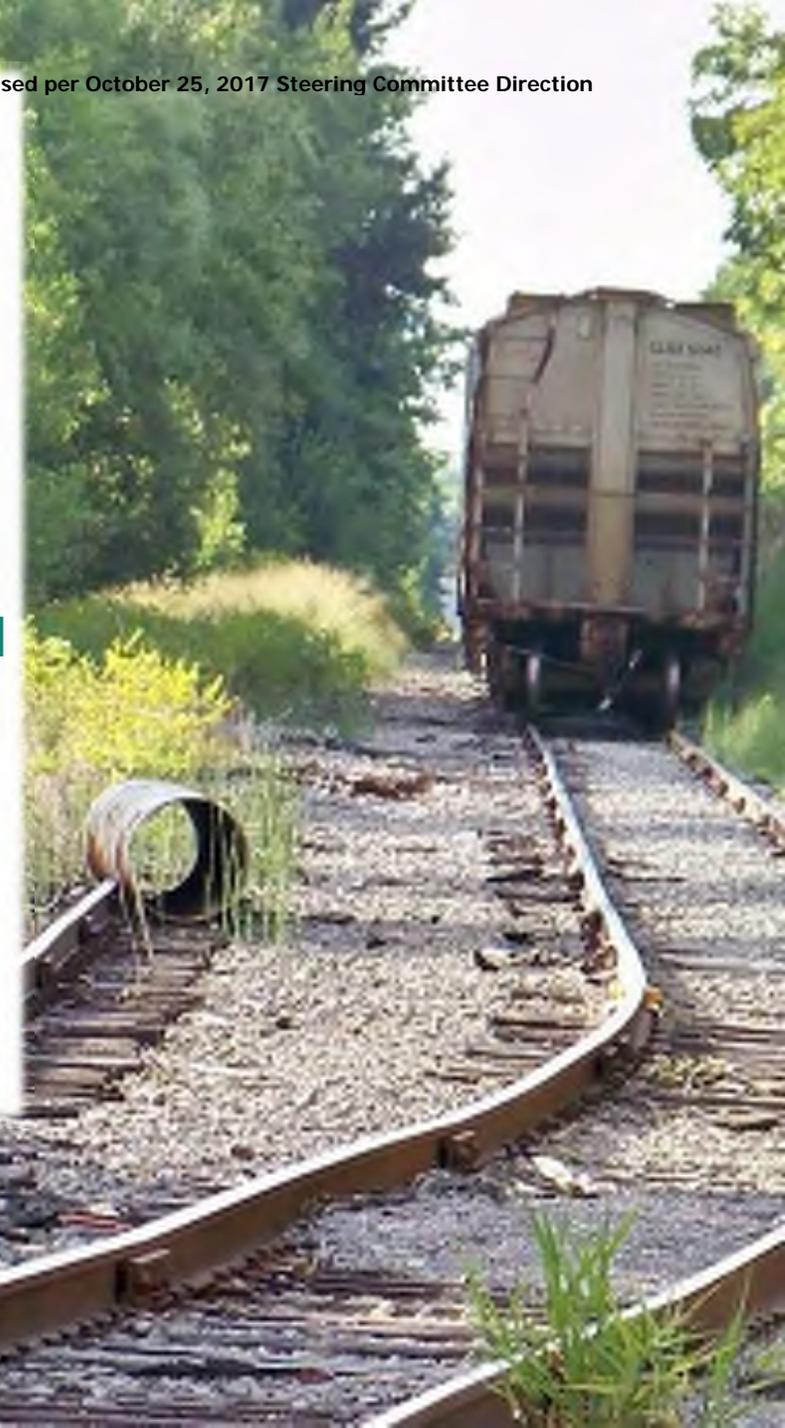


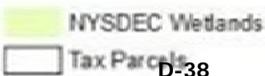
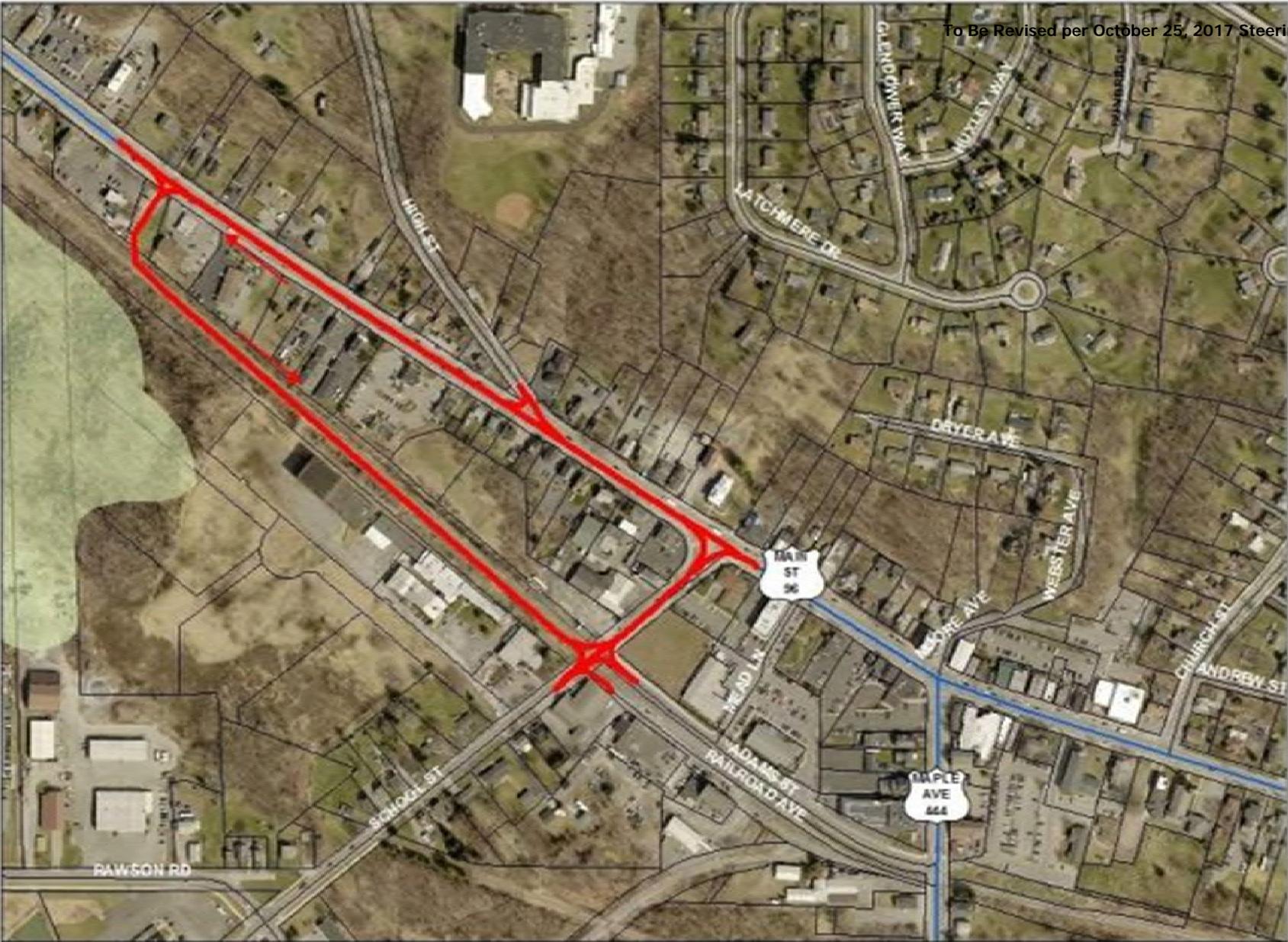
## 4.a. Multi-Segment/Corridor-Wide

- ▶ Create a *bypass* to avoid delay
- ▶ Deploy Variable Message Signs (VMS) to inform drivers of delays on Route 96
- ▶ Remove Thruway tolls between interchanges 44 and 45
- ▶ Improve walkability and bikeability
- ▶ Traffic signal preemption for emergency service and prioritization for transit
- ▶ Improve public transportation
  - Expand frequency and hours of bus service
  - Build a light rail line from Geneva/Canandaigua to Rochester
- ▶ Create a Route 96 Cultural Corridor

## 4.b. High-Priority Alternatives

- ▶ **What projects and programs should we move to the evaluation phase?**
  - What projects and programs (if any) do you feel are infeasible or not within the purview of this project?
  - What are the specific elements of the projects we should consider? Limits, type of improvement, etc.
  
- ▶ **Are there any “bundles” of these projects and programs that should be tested together?**
  - Are there any combinations of projects that should be avoided?





Traffic 'Circle' Option 1

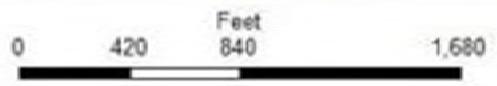




-  NYSDEC Wetlands
-  Tax Parcels

Traffic 'Circle' Option 2

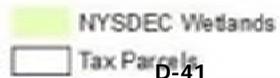




 NYSDEC Wetlands  
 Tax Parcel

### Traffic 'Circle' Option 3





Traffic 'Circle' Option 4



## 5. Next Steps

- ▶ **Test the bundles with the custom Synchro traffic model developed for the Plan**
  - ▶ Projections of current and future traffic when it is highest throughout the corridor
  - ▶ Nearly complete for the 2017 AM, PM, and Saturday Peak Periods
  - ▶ Need to decide on horizon year (2040 recommended)
- ▶ **Prepare graphic representations of network changes and results**
- ▶ **Determine proper fiscal/economic analysis**
- ▶ **Steering Committee Meeting #3 in fall 2017**

**Thank You!**



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Kayle Stettner	NYS Department of Transportation Region 4																										
Lora Barnhill	NYS Department of Transportation Region 4																										
Richard Perrin	T.Y. Lin International																										
James Levy	Planning4Places																										

**Meeting Opening & Welcome**

Glenn Cooke, Steering Committee Chairman, opened the meeting, welcomed the participants and others in attendance, and provided an overview of the agenda. Richard Perrin explained that the purpose of the meeting was to review and discuss needs along the Route 96 corridor, and to have an open discussion about potential alternatives to address those needs. He emphasized that here is no single “silver bullet” solution.

**Identified Needs**

Richard Perrin detailed the consultant team’s efforts to identify needs. To date, these have included:

- A corridor bus tour with Steering Committee members and other stakeholders on June 14, 2017. Participants discussed issues and opportunities. Challenges included delays in the Village, safety issues at the Church Street and Lynaugh Road intersections, delays at Main Street Fishers, and a lack of walkability and bikeability throughout the corridor.
- A stakeholder survey received just over 1,900 responses. Concerns included delays, community character in the village, speeding, traffic signal phases and timing, and walkability and bikeability.
- A public meeting about the project was held on August 3, 2017. Approximately 100 people attended and provided valuable observations and suggestions. In addition to concerns that were raised in the survey, attendees were interested in walkability, bikeability, and placemaking on Main Street Fishers/Victor Mendon Road. Others identified safety concerns along routes used as bypasses to Route 96.
- A Village walking tour was held on June 22, 2017. Participants discussed issues with T.Y. Lin International’s Complete Streets expert. Portions of the Village are not as pedestrian-friendly as desired. Traffic volumes and a lack of dedicated space make bicycling difficult. There are potential conflicts in the center turn lane east of Maple Avenue. Backups were observed at Adams and School Streets.

- The consultant team reviewed previous plans and compiled relevant data, proposals, and recommendations.

**Potential Projects & Programs**

Richard Perrin noted there are distinct zones within the Route 96 corridor. The public meeting was organized around these zones. The Steering Committee discussed comments about each zone and larger-scale recommendations.

Potential projects for the Eastview Mall area included extending Route 250 south to create a “reliever” road; building new I-490 ramps to the Mall; reconfiguring Mall access and internal circulation; adding a protected left-turn signal at High Street; adding a diverging diamond at I-490 Interchange 29; and creating access to Route 96 north from I-490 Interchange 29. Richard Perrin noted that the Federal Highway Administration would have to approve any new I-490 ramps, and it generally does not support providing access to individual business owners. The Steering Committee discussed potential Mall circulation changes, as well as difficulty making right turns onto Benson Road due to high-speed vehicles entering the right lane from the I-490 off-ramp.

Comments about Main Street Fishers/Victor Mendon Road focused on adding left-turn lanes to Route 96 north, connecting Omnitech Place with an extended Willowbrook Road at Route 96, paving Lower Fishers Road, adding decorative lampposts and planters, adding protected bike lanes under the Thruway bridge, and concerns about traffic volumes and turning movements onto and from Phillips and Wangum Roads. The Committee discussed possible challenges of connecting to Omnitech Place due to ongoing development and natural constraints of the site.

Along the western approach to the Village, potential alternatives included creating a road parallel to Route 96 using the Ontario Central Railroad; aligning Route 251 with Lane Road; creating a five-lane section on Route 96 from just south of Wilkins RV and Bristol’s Garden Center to Route 251; and reducing speed limits to allow safer access to and from businesses. Some comments favored improving Cork, Dryer, and Rawson roads as alternative routes, but residents on those roadways do not want increased traffic.

James Levy discussed the idea of reversible lanes for a portion of Route 96 west of the Village.

Within the Village, comments focused on improving traffic signal timing; creating a parallel road using the Ontario Central Railroad (as was proposed for the Western Approach); widening Route 96 to 4 lanes; creating a roundabout or signal at the Church Street and Route 96 intersection; creating a roundabout at Victor Egypt Road (County Road 9)/Lane Road/Lynaugh Road; adding “sharrows” to promote bikeability; eliminating the School Street and Route 96 intersection; and creating mini-roundabouts at School Street’s intersections with Route 96 and Adams Street. There was significant discussion about the potential placement and size of roundabouts.

East of the village, comments expressed interest in a roundabout or signal at Lynaugh Road and Route 96; identifying opportunities for access management; reducing the speed limit on East Victor Road from 45 mph to 40 mph; and creating a bypass between Plastermill Road and Brace Road using the old railroad. There was significant interest in improvements to the Lynaugh Road intersection, as Lynaugh is heavily used, and making left turns onto Route 96 can be difficult. Development in the area could exacerbate these issues.

Corridor-wide suggestions included a bypass to avoid Route 96. Richard Perrin discussed the difference between a bypass, which has limited access and would get traffic around the area, and a parallel route, which would provide access to businesses and connect to the existing street system. Other corridor-wide comments focused on removing Thruway tolls between Exits 44 and 45; improving walkability and bikeability; preempting traffic signals for emergency vehicles; improving public bus service; building light rail from Geneva or Canandaigua to Victor; and creating a Route 96 Cultural Corridor.

Glenn Cooke asked for a summary of what will happen in the corridor if nothing is done. A “do-nothing” scenario will be provided to the horizon year, reflecting anticipated growth even without improvements to the corridor.

**Alternatives for Testing**

The Steering Committee discussed alternatives to be evaluated with the custom traffic simulation mode developed for the Plan. Highlights included:

- The potential diversion of traffic onto the Thruway with the removal of tolls is outside the scope of this study, which focuses on infrastructure. Thruway tolling can be provided as a discussion item in the plan for further consideration as a non-infrastructure recommendation.
- Thomas Harvey described several potential combinations of parallel roads and roundabouts to eliminate left turns across opposing traffic and allow new connections to properties along the south/west of Route 96:
  - Option 1 would create a parallel road along the railroad right-of-way and would extend from a new roundabout on Route 96 near Papa Jack’s to School Street. Between the roundabout and School Street, Route 96 would become north/westbound only, and the parallel road would become south/eastbound only. This concept would involve minimal new construction and eliminate the need for two traffic signals.
  - Option 2 would build off Option 1 and extend the parallel road along Adams Street to Maple Avenue.
  - Option 3 would build off Option 2 and extend the parallel road to a point east of Lynaugh Road.
  - A member of the public asked whether the one-way parallel road scenario would require a southbound driver to bypass part of the Village and turn around to reach businesses on the north/east side of Route 96. That would be the case. There was discussion of whether this would disrupt Village businesses. Richard Perrin noted that some survey respondents indicated that they already avoid businesses on Route 96 because of traffic congestion. Eliminating left turns could help alleviate that congestion, but balance is needed between business access and mobility on Route 96. Both one- and two-way options could be modeled for the parallel road concept.
- The Steering Committee discussed the idea of a mini-roundabout at High Street and Route 96, but there was some concern about trucks and buses navigating it. This would have to be examined from an engineering perspective. There has been discussion for years about squaring-off and realigning the intersection.
- An oval roundabout already is proposed for the intersection of Lynaugh Road and Route 96. A member of the public raised concerns about a roundabout at this location. It was noted by multiple members of the Steering Committee that roundabouts have a good track record within the region.
- Benefits from signal optimization will not be significant enough to reduce a large amount of the existing and projected congestion, but this will be evaluated as part of the modeling.
- Dedicated turn signals would assist with left turns, but the time allotted for these turns would come from other approaches, potentially causing further delays.
- The possibility of eliminating left turns from Mead Square onto Route 96 was discussed.
- Route 250 could potentially be extended south to the mall area as a reliever route. However, new development may make it difficult to construct this connection. The Turk Hill Road and High Street entrances to the Mall have the highest use. Reconfiguring this area would require significant work on private property. The Steering Committee generally agreed that these improvements are the responsibility of the property owner.

- It was noted that any new I-490 ramps to the mall area would be very close to other interchanges and would likely be very expensive relative to other improvements.
- Options for improved turns to Benson Road were discussed, including a reduced speed limit on Route 96 between I-490 and the Thruway, a diverging diamond design, a turn pocket, and a single point urban interchange (SPUI). A redesign of the I-490 interchange is unlikely to address Benson Road only.
- The Steering Committee rejected the idea of expanding Route 96 to four lanes through the Village.

Richard Perrin explained that a “bundle” of six to eight focused priority proposals needs to be developed for analysis and modeling. Other ideas can be listed as recommendations for future consideration. The bundle generally agreed to by the Steering Committee included:

- Changing the geometry of the Route 96/High Street intersection to improve traffic flow.
- Potential changes to speed limits. This will not be modeled, but can be assessed.
- Connecting Omnitech Place to Willowbrook Road.
- On the western approach to the Village, the potential design and location of reversible lane(s), modeling for two-way traffic on both a new parallel road and Route 96, and aligning Route 251 and Lane Road.
- A five-lane cross section with a center turn lane in the area of Route 96 near Fishers Ridge.
- Improvements to Cork, Dryer, and Rawson roads will be considered second tier options for now. This may need to be reconsidered if the current top priorities cannot attain desired improvements by 2040.
- In the Village, a new parallel road to Route 96 with access to businesses. Other programmatic improvements also can be explored for the Village, such as a Complete Streets policy.

### Next Steps

Richard Perrin said the next step is to analyze and model the bundle of options. The consultant team will provide dollar values for each project.

The next Steering Committee meeting in the fall will include a discussion of revisions to the bundle of options. The consultant team will then bring draft final proposals to the public for review and input.

The end result of this study will not be a lengthy plan, but a packet of high-priority project sheets. Each project will be analyzed in consideration of business needs. Finally, it is important to remember that Route 96 is a New York State facility, and as such, the Town and Village will need to make the case that this “bundle” needs to be funded and is viable to compete with other projects for the available funding.

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Study Steering Committee Meeting
DATE AND TIME	Wednesday, October 25, 2017, 7:00 p.m. – 9:00 p.m.
LOCATION	Victor Town Hall – Main Meeting Room, 85 East Main Street, Victor, NY 14564
ORGANIZED BY	Richard Perrin, T.Y. Lin International

**Meeting Objective**

To present to and receive feedback from the Steering Committee on potential alternatives to address issues along the corridor, including the results from the detailed modeling of associated traffic conditions conducted by the T.Y. Lin International Team.

**Agenda**

1. Introductions
2. Confirm Meeting Objective
3. Initial Project Alternatives
  - a. Overview of Projects and Scenarios
  - b. Anticipated Future Traffic Conditions
  - c. Steering Committee Q&A and Discussion
4. Initial Programmatic Alternatives
  - a. Access Management
  - b. Complete Streets
5. Next Steps
  - a. November 15, 2017 Public Meeting

**Meeting Preparation**

Please be prepared to provide feedback on the potential alternatives and thoughts on how best to present these in a manner that will garner the greatest amount of meaningful public comment on November 15, 2017.

Please contact Richard Perrin regarding any additions, deletions or changes to this agenda. Rich may be reached via email at Richard.Perrin@tylin.com or via telephone at (585) 298-1854.



# Steering Committee Meeting #3

## October 25, 2017

macy's

**TY·LIN** INTERNATIONAL  
engineers | planners | scientists

PLANNING **4** PLACES

David A. Riley

# Agenda

1. **Introductions**
2. **Confirm Meeting Objective**
3. **Initial Project Alternatives**
4. **Initial Programmatic Alternatives**
5. **Next Steps**



# 1. Introductions



To Be Revised per October 25, 2017 Steering Committee Direction



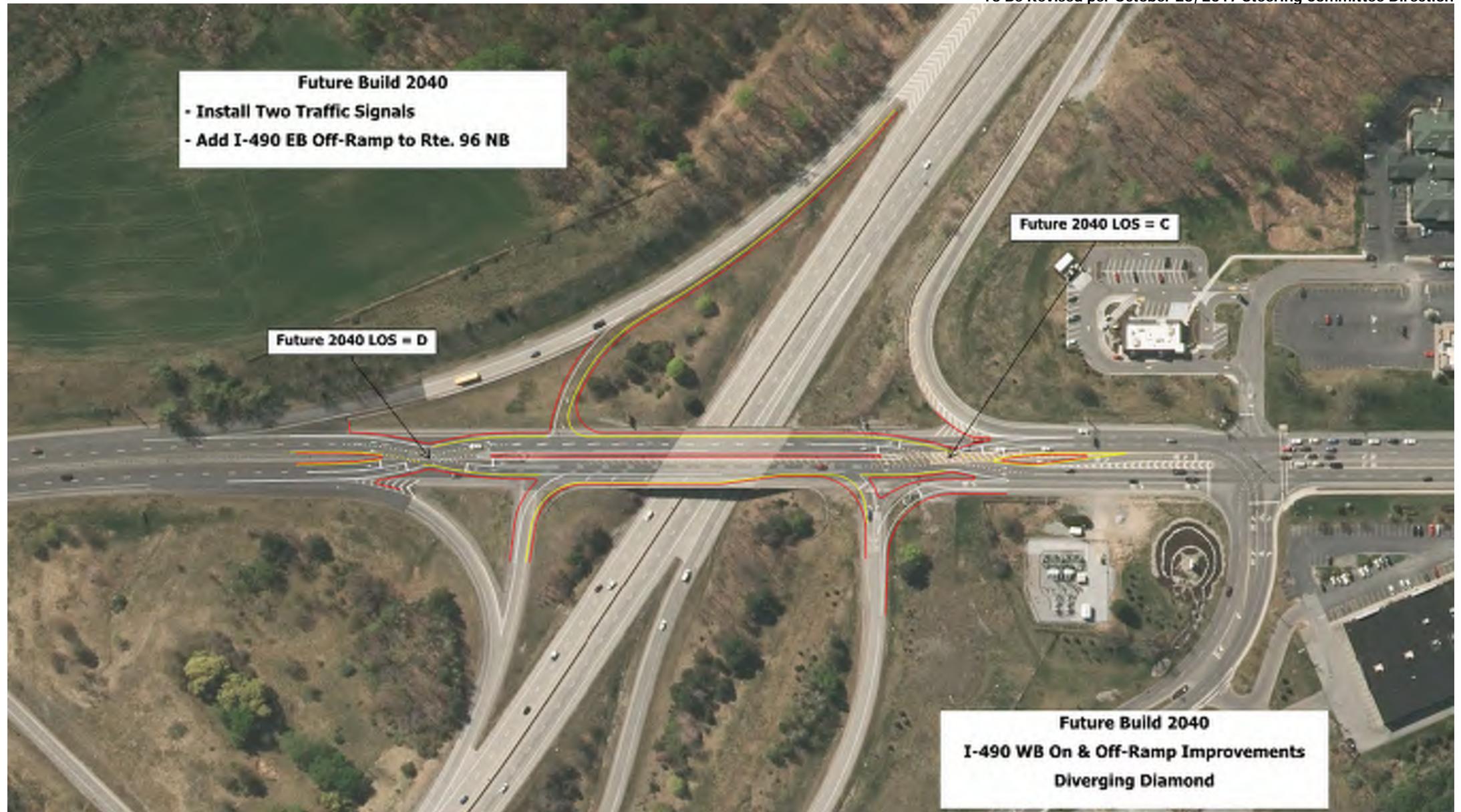
## 2. Confirm Meeting Objective

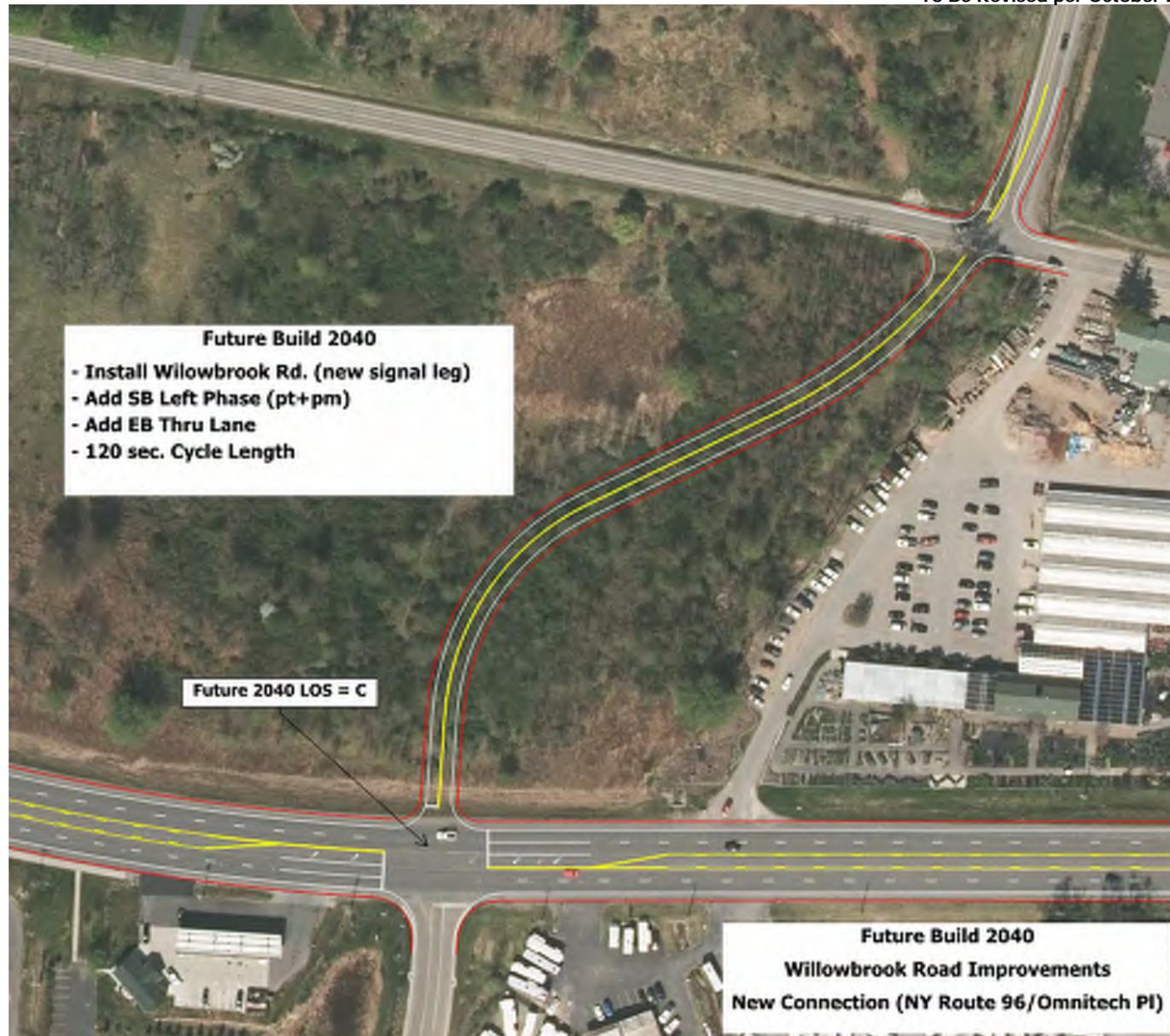
To present and receive feedback from the Steering Committee on potential alternatives to address issues along the corridor, including projected traffic conditions resulting from their implementation.



### **3.a. Initial Project Alternatives**

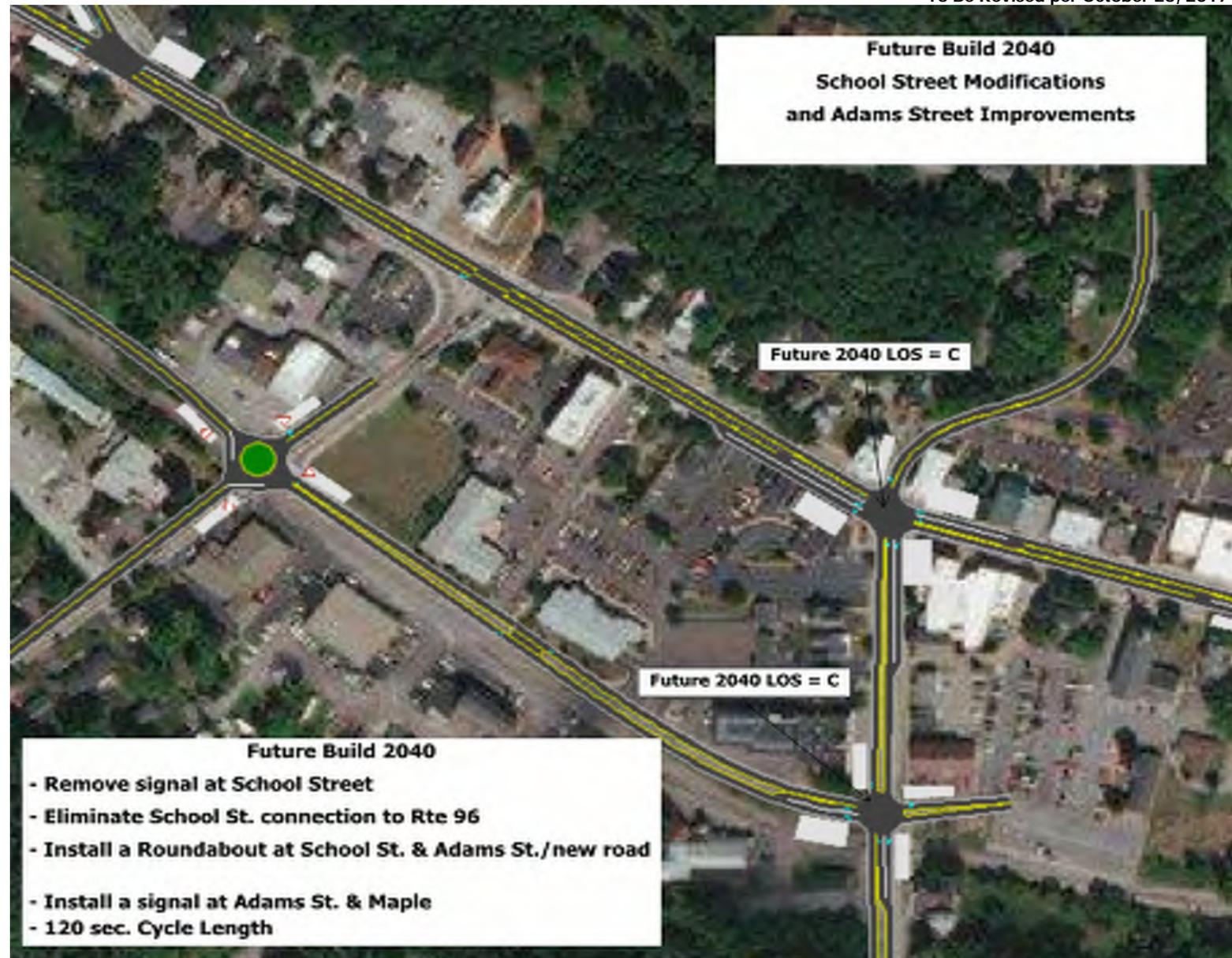
- ▶ **I-490 Interchange 29 Diverging Diamond**
- ▶ **Omnitech Place-Willowbrook Road Connection**
- ▶ **Route 251-Lane Road Connection**
- ▶ **3-Lane to 5-Lane Conversion South to Route 251-Lane Road**
- ▶ **Railroad Conversion to Two-Lane Street with On-Street Parking**
  - ▶ **With and Without Route 96-School Street Intersection**
- ▶ **Plastermill Road-Collett Road-Delray Drive Connection**
- ▶ **Signalization and/or Lane Configuration Changes**
  - ▶ **Woodcliff Drive, Turk Hill Road, High Street (north terminus)**













**Future Build 2040  
Plastermill Road-Collett Road-Delray  
Drive Connection**

## **3.a. Preliminary Construction Costs**

*(not including design or inspection)*

- ▶ **I-490 Interchange 29 Diverging Diamond = \$1.38-\$1.80 million**  
*Assumes no bridge work*
- ▶ **Omnitech Place-Willowbrook Road Connection = \$519,000-\$674,700**
- ▶ **Route 251-Lane Road Connection = \$466,200-\$606,060**
- ▶ **3 to 5-Lane Conversion to Route 251-Lane Road = \$1.89-\$2.45 million**
- ▶ **Railroad Conversion to Boulevard**
  - ▶ **With School Street Intersection = \$1.46-\$1.90 million**
  - ▶ **Without Route 96-School Street Intersection = \$1.71-\$2.23 million**
- ▶ **Plastermill Road-Collett Road-Delray Drive Connection = \$327,000-\$425,100**
- ▶ **Signalization and/or Lane Configuration Changes = \$150,000-200,000/each**

## 3.a. Initial Project Alternatives

- ▶ **What we didn't analyze**
  - ▶ **Route 250 reliever road across Route 96**
  - ▶ **New I-490 ramps to Eastview Mall**
  - ▶ **Bike lanes under Thruway bridge**
  - ▶ **"Improvements" to Cork/Dryer/Rawson**
  - ▶ **Road widening in the Village**
  - ▶ **Village bypass along new alignment**
  - ▶ **Reuse of railroad between Plastermill Road and Brace Road**
  - ▶ **Light rail line from Geneva/Canandaigua to Rochester**



### 3.a. Initial Project Alternatives

- ▶ **What we didn't analyze...but could be recommended**
  - ▶ **Lane Road/Victor Egypt Road/Lynaugh Road roundabout (*cost estimate*)**
  - ▶ **Turning issues on Phillips and Wangum Roads**
  - ▶ **Speed limit changes**
  - ▶ **Townwide bicycle/pedestrian improvements (*see Initial Programmatic Alternatives*)**
  - ▶ **Townwide Aesthetic Improvements**
  - ▶ **Paving Lower Fishers Road**
  - ▶ **Variable Message Sign deployment**
  - ▶ **Creation of a Route 96 Cultural Corridor**
  - ▶ **Removal of Thruway tolls**



### 3.a. Scenarios

- ▶ **Percent growth rates as included in GTC Travel Demand Model**
- ▶ **Existing counts escalated 3 percent/year to 2017**
- ▶ **Includes growth on all approaches to Route 96 (0.5%-1.13%/year)**

**Victor Route 96 Projected Traffic Growth, 2017 -2040**

Cross Street	Annual Growth	2040 Growth
McMahon Rd.	0.80%	18.40%
Lynaugh Rd.	0.80%	18.40%
Church St.	0.80%	18.40%
Moore Ave./Maple Ave.	0.80%	18.40%
School St.	0.80%	18.40%
High St.	0.80%	18.40%
Lane Road	1.07%	24.54%
Rte. 251	1.07%	24.54%
Omnitech Pl.	1.07%	24.54%
Rowley Rd./Main Street Fishers	1.07%	24.54%
I-490 WB On Ramp	1.13%	26.06%
I-490 EB Ramps	1.13%	26.06%
I-490 WB Ramps	1.13%	26.06%
Commerce Dr.	1.13%	26.06%
High St./Mall	1.13%	26.06%
Cobblestone Ct./Mall	1.13%	26.06%
Cobblestone Dr./Square Dr.	1.13%	26.06%
Turk Hill Rd.	1.13%	26.06%
Commons Blvd.	1.13%	26.06%
Rte 250	0.53%	12.19%
Woodcliff Dr.	0.53%	12.19%
I-490 Exit 28	0.53%	12.19%

# 3.b. Future Intersection Conditions

Intersection LOS (PM Peak)				
Intersection	Existing 2017	Future No Build 2040	Future Proposed 2040	Future Proposed 2040 w/out School St.
Moore Ave./Maple Ave.	C	C	C	C
School St.	B	B	C	-
High St.	D	E	B	A
<b>Railroad Road - NEW</b>	-	-	B	C
<b>Railroad Road &amp; Maple - NEW</b>	-	-	-	C
<b>Railroad Road &amp; School - NEW (Roundabout)</b>	-	-	B	B
Rte. 251	B	F	-	-
<b>Rte. 251/Lane Road - NEW</b>	-	-	C	C
<b>Omnitech Pl./ Willowbrook Rd. - NEW</b>	-	-	C	C
Rowley Rd./Main Street Fishers	D	F	D	D
I-490 WB On-Ramp/Off-Ramp	B	C	-	-
<b>Diverging Diamond S - NEW</b>	-	-	C	C
<b>Diverging Diamond N - NEW</b>	-	-	D	D
Commerce Dr.	B	C	B	B
High St.	F	F	F	F
Cobblestone Ct.	F	F	F	F
Turk Hill Rd.	F	F	F	F
Commons Blvd.	C	F	E	E
Rte 250	B	B	B	B
Woodcliff Dr.	F	F	E	E
I-490 Exit 28	C	C	C	B

# 3.b. Future Segment Conditions

Arterial LOS								
	Existing 2017		Future No Build 2040		Future Proposed Build 2040		Future Build Proposed 2040 w/out School St.	
	NB	SB	NB	SB	NB	SB	NB	SB
<u>Cross Street with Route 96</u>								
Moore Ave./Maple Ave.	C	F	C	F	C	E	C	E
School St.	D	E	E	F	D	F	-	-
High St.	F	C	E	D	E	C	C	C
<b>Railroad Road - NEW</b>	-	-	-	-	D	B	D	B
Rte. 251	A	A	A	E	-	-	-	-
<b>Rte. 251/Lane Road - NEW</b>	-	-	-	-	A	A	A	A
<b>Omnitech Pl./ Willowbrook Rd. - NEW</b>	-	-	-	-	B	C	B	C
Rowley Rd./Main Street Fishers	B	C	D	F	F	D	F	D
Commerce Dr.	F	C	F	D	F	D	F	D
High St.	F	F	F	F	F	F	F	F
Cobblestone Ct.	F	F	F	F	F	F	F	F
Turk Hill Rd.	F	F	F	F	F	D	F	D
Commons Blvd.	B	D	C	F	C	F	C	F
Rte 250	C	C	C	C	E	B	C	B
Woodcliff Dr.	C	C	C	D	B	D	B	D
I-490 Exit 28	C	C	C	C	C	C	C	C

# 3.c. Steering Committee Q&A and Discussion



## 4. Initial Programmatic Alternatives

- ▶ **Access Management**
  - ▶ **Driveway Access & Width**
  - ▶ **Connection of Adjacent Properties**
  - ▶ **Shared Parking**
  - ▶ **Frontage & Access Roads**
  - ▶ **Medians**
  - ▶ **Corner Clearance**
- ▶ **Complete Streets**
  - ▶ **Policy supporting active transportation**
  - ▶ **Sidewalk Requirements**
  - ▶ **Bicycle Parking Requirements**
  - ▶ **Streetscape Enhancements**

## 5. Next Steps

- ▶ **Revision to Initial Alternatives Based on Steering Committee Input**
- ▶ **Public Meeting #2 to Present Draft Alternatives on Nov. 15<sup>th</sup>**
  - ▶ **Presentation with Public Comment**
- ▶ **Steering Committee Meeting #3 to Review Public Comments and Finalize Alternatives**
- ▶ **Prepare Materials for SEQRA**

**Thank You!**



MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee Meeting																														
DATE AND TIME	Wednesday, October 25, 2017   7:00 p.m. – 9:00 p.m.																														
ATTENDEES	<p><u>Steering Committee Members</u></p> <table border="0"> <tr> <td>Glenn Cooke (Chairman)</td> <td>Victor Local Development Corporation</td> </tr> <tr> <td>Hon. David Tantillo</td> <td>Town of Victor Councilman</td> </tr> <tr> <td>Hon. Carol Commisso</td> <td>Village of Victor Trustee</td> </tr> <tr> <td>Jack Dianetti</td> <td>Town of Victor Planning Board Chairman</td> </tr> <tr> <td>Katie Evans</td> <td>Town of Victor Director of Development</td> </tr> <tr> <td>Kathy Rayburn</td> <td>Town of Victor Director of Economic Development</td> </tr> <tr> <td>Thomas Harvey</td> <td>Ontario County Planning Director</td> </tr> <tr> <td>William Wright</td> <td>Ontario County Commissioner of Public Works</td> </tr> <tr> <td>Joseph Bovenzi</td> <td>Genesee Transportation Council</td> </tr> <tr> <td>David Goehring</td> <td>NYS Department of Transportation Region 4</td> </tr> <tr> <td>Lora Barnhill</td> <td>NYS Department of Transportation Region 4</td> </tr> </table> <p><u>Consultant Team</u></p> <table border="0"> <tr> <td>Richard Perrin</td> <td>T.Y. Lin International</td> </tr> <tr> <td>Christine Bianchi</td> <td>T.Y. Lin International</td> </tr> <tr> <td>James Levy</td> <td>Planning4Places</td> </tr> <tr> <td>David Riley</td> <td>Independent consultant</td> </tr> </table>	Glenn Cooke (Chairman)	Victor Local Development Corporation	Hon. David Tantillo	Town of Victor Councilman	Hon. Carol Commisso	Village of Victor Trustee	Jack Dianetti	Town of Victor Planning Board Chairman	Katie Evans	Town of Victor Director of Development	Kathy Rayburn	Town of Victor Director of Economic Development	Thomas Harvey	Ontario County Planning Director	William Wright	Ontario County Commissioner of Public Works	Joseph Bovenzi	Genesee Transportation Council	David Goehring	NYS Department of Transportation Region 4	Lora Barnhill	NYS Department of Transportation Region 4	Richard Perrin	T.Y. Lin International	Christine Bianchi	T.Y. Lin International	James Levy	Planning4Places	David Riley	Independent consultant
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David Riley	Independent consultant																														

### Meeting Opening & Welcome

Richard Perrin opened the meeting and noted its objective – for the consultant team to present and receive feedback from the Steering Committee on potential alternatives to address issues along the Route 96 corridor.

### Initial Project Alternatives

Richard Perrin described 7 initial alternatives for the Steering Committee’s consideration:

- Creating a diverging diamond at I-490 Interchange 29;
- Connecting Omnitech Place and Willowbrook Road at Route 96;
- Aligning Route 251 and Lane Road at Route 96;
- Converting a portion of Route 96 south of Lane Road from 3 lanes to 5 lanes;
- Converting the Ontario Central Railroad bed into a 2-lane street with on-street parking, parallel to Main Street, with options to maintain or remove the School Street intersection with Route 96;
- Connecting Plastermill Road, Collett Road and Delray Drive on the eastern end of the corridor;
- Signalization and/or lane configuration changes at Woodcliff Drive, Turk Hill Road and High Street.

An earlier concept for the parallel street to serve 1-way traffic only was not included, based on comments from the public and Steering Committee.

Christine Bianchi explained the proposed signalization and lane configuration changes. At Turk Hill Road, signals can be timed and coordinated better. Protected left turn lanes at the northern terminus of High Street and Route 96 would likely result in safety improvements.

Overall, all alternatives were meant to utilize existing space and facilities while minimizing the need to take additional land to widen roads or intersections. There are no “silver bullets,” and even with these changes, some intersections would likely still function at level of service F; however, there would be overall improvement.

Richard Perrin noted that the alternatives may need to be phased pursuant to funding availability.

Discussion

The Steering Committee provided feedback on the proposed alternatives. Highlights included:

- The diverging diamond interchange could be prone to traffic issues and confusion. The deflection angles at the edges of the bridge were noted as a primary area of concern. Richard Perrin noted that there are significant slopes and potential constraints in this area, particularly on the north side of the bridge. Some concern also was noted regarding queuing space between the north side of the bridge and a nearby substation.
- The Committee discussed the possibility that an east-west road could eventually be constructed to connect Willowbrook Road to the future Fishers Ridge development.
- The southern High Street intersection with Route 96 remains a concern. The existing signal stops traffic in all directions anytime a crosswalk is activated. Richard Perrin suggested that pedestrians be restricted to a single crossing on one side of the intersection crossing Route 96 to eliminate many delays. It was noted that many pedestrians here appear to be grade-school children. There was some interest in straightening the intersection to a 90-degree angle to preserve the crosswalk, but this idea would require more land than is available, and the slope could make design difficult. A 90-degree intersection, however, would slow traffic turning north on High Street. A mini-roundabout is not feasible at this location due to the need for additional land that would impact existing buildings.
- The Steering Committee discussed whether the parallel street should intersect with Route 96 farther north than the proposed outlet near Papa Jack’s, or if it could alternatively intersect with Route 251. Having the new road connect near Papa Jack’s would create a significant level of service improvement; extending to Route 251 would add cost but could provide better system connectivity.
- Richard Perrin explained that terminating the parallel street at Maple Avenue would provide significant benefit. The new street would have a sidewalk, a bicycle lane, a 30-mph speed limit, on-street parking, and connections to businesses on Main Street.
- The Committee discussed intersection levels of service with these improvements under current traffic conditions and in 2040 with projected growth.
- Access points are key to the proposed parallel street not acting as a bypass or alternate route to Main Street in the Village.

- The consultant team should model extending the parallel street from Route 251 to Lynaugh Road. Richard Perrin responded that an expanded street would be explored further.
- The Steering Committee and elected officials need more options and costs (alternatives) that they can take to the public. The public can then decide how they feel about the alternatives.
- The parallel street could potentially be built in stages, starting with the segment initially proposed, but extending later to Route 251 and Lynaugh Road.
- The parallel street is not a bypass, but a reliever road providing access to existing properties.
- The parallel street could alternatively enter the rail bed at the billboards on Route 96. A question was raised regarding where the money to pay for this will come from. Richard Perrin responded that funding options from all levels – federal, state, and local – would be identified as part of the next task of the Plan.
- The idea of extending the parallel street east of Maple Avenue could be problematic and complicated because the railroad does serve a business there, albeit infrequently. Economic development is an aspect of service on the Ontario Central Railroad, which now serves Victor Insulators in the Village. Co-locating a road and the rail line was raised as a possibility. The storage of boxcars on the line also is a significant issue for the Town as it is not aesthetically pleasing.
- Richard Perrin noted that the idea of utilizing the Thruway as a bypass is a different study that requires a different type of analysis (economic/behavioral). That is beyond the scope of this study. Some attendees noted that if people want to use the Thruway now, it is unclear whether the cost is a deterrent.

### **Preliminary Construction Costs**

Richard Perrin discussed preliminary construction cost estimates, which represent approximately 65-70% of total cost (engineering, design, and inspection represent the remaining 30-35% costs). Estimates were:

- I-490 Interchange 29 Diverging Diamond: \$1.38-\$1.8 million (assumes no bridge work)
- Omnitech Place-Willowbrook Road Connection: \$519,000-\$674,700
- Route 251-Lane Road Connection: \$466,200-\$606,060
- 3 to 5-Lane Conversion to Route 251-Lane Road: \$1.89-\$2.45 million
- Railroad Conversion to Boulevard:
  - With School Street Intersection: \$1.46-\$1.90 million
  - Without Route 96-School Street Intersection: \$1.71-\$2.23 million
- Plastermill Road-Collett Road-Delray Drive Connection: \$327,000-\$425,100
- Signalization and/or Lane Configuration Changes: \$150,000-200,000 each

**Initial Project Alternatives**

The idea of a Cultural Corridor was removed, but could be advanced individually if desired. It was reiterated that light rail and commuter rail transit are not viable options given their high costs. Richard Perrin noted that the consultant team recently received the corridor buildout analysis and will review it for any implications for this project. It was noted that actual growth from 2005-2017 exceeded projections from the 2005 analysis.

It was noted that Lane Road/Victor Egypt Road/Lynaugh Road reconfiguration is a major item noted in the Comprehensive Plan and should be included in this plan.

**Scenarios**

Richard Perrin and Christine Bianchi discussed projected traffic growth charts not only for Route 96, but all approaches to Route 96 within the Study Area, as well as future levels of service for intersections and arterials.

It was recommended that internal circulation be discussed with Eastview Mall and NYSDOT. The projected level of service in the area may be of interest and concern to Mall owners.

**Initial Programmatic Alternatives**

Richard Perrin discussed initial programmatic alternatives, such as a Complete Streets policy and access management.

**Next steps**

A public meeting will be held November 15, 2017 to present the draft recommendations to the public and gather feedback. The Steering Committee will review comments and finalize alternatives at its subsequent meeting.

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee Meeting
DATE AND TIME	Wednesday, December 13, 2017, 7:00 p.m. – 9:00 p.m.
LOCATION	Victor Town Hall, 85 East Main Street, Victor, NY 14564
ORGANIZED BY	Richard Perrin, T.Y. Lin International

**Meeting Objective**

To review public comments received on the draft alternatives presented at the November 15, 2017 public meeting and receive direction on how those alternatives should be modified or revised to produce the preferred set of recommendations that will be included in the plan document.

**Agenda**

1. Introductions
2. Confirm Meeting Objective
3. Public Comments Received on Draft Alternatives
4. Potential Modifications/Revisions to Draft Alternatives
5. Concurrence on Preferred Set of Recommendations
6. Next Steps
  - a. Renderings of High-Priority Project Recommendations
  - b. Format of Plan Document

**Meeting Preparation**

Please review the attached summary of comments received at the public meeting and written comments submitted by the December 1, 2017 deadline, and be prepared to provide feedback on how the draft alternatives should be modified or revised.

Please contact Richard Perrin regarding any additions, deletions or changes to this agenda. Rich may be reached via email at Richard.Perrin@tylin.com or via telephone at (585) 298-1854.



# Steering Committee Meeting #4

## December 13, 2017

**TY·LIN** INTERNATIONAL  
engineers | planners | scientists

**PLANNING** 4 PLACES

David A. Riley

# Agenda

- 1. Introductions**
- 2. Confirm Meeting Objective**
- 3. Public Comments on Draft Alternatives**
- 4. Potential Modifications/Revisions to Alternatives**
- 5. Concurrence on Preferred Recommendations**
- 6. Next Steps**
  - a. Renderings of High-Priority Project Recommendations**
  - b. Format of Plan Document**

# 1. Introductions



## 2. Confirm Meeting Objective

**To review comments received on the draft alternatives presented at the November 15, 2017 public meeting and identify modifications or revisions needed to produce a preferred set of recommendations that will be included in the plan document.**



### 3. Public Comments Received on Draft Alternatives

- ▶ Overall, there is community support for the new village street
  - ▶ There is minor concern over the impact on the existing rail
- ▶ Speeding and left turns onto 96 are concerns at certain locations
  - ▶ Main Street Fishers
  - ▶ Church & Lynaugh
  - ▶ Benson Road
  - ▶ Plastermill Road
- ▶ Identify opportunities to expand bicycling and walking
- ▶ Make the Thruway a more attractive option
  - ▶ Promote E-ZPass Annual Permit Plan
  - ▶ Install higher speed booths and/or more booths
  - ▶ Remove tolls (at a minimum, for residents)
- ▶ No agreement on how to pay for improvements

**Draft alternatives were developed based on 1<sup>st</sup> round of comments**

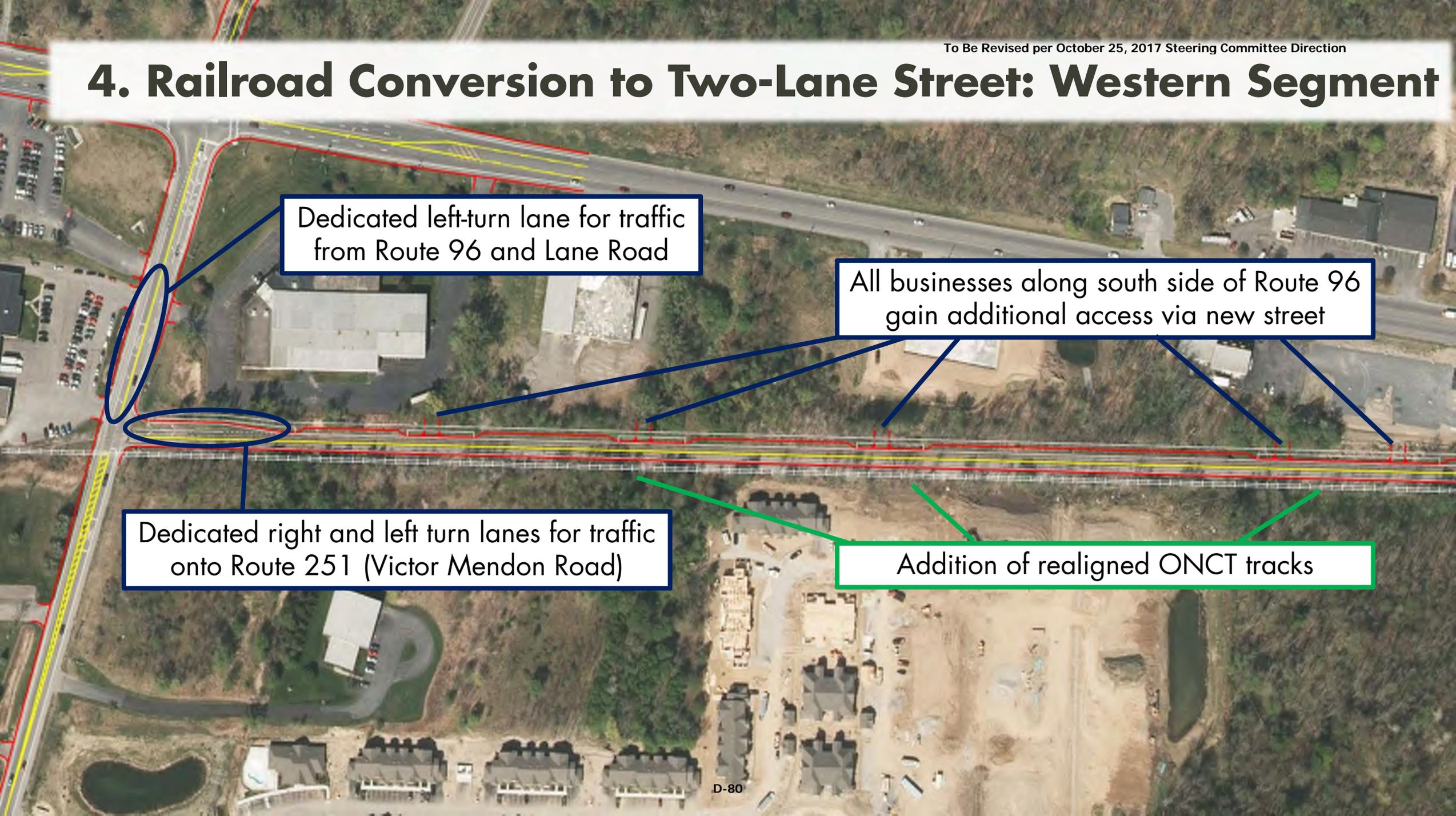
### **3. What We Didn't Add/Advance**

- ▶ **Route 250 reliever road across Route 96**
- ▶ **New I-490 ramps to Eastview Mall**
- ▶ **Bike lanes under Thruway bridge**
- ▶ **"Improvements" to Cork/Dryer/Rawson**
- ▶ **Road widening in the Village**
- ▶ **Village bypass along new alignment**
- ▶ **Reuse of railroad between Plastermill Road and Brace Road**
- ▶ **Route 96 Cultural Corridor**
- ▶ **Light rail line from Geneva/Canandaigua to Rochester**

## **4. Potential Modifications/Revisions**

- ▶ **Railroad Conversion to Two-Lane Street with On-Street Parking**
- ▶ **Route 251-Lane Road Connection**
- ▶ **3-Lane to 5-Lane Conversion South to Route 251-Lane Road**
- ▶ **Plastermill Road-Collett Road-Delray Drive Connection**
- ▶ **Lane Road/Victor Egypt Road/Lynaugh Road Roundabout**
- ▶ **Omnitech Place-Willowbrook Road Connection**
- ▶ **I-490 Interchange 29 Diverging Diamond**
- ▶ **Signalization and/or Lane Configuration Changes**
  - ▶ **Woodcliff Drive, Turk Hill Road, High Street (north terminus)**

# 4. Railroad Conversion to Two-Lane Street: Western Segment



Dedicated left-turn lane for traffic from Route 96 and Lane Road

All businesses along south side of Route 96 gain additional access via new street

Dedicated right and left turn lanes for traffic onto Route 251 (Victor Mendon Road)

Addition of realigned ONCT tracks

# 4. Railroad Conversion to Two-Lane Street: Central Segment

All businesses along south side of Route 96 gain additional access via new street

Addition of realigned ONCT tracks

# 4. Railroad Conversion to Two-Lane Street: Eastern Segment (Original/Option 1)

Removal of signal and conversion to Right-In/Right-Out only at Route 96/School Street Intersection

All businesses along south side of Route 96 gain additional access via new street

Mini-Roundabout at School Street/Adam Street Intersection

# 4. Railroad Conversion to Two-Lane Street: Eastern Segment (Revised/Option 2)

Removal of signal and conversion to Right-In/  
Right-Out only at Route 96/School Street Intersection

All businesses along south side of Route 96  
gain additional access via new street

Addition of realigned ONCT tracks

Mini-Roundabout at School Street/  
Adam Street Intersection shifted  
north to accommodate realigned  
ONCT tracks

# 4. Railroad Conversion to Two-Lane Street: Extended Eastern Segment (Revised/Option 3)

The businesses along south side of Route 96 gain additional access via new street

Roundabout at Route 96 and  
Lynaugh Road (est. 2020-2021)

Intersection of  
Village Street at  
Lynaugh Road

Realigned ONCT tracks

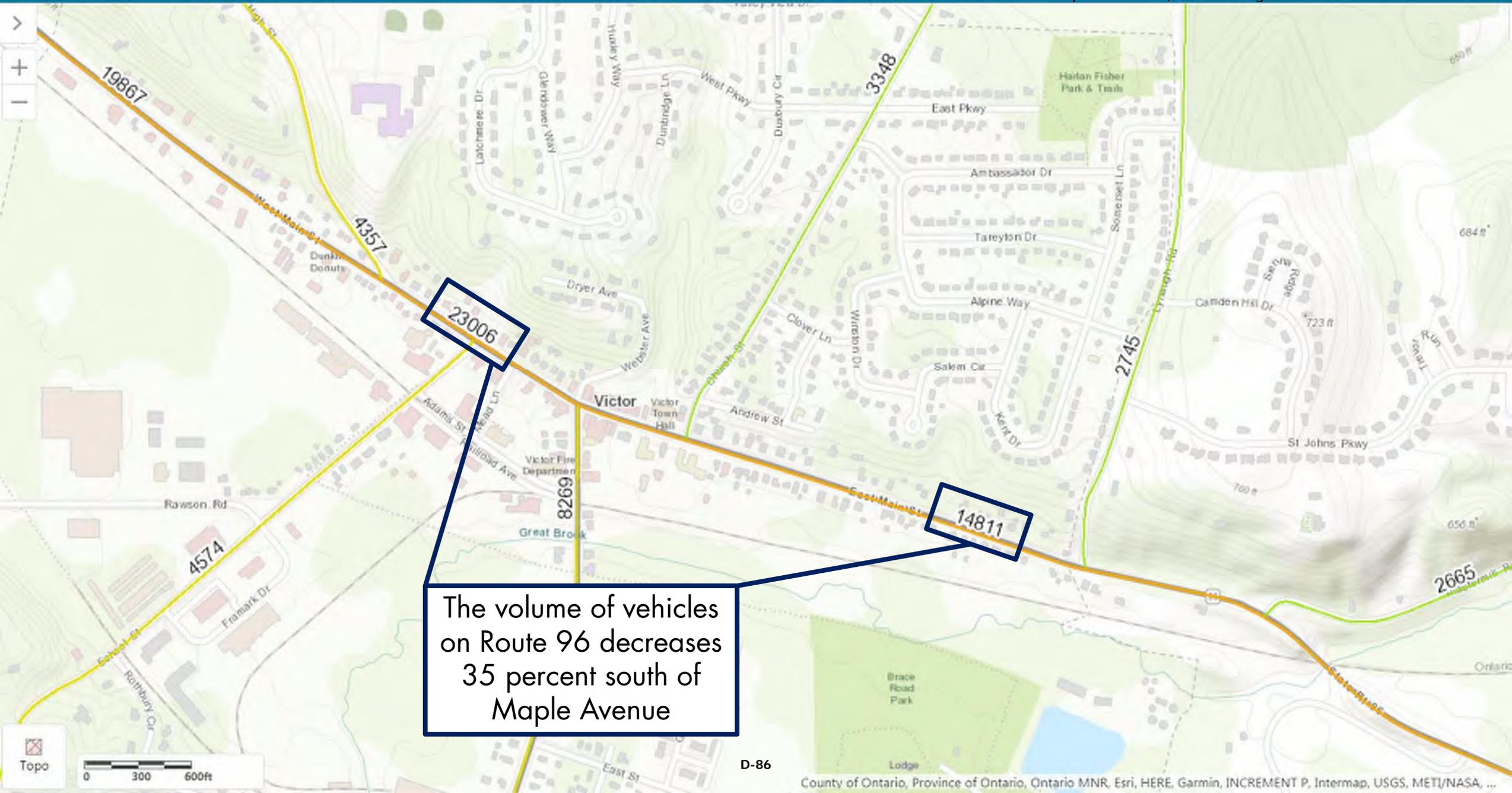
Existing residences

# 4. Railroad Conversion to Two-Lane Street: Extended Eastern Segment (Revised/Option 4)

Roundabout at Route 96 and  
Lynaugh Road (est. 2020-2021)

Intersection of Village Street at  
Plastermill Road

Realigned ONCT tracks



The volume of vehicles on Route 96 decreases 35 percent south of Maple Avenue

23006

14811



## 4. Railroad Conversion to Two-Lane Street – Costs

*(not including design & inspection)*

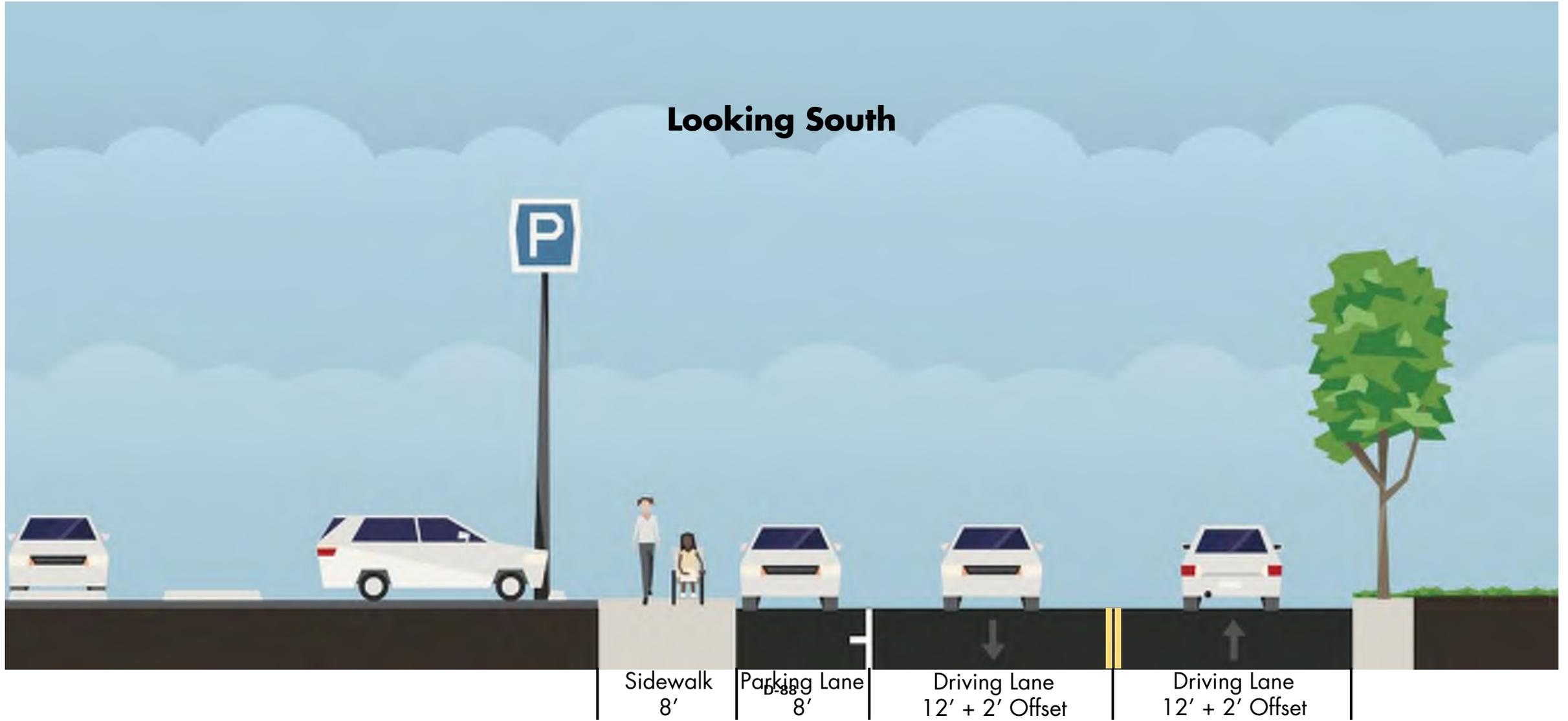
- ▶ **Route 251 to School Street: \$5.28 million-\$6.60 million**
- ▶ **Maple Avenue to Lynaugh Road: \$1.93 million-\$2.41 million**
- ▶ **Maple Avenue to Plastermill Road: \$2.66 million-\$3.33 million**

### **Realignment of ONCT Tracks**

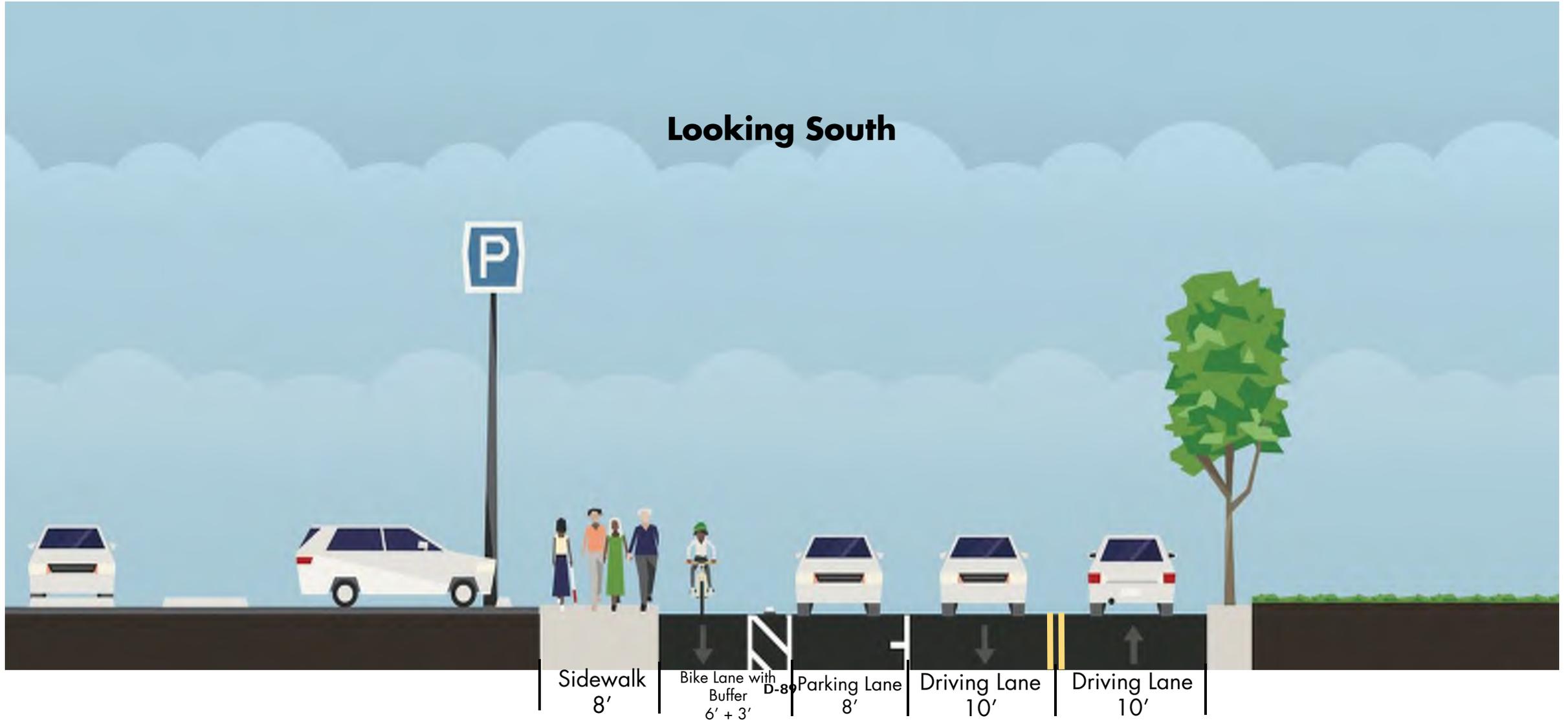
*(not including design & inspection or crossings)*

- ▶ **Route 251 to School Street: \$1.04 million-\$1.49 million**
- ▶ **Maple Avenue to Lynaugh Road: \$406,000-\$580,000**
- ▶ **Maple Avenue to Plastermill Road: \$ \$595,000-\$850,000**

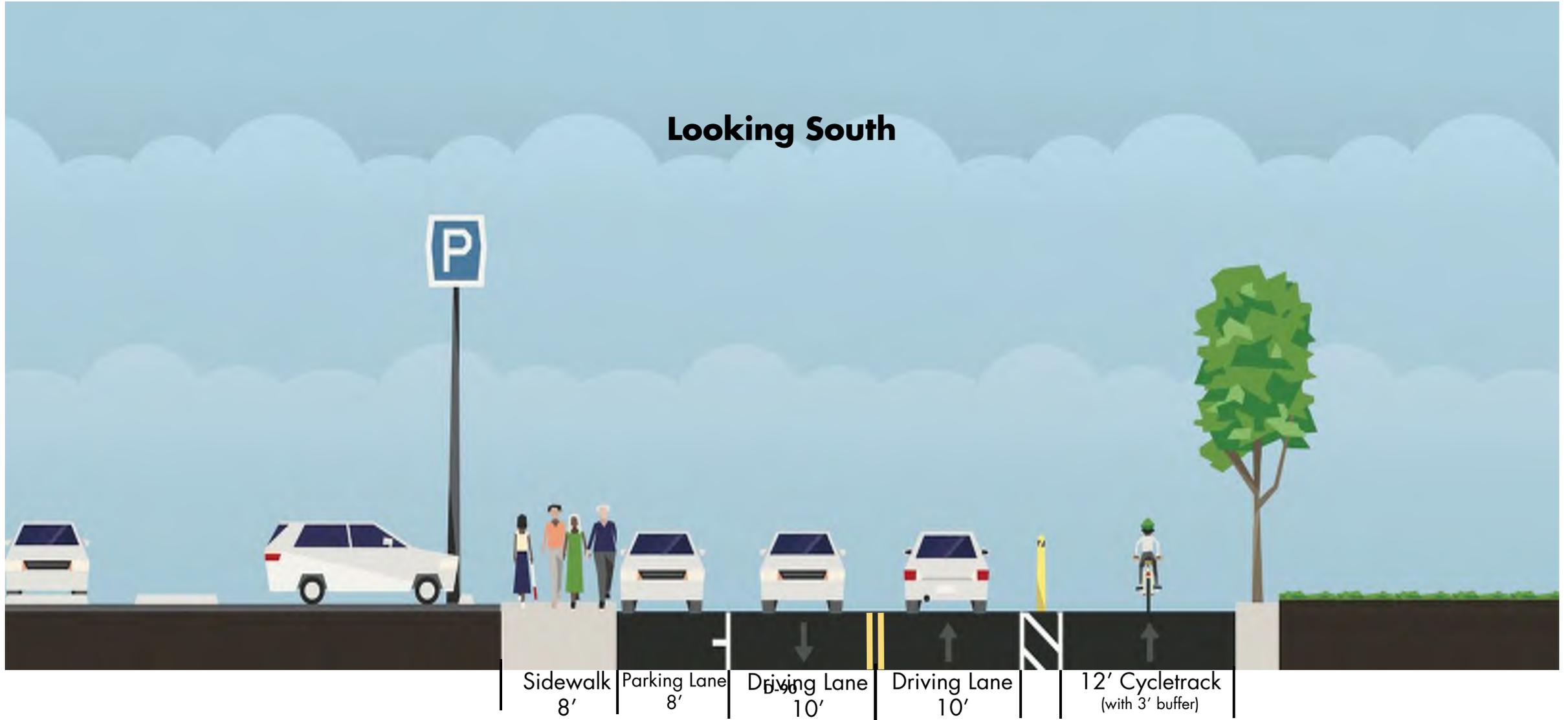
# 4. Railroad Conversion to Two-Lane Street: Cross Section Original/Option 1 (44' Width)



# 4. Railroad Conversion to Two-Lane Street: Cross Section Revised/Option 2 (45' Width)



# 4. Railroad Conversion to Two-Lane Street: Cross Section Revised/Option 3 (48' Width)



# 4. Route 251-Lane Road Connection

**\$466,000-\$583,000**

Dedicated right-turn lane and combined through/left turn lane onto Route 96

Lane Road realigned to standard intersection with Route 251 (Victor Mendon Road)

Dedicated right turn lane for traffic from Route 96 south onto Lane Road

Dedicated left turn lane and combined through/right lane for traffic onto Route 96

## 4. 3-Lane to 5-Lane Conversion South to Route 251-Lane Road \$1.78 million-\$2.23 million

Lane configurations would match those to the north near Wilkins RV and Bristol's Garden Center and continue to Route 251 (Victor Mendon Road)/Lane Road Intersection

# 4. Plastermill Road-Collett Road-Delray Drive Connection

**\$327,000-\$409,000**

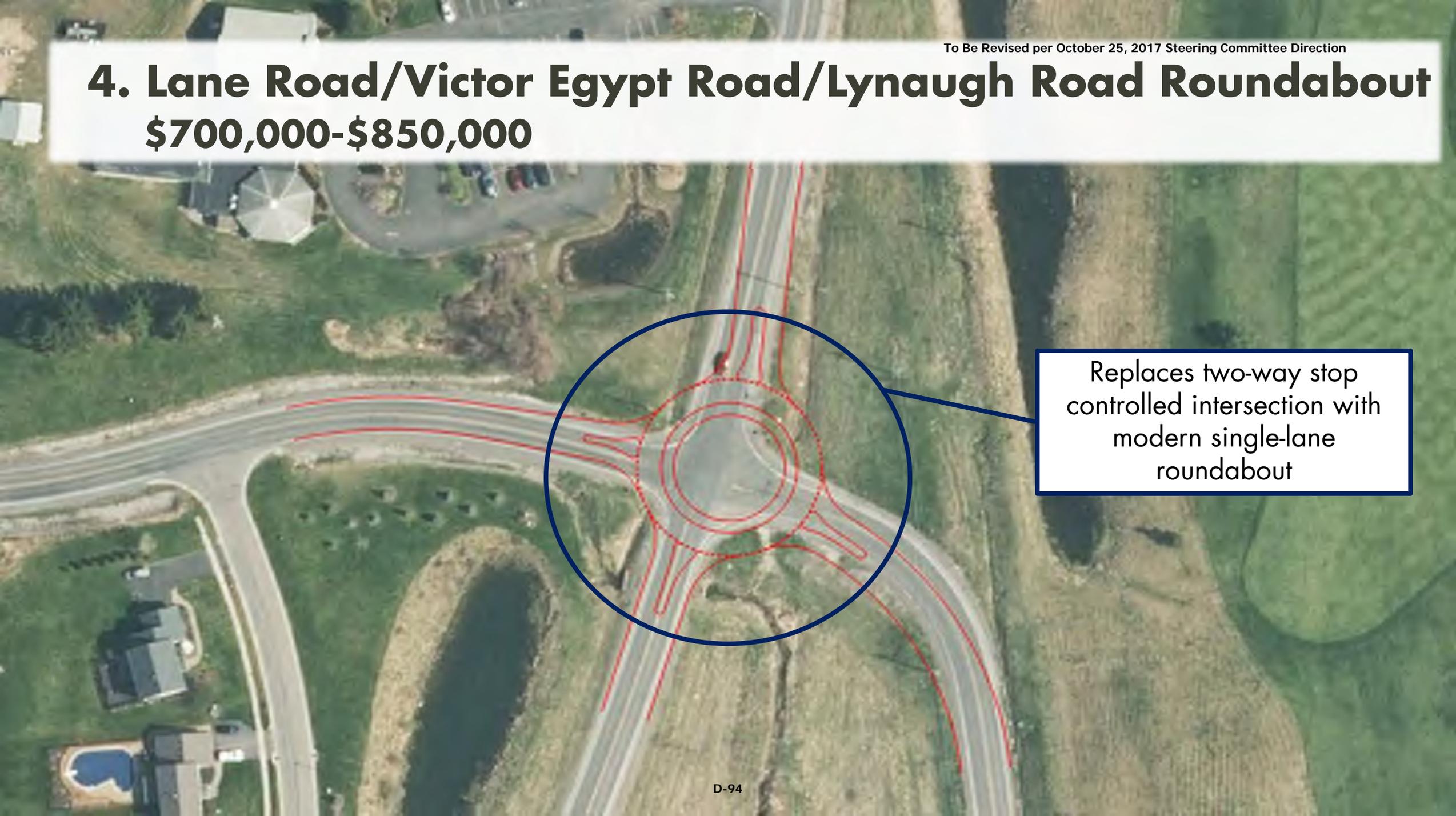
Adds fourth leg at intersection to include Collett Road with two-way stop controlled access onto Plastermill Road

Adds an at-grade crossing of Ontario Central Railroad

Required 15-foot setbacks for crossing gates

# 4. Lane Road/Victor Egypt Road/Lynaugh Road Roundabout

\$700,000-\$850,000

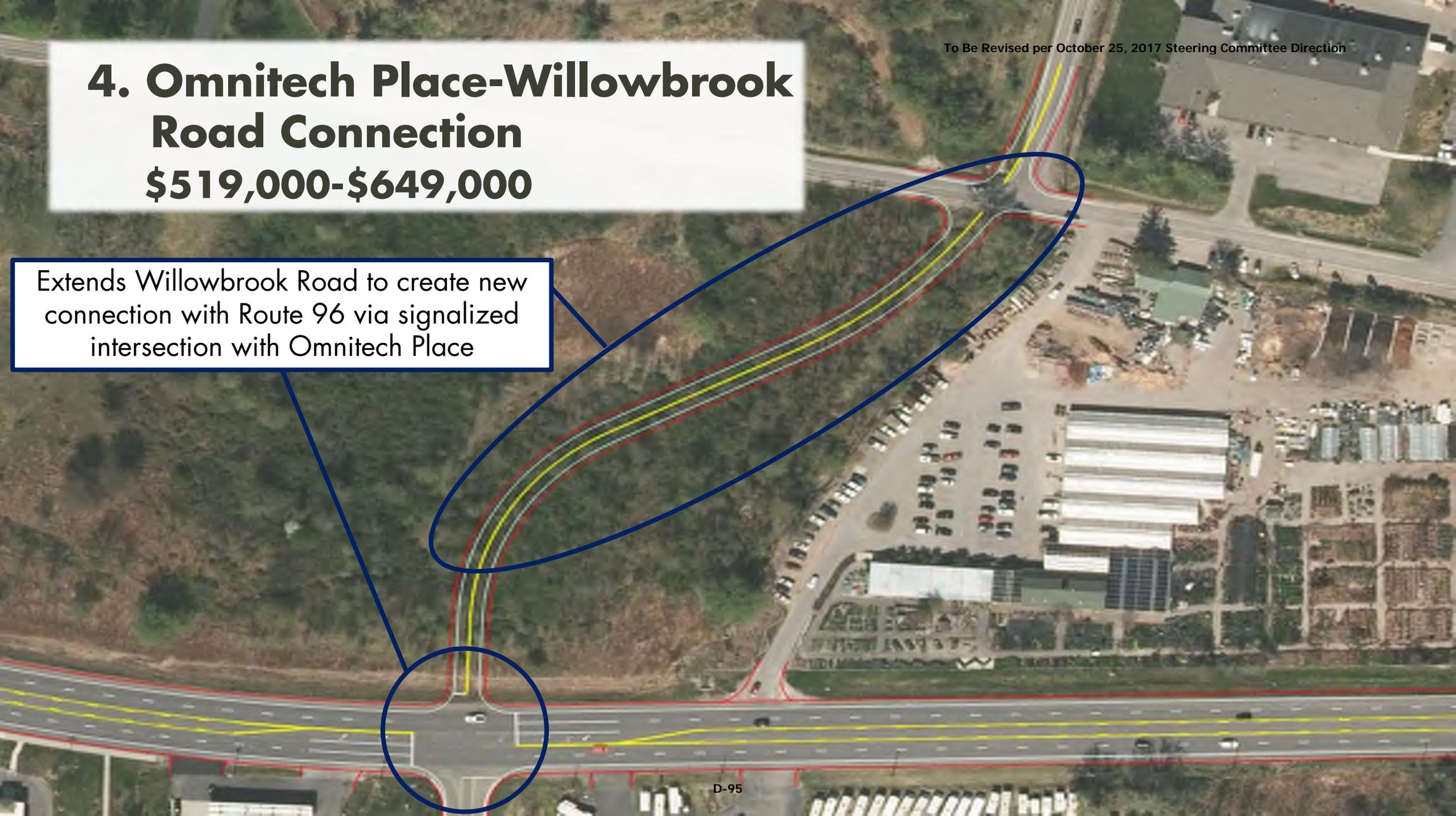


Replaces two-way stop controlled intersection with modern single-lane roundabout

# 4. Omnitech Place-Willowbrook Road Connection

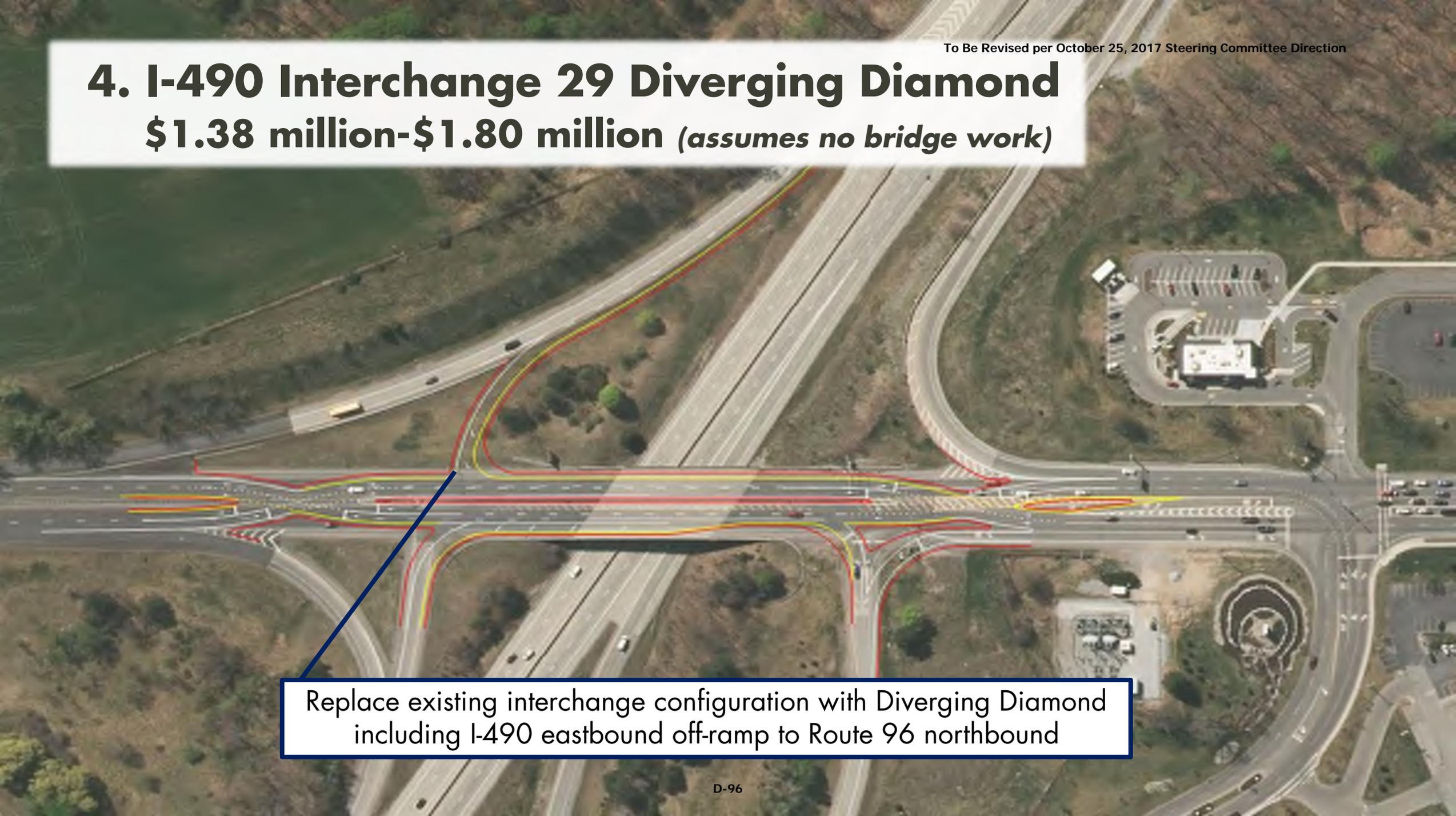
\$519,000-\$649,000

Extends Willowbrook Road to create new connection with Route 96 via signaled intersection with Omnitech Place



# 4. I-490 Interchange 29 Diverging Diamond

**\$1.38 million-\$1.80 million** (*assumes no bridge work*)



Replace existing interchange configuration with Diverging Diamond including I-490 eastbound off-ramp to Route 96 northbound

## 4. Draft Programmatic Alternatives

- ▶ **Access Management**
  - ▶ **Driveway Access & Width**
  - ▶ **Connection of Adjacent Properties**
  - ▶ **Shared Parking**
  - ▶ **Frontage & Access Roads**
  - ▶ **Medians**
  - ▶ **Corner Clearance**
- ▶ **Complete Streets**
  - ▶ **Policy supporting active transportation**
  - ▶ **Sidewalk Requirements**
  - ▶ **Bicycle Space and Parking Requirements**
  - ▶ **Streetscape Enhancements**

## 4. Draft Alternatives

- ▶ **What we didn't analyze...but would recommend for additional study**
  - ▶ Impacts of Thruway tolls on demand
  - ▶ Reconfiguration of Interchange 45
  - ▶ Turning issues on Phillips and Wangum Roads
  - ▶ Speed limit changes
  - ▶ Townwide bicycle/pedestrian improvements (*see Initial Programmatic Alternatives*)
  - ▶ Townwide Aesthetic Improvements
  - ▶ Paving Lower Fishers Road
  - ▶ Variable Message Sign deployment



# 5. Concurrence on Preferred Set of Recommendations

## Steering Committee Q&A and Discussion



## 6. Next Steps

- a. **Renderings of High-Priority Project Recommendations**
- b. **Format of the Plan Document**
  - ▶ **Funding and implementation**

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee Meeting																								
DATE AND TIME	Wednesday, December 13, 2017   7:00 p.m. – 9:00 p.m.																								
ATTENDEES	<p><u>Steering Committee Members</u></p> <table border="0"> <tr> <td>Glenn Cooke (Chairman)</td> <td>Victor Local Development Corporation</td> </tr> <tr> <td>Hon. David Tantillo</td> <td>Town of Victor Councilman</td> </tr> <tr> <td>Hon. Gary Hadden</td> <td>Village of Victor Mayor</td> </tr> <tr> <td>Hon. Carol Commisso</td> <td>Village of Victor Trustee</td> </tr> <tr> <td>Kimberly Kinsella</td> <td>Town of Victor Development Coordinator</td> </tr> <tr> <td>Kathy Rayburn</td> <td>Town of Victor Director of Economic Development</td> </tr> <tr> <td>William Wright</td> <td>Ontario County Commissioner of Public Works</td> </tr> <tr> <td>James Stack</td> <td>Genesee Transportation Council</td> </tr> <tr> <td>Paul Spitzer</td> <td>NYS Department of Transportation Region 4</td> </tr> <tr> <td>Lora Leon</td> <td>NYS Department of Transportation Region 4</td> </tr> <tr> <td>David Goehring</td> <td>Retired NYS Department of Transportation Region 4</td> </tr> <tr> <td>Bruce Habberfield</td> <td>Finger Lakes Railway</td> </tr> </table> <p><u>Consultant Team</u> Richard Perrin</p> <p>T.Y. Lin International</p>	Glenn Cooke (Chairman)	Victor Local Development Corporation	Hon. David Tantillo	Town of Victor Councilman	Hon. Gary Hadden	Village of Victor Mayor	Hon. Carol Commisso	Village of Victor Trustee	Kimberly Kinsella	Town of Victor Development Coordinator	Kathy Rayburn	Town of Victor Director of Economic Development	William Wright	Ontario County Commissioner of Public Works	James Stack	Genesee Transportation Council	Paul Spitzer	NYS Department of Transportation Region 4	Lora Leon	NYS Department of Transportation Region 4	David Goehring	Retired NYS Department of Transportation Region 4	Bruce Habberfield	Finger Lakes Railway
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Bruce Habberfield	Finger Lakes Railway																								

**Meeting Opening & Welcome**

Glenn Cooke, Steering Committee Chairman, opened the meeting with introductions and introduced Bruce Habberfield of Finger Lakes Railway as a new member of the Steering Committee. Richard Perrin provided an overview of the agenda. Richard Perrin explained that the purpose of the meeting was to review public comments on the draft alternatives that were received at the November 15, 2017 public meeting and those submitted in writing following that meeting in order to identify any needed modifications or revisions to the alternatives with the goal of producing a preferred set of recommendations.

**Public Comments Received on the Draft Alternatives**

- Overall, there is community support for the development of a new local street along the Ontario Central Railroad right-of-way. This support is consistent with public suggestions for this alternative provided through the survey conducted in summer/fall 2017. There is a small but vocal contingency that wants to ensure that rail service is maintained with the introduction of the new road. It was stressed that a portion of this new road will be in the Town. As such, it is important to describe it as a “local” street as opposed to a “village” street even though it is intended to be a Complete Street similar to the desired operation of Main Street in the Village.
- Difficulty making left turns onto Route 96 at unsignalized intersections due to high volumes are exacerbated at certain locations due to perceived speeding. These include Church Street, Lynaugh Road, Benson Road, and Plastermill Road.
- Several commenters requested that opportunities to expand bicycling and walking be incorporated into the recommendations of the Plan.
- There continues to be significant support for assessing the viability of removing or reducing the tolls on the NYS Thruway (I-90) between interchanges 44 and 45 for Victor residents. Beyond removing or reducing the

tolls, commenters indicated that other options are to add more toll booths/make the toll booths able to handle higher speeds for E-ZPass users and better advertise the E-ZPass Annual Permit Plan.

- There is no agreement on how to pay for the recommendations that will ultimately be included in the Plan. Some individuals are opposed to generating revenues through local means such as a transportation development district and others feel that the Town and Village should be responsible for at least partially funding the implementation of the recommendations.

**Potential Modifications/Revisions to the Draft Alternatives**

- Richard Perrin reviewed the alternatives that were not analyzed based on previous Steering Committee direction and/or lack of more than modest support from the public (based on the November 15, 2017 public meeting and subsequent comments). These include extending Route 250 across Route 96, new I-490 ramps to Eastview Mall, bike lanes under the NYS Thruway (I-90) bridge north of Main Street Fishers, modifications to Cork, Dryer, and Rawson Roads that would allow vehicles to travel faster on these residential streets, widening Main Street in the Village, creating a bypass or alternate route to Main Street in the Village, extending the new local street past Plastermill Road, and a light rail or commuter rail line from Geneva or Canandaigua through Victor to Rochester.
- The addition of realigned Ontario Central Railroad tracks are included in the revised local street concept. This includes shifting the proposed mini roundabout at School Street and Adam Street to the north. Bruce Habberfield informed the Steering Committee that there used to be two sets of tracks and that the right-of-way can easily accommodate the new local street and a set of railroad of tracks. He added that there is the potential to serve customers west of Victor Mendon Road (Route 251) and that the at-grade crossing of Victor Mendon Road Route 251 should be maintained for this reason.
- The eastern terminus of the new local street past Maple Avenue (Route 444) needs to be determined. Connecting to the current southern terminus of Lynaugh Road would require removal of residences and so the revised concept includes shifting the connection east to a realigned Lynaugh Road terminus or extending the terminus to Plastermill Road and signaling that intersection. John Turner, Village Director of Public Works, noted the presence of granite stone culverts east of Maple Avenue (Route 444) that need to be considered with respect to the eastern terminus. There was discussion about splitting the project into two phases with the first from Victor Mendon Road (Route 251) to Maple Avenue (Route 444) and the second from Maple Avenue (Route 444) to the eastern terminus. It was agreed that both options for the eastern terminus will continue to be included in the recommendation and that it will be presented without a proposed phasing arrangement, but that funding availability could require that the project be done in two phases.
- Two alternate profiles of the proposed local street were presented to respond to public comments that it should incorporate more Complete Streets elements. The original version included an 8-foot sidewalk, 8-foot parking lane, and two 12-foot driving lanes each with 2-foot offsets, totaling 44 feet. The first alternate includes an 8-foot sidewalk, 6-foot bike lane with 3-foot buffer, 8-foot parking lane, and two 10-foot driving lanes, totaling 45 feet. The second alternate includes an 8-foot sidewalk, 8-foot parking lane, two 10-foot driving lanes, and a 12-foot Cycletrack totaling 48 feet. It was decided by the Steering Committee that the second alternate profile was the preferred one, but that the exact configuration would be determined in the design phase.

- There was discussion about the previous concerns related to a Diverging Diamond at the I-490 Exit 28 interchange. These concerns were primarily related to two issues: design constraints related to the bridge and benefits relative to cost. This alternative was removed from consideration as a high-priority project based on the improvement to operation since the installation of the traffic signal (and the expected continued benefits of this based on the traffic modeling for the project) coupled with the cost relative to the additional benefits anticipated to be gained through the Diverging Diamond.
- The remaining alternatives presented for public review – including the programmatic initiatives of Access Management and Complete Streets – were not altered or revised.
- The Steering Committee concurred with developing the draft plan document inclusive of the revisions/modifications agreed to at this meeting.

**Next steps**

Richard Perrin stated that now that the high-priority projects have been agreed to, the consultant team will produce renderings of the proposed improvements both from the plan view and the user's perspective. These will be integral to the detail sheets for each high-priority project, which are central components of the Plan document.

Richard Perrin reviewed the agreed upon format of the Plan document to ensure that the Steering Committee remained comfortable with a very concise, graphical presentation that would appeal to elected and appointed decision makers, the public, and others whose support is critical to securing the necessary financial resources for implementation. The Steering Committee reaffirmed its concurrence to this format.

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee Meeting
DATE AND TIME	Wednesday, March 7, 2018, 7:00 p.m. – 9:00 p.m.
LOCATION	Victor Town Hall, 85 East Main Street, Victor, NY 14564
ORGANIZED BY	Richard Perrin, T.Y. Lin International

**Meeting Objective**

To conduct a page-by-page review of the draft plan document, determine online appendices to be finalized for posting, discuss additional analysis conducted, and review final steps in the process.

**Agenda**

1. Introductions
2. Confirm Meeting Objective
3. Draft Plan Document Review
4. Online Appendices
5. Additional Analysis
6. Next Steps
  - a. Public Hearing
  - b. Project Closeout

**Meeting Preparation**

Please review the draft plan document that was distributed on February 19, 2018, and be prepared to provide specific comments during a page-by-page review of it (Item 3).

Please contact Richard Perrin regarding any additions, deletions or changes to this agenda. Rich may be reached via email at [Richard.Perrin@tylin.com](mailto:Richard.Perrin@tylin.com) or via telephone at (585) 298-1854.



# Steering Committee Meeting #5

## March 7, 2018

**TY·LIN** INTERNATIONAL  
engineers | planners | scientists

**PLANNING** 4 PLACES

David A. Riley

# Agenda

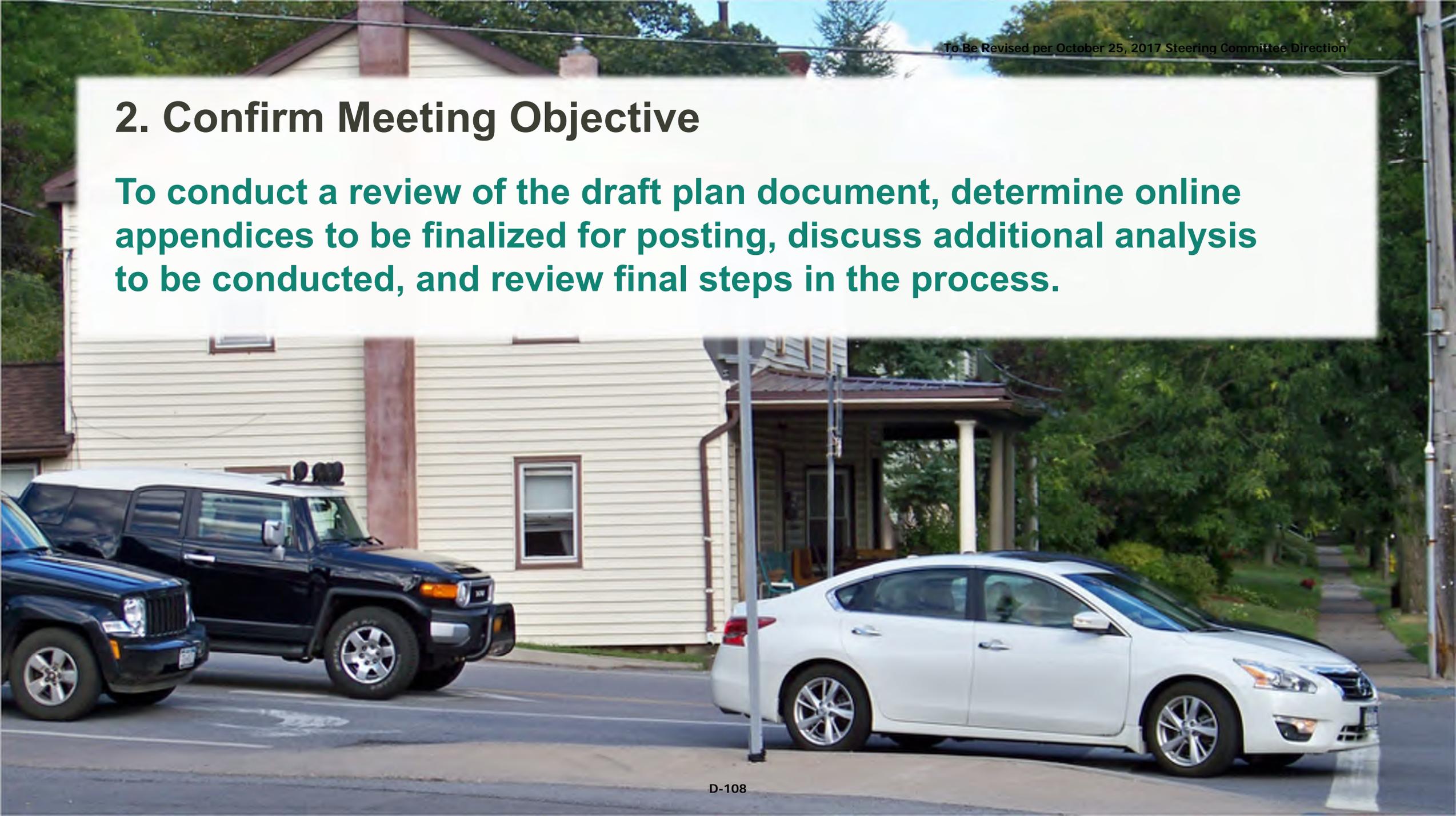
1. **Introductions**
2. **Confirm Meeting Objective**
3. **Draft Plan Document Review**
4. **Online Appendices**
5. **Additional Analysis**
6. **Next Steps**
  - a. **Public Hearing**
  - b. **Project Closeout**

# 1. Introductions



## 2. Confirm Meeting Objective

To conduct a review of the draft plan document, determine online appendices to be finalized for posting, discuss additional analysis to be conducted, and review final steps in the process.



### 3. Draft Plan Document Review

To Be Revised per October 25, 2017 Steering Committee Direction

- ▶ Overall comments on tone, length, etc.
- ▶ Level of detail of existing content (expand/reduce/remove)
- ▶ New material to be added
- ▶ Grammatical errors (nohting are to smlal)



The cover page features a circular logo on the left with the text "ROUTE 96 TRANSFORMATIVE CORRIDOR" around the top and "VICTOR, NY" at the bottom. The logo is divided into four quadrants: top-left shows a car, top-right shows a road, bottom-left shows a person walking, and bottom-right shows a building. To the right of the logo, the title "Route 96 Transformative Corridor Strategic Infrastructure Plan" is written in large white font on a dark green background. Below the title is a collage of six photographs: a street intersection with cars, a large "EASTVIEW" sign, a road with cars, a blue "Victor" sign with various logos, a street with cars, and a highway sign for "SOUTH 96 TO NEW YORK THRUWAY" with an upward arrow.

Prepared by:

**TYLIN** INTERNATIONAL  
engineers | planners | scientists

in association with

**PLANNING 4 PLACES**

**David A. Riley**

## 4. Online Appendices

- A. **Summary of Recommendations from Previous Plans & Studies**
- B. **Catalog of Data Resources Reviewed & Consulted**
- C. *Route 96 Build-Out Analysis*
- D. **Steering Committee Meeting Materials**
- E. **Public Meeting Materials**
- F. **Stakeholder Survey Materials**
- G. **Needs Assessment Memo**
- H. *Project Evaluation Memo*
- I. **Access Management & Land Use Zoning Strategies Memo**

## 5. Additional Analysis

- ▶ **What additional analysis do you feel needs to be conducted as follow-on activities?**
  - **What would strengthen the case for implementing the High-Priority Projects?**



## 6. Next Steps

### ▶ Public Hearing

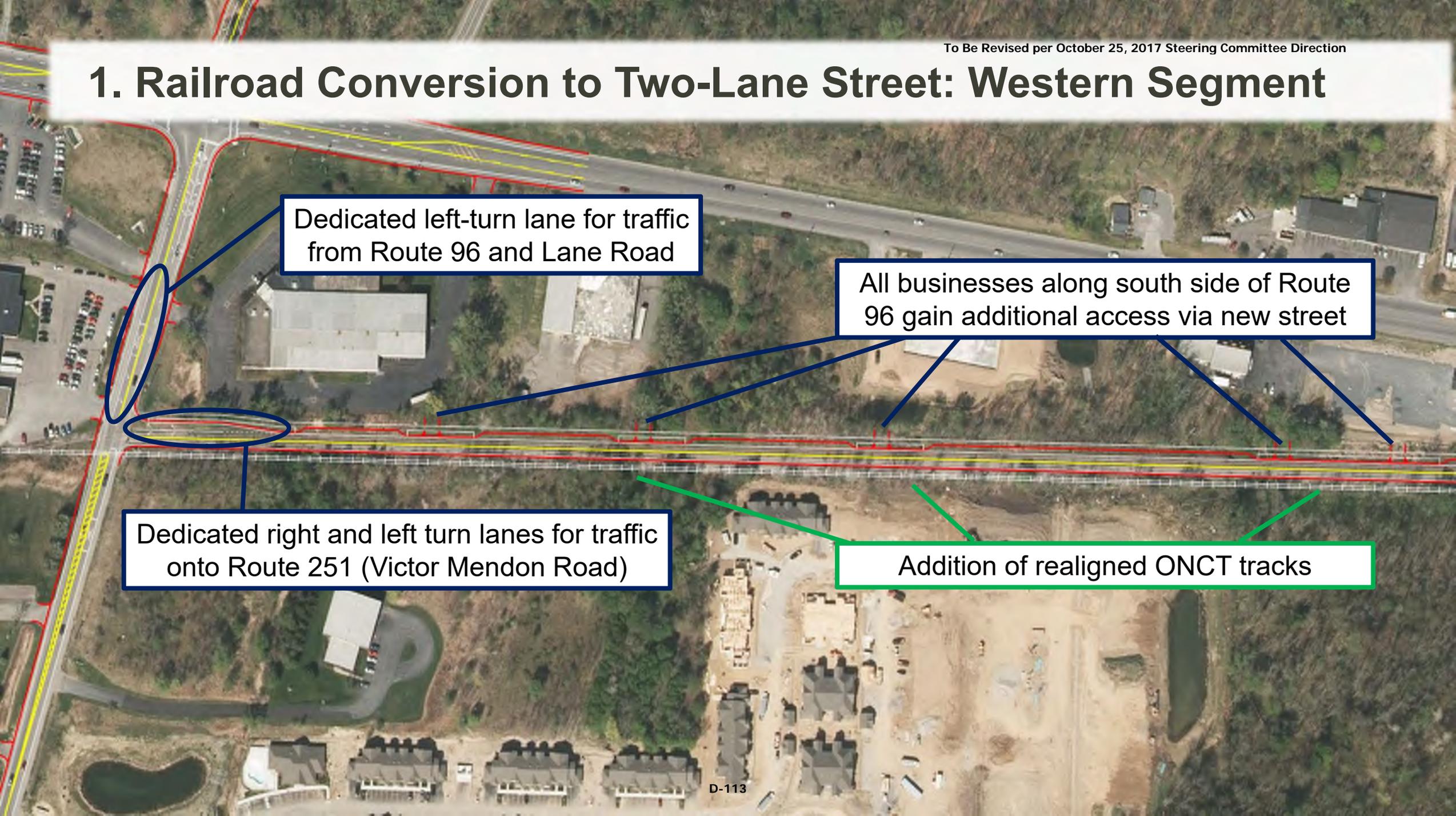
- Assist Town with scheduling public hearing and SEQRA materials
- Attend public hearing

### ▶ Project Closeout

- Finalize and print final plan document
- Finalize and post appendices
- Develop presentation/video to promote plan

**Thank You**

# 1. Railroad Conversion to Two-Lane Street: Western Segment



Dedicated left-turn lane for traffic from Route 96 and Lane Road

All businesses along south side of Route 96 gain additional access via new street

Dedicated right and left turn lanes for traffic onto Route 251 (Victor Mendon Road)

Addition of realigned ONCT tracks

# 1. Railroad Conversion to Two-Lane Street: Central Segment

All businesses along south side of Route 96 gain additional access via new street

Addition of realigned ONCT tracks

# 1. Railroad Conversion to Two-Lane Street: Eastern Segment 1

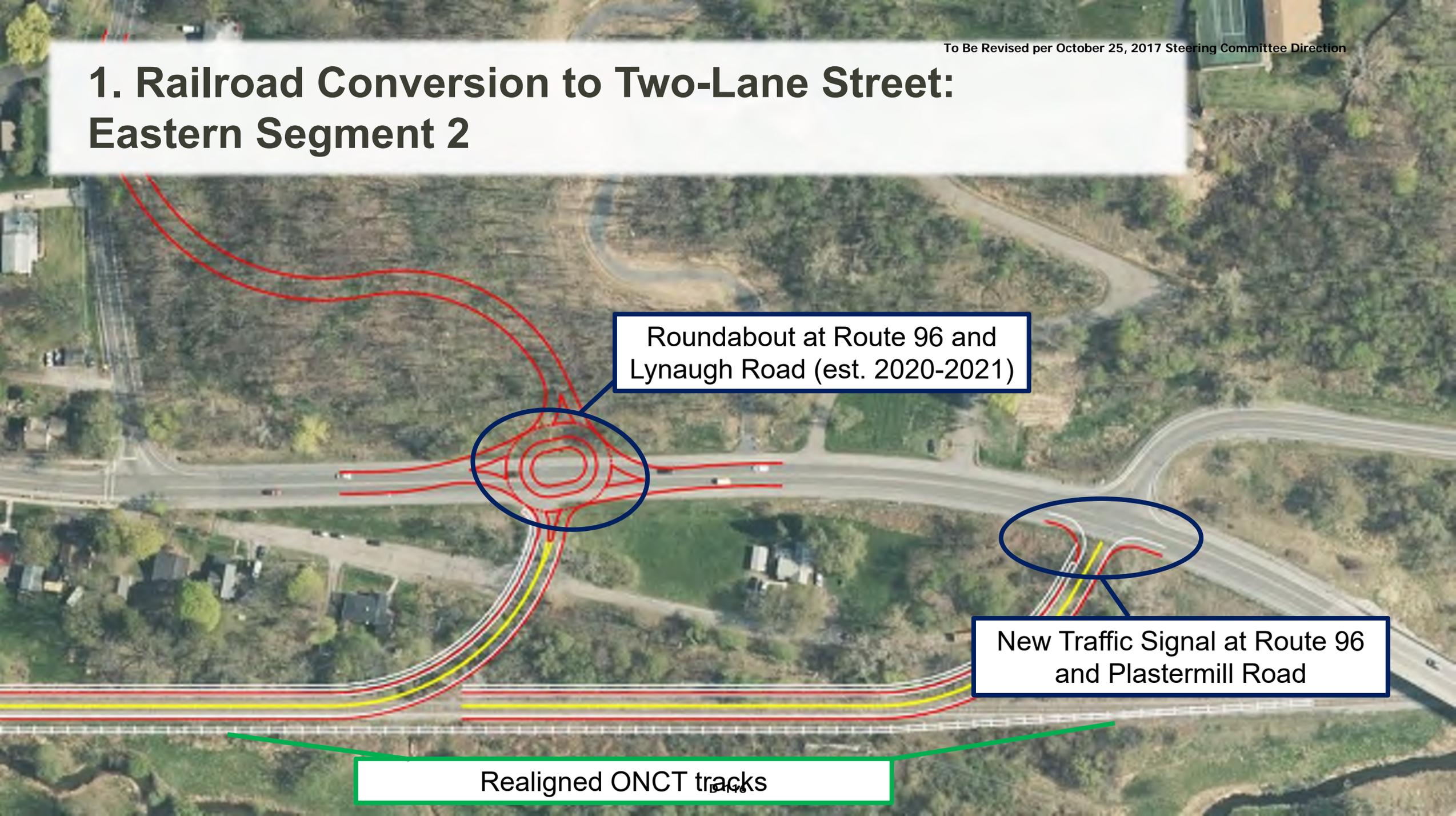
All businesses along south side of Route 96 gain additional access via new street

Removal of signal and conversion to Right-In/Right-Out only at Route 96/School Street Intersection

Addition of realigned ONCT tracks

Mini-Roundabout at School Street/Adam Street Intersection shifted north to accommodate realigned ONCT tracks

# 1. Railroad Conversion to Two-Lane Street: Eastern Segment 2



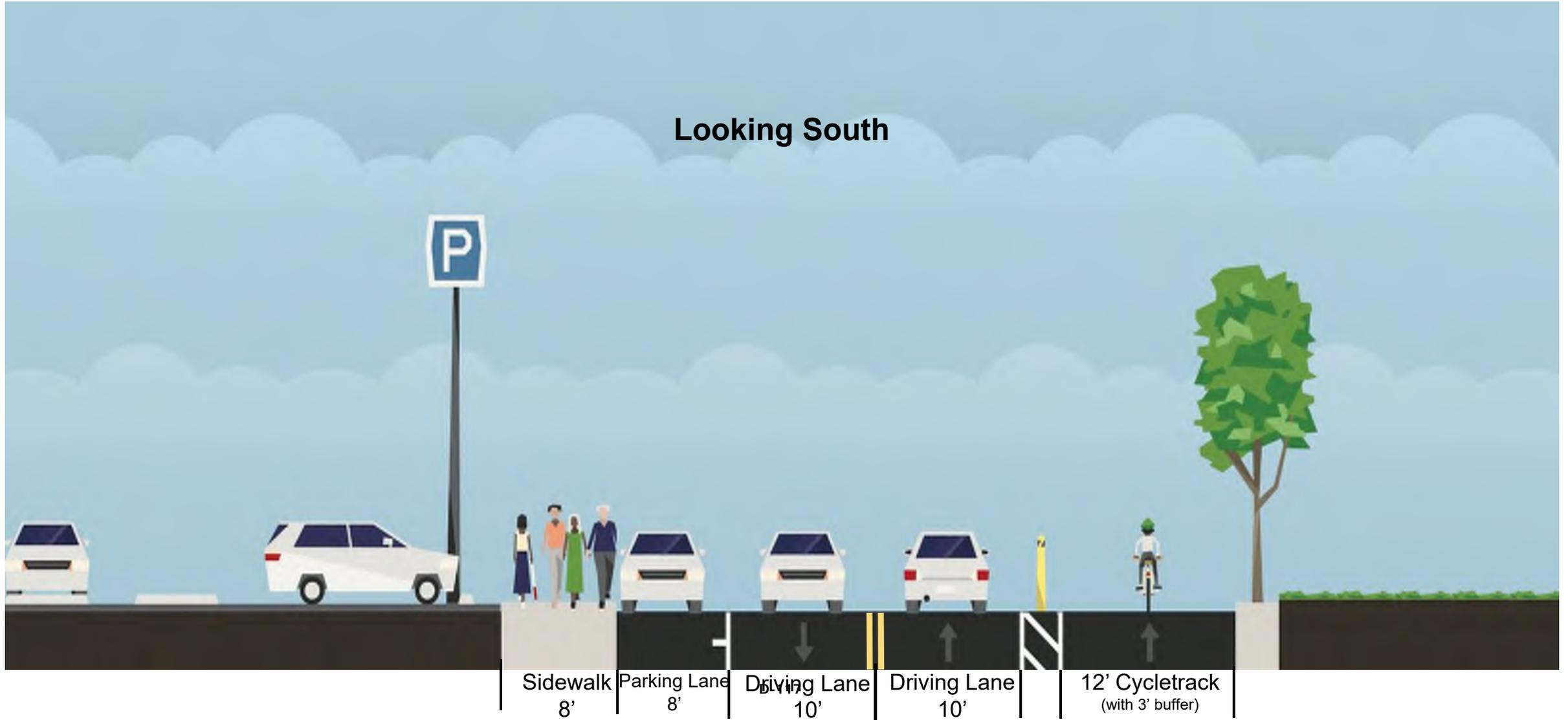
Roundabout at Route 96 and  
Lynaugh Road (est. 2020-2021)

New Traffic Signal at Route 96  
and Plastermill Road

Realigned ONCT tracks

# 4. Railroad Conversion to Two-Lane Street: Cross Section (48' Width)

Looking South



# 1. Railroad Conversion to Two-Lane Street – Costs

*(not including design & inspection)*

- ▶ **Route 251 to School Street: \$5.28 million-\$6.60 million**
- ▶ **Maple Avenue to Lynaugh Road: \$1.93 million-\$2.41 million**
- ▶ **Maple Avenue to Plastermill Road: \$2.66 million-\$3.33 million**

## **Realignment of ONCT Tracks**

*(not including design & inspection or crossings)*

- ▶ **Route 251 to School Street: \$1.04 million-\$1.49 million**
- ▶ **Maple Avenue to Lynaugh Road: \$406,000-\$580,000**
- ▶ **Maple Avenue to Plastermill Road: \$ \$595,000-\$850,000**

## 2. 3-Lane to 5-Lane Conversion South to Route 251-Lane Road \$1.78 million-\$2.05 million

Lane configurations would match those to the north near Wilkins RV and Bristol's Garden Center and continue to Route 251 (Victor Mendon Road)/Lane Road Intersection

### 3. Route 251-Lane Road Connection

\$466,000-\$536,130

Dedicated right-turn lane and combined through/left turn lane onto Route 96

Lane Road realigned to standard intersection with Route 251 (Victor Mendon Road)

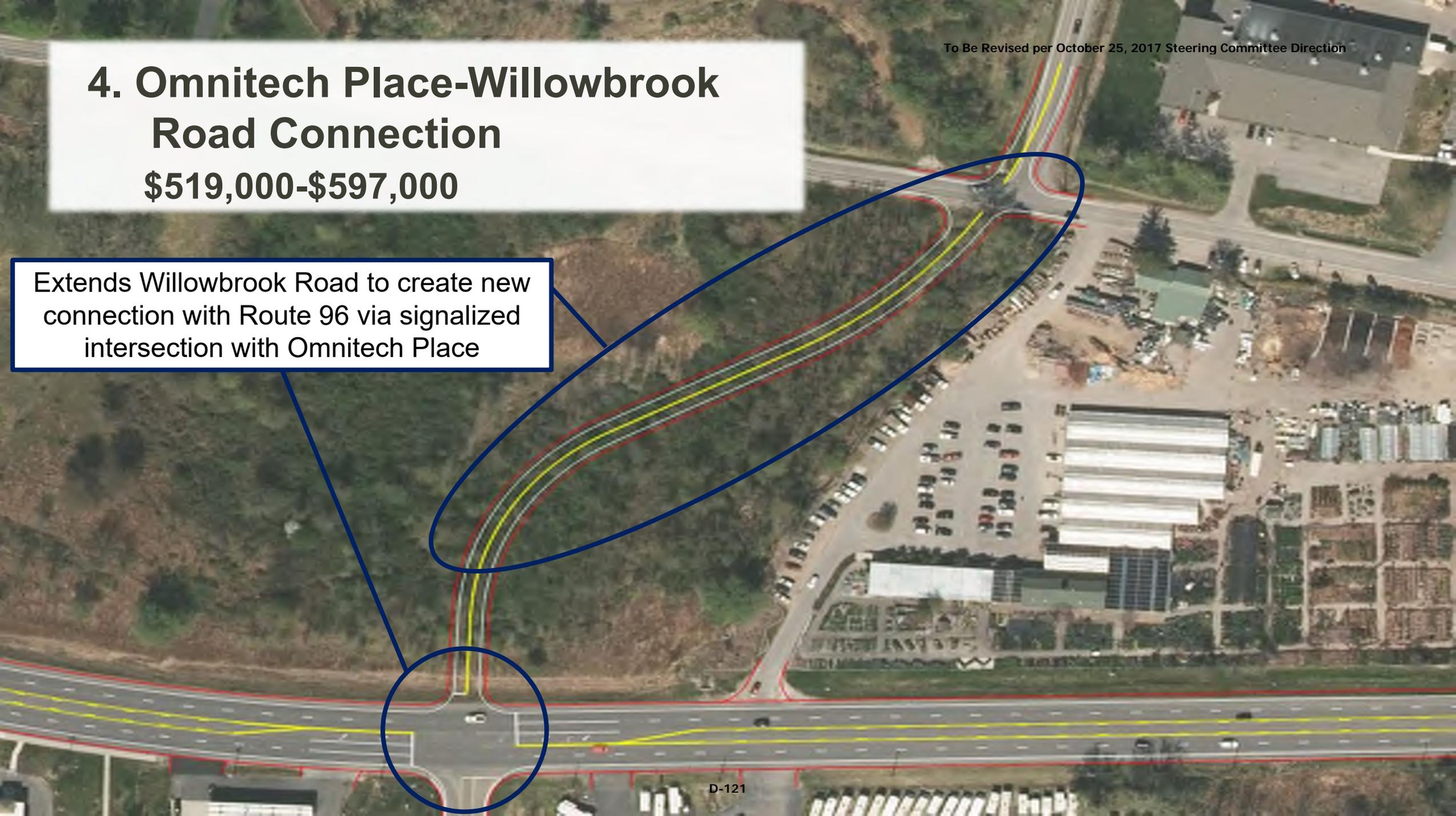
Dedicated right turn lane for traffic from Route 96 south onto Lane Road

Dedicated left turn lane and combined through/right lane for traffic onto Route 96

## 4. Omnitech Place-Willowbrook Road Connection

\$519,000-\$597,000

Extends Willowbrook Road to create new connection with Route 96 via signaled intersection with Omnitech Place



# 5. Plastermill Road-Collett Road-Delray Drive Connection

\$327,000-\$359,700

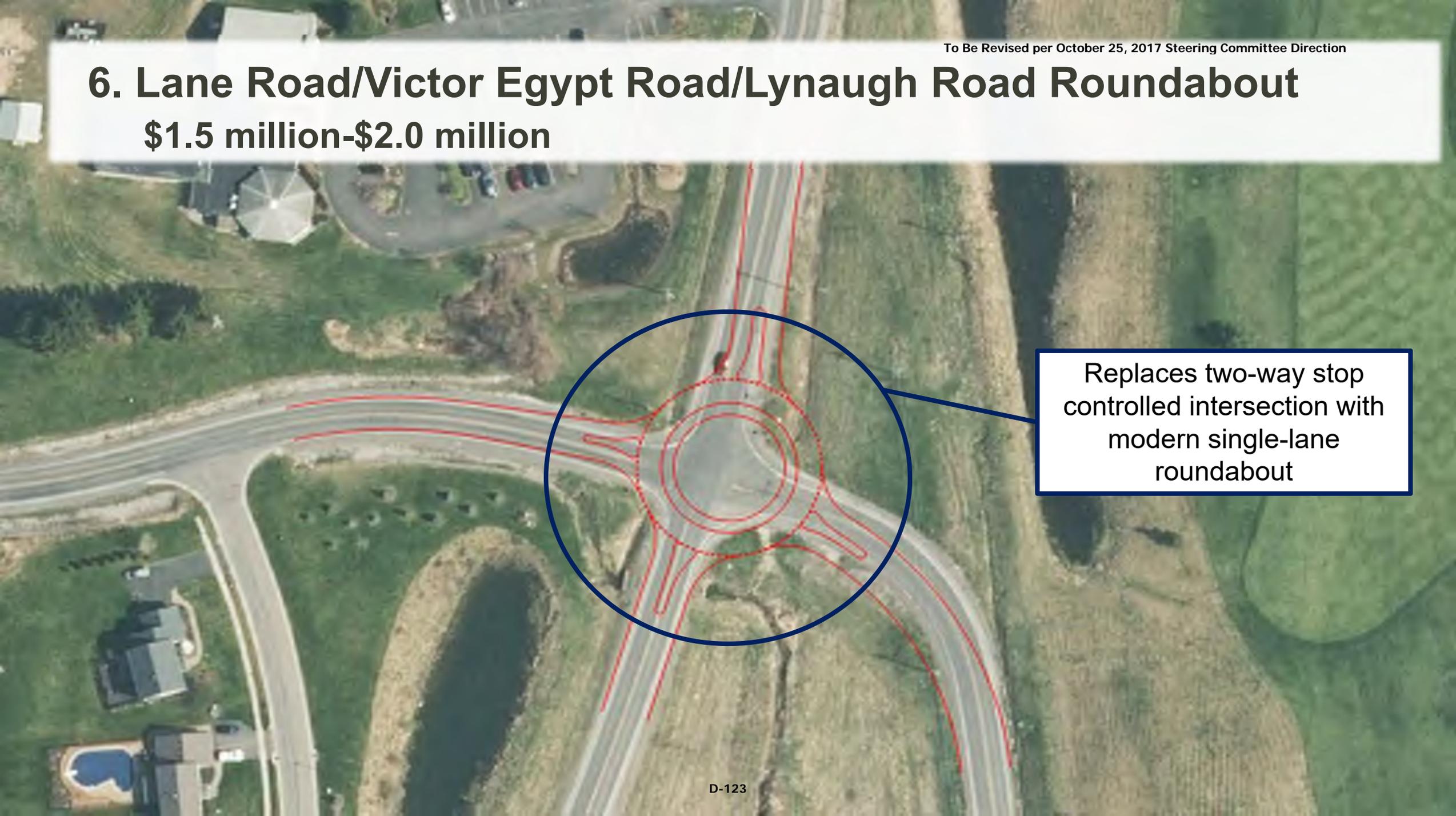
Adds fourth leg at intersection to include Collett Road with two-way stop controlled access onto Plastermill Road

Adds an at-grade crossing of Ontario Central Railroad

Required 15-foot setbacks for crossing gates

# 6. Lane Road/Victor Egypt Road/Lynaugh Road Roundabout

\$1.5 million-\$2.0 million



Replaces two-way stop controlled intersection with modern single-lane roundabout

## 4. Draft Programmatic Alternatives

- ▶ **Access Management**
  - ▶ **Driveway Access & Width**
  - ▶ **Connection of Adjacent Properties**
  - ▶ **Shared Parking**
  - ▶ **Frontage & Access Roads**
  - ▶ **Medians**
  - ▶ **Corner Clearance**
- ▶ **Complete Streets**
  - ▶ **Policy supporting active transportation**
  - ▶ **Sidewalk Requirements**
  - ▶ **Bicycle Space and Parking Requirements**
  - ▶ **Streetscape Enhancements**

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee Meeting																												
DATE AND TIME	Wednesday, March 7, 2018   7:00 p.m. – 9:00 p.m.																												
ATTENDEES	<p><u>Steering Committee Members</u></p> <table border="0"> <tr> <td>Glenn Cooke (Chairman)</td> <td>Victor Local Development Corporation</td> </tr> <tr> <td>Hon. David Tantillo</td> <td>Town of Victor Councilman</td> </tr> <tr> <td>Hon. Gary Hadden</td> <td>Village of Victor Mayor</td> </tr> <tr> <td>Joseph Logan</td> <td>Town of Victor Planning Board</td> </tr> <tr> <td>Kimberly Kinsella</td> <td>Town of Victor Development Coordinator</td> </tr> <tr> <td>Kathy Rayburn</td> <td>Town of Victor Director of Economic Development</td> </tr> <tr> <td>Thomas Harvey</td> <td>Ontario County Planning Director</td> </tr> <tr> <td>William Wright</td> <td>Ontario County Commissioner of Public Works</td> </tr> <tr> <td>Joseph Bovenzi</td> <td>Genesee Transportation Council</td> </tr> <tr> <td>Paul Spitzer</td> <td>NYS Department of Transportation Region 4</td> </tr> <tr> <td>Lora Leon</td> <td>NYS Department of Transportation Region 4</td> </tr> <tr> <td>Bruce Habberfield</td> <td>Finger Lakes Railway</td> </tr> </table> <p><u>Consultant Team</u></p> <table border="0"> <tr> <td>Richard Perrin</td> <td>T.Y. Lin International</td> </tr> <tr> <td>David Riley</td> <td>Independent consultant</td> </tr> </table>	Glenn Cooke (Chairman)	Victor Local Development Corporation	Hon. David Tantillo	Town of Victor Councilman	Hon. Gary Hadden	Village of Victor Mayor	Joseph Logan	Town of Victor Planning Board	Kimberly Kinsella	Town of Victor Development Coordinator	Kathy Rayburn	Town of Victor Director of Economic Development	Thomas Harvey	Ontario County Planning Director	William Wright	Ontario County Commissioner of Public Works	Joseph Bovenzi	Genesee Transportation Council	Paul Spitzer	NYS Department of Transportation Region 4	Lora Leon	NYS Department of Transportation Region 4	Bruce Habberfield	Finger Lakes Railway	Richard Perrin	T.Y. Lin International	David Riley	Independent consultant
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### Meeting Opening & Welcome

Glenn Cooke, Steering Committee Chairman, opened the meeting with introductions and thanked the public for its input throughout the process. Richard Perrin provided an overview of the agenda. A draft plan has been completed and is to be reviewed at this meeting. The Committee also needs to discuss supporting documentation to be provided with the plan, as well as next steps for analysis, scoping and preliminary design; and final steps such as preparing materials for a town-hosted public forum and a state environmental review of the proposed projects.

### Draft plan review

Feedback and suggested revisions included:

- Glenn Cooke and William Wright said they liked the writing and visual presentation throughout the plan.
- Dollar figures should be rounded to the nearest ten thousand dollars.
- Drawings that show the proposed realignment of Lane Road and Route 251 should make clear that the existing section of Lane Road would end at a cul de sac instead of remaining connected to Route 96.
- The spelling of roads, including Dryer and Lynaugh Roads, should be checked, along with whether the correct nomenclature is used (e.g. street, road, avenue, etc.).
- References to the new “village street” should be changed to “local street” to make clear it is located in both the town and village.
- Images of the new local street will be revised to incorporate the Ontario Central Railroad. There was discussion about potential future uses of the rail. While there is some interest in retaining it for possible

freight or light rail traffic, much of the rail is now underutilized and used for storing railroad cars. Funding might become available to build the street without the rail, but in such a way that rail can be reintroduced later. Ontario County is working on a rail corridor plan east of Victor and eventually hopes to continue west as funding becomes available. The County would look to the Town for guidance on the future of the railroad; the Town plans to have a dialogue with Finger Lakes Railway about this. While the railroad will be incorporated into images of the local street in the plan, the cost of realignment should be kept separate from the street component cost.

- The Hon. Gary Hadden thanked the consultant team for its work and said finding funding will be the next challenge. He asked whether the cost estimates in the plan incorporate work that the town and village might be able to do in-house. William Wright responded the bulk of the work would likely have to be contracted out.
- Richard Perrin was asked to explain a Transportation Development District. He explained what a TDD is and added that, while many parts of the country have various options to finance transportation projects, this has been done less often in Upstate New York. The main question is whether it is a hard sell, especially if developers may be able to help fund recommendations of the Plan directly. It also can be difficult to define who benefits from road projects; the existing overlay district, however, already delineates potential boundaries.
- The Hon. David Tantillo said the overall report is well done and provides a detailed, actionable plan instead of recommending further analysis.
- William Wright asked if certain projects work best in combination or certain sequences that should be prioritized in the plan. Richard Perrin said all six work as standalone projects, but will only deliver the projected benefits in combination. The roundabout delivers great safety benefits and helps to distribute traffic along the northern end of the corridor. The largest combined benefits likely come from the 3- to 5-lane conversion and new local street. There also may be cost savings from combining projects.
- There was discussion about adding a level-of-service (LOS) chart displayed during a public meeting to the plan. There was, however, some concern about whether the grade levels assigned to intersections would be misleading to the public. Richard Perrin responded that the LOS chart will be included in an appendix.
- Paul Spitzer suggested an overall image that would show how all the proposed projects fit together.
- There was some renewed discussion about whether a toll-free Thruway might relieve pressure on the Route 96/Thruway interchange. Richard Perrin said this is a type of analysis that is outside the scope of this project, but is included as a non-infrastructure recommendation in the Plan.
- Some of the formatting on pg. 9 seems to combine disconnected thoughts.
- A phrase on pg. 9 referring to turns onto Route 96 from unsignalized intersections should be clarified to refer directly to Omnitech Place. Left turns onto Route 251, which are referenced under “Western Approach” on pg. 9, should be removed or made into a footnote to note that it’s been addressed by a left turn arrow.
- Language on pg. 3 about the public knowing the issues and how to fix them should be clarified to say the public’s input helped the Steering Committee to develop solutions that work for the community.

- Language on pg. 19 about the price tag for the project being a “steal” for New York State should be rephrased.
- There was discussion of whether the plan should include medium-priority projects in case funding becomes available for projects that are not currently listed, but might still be helpful. The Plan already refers to other projects listed in the town’s Comprehensive Plan, and including too many recommendations reduced the prominence of the high-priority projects that comprise the main recommendations of the Plan.
- Language about speeding on pg. 9 should be clarified to note that the main concern from additional development is increased volume.
- The word “excessive” should be removed from a sentence on pg. 12 referring to speeding.

### **Online appendices**

Richard Perrin reviewed materials that will be included in the plan’s online appendices.

### **Next steps/project closeout**

The Town Board plans to discuss the State Environmental Quality Review Act process for the proposed projects on March 26. Richard Perrin will plan to briefly present the revised plan at that time and answer any questions.

There was discussion about how the Town and Village should adopt the recommendations of the Plan in order to trigger the SEQRA process. Environmental review could potentially be done for all projects upfront and in advance, rather than one-by-one. Some type of action, however, is required to trigger the review. One option is to adopt the Plan (including as a supplement to the Comprehensive Plan).

There was an initial discussion of Surface Transportation Board review and approval for any work involving the railroad. This will be investigated further as the recommendation for the new village street advances.

There was discussion about potential further analysis of fiscal and/or safety impacts. An economic impact analysis would be a follow-on activity beyond the scope of this plan. A cost-benefit analysis is another option, but it is not frequently done. Richard Perrin noted that projects funded through New York State’s Consolidated Funding Application process rarely have full economic impact statements or cost-benefit analyses.

Richard Perrin thanked the Steering Committee for its work on the Plan.

### **Steering Committee Approval**

The Hon. David Tantillo moved to present the plan to the Town Board. Thomas Harvey seconded. The committee voted Yes unanimously. Councilman Tantillo amended his motion to recommend the plan to the Town Board and Village Trustees. Thomas Harvey seconded. The committee unanimously approved the amended motion.