



Appendix E

Public Meeting Materials





Public Input Workshop #1

August 3, 2017



GENESSEE TRANSPORTATION COUNCIL
The Metropolitan Planning Organization for the Genesee-Finger Lakes Region



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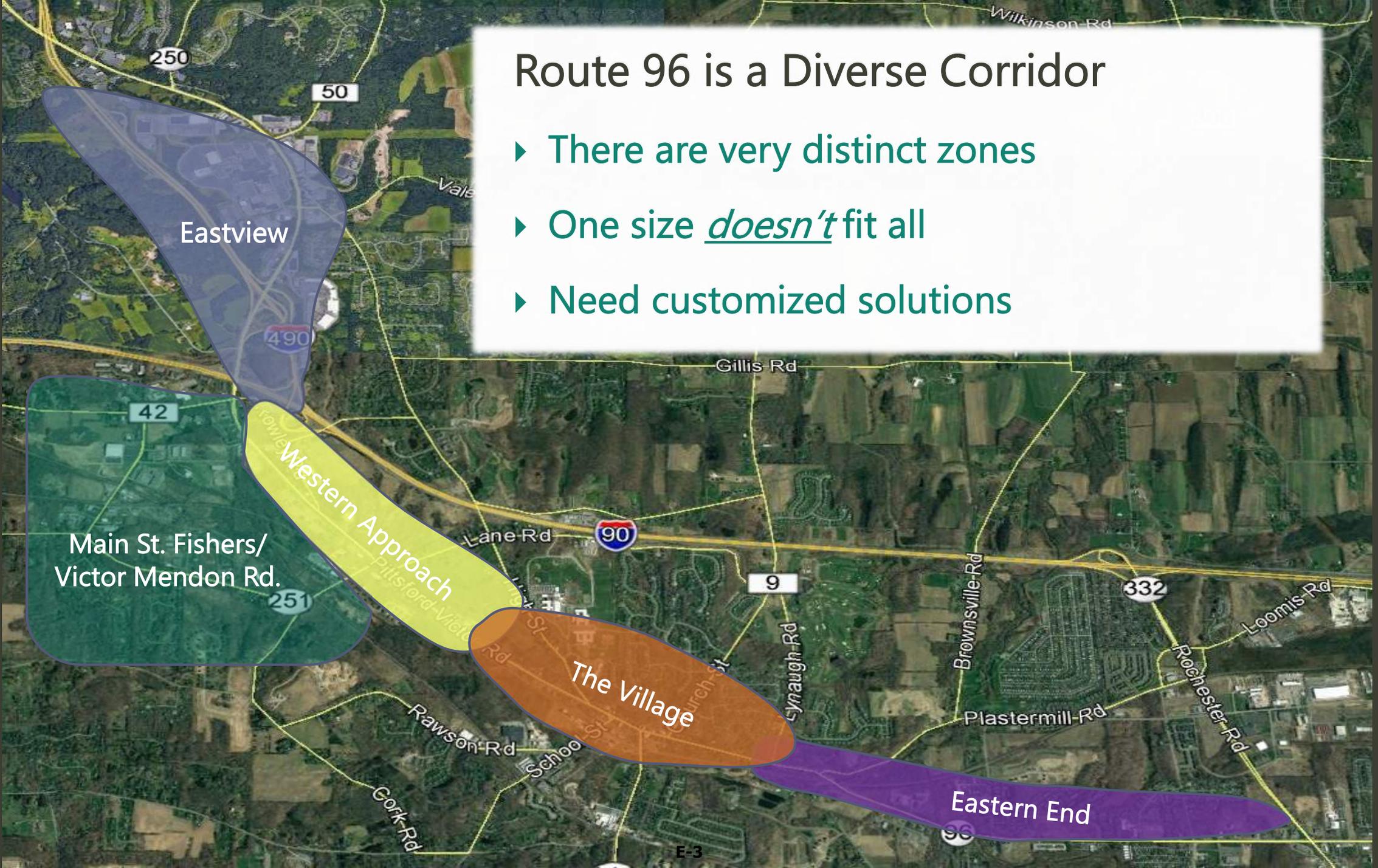
Purpose

The Town of Victor and its partners want to identify and prioritize strategies to improve traffic conditions within the NYS Route 96 corridor in the Town and Village of Victor, including at key intersections.



Route 96 is a Diverse Corridor

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



Key Tasks

1. Establish Steering Committee
2. Review Previous Plans & Studies
3. Examine Traffic Conditions
4. Determine Problems & Needs
5. Hold First Public Input Workshop
6. Develop Draft Solutions
7. Hold Second Public Input Workshop
8. Finalize & Recommend Solutions
9. Identify Funding for Solutions



What We Need From You Tonight

How do we improve traffic conditions along Route 96 in Victor?

- ▶ Where are the “hot spots”?
- ▶ What can be done to fix them?

Each of the stations are designed to get your thoughts and comments on specific areas along the corridor – there are no wrong answers so be as open and creative as possible!



Next Steps

Consider all of the ideas received tonight

Please provide any additional thoughts by Friday, August 11, 2017 to:

Town of Victor
ATTN: Transform 96!
85 East Main Street
Victor, NY 14564

or

Route96@town-victor-ny.us

Develop potential solutions for the corridor

Public Input Workshop #2 in Fall 2017 to get your thoughts on those potential projects





Route 96 Transformative Corridor Strategic Infrastructure Plan

Welcome

Thanks for coming tonight. This is about your ideas on how to make Route 96 safer and more efficient for all users.

Visit the stations at your pace and feel free to ask us anything when you're ready!



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PLANNING 4 PLACES

David A. Riley



Route 96 Transformative Corridor Strategic Infrastructure Plan

Eastview

Mention “Victor” and this is what most people from outside the community think of. This is the portion of Route 96 that sees the most traffic from non-Victor residents.

Where are the “Hot Spots” that need to be addressed?



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Route 96 Transformative Corridor Strategic Infrastructure Plan

Main St. Fishers/ Victor Mendon Rd.

This area connects to Route 96 and is home to high-tech manufacturing and other non-retail businesses, providing jobs and tax revenue.

What can be done to enhance the character of the area and support these companies?



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Route 96 Transformative Corridor Strategic Infrastructure Plan

The Village and Western Approach

The Village is a major asset with a unique character and charm. Traffic is necessary to sustain businesses but too much of it detracts from quality of life.

What is the proper balance and where are the problem areas?



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Route 96 Transformative Corridor Strategic Infrastructure Plan

Eastern End

Development in neighboring communities increases traffic on Route 96 in Victor. Nowhere is this more true than on Route 96 east of the Village.

How can Victor best manage growth in traffic that results from others' decisions?



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Route 96 Transformative Corridor Strategic Infrastructure Plan

What Did We Miss?

We know we didn't think of everything – take a moment or two to share what you didn't have the chance to at the other stations.

And again...Thank You!



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Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Comments Received

Corridor Segment
Eastview
On and off ramps for the mall!
Underpass (I-90) for Rowley Road extension designated specifically for I-490 westbound. Traffic on Main St. Fishers could not only turn left on 96 to get to 490, but could go straight at 96 to get to designated underpass to I-490
Exits and entrances to 490
Add lanes from 490 into Eastview Mall to go eastbound & westbound. Will relieve traffic at holiday time too
Additional connection to Eastview Mall @ the existing Walmart intersection to alleviate traffic to mall entrances
Rebuild Thruway bridges to accommodate 3rd lane from Main St. Fishers and bikeway
Congestion all along #96 from Walmart to Perinton li+B42ne. Light Synch to Traffic weekends & rush hour particularly bad
Consideration should be given to destination of traffic. Better utilization of the Thruway would reduce mall traffic from Farmington area
Eastview Mall should have an exit onto 490. The old rest areas already have driveways
Explore extending to willow brook to take pressure off M. Street Fishers
Protected left on High St. approach.
Off-ramp into Eastview off 490
Turk Hill & Rt. 96 by Eastview - L turns on Turk Hill from 96 but no L into Mall
People fly off 490 onto 96. Please remove the 50 mph sign! A right hand turn lane would be helpful. I always turn my directional signal on in plenty of time for the right hand turn to Benson yet lay on the horn. I don't want to be rear-ended.
Only one exit from this mall area - very congested at times (line of cars - takes 15 minutes to exit during peak times - e.g.. Christmas week)
No advance left turning south from High Street to 96S
Sync traffic lights on 96
How can we get hotel guests to travel to the Village via foot and/or bike?
Encourage use of Thruway to bypass 96 through Victor Village
Only one advance left into Eastview Mall going North on Route 96
Difficult getting from 490 onto 96 just before Thruway
Wait sign on time through Victor so eastbound go around Victor on Thruway like at Buffalo-Niagara Falls
Wait sign posting time through Victor like at Buffalo Niagara-Falls
Turning right onto Benson Road is very dangerous. I don't want to be a statistic. People speed off 490 onto 96 and don't pay attention to people trying to turn
The timing on the lights on 96 through Bushnell's Basin needs to be adjusted. It backs up terribly

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Comments Received

Corridor Segment
Eastview (continued)
If Moseley Road (Route 250) were extended west across Route 96 to the former I-490 rest area, this could be turned into a new ramp 490 off-ramp for westbound traffic. This could improve access to the mall area and reduce congestion on Route 96
A "reliever" road along the back side of the mall (along 490) could be connected to 96 to provide another point of access to Eastview
Main Street Fishers/Victor Mendon Rd.
Review the water courses that are near Cork, Route 96, Route 251 for sections that need to be reconstructed. Various roadways have ponds and creeks that are beginning to encroach. Miss = Current alternatives for Route 96
Sidewalks - bike trails - non-car methods to get to parks, amenities home, village.
In front of the RV Dealership heading East on 96 - merge lane needs to end sooner and have arrows painted in lane. Traffic/vehicles force themselves into the lane and will often ride along in the center lane. People have also passed me many times along that stretch using the center lane.
Turning out of Hadley Circle - Doodle bug. Left is impossible and right is BAD
Entrance & exit from RAILSIDE MARKET
Moratorium on development - especially Fishers Ridge
Align Willowbrook and Omnitech Parkway to add cross access North & South and more access points on 96
Eliminate Center 2-way left turn lane to gain more space
Picking children up at Doodlebugs is so very dangerous trying to make it back onto 96. Please consider a stop light! Someone is going to get killed.
Cars exiting I-490 are traveling at high speed, often run red light at Main St. Fishers
South on Lane to turn east on 96 - No center lane or it is hatched
Dangerous people turn run red from railway onto 96. Trying to pull out from Planet Fitness so you can get onto 96 to turn right sometimes is easier to pull onto Main St. Fishers and go down to 251 and back to 96
Why is part of Lower Fishers Road not paved? I would take it to avoid 96 but don't want to knock my fillings out.
Add additional lamp posts with flowers for aesthetics on Main St. Fishers. Create 2 lanes on Main Street Fishers in both directions & the same for Phillips Road (eventually Rt. 251)
Protected bike lanes under bridge
Incentivize traffic heading through Victor to use Thruway by waiving tolls between 44 & 45 both directions.

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Comments Received

Corridor Segment
The Village and Western Approach
Need a left turn signal on 96 westbound at the intersection @251
Like to see light rail system going in both directions to Pittsford, Rochester, etc. to the West, then East and South to Canandaigua. Think of the traffic after a CMAC concert. This would take cars off the road.
Left turn onto 96 - impossible at times. Right turns to 96 difficult if vehicles are on your left. More Development = more cars. Idea - moratorium on development until traffic issues are attacked.
Lynaugh Road & Church Road Roundabout . No disruption of property. General one way circulations.
Concerns with traffic patterns in High School (School Entrance - #77) and Lane (School Entrance and Bus Garage - #78). During start and end of school = problems are there now.
No more townhouses
Regarding "The Village" and "The Western Area" - if the old Railside area can be turned into a side street/alt. route much like the Canandaigua "Roseland Waterpark, Denny's, "Rite Aid" road" is like now...This will give drivers another choice to take and split-up some congestion.
Signals are not synchronized, long waits through Victor
Take out the railroad tracks from 251 to Brace Road
School Road - Dangerous for pedestrians! People use this as alternate routes - no shoulder - please widen shoulder. Also, access to hiking trails. Can't safely access by foot - defeats the purpose.
Narrowing of 96 to 2 lanes - a problem at peak traffic times
This section of Main Street between School and Maple is SO congested. Private parking lots are being used as a cut-through- resulting in accidents and wear and tear on private small business resources. Emergency Personnel also use these lots to handle violations & accidents again - clogging up parking for private land of small businesses impacting our ability to conduct business and earn a living.
Railside needs better access
Signal timing already with pedestrian activation, throws off the signal timing and coordination
Victor-Mendon Road intersection (Route 251) is of increasing importance with housing development, alternative routes to Canandaigua & and Victor FLCC Campus. This intersection will become MAJOR with the new shopping development (Bass Pro)
Have Park N Ride for certain categories going to the school campus - students - parents. Restrict access AM/PM to School bus and staff
Cars coming from north continue to speed along Church in spite of 25mph limit then back up the line trying to get out on 96. More development = more cars= more congestion.
Route east bound traffic around the south of town (e.g., A widened Adams St.)

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Comments Received

Corridor Segment
The Village and Western Approach (continued)
Cty Rd 9 (Church St) and Lynaugh/Lane Rd - should have roundabout
General Comment: Improve outside routes before 96 improvements
Need to improve village intersection/signal control - church street-Maple Ave-School St-High St- SR251/Lane Rd
Widen road between Thruway and Main St. Fishers
The Bypass around Victor should involve development of the current railroad right of way. If the current highway trend continues after Maple Ave. reopens then the use of Pittsford-Mendon Cork Road will need a weight restriction and lower speed limits to insure the safety of residents living on or adjacent to Cork, Dryer Road.
South on Lane to turn east on 96 - No center lane or it is hatched
Left turn signal on 96 to 251 can't turn when there is no arrow heading away from Village
Align 251 and Lane Road - dangerous intersection when crossing from 251 to Lane
How do we balance new buildings, open space, and access to residential on the corridor? What % of open space is planned for the corridor with fully occupied?
School St/High St off school light through High St. during rush hour
Trying to turn left out of Salvatore's I almost got hit. A car let me out but some one was flying down the other lane and almost hit me
Immediate: X-walk signage/controllers at non-traffic light intersection (including Mead Square) [Mead - Church - Lynaugh]
We own this land at the corner of Lane and Route 96 maybe signage on our land could help?
Turning left from Lynaugh Road onto 96. Turning left from Church onto 96
Winter is very dangerous here. The steep hill has thrown many drivers (even those cautious ones) sliding across 96. Not sure how that can be changed but a safer situation must exist.
Congestion coming into the village at about 5PM is terrible! How about re-routing prior to this area?
Lower speed limit on 444 between village and county route 41 (flashing light)
Timing of light on High St. should be explored
To get in & out of Lucca & El Basha difficult because of light @school street & traffic
Difficult to turn into CNB from 96 - school street between yield land from 96 and traffic sitting at light - can not turn left into CNB
Rt 96 to Main St, Route 96 to other lanes - from Rt 251 going on Rt 96 southbound put additional lanes to carry additional overflow traffic where the railroad lanes are currently
No left turn signals from Lynaugh or Church Street onto 96S

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Comments Received

Corridor Segment
The Village and Western Approach (continued)
Cork Road is the unofficial bypass for Victor because people do not want to get stuck in traffic crawls on 96. This pushing of traffic onto secondary residential roads is a safety and quality of life issue for residents. As long as the Town continues to build, build, build this problem will only continue to get worse & worse.
From the Village to Railside Market there should be a sidewalk store.
Time traffic lights, seems like we need to stop at each light
Heading east from Monroe Muffler - can not turn right due to traffic volume. Timeframe 5-5:30PM. I believe center lane is an issue near there.
Put one of those stop for pedestrians signs in the crosswalk
Should use rail right of way to provide rail, car/truck and bike traffic use
Close School St @ 96 and eliminate that signal light
A left turn signal, at least during high volume
96@251 - Hard to turn left on 251 from 96 with back up traffic from Village
Turning onto 96 from Lynaugh 3-6PM is difficult
Main Street - I will not stop at businesses on Main street. It is too hard to get back into traffic.
The Railroad and rail line should be a shared-use ROW - there is enough room
Bye-Pass 96 from 251 to Brace Road to alleviate congestion in the Center of Town
Eastern End
From bridge at Mud Creek at Rt. 332 - have more left and right turn lanes (there is a nice turn lane at 96 near Auction Direct)
Sidewalks - bike trails - non-car methods to get to parks, amenities home, village.
East Victor Road - Speed limit is 45 which is 5 miles more on a winding road than Mertensia and Rt. 96. They often come thru at speeds higher than that and 45 is much too high. Also, light needed on end of Scudder Mills which intersects with 96 - huge backups!
Too many cars waiting to turn left. 10 in line is not uncommon
Open Road Tolling @ exit 44 & 45
Lynaugh Road & Church Road Roundabout . No disruption of property. General one way circulations.
This intersection is time-consuming and hazardous. More development will only worsen these conditions. Suggest: 1) Moratorium on development until traffic is controlled; 2) construct a traffic circle (at State expense)
cars.

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Comments Received

Corridor Segment
Eastern End (continued)
DO something about speeding - 30 mph seems to mean 50-60 mph for cars using Lynaugh road as a bypass
Property I own - 6484 96, has been for sale for years in a floodplain. It won't sell in a floodplain and you will never build on it. Only once did the creek overflow - went towards the garage and back into the creek
Very difficult to make (L) from Lynaugh onto 96. Perhaps another light?
Light at Lynaugh. Way too many accidents
Increasing traffic (& Accidents!) at this location with new housing off McMahon - needs a light! I own the antique shop on the corner. My fence has been knocked down three times.
Lynaugh Road & Route 96 - Stop light - that is trigger during high traffic periods
East Main St. near Lynaugh Road - a roundabout would slow traffic down. A west route would speed up people to and from work and traffic could stop to shop at will. A east route would speed up people to and from work. All of the above would help to keep Main St. from the bridge to West Main moving on a regular time basis.
Should use rail right of way to provide rail, car/truck and bike traffic use (See 308&309) intersection Brace Road and then light at 96 or roundabout
Lynaugh and 96 needs a roundabout
On Lynaugh Road - which seems to be a bypass - Make the speed limit 35 mph presently 50 mph from Victor Egypt Road to Village limit. Then becomes 30 mph which no one obeys. Then get the state to put a stop light at Lynaugh and RTE 96
Otto Tomatto's Plaza - hard to turn left out of that plaza
Turning left out of doctors offices across from Auction Direct is very dangerous
Lynaugh Road - Need light or way to control turns off Lynaugh
General Comment: Widen 96 similar to West End on East End to 332
Plaster Mill Road - consider reopening the corridor over the RR tracks - would help people get to Farmington
Multi-Segment/Corridor-Wide
There are two ways to deal with the traffic: reduce/maintain the current number of cars, and manage the flow more efficiently. An effective solution would be to encompass both. The Town and Village must put a moratorium on development while a solution is worked out. Otherwise you are shooting at a moving target that you will never hit.
Rt. 96 needs ITS to encourage people to use the Thruway when the corridor is experiencing major slowdowns
Warrensburg MO, Hwy 13 as an example

Route 96 Transformative Corridor Strategic Infrastructure Plan
Public Input Workshop #1 - August 3, 2017
Comments Received

<u>Corridor Segment</u>
Multi-Segment/Corridor-Wide (continued)
General Comment about all of 96 corridor: Any and all improvements to our streets need to consider the needs of all users of the road - including cyclists and pedestrians. Improvements must facilitate movement.
Toll free between Thruway exist 45 & 44. if not toll free - tolls benefit Victor directly.
Career Firefighter - Fishers Fire District - Assigned as Driver-Ladder Truck. Traffic preemption system for traffic lights. Studies show systems can save 30% of response time to emergencies. Systems could also be used for public transit . Systems to make more cost effective and promote fast service.
Rt. 96 Cultural corridor idea - 5 counties along 96 from Rochester to Ithaca and Owego@1-86. Idea of a state-sponsored cultural corridor
Church St - Cancel the Development at top of Church. Never should have been considered. Traffic (and Schools). Church & Lynaugh are already problems at morning and evening times. Developments on Plaster Mill don't help either. STOP
Rt. 96 is a route for Canadians to get to NYC. Victor is a gateway to the Finger Lakes region from the north/west. What happens in the corridor impacts other part of the corridor/region
Boughton Road - replace stop signs with a traffic light - the old temporary light worked very well.



Public Input Workshop #2

November 15, 2017



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David A. Riley

Agenda

1. Purpose
2. Key Tasks
3. Previous Recommendations
4. Identified Needs
5. Draft Alternatives
6. Projected Impacts
7. Next Steps
8. Comments & Feedback

1. Purpose

To identify, prioritize, and describe strategies for improving overall traffic conditions and operations within the Route 96 Corridor, including approaches at key intersections.



2. Key Tasks

- 1. Project Coordination**
- 2. Review of Existing Plans**
- 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. Previous Recommendations

- ▶ Significant amount of previous planning
- ▶ Recommendations from each have been reviewed and recorded
- ▶ No "Silver Bullet"
- ▶ Comp Plan is solid basis
- ▶ Lack of specificity to take to next level



GENESEE TRANSPORTATION COUNCIL
Final Report
June 2016



Submitted to Genesee Transportation Council (GTC)
by IRI Group
with Bergmann Associates / Howard Stern-Hudson Associates

Ontario County Multi-Jurisdictional
All-Hazard Mitigation Plan Update
September, 2015

4. Identified Needs

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



4.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**

4.b. 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.c. 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**
- ▶ **Outside of walking in the Village, not seen as walkable or bikeable**
- ▶ **Only five commenters mentioned transit**



4.d. August 3, 2017 Public Meeting

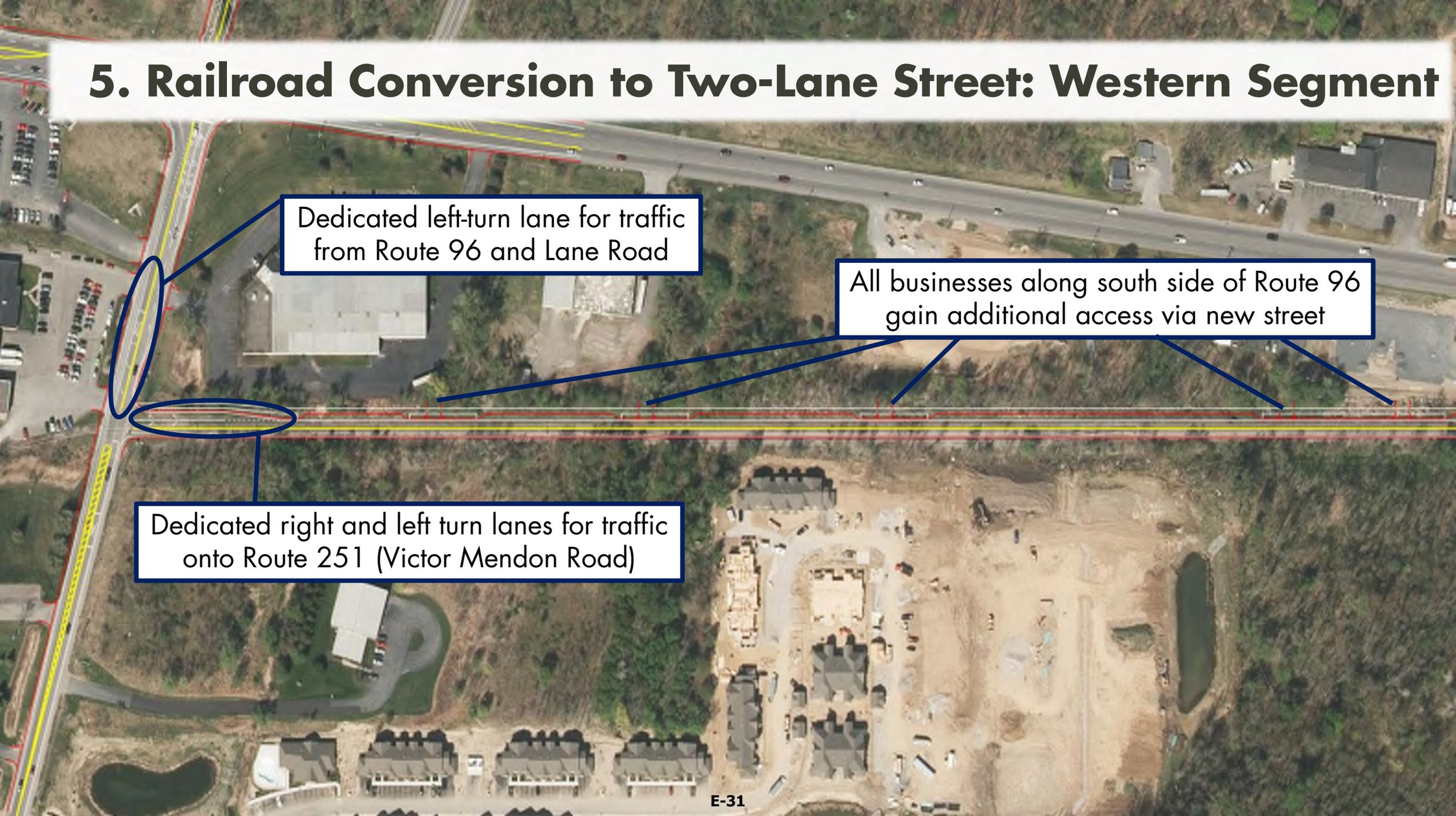
- ▶ **Delay is the most critical issue**
- ▶ **Concerns related to community character in the Village**
 - **Specifically, impacts on businesses which are well-liked for their variety**
- ▶ **Speeding is an issue in multiple locations**
- ▶ **Traffic signal phases and timings cited as needing improvement**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



5. Draft Project Alternatives

- ▶ **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)**

5. Railroad Conversion to Two-Lane Street: Western Segment

An aerial photograph showing a road conversion project. A horizontal road, Route 96, runs across the top half of the image. A vertical road, Lane Road, intersects it from the left. A new street, Victor Mendon Road, runs horizontally below Route 96. The new street is highlighted with yellow and red lines. Callout boxes with blue borders and lines pointing to the road features provide details about the conversion. The background shows a mix of green trees, brown dirt, and some buildings.

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)

5. Railroad Conversion to Two-Lane Street: Central Segment



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

5. Railroad Conversion to Two-Lane Street: Eastern Segment

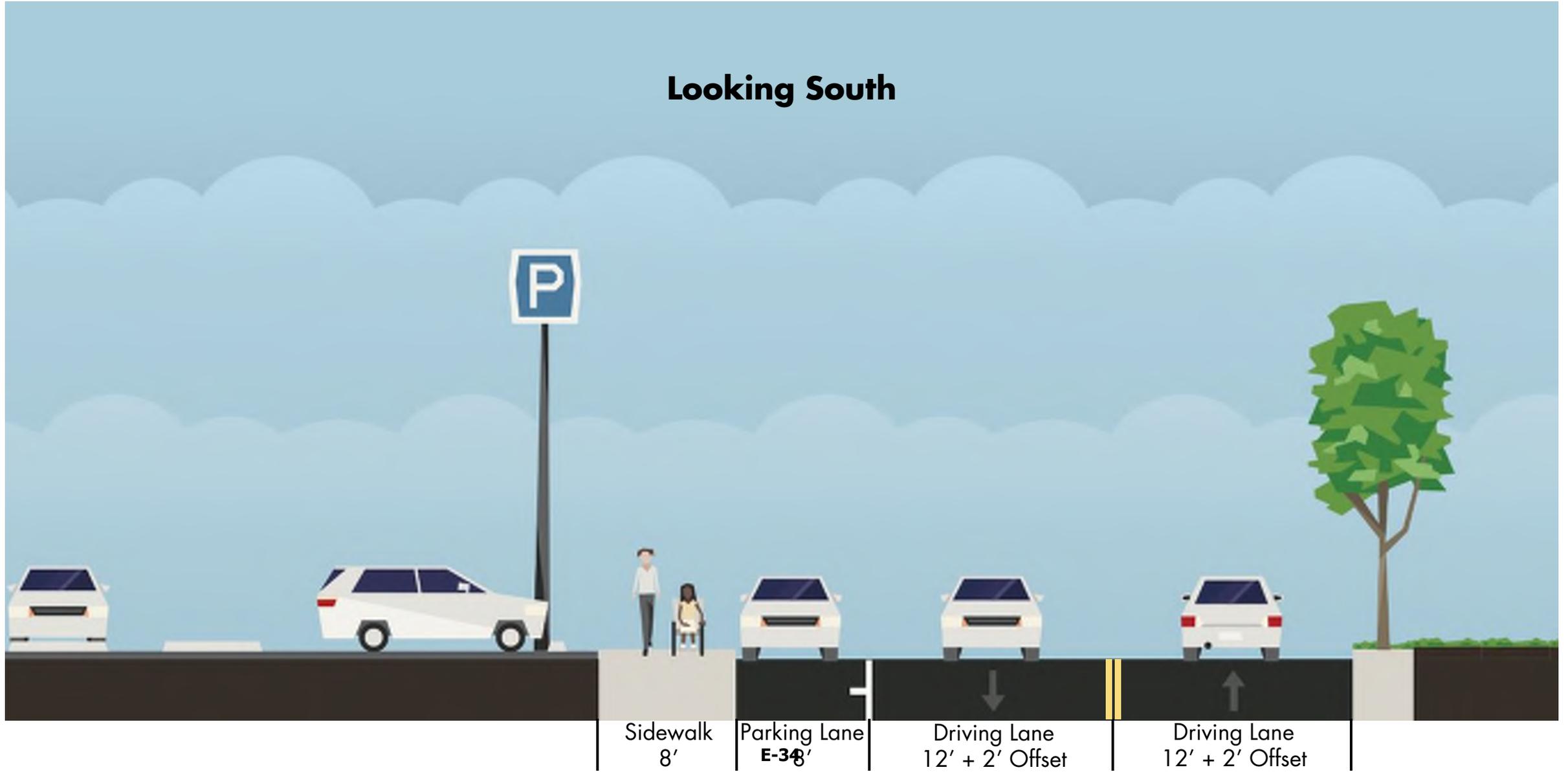
Removal of signal and conversion to Right-In/Right-Out only at Route 96/School Street Intersection

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

Mini-Roundabout at School Street/Adam Street Intersection

5. Railroad Conversion to Two-Lane Street: Cross Section

Looking South



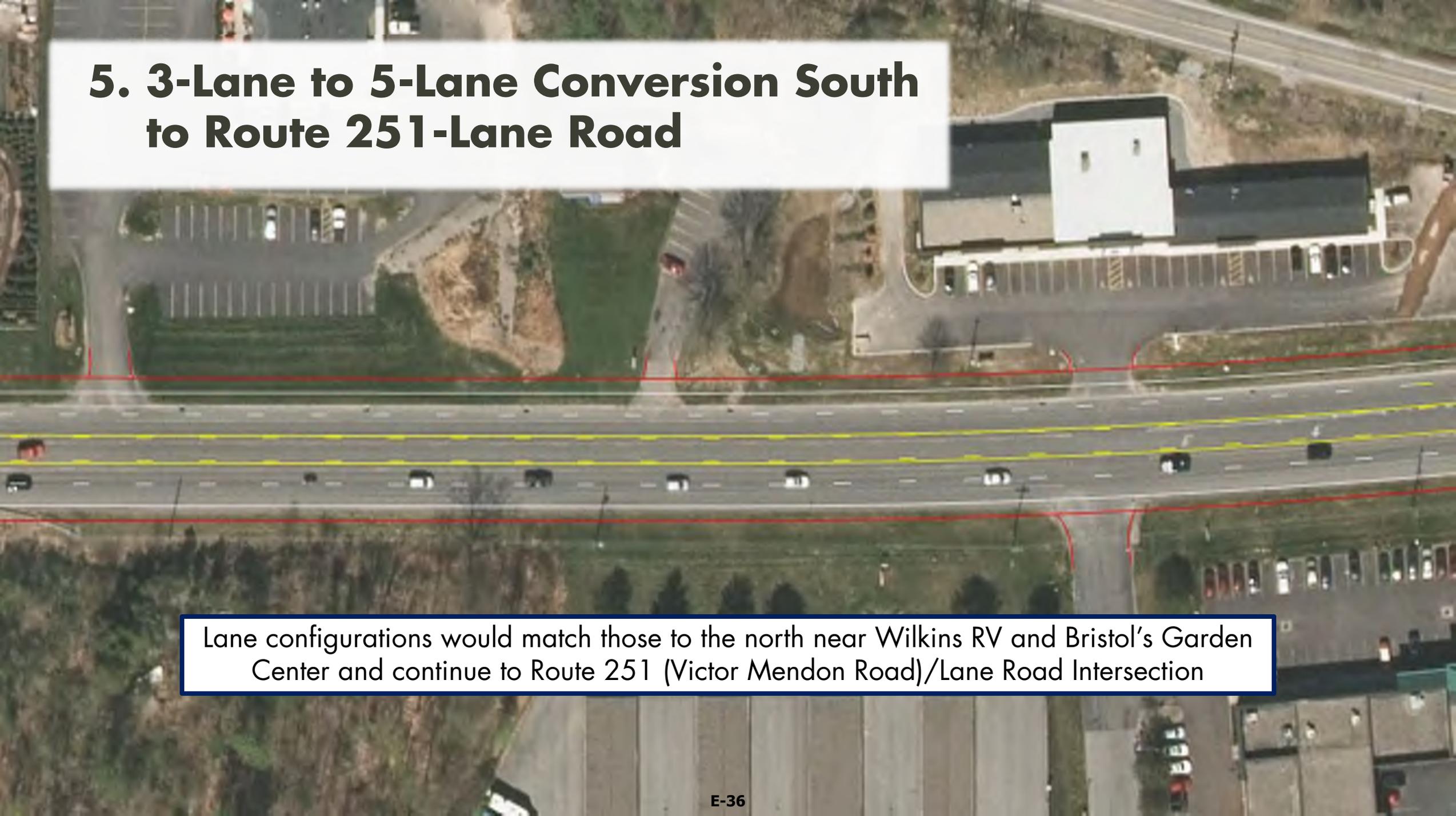
5. Route 251-Lane Road Connection

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

An aerial photograph showing a road intersection. A multi-lane road runs horizontally across the middle of the image. Yellow dashed lines indicate lane boundaries. Red lines outline a specific area around the intersection. In the background, there is a large building with a white section and a dark roof, and a parking lot with several cars. The foreground shows a grassy area and a road intersection with a traffic light.

5. 3-Lane to 5-Lane Conversion South to Route 251-Lane Road

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

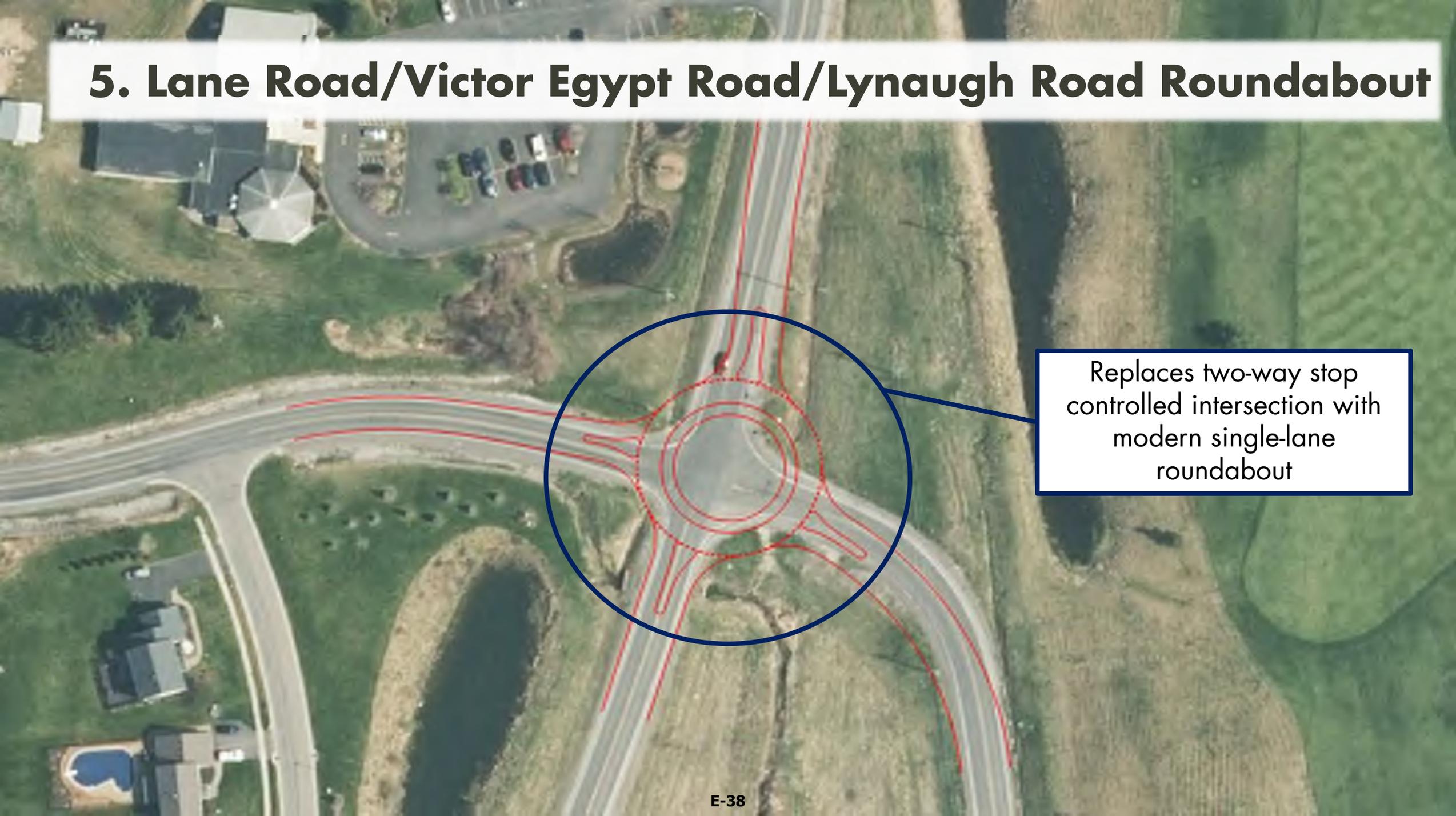
5. Plastermill Road-Collett Road-Delray Drive Connection

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

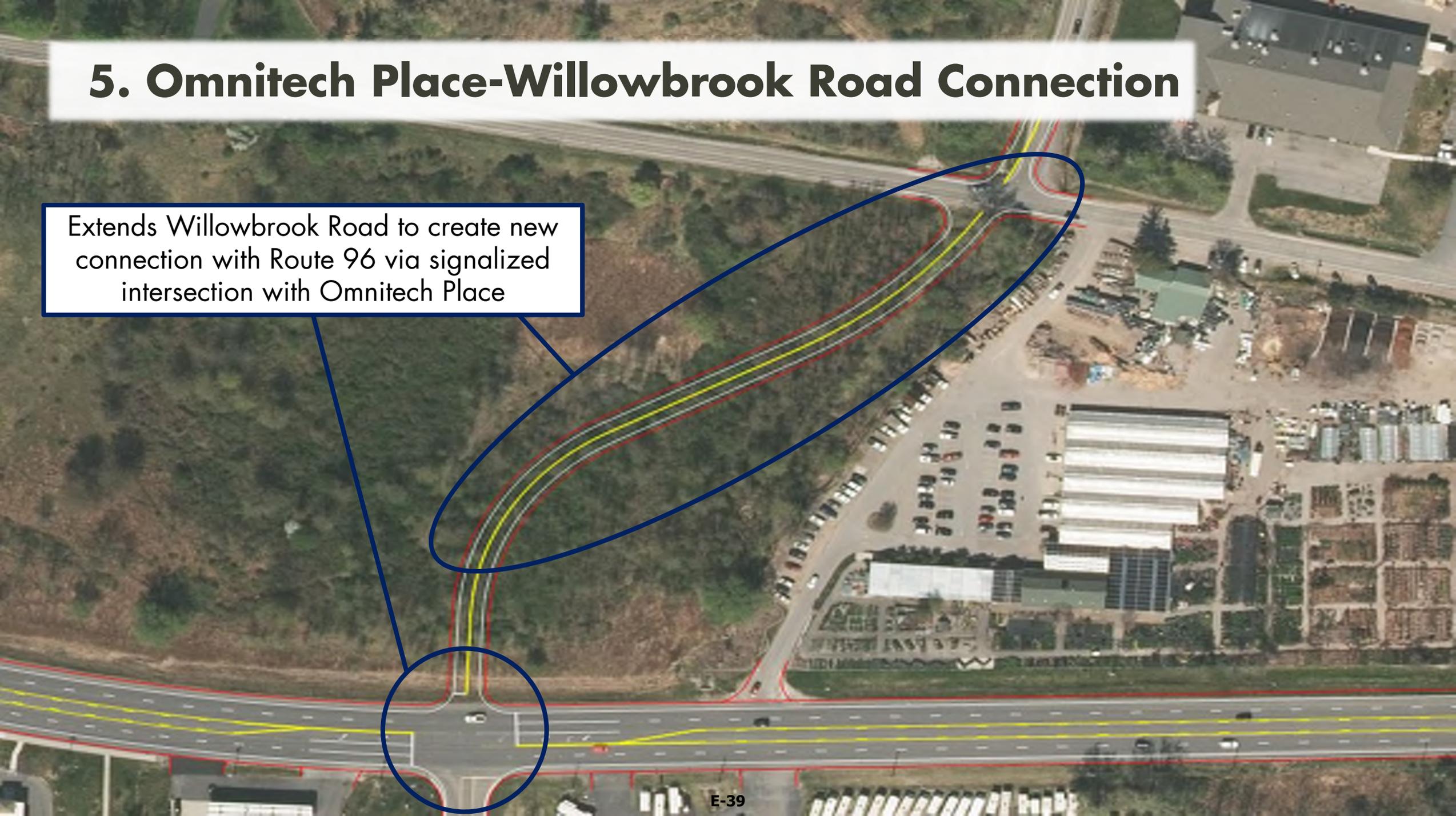
5. Lane Road/Victor Egypt Road/Lynaugh Road Roundabout



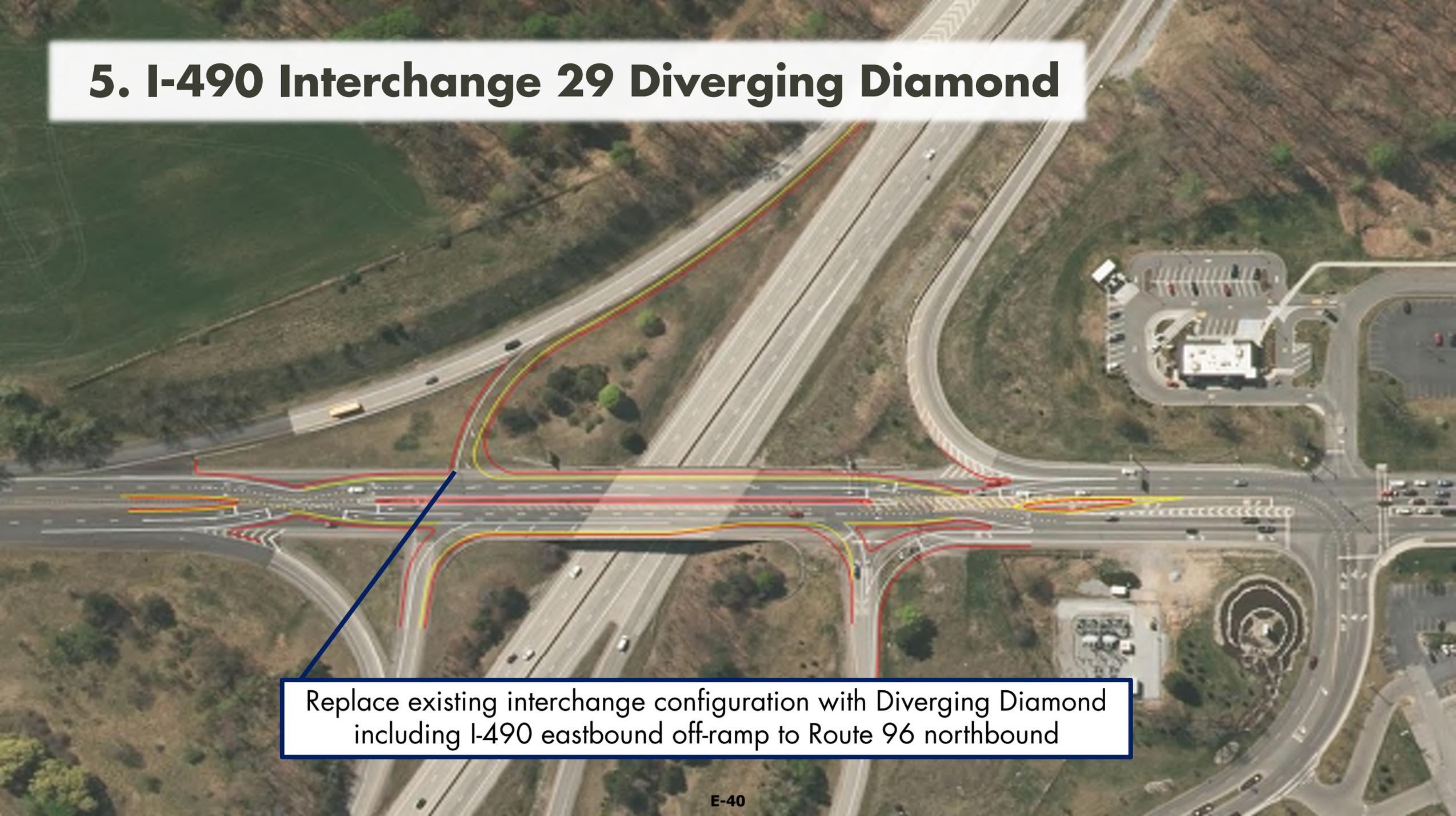
Replaces two-way stop controlled intersection with modern single-lane roundabout

5. Omnitech Place-Willowbrook Road Connection

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



5. I-490 Interchange 29 Diverging Diamond



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

5. Preliminary Construction Costs *(not including design & inspection)*

- ▶ **Railroad Conversion to Two-Lane Street with On-Street Parking**
= \$5.28 million-\$6.60 million
- ▶ **Route 251-Lane Road Connection = \$466,200-\$582,750**
- ▶ **3-Lane to 5-Lane Conversion South to Route 251-Lane Road =**
\$1.78 million-\$2.23 million
- ▶ **Plastermill Road-Collett Road-Delray Drive Connection = \$327,000-\$408,750**
- ▶ **Lane Road/Victor Egypt Road/Lynaugh Road Roundabout**
= \$700,000-\$850,000
- ▶ **Omnitech Place-Willowbrook Road Connection = \$519,000-\$648,750**
- ▶ **I-490 Interchange 29 Diverging Diamond = \$1.38-\$1.80 million**
Assumes no bridge work
- ▶ **Signalization and/or Lane Configuration Changes = \$150,000-200,000/each**

5. 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**

5. Draft 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**



5. Draft Alternatives

- ▶ **What we didn't analyze...but would recommend for additional study**
 - ▶ **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**



6. Projected Impacts: Intersections

Intersection LOS (PM Peak)				
Intersection	Existing 2017	Future No Build 2040	Future Proposed 2040	Future Proposed 2040 (RI/RO) at School St.
Moore Ave./Maple Ave.	C	C	C	D
School St.	B	B	C	-
High St.	D	E	B	C
Railroad Road & Maple - NEW	-	-	-	D
Railroad Road & School - NEW (Roundabout)	-	-	B	A
Rte. 251	B	F	-	-
Rte. 251/Lane Road - NEW	-	-	C	D
Railroad Road - NEW	-	-	A	A
Omnitech Pl./ Willowbrook Rd. - NEW	-	-	C	C
Rowley Rd./Main Street Fishers	D	F	D	D
I-490 WB On-Ramp/Off-Ramp	B	C	-	-
Diverging Diamond S - NEW	-	-	C	C
Diverging Diamond N - NEW	-	-	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

6. Projected Impacts: Segments

Arterial LOS

	Existing 2017		Future No Build 2040		Future Proposed Build 2040		Future Build Proposed 2040 w/ RI/RO at School St.	
	NB	SB	NB	SB	NB	SB	NB	SB
Cross Street with Route 96								
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
Rte. 251	A	A	A	E	-	-	-	-
Rte. 251/Lane Road - NEW	-	-	-	-	D	A	D	A
Omnitech Pl./ Willowbrook Rd. - NEW	-	-	-	-	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	E	B
Woodcliff Dr.	C	C	C	D	B	D	B	D
I-490 Exit 28	C	C	C	C	C	C	C	C

7. Next Steps

- ▶ **Steering Committee Meets to Review Public Comments and Finalize Alternatives**
- ▶ **Draft Plan Developed**
- ▶ **Draft Plan Distributed to Steering Committee**
- ▶ **Steering Committee Comments Incorporated into Plan**
- ▶ **Final Plan Developed**
- ▶ **Materials Prepared for SEQRA**



8. Comments & Feedback

Thank You!

Tell us what you think:

What Do You Like?

What Don't You Like?

How Do We Make it Better?



DATE	December 4, 2017
TO	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee
FROM	Richard Perrin
REGARDING	Summary of Comments Received at November 15, 2017 Public Meeting

The following is the summary of comments received at the second public meeting for the Route 96 Transformative Corridor Strategic Infrastructure Plan. This meeting was held on Wednesday, November 15, 2017 from 6:00 p.m. to 9:00 p.m. at the Victor Town Hall, 85 East Main Street. There were approximately 65 attendees. The purpose of the meeting was to share and receive feedback on draft recommendations to improve traffic conditions along NYS Route 96. In addition to the comments received, there were a number of questions asked to which the consultant team provided responses consistent with what had been discussed with the Steering Committee in developing the draft alternatives.

Proposed New Village Street

- N1. Overall, there was support for the new village street so long as access to properties on NYS Route 96 is provided.
- N2. Identify opportunities to maintain the potential for service along the Ontario Central Railroad line from Victor Mendon Road (NYS Route 251) to the School Street and Adams Street intersection as part of the implementation of the new village street.
- N3. Maintain the potential for service along the Ontario Central Railroad line from Victor Mendon Road (NYS Route 251) to the School Street and Adams Street intersection even if it means not implementing the new village street.
- N4. Consider extending the new village street south from its proposed terminus at the current Adams Street and Maple Avenue (NYS Route 444) intersection to create a four way intersection at NYS Route 96 and Lynaugh Road.
- N5. Speed limit on the new village street should be 30 miles-per-hour.
- N6. The proposed 12-foot lanes on the new village street are too wide and should be narrowed.
- N7. Add a bicycle lane and put parking between the sidewalk and properties to protect bicyclists on the north side of the new village street.

Safety

- S1. Consider lower speed limits along NYS Route 96 to improve safety; specifically:
 - a. The 50 miles-per-hour (MPH) portion and a possible transition before it becomes 30 MPH at its southern end.
 - b. On Main Street Fishers and Route 96 near the hotels/motels and the restaurants to allow for safe walking by visitors.
- S2. Identify opportunities to make right hand turns from NYS Route 96 southbound onto Benson Road safer.
- S3. Improve safety for turns onto Main Street Fishers from Phillips Road and Wangum Road.
- S4. Consider safety improvements at the Plastermill Road intersection with NYS Route 96.

Bicycles, Pedestrians, and Transit

- B1. Support Complete Streets throughout the town, and specifically on NYS Route 96 in the Village as well as the new village street if it is implemented.

- B2. Ensure space for sidewalks and bike lanes is provided under I-90/Thruway overpasses when the NYS Thruway Authority replaces these bridges.
- B3. Consider light rail transit using the Ontario Central Railroad line to Rochester and from Geneva.
- B4. Consider pedestrian bridges in key locations such as the intersection of the southern terminus of High Street and NYS Route 96; this could be part of a community-wide Complete Streets plan.
- B5. The sewer line offers the opportunity for a new trail connection.

I-90/Thruway

- I1. Promote the I-90/Thruway as an alternate route/bypass to avoid delay on NYS Route 96 by marketing the E-ZPass commuter plan.
- I2. Install a 20 MPH E-ZPass toll collection booth at Interchange 45 for traffic accessing the I-90/Thruway.
- I3. Widen the Interchange 45 toll plaza to allow for more toll collection booths, including multiple 20 MPH E-ZPass ones for vehicles both accessing and exiting the I-90/Thruway.

Funding and Financing Options

- F1. Consider using funds that are intended for mitigation of the additional traffic that will result from the development of the Fishers Ridge project for the recommended improvements.
- F2. A transportation development district is not a preferred option for generating revenues for recommended improvements.
- F3. Increased taxes are not desirable but a public referendum should be held to determine if residents of Victor are willing to pay for improvements themselves rather than wait for Federal and State funds to become available in the next Statewide Transportation Improvement Program.