Access Management Component for the Village of Victor Comprehensive Plan and Access Management Update to the Town of Victor Comprehensive Plan

September 17, 2019

Adopted by the Town of Victor on August 26, 2019
Adopted by the Village of Victor on September 16, 2019

Prepared For:
Town and Village of Victor
Access Management
Steering Committee

Submitted by:
LaBella Associates
300 State St.
Suite 201
Rochester, NY 14614
(585) 454-6110

LaBella
Powered by partnership.

TABLE OF CONTENTS

A. GENERAL

1. Introduction 1
2. Purpose and Need 1
3. Implementation 2
4. Benefits of Access Management 3
5. Basic Access Management Principles 4
6. Flexibility in Enforcement of Standards 6

B. ROAD CLASSIFICATION

1. Functional Classification 7
2. Access Classification for Local Roadways 8

C. REQUIREMENTS

1. General 10
2. Location of Intersections and Driveways 10
3. Functional Area of Intersection 10
4. Sight Distance 11
5. Clear Zone 13
6. Restriced Access 13
7. Medians 14
8. Driveway Throat 14
9. Driveway Radius 15
10. Subdivision Road Standards 16
11. Circulation and Connection to Adjacent Sites / Unified Access 16
12. Shared Access, Frontage Roads, Rear Access Roads 19
13. Setbacks 20
14. Right-of-Way Reservation / Dedication 20

D. DRIVEWAY SPACING STANDARDS

1. General 21
2. Shared Driveways 21
3. Driveway Consolidation 21
4. Driveway Alignment and Spacing 22

E. TURN LANES AND TRAFFIC SIGNALS

1. General 26
2. Auxiliary Turn Lanes 26
3. Traffic Signals 31

F. DESIGN STANDARDS

1. General 35
2. Driveway Width (W) 35
3. Driveway Angle (Y) 36
4. Edge Clearance (E) 36
5. Driveway Return (R) 36
6. Island Offset Distance (S) 36
7. Distance Between Driveways (D) 37

TABLE OF CONTENTS

8. Corner Clearance (C) 37

G. PEDESTRIAN, BICYCLE, TRANSIT AND PARKING CONSIDERATIONS

1. General 38
2. Pedestrian Considerations 38
3. Bicycle Considerations 39
4. Transit Considerations 39
5. Parking Considerations 39

H. MAPS AND SUPPORTING DOCUMENTATION

1. General 40
2. Map 1: Conceptual Roadway Network Connections 40
3. Map 2: Route 96 Corridor Retrofit Plan 41
4. Map 3: New Local Street along Railroad Corridor 41
5. Supporting Documentation 42

I. PUBLIC INVOLVEMENT

1. Steering Committee 43
2. Public Meetings 43
3. Access Management Plan and Local Law Adoption 43

J. DEFINITIONS & TERMINOLOGY 44

K. REFERENCES 49

LIST OF FIGURES

Figure B-1 Access Versus Mobility for Funcitional Classes of Roadways 7
Figure C-1 Side Street Access 10
Figure C-2 Functional Area of an Intersection 11
Figure C-3 Intersection Sight Distance: One-Stop Crossing 12
Figure C-4 Intersection Sight Distance: Two-Stop Crossing 12
Figure C-5 Left Turn Prohibition 13
Figure C-6 Median Types 14
Figure C-7 Internal Site Design (Avoid) 15
Figure C-8 Internal Site Design (Recommended) 15
Figure C-9 Turn Radii 16
Figure C-10 Connectivity with Adjacent Sites 17
Figure C-11 Stub Road for Future Interconnection 17
Figure C-12 Pedestrian Connectivity 18
Figure C-13 Shopping Center with Outparcels 18
Figure C-14 Shared Residential Access 19
Figure C-15 Frontage / Rear Access Road 19
Figure D-1 Joint and Cross Access 21
Figure D-2 Driveway Consolidation 22

TABLE OF CONTENTS

Figure D-3 Offset Driveways 23
Figure E-1 Left Turn Lane Components 27
Figure E-2 Planning Level Right Turn Lane Volume Warrants 28, 29
Figure E-3 Right Turn Lane Components 30
Figure E-4 Possible New Traffic Signal Locations 33
Figure F-1 Design Standards 34
Figure F-2 Three-Lane Driveway 35
Figure F-3 Driveway Angle 36
Figure F-4 Corner Clearance 37

LIST OF TABLES

Table B-1 Functional Classification 8
Table B-2 Roads Classified as "Local" to be Considered "Local Through" 9
Table C-1 Reaction Times and Distances 11
Table D-1 Desirable Access Connection Spacing 22
Table D-2 Route 96 Existing Driveway Spacing 24
Table D-3 Route 96 Driveway Spacing with Access Mangement Plan Recommendations 25
Table E-1 Planning-Level Warrants for Left Turn Lane 26
Table E-2 Desirable Maneuver & Deceleration Length 27
Table E-3 Desirable Maneuver & Deceleration Length 31
Table E-4 Recommended Signalized Intersection Spacing 31
Table E-5 Route 96 Traffic Signal Spacing 32
Table F-1 Driveway width 35

APPENDIX A - New Intersections and Future Road Networks

APPENDIX B - Supporting Maps and Data

Figure 1 Project Base Map
Figure 2 Town Zoning Map
Figure 3 Village Zoning Map
Figure 4 Concept Level Future Land Use
Figure 5 Residential Buildout Analysis
Figure 6 Commercial / Light Industrial Buildout Analysis
Figure 7 Environmental Constraints
Figure 8 Green Infrastructure Priority Zones
Figure 9 Natural Resources and Constraints
Figure 10 Conceptual Roadways and Trails
Figure 11 Existing Traffic Data
Figure 12 Roadway Functional Classification
Figure 13 Local Road Access Classification
Figure 14 Town Priority Analysis Areas
Figure 15 Village Priority Analysis Areas

LaBella
Powered by partnership.

TABLE OF CONTENTS

APPENDIX C - Public Involvement

APPENDIX D - Sample Cross Access Agreement

APPENDIX E - Local Law

APPENDIX F - New York State Town Law and Village Official Map Reference

LaBella
Powered by partnership.

Victor Access Management Plan
September 17, 2019

A. GENERAL

1. Introduction

Well-designed access to transportation systems enhances mobility and safety, helps preserve community character, advances economic goals, and protects the substantial public and private investment in roads and land use developments. Comprehensive access management is an effective approach for advancing these community goals. It strives to help balance the competing needs of mobility and land access.

Access Management is *the coordinated planning, regulation, and design of access between roadways and land development. It involves the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway, as well as roadway design applications that affect access, such as median treatments and auxiliary lanes, and the appropriate separation of traffic signals.*

(Transportation Research Board, *Access Management Manual*, 2nd Edition).

2. Purpose and Need

The Town and Village of Victor (hereinafter collectively referred to as "Victor") are experiencing increased traffic congestion and accident rates, and during development of the Town's Comprehensive Plan, resident concerns were raised about the negative impact these issues are having on the quality of life. Further, during public meetings that were held concerning the *Route 96 Transformative Corridor Strategic Infrastructure Plan*, Victor residents and businesses noted these same concerns within the Route 96 corridor and noted the impact traffic congestion had on access to local businesses and pedestrian mobility, particularly within the Village. This plan is intended to be a holistic look at managing the transportation infrastructure of Victor to improve its performance in an economical manner while preserving landowner rights of access. This plan recognizes that managing access onto roads is the single largest factor in preserving the traffic-carrying capacity of a road, and thus maximizing the investment made in that infrastructure.

In addition, development and redevelopment of property is often incremental; meaning that seldom are multiple properties or large pieces of property developed or redeveloped at any one time. Thus, this plan sets up a framework and recommends the implementation of tools to help coordinate incremental development that may occur over a long period of time to ensure that access management is considered and coordinated between projects. This plan strives to balance the public's need for safe and efficient transportation systems while providing reasonable access to property. This plan develops and recommends guidelines and strategies to:

- Promote, protect and ensure the public safety, health and welfare as they relate to the operation and use of roadways within Victor.
- Minimize congestion and delay along Route 96 and other primary corridors within Victor, which would correspondingly reduce fuel consumption and vehicle emissions.
- Control the density of intersections, including driveways, on existing roadways so as to preserve existing speed limits and traffic mobility.
- Preserve the ability of Victor, Ontario County and New York State Department of Transportation to provide adequate and safe highway facilities to serve the general public.

- Provide for the proper location and limit the number of access facilities in order to regulate safe and reasonable access from roadways to abutting property, and provide sufficient spacing between access points to minimize interference with traffic using adjacent access facilities.
- Maintain safe and efficient accommodations for pedestrians, bicyclists and transit users.
- Establish reasonable design standards for access facility improvements on roadways within Victor in order to protect public investment.
- Provide for the establishment of sufficient pavement, right-of-way and easement widths.
- Support economic growth and prosperity within Victor.

Pursuant to the objectives described above, this document provides the following:

- An introduction to access management, including objectives, principles and benefits
- A description of the roadway access classification system, and associated maps
- Detailed engineering guidance for access management considerations such as:
  - Unsignalized driveway spacing
  - Intersection corner clearance
  - Traffic signal spacing
  - Driveway design
  - Roadside buffers
  - Intersection sight distance
  - Auxiliary lanes
- A discussion of property access strategies
- Justify and recommend a process and procedure for waiving the guidelines and strategies recommended herein once codified.

3. Implementation

This plan documents existing conditions, evaluates various methods, and develops guidelines and strategies to manage access to land and then recommend the integration of those into Victor's development review process. The guidelines and strategies recommended in this document, including design criteria contained herein and on the accompanying maps as well as all referenced manuals and guidelines, are intended and are hereby recommended to become reference standards required to be followed in the development or redevelopment of property within Victor. Implementation of this plan involves the following components:

Comprehensive Plan

This Access Management Plan is intended to be an amendment to the Town of Victor's Comprehensive Plan and the Access Management component of the Village's Comprehensive Plan (since the Village does not have a single document adopted as its Comprehensive Plan at this time). As such, this document creates the basis for Victor's implementation of corresponding amendments to its zoning, subdivision regulations, and design guidelines as well as adoption of an Access Management Local Law and Official Map.

Official Map

An Official Map, as authorized by NYS Town Law Article 16, §270 and NYS Village Law, §7-724 enables Towns and Villages, respectively, to specify the locations and widths of streets, drainage systems and parks (see Appendix F). By specifying the locations of proposed new roads and access points on an Official Map, the Town and Village are able to ensure that new

development does not occur in locations that would prevent these new roads and connections from being built in the future.

The Town and Village of Victor adopted an Official Map that depicts the roads and access points identified in this Access Management Plan. Adoption by the Town Board occurred on August 26, 2019, and adoption by the Village Board occurred on September 16, 2019. The Ontario County Planning Department assisted the Town and Village with developing the Official Map based on the locations of future roads depicted in the Access Management Plan.

Access Management Local Law

An Access Management Local Law incorporates the design standards, requirements and maps included in the Access Management Plan. These requirements will apply to all roadways within the jurisdiction and all properties that abut or have access to these roadways. Any application for a building permit, zoning permit, subdivision review, site plan or special permit will need to comply with the standards specified in the law. Maps depicting future roads, connection points and retrofits are incorporated into the Local Law.

The Access Management Local Law is included in Appendix E. The Ontario County Planning Department assisted the Town and Village of Victor to incorporate the technical standards and requirements of the Access Management Plan into the Access Management Local Law for each municipality. The Local Law was adopted by the Town of Victor on August 26, 2019, and by the Village of Victor on September 16, 2019.

Integrate Access Management into the Development Review Process

Town and Village Local Laws regarding site plans and special use permits, and the subdivision regulations should be amended to require compliance with the Access Management Plan and Access Management Local Law, and to codify the waiver procedure and requirements recommended herein. In certain areas where the Official Map and Access Management Plan call for new parallel access roads, zoning lot size requirements may also need to be amended. The Ontario County Planning Department will work with the municipalities to draft the requisite changes. Town and Village of Victor staff should amend the forms and checklists to reference the Access Management Local Law and its requirements. The Town's Pre-Development Checklist, used during pre-application conferences with developers, should also be updated to reference the Access Management Local Law's requirements. Victor Planning and Code Enforcement officials should incorporate access management requirements into the procedures and processes they use in working with applicants to ensure understanding and compliance.

Access management standards should also be considered when rezoning or change in the intensity of land use is proposed. Access management improvements or retrofits may be required as a condition of rezoning or change in use applications.

Victor should encourage its Planning Board members and Code Enforcement Staff to attend training about access management so they are prepared and versed in the methods of integrating them into development projects.

4. Benefits of Access Management

Effective management of the existing transportation system is essential, in order to preserve traffic safety and mobility and delay or prevent the need for costly upgrades to the system. Proper access management can extend the life of roadways, improve public safety, reduce

congestion and improve the quality of the environment. It can also preserve property values and ensure long-term economic viability and growth. Benefits of access management include the following:

- **Victor** (and other agencies with jurisdiction over roadways within Victor) benefit from a lower cost of maintaining a safe and efficient transportation system, and reduced costs associated with capital improvements to improve or replace roadways.
- **Residents** are served by a more efficient roadway system, and also benefit from a well-managed roadway network and a more predictable and consistent development environment. Residents are also benefitted from a public safety perspective, where alternate routes and reduced congestion resulting from good access management may improve emergency response times.
- **Drivers** encounter fewer decision points and conflicts, resulting in a more simplified driving task, reduced congestion and reduced crash frequency. Drivers also experience reduced delay and travel time.
- **Pedestrians and Bicyclists** have fewer conflicts with vehicles entering and exiting the roadway.
- **Transit users** experience reduced delay and travel times.

5. Basic Access Management Principles

The application of basic access management principles can accomplish the objectives listed above. These principles are founded on an understanding of the different needs of the drivers using the roadway network, knowledge of which roadway elements cause the greatest conflicts, appreciation of the concerns of property owners and tenants, and expertise in balancing the need for access management with the needs and rights of adjacent landowners. Basic access management principles are presented below, and are described in greater detail in Sections B, C, D and E.

Establish a Roadway Classification System

Different types of roadways serve different functions relative to access and mobility. It is important to design and manage roadways according to their primary function so that proper balance can be achieved between traffic flow and providing access to adjacent property. This plan references the Functional Classification of roadways as defined by the New York State Department of Transportation (NYSDOT), as well as identifies roadways classified as "Local" that actually function as "Collector" and therefore may be subject to more stringent access management guidelines (see Section B).

Limit Direct Access to Major Roadways

Roadways that serve high volumes of through traffic, such as arterials, need a high level of access management to preserve the traffic movement function. Conversely, direct property access is more compatible with lower-classified roadways such as local and collector. Direct access to a major roadway is not required when other access options are available.

Provide Supporting Street System and On-Site Circulation System

Access connections between adjacent properties, as well as an interconnected network of supporting roadways, are beneficial in maintaining efficient traffic flow as they do not require drivers, pedestrians and bicyclists to return to the main roadway to travel between adjacent properties. A well-planned transportation system provides interconnected parcels and a supporting network of streets that accommodate future development or redevelopment.

Promote Roadway and Intersection Hierarchy

A transportation network should provide appropriate transitions from one classification of roadway to another. Intersection types range from interchanges connecting freeways to arterials, to a driveway connecting adjacent property to a local roadway. The higher the roadway classification, the greater degree of access management should be applied so that the roadway continues to perform according to its designed function.

Preserve the Functional Area of Intersections

It is essential to preserve the functional area of an intersection in order to maintain safe and efficient traffic operation. The functional area includes the intersection itself as well as the approach and departure areas where vehicles are responding to traffic control devices by accelerating, decelerating and maneuvering in order to travel through the intersection or complete a turn. Access connections within the functional area can cause confusion and conflict that reduce the functionality and efficiency of the intersecting roadways.

Limit the Number of Driveways and Conflict Points

Limiting the number of driveways along a roadway reduces conflict points (including vehicles, pedestrian and bicyclist movements) and contributes to improved traffic operation and fewer collisions.

Separate Driveways and Other Conflict Points

Drivers need sufficient time to address one set of conflicts before facing another. In order to provide adequate perception and reaction time for drivers, the spacing between access connections and conflict areas must increase as travel speeds increase. A greater separation of access connections and conflict areas helps to simplify the driving task and contributes to improved traffic operation and fewer collisions.

Design Driveways to Accommodate Operational Needs

Driveways accommodate a wide range of vehicle types, traffic volumes and turning speeds. Driveway design should be tailored to meet the needs of all users of the driveway, balancing design features related to vehicles, pedestrians and bicyclists.

Remove Turning Vehicles from Through Traffic Lanes

Left-turn and right-turn lanes allow drivers to decelerate and wait in a protected area to complete a turn, therefore reducing conflict between through vehicles and turning vehicles and accordingly improving traffic safety and efficiency. Providing adequate deceleration distances allow for a gradual transition when leaving the through travelway.

Locate Traffic Signals in Accordance with Desired Signal Control Strategies

On roadways where the progression of through traffic is the primary goal, long and uniform spacing of intersections and traffic signals enhances the ability to coordinate signals and enables the continuous movement of traffic at the desired speed. Poor signal placement may lead to delays that cannot be overcome by signal timing or phasing alone. Also, improperly locating access connections or median openings that may later become signalized can result in substantial increases to travel times along arterial roadways.

Use Medians to Manage Left-Turn Movements

Medians channelize left-turn turning movements to designated locations, thereby minimizing conflict points and improving traffic safety and efficiency. They can be flush for permissive movements, such as a two-way left turn lane, or raised to provide a physical barrier.

6. Flexibility in Enforcement of Standards

Waivers of Access Management Requirements

The guidelines and strategies contained herein are intended to establish the norm to be followed through amendments to zoning and subdivision regulations and adoption of an Access Management Local Law. Due to the often incremental nature of development and redevelopment, and to account for individual site factors that make compliance with the standard requirements impractical, a method to waive these requirements under certain circumstances is necessary. In considering alternatives, it was decided that using a variance procedure would be overly cumbersome in terms of both time and the mechanics of having to educate another board on access management. Similar to the authority available to enable Planning Boards to issue waivers to special use permit or subdivision application requirements, this plan recommends vesting the Town and Village Planning Boards with the ability to grant waivers with regard to the Access Management Local Law requirements.

The Planning Board should be enabled to grant waivers only upon finding that a) all reasonable alternatives that would be compliant with the Access Management Local Law have been evaluated and determined to be not feasible, b) granting of the waiver does not jeopardize the safety of the public or have a significant adverse impact on traffic operation and/or safety, and c) that any practical provisions making the waiver temporary so that future compliance may be obtained have been developed and will be made a condition of approval.

Compliance with the Official Map

The adoption of the Official Map should be done with language that makes it clear that where the recommendations of this plan indicate the development and preferred location of new access roads or other public / private road, that the intent is to provide access and connections between two points and not a slavish adherence to the exact location and geometry shown on the map. Site investigation and identification of factors such as topography, rock outcroppings, wetlands, the exact design of buildings on the subject property or adjacent property, etc. may dictate minor deviation from the geometry shown on the Official Map for future roads.

The Planning Board should have the flexibility to make minor adjustments that comply with this intent and comply with the Access Management guidelines and strategies as contained in the Access Management Local Law. The omission of new roads shown on the Official Map, however, shall only be allowed by modification of the Official Map by the elected board of the municipality upon a finding that compliance is either impractical because of the nature of the development proposed, and the traffic handling performance of the existing public roads are not impacted, or alternative means of providing alternative access from the proposed development to adjacent properties complying with the principles of the access management strategies and guidelines contained in this plan will be implemented.

B. ROAD CLASSIFICATION

1. Functional Classification

Functional classification is the process by which roadways are grouped into classes according to the character of service they provide. Individual roadways are part of an overall network of roads through which traffic moves. Functional classification defines the role that any specific roadway should play in serving traffic through the highway network and the type of access the roadway provides to adjacent properties. It also describes the importance of a particular road or network of roads to the overall system, and therefore is critical in assigning priorities to projects and establishing the appropriate highway design standards to meet the needs of the traffic being served.

Each roadway classification has a unique mix of mobility and access functions (see Figure B-1). Freeways represent the highest classification of roadways. They primarily serve through-traffic mobility and have the lowest property access function, as access is typically limited to grade-separate interchanges with other freeways and arterials. Local roads, which can be further split into Local Through, Subdivision and Cul-de-sac categories, are the lowest classification of roadway and primarily exist to provide direct access to adjacent property. In between the highest and lowest classification of roadways are arterial and collector roads, which serve both mobility and access functions to varying degrees as depicted in Figure B-1.

Figure B-1: Access Versus Mobility for Functional Classes of Roadways

Each access category has criteria governing the access-related standards and characteristics for corresponding roadways. These access categories define where access can be allowed on the roadway system and where it should be discouraged or prohibited. The classifications of Freeway, Arterial, Collector, and Local are further distinguished as “Urban” or “Rural” based on the population and density of development. Table B-1 summarizes the various Functional Classifications and associated characteristics.

Table B-1
Functional Classification

Functional Classification	Description	Traffic Flow Characteristics	Vehicle Types
Freeway (including mainline and ramps)	Exclusively used for the movement of through traffic. Does not serve any property access function (no driveways).	Exclusively un-interrupted traffic flow.	Typical (all permitted design vehicles)
Principal Arterial Road	Primarily used for the movement of through traffic. Access to abutting land uses is subordinate to the through traffic movement.	Interrupted traffic flow.	Serves a higher percentage of trucks compared to an arterial road.
Arterial Road			Serves a lower percentage of trucks compared to a principal arterial.
Collector Road	Provides both traffic circulation and land access functions. Collects traffic to & from local streets and channels it to & from arterials.	Interrupted traffic flow.	Typical (all permitted design vehicles)
Local Through Road	Traffic circulation and land access functions. Collects traffic to & from subdivision streets and channels it to & from collectors.	Interrupted traffic flow; typically moderate to high operating speed.	Typical (all permitted design vehicles)
Local Subdivision Road	Direct access to abutting properties, as well as traffic circulation within subdivisions.	Interrupted traffic flow; typically low operating speed.	Typical (all permitted design vehicles)
Local Cul-de-sac	Primarily provides direct access to abutting land uses. Very low level of through traffic movement.	Interrupted traffic flow; typically low operating speed.	Typical (all permitted design vehicles)
Private Road (open for public travel)	Same as Local Road	Same as Local Road	Typical (all permitted design vehicles)

The Functional Classification of roadways in Victor is determined by the New York State Department of Transportation (NYSDOT). Figure 12 in Appendix B depicts the NYSDOT Functional Classification of roadways within the Town and Village of Victor.

2. Access Classification for Local Roadways

It is noted that although many roadways in Victor are formally classified as "Local", there are three distinct types of local roadways:

- Local Through roadways: These streets carry a higher proportion of through traffic in addition to providing access to adjacent properties. They typically have lower traffic volumes than Collector roads and moderate to high speeds, and serve as part of the street grid. It is important to control access points along Local Through roadways in order to preserve the flow of through traffic.

- Local Subdivision roadways: These streets carry traffic within subdivisions and provide direct property access. They carry a lower proportion of through traffic, and serve to connect properties with Local Through and Collector roadways. With regard to access management, it is important to maximize internal connection to provide alternative travel paths for residents / tenants while discouraging through traffic.

- Local Cul-de-sac roadways: These streets carry little to no through traffic and primarily provide direct access to adjacent property. Cul-de-sacs are discouraged, as they restrict travel options and contribute to congestion, especially at intersections.

Long term functioning of the Victor road networks requires that some roadways classified by NYSDOT as "Local" be treated as "Local Through" roadways with regard to the balance of local access and mobility, and therefore may be subject to more stringent access management guidelines than subdivision or cul-de-sac-type Local roads. Local Through roadways require a higher level of access management than other types of Local roadways in order to preserve the safety and mobility of through traffic. Although this plan does not seek to change the formal NYSDOT Functional Classification of roadways in Victor, Table B-2 (below) and Figure 13 (Appendix B) depict the road segments that are formally classified as "Local" but shall be considered as "Local Through" roads with regard to this Access Management Plan and its guidelines and requirements.

Table B-2
Roads Classified by NYSDOT as "Local" to be Considered as "Local Through"

Road Name	Segment Begin	Segment End	Road Name	Segment Begin	Segment End
Adams St	School St	Route 444	McMahon Rd	Route 96	Plastermill Rd
Aldridge Rd	High St	CR 9	Modock Rd	Willis Hill Rd	Cork Rd
Baker Rd	Valentown Rd	Perinton T/L	Murray Rd	CR 41	Townline Rd
Benson Rd	Route 96	Fisher Rd	North Rd	Strong Rd	Townline Rd
Blazey Rd	Gillis Rd	Perinton T/L	Old Dutch Rd	Route 251	Main St Fishers
Bortle Rd	Blazey Rd	Cline Rd	Parrish Rd	Strong Rd	Mendon T/L
Brace Rd	Route 96	East Bloomfield T/L	Phillips Rd	Route 251	CR 42
Break of Day Rd	Brace Rd	East Victor Rd	Plastermill Rd	Brownsville Rd	Farmington T/L
Cherry St	Route 444	Brace Rd	Railroad Ave	School St	Route 444
Cline Rd	Perinton T/L	Farmington T/L	Railroad Mills	Probst Rd	Perinton T/L
Cork Rd	Route 251	Dryer Rd	Rawson Rd	Cork Rd	School St
Dryer Rd	Route 444	Mendon T/L	Richardson Rd	CR 9	Blazey Rd
East Victor Rd	Route 96	CR 41	School St / Rd	Route 96	CR 41
Fisher Rd	Main St Fishers	Perinton T/L	Strong Rd	Route 251	East Bloomfield T/L
Gillis Rd	High St	Cline Rd	Taylor Rd	Strong Rd	Mendon T/L
Lane Rd	Route 96	CR 9	Townline Rd	North Rd	Murray Rd
Log Cabin Rd	CR 42	Benson Rd	Valentown Rd	High St	CR 9
Lower Fishers Rd	Log Cabin Rd	Benson Rd	Willis Hill Rd	Route 251	Dryer Rd
Main St Fishers	CR 42	Mendon T/L	Willowbrook Rd	Rowley Rd	High St
Malone Rd	Dryer Rd	North Rd	New Local Street	Route 251	Plastermill Rd

C. REQUIREMENTS

1. General

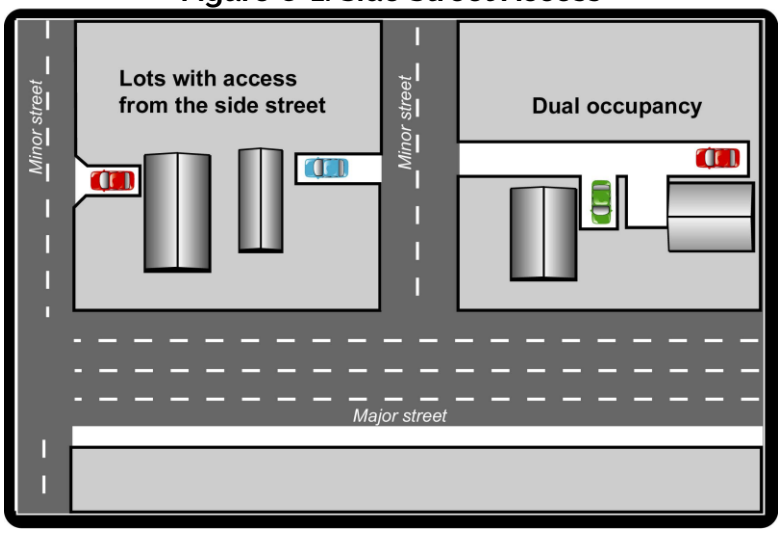
This section discusses and provides design requirements for the principles of Access Management. Throughout this document and other referenced manuals and guidelines, the following terms are used:

- **"Shall"** or **"Must"** – indicates a required or mandatory action.
- **"Should"** – indicates guidance of recommended practice, with deviations allowed as permitted by Victor using the waiver (design exception) procedure.
- **"May"** – indicates a statement of practice that is a permissive condition.

2. Location of Intersections and Driveways

The location of street intersections and driveways is critical for minimizing potential impact to vehicular and pedestrian traffic. Street and driveway connections to the local roadway system should be clearly visible to all approaching traffic. The location of driveways should be related to nearby street intersections and adjacent driveways on both sides of the street. In the interest of public safety and mobility, Victor may prohibit, restrict, or modify the placement of a driveway or street along the property owner's frontage. Victor may also prohibit or restrict access to a local roadway if alternate access is available through other adjacent public facilities, or if the Official Map indicates preferred access from an alternate location. Wherever possible, properties with frontages along both major and minor streets shall access the minor street (lower functional classification) (see Figure C-1).

Figure C-1: Side Street Access



Access to through lots shall be required on the minor street (lower functional classification) as shown in Figure C-1. Access onto the major street may be approved by Victor and/or the agency with jurisdiction of the roadway.

3. Functional Area of Intersection

The functional area of an intersection consists of the distance traveled during reaction time, the deceleration distance, and queue storage length (see Figure C-2). Every effort shall be taken to prevent access connections and median breaks within the functional area of an

intersection. If access connections have to be located within the functional area due to limited property frontage, Victor and/or the agency with jurisdiction of the roadway may restrict access to "right-in/right-out" or other limited movements (see Figure C-5). Such driveways must still meet all location and minimum distance requirements.

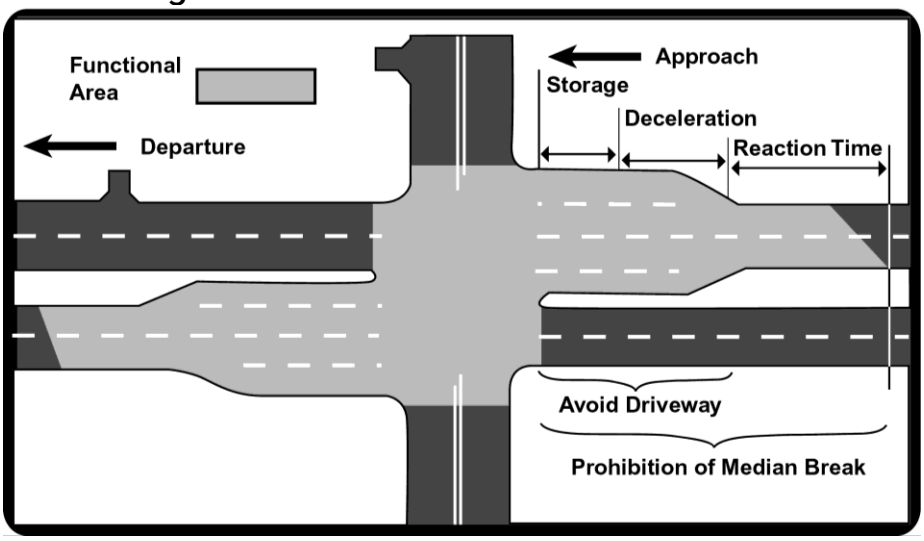
The following reaction time and distances may be used:

Table C-1
Reaction Time and Distances

Area[1]	Reaction Time (sec)	Distance (ft)		
		35 mph	45 mph	55 mph
Rural	2.5	130	165	200
Urban	1.5	75	100	120

[1] As defined by the Functional Classification of the roadway

Figure C-2: Functional Area of an Intersection



4. Sight Distance

Street and driveway connections should provide for adequate vertical and horizontal sight distance (see Figure C-3). Proper sight distance is necessary for a stopped vehicle to safely cross the roadway and any auxiliary lanes. If the access is located on a divided facility and the median width is 20 feet or more for passenger vehicle crossings or 40 feet or more for truck crossings, sight distance may be based on a two-stop crossing with consideration given to the width of each one-way pavement (see Figure C-4).

Sight distance shall be evaluated for all proposed driveways or roadways in Victor using the standards set forth in the current version of *A Policy on Geometric Design of Highways and Streets* ("Green Book") published by AASHTO. Sight distance for each driveway or roadway shall be evaluated based on the site-specific conditions such as the design speed, grade, and intersection control.

At signalized intersections, recommended sight distance values shall be maintained due to the possibility of signal malfunctions, late night flashing operations, right turns on red, and permissive turn movement phases. Limited sight distance shall not be used as sole justification for the installation of a traffic signal.

Figure C-3: Intersection Sight Distance: One-Stop Crossing

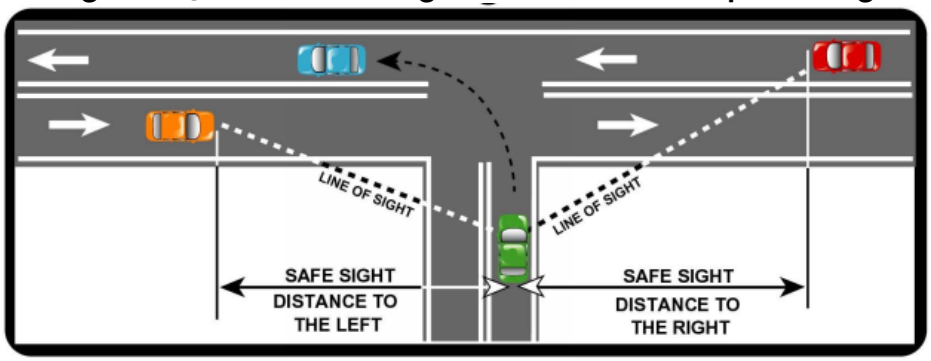
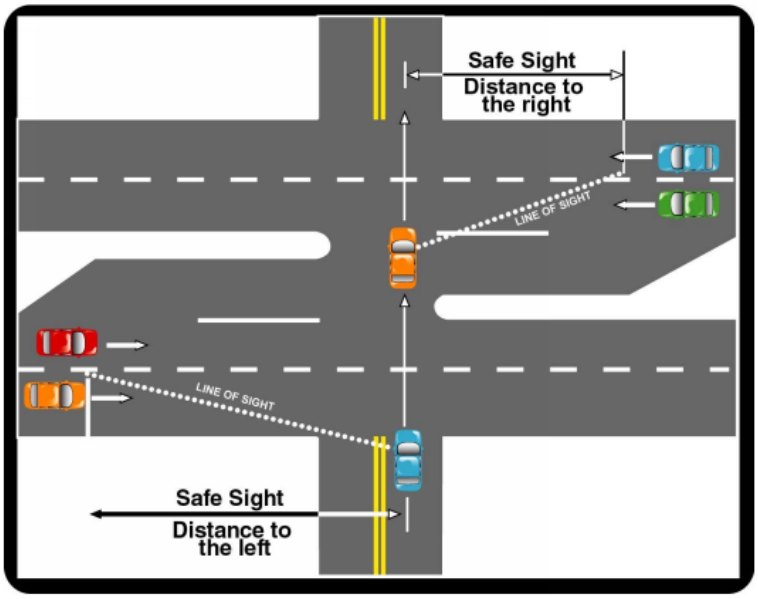
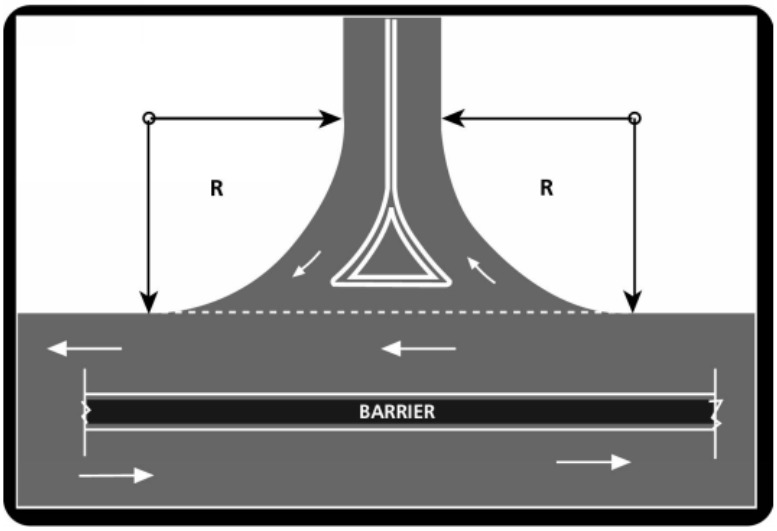


Figure C-4: Intersection Sight Distance: Two-Stop Crossing



At locations where adequate sight distance cannot be met on both sides of the driveway, Victor may deny the installation of the driveway, or may permit the driveway but restrict left turn movements into and/or out of the driveway, thus restricting the driveway operation to right turns only (see Figure C-5).

Figure C-5: Left Turn Prohibition



In addition, a deceleration lane and/or right turn acceleration lane or other mitigation may be required where the recommended sight distance cannot be provided. Auxiliary lanes and other required mitigation shall be designed in accordance with AASHTO and any applicable Local, County or State design standards.

The available sight distance at street and driveway connections to the local roadway system shall not be restricted by landscaping, permanent or temporary signage, or in any other manner. In order to achieve adequate sight distance, the applicant may at a minimum be required to dedicate an easement near the entrance and keep it clear of visual obstructions.

The property owner or lessee having access to the local roadway system shall be fully responsible for providing and maintaining safe sight distances along their property frontage. If the property owner or lessee fails to comply with this requirement, Victor may, upon written notice to the property owner or lessee, remove such obstacles from the right-of-way (at the property owner's expense) or barricade the driveway from further use until such corrections and improvements deemed necessary are made.

5. Clear Zone

A clear recovery area should be preserved along the roadway travelway that would allow a vehicle that inadvertently left the roadway to safely return to the roadway. The recovery area should be flat, firm and free of hazards or fixed objects. The clear recovery area ("clear zone") is measured between the travelway (edge of travel lane) and any hazardous fixed object such as utility poles, monuments, markers or trees. The required clear zone shall be calculated on a site-specific basis using the requirements set forth in the current version of the AASHTO *Roadside Design Guide*.

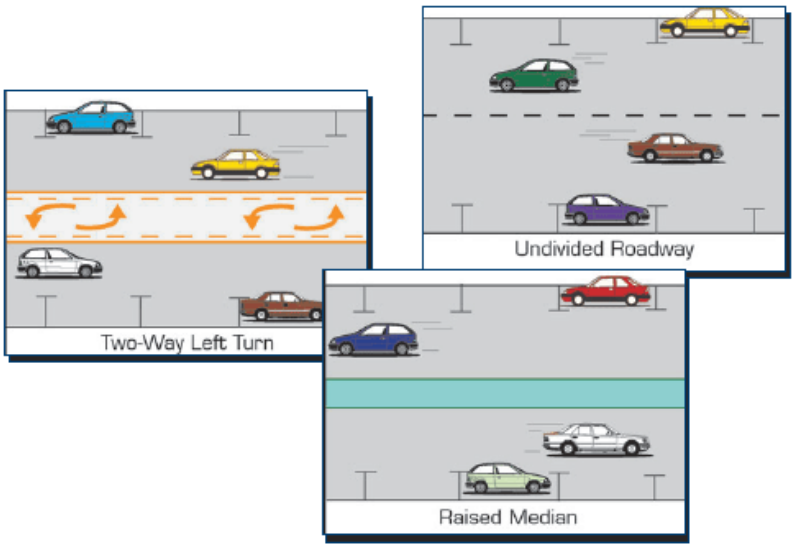
6. Restricted Access

No street or driveway access will be allowed where Victor (or other agency having jurisdiction over the roadway) has restricted access rights such as established easements. Any request for a break in this access must be approved by the appropriate Victor municipal board.

7. Medians

Medians serve to delineate travel lanes and turn lanes, and also control where travel should and should not occur. Medians may be raised or flush (see Figure C-6). Raised medians are a physical barrier that prevent turns from occurring except at specific locations where breaks in the median are provided. Flush medians may delineate where turns are and are not permitted using paint, pavement or other materials. Victor, or other applicable agency with jurisdiction over a roadway, may require the installation of a median at locations where turns should not occur due to operational or safety concerns.

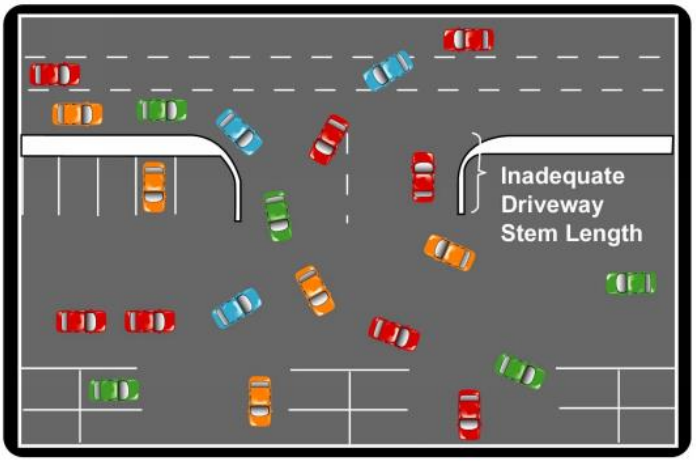
Figure C-6: Median Types



8. Driveway Throat

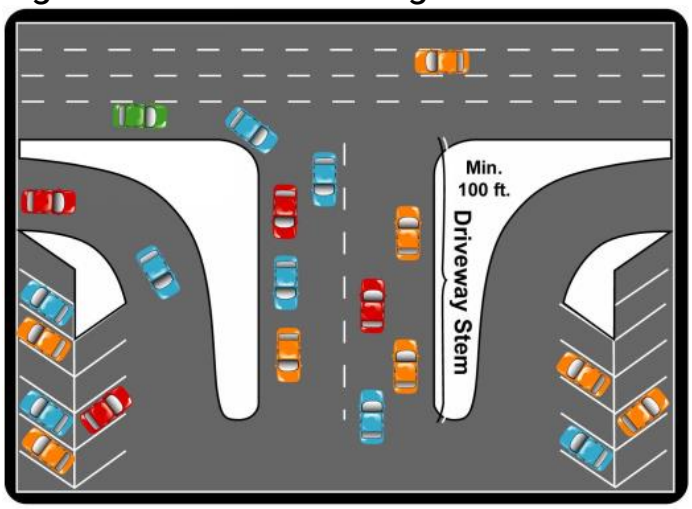
In order to protect the storage needs of the site and the operational needs of the driveway / street intersection, a protected driveway throat (also referred to as "stem") of a sufficient length may be required in the permit (see Figures C-7 and C-8). Victor has the authority and responsibility to require a sufficient length of protected throat (beyond the right-of-way limit) within the site for operational and safety needs of the adjacent roadway system. The length of the protected throat will be determined from the maximum vehicle storage required for the anticipated vehicular volumes. Dimensions should be measured from future right-of-way lines stipulated by improvements in dedicated easements, SEQR mitigation or five-year capital plans. If a traffic signal is proposed at the driveway / street intersection, the cycle length will be considered, as well as any upstream or downstream traffic control device(s) that may impact vehicle storage. A driveway median may also be required in order to preserve the length of storage, or to prevent cross access to outparcel driveways within the storage area of the driveway.

Figure C-7: Internal Site Design (Avoid)



For any development with an internal roadway network, a minimum storage length of 100 feet measured from the near edge of the right-of-way will be required before any crossing or left-turning conflicts are allowed.

Figure C-8: Internal Site Design (Recommended)



In addition to providing for better internal circulation, exceeding the minimum driveway throat will provide for future capacity and minimize congestion on the main roadway. The minimum driveway throat distance may be increased based on a traffic analysis of the driveway & street intersection and/or internal roadway network.

Traffic calming measures or traffic control devices that slow or stop traffic entering the development shall not cause vehicles to back up into the public right-of-way.

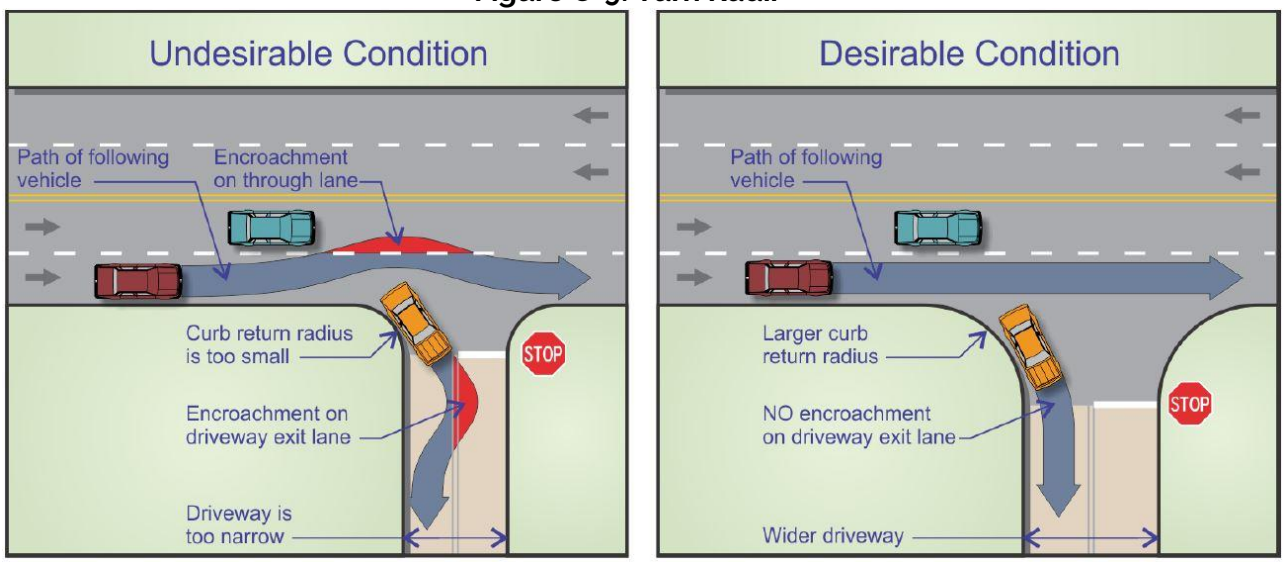
9. Driveway Return (Driveway Radius)

A primary concept in designing a driveway connection is to minimize the interference with traffic flow on adjacent streets. To accomplish this, a driveway return (also referred to as "radius") should be designed to accommodate the types of traffic designated to use the driveway (see Figure C-9). A curved radius design should be used, unless the driveway meets the design standards for a "taper layout" at a "Minor Commercial" driveway as

specified in the New York State Department of Transportation's *Policy and Standards for the Design of Entrances to State Highways*. The radius of the street-type driveway connection shall be as required in the Town of Victor *Design and Construction Standards for Land Development*, *Development Regulations for the Village of Victor*, or applicable Ontario County and/or New York State Department of Transportation design standards. The radius should be designed to accommodate the swept turning path of the design vehicle, so that the vehicle does not over-track the corner.

The effects of a driveway return on pedestrian travel must also be considered. Unnecessarily large driveway radii increase the pedestrian crossing distance and should be avoided.

Figure C-9: Turn Radii



10. Subdivision Road Standards

Residential subdivisions shall be designed in accordance with the requirements in the current edition of the Town of Victor *Design and Construction Standards for Land Development* or Village of Victor *Development Regulations for the Village of Victor*, as applicable.

11. Circulation and Connection to Adjacent Sites / Unified Access

The geometrics of the internal circulation pattern should allow all desirable maneuvers to be made with ease including service, delivery and emergency vehicle movements. For residential subdivisions, internal circulation shall be directed to one or more collector streets within the subdivision, and where possible, avoid accessing the County and/or State roadway system directly.

Victor may require cross-access (connectivity) for vehicles and/or pedestrians between adjacent properties (see Figure C-10), if it is determined to be in the best interest of public safety or when repetitive vehicle trips to and from the adjacent public road can be reduced. Improved connectivity can also enhance the emergency services and public transit access between sites.

Where adjacent property is not yet developed but future interconnection is desired, Victor may grant site plan or subdivision plan approval with conditions that require future

interconnection between adjacent properties. If the preferred location for future interconnection is known, such interconnection may be formalized with an easement, pavement (stub road) and/or financial surety (see example stub connection in Figure C-11). If the location of future interconnection is unknown, the approval may be granted with condition and associated financial surety.

A pedestrian connection to link pedestrian generators or connect to existing or planned pedestrian facilities may also be required (see Figure C-12).

A sample Cross Access Easement is included in Appendix D.

Figure C-10: Connectivity with Adjacent Sites

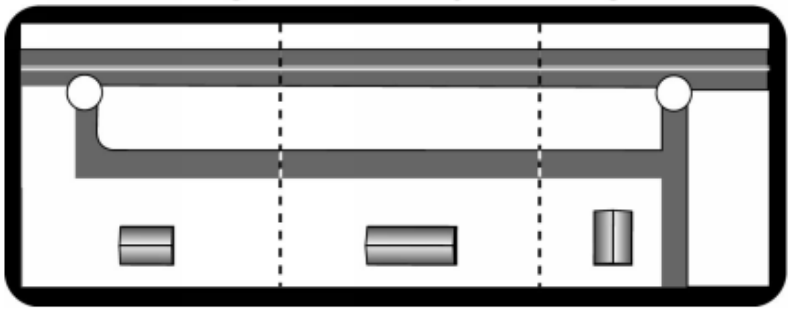
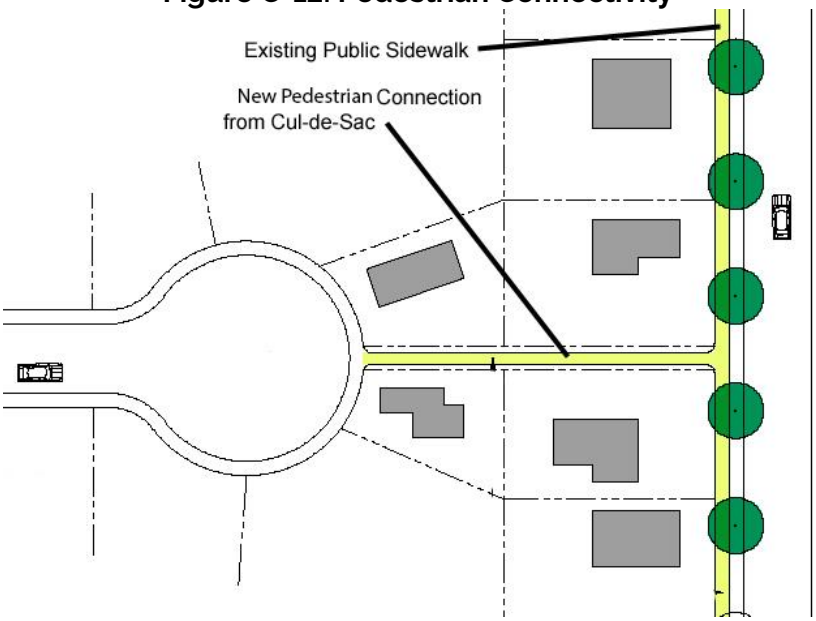


Figure C-11: Stub Road for Future Interconnection

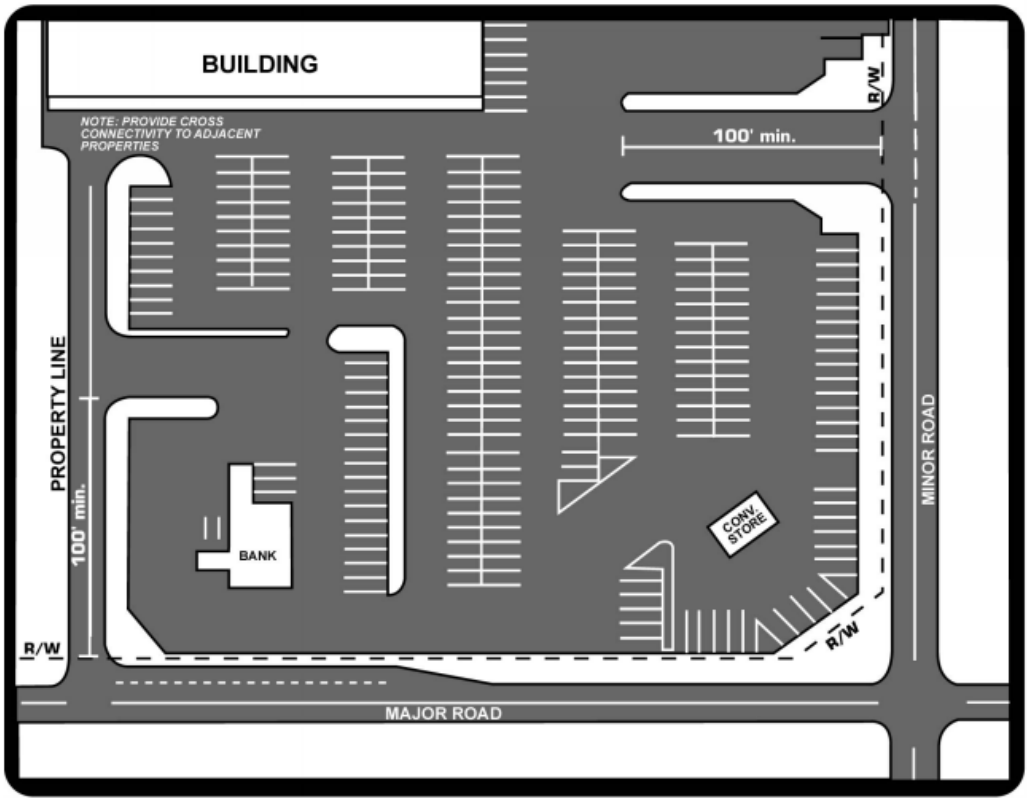
Photo Location: Burlington Road, Victor

Figure C-12: Pedestrian Connectivity



Victor may deny access to the adjacent public roadway from "out-lots" or "out-parcels" of a larger development (outparcels are typically separate, smaller buildings within a shopping plaza that are located along the roadway frontage) where reasonable access can be provided via the larger development's internal circulation system (see Figure C-13).

Figure C-13: Shopping Center with Outparcels



12. Shared Access, Frontage Roads, Rear Access Roads

Victor may require construction of an internal street system or service road (frontage or rear access road) to eliminate or reduce multiple lot access connections directly to the adjacent public roadway system (see Figures C-14 and C-15). Rear access roads shall be encouraged, especially for properties where connection to a side street is available. Direct connection(s) to the major street may be allowed, provided the access meets requirements for number of driveways, spacing and location (see Section D: Driveway Spacing Standards).

In areas where frontage or rear access roads are recommended, but adjacent property is not yet developed, the site shall be designed to accommodate future road connections in accordance with local road design standards. Victor may grant site plan or subdivision plan approval with conditions that require future interconnection between adjacent properties. If the preferred location for future interconnection is known, such interconnection may be formalized with an easement, pavement (stub road) and/or financial surety. If the location of future interconnection is unknown, the approval may be granted with condition and associated financial surety.

Figure C-14: Shared Residential Access

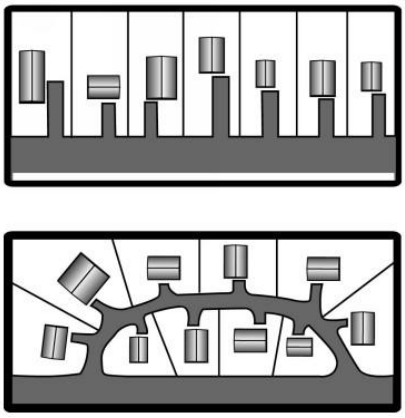
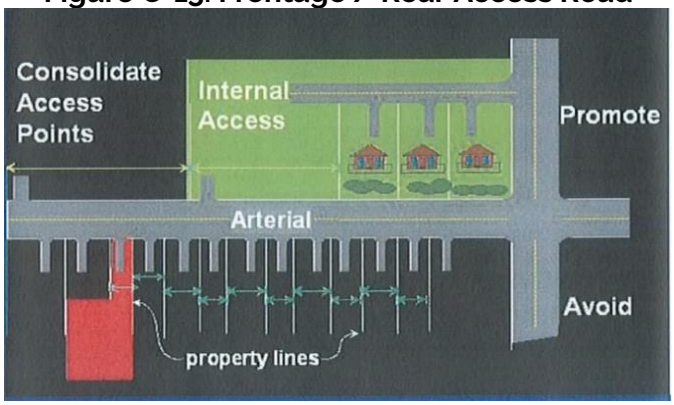


Figure C-15: Frontage / Rear Access Road



13. Setbacks

Improvements on private property adjacent to the public right-of-way shall be located so that parking, stopping, storage and maneuvering of vehicles will not be necessary within the right-of-way in order for the vehicles or patrons associated with the private development to be properly served, and shall not restrict the sight distance of adjacent driveways.

14. Right-of-Way Reservation / Dedication

Victor will review all plans for right-of-way including sight distance and easements required to accommodate additional or future transportation needs (including but not limited to vehicular and pedestrian users). The applicant will be responsible for all necessary right-of-way dedication to accommodate auxiliary lanes for site traffic, traffic control devices, drainage facilities or sight distance.

D. DRIVEWAY SPACING STANDARDS

1. General

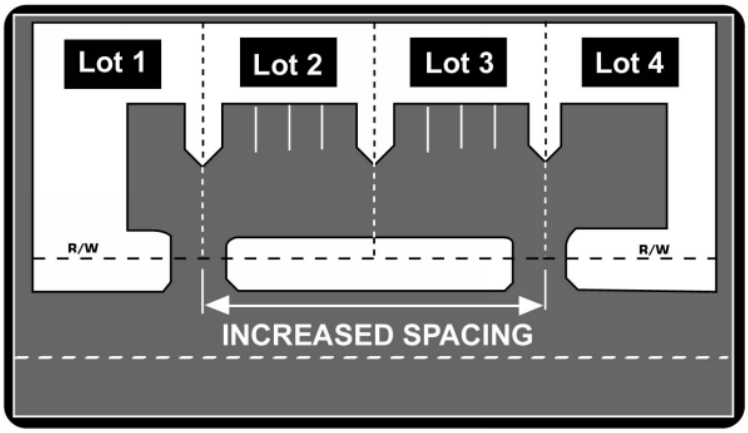
The number of street and driveway connections permitted to serve a single property or commercial development along a local roadway will be the minimum deemed necessary by Victor for reasonable service to the property without undue impairment of safety, mobility and utility of the roadway. Normally, one driveway connection will be permitted for a single property or commercial site. However, Victor may consider additional entrances or exits as justified and if such access does not negatively impact traffic operations and public safety. Only one combined entrance and exit connection will be permitted where the frontage is less than 100 feet.

2. Shared Driveways

Adjacent property owners are encouraged to construct a shared driveway by written mutual agreement to serve both properties (see Figure D-1). Joint Access provides improved internal circulation and parking capabilities, as well as reduces conflict points and increases distance between driveways. Shared driveways are subject to all requirements of the Town of Victor *Design and Construction Standards for Land Development* or *Development Regulations for the Village of Victor*.

Where adjacent properties are not yet developed but joint access is desired, Victor may require that property owners consider future opportunities for shared driveways by providing easements and/or stub roads. Victor may also approve driveways on a temporary basis until joint access is available, at which time a connection to an adjacent shared driveway is constructed and the original driveway is removed.

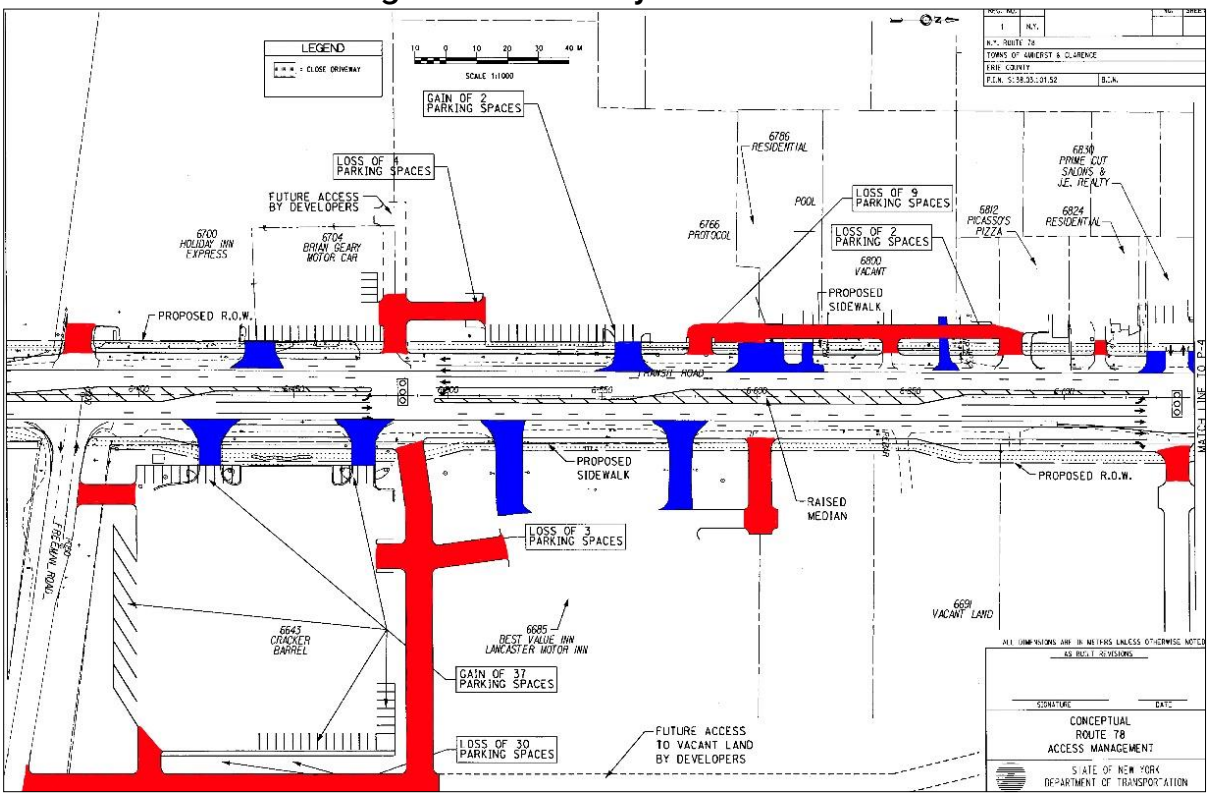
Figure D-1: Joint and Cross Access



3. Driveway Consolidation

Consolidating multiple, closely-spaced driveways should be considered when possible (see Figure D-2 for an example of driveway consolidation). A single, well-designed and properly controlled driveway with good circulation within the site will function with greater safety and efficiency than several driveways to a parcel or several driveways along a roadway. Driveway consolidation also reduces the number of conflict points for vehicles, pedestrians and bicyclists on and off the public roadway.

Figure D-2: Driveway Consolidation



Key: **Red** indicates proposed consolidated driveways
Blue indicates driveways removed due to consolidation

4. Driveway Alignment and Spacing

Spacing of driveways / access connections on all arterials, collector and local roads shall be per Table D-1. Access connections under the jurisdiction of Ontario County or New York State shall meet the standards of the applicable agency, unless waived. The current Town of Victor access management standards included in Section 5.0 of the *Design and Construction Standards* are consistent with the Collector and Local spacing in Table D-1. The more restrictive Arterial spacing standards will be required by the amended Town of Victor Access Management Local Law (Chapter 56) (which will replace Section 5.0 of the *Design & Construction Standards*) and the future Village of Victor Access Management Local Law (Chapter 43).

Table D-1
Desirable Access Connection Spacing

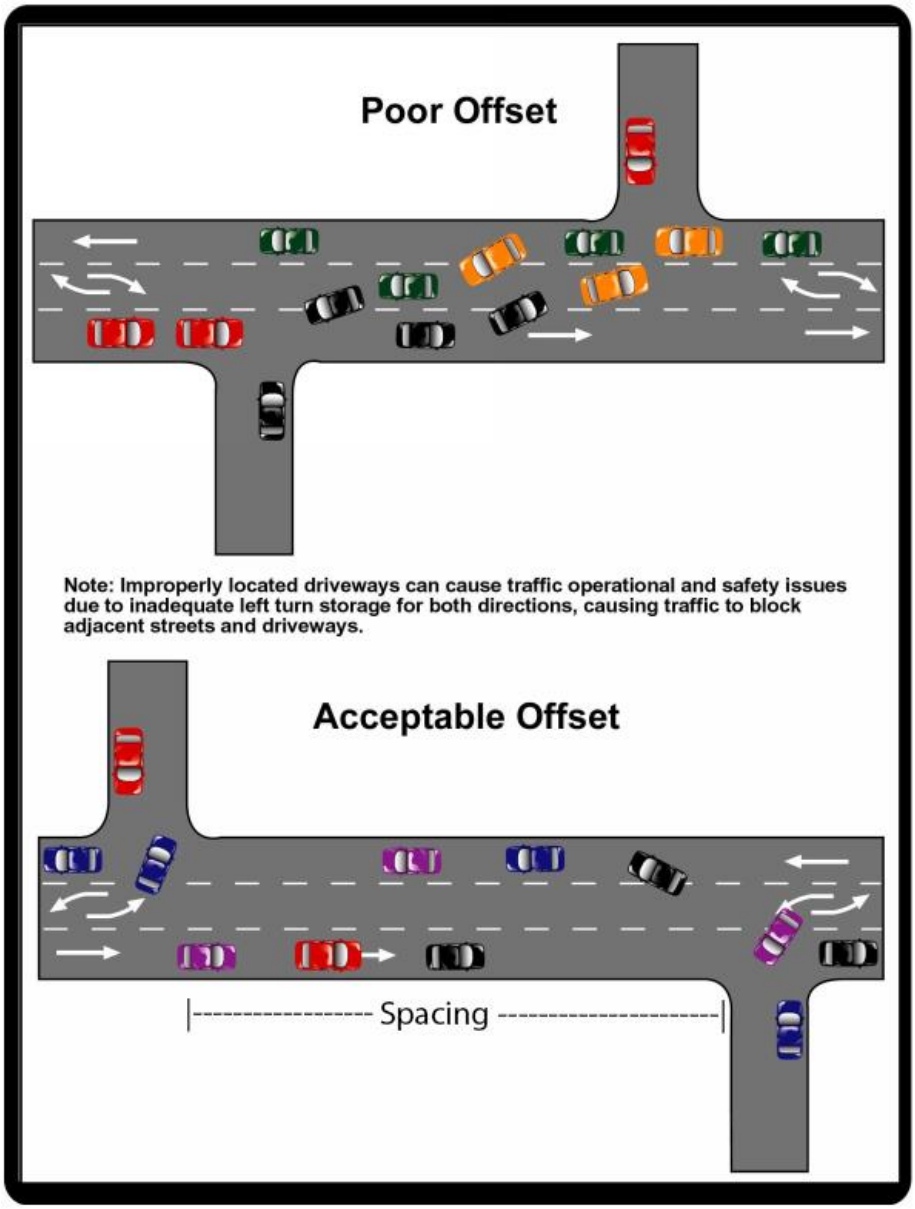
Posted Speed (mph)	Connection Spacing (ft)	
	Arterial[1]	Collector & Local Through[1]
35 or less	245	125
40	440	245
45 or greater	660	440

[1] Based on the functional classification and access classification of local roads (refer to Section B and Figures 12 and 13 in Appendix B).

Connection spacing shall be measured from the closest edge of the pavement of one connection to the next closest edge of pavement of the next connection (NOT centerline to centerline).

Care should be taken to avoid creating incorrectly offset left turn conditions. Opposite side drives should be aligned directly across from existing or proposed opposite side streets and driveways. When it is necessary to offset driveways or streets, care should be taken to provide adequate separation for vehicular storage, queuing and maneuvering between access points (see Figure D-3). If alignment of driveways is not possible, connections on opposite sides of an undivided roadway shall be designed to meet standards in Table D-1 to ensure safety in traffic operation and turning movements

Figure D-3: Offset Driveways



Route 96 Driveway Spacing

Existing driveway spacing was evaluated along Route 96 through the Town and Village of Victor. Route 96 was split into segments based on road characteristics and speed limit, and the analysis included driveways and intersections on both sides of the road (driveways that lined up with another driveway or intersection on the opposite side of the road were excluded). Table D-2 summarizes the existing spacing for each segment of Route 96, and includes a comparison of existing spacing to desired driveway spacing per Table D-1, as well as comments and recommendations regarding driveway spacing.

Table D-2
Route 96 Existing Driveway Spacing

Segment	Existing Driveway Spacing (See Note 1)	Desired Driveway Spacing (See Note 2)	Comments & Recommendations
Perinton Town Line to Interstate 490	523 ft avg. spacing 13 connections in 6,800 ft	660 ft (Arterial, 45 mph)	Additional driveways are discouraged. Driveway consolidation is encouraged. See Note 3
Main St Fishers to West Village Line	291 ft avg. spacing 35 connections in 10,200 ft	660 ft (Arterial, 50 mph)	Additional driveways are discouraged. Driveway consolidation is encouraged.
Village of Victor	66 ft avg. spacing 97 connections in 6.450 ft	245 ft (Arterial, 30 mph)	Additional driveways are strongly discouraged. Driveway consolidation is encouraged.
East Village Line to Farmington Town Line	234 ft avg. spacing 34 connections in 7,950 ft	660 ft (Arterial, 45 mph)	Additional driveways are discouraged. Driveway consolidation is encouraged.

Notes:

1. Includes driveways and intersections on both sides of the road; driveways that line up with another driveway or intersection on the opposite side of the road are excluded.
2. Per Table D-1.
3. Several driveways in the Perinton T/L to I-490 segment are right-in/right-out, enter-only or exit-only due to turn restrictions or medians along Route 96. Additional full-access, unsignalized driveways are discouraged in this segment to preserve traffic operation along Route 96.

Table D-3 depicts the Route 96 driveway spacing if the recommendations for driveway closures and cross access that are included in this plan (as shown on Maps 1, 2 and 3) are implemented, as well as a comparison to desired driveway spacing per Table D-1.

Table D-3
Route 96 Driveway Spacing with Access Management Plan Recommendations

Segment	Driveway Spacing with Access Management Plan Recommendations	Desired Driveway Spacing	Comments & Recommendations
Perinton Town Line to Interstate 490	523 ft avg. spacing 13 connections in 6,800 ft	660 ft (Arterial, 45 mph)	Additional driveways are discouraged. Driveway consolidation is encouraged.
Main St Fishers to West Village Line	392 ft avg. spacing 26 connections in 10,200 ft	660 ft (Arterial, 50 mph)	Additional driveways are discouraged. Driveway consolidation is encouraged.
Village of Victor	67 ft avg. spacing 96 connections in 6.450 ft	245 ft (Arterial, 30 mph)	Additional driveways are strongly discouraged. Driveway consolidation is encouraged.
East Village Line to Farmington Town Line	248 ft avg. spacing 32 connections in 7,950 ft	660 ft (Arterial, 45 mph)	Additional driveways are discouraged. Driveway consolidation is encouraged.

Table D-3 indicates that the recommended driveway consolidation and cross access would increase average driveway spacing for segments of Route 96 between Main St Fishers and the Farmington Town Line. While very minimal improvements are projected in the Village of Victor, a more substantial increase in driveway spacing is possible in the Main St Fishers to West Village Line segment if access management improvements are implemented.

E. TURN LANES AND TRAFFIC SIGNALS

1. General

Highway infrastructure improvements may be necessary for safe and efficient traffic operations when there are high roadway and/or turning volumes of traffic, when roadway speeds are moderate or high, or where needed due to limited sight distance. Highway infrastructure improvements may include, but are not limited to, additional through travel lanes, acceleration lanes, shoulder widening, turn lanes for left and right turns associated with a driveway, and traffic signals.

2. Auxiliary Turn Lanes

Auxiliary turn lanes shall be constructed in accordance with the standards and requirements of the applicable Local, County or State agency with jurisdiction of the right-of-way. On an undivided highway or divided highway with inadequate median width to accommodate a left turn lane, it may be necessary to widen the highway to provide for the required turn lane.

The need for exclusive turn lanes for connections on arterial, collector and local roadways shall be determined using NYSDOT and Ontario County guidelines, as applicable based on the jurisdiction of the roadway, or as presented herein.

Left Turn Lanes

There are many safety and operational benefits to installing left turn lanes. Left turn lanes may be required based on a traffic analysis for a proposed development. Planning-level traffic volume warrants for left turn lanes are summarized in Table E-1.

Table E-1
Planning-Level Warrants for Left Turn Lane

Peak Hour Left Turn Lane Volume (vehicles per hour)	Peak Hour Major Street Traffic Volume (vehicles per hour per approach)
	Three-leg Intersection
5	450
10	300
15	250
20	200
25	200
30	150
35	150
40	150
45	150
50 or greater	100

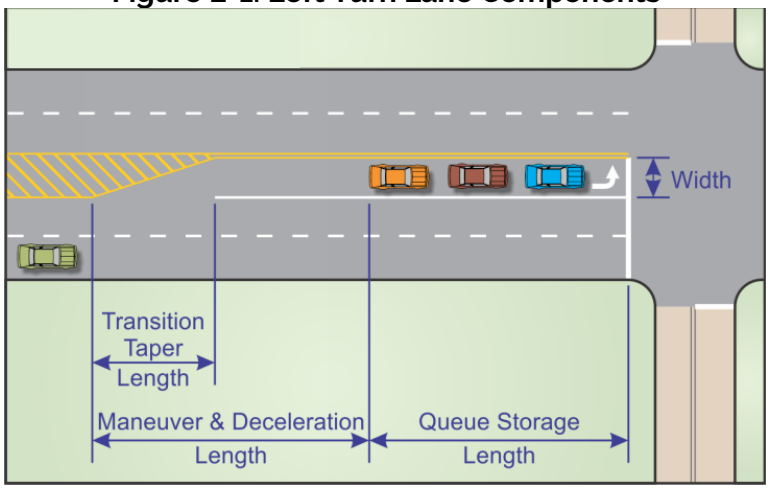
Dual left turn lanes should be considered when the left turn volume exceeds 300 vehicles per hour.

Left turn lanes should be considered where an engineering study of crash history indicates a high number or disproportionate percentage of crash types that would be correctable with the installation of a left turn lane.

Left turn lanes should also be considered where an analysis of traffic operations indicates that a left turn lane is needed to provide acceptable traffic operation, based on Level of Service, vehicular delay or volume-to-capacity criteria; or, where protected left turn signal phasing is warranted. As part of the traffic and safety analysis, pedestrian operations should be analyzed when considering installation of a left turn lane.

Left turn lane width, storage length, deceleration length and taper shall be provided in accordance with current AASHTO, NYSDOT and Ontario County requirements, as applicable based on the jurisdiction of the roadway. Figure E-1 depicts the various components of a left turn lane.

Figure E-1: Left Turn Lane Components



Unless otherwise specified in jurisdictional agency design standards, design values for the various components of a left turn lane are as follows:

- Width of left turn lane: 12 ft desirable
- Length of Transition Taper: 75 ft on undivided roadways. For divided roadways, refer to AASHTO *A Policy on Geometric Design of Highways and Streets, 6th Edition* Section 9.7: Auxiliary Lanes or superseding edition.
- Desirable Maneuver & Deceleration Length: as shown in Table E-2.
- Desirable Queue Storage Length: 95th percentile queue length as indicated by an analysis of traffic operation. Queue storage length should be adjusted for the lengths of the various vehicles in the traffic stream (passenger cars, single-unit trucks, tractor-trailers, etc.).

Table E-2
Desirable Maneuver & Deceleration Length

Posted Speed (mph)[1]	Maneuver & Deceleration Length (ft)
20	70
30	160
40	275
50	425
60	605

[1] 85th percentile speed may be used in place of the posted speed.

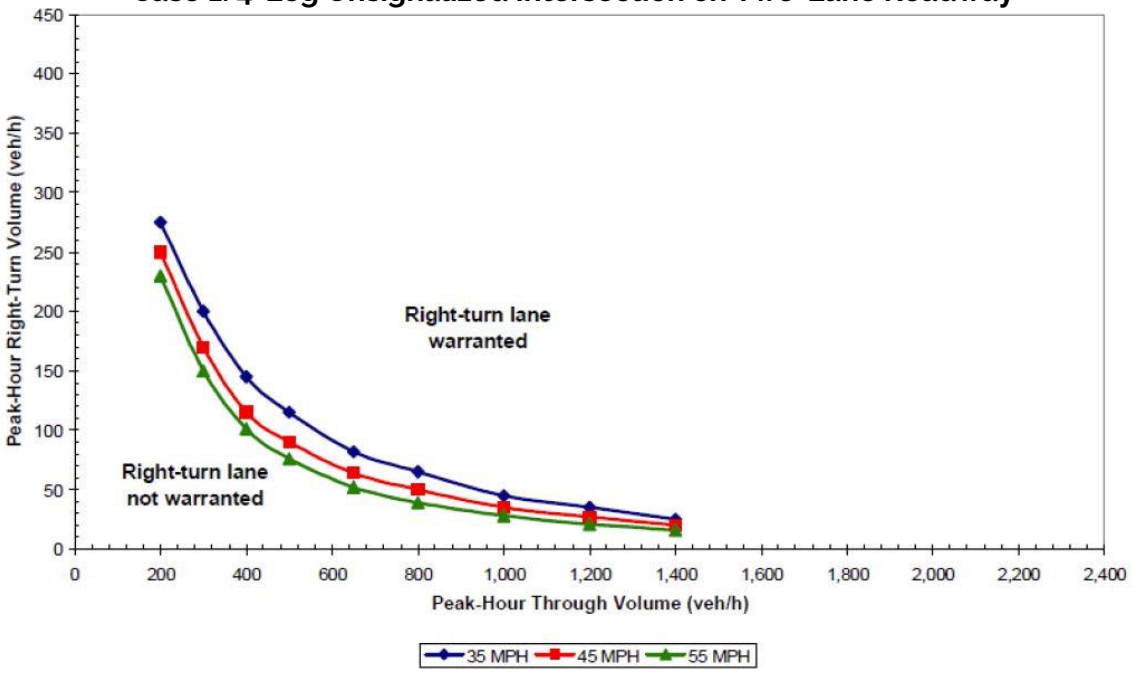
Right Turn Lanes

There are many safety and operational benefits to installing right turn lanes. Right turn lanes may be required based on a traffic analysis for a proposed development.

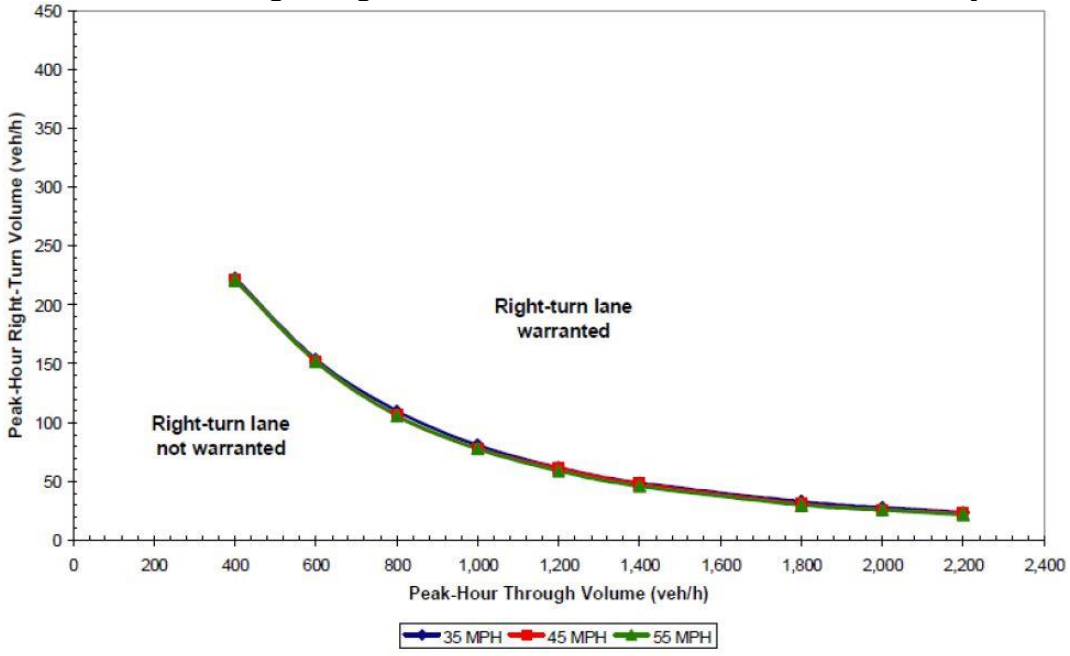
Planning-level traffic volume warrants for right turn lanes are depicted in Figure E-2.

Figure E-2: Planning-Level Right Turn Lane Traffic Volume Warrants

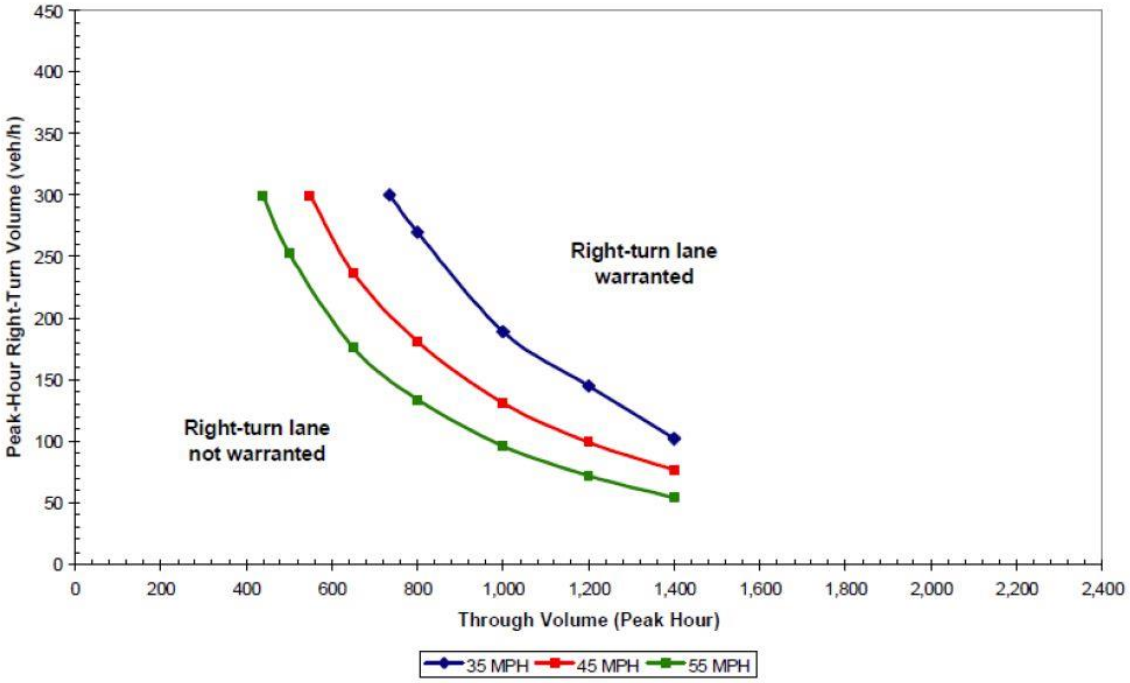
Case 1: 4-Leg Unsignalized Intersection on Two-Lane Roadway



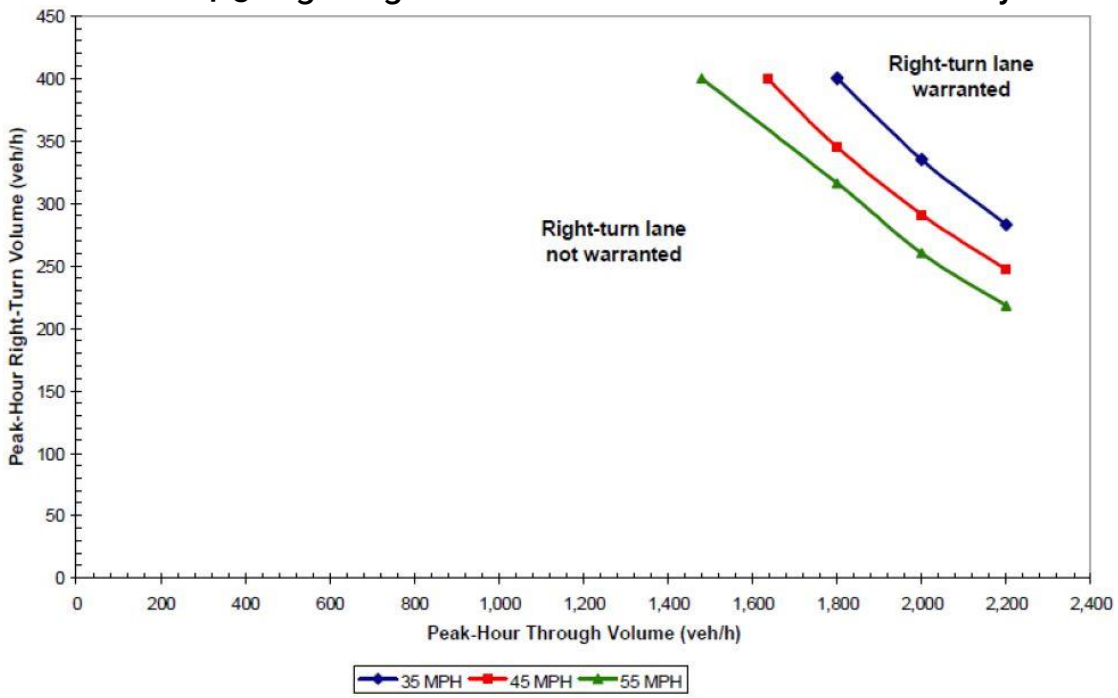
Case 2: 4-Leg Unsignalized Intersection on Four-Lane Roadway



Case 3: 3-Leg Unsignalized Intersection on Two-Lane Roadway



Case 4: 3-Leg Unsignalized Intersection on Four-Lane Roadway



Notes:

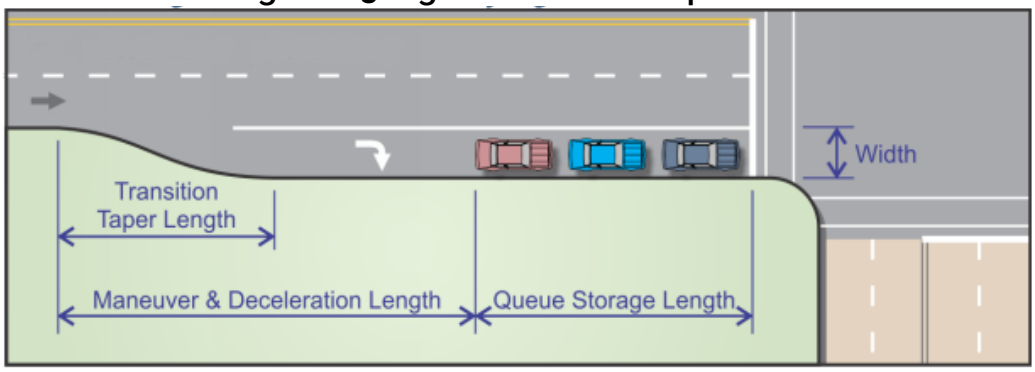
1. Source: *NCHRP Project 3-72: Lane Widths, Channelized Right Turns, and Right Turn Deceleration Lanes in Urban and Suburban Areas, Final Report*, August 2006, Figures 18-21
2. Number of Lanes indicates through travel lanes only (excludes turning lanes & flush medians)
3. Four-leg intersections could include two roadways, or a roadway with two driveways on opposite sides of the roadway.
4. Three-leg intersections could include two roadways, or a driveway intersecting a roadway.

Right turn lanes should be considered where an engineering study of crash history indicates a high number or disproportionate percentage of crash types that would be correctable with the installation of a right turn lane.

Right turn lanes should also be considered where an analysis of traffic operations indicates that a right turn lane is needed to provide acceptable traffic operation, based on Level of Service, vehicular delay or volume-to-capacity criteria; or, where protected right turn (or right turn overlap) signal phasing is warranted. As part of the traffic and safety analysis, pedestrian operations should be analyzed when considering installation of a right turn lane.

Right turn lane width, storage length, deceleration length and taper shall be provided in accordance with current AASHTO, NYSDOT and Ontario County requirements, as applicable based on the jurisdiction of the roadway. Figure E-3 depicts the various components of a right turn lane.

Figure E-3: Right Turn Lane Components



Unless otherwise specified in jurisdictional agency design standards, design values for the various components of a right turn lane are as follows:

- Width of right turn lane: 12 ft desirable
- Length of Transition Taper: refer to AASHTO *A Policy on Geometric Design of Highways and Streets, 6th Edition* Section 9.7: Auxiliary Lanes or superseding edition. For design speeds up to 30 mph, a taper rate of 8:1 should be used. For design speeds greater than 30 mph, a taper rate of 15:1 should be used.
- Desirable Maneuver & Deceleration Length: as shown in Table E-3.
- Desirable Queue Storage Length: 95th percentile queue length as indicated by an analysis of traffic operation. Queue storage length should be adjusted for the lengths of the various vehicles in the traffic stream (passenger cars, single-unit trucks, tractor-trailers, etc.).

Table E-3
Desirable Maneuver & Deceleration Length

Posted Speed (mph)[1]	Maneuver & Deceleration Length (ft)
20	70
30	160
40	275
50	425
60	605

[1] 85th percentile speed may be used in place of the posted speed.

3. Traffic Signals

The spacing of traffic signals (frequency and uniformity) is a critical access management technique. Traffic signals directly influence delay and may constrain capacity during peak hours. Poorly spaced signalized intersections can directly influence operating speeds and general traffic operation for the corridor and associated driveways. Table E-4 summarizes the recommended signal spacing based on cycle length and speed.

Table E-4
Recommended Signalized Intersection Spacing

Cycle Length (sec)	Speed (mph)						
	25	30	35	40	45	50	55
	Distance (ft)						
60	1,100	1,320	1,540	1,760	1,980	2,200	2,430
70	1,280	1,540	1,800	2,050	2,310	2,500	2,820
80	1,470	1,760	2,050	2,350	2,640	2,930	3,220
90	1,630	1,980	2,310	2,640	2,970	3,300	3,630
120	2,200	2,640	3,080	3,520	3,960	4,400	4,840
150	2,750	3,300	3,850	4,400	4,950	5,500	6,050

In urban areas (areas with greater than 50% of roadway frontage developed), a signal spacing of ½ mile (2,640 ft) is generally considered the optimal distance for signalized intersections, as this configuration is associated with minimum travel times and the highest speeds. For each additional traffic signal per mile, the speed reduces by approximately 2 mph to 3 mph.

Route 96 Signal Spacing

Existing traffic signal spacing was evaluated along Route 96 through the Town and Village of Victor. Table E-5 summarizes the existing spacing for each segment of Route 96, and provides recommendations regarding the number of potential new traffic signals that could be installed while still maintaining desired signal spacing standards (2,640 ft average spacing).

Table E-5
Route 96 Traffic Signal Spacing

Segment	Existing Signal Spacing	Recommendations for Potential New Traffic Signals
Perinton Town Line to Interstate 490	1,133 ft avg. spacing (6 signals in 6,800 ft)	Additional signals not recommended
Main St Fishers to Village Line	5,100 ft avg. spacing (2 signals in 10,200 ft)	Up to two (2) additional signals possible (See Note 1)
Village of Victor	2,150 ft avg. spacing (3 signals in 6.450 ft) (See Note 2)	Additional signals not recommended (See Notes 2 and 3)
Village Line to Farmington Town Line	0 signals in 7,950 ft	Up to three (3) additional signals possible (See Note 4)

Notes:

1. One (1) additional traffic signal is planned / recommended at the intersection of Route 96 and Omnitech Place & re-aligned Willowbrook Rd (Route 96 Corridor Study High Priority Project #4). Also, Fishers Ridge development plans indicate that one (1) additional traffic signal is planned on Route 96 between Rowley Rd and Route 251. If both of these signals are installed, this segment of Route 96 would have the maximum number of traffic signals while maintaining the recommended signal spacing, and therefore additional signals would not be recommended.

2. Actual average signal spacing in Downtown Victor is approximately 600 ft when only the distance between High Street and Maple Ave is considered. Additional traffic signals in this area are strongly discouraged.

3. The Route 96 Corridor Study recommended removing the School St traffic signal. A detailed traffic study and coordination with NYSDOT would be required for the signal to be removed, and it is likely that other improvements such as the New Local Street (Route 96 Corridor Plan High Priority Project #1) would need to be implemented prior to removing the School St traffic signal. If the School St signal were removed, signal spacing in Downtown Victor (between High St and Maple Ave) would be approximately 1,200 ft,

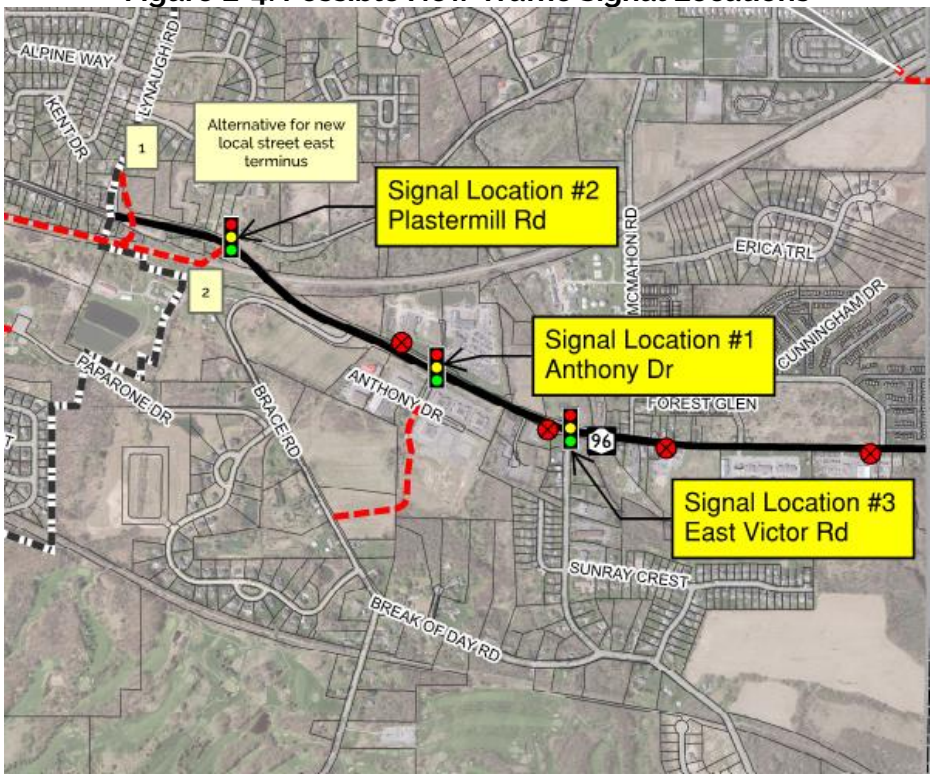
4. The intersection of Route 96 and Anthony Drive has previously been identified as a possible location for a new traffic signal. If a signal is installed at this location, up to two (2) additional signals could be installed within the segment between the Village Line and Farmington Town Line while maintaining the recommended signal spacing. Locations for additional signals should be carefully considered using signal warrant guidelines in the Manual on Uniform Traffic Control Devices (MUTCD) and would require coordination and approval by NYSDOT. Possible locations for new traffic signals are the Route 96 intersections with E. Victor Rd and Plastermill Rd (see Figure E-4).

Proposed development densities that require additional traffic signals above and beyond the existing and planned traffic signals (as noted in Table E-5 and accompanying notes) to mitigate traffic impacts may degrade traffic operation along the entire Route 96 corridor.

Figure E-4 depicts the possible locations for new traffic signals along Route 96, between the Village of Victor and Farmington Town Line.

- Location 1: Route 96 & Anthony Dr
- Location 2: Route 96 & Plastermill Rd
- Location 3: Route 96 & East Victor Rd

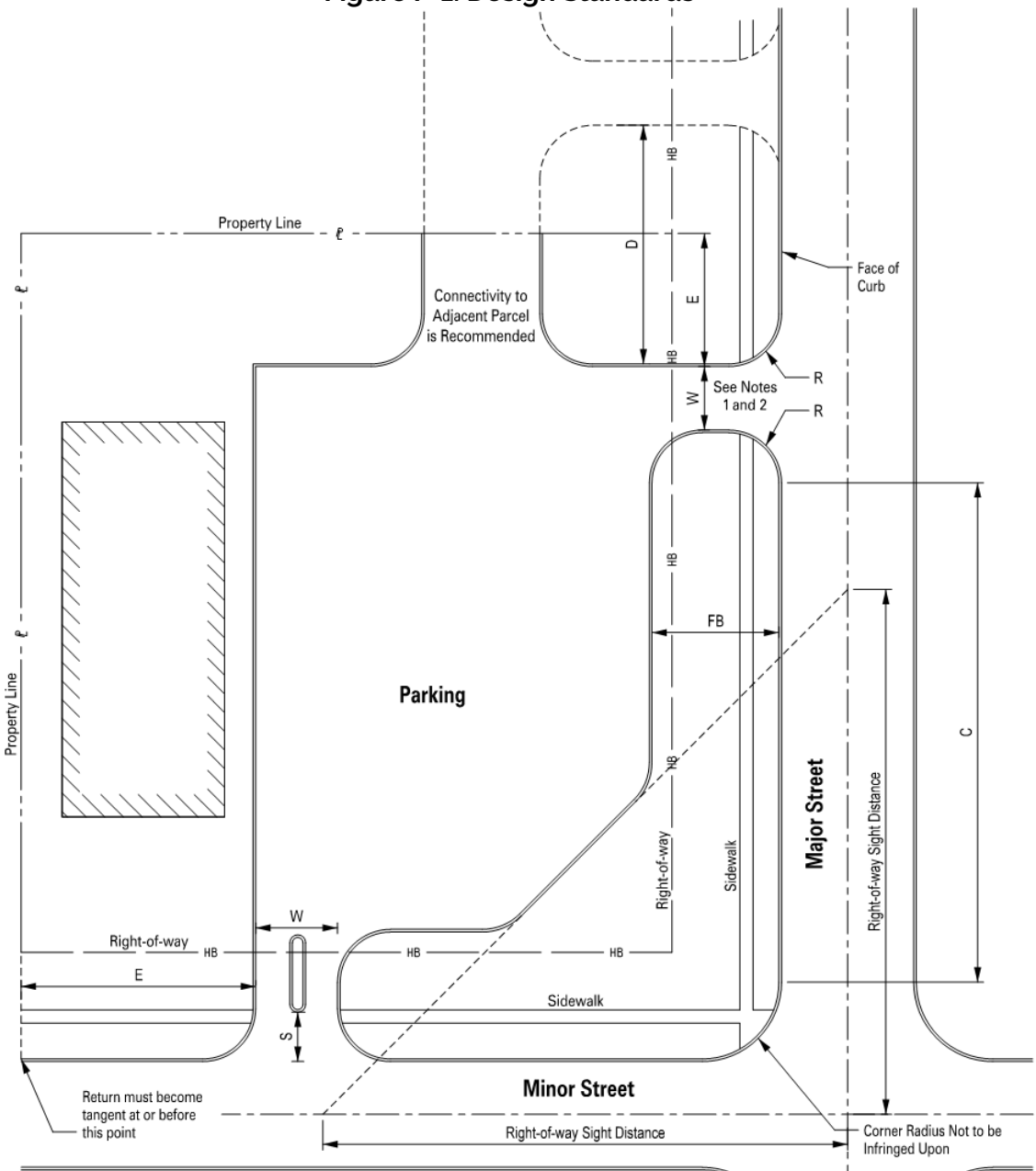
Figure E-4: Possible New Traffic Signal Locations



F. DESIGN STANDARDS

Figure F-1 depicts the design standards for streets and driveways that are discussed herein:

Figure F-1: Design Standards



Symbol	Definition	Design Requirements
E	Edge Clearance	20 ft Min.
R	Driveway Return	5 ft Min, 30 ft Max
W	Driveway Width	One-way: 12 ft Min, 24 ft Max Two-way: 20 ft Min, 36 ft Max
C	Corner Clearance	125 ft Desirable, 50 ft Min.
S	Island Offset	6 ft Min, 12 ft Max
D	Distance Between Driveways	125 ft Min. (See Table D-1)
FB	Frontage Boundary	N/A

Notes:
1. Access to major street may not be allowed if suitable access is available to minor street or other public facilities.
2. Access to major street may be permitted on a temporary basis until cross connection with adjacent property is available.

1. General

Street and driveway connections shall comply with the following design standards (see Figure F-1):

2. Driveway Width (W)

Open road frontages (where entire frontage is paved or used for access) shall not be permitted. Driveways shall be clearly delineated and identifiable so as to not inhibit travel on the connecting roadway.

The width of driveways, W, measured parallel to the edge of travel way and from edge of pavement to edge of pavement at the narrowest width, shall be within the specified minimum and maximum limits, as specified in Table F-1.

Table F-1
Driveway Width

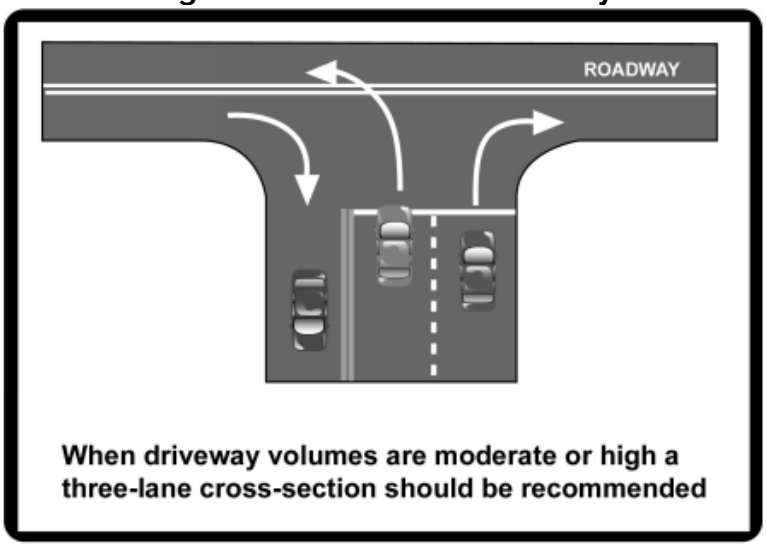
Driveway Type	Driveway Width (W)	
	Minimum (ft)	Maximum (ft)
One-Way	12	24
Two-Way	20	36 [1]

[1] Planning Board may allow a maximum width of 50 ft if necessary for use.

Where the roadway is undivided or where there is no signal control, and when existing or projected connection volumes exceed 75 vehicles during the peak hour or 500 vehicles per day, a three-lane connection may be required (see Figure F-2).

Street type connections with multi-lane ingress or egress may exceed 50 feet based on traffic operation requirements. These values are based on edge of pavement dimensions not including the width of gutter if a curb-and-gutter section is proposed.

Figure F-2: Three-Lane Driveway



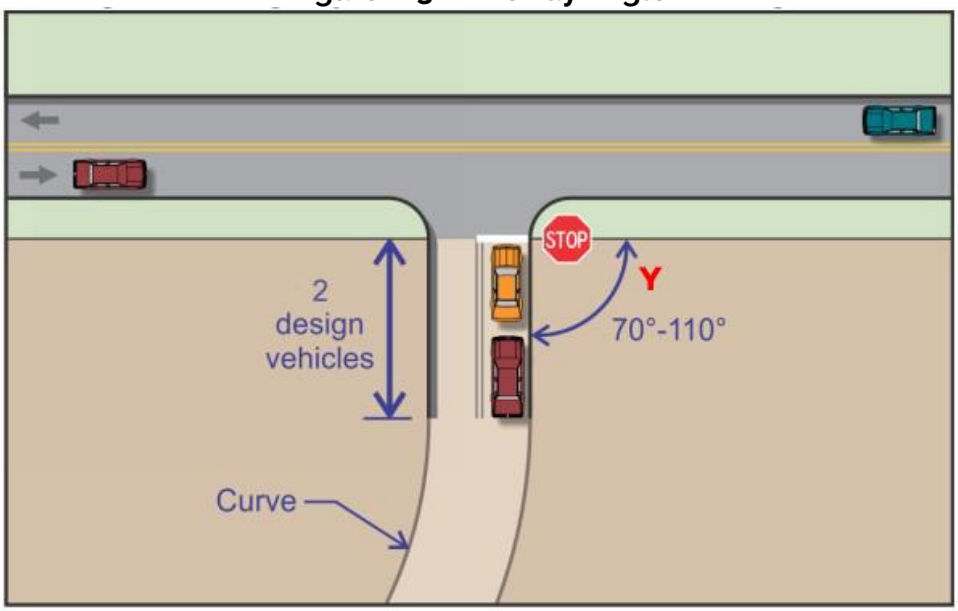
3. Driveway Angle (Y)

The recommended driveway angle, Y, for a full access driveway is 90 degrees. The angle of the two-way operation driveway with respect to the pavement edge shall not be less than 70 degrees or greater than 110 degrees. For one-way or right-in/right-out driveways, driveway angles between 45 and 90 degrees may be allowed on a case-by-case basis.

The driveway's horizontal alignment should include a minimum tangent section accommodating two design vehicles before any curvature.

Figure F-3 depicts the recommended driveway angle and alignment criteria.

Figure F-3: Driveway Angle



4. Edge Clearance (E)

All portions of a commercial driveway including the returns shall be between two frontage boundary lines of the current or future right-of-way line. The edge clearance, E, measured parallel to the edge of pavement from the frontage boundary line to the nearest point on the projected edge of the driveway shall be a minimum of 20 feet.

5. Driveway Return (R)

The radius of the street-type driveway connection, R, shall be a minimum of 20 feet and a maximum of 50 feet. However the maximum radii dimension may be exceeded as an exception if larger radii are needed to accommodate larger vehicles at a proposed development such as service entrances, fueling stations serviced by tanker trucks, or truck terminals.

6. Island Offset Distance (S)

The near edge of an island area parallel to the highway shall be located a distance, S, from the edge of pavement along uncurbed roadways or from the curb line on curbed roadways a minimum of 6 feet and maximum of 12 feet, unless otherwise requested or approved by Victor.

7. Distance Between Driveways (D)

The distance, D, measured along the right-of-way line between the inside edge of pavement of adjacent driveways (NOT centerline to centerline) shall be at least 125 feet (refer to Section D.4 and Table D-1). The required distance applies where more than one driveway is permitted along a single property frontage, between driveways on adjacent properties, and between driveways on the opposite side of the roadway.

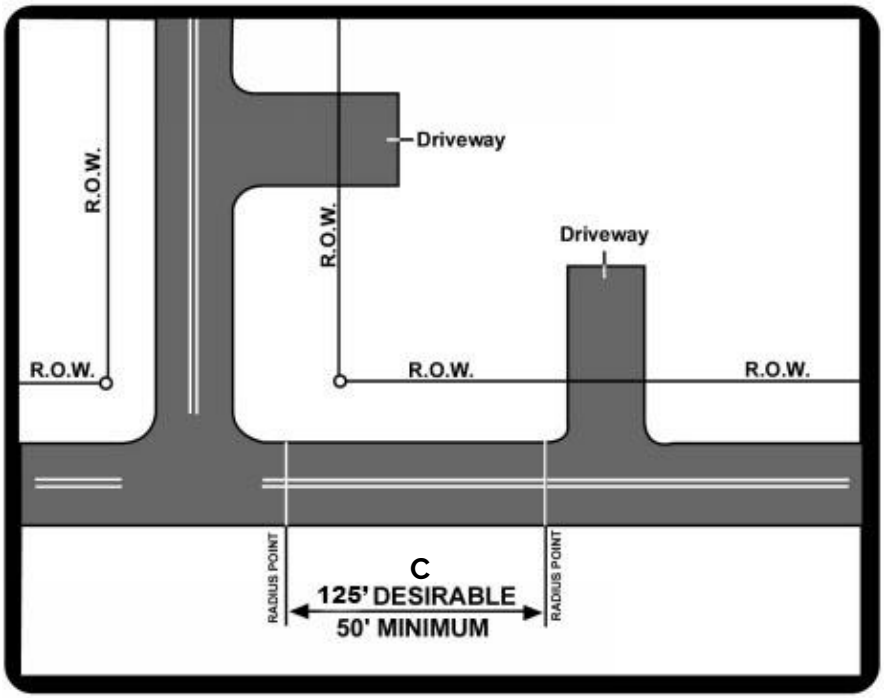
8. Corner Clearance (C)

Where the property's road frontage allows, the minimum corner clearance, C, to the proposed driveway should be at least 125 feet from the point of tangency of the radius curvature of the intersecting streets (see Figure F-4). If site conditions do not allow for the desired 125 feet, at no time shall the corner clearance be less than 50 feet from the point of tangency of the radius curvature.

Every effort shall be taken to avoid locating driveways within the functional area of an intersection (see Section C.3 and Figure C-2), which may extend beyond the corner clearance requirements discussed herein. For full movement driveway connections at signalized intersections, the corner clearance may be required to extend beyond 125 feet when the property's road frontage allows. This is to avoid interference with the traffic signal operations and resulting traffic queues. The radius of the driveway should not encroach on the minimum corner clearance.

In the event that adequate corner clearance is not available, the property owner is encouraged, and Victor may require, that cross-access with adjacent property be secured.

Figure F-4: Corner Clearance



G. PEDESTRIAN, BICYCLE, TRANSIT AND PARKING CONSIDERATIONS

1. General

The safety and mobility of pedestrians, bicyclists and transit users is equally important as the consideration of drivers when applying Access Management design standards and guidelines. Victor may require separate or shared facilities for pedestrians and bicyclists, or accommodation of future planned facilities, when considering applications for development.

Features that support and create a safe environment for pedestrian, bicycle and transit use can be incorporated into the access management plan. Design elements include the following:

- Small driveway radius
- Driveways that ramp up to the sidewalk rather than sidewalks ramping down to driveways
- Orienting driveways at 90 degrees to sidewalks or crosswalks
- Pedestrian refuge across a driveway
- Pedestrian and bicycle warning signage
- Raised medians to prohibit left turns
- Minimize driveway width to reduce pedestrian crossing distance
- Maintaining clear pedestrian-driver sight lines

2. Pedestrian Considerations

Pedestrians will typically walk where they feel safe. They do not always follow designated travel paths like automobiles and are more likely to ignore visual cues. Consideration shall be given to providing direct routes for pedestrians and frequent crossings along roadways with pedestrian generators. Having frequent crossings minimizes the likelihood that pedestrians will cross mid-block or at un-designated locations where motorists may not be expecting them. It is also important to consider pedestrian circulation and safety between the public sidewalk system and entrances to businesses or other facilities.

Small block lengths in the range of 200 ft to 660 ft (1/8 mile) promote walkable thoroughfares and neighborhoods. Frequent driveway openings and partial access intersections are discouraged along corridors with pedestrian emphasis. Mid-block pedestrian crossings should not be necessary if block lengths are short enough.

Specific recommendations related to pedestrian accommodations include the following:

- Provide high-visibility crosswalks at intersections (using paint, thermoplastic markings, or other textured / colored pavement treatments).
- Consider enhanced treatments such as flashing beacons, signals, and raised crossings at crossings with high pedestrian volumes, such as within the Victor business district or at trail crossings.
- Install curb extensions (“bump-outs”) at pedestrian crossing locations where on-street parking is present. The extensions serve to shorten the pedestrian crossing distance and provide greater visibility of the pedestrian, and also provide better delineation of the parking area.

- Install median refuge islands at pedestrian crossing locations on roads with more than two travel lanes, especially at unsignalized intersections on larger street types with moderate to heavy traffic. The islands allow pedestrians to cross one direction of traffic at a time and provide a safe space to wait for gaps in traffic.
- At signalized intersections, install pedestrian signals with count-down timers and adequate pedestrian crossing phases. Shorter signal cycle lengths are recommended.
- Driveway widths and radii should be the minimum needed to maintain adequate traffic operation. At wider driveways, pedestrian routes should be delineated (such as a painted crosswalk or extending sidewalk through the driveway) to provide greater visibility to the pedestrian space.
- Install sidewalks or trails between residential developments (such as connections between cul-de-sacs).
- Install sidewalks or trails connecting developments to existing pedestrian facilities.

3. Bicycle Considerations

Frequent driveway entrances can negatively affect safety for bicyclists and should be avoided. Drivers pulling in and out of driveways may not be looking for bicyclists riding close to the edge of the roadway or on the sidewalk. Motorists may attempt to pass a bicyclist and immediately turn off the road at a driveway or intersection, which creates a serious conflict. Bicyclists turning left to access a destination may need to stop and wait for a gap in oncoming traffic, and vehicles may not be expecting the cyclist to slow or stop.

Corridors where bicycle use is expected shall be designed to accommodate the bicycle travel using practices such as striped shoulders or bicycle lanes, warning signage, or off-road bicycle facilities. Crossings should be clearly marked with high-visibility signage and pavement treatments.

4. Transit Considerations

There are advantages and disadvantages to access management as it relates to accommodating transit. For commuter and express bus service, frequent intersection and driveway spacing creates additional conflict points and slower speeds. For local service, more frequent intersections will provide greater opportunity for bus stops and will better connect the transit riders to their destinations. This classic mobility versus accessibility dilemma shall be considered in transportation / transit planning in order to achieve a balance of safety and mobility along a corridor while still considering the needs of transit users.

5. Parking Considerations

Frequent driveway openings limit the number of on-street parking spaces and should be avoided. Sight distance at driveways shall consider the presence of parked vehicles along the roadway. Corridors with on-street parking should consolidate driveway openings wherever possible. Rear access roads, rear parking areas, and cross-access with adjacent property are recommended as they provide access while limiting or eliminating curb cuts along the roadway, maximize the number of parking spaces, promote pedestrian safety, and make the streetscape more desirable for walking.

H. MAPS AND SUPPORTING DOCUMENTATION

1. General

Maps depicting conceptual future intersections, road locations and retrofits are included in Appendix A.

- Map 1: Conceptual Roadway Network Connections (Sheets 1-4)
- Map 2: Route 96 Corridor Retrofit Plan (Sheets 1-2)
- Map 3: New Local Street along Railroad Corridor (Sheets 1-2)

In addition to the general strategies discussed in previous sections of this plan, all work in Victor under the terms of a permit shall be designed and carried out in consideration of the proposed roadways, connections and modifications depicted on Maps 1, 2 and 3, unless a waiver is granted by Victor.

2. Map 1: Conceptual Roadway Network Connections

Map 1, Sheets 1 through 4 depict conceptual future roadways and connections throughout the Town and Village of Victor. The intersections and roadways have been located based on the following:

- Priority projects identified in past studies & plans
  - Route 96 Transformative Corridor Strategic Infrastructure Plan (TY Lin, March 2018)
  - Memorandum re: Traffic Improvements for Mall Area (Clark Patterson Lee, February 2013)
- Future Residential and Commercial / Industrial Buildout projections prepared by the Ontario County Planning Department
- Environmental Considerations such as topography, floodplain, wetlands, conservation areas and Green Infrastructure priority zones
- Comments and input from Steering Committee and Public Informational Meetings
- Opportunities to improve access and/or connect adjoining properties

Regarding the conceptual roadways depicted in Map 1, it is noted that the "nodes" or connection points of the conceptual roadways are of primary importance. The actual alignments of the conceptual roadways are subject to change based on specific development proposals and detailed engineering design.

The future roadways and connections depicted on Map 1 are prioritized in correlation with Figure 8: Green Infrastructure Priority Zones, which is included in Appendix B. Figure 8 depicts areas within Victor that are considered High, Intermediate and Low priority for future development. The priority has been assigned based on factors such as existing zoning, environmental constraints, and available infrastructure. New roads and connections within the Higher Priority areas depicted on Figure 8 would correspondingly take higher priority than the new roads and connections within the Lower Priority zones.

3. Map 2: Route 96 Corridor Retrofit Plan

Map 2, Sheets 1 and 2 depicts conceptual retrofit opportunities along Route 96, generally between the New York State Thruway and the eastern boundary of the Town of Victor. The conceptual retrofits include driveway modifications such as closure or narrowing, as well as new cross access and shared driveways between adjoining properties. Some of the identified retrofits would be feasible if the new local street along the railroad corridor is constructed (see Map 3), while others would be feasible with or without the new local street.

The retrofit opportunities identified in Map 2 shall be considered during the design and review of all proposals for new development or redevelopment of existing properties along the Route 96 corridor. Additional retrofit opportunities beyond those depicted on Map 2 may be possible in the future as a result of development plans or conditions that differ from those at present. The Town and Village of Victor should review each application with regard to access management to determine if additional access management improvements are feasible.

4. Map 3: New Local Street along Railroad Corridor

Map 3, Sheets 1 and 2 depicts a conceptual new local street, parallel to Route 96 along an existing railroad corridor. The new local street was identified as a priority project in the Route 96 Transformative Corridor Study. There are two segments of the new street: the western segment connects Route 251 (Victor-Mendon Rd) to School St in the Village, while the eastern segment connects Route 444 (Maple Ave) to Route 96 at either Lynaugh Rd or Plastermill Rd. The two segments, along with existing Adams St in the Village, would create a parallel corridor to Route 96 between Route 251 and Plastermill Rd. The street is envisioned as a "complete street" that includes facilities for pedestrians and bicycles, and could also include traffic calming features.

The new street would provide alternative access in and out of the Village of Victor, would allow for properties along Route 96 to have additional points of access, or in some cases could replace or limit access from Route 96, and would improve pedestrian walkability and connectivity within the Village.

Map 3 also depicts the recommended locations for driveway connections from the new local street to adjoining properties, as well as pedestrian and vehicular connections between the new street and Route 96. The driveway connections have been designed considering recommended access spacing as well as opportunities for shared access between adjoining properties.

Map 3 also depicts driveway modifications along existing Adams Street that may be feasible if the railroad tracks are removed in this area.

5. Supporting Documentation

This Access Management Plan and supporting maps and documentation have been prepared based on existing land use, traffic data, environmental constraints, projected future land use and development, and a process to identify Priority Areas and corridors for detailed analysis. Figures depicting this data and information are provided in Appendix B, including the following:

- Figure 1: Base Map
- Figure 2: Existing Zoning Map – Town of Victor
- Figure 3: Existing Zoning Map – Village of Victor
- Figure 4: Concept-Level Future Land Use
- Figure 5: Residential Buildout Analysis
- Figure 6: Commercial / Light Industrial Buildout Analysis
- Figure 7: Environmental Constraints
- Figure 8: Green Infrastructure Priority Zones
- Figure 9: Natural Resources and Constraints
- Figure 10: Conceptual Roadways and Trails
- Figure 11: Existing Traffic Data
- Figure 12: Roadway Functional Classification
- Figure 13: Local Road Access Classification
- Figure 14: Town Priority Analysis Areas
- Figure 15: Village Priority Analysis Areas

I. PUBLIC INVOLVEMENT

Actively engaging the public and key stakeholders is essential to successfully implementing any municipal plan or project. This Access Management Plan was prepared with significant involvement from a committee of stakeholders, targeted groups of affected property owners, and general Town and Village of Victor residents.

1. Steering Committee

A Steering Committee of Local, County and State agency representatives was assembled and met on a monthly basis throughout the process. In addition to the consultant team, Steering Committee members included the following:

- **Town of Victor** – Town Supervisor, advisory board members, and Planning, Engineering and Public Works staff
- **Village of Victor** – Village Mayor, advisory board members
- **Ontario County** – Planning Department staff
- **New York State Dept. of Transportation** – Regional Traffic Engineer
- **Genesee Transportation Council** – Planning staff

2. Public Meetings

Several public outreach efforts were undertaken to introduce the project and solicit feedback from residents and business owners.

A public meeting occurred in October 2018 and served to introduce the project, provide a general understanding of access management, and solicit feedback on the priority analysis areas. The meeting was well-advertised through traditional media, social media, and Victor websites & apps, and was attended by approximately fifty (50) participants. An introductory presentation was given, and the remainder of the time was allocated for one-on-one discussion between participants and members of the Steering Committee and consultant team. Comments received at this public meeting are included in Appendix C.

In March 2019, two meetings were held that focused on property owners that would be affected by recommendations presented in the Draft Access Management Plan. The meetings were targeted for and primarily attended by affected property and business owners, although attendance was open to all interested participants. The meetings were advertised and supplemented by direct mailings to affected property owners. The open-house style meetings provided interaction between participants and members of the Steering Committee and consultant team.

A public hearing for the Access Management Special Committee was held in June 2019. The public was invited to speak regarding the Draft Access Management Plan at this meeting. Following the hearing, the Special Committee voted to recommend the Access Management Plan for adoption by the Victor Town and Village Boards.

3. Access Management Plan and Local Law Adoption

The Access Management Plan, Local Law and Official Map were officially adopted by the Town of Victor (August 26, 2019) and Village of Victor (September 16, 2019). Public Hearings occurred prior to adoption by the Town and Village Boards.

J. DEFINITIONS AND TERMINOLOGY

Access: Way or means of approach to provide vehicular or pedestrian entrances or exits to a property.

Access Classification: A system for assigning the appropriate degree of access control to roadways, based upon roadway function, traffic characteristics, and community development objectives.

Access Management: The process of providing and managing access to land development, while preserving the safety and efficiency of travel on the surrounding roadway system.

Arterial Roadway: Routes that provide service that is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. Arterial roadways are given the highest capacities since they are designed to carry the greatest amount of through traffic while generally providing a lower degree of access to adjacent land uses.

Authority: Governing body having jurisdiction over the roadway.

Auxiliary Lane: The portion of the roadway adjoining the traveled way for speed change, turning, storage for turning, weaving, truck climbing or for other purposes.

Collector Roadway: Routes that provide service that is of moderately average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads and arterial roads and serves as a linkage between land access and mobility needs.

Commercial Driveway: A driveway serving a commercial establishment, industry, government or educational institution, business, public establishment, or other comparable traffic generator.

Connection: Any driveway, street, turnout, or other means of providing for the movement of vehicles to or from the public roadway system. For the purpose of this section, two one-way connections to a property may constitute a single connection. Access management standards herein apply to connections to public roadways as well as commercial driveways generating 100 or more peak hour vehicular trips.

Connection Spacing: The distance between connections, measured from closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of traveled way.

Connectivity: A term used to infer connections between adjoining properties for vehicular and/or pedestrian usage.

Control of Access: The condition in which the right of owners or occupants of abutting land or other persons to access the adjacent roadway when it is fully or partially controlled by public authority.

Corner Clearance (C): The distance from an intersection of a public or private road to the nearest connection along the public roadway. The distance is measured from the closest edge of pavement of the intersecting road to the closest edge of the pavement of the connection. The projected future edge of pavement of the intersecting road should be used, where available. See Figure F-1 herein. Access management standards herein apply to connections to public roadways as well as commercial driveways generating 100 or more peak hour vehicular trips.

Cross Access: An easement or service drive providing vehicular access between two or more contiguous sites so that the driver or pedestrian does not need to reenter the public roadway system.

Curb Cut: A driveway connection normally associated with roadways that have curb and gutter.

Directional Median Opening: An opening in a restrictive median that provides for specific traffic movements and physically & psychologically restricts other movements.

Driveway: Every entrance and/or exit to serve vehicular traffic to or from property fronting the roadway system.

Driveway Angle (Y): The angle between the driveway centerline and the edge of traveled way.

Driveway Return (R): The outside curve radius on the edge of the driveway.

Driveway Throat ("Stem"): The portion of a driveway between the public roadway and the internal roadway network or area where parking maneuvers occur. On roadways with curb and gutter, the throat length shall be measured from the face of the curb. On roadways without curb and gutter, the throat length shall be measured from the edge of shoulder. Access management standards herein apply to connections to public roadways as well as commercial driveways generating 100 or more peak hour vehicular trips.

Driveway Width (W): The narrowest width of driveway measured parallel with the edge of traveled way.

Edge Clearance (E): The distance measured between the driveway (at its narrowest point) and the property line.

Farm Access Road: A private road that primarily serves access needs to a public road for limited or seasonal use for farm-related vehicles and equipment.

Frontage: The length along the highway right-of-way line of a single property tract or roadside development area between the edges of the property lines. Property at a roadway intersection has a separate frontage along each roadway.

Frontage Boundary (FB): A line, perpendicular to the highway centerline, at each end of the property frontage, extending from the right-of-way line to the edge of the through traffic lane.

Full Median Opening: An opening in a restrictive median designed to allow turning movements to take place from the public road system and the adjacent connection, and which therefore is intended for signalization.

Functional Area of Intersection: The sum of the distance traveled during reaction time, plus deceleration distance, plus queue storage length. See Figure C-2 herein.

Functional Classification: A system used to group public roadways into classes according to their purpose in moving vehicles and providing access. Classifications include Local, Minor Collector, Major Collector, Minor Arterial, and Principal Arterial. This plan references the Functional Classification of roadways as defined by the New York State Department of Transportation (NYSDOT), as well as identifies additional types of "Local" roadways including Through, Subdivision and Cul-de-sac. Local "Through" roadways tend to function as collector roadways and therefore may be subject to more stringent access management guidelines. See Section B and Figure 12 (Appendix B) herein.

Internal Roadway Network: An internal circulation system of larger developments that allows vehicular travel within the property.

Intersection Returns: The radius of the edge of pavement between intersecting streets or highways.

Island Area: An area adjacent to the roadway which serves as a physical barrier to direct the flow of traffic and to separate highway traffic from the activity on private property.

Island Offset Distance (S): Distance between the edge of pavement and the near edge of an island area parallel to the highway.

Joint Access: A single connection serving two or more adjoining developments or parcels.

Local Road: A roadway with the primary function of providing access to adjacent properties and to roadways of a higher functional classification. Routes providing service that is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property. Local roads provide the greatest degree of access to adjacent properties and subdivision streets.

Local Through Road: A local road carrying through traffic in addition to providing access to individual lots. Such roads typically have lower traffic volumes than collector roadways but moderate to high speeds.

Median: The portion of a highway separating opposing traffic flows. Medians can be traversable (flush, such as a striped area or center turn lane) or non-traversable (raised, including features such as curbing, guide rail or barrier).

Median Opening: An opening in a raised or otherwise non-traversable median that provides for crossing and turning traffic.

Minimum Median Opening Spacing: The minimum allowable spacing between openings in a restrictive median to allow for crossing the opposite traffic lanes to access property or for crossing the median to travel in the opposite direction (U-turn). The minimum spacing or distance is measured from centerline to centerline of the openings along the traveled way.

Minimum Signal Spacing: The minimum spacing or distance between adjacent traffic signals on a public roadway measured from centerline to centerline of the signalized intersections along the traveled way.

Nonconforming Access: Features of the access system of a property that existed prior to the effective date of this Local Law and that do not conform to the requirements of this Local Law.

Non-restrictive or Traversable Median: A median or painted centerline that does not provide a physical barrier between center traffic turning lanes or traffic lanes traveling in opposite directions. This includes highways with continuous center turn lanes and undivided highways.

Offset Distance: The distance, D, measured along the right-of-way line between the inside edge of pavement of adjacent driveways (NOT centerline to centerline) on the same or opposite sides of a roadway.

Outparcel: A lot identified on a site plan or subdivision plan that is owned by a party other than the primary owner of the parent property, and is intended to be developed separately from the parent property and/or is intended to be developed for a different use.

Peak Hour: The highest hour of vehicular traffic volume on the adjacent public roadway network.

Private Residential Driveway: A driveway connecting a roadway with a private residential dwelling for the exclusive use and benefit of those residing within.

Reasonable Access: The minimum number of connections, direct or indirect, necessary to provide safe ingress and egress to the public road system based on the roadway classification, the proposed connection(s) and projected roadway traffic volumes, posted speeds, and the type and intensity of the land use.

Residential Subdivision Driveway: A driveway connecting to a roadway to provide an entrance / exit from residential subdivisions, apartment complexes, mobile home parks and/or condominiums.

Restrictive or Non-traversable Median: The portion of a divided highway physically separating vehicular traffic traveling in opposite directions. Restrictive medians include physical barriers that restrict movement of traffic across the median such as a concrete barrier, raised concrete curb and/or island, guide rail, and a grass or swaled median.

Right-of-Way: The land within legally defined property boundaries whose title is designated or intended for highway purposes.

Service Road: A public or private street or road, auxiliary to another public roadway, which has its purpose the maintenance of local road continuity and provision of access to parcels adjacent to the public roadway. Frontage and reverse frontage/rear access roads are classified as service roads.

Setback (G): The lateral distance between the right-of-way line and building, gasoline pump curb base, display stand, or other fixed object, the use of which will result in space for vehicles to stop or park between such facilities and the right-of-way line.

Shopping Center: A development with more than one commercial or service establishment planned or constructed.

Sight Distance: The area that establishes a clear line of sight for a waiting vehicle to see oncoming traffic and make turning movements into or out of a street or driveway connection safely or for traffic to see entering or waiting vehicles.

Storage Area: Space used by queuing vehicles while being served or until service begins.

Stub-out (Stub Street): A portion of a roadway or cross access drive used as an extension to an abutting property that may be developed in the future.

Subdivision Road: Local road that provides traffic circulation within a subdivision, as well as direct access to abutting properties.

Temporary Access: Access that is permitted for use until alternative access becomes available.

Throat (Stem) Distance (Applies to Roads and Driveways): The distance parallel to the centerline of a road or driveway to the first on-site location at which a driver can make a right turn or left turn. On roadways with curb and gutter, the throat length shall be measured from the face of the curb. On roadways without a curb and gutter, the throat length shall be measured from the edge of the shoulder.

Traveled Way: The physical existing edge of a paved road, or edge of travel lane where a white stripe is present, or future edge. Future edge shall be used for the measurement where the associated capital improvements are within an adopted five (5) year capital improvement program, SEQR mitigation, or dedicated easement.

Urban Area: Territory generally within an incorporated area or with frontage on a highway that is at least 50% built-up with structures devoted to business, industry, or dwelling houses for a distance of a quarter-mile or more.

K. REFERENCES

Access Management Manual published by the Transportation Research Board

Highway Capacity Manual published by the Transportation Research Board

Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration

New York State Supplement to the Manual on Uniform Traffic Control Devices published by the New York State Department of Transportation

Policy on Geometric Design of Highways and Streets ("Green Book") published by the American Association of State Highways and Transportation Officials (AASHTO)

Roadside Design Guide published by AASHTO

Benefits of Access Management brochure published by the Federal Highway Administration

Policy and Standards for the Design of Entrances to State Highways published by the New York State Department of Transportation

NCDOT Policy on Street and Driveway Access published by North Carolina Department of Transportation

Access Management Best Practices Manual published by Oregon Department of Transportation

Town of Gorham & Canandaigua Route 364 Access Management Plan published by Ontario County

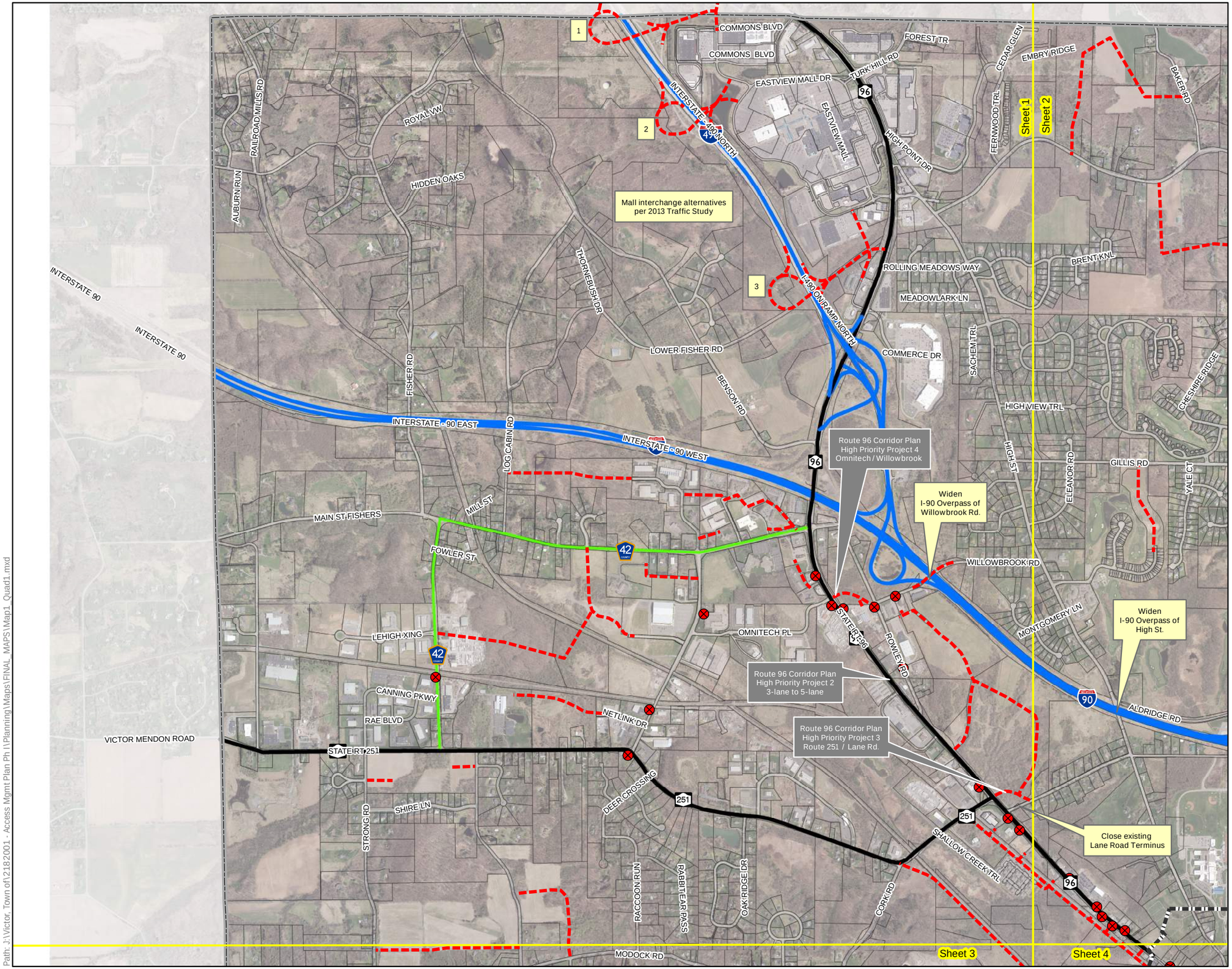
Port Authority Roadway Access Management Guidelines published by the Port Authority of NY/NJ

Route 96 Transformative Corridor Strategic Infrastructure Plan by T.Y. Lin International, March 2018

Memorandum re: Traffic Improvements for Mall Area by Clark Patterson Lee, February 22, 2013

APPENDIX A:
NEW INTERSECTIONS AND FUTURE ROAD NETWORKS

Map 1 - Town-wide Conceptual Roadway Network Plan
Map 2 - Conceptual Route 96 Retrofit Plan
Map 3 - Conceptual New Local Street along Railroad Corridor



Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL_MAPS\Map1_Quad1.mxd

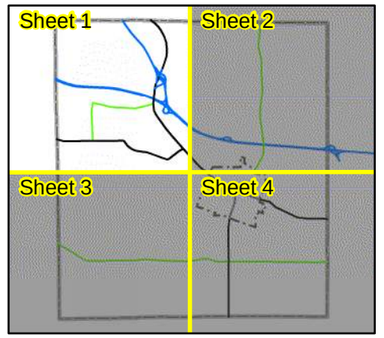
LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 650 1,300 2,600 3,900
Feet



Town of Victor, Quadrant Key

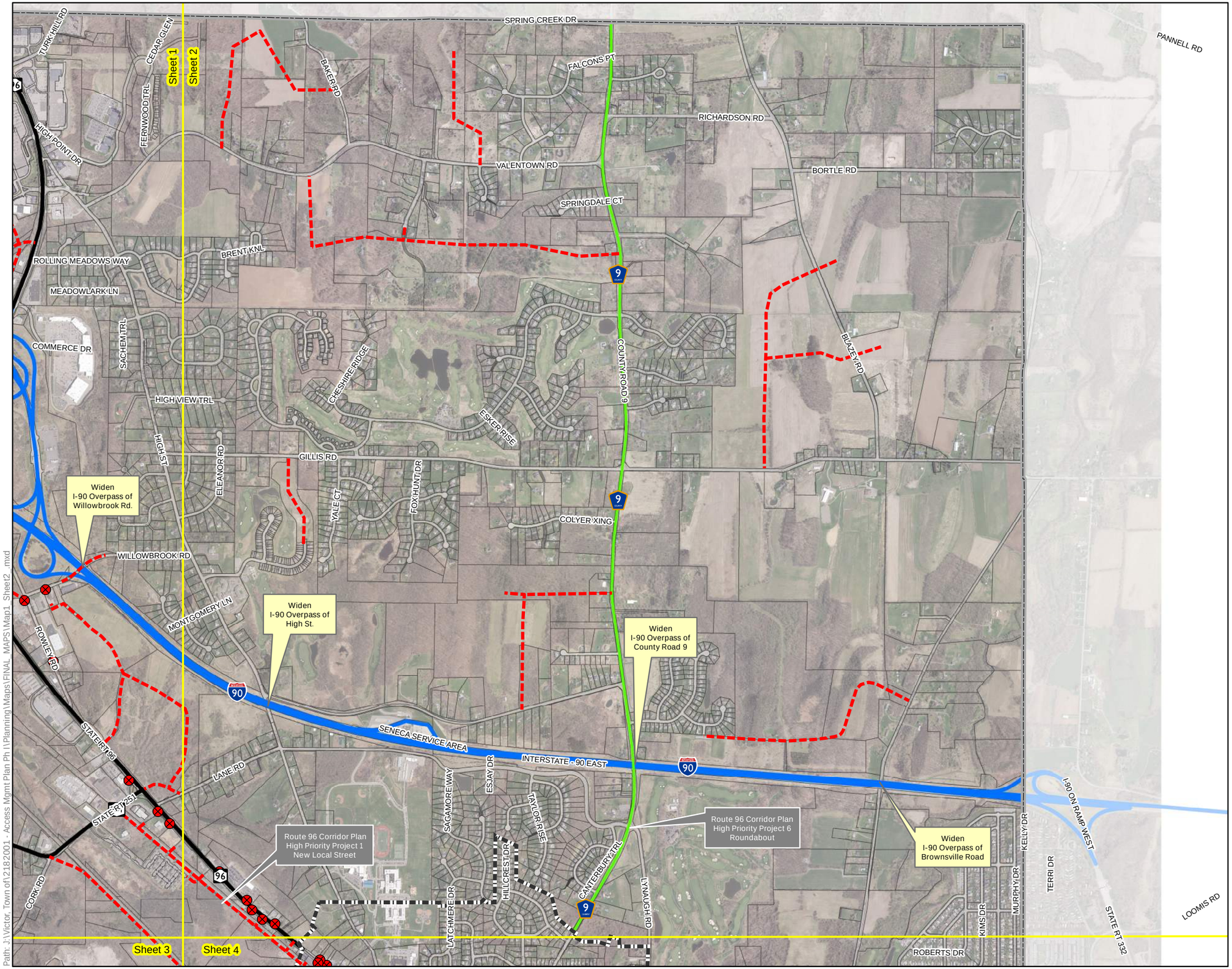
- Driveway Modification
- Conceptual Roads
- Village Boundary
- Town Boundary
- Tax Parcels
- Interstate
- State Highway
- County Road
- Local Road
- 2018 Aerial Photography

NOTE: Conceptual road intersections are recommended nodes, while dashed line indicates potential alignment (flexible).

NOTE: Refer to Table E-5: Route 96 Traffic Signal Spacing

LaBella Project No : 2182001
Date: June 10, 2019

Map 1
Conceptual Roadway Network Connections
Northwest Quadrant
Sheet 1 of 4



Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL MAPS\Map1 Sheet2 .mxd

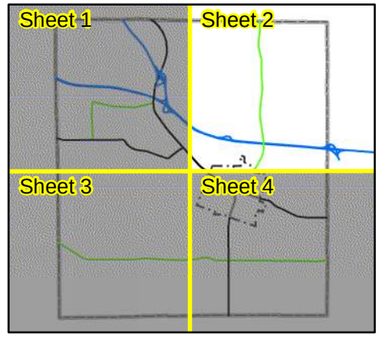
LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 650 1,300 2,600 3,900
Feet



Town of Victor, Quadrant Key

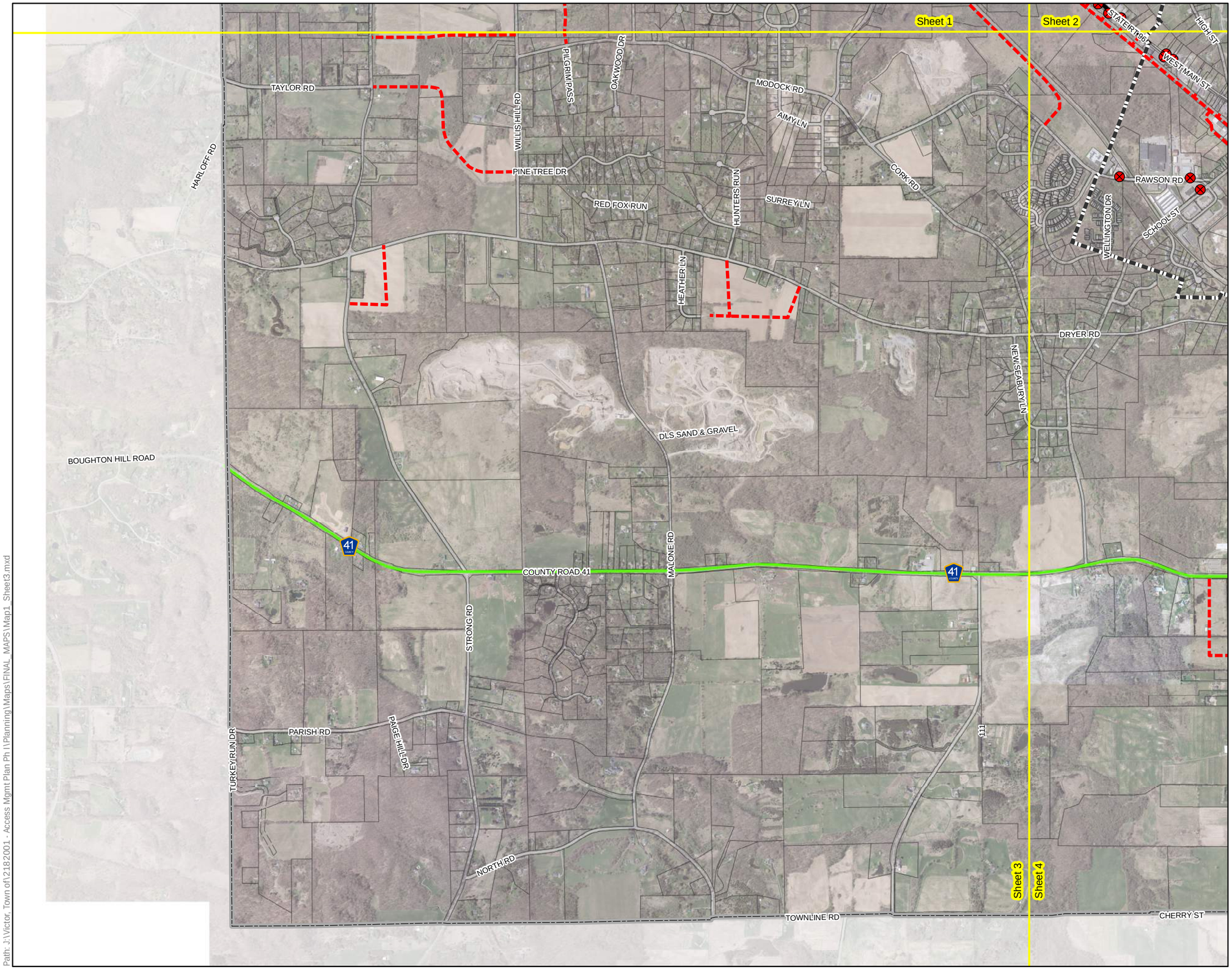
- Driveway Modification
- Conceptual Roads
- Village Boundary
- Town Boundary
- Tax Parcels
- Interstate
- State Highway
- County Road
- Local Road
- 2018 Aerial Photography

NOTE: Conceptual road intersections are recommended nodes, while dashed line indicates potential alignment (flexible).

NOTE: Refer to Table E-5: Route 96 Traffic Signal Spacing

LaBella Project No : 2182001
Date: June 10, 2019

Map 1
Conceptual Roadway Network Connections
Northeast Quadrant
Sheet 2 of 4



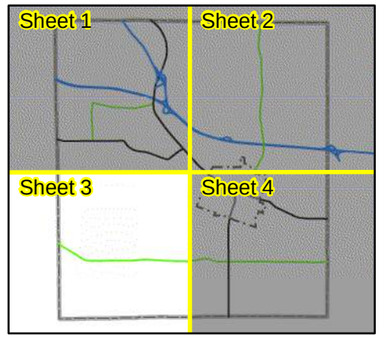
LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 650 1,300 2,600 3,900
Feet



Town of Victor, Quadrant Key

- Driveway Modification
- Conceptual Roads
- Village Boundary
- Town Boundary
- Tax Parcels
- Interstate
- State Highway
- County Road
- Local Road
- 2018 Aerial Photography

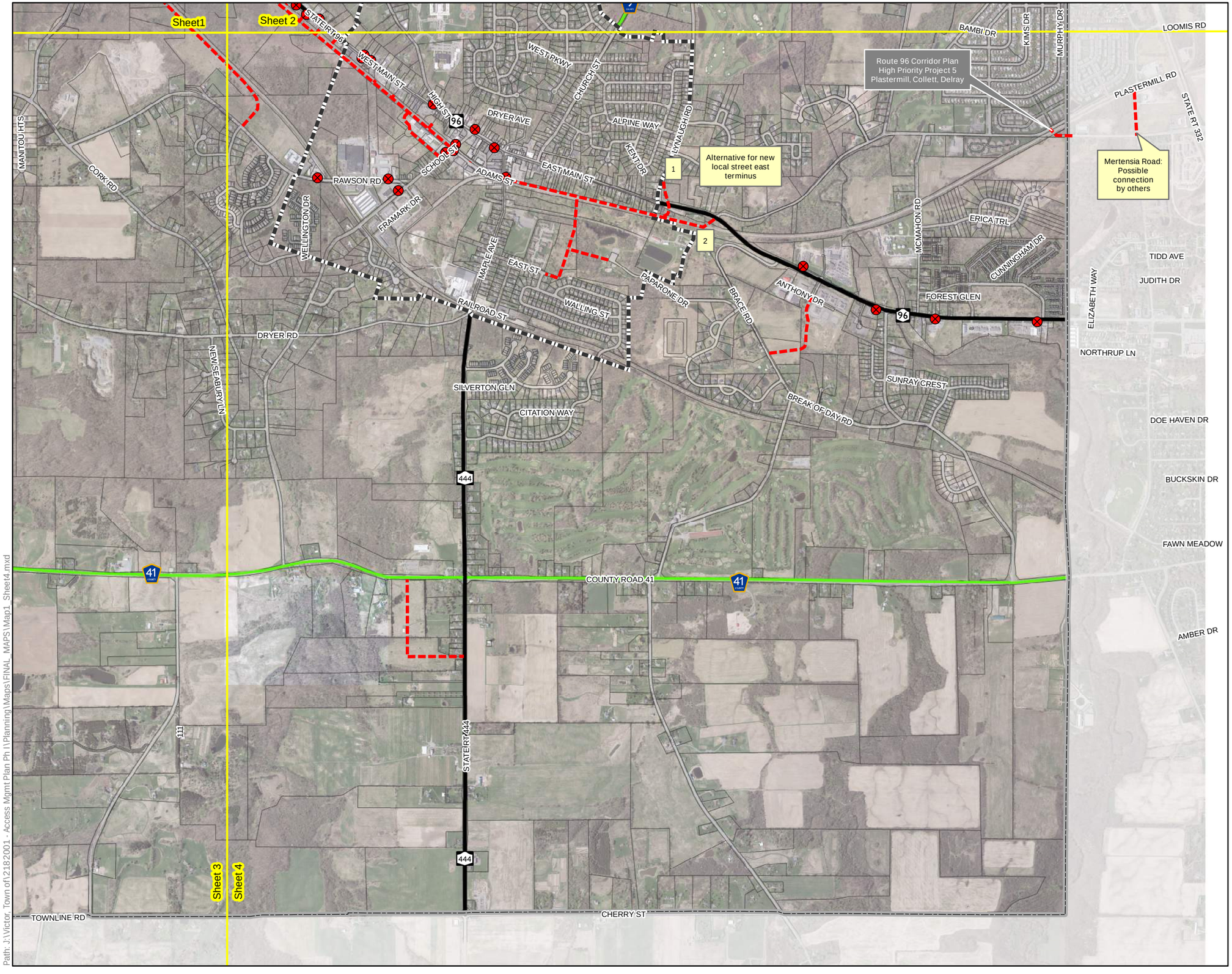
NOTE: Conceptual road intersections are recommended nodes, while dashed line indicates potential alignment (flexible).

NOTE: Refer to Table E-5: Route 96 Traffic Signal Spacing

LaBella Project No : 2182001
Date: June 10, 2019

Map 1
Conceptual Roadway Network Connections
Southwest Quadrant
Sheet 3 of 4

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL_MAPS\Map1_Sheet3.mxd



Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL_MAPS\Map1_Sheet4.mxd

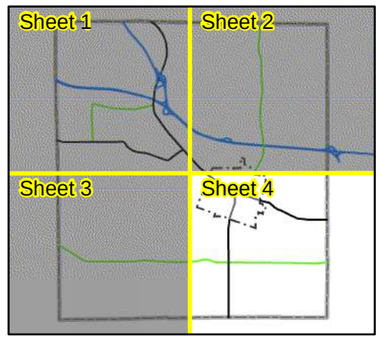
LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 650 1,300 2,600 3,900
Feet



Town of Victor, Quadrant Key

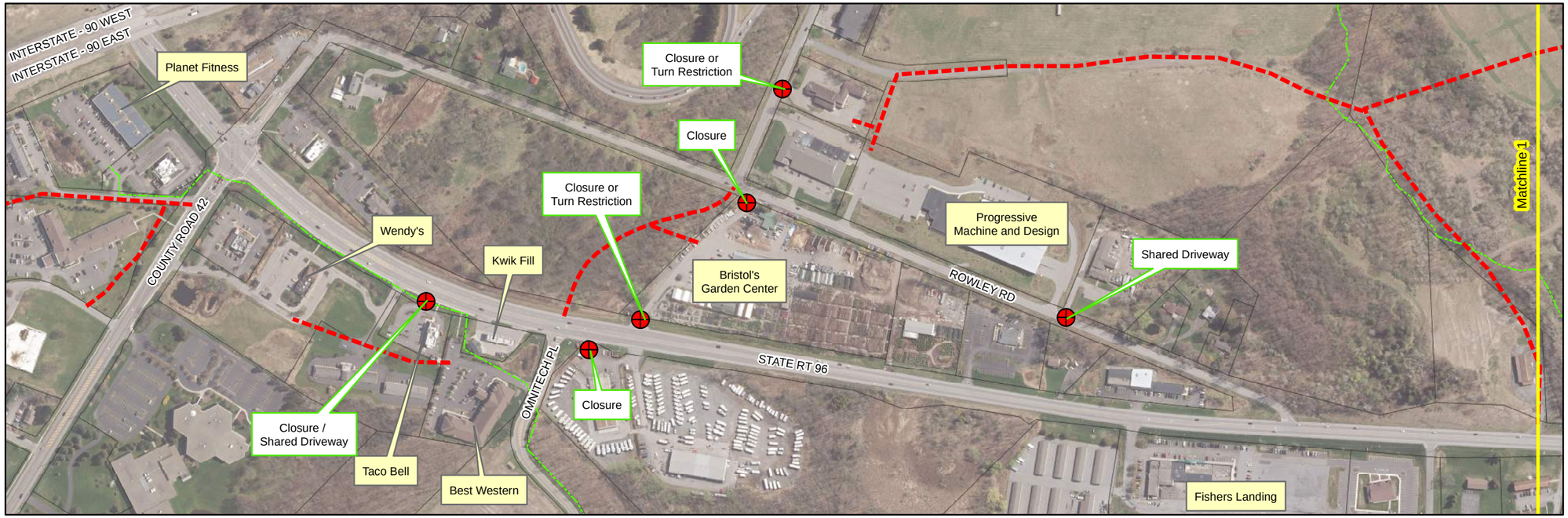
- Driveway Modification
- Conceptual Roads
- Village Boundary
- Town Boundary
- Tax Parcels
- Interstate
- State Highway
- County Road
- Local Road
- 2018 Aerial Photography

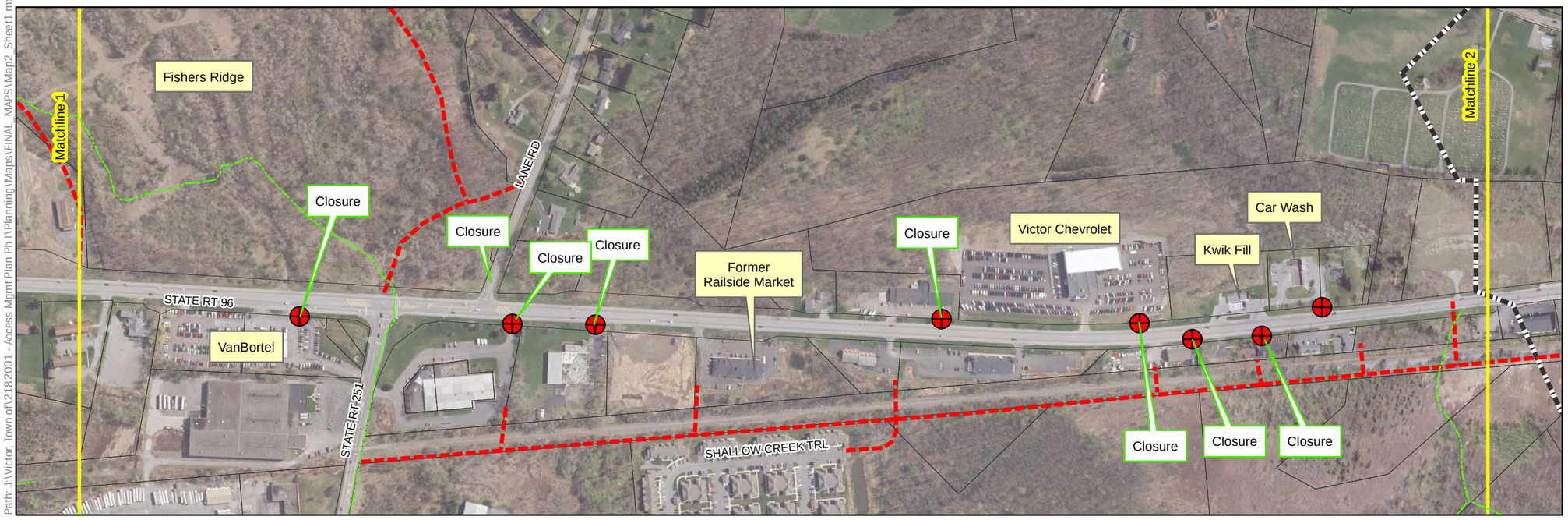
NOTE: Conceptual road intersections are recommended nodes, while dashed line indicates potential alignment (flexible).

NOTE: Refer to Table E-5: Route 96 Traffic Signal Spacing

LaBella Project No : 2182001
Date: June 10, 2019

Map 1
Conceptual Roadway Network Connections
Southeast Quadrant
Sheet 4 of 4





Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL MAPS\Map2 Sheet1.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

0 250 500 1,000 Feet

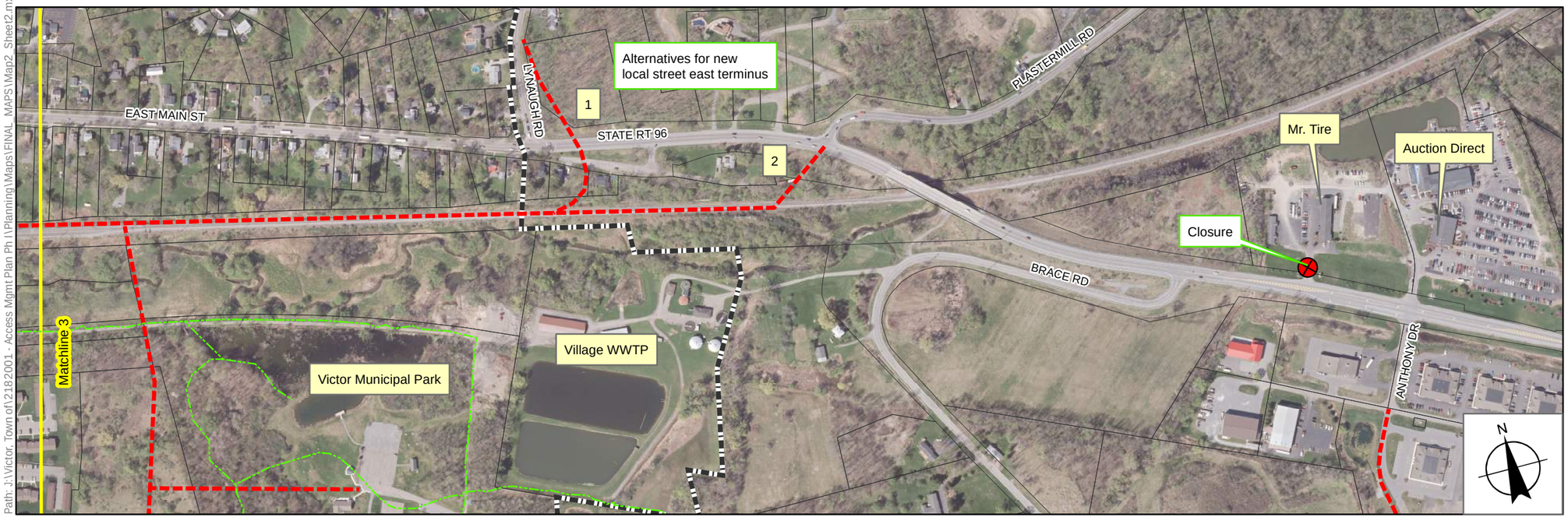
Legend

- Driveway Modification
- Conceptual Roads
- Trails
- Village Boundary
- Town Boundary
- Matchline

NOTE: Refer to Table E-5: Route 96 Traffic Signal Spacing

LaBella Project No : 2182001
Date: June 10, 2019

Map 2
Conceptual
Route 96 Retrofit Plan
Sheet 1 of 2



Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL_MAPS\Map2_Sheet2.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

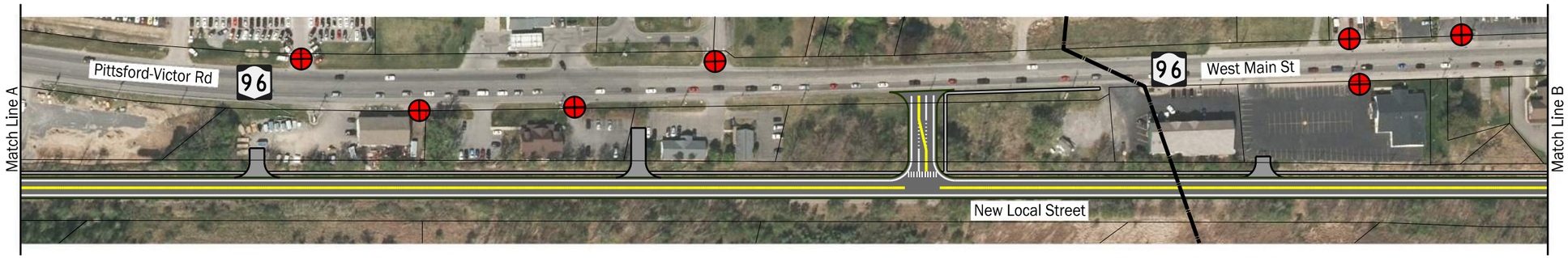
0 250 500 1,000 Feet

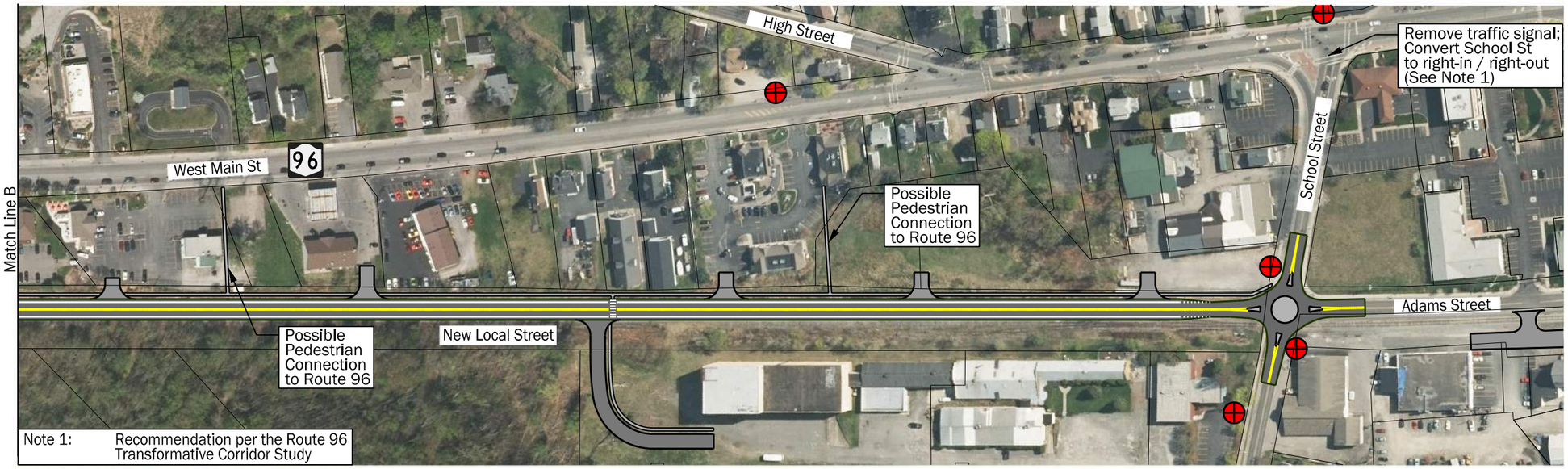
- Driveway Modification
- Conceptual Roads
- Pedestrian Connection
- Trails
- Village Boundary
- Town Boundary
- Matchline

NOTE: Refer to Table E-5: Route 96 Traffic Signal Spacing

LaBella Project No : 2182001
Date: June 10, 2019

Map 2
Conceptual
Route 96 Retrofit Plan
Sheet 2 of 2



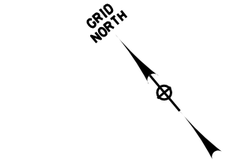


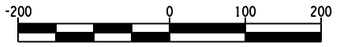
Note 1: Recommendation per the Route 96 Transformative Corridor Study

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management



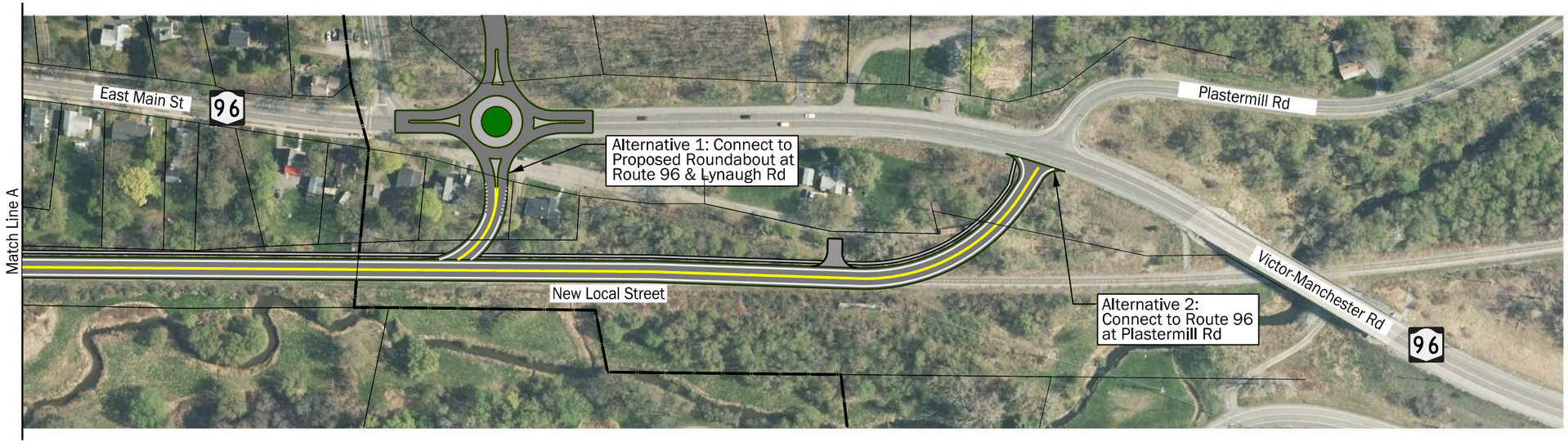


Key:

Conceptual Driveway Modification

LaBella Project No : 2182001
Date: September 17, 2019

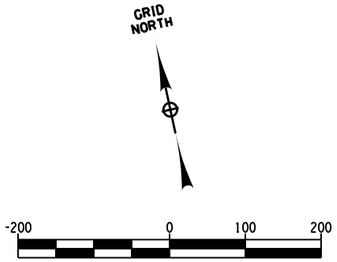
Map 3
Conceptual New Local Street
Along Railroad Corridor
Sheet 1 of 2



LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management



Key:

Conceptual Driveway Modification

LaBella Project No : 2182001
Date: September 17, 2019

Map 3
Conceptual New Local Street
Along Railroad Corridor
Sheet 2 of 2

APPENDIX B:
SUPPORTING MAPS AND DATA

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

Town Boundary
Village Boundary
Interstate
State Highway
County Road
Local Road

LaBella Project No : 2182001
Date: September 2018

Project Base Map

Figure 1

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_1_11X17_BaseMap.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

LEGEND

- ROUTE 96/251 OVERLAY DISTRICT
- COMMERCIAL
- COMMERCIAL - LIGHT INDUSTRIAL
- LIGHT INDUSTRIAL
- LIMITED DEVELOPMENT DISTRICT
- MOBILE HOME
- MULTIPLE DWELLING
- PLANNED DEVELOPMENT DISTRICT
- RESIDENTIAL - 1
- RESIDENTIAL - 2
- RESIDENTIAL - 3
- SENIOR CITIZEN

PLANNED DEVELOPMENT DISTRICT

1. EASTVIEW COMMONS
2. BENDERSON DEVELOPMENT
3. FOREST PARK
4. PARK CRESCENT
5. GYPSUM MILLS ESTATES
6. VICTOR TERRACE
7. HIGH POINT BUSINESS PARK
8. CONIFER VILLAGE EASTVIEW
9. HIGH POINT PHASE 2
10. HIGH POINT PHASE 3
11. PINNACLE athletic CAMPUS
12. AFFRONTI AT MCMAHON ROAD
13. ROYAL @ GOLF & PARKS

LaBella Project No : 2182001
Source: Town of Victor Zoning Map, 2019
Date: September, 2019

Town Zoning Map

Figure 2

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_2_TownZoning_.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

- R-1: One Family Residential
- R-2: One Family Residential
- R-3: Multiple Residence
- R-4: One Family Residential
- SCR-3: Senior Citizen Multiple Residential
- Southside Business
- Gateway Corridor Business
- Village Center Business
- Industrial

LaBella Project No : 2182001
Source: Village of Victor Zoning Map, 2018
Date: March 20, 2019

Village Zoning Map

Figure 3

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_VillageZoning.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

- Town Boundary
- Village Boundary
- Interstate
- State Highway
- County Road
- Local Road
- Institutional / Public Service
- Public Parks
- Commercial High Intensity
- Commercial / Light Industrial
- Neighborhood Density
- Medium Density Residential
- Rural Conservation Density
- Village Residential Core Density

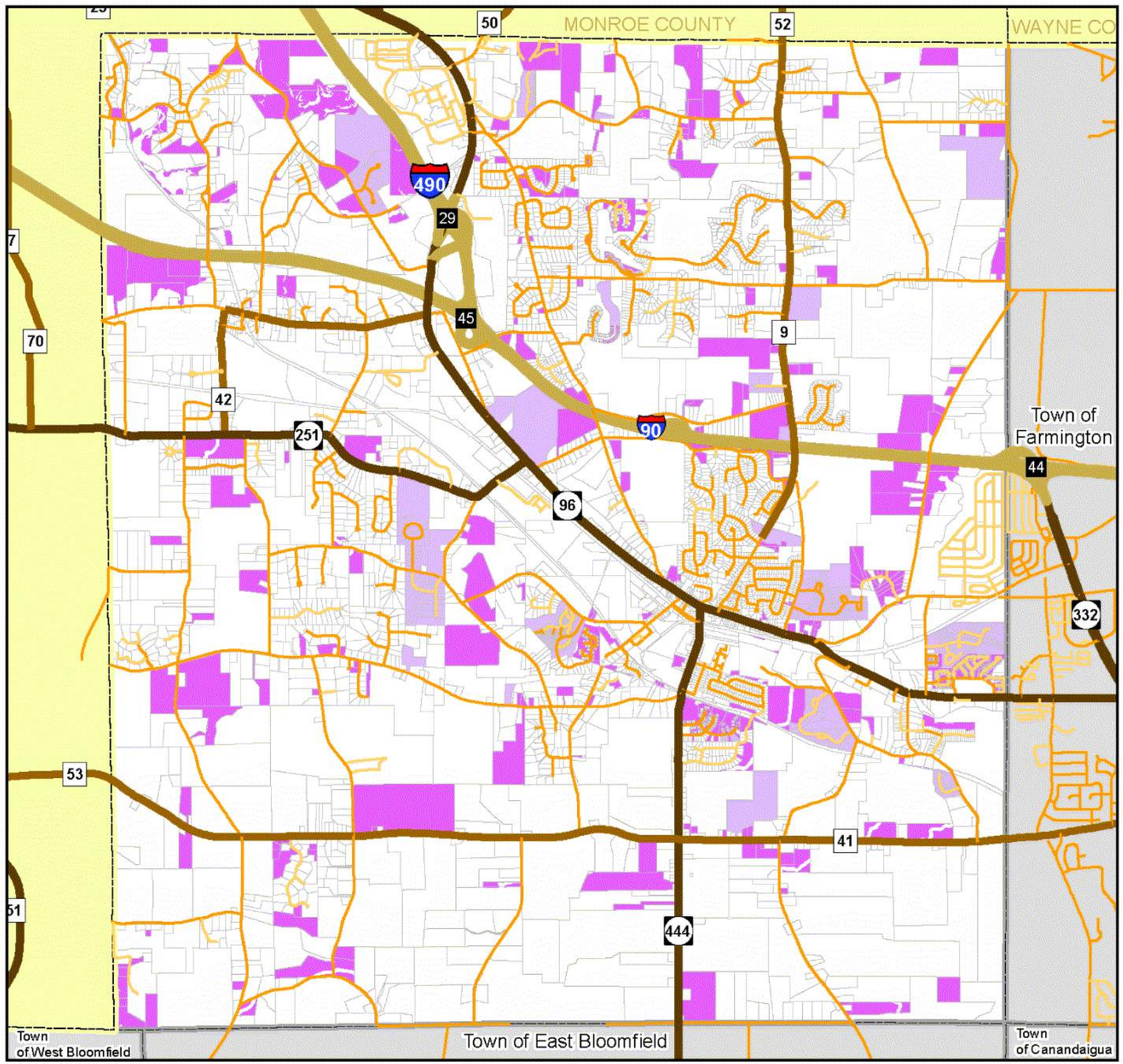
This map derived from Concept Level Future Land Use Map, dated June 19, 2012 found in the Town of Victor Comprehensive Plan, August 24, 2015

LaBella Project No : 2182001
Date: September 2018

Concept Level
Future Land Use

Figure 4

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_2.mxd



Residential Developed Units Remaining: 1,191
Residential Vacant Property Units Possible: 1,190
TOTAL Units Possible: 2,381

Legend

- Thruway Exits
- NYS Thruway
- State or US Routes
- County Roads
- Municipal Roads
- Private Drives
- County Borders
- Municipal Boundaries
- Tax Parcel Boundaries
- Residential Developed Units Remaining
- Residential Vacant Property Units Possible

Miles
0 1 2

State Rt 96 Infrastructure Study
Residential Buildout Analysis

N

Map Produced August 2017 by the Ontario County Planning Department.

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

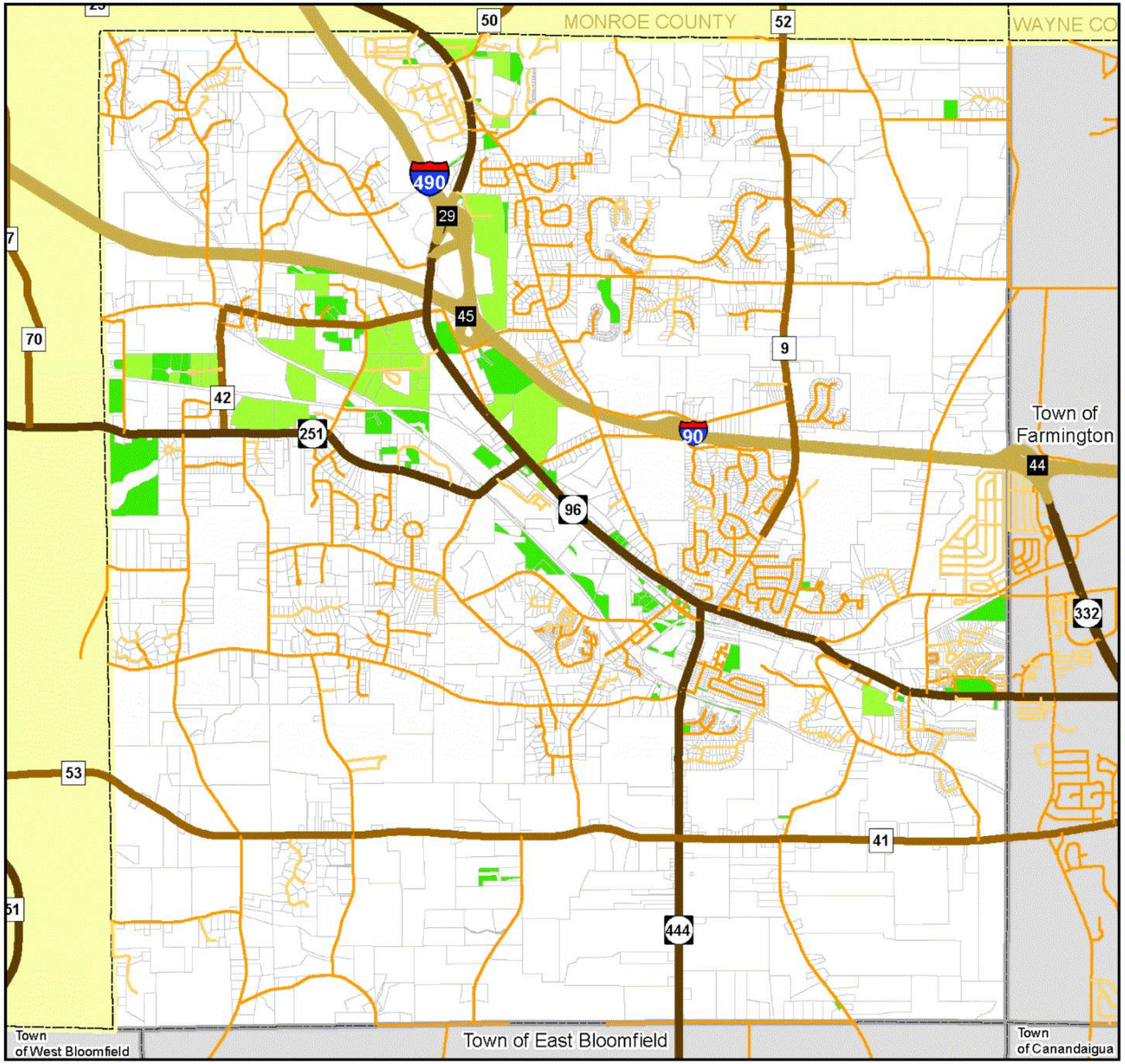
N

LaBella Project No : 2182001
Date: September 2018

Residential Buildout Analysis

Figure 5

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_5_Final.mxd



Developed Square Feet Remaining: 4,098,289
Vacant Property Square Feet Possible: 3,681,816
TOTAL Square Feet Possible: 7,780,105

Legend

- Thruway Exits
- NYS Thruway
- State or US Routes
- County Roads
- Municipal Roads
- Private Drives
- Tax Parcel Boundaries
- Commerical/Light Industrial Developed Units Remaining
- Commerical/Light Industrial Vacant Property Units Possible
- Municipal Boundaries
- County Borders

Miles
0 1 2

State Rt 96 Infrastructure Study
Commercial / Light Industrial Buildout Analysis

N

Map Produced August 2017 by the Ontario County Planning Department.

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_6_Final.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

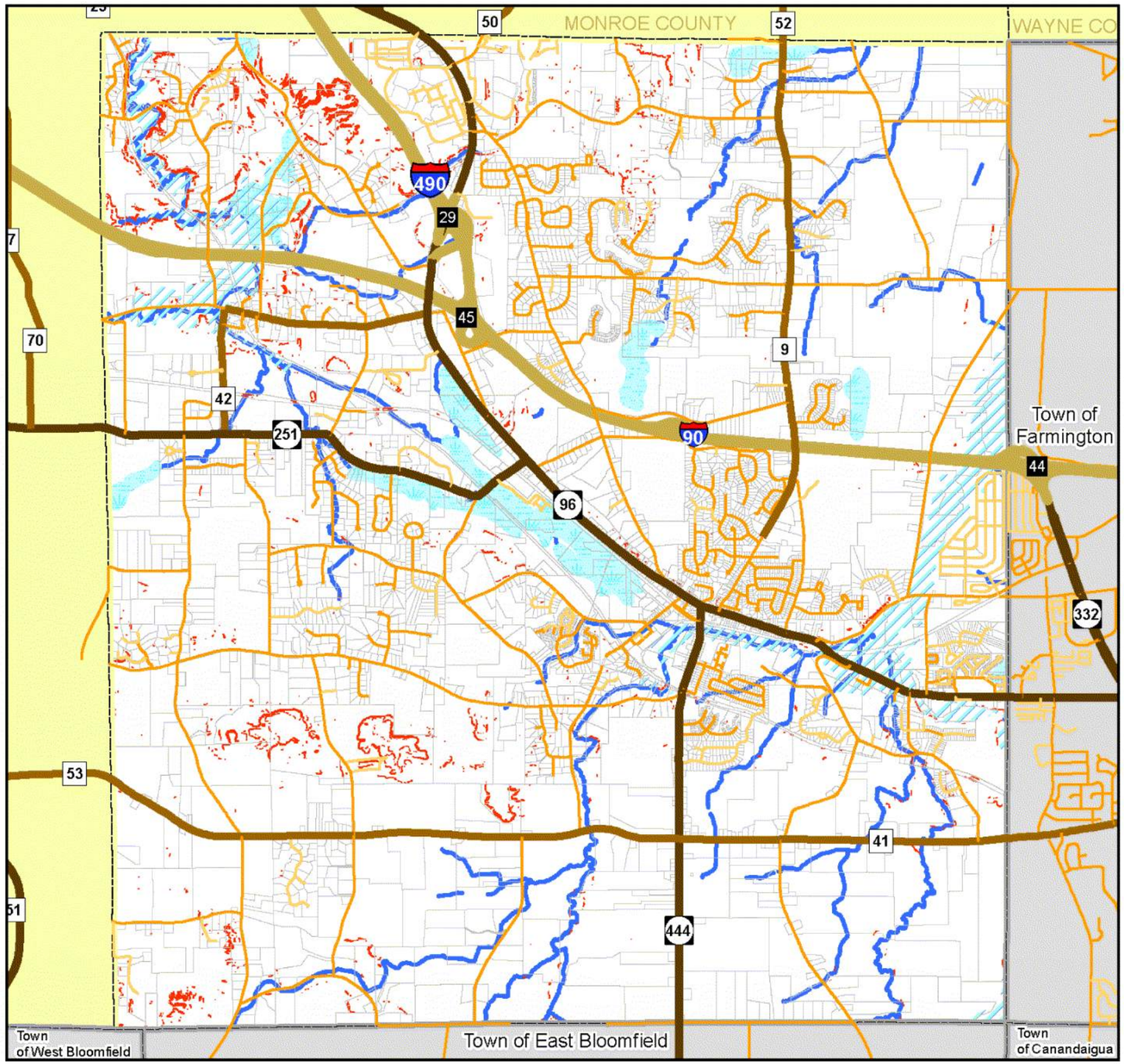
Access Management

N

LaBella Project No : 2182001
Date: September 2018

Commercial / Light Industrial Buildout Analysis

Figure 6



Legend

- Thruway Exits
- NYS Thruway
- State or US Routes
- County Roads
- Municipal Roads
- Private Drives
- Slope Greater Than 50%
- FEMA 100-Year Flood Zones
- NYS DEC Wetlands 100' Buffer
- USGS Perennial Streams 75' Buffer
- Tax Parcel Boundaries
- Municipal Boundaries
- County Borders

Miles
0 1 2

State Rt 96 Infrastructure Study
Environmental Constraints

N

Map Produced August 2017 by the Ontario County Planning Department.

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

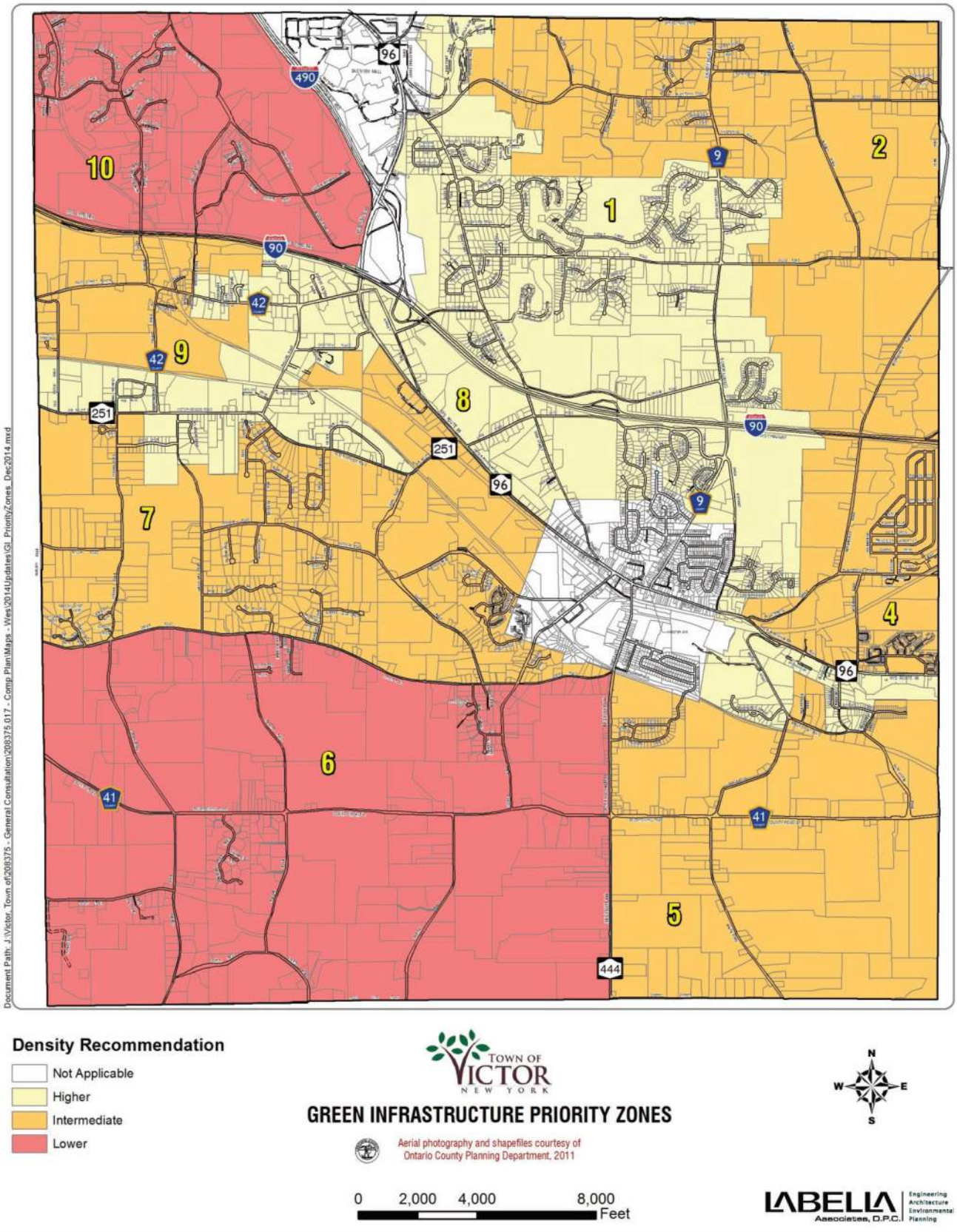
N

LaBella Project No : 2182001
Date: September 2018

Environmental Constraints

Figure 7

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_7_Final.mxd



NATURAL AND CULTURAL RESOURCES

Figure 8

Source: Town of Victor Comprehensive Plan, 2015

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

- Conceptual Roads
- Village Boundary
- Town Boundary
- Interstate
- State Highway
- County Road
- Local Road
- FEMA Floodways
- FEMA Floodzones
- Trails
- Streams
- NYS DEC Wetland
- NWI Wetland
- Public Park
- Slopes Greater Than 20%

LaBella Project No : 2182001
Date: February 11, 2019

Natural Resources and Constraints

Figure 9

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_9_Final_NatResources.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

- Driveway Modification
- Conceptual Roads
- Trails
- Town Boundary
- Village Boundary

Functional Classification

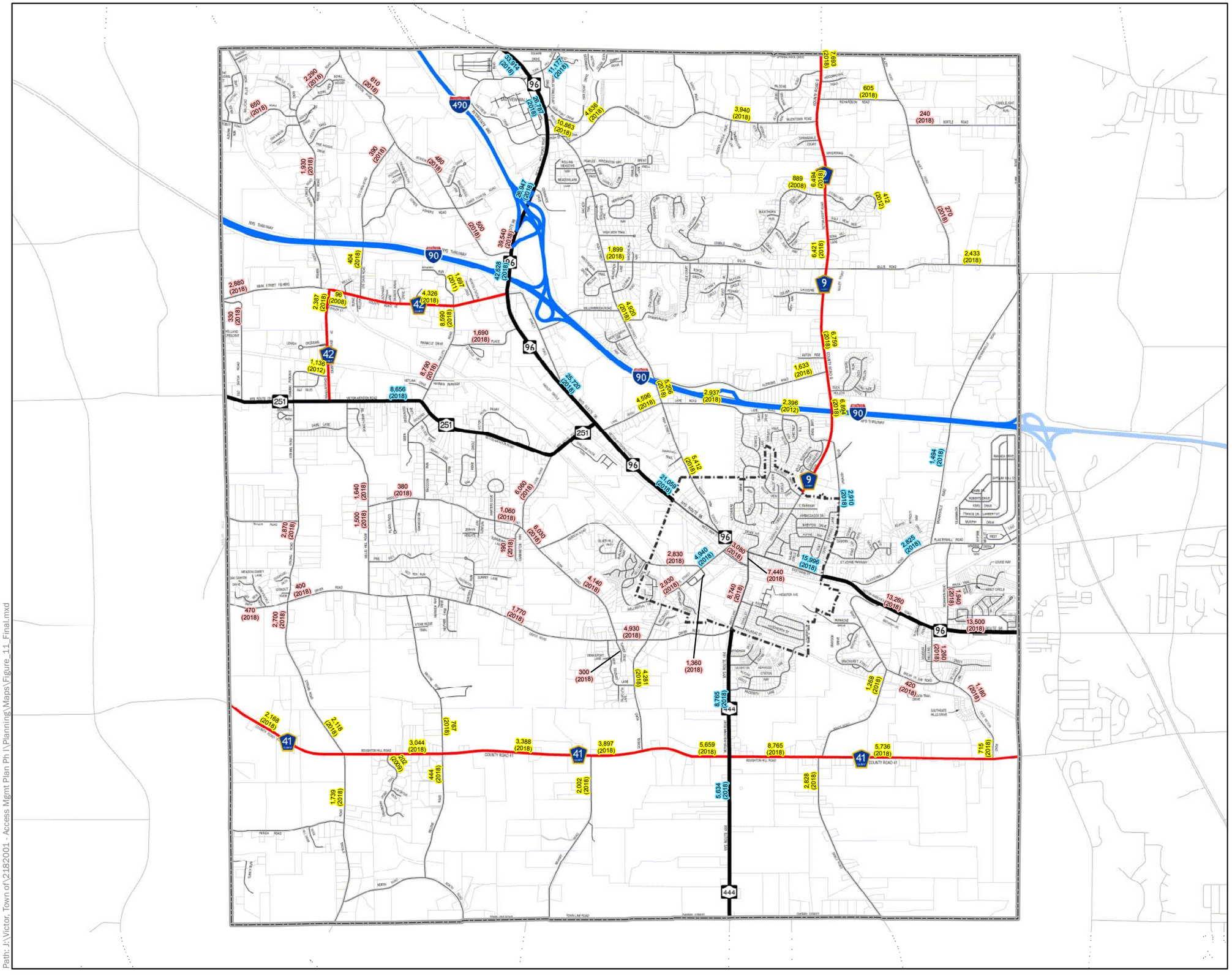
- Rural Minor Arterial
- Rural Minor Collector
- Urban Principal Arterial - Other
- Urban Minor Arterial
- Urban Major Collector
- **Local Through**
- **Other Local**

LaBella Project No : 2182001
Date: June 10, 2019

Conceptual Roadways and Existing Trails

Figure 10

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\FINAL_MAPS\Figure_10.mxd



Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_11_Final.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

Note: This figure depicts estimated daily traffic volumes at the baseline year 2018. Traffic counts collected in previous years by Ontario County and NYSDOT were increased by a growth rate of 2% per year.

- Town Boundary
- Interstate
- State Highway
- County Road
- Local Road
- Village Boundary
- 7,397 (2018) Data From NYSDOT
- 7,397 (2018) Data From Ontario County
- 6,060 (2018) Data From LaBella

Key: X,XXX (2018) = Average Daily Traffic Volume (Year)

LaBella Project No: 2182001
Date: April 2019

Summary of Existing Traffic Data

Figure11

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

Town Boundary
Village Boundary

Functional Classification

- Rural Minor Arterial
- Rural Minor Collector
- Rural Local
- Urban Principal Arterial - Other
- Urban Minor Arterial
- Urban Major Collector
- Urban Local

LaBella Project No : 2182001
Date: September 2018

Roadway
Functional Classification

Figure 12

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_12_Final.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

Note: Roadways depicted as "Local Collector" have a Functional Classification of "Local" (determined by the New York State Department of Transportation), but shall be considered "Collector" with regard to Access Management due to the operating characteristics of the roadway.

Town Boundary
Village Boundary

Functional Classification

Rural Minor Arterial
Rural Minor Collector
Rural Local
Urban Principal Arterial - Other
Urban Minor Arterial
Urban Major Collector
Urban Local

Local Collector
Local Subdivision

LaBella Project No : 2182001
Date: April 2019

Local Road
Access Classification

Figure 13

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_13_Final.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 2,000 4,000 8,000 Feet

A
B
C
D
E
F
G
H

Priority Areas
Town Boundary
Village Boundary

LaBella Project No : 2182001
Date: September 2018

Town
Priority Analysis Areas

Figure 14

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_14_Final.mxd

LaBella
Powered by partnership.

TOWN & VILLAGE OF VICTOR

Access Management

N

0 500 1,000 2,000 Feet

Priority Analysis Area

Preliminary Investigation Areas Not Warranting Further Analysis

Village Boundary

LaBella Project No : 2182001
Date: September 2018

Village
Priority Analysis Areas

Figure 15

Path: J:\Victor, Town of\2182001 - Access Mgmt Plan Ph I\Planning\Maps\Figure_15_Final.mxd

APPENDIX C:
PUBLIC INVOLVEMENT

Public Comments
Steering Committee Meeting Minutes

VICTOR ACCESS MANAGEMENT PLAN
PUBLIC INFORMATIONAL MEETING
SUMMARY OF COMMENTS RECEIVED

WRITTEN COMMENTS

1. I saw the words “some” “minimal” “none” for possible mitigation. I’m wondering if this project has merit.

2. I believe the Village already had a plan for parallel service roads. I’m not sure if it was adopted or chose not to follow it.

3. I realize that you have to start somewhere, where will the funding come from to start?

4. Turning right onto a road is generally not an issue. Turning left can be difficult at times. Using the center turn lane as a merge lane would help, while legal, I don’t think most people are comfortable with it. Perhaps education is needed.

5. Discuss new street along railroad bed in relation to [Victor Child Care] building / playground.

6. Traffic considerations include:
   - How to funnel large traffic volume
   - How to get residents from Church St & Lynaugh out onto Route 96
   - Speed control
   - Effective crosswalks including where hiking trails cross
   - Limit # of entrances onto main road
   - How can wildlife cross roads
   - Retention of area’s natural beauty
   - Moratorium on building until road crisis is minimized

7. Roundabout at Route 251 & Cork connecting with new road to Rawson Rd – roundabout (parallel route to keep traffic in Village)

8. Route 251 into Village of Victor to Route 444. Congestion between 4pm-6pm weekdays.

9. Route 96 from Plastermill Rd towards 490 WB access. Congested AM commute 7:15am-8:45am weekdays.

10. While I wasn’t able to attend the meeting (nor knew of it beforehand), I was able to review the presentations online. It would have been helpful to include the specifics of why the areas were prioritized the way they were and why some were crossed off the list – I didn’t find this content in the links.

11. The concepts around access management make sense conceptually, I understand there are compromises and changes that will need to be implemented to benefit these concepts – my question/concern is how we’re prioritizing the areas and why. Ultimately, I would prefer that we focus on optimizing the flow on the main roads vs. giving people a reason to avoid the main roads and find “shortcuts” that unnecessarily increase traffic in residential areas. This hurts business areas and increases safety risks in the residential areas. Specifically – I’m referring to Hwy 96 area. Please, let’s focus on reducing bottlenecks here and increasing traffic flow (not speed) so folks choose to take Hwy 96.

12. I'm already concerned about the increase of traffic on Lane Rd (corner of High and Lane), with the upcoming project of adding 40 families behind us on High. If Hwy 96 becomes more of an issue with obstacles, then even more people take High/Lane to cut around downtown Victor.

COMMENTS ON MAPS/PLANS AT MEETING

1. New road connecting Brace Rd / Break of Day Rd to Anthony Drive and Route 96

2. Extend Collett Rd to Plastermill Rd

3. New road connecting Route 251 to Rawson Rd (with roundabouts at both ends)

4. Connect St John's Pkwy to Azzano Circle

5. Extend Cherry St to New Michigan Rd

COMMENTS RECEIVED BY EMAIL AFTER MEETING

1. I applaud your committee's efforts to address and hopefully resolve some of the traffic issues in the Village and Town of Victor. As past mayor of the Village, I have sat on numerous task forces / committees to address the traffic dilemma in our community, (beginning around 1998). The major and perennial issue is the traffic on NYS Route 96, ingressing/egressing the Village, AM-Westbound, PM-Eastbound. I have proposed in several of these meetings that perhaps the most expedient and least expensive solution, (though not completely resolving the traffic issue, but providing some relief), would be to install monitors, traffic cameras to "watch" the traffic throughout the day and regulate the signals as needed. As you're aware, each signal operates mechanically and consequently gets out of sync over a period of time. This often occurs when a pedestrian uses a crosswalk button at an intersection to trigger the crosswalk mode. We are all aware the traffic coming through the Village is going to increase as more and more development progresses to the East, South and North of the village. I strongly believe that the traffic signals, regulated or controlled remotely, as they are at Eastview Mall, would relieve a great deal of the traffic congestion on Main Street Victor and points East and West.

VICTOR ACCESS MANAGEMENT PLAN
STEERING COMMITTEE MEETING #2 MINUTES

Location: Victor Town Hall

Date: August 16, 2018

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Kate Crowley, T of Victor	N
Barbara Johnston, LaBella	Y	Mark Years, T of Victor	N
Wes Pettee, LaBella	Y	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	Y
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Joe Bovenzi, GTC	Y
Kathy Rayburn, T of Victor	Y	Paul Spitzer, NYSDOT	Y
Kim Kinsella, T of Victor	N		

AGENDA AND DISCUSSION ITEMS

The Kickoff meeting introduced the Steering Committee, provided a general project overview and reviewed the agenda items (attached). The following additional items were discussed:

Local municipal board implementation

- OCPD provided an overview of the Access Management project and explained how to move the Local Law in parallel as the Access Management Plan evolves
- Identified four Outcomes from this committee's work:
  - Access Management Plan as an update to the Town and Village of Victor Comprehensive Plan
  - Town and Village of Victor Official Maps
  - Access Management local laws
  - Minor amendments to zoning and subdivision regulations to refer to the Access Management Plan and local law

Draft special committee resolution

- OCPD provided a draft Village of Victor resolution (attached)
- Town of Victor will require a similar resolution, but per statute a member of the Town Planning Board to be named as a member of the special committee

  There was extensive conversation on this topic. The County reps explained that in updating a comprehensive plan either the Planning Board or a Special Committee is charged with preparing the plan or amendment to a comprehensive plan. In either case, a public hearing must be held prior to making a final recommendation to the Town or Village Board (which then is required to hold its own

public hearing within 90 days). The law allows for a town and village to appoint a joint committee, so if both the Town and Village do that with this Access Management Project Steering Committee, its public hearing can count for both municipalities.

Action Item Specifics: Kathy Rayburn will discuss this with Supervisor Marren and request a Planning Board member be appointed to the joint committee. County Planning will provide an updated resolution to the Village in the event the Town agrees to and identifies the name of the Town Planning Board member to be added.

Subsequent comment to Steering Committee meeting #2 minutes – It is recommended that the resolution be revised to state that GTC and NYSDOT representatives be designated as non-voting advisory members of the Access Management Project Steering Committee. Joe Bovenzi (GTC) and Paul Spitzer (NYSDOT) would not specifically be named which will allow for other agency representatives to participate in their absence.

Task 1 – Inventory and Analysis of Existing Conditions

- LaBella presented Task 1 findings (PowerPoint pdf attached)
    - Reviewed available existing data & studies
    - Overlaid the below items to identify optimal future Access Management locations points
        - Zoning
        - Buildout analysis
        - Environmental
        - Topography
    - Assembled existing traffic volume data; identified four traffic gap areas
    - Drove each project roadway to observe field conditions
        - Roadways are in good condition
        - Good clear zones & sight lines
        - Generally good alignments
        - Topography is generally favorable
    - Many potential connection points for new roadways; landscape doesn't preclude many areas. Only a few wetland and topography areas that would limit connection points
    - No adjustment to original study area as identified in the RFP
        - Will look at 3 components: Rte 96 retrofit opportunities, new railroad street, and general area wide new development guidelines
    - Recommended 10 new traffic turning movement counts that would address the four gap areas
        - LaBella will provide the Committee a list of each intersection location and what data is to be collected (attached)
        - Can swap recommended intersections with other locations, as deemed appropriate
        - Recommend turning movement counts instead of volume (tube) counts as data can be interpolated to cover volumes for adjacent road approaches
        - Need concurrence from Steering Committee on the 10 locations selected
        - Ontario County DPW may be able to provide additional traffic data collection if the Committee determines the project requires more than the 10 identified locations

- Ontario County Planning Department established a project website for the Steering Committee documents (meeting agendas, minutes, presentations, graphics, etc) http://www.co.ontario.ny.us/DocumentCenter/Index/1165

Scope of Work and schedule

- Task 2 – Identify Roads to be Analyzed (September 26, 2018)
- Task 3 – Techniques and Strategies for Access/Traffic Management (December 14. 2018)
- Task 4 – Access Management Plan Development (March 29, 2019)
- Task 5 – Access Management Plan Report (June 12, 2019)

Next steps

- Task 2 Identify roads (priority areas) to be analyzed
  - Collect traffic counts
    - Recommendation to count in September after school traffic has normalized
  - Forecast traffic in priority areas
    - Use a combination of growth factors, previous study forecasting and Ontario County buildout analysis information
  - Account for Farmington growth
  - Classify & document roadways
  - Recommend roads for detailed assessment
    - Based on operating characteristics, future land use, and Steering Committee input
  - Set up Public Meeting date; include business owners and developers
    - Town to provide LaBella a list of businesses and developers
- Develop structure of Access Management Local Law

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Task #2	LaBella	September 26	In progress
Special committee resolution (Town & Village)	County Planning to draft final versions ***Revise GTC and NYSDOT to non-voting advisory members*** Town & Village Boards to Adopt	TBD	Initiate
Intersection turning movement count location list	LaBella	August 17	Complete
Concurrence on count locations & dates	Town & Village	August 24	In progress
Set up Public Meeting date	LaBella	TBD	Initiate
List of business owners and developers	Town	August 24	Initiate

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN
STEERING COMMITTEE MEETING #3 MINUTES

Location: Victor Town Hall

Date: September 13, 2018

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Kate Crowley, T of Victor	N
Barbara Johnston, LaBella	Y	Mark Years, T of Victor	N
Wes Pettee, LaBella	Y	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	N
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Joe Bovenzi, GTC	Y
Kathy Rayburn, T of Victor	Y	Paul Spitzer, NYSDOT	Y
Kim Kinsella, T of Victor	Y	Albert Gallina, T of Victor	N

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #3 provided a project status of the following items:

Task #2 – Identify Roads to be Analyzed, presentation (attached)

- LaBella presented interim tasks and findings:
    - Collection of traffic intersection counts (14 locations) – Subcontractor pricing allowed for the 10 original count locations plus 4 additional counts at other strategic locations. Traffic counts will be collected on Thursday, September 20th utilizing cameras. LaBella will prepare a notification of traffic data collection task and locations for the Town & Ontario County to post on their websites to notify residents; police agencies will also be notified. Counts will occur at the following locations:
        1. Dryer Rd & Strong Rd
        2. Dryer Rd & Cork Rd
        3. Modock Rd & Willis Hill Rd
        4. Modock Rd & Cork Rd
        5. Phillips Rd & Omnitech Pl
        6. NYS Route 96 & Benson Rd
        7. Fisher Rd & Railroad Mills Rd
        8. Benson Rd & Log Cabin Rd
        9. East Victor Rd & Break of Day Rd

10. NYS Route 96 & McMahon Rd
11. NYS Route 444 & Adams Rd
12. School St & Rawson Rd
13. Blazey Rd & Bortle Rd
14. Main St Fishers & Old Dutch Rd

- Forecast of traffic priority areas (2018 baseline) – Updated various existing traffic volume data with 2% growth rate to create a uniform 2018 baseline database.
- Classification of roadways – Roadways have been documented as a GIS file.
- Recommendation of roads for detailed assessment (Priority Areas) – Presented initial Town and Village priority areas to determine locations that provide access management opportunities warranting further detailed assessment. The areas can be expanded to include additional road length and/or area as appropriate to cross Town and Village boundaries. From the Priority Areas, the following were recommended for further detailed assessment:

  <u>Town</u>

  A. Rte 96 Mall (Town line to I-490)
  B. Rte 96 (I-490 to Village)
     a. Suggestion made to add Main St Fishers (Phillips Rd to Rte 96)
  C. Rte 96 (Village to Town line)
     a. Need to coordinate with Farmington to understand their Access management documents. Include Collett Rd extension as identified in the Route 96 Transformative Strategic Infrastructure Plan.
  D. Main St Fishers/Wangum/Phillips/Rte 251
  E. Aldridge/High/Victor-Egypt/Gillis
  F. Cork & School
  G. Valentown
  H. Plastermill

  <u>Village</u>

  1. Route 96
     a. Access management opportunities at Victor Coal and Lumber parcel
  5. Church St & Lynaugh Rd

- The Access Management plan will document how areas were selected or excluded for detailed study.
- Ontario County is preparing an inventory of easements and will include priority areas within the Access Management Plan. LaBella will provide OCPD with a list and/or graphics of the priority areas. The Town has easements for future cross access on Fisher's Run.

Local Law Structure and Contents

- OCPD provided a draft local law framework (attached.) The local law will include general access management recommendations that would apply throughout the municipality, as well as specific recommendations for areas identified on a map that would be referenced in the local law.
- Example Access Management techniques/diagrams will be included as part of the access plan and the definitions in the local law.
- In certain areas, as shown on a map referenced in the law, the law would identify specific tie-in points for collector road connections.
- A benefit of a formal access management local law is to help the Planning Boards make consistent decisions with formal established guidelines. Additionally, gives the Town & Village leverage to negotiate properly with developers.
- Town and Village Planning Boards can issue waivers to allow for flexibility in special situations. This is in contrast to an Official Map, which can only be varied through action by the Town or Village Board.
- Town provided Local Law comments to County.

Public Meeting

- Meeting will be on October 18th.
- Send a "save the date" notification to Board members.
- Town will issue meeting notification to business community.
- Preference for an Open House style with team members at stations followed by a formal presentation.
- LaBella will coordinate with OCPD to prepare a draft presentation.
- Presentation shall include Access Management training for officials and the public.
- Draft presentation will be issued to Steering Committee for review and comments.

Other

- OCPD will investigate if the Village needs a committee to approve a resolution to adopt the access management plan.
- Special committee members will be selected in the near future.
- Town has added Planning Board member Albert Gallina as their committee representative.
- Local Law adoption will occur next year.

Scope of Work and schedule

- Task 2 – Identify Roads to be Analyzed (September 26, 2018)
- Task 3 – Techniques and Strategies for Access/Traffic Management (December 14. 2018)
- Task 4 – Access Management Plan Development (March 29, 2019)
- Task 5 – Access Management Plan Report (June 12, 2019)

Next steps

- Collect traffic counts
- Prepare Technical Memo, Maps and Figures
- Prepare Public Meeting presentation
- Public Meeting notifications

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Collect 14 intersection turning movement counts on Sept 20	LaBella (subcontractor Tri-State)	September 20	In progress
Notify Police & residents of Sept 20 traffic counts	LaBella & Town & OCPD	September 17	Complete
Provide Priority Area list & graphics to OCPD	LaBella	September 17	Complete
Task #2 Technical Memo	LaBella	September 26	In progress
Set up Public Meeting announcements & logistics (book meeting room, flier, save the date, notify businesses, etc.)	LaBella/Town/OCPD	September 27	Initiate
List of business owners and developers	Town	September 21	Initiate
Public Meeting draft presentation	LaBella	October 4	Initiate
Confirm Village resolution approval process	OCPD & Village	September 25	Initiate

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN
STEERING COMMITTEE MEETING #4 MINUTES

Location: Victor Town Hall

Date: October 11, 2018

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Kate Crowley, T of Victor	N
Barbara Johnston, LaBella	Y	Mark Years, T of Victor	Y
Wes Pettee, LaBella	N	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	Y
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Jody Binnix, GTC	Y
Kathy Rayburn, T of Victor	Y	Paul Spitzer, NYSDOT	Y
Kim Kinsella, T of Victor	Y	Albert Gallina, T of Victor	N

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #4 provided a project status of the following items:

Village access management resolution approval status

- Village will initiate the resolution approval.

Access Management education item

- County provided an overview of access management strategies and techniques.

Technical Memorandum Summarizing Tasks #1 and #2

- Technical Memo and figures were distributed to the Steering Committee. LaBella requested that any comments be submitted by October 17th.
- The initial Village Priority Areas 1 (Route 96) and 5 (Church & Lynaugh) were revised to Priority Areas 1 (Route 96) and 2 (School & Rawson). The Lynaugh areas with access management potential were north of the Village line; this will be included and assessed in the Town's Priority Area H. The Village Priority Area 2 (School & Rawson) was added as this has access management opportunities due to the TY Lin Strategic Plan which recommended a potential new road on the existing railroad bed which will tie into Adams Street.

Public Meeting (October 18)

- Notifications were posted to various Town and local websites.
- Town will issue meeting notification and invitation to Town of Farmington (Planning and DPW).

- Draft Public Meeting PowerPoint was presented. Comments to be provided to LaBella by October 17th.
- LaBella to prepare an abbreviated, self-looping PowerPoint that will run continuously during the meeting.
- Meeting will be an Open House format from 4:00-7:00 with a formal presentation at 5:30.
- LaBella will prepare project brochure and comment sheet for the Public Meeting.
- The meeting will have four stations set up with plans/drawings for the public to interact, provide comments and ask questions of team members.

Scope of Work and schedule

- Task 3 – Techniques and Strategies for Access/Traffic Management (December 14, 2018)
- Task 4 – Access Management Plan Development (March 29, 2019)
- Task 5 – Access Management Plan Report (June 12, 2019)

Upcoming Steering Committee meetings

November 6 and December 8 at Town Hall 4:00-5:00

Next steps

- Public Meeting on October 18th

Open discussion

- The Public Meeting presentation should strongly note the project intent is for access management and not for general traffic operational comments. Need to manage expectations.
- Define and explain access management and strategies. Access management utilizes proactive strategies to improve traffic mobility and safety.
- Add examples of good and bad access management in the presentation.
- Town will advertise the Public Meeting using roadway message boards.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Village resolution approval process	Village	October 30	Initiate
Task #2 Technical Memo review comments	All	October 17	In progress
Public Meeting notification to Farmington	Kathy Rayburn	October 16	In progress
Draft Public Meeting PowerPoint review comments	All	October 17	In progress
Abbreviated, looping PowerPoint for Public Meeting	LaBella	October 16	In progress
Update Public Meeting presentation	LaBella	October 17	In progress
Public Meeting Brochure & comment sheet	LaBella	October 15	In progress

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN
STEERING COMMITTEE MEETING #5 MINUTES

Location: Victor Town Hall

Date: November 8, 2018

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Kate Crowley, T of Victor	N
Barbara Johnston, LaBella	Y	Mark Years, T of Victor	Y
Wes Pettee, LaBella	Y	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	Y
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Joe Bovenzi, GTC	Y
Kathy Rayburn, T of Victor	Y	Paul Spitzer, NYSDOT	Y
Kim Kinsella, T of Victor	Y	Albert Gallina, T of Victor	N
Ron Brand, T of Farmington	Y	Pete Ingalsbe, T of Farmington	Y

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #5 provided a project status of the following items:

Village access management resolution approval status

- Village resolution is in the process of being drafted.

Access Management education item

- County provided an overview of access management zoning and land use. The presentation is attached and will be loaded onto County's project website http://www.co.ontario.ny.us/DocumentCenter/Index/1165
- Access management overlay districts can be developed similar to Town of Farmington and Penfield. This can include an official map, density bonuses for cross access use, and restrictive land use.

Farmington Access Management experience

- Ron Brand provided an overview of Farmington's access management plan experience and Major Thoroughfare Overlay District (MTOD). Summary notes were provided and attached to these minutes.
    - Developed driveway spacing guidelines to limit number of driveways.
    - Driveway spacing guidelines were not enough to convince people of access management benefits which led to MTOD official maps.
    - Documentation included highway design standards and guidelines.

- Comprehensive Plan looked at future build out scenarios to establish land use and zoning.
- Maps identified proposed roadway network and intersections.
- Commercial areas can be served by local roads to relieve traffic on state roads.
- Large parcel owners were hesitant to accept access management due to concerns that they would be fully responsible for road and signal improvements. The plan and maps provided assurance that there would be equitable cost sharing and benefits. Maps showed existing road network and future roads, intersections and signals that would connect all developments.
- Worked with NYSDOT to establish appropriate locations for new road connections and signals.
- MTOD network keeps traffic dispersed so it doesn't have to travel through main intersection of Route 332/96. Also allows locals to access businesses.
- MTOD limits curb cuts.
- Plan shows justification of incentive zoning.
- New developments will have access to predefined, signalized connection points to Route 332.
- MTOD encourages land swaps between land owners that benefits both parties as future access roads are part of the official map.
- Helps emergency services as they use the official map to plan for growth and their future needs/routes to avoid Route 332 and improve response time. Can also use MTOD to plan for new station locations.
- MTOD plan helps build support and secure grant funds for future road network improvements.
- Access management makes people feel safe and comfortable using Route 332 due to controlled access.
- The plan helps the Town Supervisor explain to the public why things are happening in a certain manner and the Town's long term vision.
- Recommended developing a cost sharing plan for infrastructure development.
- The plan gets updated occasionally as major changes happen in Farmington.
- Farmington works with the school district's transportation department to assess student population trends and bus routing to address school traffic and incorporate into MTOD road network.
- MTOD roadways are concept level only when outlining future roadways; not intended to be detailed design. Town works with NYSDOT and local DPW. May incorporate basic NYSDOT requirements such as road intersection radii.
- The plan should integrate vehicular traffic, pedestrians, sidewalks and trails to minimize crossing conflicts.

Review Public Meeting comments

- Good Public Meeting turnout of approximately 50 people.
- Comments were compiled and summarized in the attached Summary.
- Received twelve (12) total comments from five written comment sheets and one email comment submission.
- Received five (5) verbal comments at the workstations which were document in the Summary figures.
    - During the Steering Committee meeting - Farmington officials commented on graphic #2 (Collett extension to Plastermill) that we may want to consider an extension of Mertensia Road to create a 4-way intersection at Plastermill/Gateway/Mertensia as an option in lieu of the skewed angle Collett Road connection to Plastermill Road. Mertensia Road can be turned from a private road back into a public road.
        - The Collett Road connection to Plastermill Road/Delray Drive was identified in the Route 96 Transformative Infrastructure Study as option #5 where the Collett Road extension would curve to create a traditional 90 degree 4-way intersection.

Task #3 – Techniques and Strategies for Access/Traffic Management

- LaBella outlined work activities as follows:
    - Draft access management "Best Practices" and guidelines
    - Identify new intersections & future road network
    - Develop specific access management strategies for road segments
    - Evaluate zoning, land use regulations, subdivision regulations
    - Create GIS map of new intersections and road networks
    - Refine and summarize access management strategies
    - Tech memo summary

Scope of Work and schedule

- Task 3 – Techniques and Strategies for Access/Traffic Management (December 14, 2018)

Access Management Plan Phase 2 contract

- Task 4 – Access Management Plan Development (March 29, 2019)
- Task 5 – Access Management Plan Report (June 12, 2019)

Upcoming Steering Committee meetings

- December 6 at Town Hall 4:00-5:00

Next steps

- Task 3 Techniques and Strategies for Access/Management
- Prepare and execute contract for "Town of Victor Access Management Plan - Phase 2" (tasks 4 and 5) for $30,545.

Open discussion

- Town was pleased with Public Meeting attendance.
- The Public Meeting had business representation from Bristol Gardens and Victor Day Care.
- Organize and solicit further input from businesses, people in priority areas and general public.
- Want to educate the public on access management benefits to streamline adoption of the plan.
- Use Focus Groups for further public outreach. Focus Group meeting can used in place of, or in conjunction with, a future Steering Committee meeting to fit within the project budget.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Village resolution approval process	Village	November 30	In progress
Upload County access management zoning and land use presentation to County's Steering Committee website	OCPD	November 12	In progress
Upload Farmington MTOD plan summary notes to County's Steering Committee website	OCPD	November 12	In progress
Upload Public Meeting Summary of Comments to County's Steering Committee website	OCPD	November 12	In progress
Prepare Access Management Plan Phase 2 contract	LaBella	November 16	In progress
Draft Technical Memo Summary – Access Management Techniques and Strategies	LaBella	December 8	In progress

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN STEERING COMMITTEE AND JOINT ACCESS MANAGEMENT PLAN COMMITTEE MEETING #6 MINUTES

Location: Victor Town Hall

Date: December 6, 2018

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Kate Crowley, T of Victor	N
Barbara Johnston, LaBella	Y	Mark Years, T of Victor	N
Wes Pettee, LaBella	Y	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	N	Meg Chaides, V of Victor	Y
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Joe Bovenzi, GTC	N
Kathy Rayburn, T of Victor	Y	Paul Spitzer, NYSDOT	Y
Kim Kinsella, T of Victor	Y	Albert Gallina, T of Victor	Y
Jody Binnix, GTC	Y		

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #6 provided a project status of the following items:

Village access management resolution approval status

- Village resolution was received.

Task #3 - Techniques and Strategies for Access/Traffic Management

- LaBella provided a summary presentation of Access Management strategies (attached) that included:
  - Identify new intersections & future road network
  - Develop specific access management strategies for road segments
  - Evaluate zoning, land use regulations, subdivision regulations
  - Draft access management strategies and guidelines
  - Town-wide map of new intersections and road networks
  - Concept maps for Route 96 retrofit
  - Concept maps for new RR street

Comments to Task #3 presentation

- All documents to be marked as “Draft”; they should not be released to the public at this time.
- Check Driveway Radius section of Guidelines to see if radius differs with speed or jurisdiction.
- Consider how new roads, connections and retrofits are presented to the public.

- Consider separating into categories like “Already Considered / Preliminary Approved” [not really a new idea], “Proposed”, and “Potential”, or “Things that have been on the Town’s radar for a long time” versus “new ideas proposed by LaBella & committee”.
- Some of the new roads would likely be Town projects (new roads encouraging development or greater mobility through the Town) and some would likely be developer-funded to access specific properties.
- Map 1: Perhaps differentiate new roads & connections with different colors or line styles, based on the categories noted above.
- For many of these new roads & connections, the end point (intersection) is of greater importance than the actual alignment of the road. The alignments shown on the maps could in most cases be altered to suit individual development proposals.
- Map 2: Consider changing the color of symbol for driveway modifications.
- The Town does not typically ask for retrofits when development proposals come in, but the Town does occasionally ask for cross access.
- Map 2 (retrofit) does not include some additional driveway closures / modifications on Route 96 that may be possible if the new railroad street is constructed.
- May want to consider a road connection between the proposed railroad street and Route 96 at certain location(s) to increase mobility and discourage cutting through driveways & parking lots.

Scope of Work and schedule

- Finalize Task 3 – Techniques and Strategies for Access/Traffic Management (December 20, 2018).

Access Management Plan Phase 2 contract

- Task 4 – Access Management Plan Development (March 29, 2019).
- Task 5 – Access Management Plan Report (June 12, 2019).

Upcoming Steering Committee meetings

- LaBella to establish meetings for Phase 2 of the project in 2019.
- All meetings will be at Town Hall 4:00-5:00.

Next steps

- Update Task 3 Techniques and Strategies for Access/Management in accordance with any comments.
- Prepare and execute contract for “Town of Victor Access Management Plan - Phase 2” (tasks 4 and 5) for $30,545.

Open discussion

- See notes for “Comments to Task #3 presentation” section.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Village resolution approval process	Village	November 30	Complete
Upload County access management zoning and land use presentation to County's Steering Committee website	OCPD	November 12	Complete
Upload Farmington MTOD plan summary notes to County's Steering Committee website	OCPD	November 12	Complete
Upload Public Meeting Summary of Comments to County's Steering Committee website	OCPD	November 12	Complete
Establish 2019 Steering Committee monthly meetings	LaBella	December 18	In progress
Update per comments the Draft Technical Memo Summary – Access Management Techniques and Strategies	LaBella	December 21	In progress
Prepare Access Management Plan Phase 2 contract	OCPD	December 28	In progress

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN STEERING COMMITTEE AND JOINT ACCESS MANAGEMENT PLAN COMMITTEE MEETING #7 MINUTES

Location: Victor Town Hall

Date: February 14, 2019

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	Y
Tom Miller, LaBella	Y	Mark Years, T of Victor	N
Barbara Johnston, LaBella	Y	Albert Gallina, T of Victor	Y
Wes Pettee, LaBella	Y	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	N
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Paul Spitzer, NYSDOT	Y
Kathy Rayburn, T of Victor	N	Joe Bovenzi, GTC	Y
Kim Kinsella, T of Victor	Y	Jody Binnix, GTC	N

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #7 provided a project status of the following items:

Executed agreement "Town of Victor Access management Plan – Phase 2" (task 4 and 5)

- LaBella requested a copy of the final signed agreement.

Revisions to Tech Memo for Task #3 – Techniques and Strategies for Access/Traffic Management

- LaBella updated Tech Memo in accordance with comments received at previous Steering Committee meeting, emailed comments for pedestrian, bicyclists and transit access management, and off line meeting with Ontario County.
- The updated Tech Memo provided the basis for the draft Access Management Plan.
- Tech Memo #2 (Task #3) will be updated and saved as a final document.

Task #4 – Draft Access Management Plan document

- LaBella provided a summary presentation of the Draft Access Management Plan (included with these minutes).
- A "Summary of Revisions" document was distributed to the Steering Committee (included with these minutes).
- The draft Plan organized and compiled previous tasks and tech memos into a formal plan.
- The plan purposely utilized figures, graphs, tables and maps to provide easier readability of the plan.
- LaBella went through each section of the report to highlight revisions since Tech Memo #2.

- Added a functional classification table to better explain roadway hierarchy and intended uses.
- Deferred to AASHTO (American Association of State Highway Transportation Officials) for sight distance design guidelines to keep the draft plan concise. It was recommended that the Town and Village obtain a copy of the AASHTO "Green Book".
- Expanded auxiliary left and right turn lane infrastructure requirements to include tables and graphics.
- Updated Control Dimension diagram to include recommendations for cross property access and preference to place new driveway locations on the minor street for corner properties.
- Added a pedestrian, bicyclist and transit section that included safety and mobility design element recommendations.
- Added maps that included:
    - Map 1 – Conceptual town-wide roadway network connections
    - Map 2 – Conceptual Route 96 retrofit
    - Map 3 – Conceptual new local street
- All maps included the following:
    - Match lines
    - Proposed connection nodes (intersection points at existing roads) and road alignments. The alignments are representative and can be moved to allow some flexibility for the Town/Village and developers.
    - Updated driveway symbols denoting potential modifications
    - New road concepts from 2013 Clark Patterson Lee Alternatives memo
    - Displayed driveways and road connections along new local street
- Removed previously north/south road from Cork/Rawson to CR 41 due to proximity to Dryer Park and low priority area for development based on Green Infrastructure Priority Zone map.
- Dave Tantillo provided information regarding potential future development near the mall and possible inclusion of new access roads / interchange to I-490. It was suggested that the Plan include recommendations to continue studying new connections between I-490 and Eastview Mall. The Plan's maps should also include the possible future connection(s).
- Included supporting documentation from Tech Memos 1 and 2 such as figures
- Added a "Green Infrastructure Priority Zone" figure identifying high, medium and low density areas.
- Added a Public Involvement section to document activities, comments and meeting minutes.
- Added appendices for sample cross access easement, draft local law, and NYS Town Law reference.

Meetings

- Property Owners
    - March 6, 8:30-10:30 AM
    - March 7, 4:00-6:00 PM

- Steering Committee
    - March 14, 4:00-5:00
    - April 11, 4:00-5:00

- Municipal Boards – TBD once draft plan comments are addressed

- Public Meeting - TBD

Scope of Work and schedule

- Task 4 – Access Management Plan Development (March 29, 2019).
- Task 5 – Access Management Plan Report (June 12, 2019).

Next steps/Open discussion

- Update Task 4 – Access Management Plan Development in accordance with any comments.
- Ontario County will provide content for:
    - Draft local law
    - Comprehensive plan amendment
    - Official map draft and adoption
    - Access management local law
- The property owner meetings will be focused on businesses but open to all property owners.
- LaBella will provide the Town with text for the meeting notification letter. Town will issue letter with joint signature by the Supervisor and Village Mayor.
- LaBella will prepare a logistics outline for upcoming meetings; will include large scale plans, draft looping PowerPoint of the plan & goals, and placement of draft access management plan on County's public website.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Copy of executed agreement	Town	February 15	Complete
Distribute hard copies of draft plan to those not in attendance	LaBella	February 18	Complete
Provide draft plan review comments	Steering Committee	February 22	In progress
Issue business & property owner meeting invite letters	Town	February 22	In progress
Meeting outline & logistics	LaBella	February 20	In progress
Content for draft local law, comp plan amendment, official map draft & adoption, and access management local law	OCPD	March 8	In progress

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN STEERING COMMITTEE AND JOINT ACCESS MANAGEMENT PLAN COMMITTEE MEETING #8 MINUTES

Location: Victor Town Hall

Date: March 21, 2019

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Mark Years, T of Victor	N
Barbara Johnston, LaBella	Y	Albert Gallina, T of Victor	Y
Wes Pettee, LaBella	Y	Gary Hadden, V of Victor	N
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	Y
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Paul Spitzer, NYSDOT	Y
Kathy Rayburn, T of Victor	Y	Joe Bovenzi, GTC	N
Kim Kinsella, T of Victor	Y	Jody Binnix, GTC	y

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #8 provided a project status of the following items:

Revisions to Task #4 – Draft Access Management Plan document

- LaBella provided a presentation of revisions made to the Draft Access Management Plan based on comments received from Ontario County, The Town and Village. The presentation detailed significant changes such as new sections, tables, figures, maps, definitions and appendix changes.
- General text edits and formatting changes were noted in "Response to Comments" document which detailed all comments received and LaBella responses.
- The updates do not include the latest Ontario County comments (March 20).
- Map #1, 2 and 3 had the following changes:
    - Added new roads, extensions, modified locations/alignments
    - Removal of loop road at Fishers Run
    - Added trails
    - Added road labels
    - Added CPL Mall road connections (potential options)
    - Added Thruway underpass widenings
    - Added shared driveways
    - Eastern driveway closure at Miller funeral home
    - Moved Bristol drive to the north to all allow greater distance from Route 96 intersection

Meetings

- Recap of Property Owner meetings (March 6 and 7)
    - Letters were sent to each property owner whose property may be impacted.
    - Over 100 letters were mailed.
    - 10 attendees participated that represented the larger developments & developers.
    - General consensus was favorable to the Access Management Plan.
    - All meeting materials (draft plans and project Fact Sheet) are on the Ontario County website at http://www.co.ontario.ny.us/1662/Victor-Access-Management-Plan

- Steering Committee
    - April 11, 4:00-5:00
    - LaBella to schedule May and June meetings

- Municipal Boards – TBD once updated draft plan is finalized

- Public Meeting – End of April or early May

Scope of Work and schedule

- Task 4 – Updated Draft Access Management Plan (March 29, 2019).
- Task 5 – Access Management Plan Report (June 12, 2019).

Next steps/Open discussion

- Electronic files from meeting to be uploaded to the County's project website.
- Update Task 4 – Draft Access Management Plan in accordance with any further comments.
- Ontario County provided additional plan comments on March 20 which will be incorporated.
- Coordination between Ontario County and Town & Village on remaining plan questions/items (Linda's emails March 20).
- Ontario and County to determine zoning status in the area of Blazey, Gillis, Bortle and Cline.
- Ontario County will provide a finalized Access Management Local Law document for Appendix E.
- Preference to use inter-municipal agreements where roads cross Town/Village boundaries instead of leaving Cul-de-Sac roads.
- LaBella will distribute an electronic version of the updated Draft Access Management Plan (in track changes mode) to the Steering Committee the week of March 25th which do not include the latest Ontario County comments from March 20th.
- Ontario County to confirm available Municipal Board meeting schedules and if the plan presentation can be done to multiple boards at the same time.
- Initiate Public Meeting logistics planning which can run concurrently with Draft Access Management Plan updates.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Load Steering Mtg presentation & Comment Responses document to County website	LaBella/OCPD	March 25	Complete
Distribute updated Draft Plan and Maps (electronic pdf with track changes) to Steering Committee	LaBella	March 25	Complete
Update Draft Plan per remaining comments (OCPD March 20)	LaBella	April 5	In progress
Review updated draft plan (electronic file)	Steering Committee	April 2	Initiate
Resolve outstanding questions/items	OCPD/T/V	March 29	In progress
Resolve zoning status question	OCPD/Town	March 29	In progress
Revised Access Mgmt Local Law for Appendix E	OCPD	March 29	In progress
Confirm available Municipal Board meeting dates	OCPD	March 29	In progress
Public Meeting outline & logistics	LaBella	March 29	In progress

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN STEERING COMMITTEE AND JOINT ACCESS MANAGEMENT PLAN COMMITTEE MEETING #9 MINUTES

Location: Victor Town Hall

Date: April 11, 2019

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Mark Years, T of Victor	N
Barbara Johnston, LaBella	Y	Albert Gallina, T of Victor	N
Wes Pettee, LaBella	N	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	Y
Linda Phillips, OCPD	Y	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Paul Spitzer, NYSDOT	Y
Kathy Rayburn, T of Victor	Y	Joe Bovenzi, GTC	Y
Kim Kinsella, T of Victor	Y	Jody Binnix, GTC	N

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting provided a project status of the following items:

Comments to Task #4 – Draft Access Management Plan document

- LaBella provided a presentation of unresolved comments to the Draft Access Management Plan based on comments received from Ontario County on March 20 and April 1. Meeting goal was to reach consensus on recommended actions in order to "finalize" the Draft Plan.
- General text edits, updates and formatting changes have been addressed and were not discussed at the meeting.
- Once all plan comments have been addressed, LaBella will prepare a "Response to Comments" document to detail all comments received and responses.
- The Steering Committee discussed comments and reached consensus on responses as follows:
    - Comment - Identify potential cross access recommendations at Main St Fishers (Route 96 to Fishers Station Rd) in the area of Microtel/Chili's/Planet Fitness/Holiday Inn/Homewood Suites.
        - *Town to ask property owners if existing configuration is a problem. Left turns from driveways onto Main St Fishers near Route 96 appears problematic; need more spacing from Route 96.*
        - *Implementation of new connections with future development site plans (property turnover).*
        - *Add frontage road.*
    - Comment - Potential access connection for Town Highway barns to the new Local Street and in Right Of Way.

        - *A road connection to the Town Highway facility is not feasible due to wetlands.*
    - Comment – Possible new access connections in the Maple Ave area – St Patrick's land, parcel near Great Brook Apartments, and parcels between trail & railroad.
        - *Updated Plan Maps will show a connection road for the area.*
    - Comment – Consider documenting in narrative potential access connections deemed not feasible.
        - *Not necessary as the plan documents the screening process used to identify optimal access connections. Also may not want to "write off" connections now in case future conditions change.*
    - Comment - Discuss whether Collett and Mertensia connections to Plastermill should be shown as alternatives
        - *Keep the Collett connection as it was identified as a priority project in the Route 96 Transformative Study. Also, Collett is within the Town boundary. Mertensia is in the Town of Farmington; can be labeled as potential future connection "by others".*
    - Comment – Are there reclamation plans for Victor Gravel Corp at Murdock and Cork; can potential road connections be added in this area?
        - *No reclamation plans. Leave as currently shown in plan with no access connection.*
    - Comment – Possibly refine pedestrian connectors from Route 96 to new Local Street
        - *Leave as currently shown. Pedestrian connections were purposely placed near ice cream shop and Dunkin Donuts as they are pedestrian generators and destination points. This creates a nice rectangular sub area of the Village; want to encourage similar, additional pedestrian connections in this area between Route 96 and new Local Street. Will add text in the plan to document.*
    - Comment – Consider future connections in low priority area (northeast area of Town: Blazey, Bortle, etc). Show new connections or possible rezone (currently R2) to agricultural district to be consistent with actual land use.
        - *Parcels are large with small number of owners; Town will reach out to property owners to discuss options.*
    - Update road connections in the area of Route 251/CR 42/Pinnacle.
        - *OK as shown. Added some connections across from Bramwell and Bell Arbor. Show extended Netlink Drive which is a private road and would need to be upgraded to Town standards. Netlink Drive cannot fully extend to the west as a new building is built and blocks the further extension.*
    - Status of Finger Lakes railroad abandonment (Farmington town line to Victor); County does not want to own & maintain abandoned corridor and bridge.
        - *No change to plan. It was noted that removal of the railroad may provide opportunity to re-align Plastermill at Route 96.*
    - Hold additional property owner meeting for recently added access roads.
        - *Town will vet the added new properties. Small number of owners; may be best to contact them directly to offer 1-on-1 meetings or a phone call to discuss. Do not anticipate having additional formal owner meetings.*
- Ontario County provided an update and educational piece on the Local Law.
    - Provided driveway spacing recommendations which will also include street intersections as well as driveways. Driveways across streets will be excluded for driveway density counts. A second table will be added to the revised plan to account for recommended driveway closures.
    - Provided traffic signal spacing recommendations on Route 96 east of the Village. Identified optimal future signal locations if future growth and development deems it necessary. Signal installations would follow the normal NYSDOT review, warrant and approval process. Committee determined that the future Plastermill signal location is too close to the Lynaugh roundabout and should be removed from future consideration.
    - Presented case studies for new roads and/or driveways to show proper corner clearances and spacing between roadways.

Meetings

- Steering Committee
    - May 16, 4:00-5:00
    - June 13, 4:00-5:00

- Municipal Planning Boards
    - Village – April 30, 7:00-8:00
    - Town – TBD
    - Ontario County - TBD

- Public Meeting – TBD, likely mid to late May

Scope of Work and schedule

- Task 5 – Access Management Plan Report (June 21, 2019).

Next steps/Open discussion

- Ontario County will provide a finalized Access Management Local Law document for Appendix E.
- LaBella will transmit and Ontario County will post an electronic version of the "final" Draft Access Management Plan (in track changes mode and in clean version) to the Steering Committee website by April 19th.
- Ontario County to confirm available Municipal Board meeting schedules and if the plan presentation can be done to multiple boards at the same time.
- Initiate Public Meeting logistics planning which can run concurrently with Draft Access Management Plan updates.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Load April 11 Steering Mtg presentation to County website	LaBella/OCPD	April 16	In progress
Distribute "final" Draft Plan (pdf) to OCPD	LaBella	April 19	In progress
Distribute "Comment & Responses" document	LaBella	April 19	In progress
Upload "final" Draft Plan (pdf) and Comment & Responses document to County's Steering Committee website	OCPD	April 19	In progress
Resolve NE quad zoning question with owners	Town	April 18	In progress
Revised Access Mgmt Local Law for Appendix E	OCPD	April 18	In progress
Confirm Municipal Board meeting dates	OCPD	April 18	In progress
Public Meeting outline & logistics	LaBella	April 22	In progress

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

VICTOR ACCESS MANAGEMENT PLAN
STEERING COMMITTEE MEETING #10 MINUTES

Location: Victor Town Hall

Date: May 16, 2019

Time: 4:00 PM

Attendees:

Name	Present	Name	Present
Lorenzo Rotoli, LaBella	Y	Dave Tantillo, T of Victor	N
Tom Miller, LaBella	Y	Mark Years, T of Victor	N
Barbara Johnston, LaBella	Y	Albert Gallina, T of Victor	N
Wes Pettee, LaBella	N	Gary Hadden, V of Victor	Y
Tom Harvey, OCPD	Y	Meg Chaides, V of Victor	N
Linda Phillips, OCPD	N	John Turner, V of Victor	N
Jack Marren, T of Victor	N	Paul Spitzer, NYSDOT	Y
Kathy Rayburn, T of Victor	Y	Joe Bovenzi, GTC	N
Kim Kinsella, T of Victor	Y	Jody Binnix, GTC	N

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting provided a project status of the following items:

Finalize Task #4 – Draft Access Management Plan document

- Reviewed outstanding comments from April 11 Steering Committee comments
  - Comment – Consider future connections in low priority area (northeast area of Town: Blazey, Bortle, etc). Show new connections or possible rezone (currently R2) to agricultural district to be consistent with actual land use.
    - *Town reached out to property owners to discuss options. Preference is to show the future road connection; LaBella to add a roadway to the Plan's NE quad map.*
- A diagram (attached) showing recommended signal spacing on Route 96 east of Village will be added to the Plan. Identified optimal future signal locations if future growth and development deems it necessary. Signal installations would follow the normal NYSDOT review, warrant and approval process.
- The Committee's vote to accept the Plan will confirm that the Committee deems the plan ready for the Public Hearing on the proposed access management component of the Town and Village Comprehensive Plans. Any comments received after the 5/16 meeting will be addressed with the comments received by municipal representatives, stakeholders and the public.
- Outstanding Plan edits include:
  - Update Map 1, NE quad to show new road connections (LaBella)
  - Revise Official Map (OCPD, with updated GIS shapefile from LaBella)
  - Add recommended signal spacing diagram (LaBella)
  - Update Appendix E – Access Management Local Law (OCPD)
  - Revise Cover Sheet – title, remove consultant information (LaBella)
- Update and post the plan at Town and Village Halls, library, and Town website by May 31. Plan needs to be available for 10 days prior to the public hearing.

Access Management & Comprehensive Plan amendment (OCPD)

- Provided the following attached documents:
  - Formal resolution for the Special Committee to approve and recommend "Authorizing public hearing on proposed access management to the Town of Victor Comprehensive Plan and the proposed access management component of the Village of Victor Comprehensive Plan" at a scheduled June 12, 2019 meeting. Since there was not a Special Committee quorum present, a subsequent May 30th meeting will be held to pass the resolution and motions. **It is vital that Special Committee attend and vote at the May 30 and June 12 meetings.**
  - Summary of amendments to the Town and Village Zoning & Subdivision of Land Chapters and the Official Map.
  - Amendments (in track changes mode) to the Town of Victor Code Chapter 211 Zoning. Town to review and provide any comments by June 5th.
  - Draft amendments (in track changes mode) to the Village of Victor Code Chapter 113 Site Plan Review. Village to review and provide any comments by June 5th.
- OCPD recommends bundling the municipal approvals for the plan, official map, and code amendments for review in a single SEQR process and for public hearing(s) on the same dates as it will simplify the process.
- SEQR for each bundle (plan, Official Map, code amendments) to be done independently by Town and Village Boards.
- OCPD is authorized to advertise the Committee's public hearing on the plan.
- The Special Committee can recommend approval of the draft plan and to forward the draft to the Town and Village Boards by resolution at the June 12 meeting.
- The Town and Village Boards will vote to approve the Comprehensive Plan amendment/ component and adopt their respective Official Maps and code amendments following completion of the SEQR process. OCPD will draft a full EAF that describes each of the actions and the approval processes.
- OCPD will add a list of roads on the official map and add language regarding flexibility of road locations. LaBella to send OCPD current and proposed road files for Town and Village. Village to provide their official map to OCPD.

Meetings

- Committee Public Hearing – June 12

- Steering Committee - June 13, 4:00-5:00

Scope of Work and schedule

- Task 5 – Access Management Plan Final Report (June 21, 2019).

Next steps/Open discussion

- Ontario County will provide a finalized Access Management Local Law document for Appendix E.
- Ontario County will revise the draft Official Map incorporating LaBella edits to Map 1.
- Town and Village to review suggested amended codes.
- LaBella will transmit and Ontario County & Town will post an electronic version of the updated "final" Draft Access Management Plan. Hard copies will be provided for Town & Village Halls and Library.
- Ontario County to advertise Public Hearing.
- Special committee to attend Public Hearing. If no draft Access Management Plan changes are necessary based on public hearing comments, the committee can vote to recommend adoption of the draft Access Management Plan by the Town Board as an access management update to the Town of Victor comprehensive plan and by the Village Board as an access management component for the Village of Victor comprehensive plan.

ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
Proposed road files to OCPD	LaBella	May 24	In progress
Finalize Appendix E Access Mgmt Local Law	OCPD	May 24	In progress
Prepare Official Maps	OCPD	May 24	In progress
Update and distribute "final" draft Plan; provide electronic & hard copies to Town, Village and County	LaBella	May 30	In progress
Pass resolution & motion to adopt Access Management Plan	Special Committee	May 30	In Progress
Advertise Public Hearing	OCPD	May 31	Initiate
Review amended codes	Town & Village	June 5	Initiate
Public Hearing on June 12	All	June 12	Schedule

If there are any errors or significant omissions, please contact me at (585) 402-7041 or Lrotoli@labellapc.com. Please reply with comments within one week at which point these minutes will be considered final.

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

APPENDIX D:
SAMPLE CROSS ACCESS AGREEMENT

RECIPROCAL CROSS ACCESS EASEMENT

THIS EASEMENT, made the____ day of _____, 20___, by and between_____, a New York _____ with an address of _____, ("*Owner*"); and the _____, a New York _____ with an address of _____, ("*Neighbor*").

WITNESSETH

WHEREAS, Owner is the owner of that certain real property located at _____, located in the Town of Victor, Ontario County, New York, are described on Schedule A and depicted on Exhibit A each attached hereto and made a part hereof and bearing tax account number _____ ("*Owner's Premises*"); and

WHEREAS, Neighbor is the owner of that certain real property located at _____, located in the Town of Victor, Ontario County, New York, are described on Schedule A and depicted on Exhibit A each attached hereto and made a part hereof and bearing tax account number _____ ("*Neighbor's Premises*"); and

WHEREAS, the Town has a stated purpose to encourage shared use and controlled linkages between properties pursuant to the Victor Access Management Plan so as to promote traffic safety and better traffic flow; and

WHEREAS, the Owner's Premises directly adjoins the Neighbor's Premises; and

WHEREAS, as condition of Site Plan approval for the development of the Owner's Premises, the Town required Owner to submit a reciprocal access easement to the Neighbor to ensure future access to/from the Owner's Premises and the Neighboring Premises as required by the Town, specifically as shown on the site plan prepared by _____, entitled _____, and dated _____, 20__; and

WHEREAS, Owner and Neighbor desire to enter into an easement at this time.

NOW, THEREFORE, upon the mutual consideration of the sum of One Dollar ($1.00) paid by Owner to Neighbor, and for other good and valuable consideration, the receipt whereof is hereby acknowledged by the parties hereto do agree as follows:

1. Owner grants Neighbor an ingress and egress easement over and through that portion of the Owner's Premises described on Schedule A and depicted on Exhibit A, attached hereto as a part hereof, which constitutes the "Reciprocal Easement Area" for use as a reciprocal cross ingress and egress easement to allow pedestrian and vehicular access from the Owner's Premises to the Neighbor's Premises.

2. Neighbor grants Owner an ingress and egress easement over and through that portion of the Neighbor's Premises described on Schedule A and depicted on Exhibit A, attached hereto as a part hereof, which constitutes the "*Reciprocal Easement Area*" for future use as a reciprocal cross ingress and egress easement to allow pedestrian and vehicular access from the Neighbor's Premises to the Owner's Premises.

3. Owner reserves the right to construct, roads, driveways, sidewalks or other similar improvements within those portions of the Reciprocal Easement Area in accordance with the Site Plan approval for the development of the Owner's Premises (the "*Improvements*").

4. The parties acknowledge and agree that the Reciprocal Easement Area shall clear and unobstructed at all times and shall not permit the use any portion of the Reciprocal Easement Area for parking or in a manner so as to obstruct or impede ingress and egress within the Reciprocal Easement Area.

4. It is understood that following the initial construction of the Improvements within the Reciprocal Easement Area, the parties shall share equally all associated costs and expenses of maintaining and repairing the Reciprocal Easement Area, including snowplowing and ice removal.

5. This Easement shall be binding upon and inure to the benefit of the parties and their respective heirs, successors and/or assigns.

6. This Easement shall be perpetual in nature, unless terminated, modified, or amended in writing by the parties hereto, and shall in all respects run with the land, shall inure to the benefit of the parties hereto, their distributees, successors, assigns, and grantees and is created for the benefit of the parcel described in the attached schedules.

[*No further text on this page. Signature page to follow*.]

[*Signature page to Reciprocal Cross Access Easement*]

IN WITNESS WHEREOF, the parties have duly executed this Easement as of the day and year first above written.

_____

By: _____
Name:
Title:

_____

By: _____
Name:
Title:

STATE OF NEW YORK }
COUNTY OF } SS:

On the _____ day of _____, 20__, before me, the undersigned, personally appeared _____ personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

_____
Notary Public

STATE OF NEW YORK }
COUNTY OF } SS:

On the _____ day of _____, 20__, before me, the undersigned, personally appeared _____ personally known to me or proved to me on the basis of satisfactory evidence to be the individual whose name is subscribed to the within instrument and acknowledged to me that he/she executed the same in his/her capacity and that by his/her signature on the instrument, the individual, or the person upon behalf of which the individual acted, executed the instrument.

_____
Notary Public

Schedule A

Exhibit A

APPENDIX E:
LOCAL LAW

APPENDIX E:
LOCAL LAW

Town of Victor Local Law

New York Department of State
Division of Corporations, State Records and Uniform Commercial Code
One Commerce Plaza, 99 Washington Avenue
Albany, NY 12231-00001
www.dos.ny.gov/corps

Local Law Filing

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

~~**County**~~
~~**City**~~ **of** Victor
Town
~~**Village**~~

Local Law No. 7 of the year 2019

A local law to create Chapter 55 Access Management

Be it enacted by the Town Board **of the**

~~**County**~~
~~**City**~~ **of** Victor **as follows:**
Town
~~**Village**~~

LOCAL LAW NO. 7-2019 TO CREATE CHAPTER 55 ACCESS MANAGEMENT

BE IT ENACTED by the Town Board of the Town of Victor, Ontario County, State of New York as follows:

Section I. Authorization

This Local Law is adopted pursuant to the authority granted to the Town of Victor at Municipal Home Rule Law.

Section II. Title and Purpose

This local law shall be known as and may be cited as Local Law No. 7-2019 to create Chapter 55 Access Management. The purpose of this Local Law is to create Chapter 55 Access Management in order to implement the recommendations of the Access Management Plan Amendment of the Town of Victor Comprehensive Plan (hereinafter referred to as the “Victor Access Management Plan” or as the “VAM Plan”).

Section III. Legislative Finding

The Town Board of the Town of Victor finds and hereby determines that it is necessary to update Chapter 184 Subdivision of Land.

Section IV. Amendment

The addition of new Chapter 55 which shall read as follows:

Section 55-1. Intent

The intent of this Chapter is to implement the recommendations of the Access Management Plan Amendment of the Town of Victor Comprehensive Plan (hereinafter referred to as the "Victor Access Management Plan" or as the "VAM Plan"). This Chapter requires compliance with the VAM Plan and specifies requirements and procedures to provide and manage access to properties while preserving the operating efficiency of the roadway system in order to improve the safety of motorists, emergency responders, pedestrians, and bicyclists, to reduce traffic congestion and delay associated with poor access location and design, and to protect the investments made in the public road system. This Chapter also provides for coordinating access management with the New York State Department of Transportation (NYSDOT) and Ontario County on public roads and highways under the jurisdiction of those agencies to achieve these purposes.

Section 55-2. Applicability

A. Compliance with this Chapter shall be required in the granting of all building permits, site plans, subdivisions, and other development permits by all Town of Victor officials and boards. The requirements, minimum standards, and procedures specified herein shall govern the review of all zoning permit, rezoning, building permit, variance, special use permit, site plan, subdivision, and other applications made to the Town Board, Zoning Board of Appeals, Planning Board, Building Inspector, Zoning Officer, and/or Code Enforcement Officer of the Town of Victor.

B. The standards and requirements specified in this Chapter shall apply to all public arterial, collector and local through roadways within the Town of Victor limits, to all privately owned roads and driveways providing access to developments generating 100 or more peak hour trips or the equivalent stacking distance of heavy vehicles/trucks, and to all properties that abut or have access to these roadways. If any standards contained in this Chapter are different than standards promulgated in any other local law of the Town of Victor, the more restrictive requirement shall apply. Different requirements in other local laws shall not constitute a basis for requesting a waiver or exemption from any requirement or standard contained in this Chapter.

C. Additional Submission requirements for certain development applications:

(1) In addition to any other permit application requirements specified in the laws of the Town of Victor, a traffic impact study (TIS) shall be required to be submitted for any use generating 100 or more peak hour trips or as required by the roadway authority for the public road(s) that will service such trips. The applicant must submit a TIS or a letter from an engineer with experience in conducting traffic studies to document expected trip generation and potential roadway operational consideration for any proposed new or redeveloped use equaling the following thresholds the Town of Victor has determined likely to generate 100 peak hour trips:

(a) 100 or more single family homes
(b) 175 or more apartments
(c) 50,000 SF general office
(d) 24,000 SF medical office
(e) 75,000 SF industrial
(f) 4,000 SF shopping center
(g) Any restaurant

Prior to submission of the TIS, the scope of any such TIS should be reviewed with a municipal representative and the Ontario County Commissioner of Public Works and/or NYSDOT Regional Traffic Engineer if County Roads or Highways under the jurisdiction of NYSDOT provide public access to the subject property, will contribute 100 or more peak hour trips to roads or highways under the jurisdiction of said entities, or are within one mile of the site.

The applicant or their representatives should review this Chapter and its standards for shared access, connection spacing, and waivers, as well as the information on turning lanes and signal spacing in the VAM Plan before proceeding with a TIS. The Town of Victor do not anticipate approving development densities that would require waiving the signal location and spacing plan outlined in the VAM Plan.

(2) Site Plan or Subdivision Approval Required: Regardless of the requirements found in any other local law, where an officer or board of the Town of Victor finds that the application for any building or zoning permit involves construction of a new building or use, or where a change from a residential to commercial use, or an addition of more than 10% in square feet of building's floor area or peak hour trips is involved, or changes to existing access is proposed, no building or zoning permit shall be issued until a Site Plan or Subdivision application is made and approved in compliance with this Chapter including any waivers issued by the Planning Board.

D. Exemptions

(1) Interstate Highways and any other limited access highway where the roadway authority is the Federal Highway Administration or New York State Department of Transportation are exempt from the requirements of this Chapter.

(2) Farm Access Road: The location and design of Farm access roads are exempt from the requirements of this Chapter except that there location, design, and operation shall maintain safe travel and operation on the adjoining pubic road. A farm access road and connection location from such onto a public road or highway that does not comply with the requirements of this Chapter shall not be used to provide access to a non-farm use. In other words, a new non-farm use proposed in the future must provide access in compliance with this Chapter and shall not be entitled as of right to use a pre-existing non-conforming access point and/or driveway or road used for a farm or other related agricultural use.

(3) Any Freight or Passenger Service Railroad and their road crossings.

(4) Permits involving temporary or short term uses, such as garage sales, road side stands within the boundaries of an Ontario County Agricultural District, emergency responses, or law enforcement operations.

Section 55-3. Definitions

ACCESS
A way or means of approach to provide vehicular or pedestrian entrances or exit to a property.

ACCESS CLASSIFICATION
A system for assigning the appropriate degree of access control to roadways, based upon roadway functional classification, traffic characteristics, and community development objectives. See Table B-1.

ACCESS MANAGEMENT
The process of providing and managing access to land development, while preserving the safety and efficiency of travel on the surrounding roadway system.

ARTERIAL ROADWAY
Routes that provide service that is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every United States (U.S.) numbered highway is an arterial road. Arterial roadways are given the highest capacities since they are designed to carry the greatest amount of through-traffic while generally providing a lower amount of access to adjacent land uses.

AUXILIARY LANE
The portion of the roadway adjoining the traveled way for speed change, turning, storage for turning, weaving, truck climbing or for other purposes.

COLLECTOR ROADWAY
Routes that provide service that is of moderately average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.

COMMERCIAL DRIVEWAY
A driveway serving a commercial establishment, industry, government or educational institution, business, public establishment, multi-family developments, or other comparable traffic generator.

CONNECTION
Any driveway, street, turnout, or other means of providing for the movement of vehicles to or from the public roadway system. For the purpose of this section, two one-way connections to a property may constitute a single connection.

CONNECTION OFFSET
The distance the centerlines of driveways or roadways on opposite sides of a road or highway are from being aligned.

CONNECTION SPACING
The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.

CONNECTIVITY
A term used to infer connections between adjoining properties for vehicular and/or pedestrian usage.

CORNER CLEARANCE (C)
The distance from an intersection of a public or private road to the nearest connection along the public roadway. The distance is measured from the closest edge of pavement of the intersecting road to the closest edge of the pavement of the connection. The projected future edge of pavement of the intersecting road should be used, where available. See Figure F-1 herein.

CROSS ACCESS
An easement or service drive providing access between two or more contiguous sites so that the driver does not need to reenter the public roadway system.

DIRECTIONAL MEDIAN OPENING
An opening in a restrictive median that provides for specific traffic movements and physically and psychologically restricts other movements.

DRIVEWAY
Every entrance and/or exit to service vehicle traffic to or from property fronting the roadway system. Usually a driveway is in private ownership.

DRIVEWAY ANGLE (Y)
The angle between the driveway centerline and the edge of traveled way. See Figure F-3.

DRIVEWAY RETURN (R)
The outside curve radius on the edge of the driveway. See Figure F-1.

DRIVEWAY WIDTH (W)
The narrowest width of driveway measured parallel with the edge of traveled way. See Figure F-1.

EDGE CLEARANCE (E)
The distance measured along the edge of traveled way between the frontage boundary line and the tangent projection of the nearest edge of the driveway. See Figure F-1.

EDGE OF PAVEMENT The existing edge of a paved road or the proposed future edge of a paved road. The future edge shall be used for any measurement herein where a road, highway, or driveway is planned as stated in the Town of Victor's adopted 5 year capital improvement plan, accepted as mitigation under SEQR, associated with a dedicated easement, or indicated on the Official Map.

FARM ACCESS ROAD
A private road or driveway that serves primarily access needs to a public road for limited or seasonal farm related vehicles and equipment. A driveway or road used to provide access for the public for a farm or agriculturally related use, such as but not limited to a greenhouse or farm market where sales to the public are offered, an agri-tourism business, a home business, a bed-and-breakfast, a home or farm worker housing on the premises of an agricultural operation, or other non-agricultural use shall not be considered a Farm Access Road for the purpose of this Chapter.

FRONTAGE
The length along the highway right-of-way line of a single property tract or roadside development area between the edges of the property lines. Property at a roadway intersection has a separate frontage along each roadway.

FRONTAGE BOUNDARY (FB)
A line, perpendicular to the highway centerline, at each end of the property frontage, extending from the right-of-way line to the edge of the through traffic lane. See Figure F-1.

FULL MEDIAN OPENING
An opening in a restrictive median designed to allow all turning movements to take place from the public road system and the adjacent connection, and which therefore is intended for signalization.

FUNCTIONAL AREA OF AN INTERSECTION
That area beyond the physical intersection of two roadways that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner

clearance standards and connection spacing standards. The functional area of an intersection consists of the distance traveled during reaction time, the deceleration distance, and queue storage length, as shown in Figure C-2.

FUNCTIONAL CLASSIFICATION
A system used by NYSDOT to group public roadways into classes according to their purpose in moving vehicles and providing access.

INTERNAL ROADWAY NETWORK
An internal circulation system of larger developments that allows vehicular travel within the property.

INTERSECTION RETURNS (R)
The radius of the edge of pavement between intersecting roads. See Figure F-1.

ISLAND AREA
An area adjacent to the roadway which serves as a physical barrier to direct the flow of traffic and to separate highway traffic from the activity on private property.

ISLAND OFFSET DISTANCE (S)
Distance between the edge of pavement and the near edge of an island area parallel to the highway.

JOINT ACCESS (OR SHARED ACCESS)
A single connection serving two or more adjoining lots or parcels.

LOCAL ROAD
A roadway with the primary function of providing access to adjacent properties and to roadways of a higher functional classification. Such routes provide service that is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property. Local roads provide the greatest amount of access to adjacent properties and subdivision streets.

LOCAL THROUGH ROADWAY
A local road carrying through traffic in addition to providing access to individual lots. Such roads typically have lower traffic volumes than collector roadways but moderate to high speeds.

LOT FRONTAGE
For the purpose of this Chapter, the linear portion of property that directly abuts a roadway.

MAJOR WAIVER
A request to the Planning Board for a greater than 10 percent deviation in access connection spacing standards or other standards of this Chapter.

MEDIAN
That portion of a highway separating opposing traffic flows, Medians can be traversable or non-traversable.

MEDIAN OPENING
An opening in a non-traversable median that provides for crossing and turning traffic.

MINIMUM CONNECTION SPACING
The minimum allowable distance between conforming connections, measured from the closest edge of the pavement of the first connection to the closest edge of the pavement of the second

connection along the edge of the traveled way.

MINIMUM MEDIAN OPENING SPACING
The minimum allowable spacing between openings in a restrictive median to allow for crossing the opposite traffic lanes to access property or for crossing the median to travel in the opposite direction (U-turn). The minimum spacing or distance is measured from centerline to centerline of the openings along the traveled way.

MINIMUM SIGNAL SPACING
The minimum distance between adjacent traffic signals on a public roadway measured from centerline to centerline of the signalized intersections along the traveled way.

MINOR WAIVER
A request to the Planning Board for a deviation of 10 percent or less from the access connection spacing standards or other standards in this Chapter.

NONCONFORMING ACCESS
Features of the access system of a property that existed prior to the effective date of this Chapter and that do not conform to the requirements of this Chapter.

NONTRAVERSABLE, RESTRICTIVE OR RAISED MEDIAN
The portion of a divided highway physically separating vehicular traffic traveling in opposite directions. Restrictive medians include physical barriers that restrict movement of traffic across the median such as a concrete barrier, a raised concrete curb and /or island, or a median with a grass swale.

OUTPARCEL
A lot identified on a site plan or subdivision plan that is owned by a party other than the primary owner of the parent property, and is intended to be developed separately from the parent property and/or is intended to be developed for a different use (e.g. a non-residential use vs. residential use).

PEAK HOUR
The highest hour of vehicular traffic volume on the adjacent public street network. In some instances, the peak hour of the development is evaluated for access management purposes when the project could create an operational or safety problem on the public road network during an off-peak time for adjacent street traffic.

PRIVATE RESIDENTIAL DRIVEWAY
A driveway connecting a roadway with a private residential dwelling for the exclusive use and benefit of those residing within.

REASONABLE ACCESS
The minimum number of connections, direct or indirect, necessary to provide safe ingress and egress to the public road system based on the roadway classification, the proposed connection(s) and projected roadway traffic volumes, posted speeds, and the type and intensity of the land use.

RIGHT-OF-WAY
The land within legally defined property boundaries whose title is designated or intended for highway purposes.

ROADWAY AUTHORITY
The municipality, agency, or official with ownership and regulatory jurisdiction over a publically accessible road or highway. Examples would be the Town for Town roads, Ontario County Commissioner of Public Works for County Roads, New York State Department of Transportation for State Highways.

SERVICE ROAD
A public or private street or road, auxiliary to another public roadway, which has as its purpose the maintenance of local road continuity and provision of access to parcels adjacent to the public roadway. Frontage and reverse frontage/backage roads are classified as service roads.

SIGHT DISTANCE
The area that establishes a clear line of sight for a waiting vehicle to see oncoming traffic and make turning movements into or out of a street or driveway connection safely or for traffic to see entering or waiting vehicles.

STUB-OUT (STUB STREET)
A portion of a roadway or cross access drive used as an extension to an abutting property that may be developed in the future.

TEMPORARY ACCESS
Access that is permitted for use until alternative access becomes available.

THROAT LENGTH
The distance parallel to the centerline of a road or driveway to the first on-site location at which a driver can make a right turn or a left turn. On roadways with curb and gutter, the throat length shall be measured from the face of the curb. On roadways without a curb and gutter, the throat length shall be measured from the edge of the shoulder.

TRAVELED WAY
The physical existing edge of a paved road, or edge of travel lane where a white stripe is present, or future edge. Future edge shall be used for the measurement where the associated capital improvements are within an adopted five (5) year capital improvement program, SEQR mitigation, or dedicated easement.

TRAVERSABLE, NON-RESTRICTIVE, OR FLUSH MEDIAN
A median or painted centerline that does not provide a physical barrier between center traffic turning lanes or traffic lanes traveling in opposite directions. This includes highways with continuous center turn lanes and undivided highways.

URBAN AREA
Territory generally within an incorporated area or with frontage on a highway that is at least 50% built-up with structures devoted to business, industry, or dwellings for a distance of a quarter-mile or more.

VEHICLE QUEUING AREA
Space used by vehicles while being served or until service begins.

Section 55-4. Roadway Functional and Access Classification

A. Functional Classification

The functional classification of roadways in Victor is determined by the NYSDOT. The Official Map and Figure 12 in Appendix B of the VAM Plan depict the NYSDOT functional classification

of roadways within the Town and Village of Victor.

B. Access Classification

For the purpose of regulating access along local roads in the Town of Victor, this Chapter defines the category of Local Through Roadway. Table B-1 identifies Local Through Road segments in the Town of Victor.

Table B-1
Local Through Roadway Segments – Town of Victor

Road Name	Segment Begin	Segment End	Road Name	Segment Begin	Segment End
Aldridge Rd	High St	County Road 9	McMahon Rd	State Rt 96	Plastermill Rd
Baker Rd	Valentown Road	Perinton T/L	Modock Rd	Willis Hill Rd	Cork Rd
Benson Rd	State Rt 96	Fisher Rd	Murray Rd	County Road 41	Town Line Rd
Blazey Rd	Gillis Rd	Perinton T/L	New Road from Route 96 Transformative Corridor Strategic Infrastructure Plan	State Rt 251	Western Victor Village Line
Bortle Rd	Blazey Rd	Cline Rd	New Road from Route 96 Transformative Corridor Strategic Infrastructure Plan	Eastern Victor Village Line	Plastermill Rd.
Brace Rd	State Rt 96	East Bloomfield T/L	Old Dutch Rd	State Rt 251	Main St Fishers
Break of Day Rd	Brace Rd	East Victor Rd	North Road	Townline Rd	Strong Rd
Cherry St.	State Rt 444	Brace Rd	Parrish Rd	Strong Rd	Mendon T/L
Cline Road	Farmington T/L	Perinton T/L	Phillips Rd	State Rt 251	County Road 42
Cork Rd	State Rt 251	Dryer Rd	Plastermill Rd	Brownsville Rd	Farmington T/L
Dryer Rd	State Rt 444	Mendon T/L	Railroad Mills	Probst Rd	Perinton T/L
East Victor Rd	State Rt 96	County Road 41	Rawson Rd	Cork Rd	Town Line
Fisher Rd	Main St Fishers	Perinton T/L	Richardson Rd	County Road 9	Blazey Rd
Gillis Rd	High St	Cline Rd	School Rd	Town Line	County Road 41
Lane Rd	State Rt 96	County Road 9	Strong Rd	State Rt 251	East Bloomfield T/L
Log Cabin Rd	County Road 42	Benson Rd	Taylor Rd	Strong Rd	Mendon T/L
Lower Fishers Rd	Benson Rd	Log Cabin Rd	Valentown Rd	High St	County Road 9
Main St Fishers	County Road 42	Mendon T/L	Willis Hill Rd	State Rt 251	Dryer Rd
Malone Rd	Dryer Rd	North Rd	Willowbrook Rd	Rowley Rd	High St

Section 55-5. Access Connection Requirements

A. Word Usage: This section discusses and provides design requirements for the principles of Access Management. Throughout this document and other referenced manuals and guidelines, the following terms are used:

- "Shall" or "Must" – indicates a required or mandatory standard, with deviations restricted to those permitted by the Planning Board using the waiver procedure of this Chapter.
- "Should" – indicates guidance of recommended practice.
- "May" – indicates a statement of practice that is a permissive condition.

B. Parcels created after the adoption of this Chapter do not have a right to individual access. Temporary and permanent access shall be as identified during the subdivision and/or site plan review process based on applying the regulations of this Chapter to existing and proposed lot access connections.

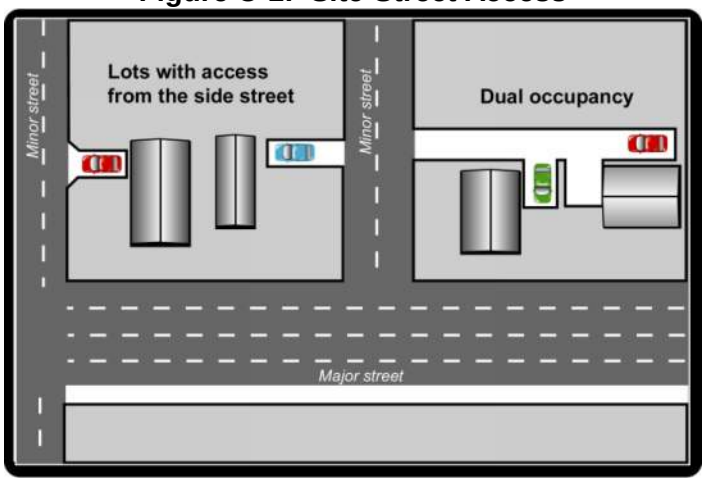
C. Connection Location for Road Intersections and Driveways.

The location of street intersections and driveways is critical for minimizing potential impact to vehicular and pedestrian traffic. Street and driveway connections to the roadway system should be clearly visible to all approaching traffic. The location of driveways should be related to nearby street intersections and adjacent driveways on both sides of the street. In the interest of public safety and mobility, the Planning Board may prohibit, restrict, or modify the placement of a driveway or street along the property owner's frontage in accordance with the procedures and standards contained in this Chapter.

Similarly in accordance with the procedures contained in this Chapter, the Planning Board may also prohibit or restrict access to a roadway if alternate access is available through other access points that conform with or are more nearly conforming to the requirements and standards of this Chapter.

(1) Properties with frontages along more than one street shall access the minor street (street with the lower functional classification) as shown in Figure C-1.

Figure C-1: Site-Street Access



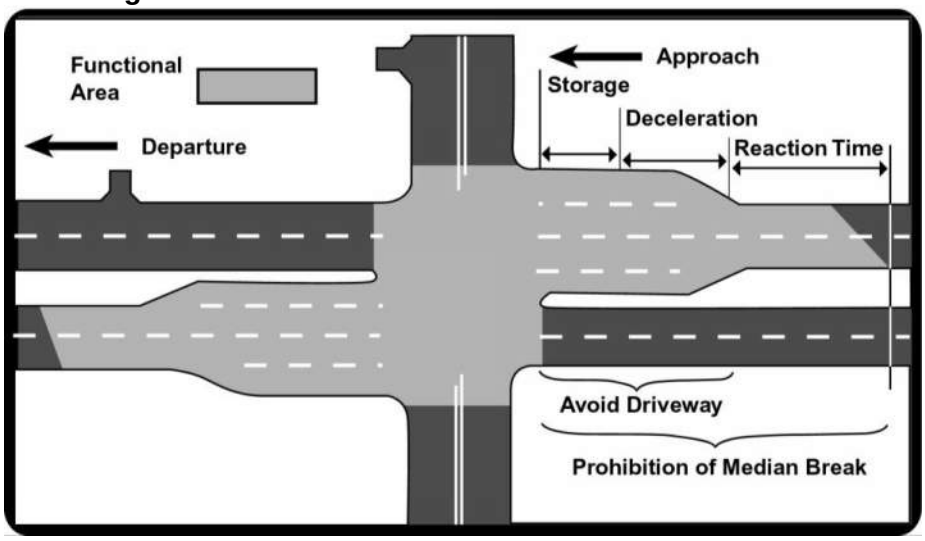
(2) Access to through lots shall be required on the minor street (lower functional classification) as shown in Figure C-1.

(3) Waiver: Access onto the major street may be approved by the Planning Board in accordance with the waiver procedures outlined in Section 8 of this Chapter and the consent of the roadway authority.

D. Connections within the Functional Area of an Intersection

(1) New connections shall not be permitted within the functional area of an intersection (see Figure C-2) unless:

Figure C-2: Functional Area of an Intersection



(a) Such access shall be located along the furthest property boundary from the intersection and be labeled as a non-confirming access, and

(b) The Planning Board finds that:

[1] No other reasonable access to the property is available, and

[2] The connection does not create a potential safety or operational problem as determined by the roadway authority and the Planning Board, and

(c) A condition is included in any relevant permit granted by the Planning Board that the applicant shall agree to close such non-conforming access within six (6) months of the date the applicant is notified by the Town of Victor that a means of providing access outside the functional area of an intersection is available, and

(d) A site plan or subdivision plat be approved by the Planning Board showing the opportunity for future access from or through adjacent property or future roads in conformance with the standards of this Chapter. The applicant shall be required to execute cross access easements to all adjoining property as a condition of approval of any such plan or plat with temporary access within the functional area of the intersection. The Planning Board may waive the requirement for providing cross access easements in the event that it finds that access between adjoining properties is not feasible due to topography, the presence of streams, or other natural or manmade obstructions.

(e) As a condition of approval of any subdivision plat or site plan for a project involving a connection within the functional area of an intersection, the Planning Board may restrict access to “right-in/right-out” or other limited movements (see Figure C-5) in order to maintain public safety. Driveways so restricted shall meet all other access connection requirements and connection spacing requirements

(2) Where a TIS is not required, the following reaction time and distances shall be used to determine the functional area of an intersection:

Table C-1
Reaction Time and Distances

Area[1]	Reaction Time (sec)	Distance (ft.)		
		35 mph	45 mph	55 mph
Rural	2.5	130	165	200
Urban	1.5	75	100	120

[1] As defined by the Functional Classification of the roadway

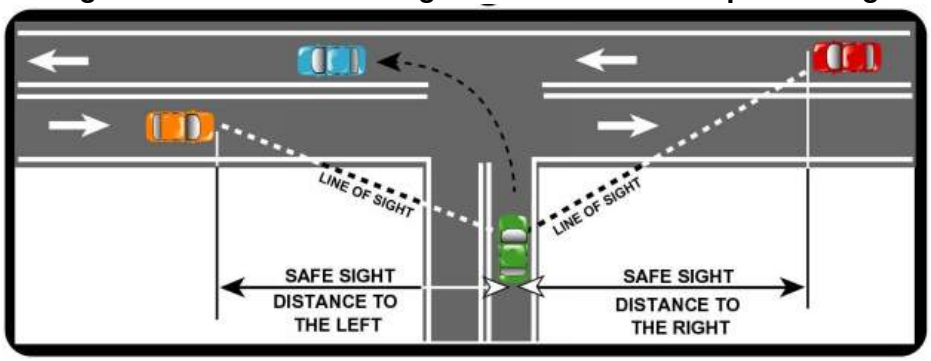
E. Sight Distance

Street and driveway connections shall provide for adequate vertical and horizontal sight distance (see Figure C-3). Proper sight distance is necessary for a stopped vehicle to safely cross the roadway and any auxiliary lanes.

Sight distance shall be evaluated for all proposed driveways or roadways using the standards set forth in the current version of *A Policy on Geometric Design of Highways and Streets* ("Green Book") published by AASHTO. Sight distance for each driveway or roadway shall be evaluated based on the site-specific conditions such as the design speed, grade, and intersection control.

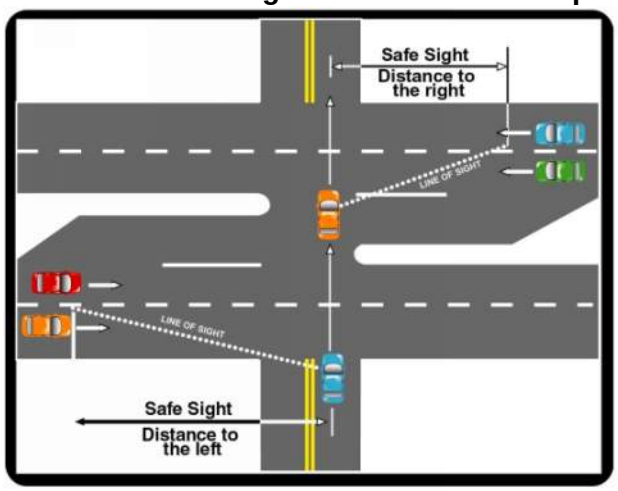
At signalized intersections, recommended sight distance values shall be maintained due to the possibility of signal malfunctions, late night flashing operations, right turns on red, and permissive turn movement phases. Limited sight distance shall not be used as sole justification for the installation of a traffic signal.

Figure C-3: Intersection Sight Distance: One-Stop Crossing



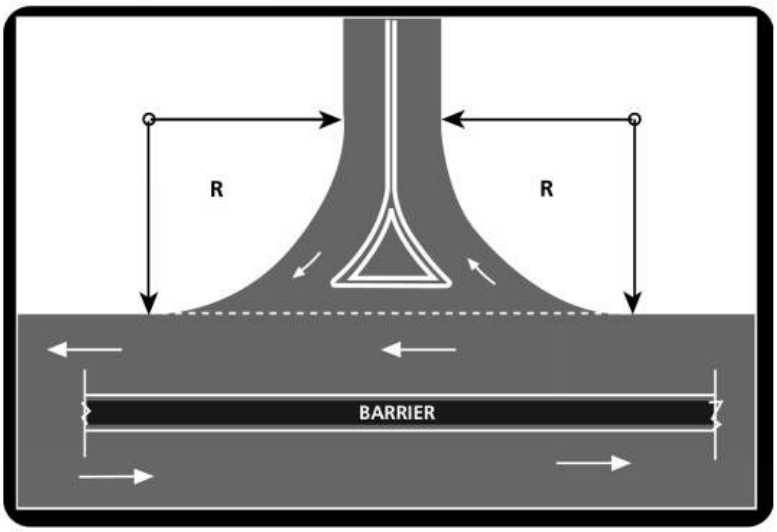
If the access is located on a divided facility and the median width is 20 feet or more for passenger vehicle crossings or 40 feet or more for truck crossings, sight distance may be based on a two-stop crossing with consideration given to the width of each one-way pavement (see Figure C-4).

Figure C-4: Intersection Sight Distance: Two-Stop Crossing



At locations where adequate sight distance cannot be met on both sides of the driveway, the Planning Board may deny the installation of the driveway, or may permit the driveway but restrict left turn movements into and/or out of the driveway, thus restricting the driveway operation to right turns only (see Figure C-5).

Figure C-5: Left Turn Prohibition



In addition, a deceleration lane and/or right turn acceleration lane or other mitigation may be required where the recommended sight distance cannot be provided. Auxiliary lanes and other required mitigation shall be designed in accordance with AASHTO and any applicable Local, County or State design standards.

The available sight distance at street and driveway connections to the roadway system shall not be restricted by landscaping, permanent or temporary signage, or in any other manner. In order to achieve adequate sight distance, the applicant may at a minimum be required to dedicate an easement near the entrance and keep it clear of visual obstructions.

The property owner or lessee having access to the roadway system shall be fully responsible for providing and maintaining safe sight distances along their property frontage. If the property owner or lessee fails to comply with this requirement, Town of Victor Code Enforcement Officer or Town Highway Superintendent may, upon written notice to the property owner or lessee,

remove such obstacles from the right-of-way (at the property owner's expense) or barricade the driveway from further use until such corrections and improvements deemed necessary are made.

F. Clear Zone

A clear recovery area should be preserved along the traveled way that would allow a vehicle that inadvertently left the roadway to safely return to the roadway. The recovery area should be flat, firm and free of hazards or fixed objects. The clear recovery area ("clear zone") is measured between the traveled way and any hazardous fixed object such as utility poles, monuments, markers or trees. The required clear zone shall be calculated on a site-specific basis using the requirements set forth in the current version of the AASHTO *Roadside Design Guide*.

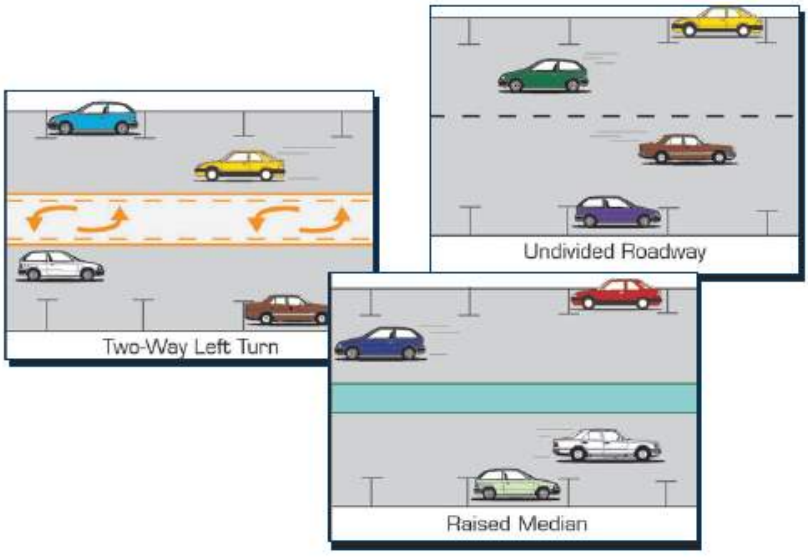
G. Restricted Access

No street or driveway access will be allowed where the roadway authority has restricted access rights such as established easements. Any request for a break in this access must be approved by the Planning Board and the roadway authority holding said easement.

H. Medians

Medians serve to delineate travel lanes and turn lanes, and also control where travel should and should not occur. Medians may be raised or flush (see Figure C-6). Raised medians are a physical barrier that prevent turns from occurring except at specific locations where breaks in the median are provided. Flush medians may delineate where turns are and are not permitted using paint, pavement or other materials. The Planning Board or other roadway authority may require the installation of a median at locations where turns should not occur due to operational or safety concerns.

Figure C-6: Median Types



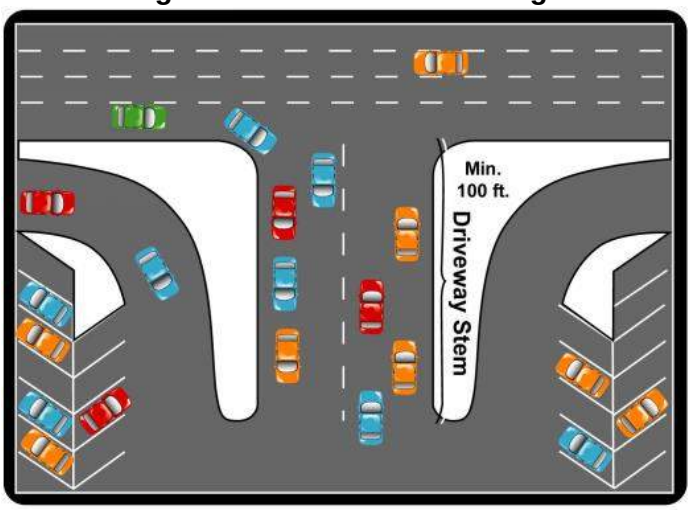
I. Driveway Throat

In order to protect the storage needs of the site and the operational needs of the driveway/street intersection, a protected driveway throat (also referred to as “stem”) of a sufficient length may be required as a condition of site plan or subdivision approval (see Figure C-7). The Planning Board shall require a sufficient length of protected throat (beyond the right-of-way limit) within the site for operational and safety needs of the adjacent roadway system.

The length of the protected throat will be determined from the maximum vehicle storage required for the anticipated vehicular volumes. Subdivision or Site Plan applications for projects involving peak traffic generation of 100 vehicle trips an hour or more shall include determination of adequate protected driveway throat distances within the TIS. If a traffic signal is proposed at the driveway/street intersection, the TIS shall consider cycle length, as well as any upstream or downstream traffic control device(s) that may impact vehicle storage in its determination of adequate protected throat length. A driveway median may also be required in order to preserve the length of storage, or to prevent cross access to outparcel driveways within the storage area of the driveway.

For any development with an internal roadway network, a minimum storage length of 100 feet measured from the near edge of the right-of-way will be required before any crossing or left-turning conflicts are allowed.

Figure C-7: Internal Site Design



The Planning Board may require additional protected throat length where it finds that it would provide better internal vehicular circulation, or minimize congestion on adjacent roadways, or that it is prudent to plan for future growth in vehicle trip generation on the site. The TIS may be required to forecast future growth of vehicle trip generation from the properties and uses served by the driveway in order to determine the minimum protected driveway throat distance required.

Traffic calming measures or traffic control devices that slow or stop traffic entering the development shall not cause vehicles to back up into the public right-of-way.

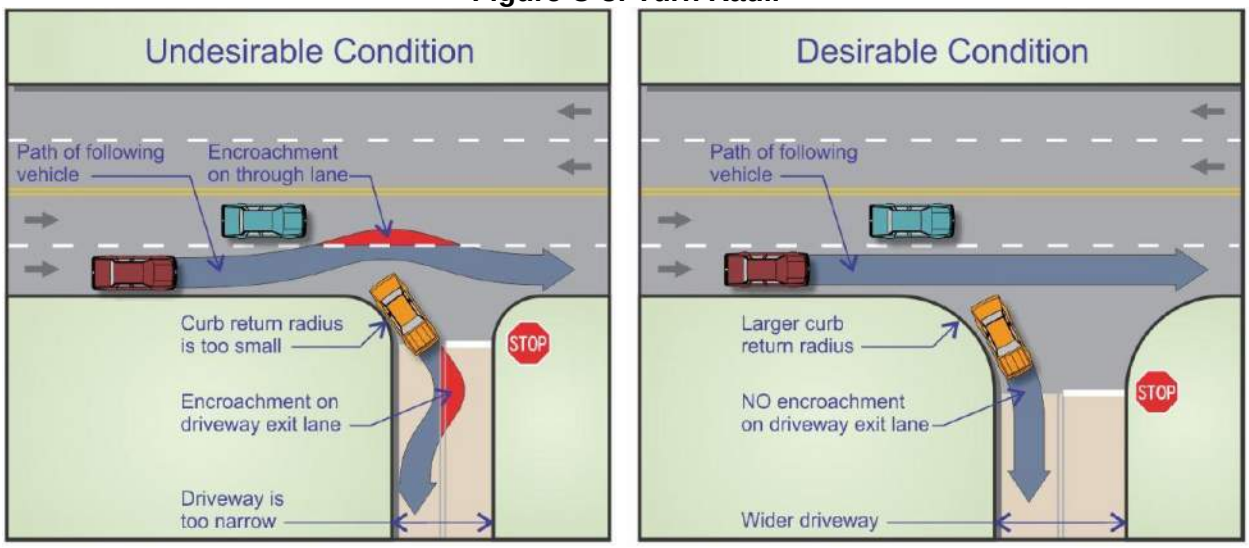
J. Driveway Radius

A driveway return (also referred to as “radius”) shall be designed to accommodate the types of traffic designated to use the driveway (see Figure C-8). A curved radius design should be used, unless the driveway meets the design standards for a “taper layout” at a “Minor Commercial” driveway as specified in the New York State Department of Transportation’s *Policy and*

Standards for the Design of Entrances to State Highways. The radius of the street-type driveway connection shall be as required in the Town of Victor *Design and Construction Standards for Land Development*, or applicable design standards of the roadway authority. The radius should be designed to accommodate the swept turning path of the design vehicle, so that the vehicle does not over-track the corner.

The effects of a driveway return on pedestrian travel must also be considered. Unnecessarily large driveway radii increase the pedestrian crossing distance and should be avoided.

Figure C-8: Turn Radii



K. Subdivision Road Standards

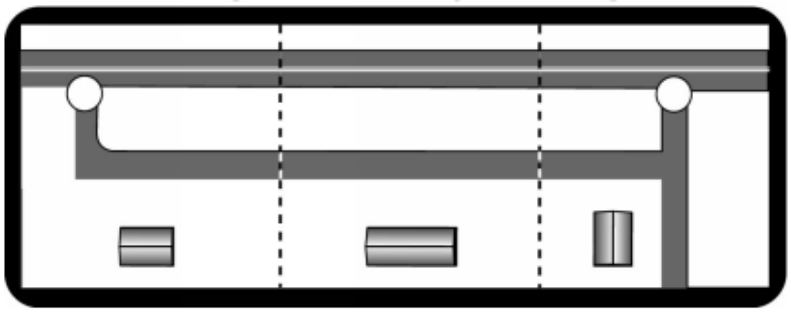
Residential subdivisions shall be designed in accordance with the requirements in the current edition of the Town of Victor *Design and Construction Standards for Land Development*.

L. Circulation and Connection to Adjacent Sites

The geometrics of the internal circulation pattern should allow all desirable maneuvers to be made with ease including service, delivery and emergency vehicle movements. For residential subdivisions, internal circulation shall be directed to one or more local through or collector streets within the subdivision, and where possible, avoid accessing the County and/or State roadway system directly.

In order to meet the connection spacing standards of Section 55-6 of this Chapter, the Planning Board may require cross-access (connectivity) for vehicles and/or pedestrians between adjacent properties (see Figure C-9), in order to reduce repetitive vehicle trips to and from the adjacent public road. Where vehicle connections are spaced farther than 600' apart, pedestrian connections should be provided.

Figure C-9: Connectivity with Adjacent Sites



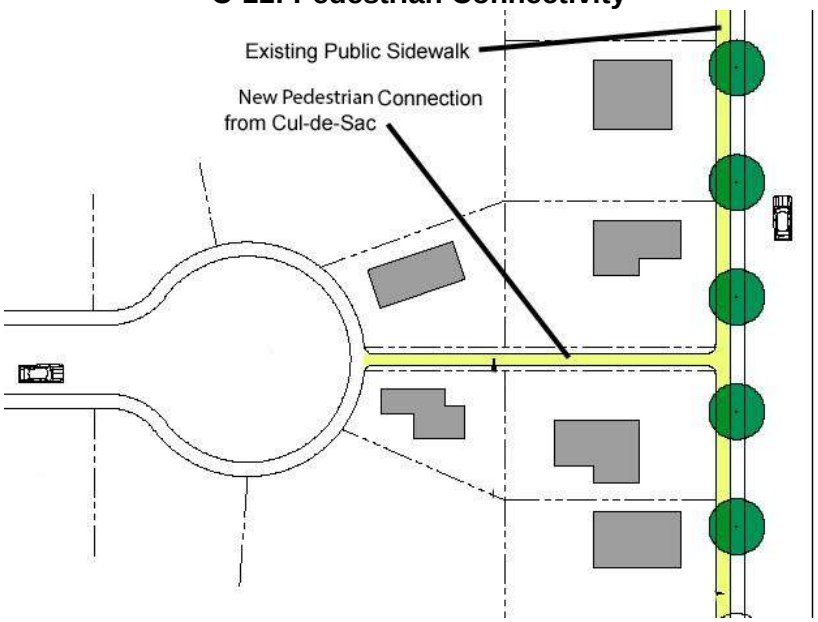
Where adjacent property is not yet developed but future interconnection between adjoining properties is recommended in the VAM Plan, or shown on the Official Map, or the Planning Board believes it is desired to improve the efficiency and safety of public roads, the Planning Board shall grant site plan or subdivision plan approval with conditions and/or modifications that require dedication of property for future roads, and/or construction of stub road connections to adjacent properties, cross access easements to adjoining properties, and/or other similar considerations including financial surety in a form approved by the Town of Victor. (see Figure C-10). The site plan or subdivision plat shall indicate the location of any required cross access easements and any requirement for the removal of temporary access once alternative access is available.

Figure C-10: Stub Road for Future Interconnection

Generally cross access roads and/or driveways are not intended to be publically owned or maintained. The Town Board may decide to hold a cross access easement with the right to transfer such easement when a similar easement from adjoining property owners(s) is authorized. The arrangement for maintenance of roads or driveways constructed pursuant to any site plan or subdivision approval and the manner of its execution between adjoining property owners shall be in a form deemed acceptable by the Planning Board.

A pedestrian connection to link pedestrian generators or connect to existing or planned pedestrian facilities may also be required (see Figure C-11).

C-11: Pedestrian Connectivity



Internal site circulation for residential development shall also provide pedestrian connections to on-site recreation areas, trail, open space or other shared amenities.

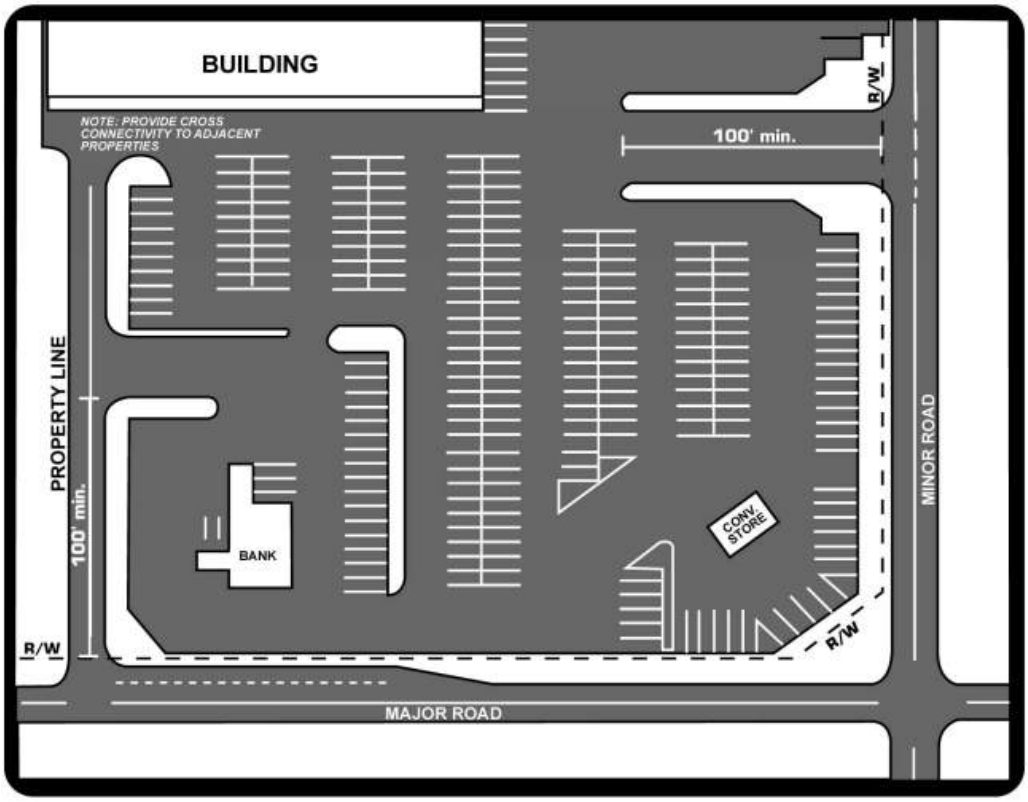
The Planning Board may deny access to the adjacent public roadway from “out-lots” or “out-parcels” of a larger development (outparcels are typically separate, smaller buildings within a shopping plaza that are located along the roadway frontage) where reasonable access can be provided via the larger development’s internal circulation system (see Figure C-12).

Where abutting properties are in different ownership and not part of an overall development plan, cooperation among the various owners in development of a unified access and circulation system is encouraged; this includes pedestrian connections. Only the building site(s) under consideration for development approval shall be subject to the requirements of this section. Abutting properties shall not be required to provide unified access and circulation until they are developed or are redeveloped.

Access to an outparcel shall be appropriately designed and marked with pavement markings, signage, and similar appropriate guidance to maximize the efficiency of the internal traffic circulation. An adequately demarcated pedestrian pathway shall provide a safe route for pedestrians between the outparcel and other uses.

Outparcels for land uses with connection volumes exceeding 100 peak hour trips may be considered for a single right-in access point. This access shall not be within the functional area of an existing intersection. The roadway authority shall determine whether or not the proposed right-in access point is appropriate, based upon the roadway characteristics, relevant traffic data, and the existing and proposed land use(s).

Figure C-12: Shopping Center with Outparcels



M. Shared Access, Frontage Roads, Rear Access Roads

The Planning Board may require construction of an internal street system or service road (frontage or rear access road) to eliminate or reduce multiple lot access connections directly to the adjacent public roadway system (see Figures C-13 and C-14). Rear access roads shall be encouraged, especially for properties where connection to a side street is available. Direct connection(s) to the major street may be allowed, provided the access meets requirements for number of driveways, spacing and location (see Section 55-6: Connection Spacing Standards and Section 55-7 Design Standards in this Chapter).

In areas where frontage or rear access roads are recommended, but adjacent property is not yet developed, the site shall be designed to accommodate future road connections in accordance with local road design standards. The Planning Board may grant site plan or subdivision plan approval with conditions and/or modifications that require dedication of property for future roads, and/or construction of stub road connections to adjacent properties, cross access easements to adjoining properties, construction of internal circulation roads and/or driveways, and/or other similar considerations including financial surety in a form approved by the Town of Victor. If the preferred location for future interconnection is known, such interconnection may be formalized with an easement, pavement (stub road) and/or financial surety. If the location of future interconnection is unknown, the approval may be granted with condition and associated financial surety. The site plan shall indicate any required cross access as well as any requirement that allowed temporary access be removed once alternative access is available.

Cross access easements are not intended to be publically owned or maintained. The Victor Town Board may, however, hold such an easement with the right to transfer such easement when a similar easement from adjoining property owners(s) is authorized. Such cross access

easements shall also be accompanied by a joint maintenance agreement in a form deemed acceptable by the Planning Board.

Figure C-13: Shared Residential Access

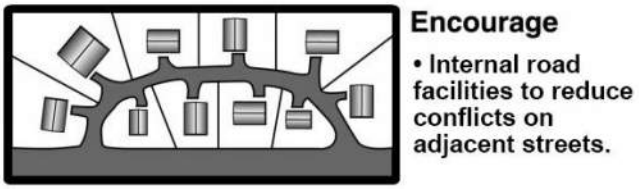
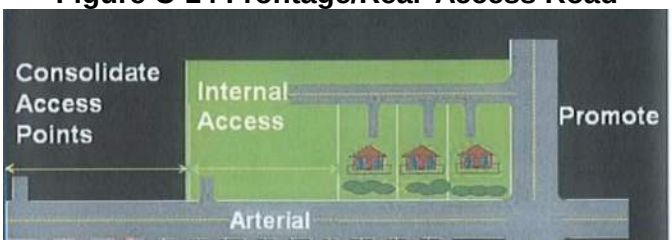


Figure C-14 Frontage/Rear-Access Road



Service roads shall be built to public road standards and offered for dedication or the applicant may propose an alternative design, ownership, and maintenance method that shall be determined acceptable by the Planning Board, the municipal engineer, and the municipal attorney.

N. Setbacks

Improvements on private property adjacent to the public right-of-way shall be located so that parking, stopping, storage and maneuvering of vehicles will not be necessary within the right-of-way in order for the vehicles or patrons associated with the private development to be properly served, and shall not restrict the sight distance of adjacent driveways.

O. Right-of-way Reservations/Dedication

The Planning Board and roadway authority will review all plans for right-of-way including sight distance and easements required to accommodate additional or future transportation needs (including but not limited to vehicular and pedestrian users). The applicant will be responsible for all necessary right-of-way dedication to accommodate auxiliary lanes for site traffic, traffic control devices, drainage facilities or sight distance.

Section 55-6. Connection Spacing Standards

A. General Spacing Standards

(1) Connections under the jurisdiction of the New York State Department of Transportation shall, at a minimum, meet the standards that are outlined in the NYSDOT Policy and Standards for Entrances to State Highways, latest edition, unless waived by the NYSDOT Regional Traffic Engineer.

(2) Connections under the jurisdiction of Ontario County shall, at a minimum, meet the guidelines that are outlined in the Ontario County Highway Access Guidelines, unless waived by the County Commissioner of Public Works.

(3) Parcels created after the adoption of this Chapter do not have a right to individual access. Temporary and permanent access shall be as identified during the subdivision process based on applying the regulations of this Chapter to existing and proposed lot access connections.

(4) The minimum lot frontage for all newly created lots on public arterial, collector, and local through roadways shall not be less than the applicable minimum connection spacing standards of this section, as defined in Table D-1, unless the property is served by an internal road system or access is shared between adjacent parcels.

(5) The number of street and driveway connections permitted to serve a single property or commercial development along a roadway will be the minimum deemed necessary by the Planning Board for reasonable service to the property without undue impairment of safety, mobility and utility of the roadway. Normally, one driveway connection will be permitted for a single property or commercial site. However, the Planning Board may consider additional entrances or exits as justified if such access does not negatively impact traffic operations and public safety. Only one combined entrance and exit connection shall be permitted where the frontage is less than 125 feet.

(6) Existing individual or multiple lots sharing or intending to share access having less than the required frontage may be permitted individual access where the Planning Board determines joint or cross access is not feasible.

(7) Adjacent properties under the same ownership shall be considered as a single property for application of connection spacing or for connection permits. Adjacent properties some of which are owned singly and others owned jointly with others or as a corporation with one or more same owner(s) may be considered as under same ownership for application of connection spacing standards.

(8) Applications for multiple connections for a single development shall conform to the spacing standards of this section, as defined in Table D-1. Multiple connections shall be considered by the roadway authority and the Planning Board for approval based on the following criteria:

(a) Separation of standard vehicles from heavy trucks or emergency vehicles;

(b) Two one-way connections that in combination serve ingress and egress to the development;

(c) Where multiple connections enhance the safety of the abutting roadway and improve the on- site traffic circulation.

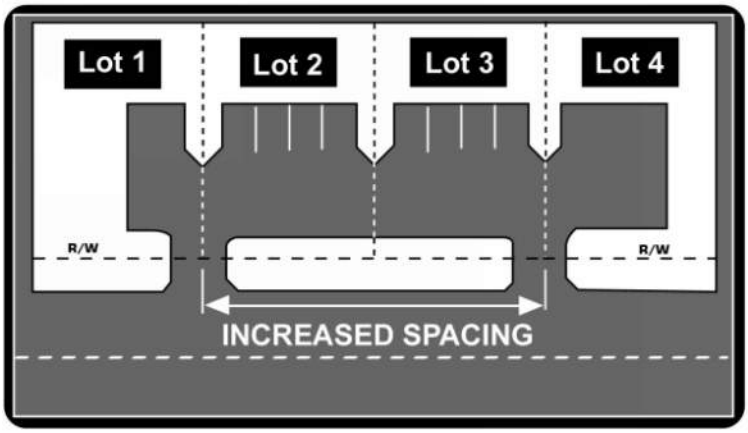
B. Shared Driveways

Adjacent property owners are encouraged to construct a shared driveway by written mutual agreement to serve both properties (see Figure D-1). Joint Access provides improved internal circulation and parking capabilities, as well as reduces conflict points and increases distance between driveways. Shared driveways are subject to all requirements of the Town of Victor *Design and Construction Standards for Land Development*.

Where adjacent properties are not yet developed but joint access is desired, the Planning Board may require that property owners maintain future opportunities for shared driveways by providing easements and/or stub roads. The Planning Board may also approve driveways on a

temporary basis until joint access is available, at which time a connection to an adjacent shared driveway is constructed and the original driveway is removed.

Figure D-1: Joint and Cross Access



C. Driveway Consolidations

Consolidating multiple, closely-spaced driveways should be considered when possible (see VAM Plan for an example of driveway consolidation).

D. Driveway Alignment and Spacing

Spacing of driveways/access connections on all arterials, collector and local through roads shall be per the as specified in Table D-1, unless the roadway authority other than the Town of Victor requires greater spacing.

Table D-1
Access Connection Spacing

Posted Speed (mph)	Connection Spacing (ft.)	
	Arterial[1]	Collector & Through Local[1]
35 or less	245	125
36 to 45	440	245
45 or greater	660	440

[1] Based on the functional and access classifications of the roadway

Connection spacing shall be measured from the closest edge of the pavement of one connection to the next closest edge of pavement of the next connection (NOT centerline to centerline).

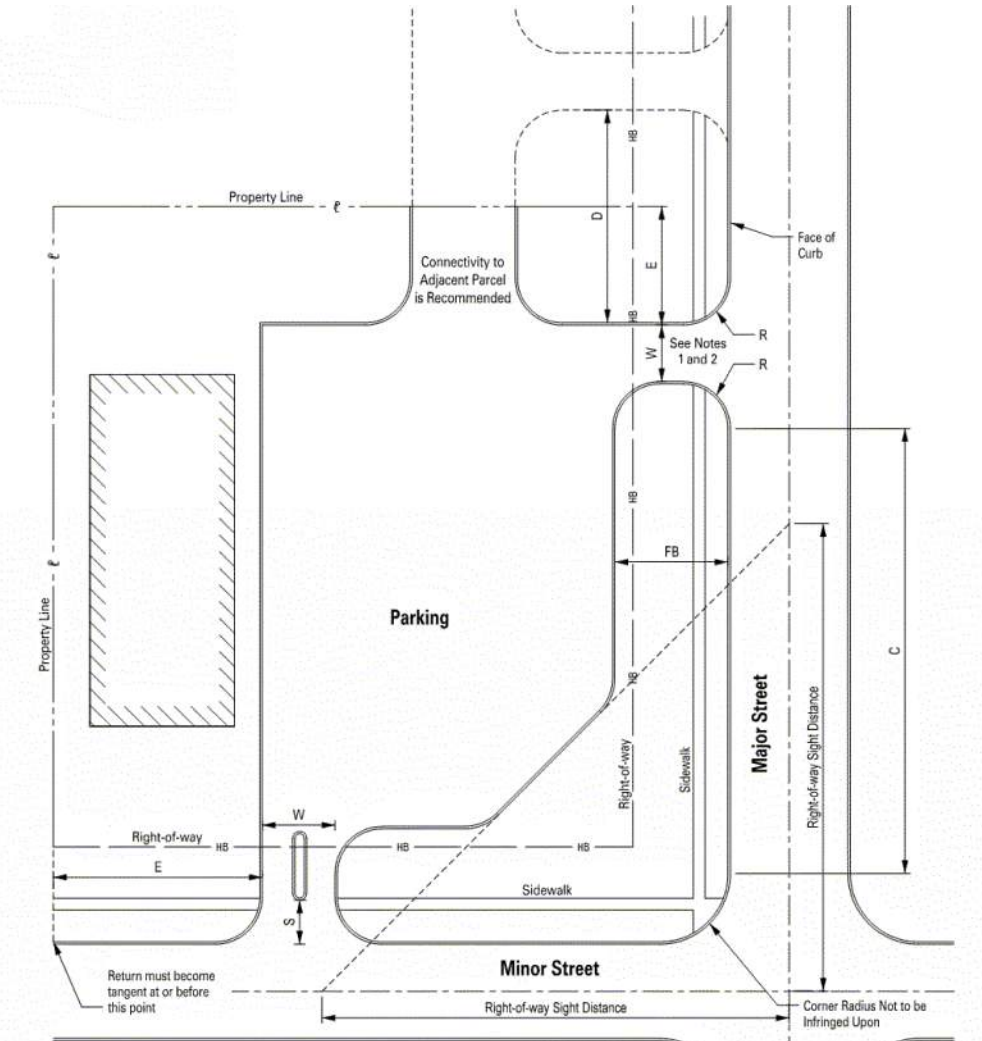
The Planning Board shall take into consideration minimizing left turn conflicts related to access connections on opposite sides of the road

Section 55-7. Design Standards

A. General

Street and driveway connections shall comply with the following control dimensions (see Figure F-1):

Figure F-1: Design Standards



Symbol	Definition	Design Requirements
E	Edge Clearance	20 ft Min.
R	Driveway Return	5 ft Min, 30 ft Max
W	Driveway Width	One-way: 12 ft Min, 24 ft Max Two-way: 20 ft Min, 36 ft Max
C	Corner Clearance	125 ft Desirable, 50 ft Min.
S	Island Offset	6 ft Min, 12 ft Max
D	Distance Between Driveways	125 ft Min. (See Table D-1)
FB	Frontage Boundary	N/A

Notes:
1. Access to major street may not be allowed if suitable access is available to minor street or other public facilities.
2. Access to major street may be permitted on a temporary basis until cross connection with adjacent property is available.

B. Driveway Width (W)

Open road frontages (where entire frontage is paved or used for access) shall not be permitted. Driveways shall be clearly delineated and identifiable so as to not inhibit travel on the connecting roadway.

The width of driveways, W, measured parallel to the edge of travel way and from edge of pavement to edge of pavement at the narrowest width, shall be within the specified minimum and maximum limits specified in Table F-1.

Table F-1
Driveway Width

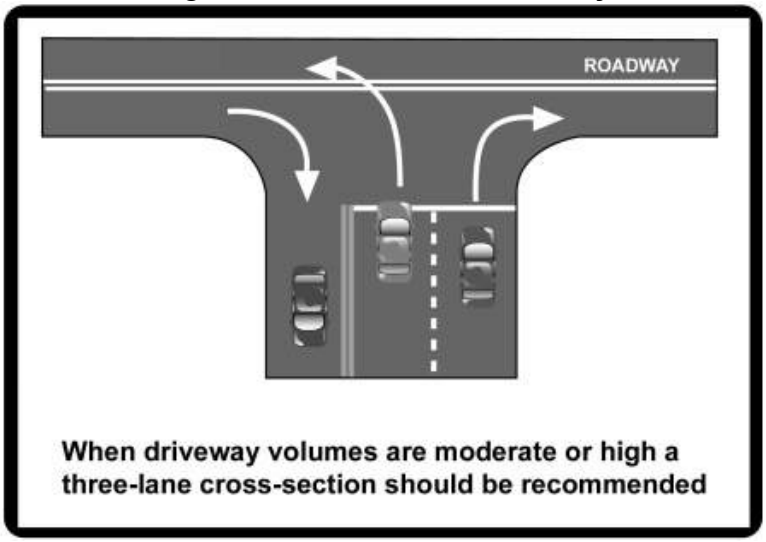
Driveway Type	Driveway Width (W)	
	Minimum	Maximum
One-Way	12	24
Two-Way	20	36[1]

[1] Planning Board may allow a maximum width of 50'if necessary for use

Where the roadway is undivided or where there is no signal control, and when existing or projected connection volumes exceed 75 vehicles during the peak hour or 500 vehicles per day, a three-lane connection may be required (see Figure F-2).

Street type connections with multi-lane ingress or egress may exceed 50 feet based on traffic operation requirements. These values are based on edge of pavement dimensions not including the width of gutter if a curb-and-gutter section is proposed.

Figure F-2: Three-Lane Driveway

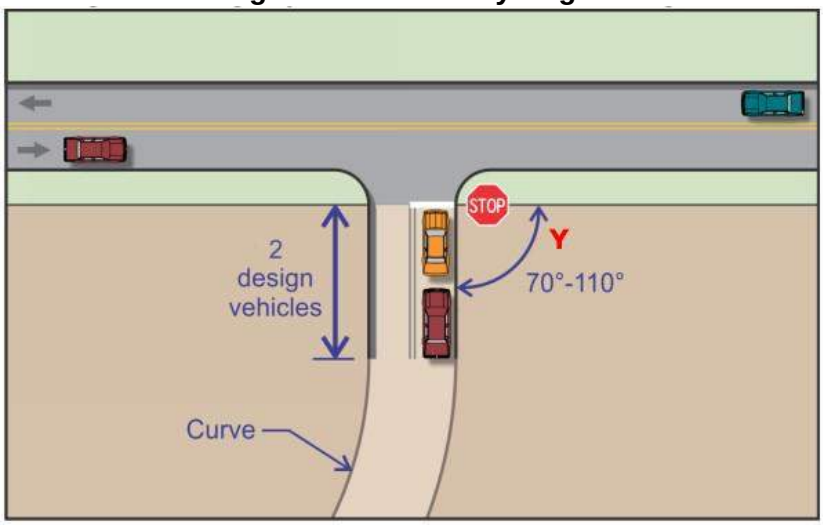


C. Driveway Angle (Y)

The recommended driveway angle, Y, for a full access driveway is 90 degrees. The angle of the two-way operation driveway with respect to the pavement edge shall not be less than 70 degrees or greater than 110 degrees. For one-way or right-in/right-out driveways, driveway angles between 45 and 90 degrees may be allowed on a case-by-case basis.

The driveway's horizontal alignment should include a minimum tangent section accommodating two design vehicles before any curvature. Figure F-3 depicts the recommended driveway angle and alignment criteria.

Figure F-3: Driveway Angle



C. Edge Clearance (E)

All portions of a commercial driveway including the returns shall be between two frontage boundary lines of the current or future right-of-way line. The edge clearance, E, measured parallel to the edge of pavement from the frontage boundary line to the nearest point on the projected edge of the driveway shall be a minimum of 20 feet.

D. Driveway Return (R)

The radius of the street-type driveway connection, R, shall be a minimum of 20 feet and a maximum of 50 feet. However the maximum radii dimension may be exceeded as an exception if larger radii are needed to accommodate larger vehicles at a proposed development such as service entrances, fueling stations serviced by tanker trucks, or truck terminals.

E. Island Offset Distance (S)

The near edge of an island area parallel to the highway shall be located a distance, S, from the edge of pavement along uncurbed roadways or from the curb line on curbed roadways a minimum of 6 feet and maximum of 12 feet, unless otherwise requested or approved by the Planning Board.

F. Distance Between Driveways (D)

The distance, D, measured along the right-of-way line between the tangent projections of the inside edges of adjacent driveways (NOT centerline to centerline) shall be at least 125 feet (refer to Table D-1). The required distance applies where more than one driveway is permitted along a single property frontage, between driveways on adjacent properties, and between driveways on the opposite side of the roadway.

G. Corner Clearance (C)

The minimum corner clearance, C, to the proposed driveway should be at least 125 feet from the point of tangency of the radius curvature of the intersecting streets (see Figure F-4). If site conditions do not allow for the desired 125 feet, at no time shall the corner clearance be less than 50 feet from the point of tangency of the radius curvature. Additional distance may be

required to locate driveways outside the functional area of an intersection in accordance with a TIS.

Section 55-8. Deviation from Connection Standards

A. The purpose of this section is to establish a reasonable process for relief from the requirements of this Chapter where local site conditions, the timing of construction on the property or adjacent property, lack of cross access easements, and other factors make compliance impossible or impractical. In all cases, however, safety for the driving public and pedestrians shall be the primary consideration in granting deviations or waivers from the standards and requirements specified in all other sections of this Chapter.

B. General Waiver Authority: The Planning Board is hereby granted the authority to grant Waivers from the requirements for connection spacing and/or design and/or the requirements and/or provisions of any other section of this Chapter where the characteristics of the subject property, and/or of abutting property, the lack of cross access easements, the timing of development, or any other practical difficulty would make adherence to the standards contained therein impractical or not in the best interest of traffic safety. All considerations for the granting of waivers by the Planning Board shall be made in consultation with the roadway authority and shall be based on the requirements and procedures established in this section. The Planning Board shall not grant any waiver that deviates from the processes and procedures specified in this or any other section of this Chapter. All applications for a waiver shall require submission of a site plan or subdivision application for review by the Planning Board as specified in the Subdivision Regulations and/or Zoning Local Law of the Town of Victor.

C. Minor Waivers: Deviations of up to ten percent (10%) of the connection standards or other requirements in this Chapter are considered Minor Waivers. The Planning Board may grant a Minor Waiver upon a finding that roadway or site characteristics, the timing of land development, the characteristics of a particular land use involved in a development proposal, traffic operations, and safety make strict adherence to the standard impractical.

D. Major Waivers:

(1) Major waivers are those that deviate from one or more of the standards or requirements by more than ten percent (10%).

(2) The applicant for a Major Waiver shall provide adequate data and analysis to demonstrate how the proposed alternate access management and/or site circulation plan is equal to or better than the relevant required access management and internal circulation provisions of this Chapter. Applicants for Major Waivers from connection standards shall submit an access management plan to the Planning Board as follows:

(a) Encompasses a study area that includes the length of the property frontage on all abutting roadways, plus the distance established by access spacing standards on either side of the property lines, and the corresponding area on the opposite side of undivided roadways.

(b) Addresses existing and future access for study area properties.

(c) Evaluates operational and safety impacts of the proposed plan versus impacts of adherence to adopted standards.

(d) Includes all improvements and recommendations necessary to implement the proposed plan.

(3) Planning Board standards for granting Major Waivers: In considering and granting a Major Waiver, the Planning Board shall find:

(a) The granting of a waiver is in harmony with the purpose and intent of this Chapter

(b) That every reasonable option for meeting the provisions of this Chapter is explored and determined to be not feasible.

(c) The applicant has demonstrated unique or special conditions that make strict application of the provision of this Chapter impractical. This shall include a showing that:

[1] Indirect or restricted access cannot be obtained, and there is no reasonable expectation that such access may be able to be obtained in the future,

[2] No reasonable engineering or construction solution can be applied to mitigate the condition, and

[3] No alternative access is available from a road with a lower functional classification than the proposed access connection.

(4) Under no circumstances shall a Major Waiver be granted unless not granting the waiver would deny all reasonable access, endanger public health, welfare, or safety, or cause an exceptional and undue hardship on the applicant. No waiver shall be granted where such hardship is self-created.

Section 55-9. Compliance with Access Management Plan Maps and/or Official Map

A. All development, permit review, and applications for development review made pursuant to the subdivision regulations, and/or zoning local law, or any other local law of the Town of Victor shall comply with the Access Management Maps contained in the VAM Plan and any Official Map duly adopted by the Town of Victor and on file with the Town Clerk. Future amendments to the Official Map may supersede information on the VAM Plan Maps.

B. The Planning Board shall ensure compliance with the Access Management Maps and Official Map during the review of development review applications such as but not limited to site plans, subdivisions, special use permits. These Maps together indicate:

(1) A future road network intended to provide vehicular traffic alternative means of travel, and the location for future connection points for future roads and shared driveways that comply with the spacing requirements of this Chapter. These are intended to guide the Planning Board and applicants in designing new development to provide road rights of ways across subject properties.

(2) Driveway elimination/consolidation areas intended to create spacing between access points on a public road that are in compliance with this Chapter when properties are developed, redeveloped, or repurposed (such as going from a residential to a commercial use).

(3) Locations of potential future traffic signals in accordance with the signal spacing standards in the VAM Plan.

C. The Town of Victor may update and expand the VAM Plan Maps based upon future studies and to encompass additional areas. The Town of Victor may update its Official Map in the

manner prescribed by statute.

Section V. Validity and Severability.

Should any word, section, clause, paragraph, sentence, part or provision of this Local Law be declared invalid by a Court of competent jurisdiction, such determination shall not affect the validity of any other part hereof.

Section VI. Repeal, Amendment and Supersession of Other Laws.

All other Ordinances or Local Laws of the Town of Victor which are in conflict with the provisions of this Local Law are hereby superseded or repealed to the extent necessary to give this Local Law force and effect during its effective period.

Section VII. Effective Date.

This Local Law, after its adoption by the Town Board of the Town of Victor, shall take effect immediately upon its filing with the Office of the Secretary of State of the State of New York.

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)
I hereby certify that the local law annexed hereto, designated as local law No. **7** of 20**19** of the ~~(County)(City)~~(Town)~~(Village)~~ of **Victor** was duly passed by the **Town Board** on **August 26, 2019**, in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)
I hereby certify that the local law annexed hereto, designated as local law No._____ of 20__ of the (~~County)(City)~~(Town)~~(Village)~~ of _____ was duly passed by the _____ on _____ 20___ , and was (approved)(not approved)
(Name of Legislative Body)
(repassed after disapproval) by the _____ and was deemed duly adopted
(Elective Chief Executive Officer)*
on _____ 20____ , in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)
I hereby certify that the local law annexed hereto, designated as local law No._____of 20___ of the ~~(County)(City)~~(Town)~~(Village)~~ of _____ was duly passed by the _____ on _____ 20_____ , and was (approved)(not approved)
(Name of Legislative Body)
(repassed after disapproval) by the _____on _____ 20____ .
(Elective Chief Executive Officer)*
Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special)(annual) election held on _____ 20____ , in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20___ of the ~~(County)(City)~~(Town)~~(Village)~~ of _____ was duly passed by the _____on _____ 20____ , and was (approved)(not approved)
(Name of Legislative Body)
(repassed after disapproval) by the _____ on _____ 20_____ . Such local
(Elective Chief Executive Officer)*
law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20_____ , in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20___ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20_____ , became operative.

6. (County local law concerning adoption of Charter.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20___ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 20____ , pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)
I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph 1, above.

Karen C Bodine
Clerk of the county legislative body, City, Town or Village Clerk or officer designated by local legislative body

(Seal)

Date: 9/4/19

DRAFT

OFFICIAL MAP OF THE TOWN OF VICTOR

N

Feet

0 1,750 3,500 7,000

- Town Boundary
- Village Boundary
- Tax Parcels

Existing Road Functional & Access Classification

- Arterial Roads
- Collector Roads
- Local Through Roads
- Other Local Roads
- Future Local Roads
- Interstate Highway
- Interstate Ramp
- Private Roads

The location of Future Local Roads is approximate; intended to indicate the need for a future road in this approximate location. Private landowners and developers of land shall not impinge upon the proposed location of these future roads unless approved by the Town Planning Board. The Town Planning Board shall have broad discretion to adjust the exact connection points of Future Local Roads to existing roads and in the geometry of such Future Local Road as long as the Planning Board finds that such adjustments are in harmony with the Town's Access Management Plan and Chapter 56 of the Town Code.

Map produced by the Ontario County Planning Department on May 29, 2019

APPENDIX E:
LOCAL LAW

Village of Victor Local Law

Local Law Filing

New York Department of State
Division of Corporations, State Records and Uniform Commercial Code
One Commerce Plaza, 99 Washington Avenue
Albany, NY 12231-00001
www.dos.ny.gov/corps

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

~~County~~
~~City~~ of Victor
~~Town~~
Village

Local Law No. 3-19 of the year 2019

A local law "Creating a New Chapter 40 of the Village of Victor Municipal Code Regarding Access Management"

Be it enacted by the Board of Trustees of the

~~County~~
~~City~~ of Victor as follows:
~~Town~~
Village

"See Attached"

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)
I hereby certify that the local law annexed hereto, designated as local law No.3-19 of 2019 of the ~~(County)(City)(Town)~~(Village) of Victor was duly passed by the Village Board on September 16, 2019,in accordance with the applicable provisions of law.

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)
I hereby certify that the local law annexed hereto, designated as local law No._____ of 20__ of the ~~(County)(City)~~(Town)~~(Village)~~ of _____ was duly passed by the _____ on _____ 20____ , and was (approved)(not approved)
(Name of Legislative Body)
(repassed after disapproval) by the _____ and was deemed duly adopted
(Elective Chief Executive Officer)*
on _____ 20____ , in accordance with the applicable provisions of law.

3. (Final adoption by referendum.)
I hereby certify that the local law annexed hereto, designated as local law No._____of 20___ of the ~~(County)(City)~~(Town)~~(Village)~~ of _____ was duly passed by the _____ on _____ 20____ , and was (approved)(not approved)
(Name of Legislative Body)
(repassed after disapproval) by the _____on _____ 20____ .
(Elective Chief Executive Officer)*
Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general) (special)(annual) election held on _____ 20____ , in accordance with the applicable provisions of law.

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20___ of the ~~(County)(City)(Town)(Village)~~ of _____ was duly passed by the _____on _____ 20____ , and was (approved)(not approved)
(Name of Legislative Body)
(repassed after disapproval) by the _____ on _____ 20____ Such local
(Elective Chief Executive Officer)*
law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 20_____ , in accordance with the applicable provisions of law.

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20___ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 20_____ , became operative.

6. (County local law concerning adoption of Charter.)
I hereby certify that the local law annexed hereto, designated as local law No. _____ of 20___ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 20____ , pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)
I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph 1, above.

Pamela S. Hogan
Village Clerk or officer designated by local legislative body

(Seal)

Date: 9/20/19

(Certification to be executed by the Village Attorney or other authorized attorney of the locality)

STATE OF NEW YORK
COUNTY OF Ontario

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.

Signature

Village Attorney
Title

VILLAGE OF VICTOR

Date: 9/20/19

RESOLUTION #87-19
ADOPTION OF LOCAL LAW 3-19, CREATING CHAPTER 40 ACCESS MANAGEMENT IN THE CODE OF THE VILLAGE OF VICTOR

On motion by Trustee Michael Crowley, seconded by Trustee Robert Kelly the following resolution was ADOPTED 5 AYES 0 NAYS

WHEREAS, On November 18, 2018 the Village of Victor adopted Resolution No. 123-2018 that established and appointed a Special Committee to prepare an access management plan as a component of the Village of Victor's comprehensive plan jointly with the Town of Victor; and

WHEREAS, This Special Committee has worked diligently with LaBella Associates to prepare a draft access management component for the Village of Victor Comprehensive Plan and an Access Management Plan as an update to the Town of Victor comprehensive plan in a single document hereinafter referred to as the 'Access Management Plan'; and

WHEREAS, This Board has adopted said Access Management Plan as a component of the Village's Comprehensive Plan; and

WHEREAS, The scope of said Access Management Plan was to examine standards for vehicle driveways and road intersections on public and private roads and did not contemplate recommendations for railroad intersection spacing as those are governed by Federal Standards; and

WHEREAS, To implement said Access Management Plan, the Special Committee has recommended an Access Management Local Law be adopted; and

WHEREAS, Local Law 3-19 has been proposed to create Chapter 40 Access Management as the Access Management Local Law of the Village of Victor; and

WHEREAS, This Board held a duly advertised public hearing on August 19, 2019 at 7:00 PM for the purpose of soliciting public comment with respect to

the adoption of said Local Law as Chapter 40 Access Management of the Code of the Village of Victor; and

WHEREAS, Said public hearing was left open for written public comments and closed on September 16, 2019; and

WHEREAS, Said Access Management Local Law specifically exempts railroads and rail crossings in §40.2 D.3 from the requirements of the local law as this board recognizes that railroad geometry and road crossings are governed by Federal Standards and railroads are exempt from regulation by local municipalities; and

WHEREAS, This Board did issue a negative determination of significance pursuant to an environmental review of the adoption of the Access Management Plan as a component of the Village of Victor Comprehensive Plan, proposed local law 3-19 to adopt Chapter 40 Access Management of the Village Code, proposed local law 4 -19 to amend Chapter 133 Site Plan Review, proposed local law 5 – 19 to amend Chapter 170 Zoning of the Village Code, proposed local law 6 – 19 to amend Chapter 174A Subdivision of Land of the Village Code, the approval of an Official Map of the Village of Victor, and the approval of a Memorandum of Understanding with Region 4 of the New York State Dept. of Transportation and the Ontario County Commissioner of Public Works conducted pursuant to the New York State Environmental Quality Review Act and its implementing regulations found at 6 NYCRR Part 617; now, therefore, be it

RESOLVED, That this Board hereby finds that adoption of Local Law 3 – 19 creating Chapter 40 Access Management of the Code of the Village of Victor is necessary to conserve and protect the public health, safety, and general welfare by providing for the efficient development of the Village and as a necessary and integral element of managing access onto public roads in the Village of Victor; and further

RESOLVED, That Local Law 3-19 creating Chapter 40 Access Management of the Code of the Village of Victor on file with the Victor Village Clerk is hereby adopted pursuant to New York State Municipal Home Rule; and further

RESOLVED, That the Village Clerk is hereby directed and authorized to:

1. Incorporate said new Chapter 40 Access Management into the hardcopy and digital versions of the Village Code,
2. Distribute copies of this resolution and Local Law to the Village Code Enforcement Officer, the chairperson of the Village Planning Board, the Director of the Ontario County Planning Department, and the New York State Department of State; and further

RESOLVED, That Local Law 3-2019 shall take effect upon filing with the New York State Department of State.

County of Ontario)
State of New York)
Village of Victor)

I hereby certify that the foregoing is a true and correct transcript of resolution duly adopted by the Village Board of Trustees on the 16th of September 2019.

Pamela S. Hogenes
Village Clerk of the Village of Victor

"see attached"

60 EAST MAIN STREET • VICTOR, NEW YORK 14564 (585) 924-3311 • FAX (585) 924-0282
villageclerk@villageofvictor.org

Local Law No. 3 of the year 2019.

A local law "Creating a New Chapter 40 of the Village of Victor Municipal Code Regarding Access Management"

Be it enacted by the Village **Board**

Village of **Victor** as follows:

Section 1. The Village of Victor Municipal Code is hereby amended with the addition of new Chapter 40 which shall read as follows:

ACCESS MANAGEMENT
Chapter 40

Village of Victor

40.1 Intent

The intent of this Chapter is to implement the recommendations of the Access Management Plan Component of the Village of Victor Comprehensive Plan (hereinafter referred to as the "Victor Access Management Plan" or as the "VAM Plan"). This Chapter requires compliance with the VAM Plan and specifies requirements and procedures to provide and manage access to properties while preserving the operating efficiency of the roadway system in order to improve the safety of motorists, emergency responders, pedestrians, and bicyclists, to reduce traffic congestion and delay associated with poor access location and design, and to protect the investments made in the public road system. This Chapter also provides for coordinating access management with the New York State Department of Transportation (NYSDOT) and Ontario County on public roads and highways under the jurisdiction of those agencies to achieve these purposes.

40.2 Applicability

A. Compliance with this Chapter shall be required in the granting of all building permits, site plans, subdivisions, and other development permits by all Village of Victor officials and boards. The requirements, minimum standards, and procedures specified herein shall govern the review of all zoning permit, rezoning, building permit, variance, special use permit, site plan, subdivision, and other applications made to the Village Board, Zoning Board of Appeals, Planning Board, Building Inspector, Zoning Officer, and/or Code Enforcement Officer of the Village of Victor.

B. The standards and requirements specified in this Chapter shall apply to all public arterial, collector and local through roadways within the Village of Victor limits, to all privately

owned roads and driveways providing access to developments generating 100 or more peak hour trips or the equivalent stacking distance of heavy vehicles/trucks, and to all properties that abut or have access to these roadways. If any standards contained in this Chapter are different than standards promulgated in any other local law of the Village of Victor, the more restrictive requirement shall apply. Different requirements in other local laws shall not constitute a basis for requesting a waiver or exemption from any requirement or standard contained in this Chapter.

C. Additional Submission requirements for certain development applications:
2. Traffic Impact Study

(a) In addition to any other permit application requirements specified in the laws of the Village of Victor, a traffic impact study (TIS) shall be required to be submitted for any use generating 100 or more peak hour trips or as required by the roadway authority for the public road(s) that will service such trips. The applicant must submit a TIS or a letter from an engineer with experience in conducting traffic studies to document expected trip generation and potential roadway operational consideration for any proposed new or redeveloped use equaling the following thresholds the Village of Victor has determined likely to generate 100 peak hour trips:

1. 100 or more single family homes
2. 175 or more apartments
3. 50,000 SF general office
4. 24,000 SF medical office
5. 75,000 SF industrial
6. 4,000 SF shopping center
7. Any restaurant

(b) Prior to submission of the TIS, the scope of any such TIS should be reviewed with a municipal representative and the Ontario County Commissioner of Public Works and/or NYSDOT Regional Traffic Engineer if County Roads or Highways under the jurisdiction of NYSDOT provide public access to the subject property, will contribute 100 or more peak hour trips to roads or highways under the jurisdiction of said entities, or are within one mile of the site.

(c) The applicant or their representatives should review this Chapter and its standards for shared access, connection spacing, and waivers, as well as the information on turning lanes and signal spacing in the VAM Plan before proceeding with a TIS. The Village of Victor do not anticipate approving development densities that would require waiving the signal location and spacing plan outlined in the VAM Plan.

2. Site Plan or Subdivision Approval Required: Regardless of the requirements found in any other local law, where an officer or board of the Village of Victor finds that the application for any building or zoning permit involves construction of a new building or use, or where a change from a residential to commercial use, or an addition of more than 10% in square feet of building's floor area or peak hour trips is involved, or changes to

existing access is proposed, no building or zoning permit shall be issued until a Site Plan or Subdivision application is made and approved in compliance with this Chapter including any waivers issued by the Planning Board.

D. Exemptions

1. Interstate Highways and any other limited access highway where the roadway authority is the Federal Highway Administration or New York State Department of Transportation are exempt from the requirements of this Chapter.
2. Farm Access Road: The location and design of Farm access roads are exempt from the requirements of this Chapter except that there location, design, and operation shall maintain safe travel and operation on the adjoining pubic road. A farm access road and connection location from such onto a public road or highway that does not comply with the requirements of this Chapter shall not be used to provide access to a non-farm use. In other words, a new non-farm use proposed in the future must provide access in compliance with this Chapter and shall not be entitled as of right to use a pre-existing non-conforming access point and/or driveway or road used for a farm or other related agricultural use.
3. Any Freight or Passenger Service Railroad and their road crossings.
4. Permits involving temporary or short term uses, such as garage sales, road side stands within the boundaries of an Ontario County Agricultural District, emergency responses, or law enforcement operations.

40.3 Definitions

Access

A way or means of approach to provide vehicular or pedestrian entrances or exit to a property.

Access Classification

A system for assigning the appropriate degree of access control to roadways, based upon roadway functional classification, traffic characteristics, and community development objectives. See Table B-1.

Access Management

The process of providing and managing access to land development, while preserving the safety and efficiency of travel on the surrounding roadway system.

Arterial Roadway

Routes that provide service that is relatively continuous and of relatively high traffic volume, long average trip length, high operating speed, and high mobility importance. In addition, every United States (U.S.) numbered highway is an arterial road. Arterial roadways are given the highest capacities since they are designed to carry the greatest amount of through-traffic while generally providing a lower amount of access to adjacent land uses.

Auxiliary Lane

The portion of the roadway adjoining the traveled way for speed change, turning, storage for turning, weaving, truck climbing or for other purposes.

Collector Roadway

Routes that provide service that is of moderately average traffic volume, moderately average trip length, and moderately average operating speed. Such a route also collects and distributes traffic between local roads or arterial roads and serves as a linkage between land access and mobility needs.

Commercial Driveway

A driveway serving a commercial establishment, industry, government or educational institution, business, public establishment, multi-family developments, or other comparable traffic generator.

Connection

Any driveway, street, turnout, or other means of providing for the movement of vehicles to or from the public roadway system. For the purpose of this section, two one-way connections to a property may constitute a single connection.

Connection Offset

The distance the centerlines of driveways or roadways on opposite sides of a road or highway are from being aligned.

Connection Spacing

The distance between connections, measured from the closest edge of pavement of the first connection to the closest edge of pavement of the second connection along the edge of the traveled way.

Connectivity

A term used to infer connections between adjoining properties for vehicular and/or pedestrian usage.

Corner Clearance (C)

The distance from an intersection of a public or private road to the nearest connection along the public roadway. The distance is measured from the closest edge of pavement of the intersecting road to the closest edge of the pavement of the connection. The projected future edge of pavement of the intersecting road should be used, where available. See Figure F-1 herein.

Cross Access

An easement or service drive providing access between two or more contiguous sites so that the driver does not need to reenter the public roadway system.

Directional Median Opening

An opening in a restrictive median that provides for specific traffic movements and physically and psychologically restricts other movements.

Driveway

Every entrance and/or exit to service vehicle traffic to or from property fronting the roadway system. Usually a driveway is in private ownership.

Driveway Angle (Y)

The angle between the driveway centerline and the edge of traveled way. See Figure F-3.

Driveway Return (R)

The outside curve radius on the edge of the driveway. See Figure F-1.

Driveway Width (W)

The narrowest width of driveway measured parallel with the edge of traveled way. See Figure F-1.

Edge Clearance (E)

The distance measured along the edge of traveled way between the frontage boundary line and the tangent projection of the nearest edge of the driveway. See Figure F-1.

Edge of Pavement

The existing edge of a paved road or the proposed future edge of a paved road. The future edge shall be used for any measurement herein where a road, highway, or driveway is planned as stated in the Village of Victor's adopted 5 year capital improvement plan, accepted as mitigation under SEQR, associated with a dedicated easement, or indicated on the Official Map.

Farm Access Road

A private road or driveway that serves primarily access needs to a public road for limited or seasonal farm related vehicles and equipment. A driveway or road used to provide access for the public for a farm or agriculturally related use, such as but not limited to a greenhouse or farm market where sales to the public are offered, an agri-tourism business, a home business, a bed-and-breakfast, a home or farm worker housing on the premises of an agricultural operation, or other non-agricultural use shall not be considered a Farm Access Road for the purpose of this Chapter.

Frontage

The length along the highway right-of-way line of a single property tract or roadside development area between the edges of the property lines. Property at a roadway intersection has a separate frontage along each roadway.

Frontage Boundary (FB)

A line, perpendicular to the highway centerline, at each end of the property frontage, extending from the right-of-way line to the edge of the through traffic lane. See Figure F-1.

Full Median Opening

An opening in a restrictive median designed to allow all turning movements to take place from the public road system and the adjacent connection, and which therefore is intended for signalization.

Functional Area of an Intersection

That area beyond the physical intersection of two roadways that comprises decision and maneuver distance, plus any required vehicle storage length, and is protected through corner clearance standards and connection spacing standards. The functional area of an intersection consists of the distance traveled during reaction time, the deceleration distance, and queue storage length, as shown in Figure C-2.

Functional Classification

A system used by NYSDOT to group public roadways into classes according to their purpose in moving vehicles and providing access.

Internal Roadway Network

An internal circulation system of larger developments that allows vehicular travel within the property.

Intersection Returns (R)

The radius of the edge of pavement between intersecting roads. See Figure F-1.

Island Area

An area adjacent to the roadway which serves as a physical barrier to direct the flow of

traffic and to separate highway traffic from the activity on private property.

Island Offset Distance (S)

Distance between the edge of pavement and the near edge of an island area parallel to the highway.

Joint Access (or shared access)

A single connection serving two or more adjoining lots or parcels.

Local Road

A roadway with the primary function of providing access to adjacent properties and to roadways of a higher functional classification. Such routes provide service that is of relatively low average traffic volume, short average trip length or minimal through-traffic movements, and high land access for abutting property. Local roads provide the greatest amount of access to adjacent properties and subdivision streets.

Local Through Roadway

A local road carrying through traffic in addition to providing access to individual lots. Such roads typically have lower traffic volumes than collector roadways but moderate to high speeds.

Lot Frontage

For the purpose of this Chapter, the linear portion of property that directly abuts a roadway.

Major Waiver

A request to the Planning Board for a greater than 10 percent deviation in access connection spacing standards or other standards of this Chapter.

Median

That portion of a highway separating opposing traffic flows, Medians can be traversable or non-traversable.

Median Opening

An opening in a non-traversable median that provides for crossing and turning traffic.

Minimum Connection Spacing

The minimum allowable distance between conforming connections, measured from the closest edge of the pavement of the first connection to the closest edge of the pavement of the second connection along the edge of the traveled way.

Minimum Median Opening Spacing

The minimum allowable spacing between openings in a restrictive median to allow for crossing the opposite traffic lanes to access property or for crossing the median to travel in the opposite direction (U-turn). The minimum spacing or distance is measured from centerline to centerline of the openings along the traveled way.

Minimum Signal Spacing

The minimum distance between adjacent traffic signals on a public roadway measured from centerline to centerline of the signalized intersections along the traveled way.

Minor Waiver

A request to the Planning Board for a deviation of 10 percent or less from the access connection spacing standards or other standards in this Chapter.

Nonconforming Access

Features of the access system of a property that existed prior to the effective date of this Chapter and that do not conform to the requirements of this Chapter.

Nontraversable, Restrictive or Raised Median

The portion of a divided highway physically separating vehicular traffic traveling in opposite directions. Restrictive medians include physical barriers that restrict movement of traffic across the median such as a concrete barrier, a raised concrete curb and /or island, or a median with a grass swale.

Outparcel

A lot identified on a site plan or subdivision plan that is owned by a party other than the primary owner of the parent property, and is intended to be developed separately from the parent property and/or is intended to be developed for a different use (e.g. a non-residential use vs. residential use).

Peak Hour

The highest hour of vehicular traffic volume on the adjacent public street network. In some instances, the peak hour of the development is evaluated for access management purposes when the project could create an operational or safety problem on the public road network during an off-peak time for adjacent street traffic.

Private Residential Driveway

A driveway connecting a roadway with a private residential dwelling for the exclusive use and benefit of those residing within.

Reasonable Access

The minimum number of connections, direct or indirect, necessary to provide safe ingress and egress to the public road system based on the roadway classification, the proposed connection(s) and projected roadway traffic volumes, posted speeds, and the type and intensity of the land use.

Right-of-Way

The land within legally defined property boundaries whose title is designated or intended for highway purposes.

Roadway Authority

The municipality, agency, or official with ownership and regulatory jurisdiction over a publically accessible road or highway. Examples would be the Village for Village roads, Ontario County Commissioner of Public Works for County Roads, New York State Department of Transportation for State Highways.

Service Road

A public or private street or road, auxiliary to another public roadway, which has as its purpose the maintenance of local road continuity and provision of access to parcels adjacent to the public roadway. Frontage and reverse frontage/backage roads are classified as service roads.

Sight Distance

The area that establishes a clear line of sight for a waiting vehicle to see oncoming traffic and make turning movements into or out of a street or driveway connection safely or for traffic to see entering or waiting vehicles.

Stub-out (Stub Street)

A portion of a roadway or cross access drive used as an extension to an abutting property that may be developed in the future.

Temporary Access

Access that is permitted for use until alternative access becomes available.

Throat Length

The distance parallel to the centerline of a road or driveway to the first on-site location at which a driver can make a right turn or a left turn. On roadways with curb and gutter, the throat length shall be measured from the face of the curb. On roadways without a curb and gutter, the throat length shall be measured from the edge of the shoulder.

Traveled Way

The physical existing edge of a paved road, or edge of travel lane where a white stripe is present, or future edge. Future edge shall be used for the measurement where the associated capital improvements are within an adopted five (5) year capital improvement program, SEQR mitigation, or dedicated easement.

Traversable, Non-restrictive, or Flush Median

A median or painted centerline that does not provide a physical barrier between center traffic turning lanes or traffic lanes traveling in opposite directions. This includes highways with continuous center turn lanes and undivided highways.

Urban Area

Territory generally within an incorporated area or with frontage on a highway that is at least 50% built-up with structures devoted to business, industry, or dwellings for a distance of a quarter-mile or more.

Vehicle Queuing Area

Space used by vehicles while being served or until service begins.

40.4 Roadway Functional and Access Classification

A. Functional Classification

The functional classification of roadways in Victor is determined by the NYSDOT. The Official Map and Figure 12 in Appendix B of the VAM Plan depict the NYSDOT functional classification of roadways within the Town and Village of Victor.

B. Access Classification

For the purpose of regulating access along local roads in the Village of Victor, this Chapter defines the category of Local Through Roadway. Local through roadway segments in the Village of Victor include:

1. Rawson Road from School Street to the Village line,
2. School Street from Route 96 to the Village line,
3. Adams Street,
4. Railroad Avenue, and
5. New road proposed in VAM Plan and Route 96 Transformative Corridor Strategic Infrastructure Plan.

40.5 Access Connection Requirements

A. Word Usage: This section discusses and provides design requirements for the principles of Access Management. Throughout this document and other referenced manuals and guidelines, the following terms are used:

(1) "Shall" or "Must" – indicates a required or mandatory standard, with deviations restricted to those permitted by the Planning Board using the waiver procedure of this Chapter.
(2) "Should" – indicates guidance of recommended practice.
(3)"May" – indicates a statement of practice that is a permissive condition.

B. Parcels created after the adoption of this Chapter do not have a right to individual access. Temporary and permanent access shall be as identified during the subdivision and/or site plan review process based on applying the regulations of this Chapter to existing and proposed lot access connections.

C. Connection Location for Road Intersections and Driveways

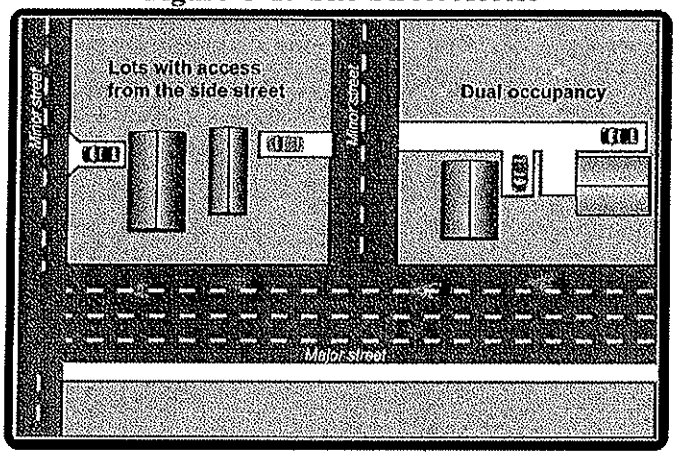
(1) The location of street intersections and driveways is critical for minimizing potential impact to vehicular and pedestrian traffic. Street and driveway connections to the roadway system should be clearly visible to all approaching traffic. The location of driveways should be related to nearby street intersections and adjacent driveways on both sides of the street. In

the interest of public safety and mobility, the Planning Board may prohibit, restrict, or modify the placement of a driveway or street along the property owner's frontage in accordance with the procedures and standards contained in this Chapter.

(2) Similarly in accordance with the procedures contained in this Chapter, the Planning Board may also prohibit or restrict access to a roadway if alternate access is available through other access points that conform with or are more nearly conforming to the requirements and standards of this Chapter.

(3). Properties with frontages along more than one street shall access the minor street (street with the lower functional classification) as shown in Figure C-1.

Figure C-1: Site-Street Access



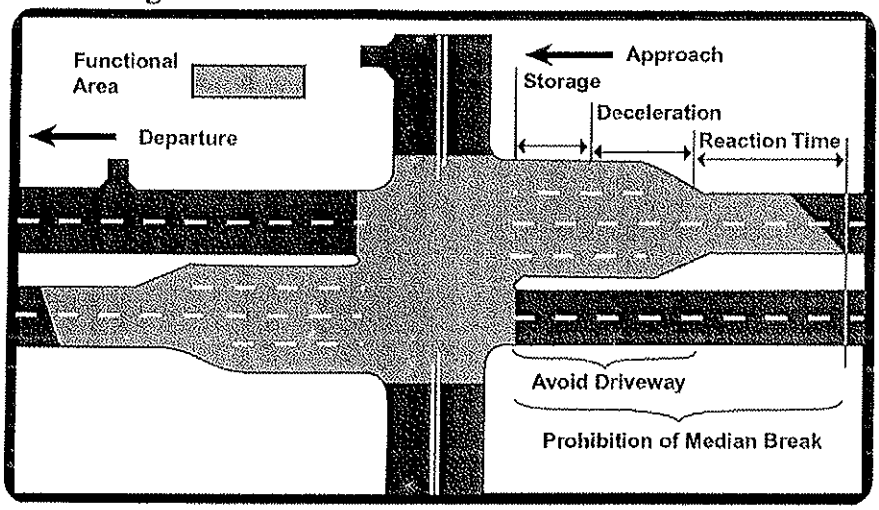
(4) Access to through lots shall be required on the minor street (lower functional classification) as shown in Figure C-1.

(5) Waiver: Access onto the major street may be approved by the Planning Board in accordance with the waiver procedures outlined in section 8 of this Chapter and the consent of the roadway authority.

D. Connections within the Functional Area of an Intersection

(1) New connections shall not be permitted within the functional area of an intersection (see Figure C-2) unless:

Figure C-2: Functional Area of an Intersection



(a) Such access shall be located along the furthest property boundary from the intersection and be labeled as a non-confirming access, and

(b) The Planning Board finds that:

1.No other reasonable access to the property is available, and

2.The connection does not create a potential safety or operational problem as determined by the roadway authority and the Planning Board, and

(c) A condition is included in any relevant permit granted by the Planning Board that the applicant shall agree to close such non-conforming access within six (6) months of the date the applicant is notified by the Village of Victor that a means of providing access outside the functional area of an intersection is available, and

(d) A site plan or subdivision plat be approved by the Planning Board showing the opportunity for future access from or through adjacent property or future roads in conformance with the standards of this Chapter. The applicant shall be required to execute cross access easements to all adjoining property as a condition of approval of any such plan or plat with temporary access within the functional area of the intersection. The Planning Board may waive the requirement for providing cross access easements in the event that it finds that access between adjoining properties is not feasible due to topography, the presence of streams, or other natural or manmade obstructions.

(e) As a condition of approval of any subdivision plat or site plan for a project involving a connection within the functional area of an intersection, the Planning Board may restrict access to "right-in/right-out" or other limited movements (see Figure C-5) in order to maintain public safety. Driveways so restricted shall meet all other access connection requirements and connection spacing requirements

(2) Where a TIS is not required, the following reaction time and distances shall be used to determine the functional area of an intersection:

Table C-1
Reaction Time and Distances

Area[1]	Reaction Time (sec)	Distance (ft)		
		35 mph	45 mph	55 mph
Rural	2.5	130	165	200
Urban	1.5	75	100	120

[1] As defined by the Functional Classification of the roadway

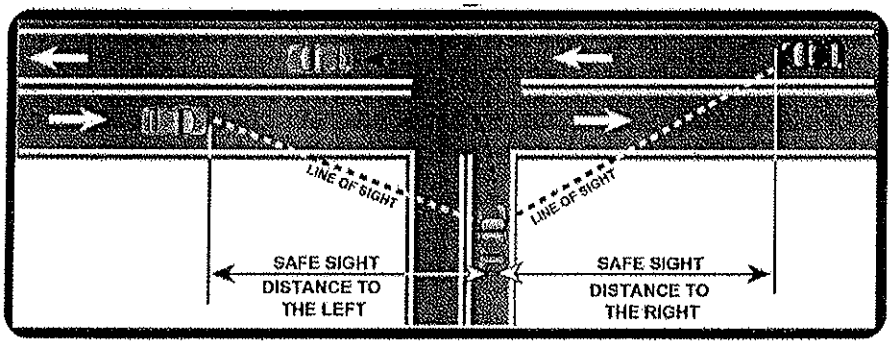
E. Sight Distance

(1) Street and driveway connections shall provide for adequate vertical and horizontal sight distance (see Figure C-3). Proper sight distance is necessary for a stopped vehicle to safely cross the roadway and any auxiliary lanes.

(2) Sight distance shall be evaluated for all proposed driveways or roadways using the standards set forth in the current version of *A Policy on Geometric Design of Highways and Streets* ("Green Book") published by AASHTO. Sight distance for each driveway or roadway shall be evaluated based on the site-specific conditions such as the design speed, grade, and intersection control.

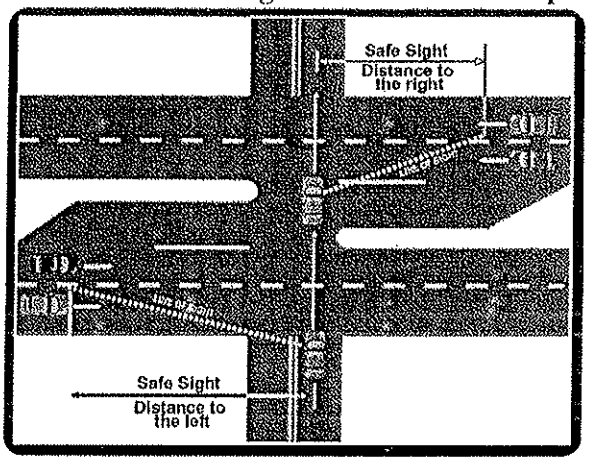
(3) At signalized intersections, recommended sight distance values shall be maintained due to the possibility of signal malfunctions, late night flashing operations, right turns on red, and permissive turn movement phases. Limited sight distance shall not be used as sole justification for the installation of a traffic signal.

Figure C-3: Intersection Sight Distance: One-Stop Crossing



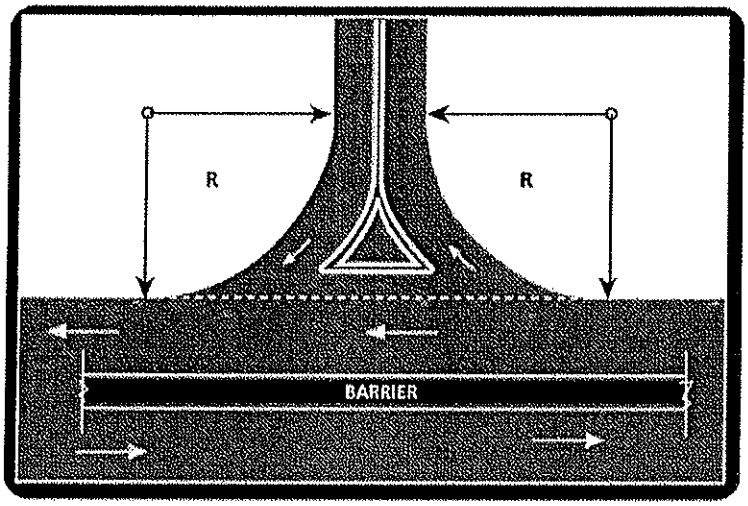
(4) If the access is located on a divided facility and the median width is 20 feet or more for passenger vehicle crossings or 40 feet or more for truck crossings, sight distance may be based on a two-stop crossing with consideration given to the width of each one-way pavement (see Figure C-4).

Figure C-4: Intersection Sight Distance: Two-Stop Crossing



(5) At locations where adequate sight distance cannot be met on both sides of the driveway, the Planning Board may deny the installation of the driveway, or may permit the driveway but restrict left turn movements into and/or out of the driveway, thus restricting the driveway operation to right turns only (see Figure C-5).

Figure C-5: Left Turn Prohibition



(6) In addition, a deceleration lane and/or right turn acceleration lane or other mitigation may be required where the recommended sight distance cannot be provided. Auxiliary lanes and other required mitigation shall be designed in accordance with AASHTO and any applicable Local, County or State design standards.

(7) The available sight distance at street and driveway connections to the roadway system shall not be restricted by landscaping, permanent or temporary signage, or in any other manner. In order to achieve adequate sight distance, the applicant may at a minimum be required to dedicate an easement near the entrance and keep it clear of visual obstructions.

(8) The property owner or lessee having access to the roadway system shall be fully responsible for providing and maintaining safe sight distances along their property frontage. If the property owner or lessee fails to comply with this requirement, the Village of Victor Code Enforcement Officer or Village Highway Superintendent may, upon written notice to the property owner or lessee, remove such obstacles from the right-of-way (at the property owner's expense) or barricade the driveway from further use until such corrections and improvements deemed necessary are made.

F. Clear Zone

A clear recovery area should be preserved along the traveled way that would allow a vehicle that inadvertently left the roadway to safely return to the roadway. The recovery area should be flat, firm and free of hazards or fixed objects. The clear recovery area ("clear zone") is measured between the traveled way and any hazardous fixed object such as utility poles, monuments, markers or trees. The required clear zone shall be calculated on a site-specific basis using the requirements set forth in the current version of the AASHTO *Roadside Design Guide*.

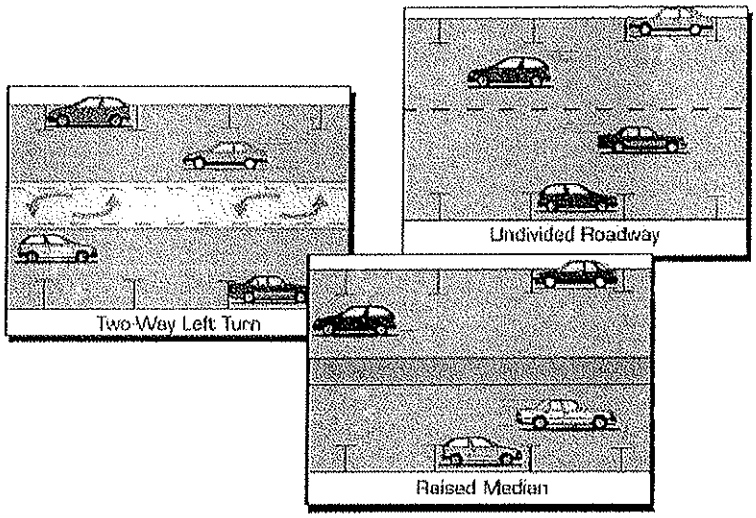
G. Restricted Access

No street or driveway access will be allowed where the roadway authority has restricted access rights such as established easements. Any request for a break in this access must be approved by the Planning Board and the roadway authority holding said easement.

H. Medians

Medians serve to delineate travel lanes and turn lanes, and also control where travel should and should not occur. Medians may be raised or flush (see Figure C-6). Raised medians are a physical barrier that prevent turns from occurring except at specific locations where breaks in the median are provided. Flush medians may delineate where turns are and are not permitted using paint, pavement or other materials. The Planning Board or other roadway authority may require the installation of a median at locations where turns should not occur due to operational or safety concerns.

Figure C-6: Median Types



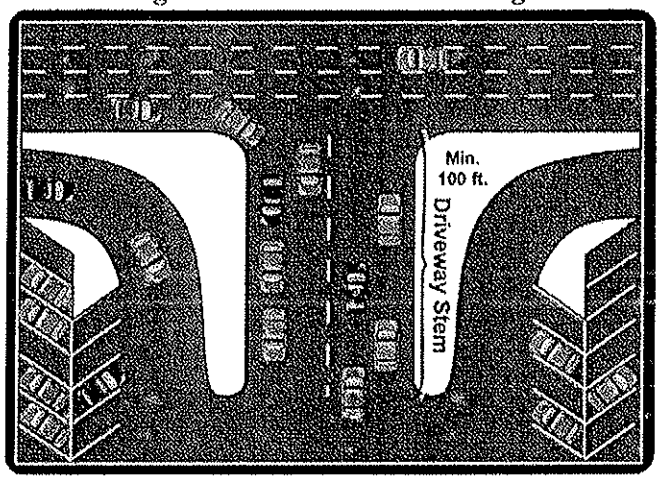
I. Driveway Throat

(1) In order to protect the storage needs of the site and the operational needs of the driveway/street intersection, a protected driveway throat (also referred to as "stem") of a sufficient length may be required as a condition of site plan or subdivision approval (see Figure C-7). The Planning Board shall require a sufficient length of protected throat (beyond the right-of-way limit) within the site for operational and safety needs of the adjacent roadway system.

(2) The length of the protected throat will be determined from the maximum vehicle storage required for the anticipated vehicular volumes. Subdivision or Site Plan applications for projects involving peak traffic generation of 100 vehicle trips an hour or more shall include determination of adequate protected driveway throat distances within the TIS. If a traffic signal is proposed at the driveway/street intersection, the TIS shall consider cycle length, as well as any upstream or downstream traffic control device(s) that may impact vehicle storage in its determination of adequate protected throat length. A driveway median may also be required in order to preserve the length of storage, or to prevent cross access to outparcel driveways within the storage area of the driveway.

(3) For any development with an internal roadway network, a minimum storage length of 100 feet measured from the near edge of the right-of-way will be required before any crossing or left-turning conflicts are allowed.

Figure C-7: Internal Site Design



(4) The Planning Board may require additional protected throat length where it finds that it would provide better internal vehicular circulation, or minimize congestion on adjacent roadways, or that it is prudent to plan for future growth in vehicle trip generation on the site. The TIS may be required to forecast future growth of vehicle trip generation from the properties and uses served by the driveway in order to determine the minimum protected driveway throat distance required.

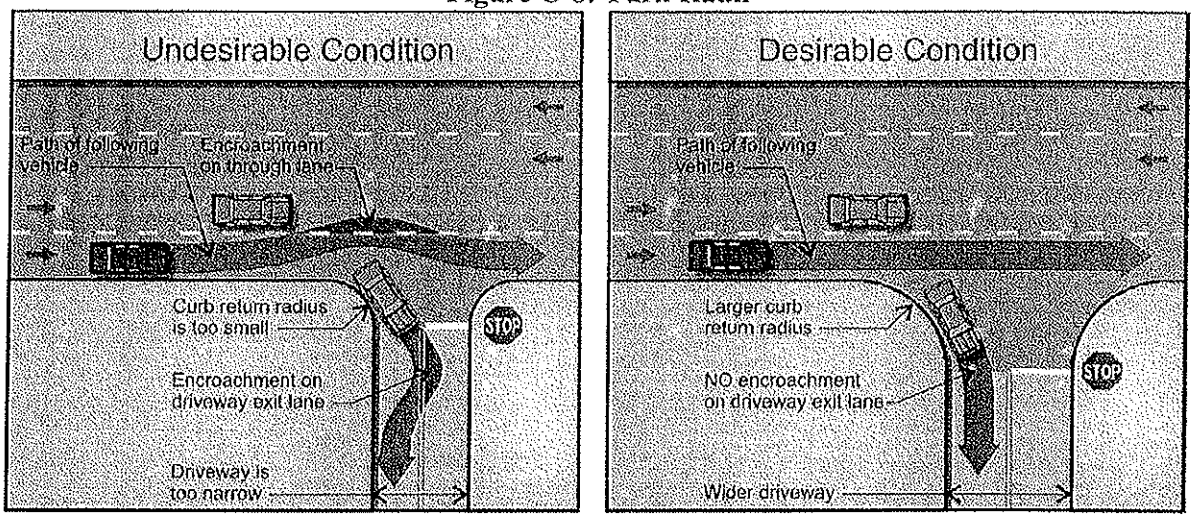
(5) Traffic calming measures or traffic control devices that slow or stop traffic entering the development shall not cause vehicles to back up into the public right-of-way.

J. Driveway Radius

(1) A driveway return (also referred to as "radius") shall be designed to accommodate the types of traffic designated to use the driveway (see Figure C-8). A curved radius design should be used, unless the driveway meets the design standards for a "taper layout" at a "Minor Commercial" driveway as specified in the New York State Department of Transportation's *Policy and Standards for the Design of Entrances to State Highways*. The radius of the street-type driveway connection shall be as required in the Village of Victor *Development Regulations for the Village of Victor*, or applicable design standards of the roadway authority. The radius should be designed to accommodate the swept turning path of the design vehicle, so that the vehicle does not over-track the corner.

(2) The effects of a driveway return on pedestrian travel must also be considered. Unnecessarily large driveway radii increase the pedestrian crossing distance and should be avoided.

Figure C-8: Turn Radii



K. Subdivision Road Standards

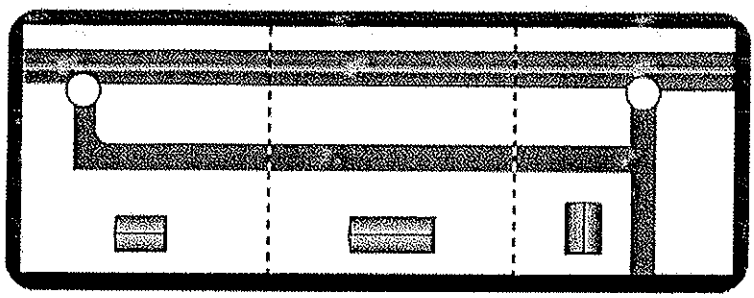
Residential subdivisions shall be designed in accordance with the requirements in the current edition of the Village of Victor *Development Regulations for the Village of Victor*, as applicable.

L. Circulation and Connection to Adjacent Sites

(1) The geometrics of the internal circulation pattern should allow all desirable maneuvers to be made with ease including service, delivery and emergency vehicle movements. For residential subdivisions, internal circulation shall be directed to one or more local through or collector streets within the subdivision, and where possible, avoid accessing the County and/or State roadway system directly.

(2) In order to meet the connection spacing standards of Section 6 of this Chapter, the Planning Board may require cross-access (connectivity) for vehicles and/or pedestrians between adjacent properties (see Figure C-9), in order to reduce repetitive vehicle trips to and from the adjacent public road. Where vehicle connections are spaced farther than 600' apart, pedestrian connections should be provided.

Figure C-9: Connectivity with Adjacent Sites



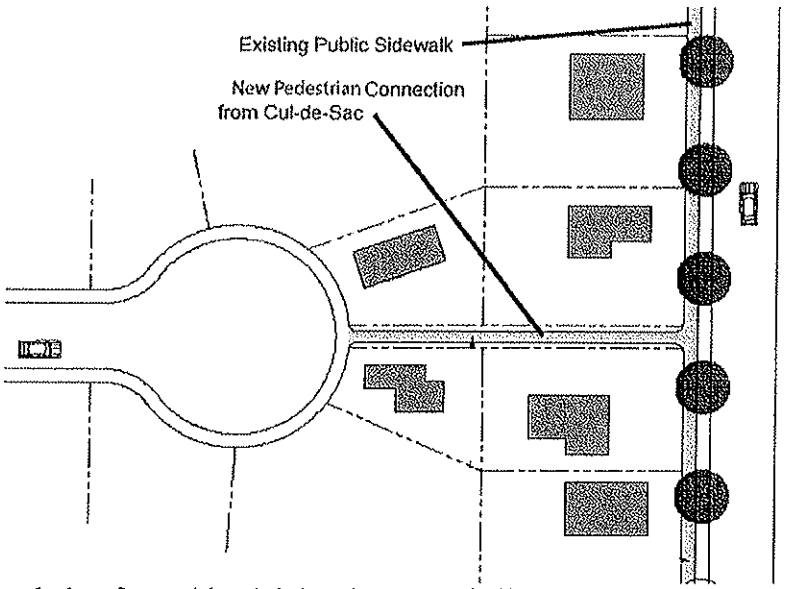
(3) Where adjacent property is not yet developed but future interconnection between adjoining properties is recommended in the VAM Plan, or shown on the Official Map, or the Planning Board believes it is desired to improve the efficiency and safety of public roads, the Planning Board shall grant site plan or subdivision plan approval with conditions and/or modifications that require dedication of property for future roads, and/or construction of stub road connections to adjacent properties, cross access easements to adjoining properties, and/or other similar considerations including financial surety in a form approved by the Village of Victor. (see Figure C-10). The site plan or subdivision plat shall indicate the location of any required cross access easements and any requirement for the removal of temporary access once alternative access is available.

Figure C-10: Stub Road for Future Interconnection

(4) Generally cross access roads and/or driveways are not intended to be publically owned or maintained. The Village Board may decide to hold a cross access easement with the right to transfer such easement when a similar easement from adjoining property owners(s) is authorized. The arrangement for maintenance of roads or driveways constructed pursuant to any site plan or subdivision approval and the manner of its execution between adjoining property owners shall be in a form deemed acceptable by the Planning Board.

(5) A pedestrian connection to link pedestrian generators or connect to existing or planned pedestrian facilities may also be required (see Figure C-11).

C-11: Pedestrian Connectivity



(6) Internal site circulation for residential development shall also provide pedestrian connections to on-site recreation areas, trail, open space or other shared amenities.

(7) The Planning Board may deny access to the adjacent public roadway from "out-lots" or "out-parcels" of a larger development (outparcels are typically separate, smaller buildings within a shopping plaza that are located along the roadway frontage) where reasonable access can be provided via the larger development's internal circulation system (see Figure C-12).

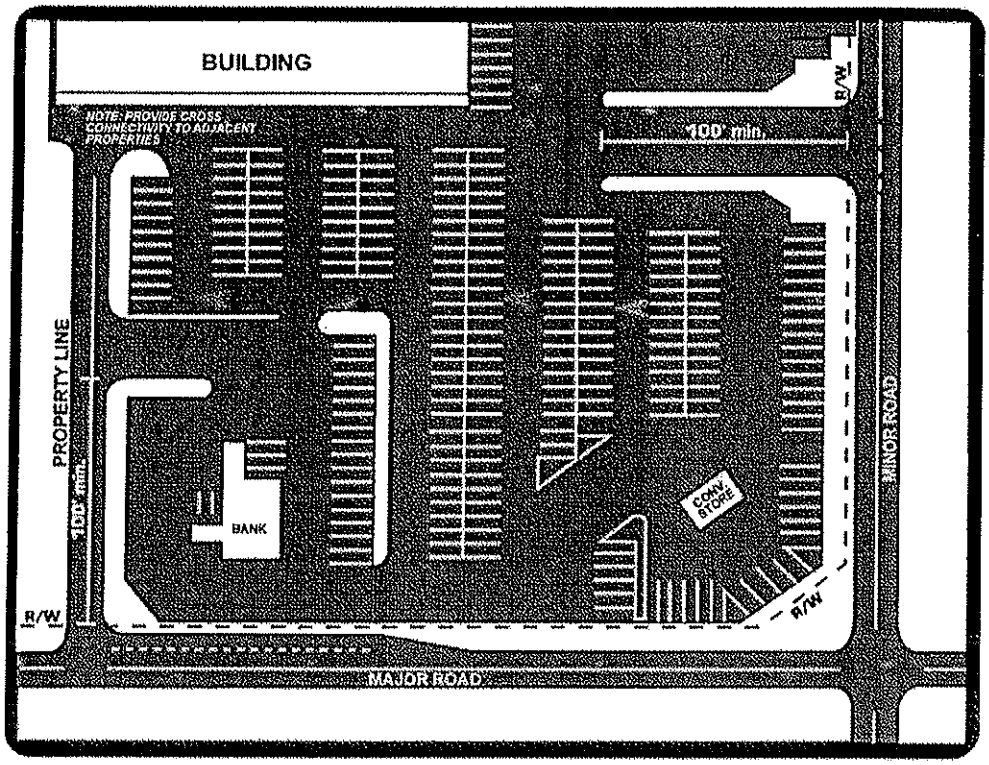
(8) Where abutting properties are in different ownership and not part of an overall development plan, cooperation among the various owners in development of a unified access and circulation system is encouraged; this includes pedestrian connections. Only the building site(s) under consideration for development approval shall be subject to the requirements of this section. Abutting properties shall not be required to provide unified access and circulation until they are developed or are redeveloped.

(9) Access to an outparcel shall be appropriately designed and marked with pavement markings, signage, and similar appropriate guidance to maximize the efficiency of the internal traffic circulation. An adequately demarcated pedestrian pathway shall provide a safe route for

pedestrians between the outparcel and other uses.

(10) Outparcels for land uses with connection volumes exceeding 100 peak hour trips may be considered for a single right-in access point. This access shall not be within the functional area of an existing intersection. The roadway authority shall determine whether or not the proposed right-in access point is appropriate, based upon the roadway characteristics, relevant traffic data, and the existing and proposed land use(s).

Figure C-12: Shopping Center with Outparcels



M. Shared Access, Frontage Roads, Rear Access Roads

(1) The Planning Board may require construction of an internal street system or service road (frontage or rear access road) to eliminate or reduce multiple lot access connections directly to the adjacent public roadway system (see Figures C-13 and C-14). Rear access roads shall be encouraged, especially for properties where connection to a side street is available. Direct connection(s) to the major street may be allowed, provided the access meets requirements for number of driveways, spacing and location (see section 6: Connection Spacing Standards and section 7 Design Standards in this Chapter).

(2) In areas where frontage or rear access roads are recommended, but adjacent property is not yet developed, the site shall be designed to accommodate future road connections in accordance with local road design standards. The Planning Board may grant site plan or subdivision plan approval with conditions and/or modifications that require dedication of property for future roads, and/or construction of stub road connections to adjacent properties, cross access easements to adjoining properties, construction of internal circulation roads and/or driveways, and/or other similar considerations including financial surety in a form approved by the Village of Victor. If the preferred location for future interconnection is known, such interconnection may be formalized with an easement, pavement (stub road) and/or financial surety. If the location of future interconnection is unknown, the approval may be granted with condition and associated financial surety. The site plan shall indicate any required cross access as well as any requirement that allowed temporary access be removed once alternative access is available.

(3) Cross access easements are not intended to be publically owned or maintained. The Victor Village Board may, however, hold such an easement with the right to transfer such easement when a similar easement from adjoining property owners(s) is authorized. Such cross access easements shall also be accompanied by a joint maintenance agreement in a form deemed acceptable by the Planning Board.

Figure C-13: Shared Residential Access

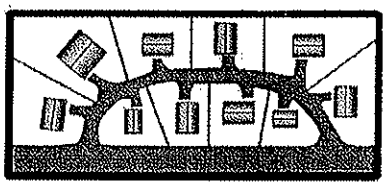
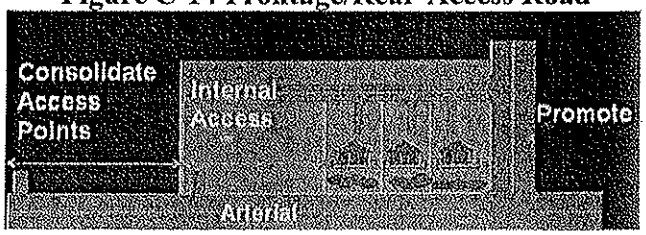


Figure C-14 Frontage/Rear-Access Road



(4) Service roads shall be built to public road standards and offered for dedication or the applicant may propose an alternative design, ownership, and maintenance method that shall be determined acceptable by the Planning Board, the municipal engineer, and the municipal attorney.

N. Setbacks

Improvements on private property adjacent to the public right-of-way shall be located so that parking, stopping, storage and maneuvering of vehicles will not be necessary within the right-of-way in order for the vehicles or patrons associated with the private development to be properly served, and shall not restrict the sight distance of adjacent driveways.

O. Right-of-way Reservations/Dedication

The Planning Board and roadway authority will review all plans for right-of-way including sight distance and easements required to accommodate additional or future transportation needs (including but not limited to vehicular and pedestrian users). The applicant will be responsible for all necessary right-of-way dedication to accommodate auxiliary lanes for site traffic, traffic control devices, drainage facilities or sight distance.

40.6 Connection Spacing Standards

A. General Spacing Standards

1. Connections under the jurisdiction of the New York State Department of Transportation shall, at a minimum, meet the standards that are outlined in the NYSDOT Policy and Standards for Entrances to State Highways, latest edition, unless waived by the NYSDOT Regional Traffic Engineer.

2. Connections under the jurisdiction of Ontario County shall, at a minimum, meet the guidelines that are outlined in the Ontario County Highway Access Guidelines, unless waived by the County Commissioner of Public Works.

3. Parcels created after the adoption of this Chapter do not have a right to individual access. Temporary and permanent access shall be as identified during the subdivision process based on applying the regulations of this Chapter to existing and proposed lot access connections.

4. The minimum lot frontage for all newly created lots on public arterial, collector, and local through roadways shall not be less than the applicable minimum connection spacing standards of this section, as defined in Table D-1, unless the property is served by an internal road system or access is shared between adjacent parcels.

5. The number of street and driveway connections permitted to serve a single property or commercial development along a roadway will be the minimum deemed necessary by the Planning Board for reasonable service to the property without undue impairment of safety, mobility and utility of the roadway. Normally, one driveway connection will be permitted for a single property or commercial site. However, the Planning Board may consider additional entrances or exits as justified if such access does not negatively impact traffic operations and public safety. Only one combined entrance and exit connection shall be permitted where the frontage is less than 125 feet.

6. Existing individual or multiple lots sharing or intending to share access having less than the required frontage may be permitted individual access where the Planning Board determines joint or cross access is not feasible.

7. Adjacent properties under the same ownership shall be considered as a single property for

application of connection spacing or for connection permits. Adjacent properties some of which are owned singly and others owned jointly with others or as a corporation with one or more same owner(s) may be considered as under same ownership for application of connection spacing standards.

8. Applications for multiple connections for a single development shall conform to the spacing standards of this section, as defined in Table D-1. Multiple connections shall be considered by the roadway authority and the Planning Board for approval based on the following criteria:

(a) Separation of standard vehicles from heavy trucks or emergency vehicles;

(b) Two one-way connections that in combination serve ingress and egress to the development;

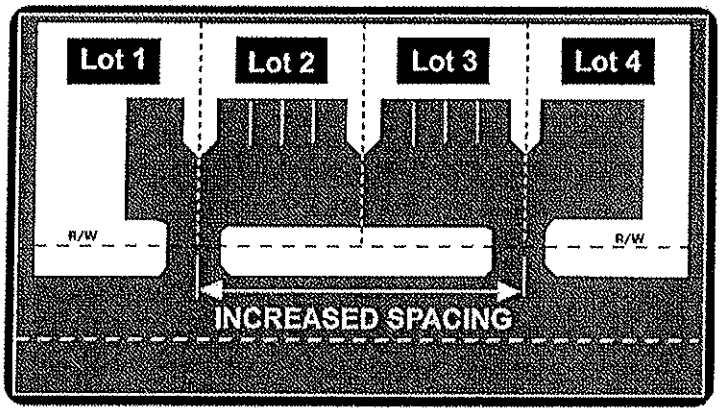
(c) Where multiple connections enhance the safety of the abutting roadway and improve the on- site traffic circulation.

B.Shared Driveways

(1) Adjacent property owners are encouraged to construct a shared driveway by written mutual agreement to serve both properties (see Figure D-1). Joint Access provides improved internal circulation and parking capabilities, as well as reduces conflict points and increases distance between driveways. Shared driveways are subject to all requirements of the *Development Regulations of the Village of Victor.*

(2) Where adjacent properties are not yet developed but joint access is desired, the Planning Board may require that property owners maintain future opportunities for shared driveways by providing easements and/or stub roads. The Planning Board may also approve driveways on a temporary basis until joint access is available, at which time a connection to an adjacent shared driveway is constructed and the original driveway is removed.

Figure D-1: Joint and Cross Access



C. Driveway Consolidations

Consolidating multiple, closely-spaced driveways should be considered when possible (see VAM Plan for an example of driveway consolidation).

D. Driveway Alignment and Spacing

(1) Spacing of driveways/access connections on all arterials, collector and local through roads shall be per the as specified in Table D-1, unless the roadway authority other than the Village of Victor requires greater spacing.

Table D-1
Access Connection Spacing

Posted Speed (mph)	Connection Spacing (ft)[1]	
	Arterial	Collector & Through Local
35 or less	245	125
36 to 45	440	245
45 or greater	660	440

[1] Based on the functional and access classifications of the roadway

(2) Connection spacing shall be measured from the closest edge of the pavement of one connection to the next closest edge of pavement of the next connection (NOT centerline to centerline).

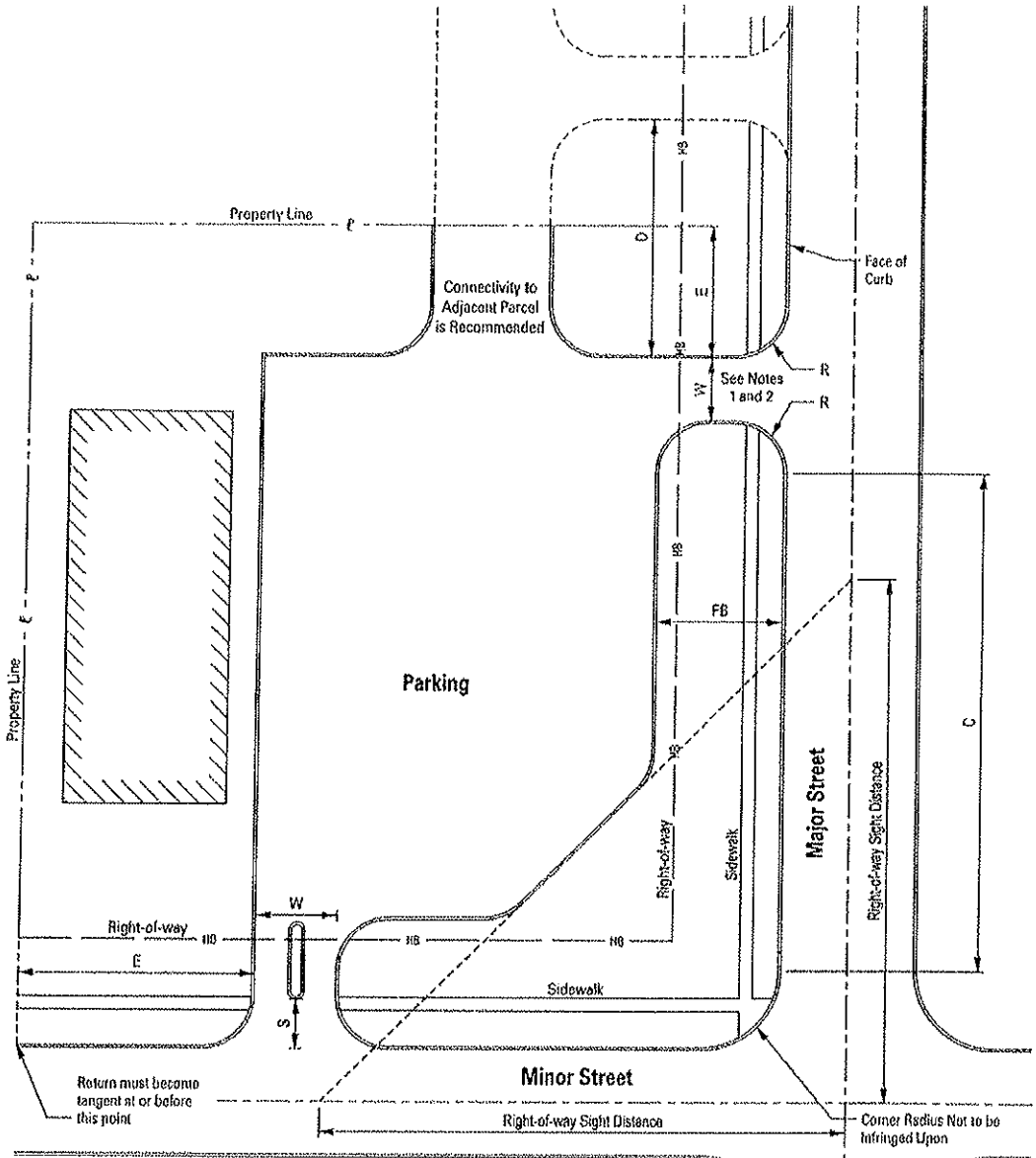
(3) The Planning Board shall take into consideration minimizing left turn conflicts related to access connections on opposite sides of the road

40.7 Design Standards

A. General

Street and driveway connections shall comply with the following control dimensions (see Figure F-1):

Figure F-1: Design Standards



Symbol	Definition	Design Requirement
E	Edge Clearance	20 ft Min.
R	Driveway Return	5 ft Min, 30 ft Max
W	Driveway Width	One-way: 12 ft Min, 24 ft Max
		Two-way: 20 ft Min, 36 ft Max
C	Corner Clearance	125 ft Desirable, 50 ft Min.
S	Island Offset	5 ft Min, 12 ft Max
D	Distance Between Driveways	125 ft Min. (See Table D-1)
FB	Frontage Boundary	N/A

Notes:
1. Access to major street may not be allowed if suitable access is available to minor street or other public facilities.
2. Access to major street may be permitted on a temporary basis until cross connection with adjacent property is available.

B. Driveway Width (W)

Open road frontages (where entire frontage is paved or used for access) shall not be permitted. Driveways shall be clearly delineated and identifiable so as to not inhibit travel on the connecting roadway.

(1) The width of driveways, W, measured parallel to the edge of travel way and from edge of pavement to edge of pavement at the narrowest width, shall be within the specified minimum and maximum limits specified in Table F-1.

Table F-1
Driveway Width

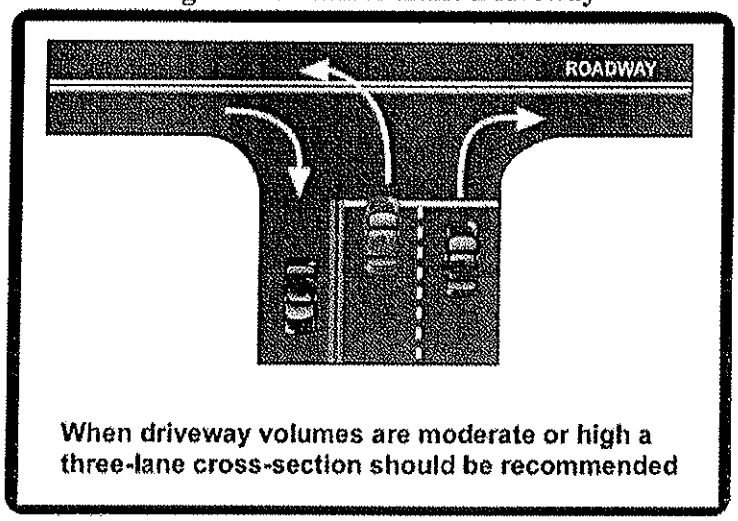
Driveway Type	Driveway Width (W)	
	Minimum	Maximum
One-Way	12	24
Two-Way	20	36[1]

[1] Planning Board may allow a maximum width of 50'if necessary for use

(2) Where the roadway is undivided or where there is no signal control, and when existing or projected connection volumes exceed 75 vehicles during the peak hour or 500 vehicles per day, a three-lane connection may be required (see Figure F-2).

(3) Street type connections with multi-lane ingress or egress may exceed 50 feet based on traffic operation requirements. These values are based on edge of pavement dimensions not including the width of gutter if a curb-and-gutter section is proposed.

Figure F-2: Three-Lane Driveway

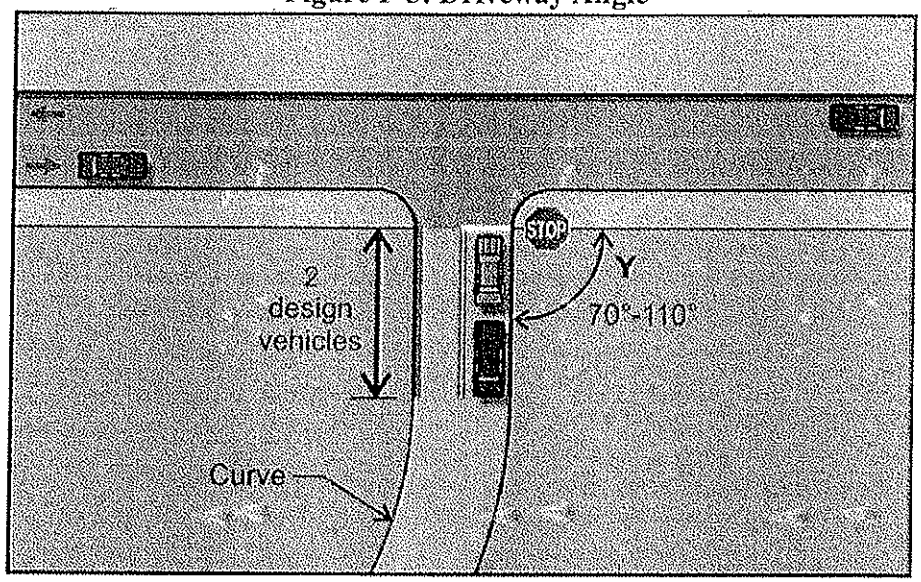


C. Driveway Angle (Y)

(1) The recommended driveway angle, Y, for a full access driveway is 90 degrees. The angle of the two-way operation driveway with respect to the pavement edge shall not be less than 70 degrees or greater than 110 degrees. For one-way or right-in/right-out driveways, driveway angles between 45 and 90 degrees may be allowed on a case-by-case basis.

(2) The driveway's horizontal alignment should include a minimum tangent section accommodating two design vehicles before any curvature. Figure F-3 depicts the recommended driveway angle and alignment criteria.

Figure F-3: Driveway Angle



D. Edge Clearance (E)

All portions of a commercial driveway including the returns shall be between two frontage boundary lines of the current or future right-of-way line. The edge clearance, E, measured parallel to the edge of pavement from the frontage boundary line to the nearest point on the projected edge of the driveway shall be a minimum of 20 feet.

E. Driveway Return (R)

The radius of the street-type driveway connection, R, shall be a minimum of 20 feet and a maximum of 50 feet. However the maximum radii dimension may be exceeded as an exception if larger radii are needed to accommodate larger vehicles at a proposed development such as service entrances, fueling stations serviced by tanker trucks, or truck terminals.

F. Island Offset Distance (S)

The near edge of an island area parallel to the highway shall be located a distance, S, from the edge of pavement along uncurbed roadways or from the curb line on curbed roadways a minimum of 6 feet and maximum of 12 feet, unless otherwise requested or approved by the Planning Board.

G. Distance Between Driveways (D)

The distance, D, measured along the right-of-way line between the tangent projections of the inside edges of adjacent driveways (NOT centerline to centerline) shall be at least 125 feet (refer to Table D-1). The required distance applies where more than one driveway is permitted along a single property frontage, between driveways on adjacent properties, and between driveways on the opposite side of the roadway.

H. Corner Clearance (C)

The minimum corner clearance, C, to the proposed driveway should be at least 125 feet from the point of tangency of the radius curvature of the intersecting streets (see Figure F-4). If site conditions do not allow for the desired 125 feet, at no time shall the corner clearance be less than 50 feet from the point of tangency of the radius curvature. Additional distance may be required to locate driveways outside the functional area of an intersection in accordance with a TIS.

40.8 Deviation from Connection Standards

A. The purpose of this section is to establish a reasonable process for relief from the requirements of this Chapter where local site conditions, the timing of construction on the property or adjacent property, lack of cross access easements, and other factors make compliance impossible or impractical. In all cases, however, safety for the driving public and pedestrians shall be the primary consideration in granting deviations or waivers from the standards and requirements specified in all other sections of this Chapter.

B. General Waiver Authority: The Planning Board is hereby granted the authority to grant Waivers from the requirements for connection spacing and/or design and/or the requirements and/or provisions of any other section of this Chapter where the characteristics of the subject property, and/or of abutting property, the lack of cross access easements, the timing of development, or any other practical difficulty would make adherence to the standards contained therein impractical or not in the best interest of traffic safety. All considerations for the granting of waivers by the Planning Board shall be made in consultation with the roadway authority and shall be based on the requirements and procedures established in this section. The Planning Board shall not grant any waiver that deviates from the processes and procedures specified in this or any other section of this Chapter. All applications for a waiver shall require submission of a site plan or subdivision application for review by the Planning Board as specified in the Subdivision Regulations and/or Zoning Local Law of the Village of Victor.

C. Minor Waivers: Deviations of up to ten percent (10%) of the connection standards or other requirements in this Chapter are considered Minor Waivers. The Planning Board may grant a Minor Waiver upon a finding that roadway or site characteristics, the timing of land development, the characteristics of a particular land use involved in a development proposal, traffic operations, and safety make strict adherence to the standard impractical.

D. Major Waivers:

1. Major waivers are those that deviate from one or more of the standards or requirements by more than ten percent (10%).
2. The applicant for a Major Waiver shall provide adequate data and analysis to demonstrate how the proposed alternate access management and/or site circulation plan is equal to or better than the relevant required access management and internal circulation provisions of this Chapter. Applicants for Major Waivers from connection standards shall submit an access management plan to the Planning Board as follows:
   a. Encompasses a study area that includes the length of the property frontage on all abutting roadways, plus the distance established by access spacing standards on either side of the property lines, and the corresponding area on the opposite side of undivided roadways.

   b. Addresses existing and future access for study area properties.

   c. Evaluates operational and safety impacts of the proposed plan versus impacts of adherence to adopted standards.

   d. Includes all improvements and recommendations necessary to implement the proposed plan.

3. Planning Board standards for granting Major Waivers: In considering and granting a Major Waiver, the Planning Board shall find:

   a. The granting of a waiver is in harmony with the purpose and intent of this Chapter
   b. That every reasonable option for meeting the provisions of this Chapter is explored and determined to be not feasible.
   c. The applicant has demonstrated unique or special conditions that make strict application of the provision of this Chapter impractical. This shall include a showing that:

      1) indirect or restricted access cannot be obtained, and there is no reasonable expectation that such access may be able to be obtained in the future,

      2) no reasonable engineering or construction solution can be applied to mitigate the condition, and

      3) no alternative access is available from a road with a lower functional classification than the proposed access connection.

4. Under no circumstances shall a Major Waiver be granted unless not granting the waiver would deny all reasonable access, endanger public health, welfare, or safety, or cause an exceptional and undue hardship on the applicant. No waiver shall be granted where such hardship is self-created.

40.9 Compliance with Access Management Plan Maps and/or Official Map

A. All development, permit review, and applications for development review made pursuant to the subdivision regulations, and/or zoning local law, or any other local law of the Village of Victor shall comply with the Access Management Maps contained in the VAM Plan and any Official Map duly adopted by the Village of Victor and on file with the Village Clerk. Future amendments to the Official Map may supersede information on the VAM Plan Maps.

B. The Planning Board shall ensure compliance with the Access Management Maps and Official Map during the review of development review applications such as but not limited to site plans, subdivisions, special use permits. These Maps together indicate:

1. A future road network intended to provide vehicular traffic alternative means of travel, and the location for future connection points for future roads and shared driveways that comply with the spacing requirements of this Chapter. These are intended to guide the Planning Board and applicants in designing new development to provide road rights of ways across subject properties.

2. Driveway elimination/consolidation areas intended to create spacing between access points on a public road that are in compliance with this Chapter when properties are developed, redeveloped, or repurposed (such as going from a residential to a commercial use).

3. Locations of potential future traffic signals in accordance with the signal spacing standards in the VAM Plan.

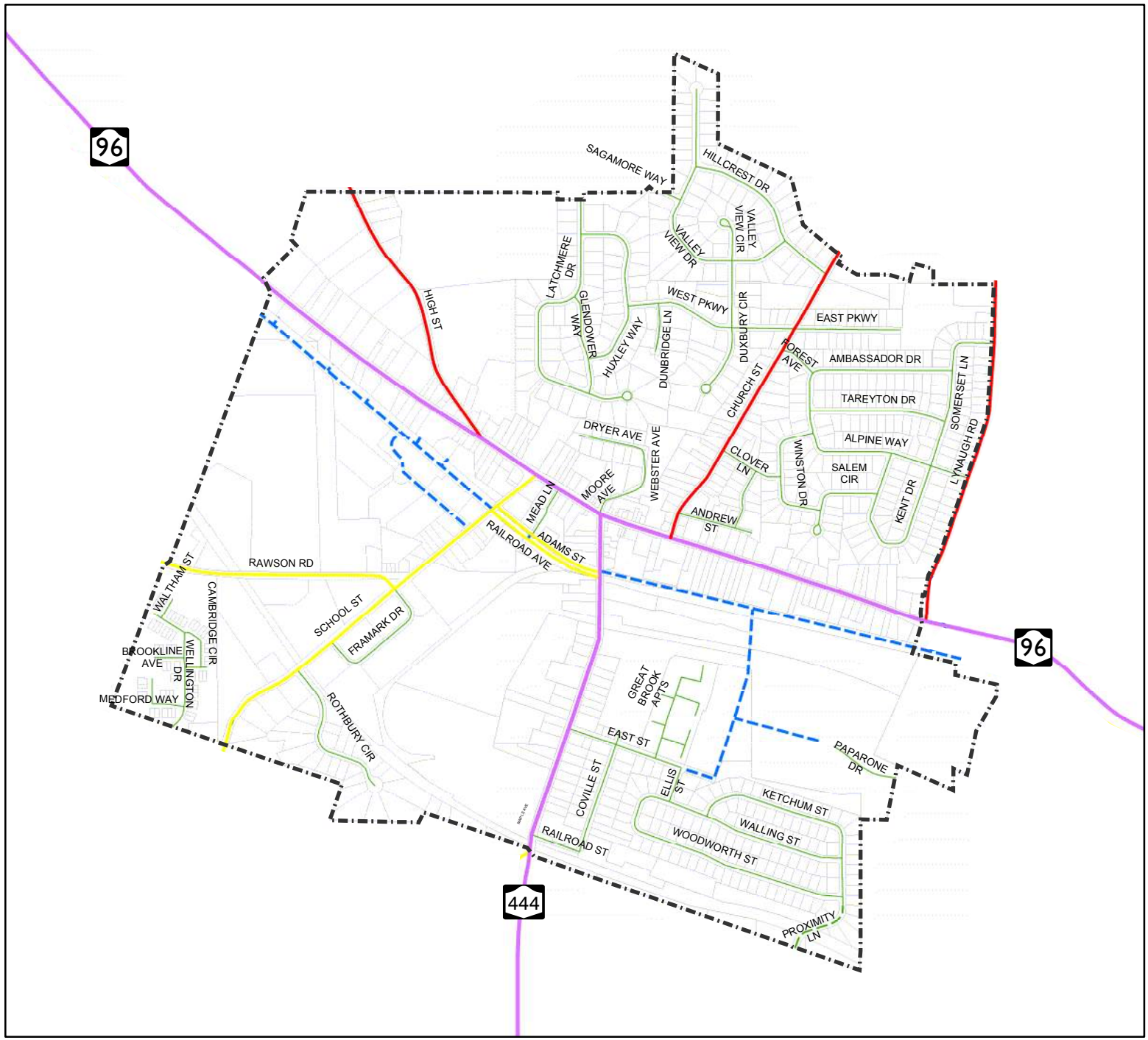
C. The Village of Victor may update and expand the VAM Plan Maps based upon future studies and to encompass additional areas. The Village of Victor may update its Official Map in the manner prescribed by statute.

SECTION 2. If any clause, sentence, paragraph, section or part of this local law shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, section or part thereof directly involved in the controversy in which such judgment shall have been ordered.

SECTION 3. This local law shall take effect immediately upon filing with the Secretary of State.

DRAFT

OFFICIAL MAP OF THE VILLAGE OF VICTOR



N

Feet

0 500 1,000 2,000

- Village Boundary
- Tax Parcel Boundaries

Existing Road Functional & Access Classification

- Arterial Roads
- Collector Roads
- Local Through Roads
- Victor VillageRoads
- Future Local Roads
- Private Drives

The location of Future Local Roads is approximate; intended to indicate the need for a future road in this approximate location. Private landowners and developers of land shall not impinge upon the proposed location of these future roads unless approved by the Village Planning Board. The Village Planning Board shall have broad discretion to adjust the exact connection points of Future Local Roads to existing roads and in the geometry of such Future Local Road as long as the Planning Board finds that such adjustments are in harmony with the Village's Access Management Plan and Chapter 43 of the Village Code.

Map produced by the Ontario County Planning Department on May 31, 2019

APPENDIX F:
NEW YORK STATE TOWN LAW AND VILLAGE LAW OFFICIAL MAP REFERENCE

N.Y. TOWN LAW ARTICLE 16

OFFICIAL MAP PROVISIONS

The following provisions of NYS Town Law authorize Towns to prepare an Official Map that designates the locations and widths of existing and proposed roads. With adoption of an Official Map pursuant to this law, Towns may prohibit development that would be in conflict with the Official Map.

§270 – Official Map, Establishment

The town board may establish an official map of that part of the town outside the limits of any incorporated city or village showing the streets, highways and parks theretofore laid out, adopted and established by law and drainage systems may also be shown on such map. Such map shall be final and conclusive with respect to the location and width of streets and highways, drainage systems and the location of parks shown thereon. Such official map is hereby declared to be established to conserve and protect the public health, safety and general welfare. The clerk of every town which has established such an official map shall immediately file a certificate of that fact with the clerk or registrar of the county in which said town is located.

§273 – Official Map, Changes

Such town board is authorized and empowered, whenever and as often as it may deem it for the public interest, to change or add to the official map of the town so as to lay out new streets, highways, drainage systems or parks, or to widen or close existing streets, highways, drainage systems or parks within that part of the town outside the limits of any incorporated city or village. At least ten days' notice of a public hearing on any proposed action with reference to any such change in the official map shall be published in a newspaper of general circulation in such town. Before making any such addition or change, the town board shall refer the matter to the planning board for report thereon, but if the planning board shall not make its report within thirty days of such reference, it shall forfeit the right further to suspend action. Such additions and changes, when adopted, shall become a part of the official map of the town, and shall be deemed to be final and conclusive with respect to the location of the streets, highways, drainage systems and parks shown thereon. The layout, widening or closing, or the approval of the layout, widening or closing, of streets, highways, drainage systems or parks, by the town board, or the town superintendent of highways, under provisions of law other than those contained in this article, shall be deemed to be an addition or change of the official map, and shall be subject to all the provisions of this article with regard to such additions or changes.

N.Y. VILLAGE LAW

OFFICIAL MAP PROVISIONS

The following provisions of NYS Village Law authorize Villages to prepare an Official Map that designates the locations and widths of existing and proposed roads. With adoption of an Official Map pursuant to this law, Villages may prohibit development that would be in conflict with the Official Map.

§7-724 – Official Maps, Changes in Official Map; Notice of Hearing

Every village may by resolution of its board of trustees establish an official map of the village showing the streets, highways and parks theretofore laid out, adopted and established by law. Drainage systems may also be shown on this map. Such map is to be deemed to be final and conclusive with respect to the location and width of streets, highways, drainage systems and the location of parks shown thereon. Such official map is hereby declared to be established to conserve and promote the public health, safety and general welfare. The clerk of every village which has established such an official map shall immediately file a certificate of that fact with the clerk or register of the county in which said village is located. Such board of trustees is authorized and empowered, whenever and as often as it may deem it for the public interest, to change or add to the official map of the village so as to lay out new streets, highways or parks, or to widen or close existing streets, highways or parks. There shall be a public hearing on any proposed action with reference to any such change in the official map. Before making any such addition or change the board of trustees shall refer the matter to the planning board for report thereon, but if the planning board shall not make its report within thirty days of such reference, it shall forfeit the right further to suspend action. Such additions and changes when adopted shall become a part of the official map of the village, and shall be deemed to be final and conclusive with respect to the location of the streets, highways and parks shown thereon. The granting by the board of trustees of a petition for the approval of the laying out, altering, widening, narrowing or discontinuing of a street, shall be deemed to be an addition or change of the official map and shall be subject to all the provisions of this article with regard to such additions or changes. Drainage systems may also be shown on this map.