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DATE: November 30, 2021
TO: Steering Committee, Victor Connectivity and Access Plan
FROM: Lorenzo Rotoli, P.E., PTOE, LaBella Associates
RE: Technical Memorandum #1 – Inventory of Existing Conditions

INTRODUCTION

LaBella Associates has been retained to provide engineering services to support the preparation of a Connectivity and Access Plan (hereafter referred to as the "study") for the Town and Village of Victor, Ontario County. The purpose of the study is to develop strategies and recommendations to alleviate traffic congestion on Route 96 and Route 251, while improving mobility, safety and access for bicycles, pedestrians and vehicles.

The outcome of the project will be a long-term street and trail network master plan for the Town of Victor that identifies gaps in the transportation network and provides concept-level plans to connect streets & trails and create access to key locations.

Work on the study commenced in August 2021. To date, Task 2: Inventory of Existing and Planned Conditions has been completed. This Technical Memo summarizes the work performed and outcomes of Task 2.

Figure 1 is a base map that depicts the study area of the project, which includes a portion of the Town of Victor south of I-90 (NYS Thruway) and the primary corridors of NYS Route 96 and NYS Route 251, the hamlet of Fishers and most of the Village of Victor.

All figures referenced in this Technical Memo are included at the end of the document.

TASK 2: INVENTORY OF EXISTING AND PLANNED CONDITIONS

The purpose of Task 2 is to understand existing and planned conditions within the study area. This understanding is achieved by reviewing existing studies and data, observing existing circulation, traffic operation and infrastructure conditions firsthand, and seeking input from local officials regarding future projects and growth & development that are expected to affect the study area. Specific tasks included assessment and familiarization of the study area, reviewing existing studies, data, regulatory framework, and development projections, and field observations to assess existing infrastructure and traffic operation.

1. Existing Studies and Data

Existing plans and studies were reviewed, and information relevant to this study was noted and is summarized below.

***Comprehensive Plan, Town of Victor*, August 24, 2015**

The Town's Comprehensive Plan was reviewed, with a focus on Chapter 7: Transportation. This Connectivity and Access Plan is consistent with the Transportation Goals described in the Comprehensive Plan.

Relevant Goals

- Provide a highway and roadway network that allows for the safe and efficient movement of people and goods within and through the Town.
- Analyze the transportation improvements available to support the safe, reliable, timely, and efficient movement of people and goods in the Town and Village of Victor. Understand what future development will likely mean for transportation and traffic in Victor. Identify opportunities and determine what can be done to eliminate or moderate traffic and traffic congestion in Victor.
- Ensure that future development is cohesive with the functional classification of the existing roadways adjoining the development. Cohesiveness means that the roadways are compatible with the adjacent land use and provide the proper function.
- Reduce usage of and reliance on private motor vehicle transportation.

Projects Identified by Victor Traffic Task Force (within Study Area of this Connectivity and Access Plan)

- Roundabout at Route 96 & Lynaugh Road / Lane Road / Church Street intersections
- Use Railroad Bed for Route 96 Bypass
- Left and/or Right Turn Lanes at Route 96 & McMahon Road intersection
- Signal Timing / Synchronization for All of Route 96
- Extend Willowbrook Road to Route 96
- Realign Lane Road to Intersect Route 96 Opposite Route 251
- Widening Thruway Underpasses
- Widening Route 96 Approaches to Village
- Widening Route 96 Within Village

Relevant Transportation Needs and Opportunities

- Increasing management and operations capabilities through additional deployment and coordination of Intelligent Transportation Systems (ITS) technologies along the Route 96 corridor.
- Installing additional sidewalks to improve connectivity and leveraging the existing segments of the Lehigh Valley and Auburn multi-use trails to increase accessibility to activity centers and recreational sites.

***Access Management Plan* prepared by LaBella Associates, September 2019**

The Town of Victor retained LaBella Associates to prepare an Access Management Plan, which was adopted as a component of the Town of Victor and Village of Victor Comprehensive Plans. The plan developed guidelines, strategies and development standards to be integrated into Victor's development review process. It also identified new road connections within the Town and Village, provided recommendations for potential access improvements along the Route 96 corridor, and identified a conceptual alignment for a new local street parallel to Route 96.

Relevant Goals

- 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.
- Control the densities of intersections, including driveways, on existing roadways so as to preserve existing speed limits and traffic mobility.
- Maintain safe and efficient accommodations for pedestrians, bicyclists and transit users.
- Support economic growth and prosperity within Victor.

Recommendations

- Design standards and guidelines to be incorporated into the development review process (Adopted by the Town of Victor on August 26, 2019 and by the Village of Victor on September 16, 2019).
- Encourage shared access and cross connections between properties. Minimize vehicular points of access on primary corridors.
- Provide pedestrian & bicycle connectivity between destinations within Victor.
- New Town-wide road connection concepts (Map 1 in the Access Management Report).
- Access improvements (driveway consolidations and removals) along the Route 96 corridor (Map 2 in the Access Management Report).
- New Local Street along the railroad corridor, parallel to Route 96 (Map 3 in the Access Management Report).

Excerpt from Victor Access Management Plan, Map 3 (New Local Street)

Figure 2 depicts conceptual road connections and priority projects, as identified in the Victor Access Management Plan, within the study area of this Victor Connectivity and Access Plan.

Town of Victor, NY Parks and Recreation Master Plan Update 2019 **prepared by Bayer Landscape Architecture, PLLC**

The 2019 update to the 2007 Parks and Recreation Master Plan identifies the current recreation needs of the community and plans for the future of the parks and recreation system.

Parks and recreational facilities within the study area of this Victor Connectivity and Access Plan include:

- Municipal parks: Lehigh Crossing Park, Victor Municipal Park, Paparone Park, Mead Square.
- Trails: Primary trails include Auburn Trail, Trolley Trail, Seneca Trail, and Auburn-Dryer Connector.
- Private Facilities including Pinnacle Athletic Campus.

Relevant Goals and Recommendations

- General: Expand the trail system and provide additional trail, pedestrian, and bicycle connections to link recreation and community elements. Provide trailhead and pathway accommodations. Provide a recreation amenity within a 15 minute walk from all areas of the Town.
- Explore feasibility of a Town-owned Recreation Facility.
- Lehigh Crossing Park: New trails, trail crossings at Route 251, new northwest entrance & parking area, various internal improvements.
- Mead Square Park: Potential expansion, improved connectivity to Adams Street.
- Victor Municipal Park: New trails and connections, trail crossing at Brace Road, various internal improvements.
- Paparone Park: Develop new fields, courts and amenities.

Long Range Transportation Plan – Genesee-Finger Lakes Region 2045 **prepared by the Genesee Transportation Council, June 2021**

The Long Range Transportation Plan was prepared to identify future transportation needs and strategies to address these needs, and provides policy foundation for decisions affecting transportation infrastructure. The plan seeks to advance long-standing regional needs, such as improving safety, preserving existing assets, and expanding access to alternative modes of travel.

Relevant Goals and Transportation System Needs

- Support economic vitality.
- Increase safety for motorized and non-motorized users.
- Increase accessibility and mobility options for people and freight.
- Protect and enhance the natural environment, cultural heritage and community appearance, and promote energy conservation.
- Increase equity throughout the transportation system.
- Access for all to employment, goods and services.
- Address mobility needs of an aging population.
- Expand mobility and connectivity for Active Transportation users.

The Long Range Transportation Plan 2045 contains recommendations in categories including Health and Safety (HS), Access and Equity (AE), System Management and Maintenance (MM), Sustainability and Resilience (SR) and Economic Development (ED). This Victor Connectivity and Access Plan supports the following recommendations from the Long Range Transportation Plan 2045:

Relevant Recommendations

- HS-1: Design for All Users
- HS-3: Sidewalk Network Expansion
- HS-4: On-Street Bicycle Network Expansion
- HS-5: Context-Suited Bicycle Facilities
- HS-13: Self-Enforcing Street Design
- AE-6: Direct Non-Motorized Connections
- MM-10: System Connectivity
- MM-12: Active Transportation Enhancement

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

The purpose of the plan is to identify and prioritize strategies to improve traffic conditions within the Route 96 corridor in the Town and Village of Victor.

Relevant Recommendations and Priority Projects

- High Priority Project #1 – New Local Street along Ontario Central Railroad. Includes roundabout at School Street & Adams Street intersection, roundabout at eastern terminus (Lynaugh Road or Plastermill Road), and removal of traffic signal at Route 96 & School Street (School Street becomes right-in, right-out only).
- High Priority Project #2 – Route 96 3-Lane to 5-Lane Conversion. Widens Route 96 to 5 lanes (two travel lanes in each direction plus center turn lane) between Omnitech Place and Route 251.
- High Priority Project #3 – Route 251 / Lane Road Connection. Realigns Lane Road to intersect Route 96 opposite Route 251.
- High Priority Project #4 – Omnitech Place / Willowbrook Road Connection. Extends Willowbrook Road to Route 96, creating a 4-way intersection controlled by a new traffic signal.

2. Traffic Data

Traffic Volumes, Functional Class and Ownership / Jurisdiction

Existing traffic data was reviewed, including traffic volumes (Average Daily Traffic Volumes), functional classification, and ownership / jurisdiction. Existing Average Daily Traffic Volumes are depicted on Figure 3, and roadway functional classification is depicted on Figure 4.

The following previous studies / resources were identified as having available intersection turning movement counts that could be used for this project:

- Victor Access Management Plan (2019) – traffic counts at the following intersections:
  - Maple Ave & Adams St
  - School St & Rawson Rd
  - Route 96 & McMahon Rd
  - Phillips Rd & Omnitech Pl
  - East Victor Rd & Break of Day Rd
- Route 96 Transformative Corridor Plan (2018) – traffic counts and Synchro model for the Route 96 corridor.
- Route 96 Traffic Signal Coordination Study (2007) – traffic counts and models for the Route 96 corridor.
- NYSDOT – Synchro model of Route 96 corridor.

Crash History

Crash data for the project area was provided by GTC. The crash data spans a five-year period from January 1, 2015 to December 31, 2019, and contains basic information such as location, date & time, crash type, severity, road & weather conditions. 958 crashes were documented. A summary of crash types and severity for the overall project area is provided below in Table 1. A "Hot Spot" map depicting the number of crashes at various locations within the project area is provided in Figure 5.

Table 1: Summary of Crash History and Severity

Five-Year Period (1/1/2015 to 12/31/2019)		
Type of Crash	**Number**	**Percentage**
Rear End	405	42%
Animal	214	22%
Other / Unknown	84	8%
Right Angle	74	8%
Fixed Object	48	5%
Overtaking	46	5%
Left Turn (Against Other Car)	30	3%
Left Turn (With Other Car)	10	1%
Sideswipe	9	1%
Head On	8	1%
Ran Off Road / Ditch	8	1%
Right Turn (Against Other Car)	7	1%
Right Turn (With Other Car)	7	1%
Pedestrian	4	<1%
Overturned	3	<1%
Bicyclist	1	<1%
Total	**958**	**100%**
Severity	**Number**	**Percentage**
Non-Reportable	253	27%
Property Damage	568	59%
Injury	137	14%
Fatality	0	0%
Total	**958**	**100%**

The predominant crash types were Rear End (42%) and Animal / Deer (22%). 14% of crashes resulted in injury, while the remaining 86% were non-reportable or resulted in property damage only. There were no fatalities within the project area during the five-year study period.

There were four crashes involving a pedestrian, at the following locations:

- Route 96 near High Street: pedestrian was struck while crossing at a location without a signal or crosswalk.
- Phillips Road near Omnitech Place: pedestrian was struck while walking along the road.
- Route 96 near Moore Avenue: pedestrian was struck while crossing at a location without a signal or crosswalk.
- School Street near Route 96: pedestrian was struck while crossing at a location without a signal or crosswalk.

There was one crash involving a bicyclist, occurring on Route 96 near the Farmington Town Line. The crash occurred at night in snowy conditions; details related to attributing factors were not provided.

3. Existing Pedestrian and Bicycle Facilities

Pedestrian and bicycle facilities are present throughout the study area in various forms, including road-adjacent sidewalks and shoulders and off-road trails and paths.

Sidewalks within the study area are depicted on Figure 6. There are no in-road bicycle facilities such as dedicated bicycle lanes within the study area.

Victor Hiking Trails Inc. (VHT) is a non-profit organization that builds and maintains hiking trails throughout Victor. There are currently approximately 70 miles of trails within Victor as well as connections to hundreds of miles of trails in neighboring communities. Most of the trails within Victor are open to pedestrians as well as cyclists. Primary trails and approximate lengths within the study area of this Victor Connectivity & Access Plan are summarized below in Table 2. The VHT trail network is depicted in Figure 7.

Table 2: Trails Within Study Area

Trail	Length Within Study Area (Approx.)
Auburn Trail	4.1 miles
Domine Trails	1.8 miles
Dryer Trail	0.5 mile
Fishers Trail	0.2 mile
Fishers Landing Trail	0.4 mile
Lehigh Black Diamond Trail	2.8 miles
Seneca Trail	2.3 miles
Trolley Trail	3.1 miles
Total	**15.2 miles**

4. Public Transit Facilities

RTS Ontario operates public transit services within the Town and Village of Victor. Route 253 – Canandaigua-Eastview Mall operates along Route 96 between McMahon Road and Eastview Mall.

5. Parks & Recreation and Environmental Resources

Parks and recreational facilities within the study area of this Victor Connectivity and Access Plan are depicted in Figure 8. These resources include:

- Municipal parks: Lehigh Crossing Park, Victor Municipal Park, Paparone Park, Mead Square.
- Trails: Primary trails include Auburn Trail, Trolley Trail, Seneca Trail, and Auburn-Dryer Connector.
- Private Facilities including Pinnacle Athletic Campus.

Many environmental features are found within the study area, including State and Federal wetlands, streams, floodplains, and steep slopes. These environmental features are depicted on Figure 9.

6. Land Use & Zoning

Existing zoning within the Town of Victor and Village of Victor is depicted in Figures 10 and 11, respectively.

7. Development and Capital Projects

Several private development and capital projects are planned, under construction, or newly constructed within the study area, including:

Private Development

- Highline Park: 146 residential units on Main Street Fishers, currently under review by the Town Planning Board.
- Piper Meadows: 41 residential homes on Piper Meadow Drive and Cassidy Court (off High Street), currently under construction.
- Former Railside Market: Redevelopment of vacant building at #7249 Route 96, recently approved by the Town Planning Board.
- Former Bayles: Redevelopment of vacant building at #7275 Route 96, recently approved by the Town Planning Board.
- ESL: Recently constructed bank branch on School Street adjacent to the railroad corridor.

New ESL bank branch in the Village of Victor

New roundabout at Route 96 & Lynaugh Rd

Capital Projects

- Route 96 & Lynaugh Road Roundabout: New York State DOT project, newly constructed.
- Route 96 & Main Street Fishers Pedestrian Improvements: New York State DOT project involving installation of new ramps and pedestrian signal equipment, currently under construction.
- Town of Victor Recreation and Highway Facilities: The Town is currently studying the feasibility of constructing new recreation and highway facilities (separate facilities; several locations under consideration).

8. Evaluation of Existing Facilities and Traffic Operation

Vehicular Traffic

Traffic congestion along the Route 96 corridor is well-documented in previous plans and studies. Congestion is worst during the afternoon peak period (3:00-6:00 pm) in the southbound direction, where traffic regularly backs up through the Village to approximately Route 251. The high traffic volumes on Route 96, closely spaced traffic signals within the Village, and high side street traffic volumes (such as school-related traffic on High Street) all contribute the congestion. Varying levels of congestion are present throughout the day, including weekday morning and mid-day peak periods and weekend mid-day periods.

Traffic congestion on Route 96 within the Village

Signage, traffic signals and pavement markings within the study area were observed to be in generally good condition. Signals include pedestrian equipment and pushbuttons.

Pedestrian Facilities

Pedestrian facilities are present along many roadways within the study area; however, there are gaps in the sidewalk network including:

- Route 96 between Omnitech Drive and the west Village Line
- Route 96 between Lynaugh Road and the Victor/Farmington Town Line
- Route 251 within the study area
- Phillips Road
- Wangum Road
- Main Street Fishers between Phillips Road and Wangum Road
- Lane Road
- Rowley Road
- Lynaugh Road

Although roadways like Route 251, Phillips Road and Wangum Road are rural in nature, a sidewalk or trail system could be beneficial to link adjacent neighborhoods to regional trails such as the Auburn Trail and Lehigh Valley Trail. Sidewalks along village streets such as Lynaugh Road could link residential neighborhoods to the village business district.

Sidewalks were observed to be in generally good condition. Sidewalk ramps are present where needed, but some do not appear to meet current ADA / PROWAG guidelines with regard to detectable warning surfaces or separate ramps for each crossing direction.

Crosswalks and warning signs are generally present where needed and in good condition. A few mid-block crossings were observed to not have pedestrian warning signage, including crossings at School Street & Adams Street and Maple Ave & Adams Street intersections.

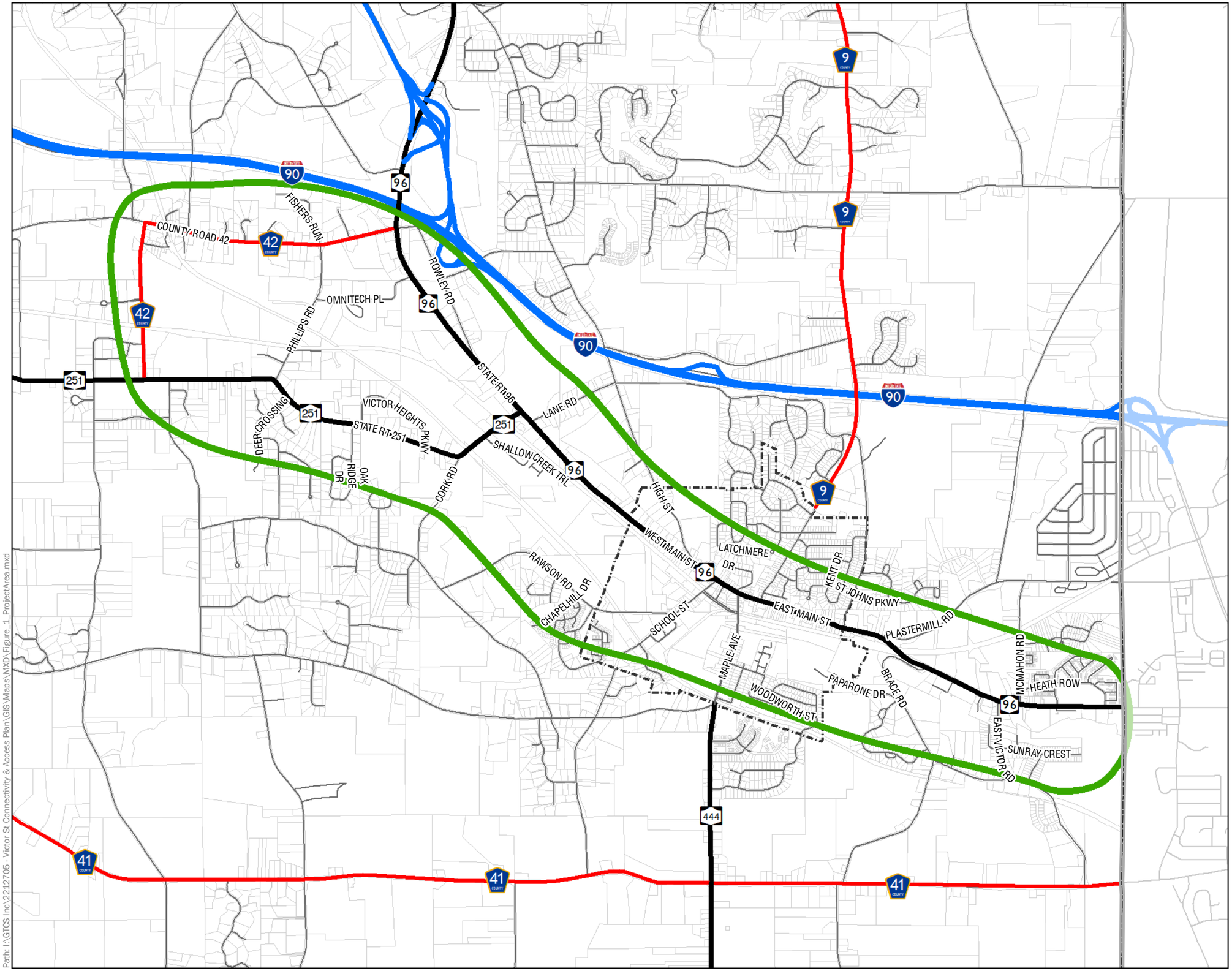
There are locations within the Village of Victor where pedestrian routes cross large commercial driveways and delineation could be improved.

Typical Pedestrian crossing within the village

Mid-block pedestrian crossing lacking warning signage (Maple Ave at Adams Street)

Example of good delineation of pedestrian routes (ESL)

Example of poor delineation of pedestrian routes (fire hall)



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VICTOR CONNECTIVITY & ACCESS PLAN

N

1 inch = 2,500 feet

- Project Area
- Town Boundary
- 2020 Property Parcels
- Interstate
- State Highway
- County Road
- Local Road
- Village Boundary

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Date: October 2021

Project Base Map

Figure 1

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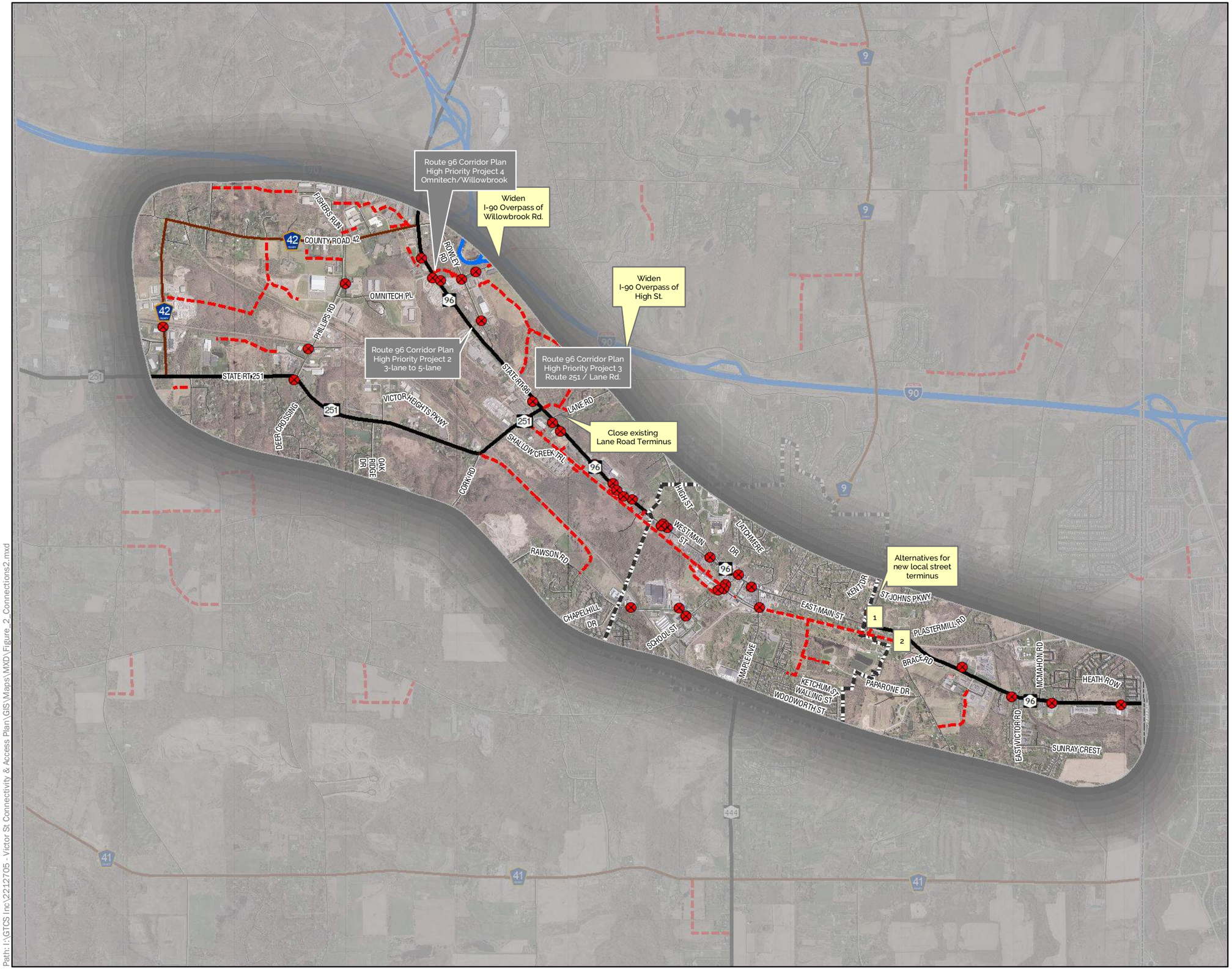

VICTOR CONNECTIVITY & ACCESS PLAN

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N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- Project Area
- Driveway Modification
- Conceptual Roads
- Village Boundary
- Town Boundary
- Interstate
- State Highway
- County Road
- Local Road

2018 Aerial Photography

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

New Road Connections and Primary Projects

Figure 2

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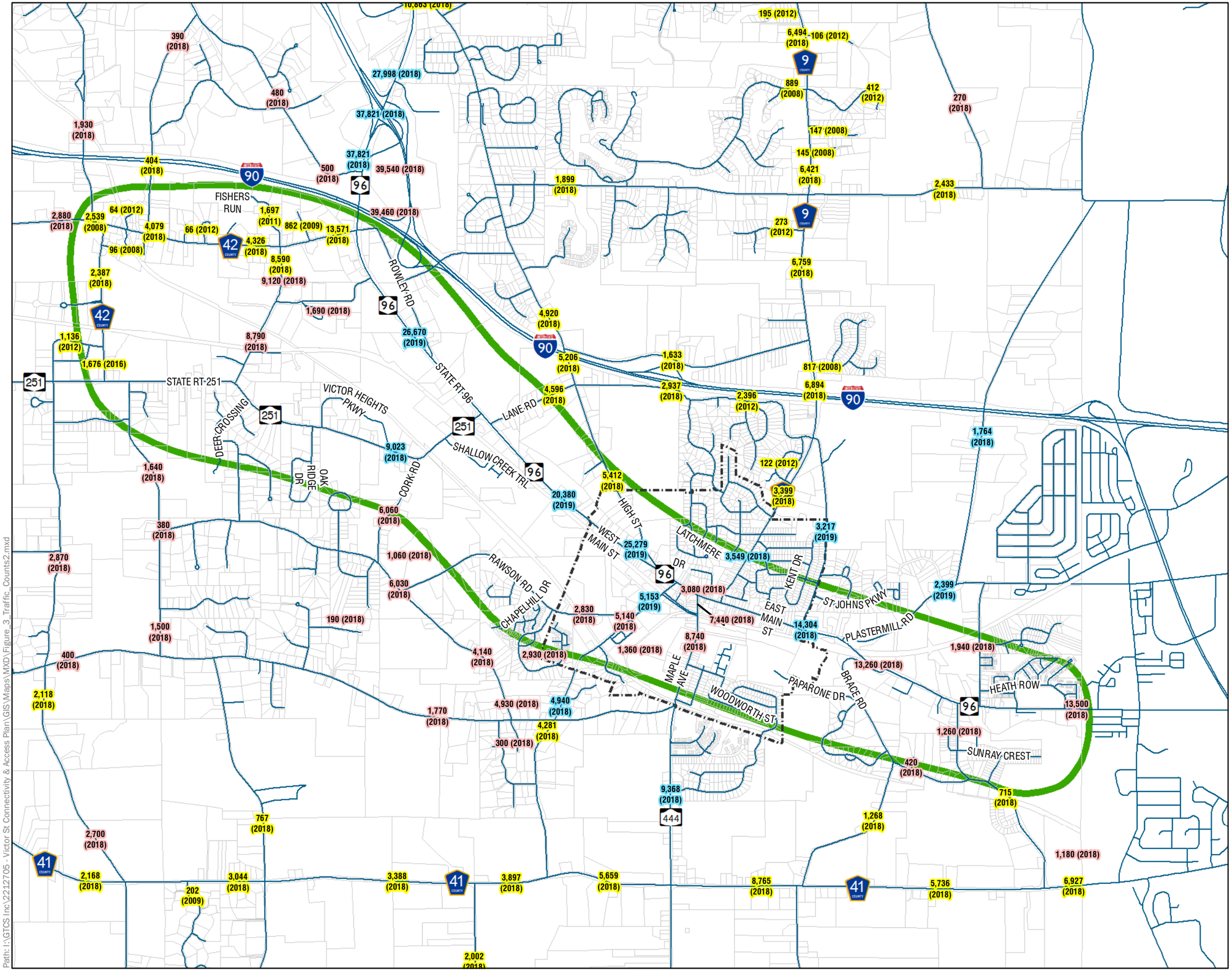

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Note: This figure depicts estimated daily traffic volumes at the baseline year 2018. Traffic counts collected in previous years by Ontario County and NYSDOT were increased by a growth rate of 2% per year.

- Interstate
- State Highway
- County Road
- Local Road
- Village Boundary
- Project Area
- 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)

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Existing Traffic Volumes

Figure 3

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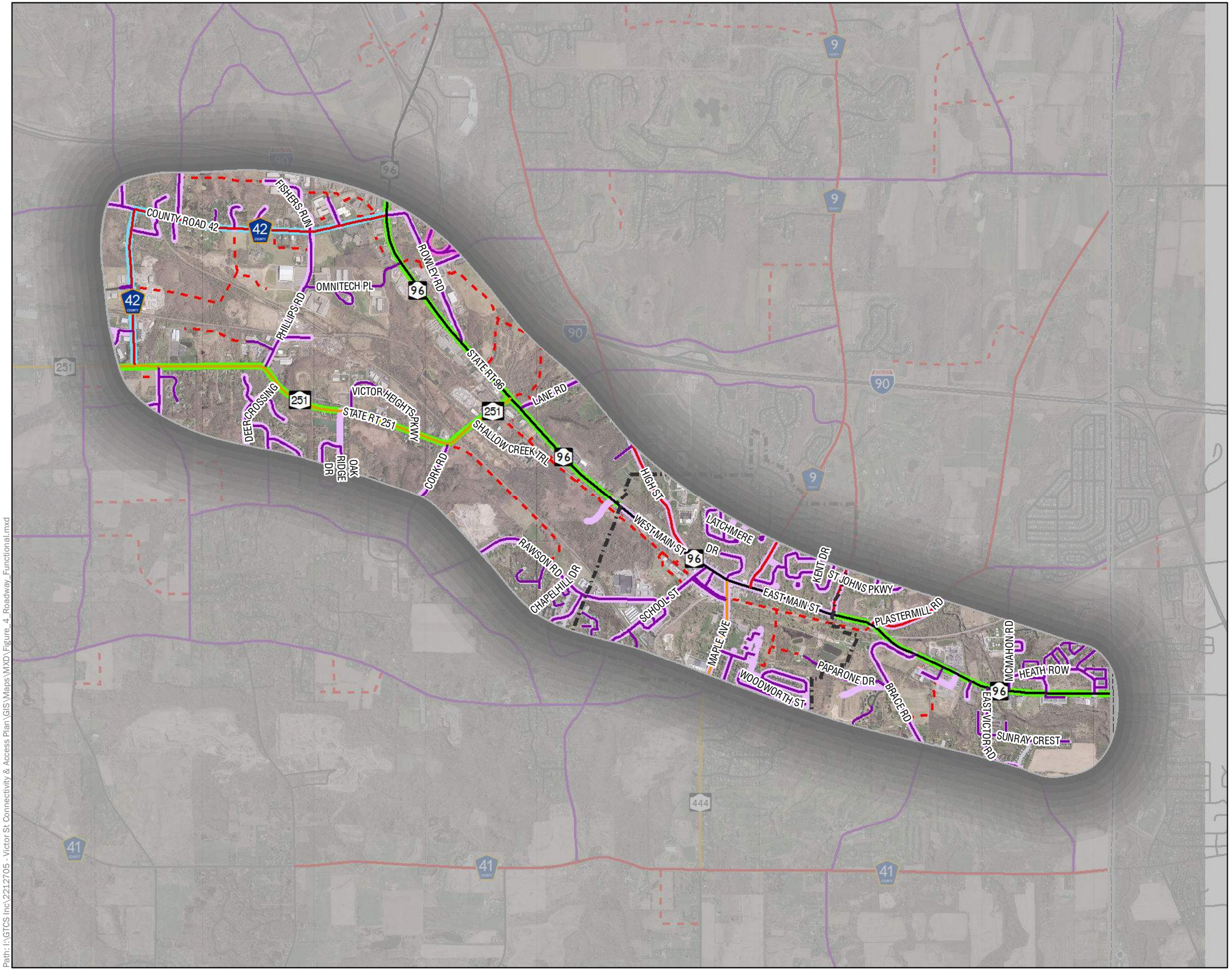

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VICTOR CONNECTIVITY & ACCESS PLAN

N

0 1,500 3,000 6,000 Feet

Project Area
Village Boundary
Conceptual Roads

Streets by Functional Classification

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

Streets by Ownership

NYS Thruway Authority
New York State
Ontario County
Local Municipality
Private

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Roadway Functional Classification & Ownership

Figure 4

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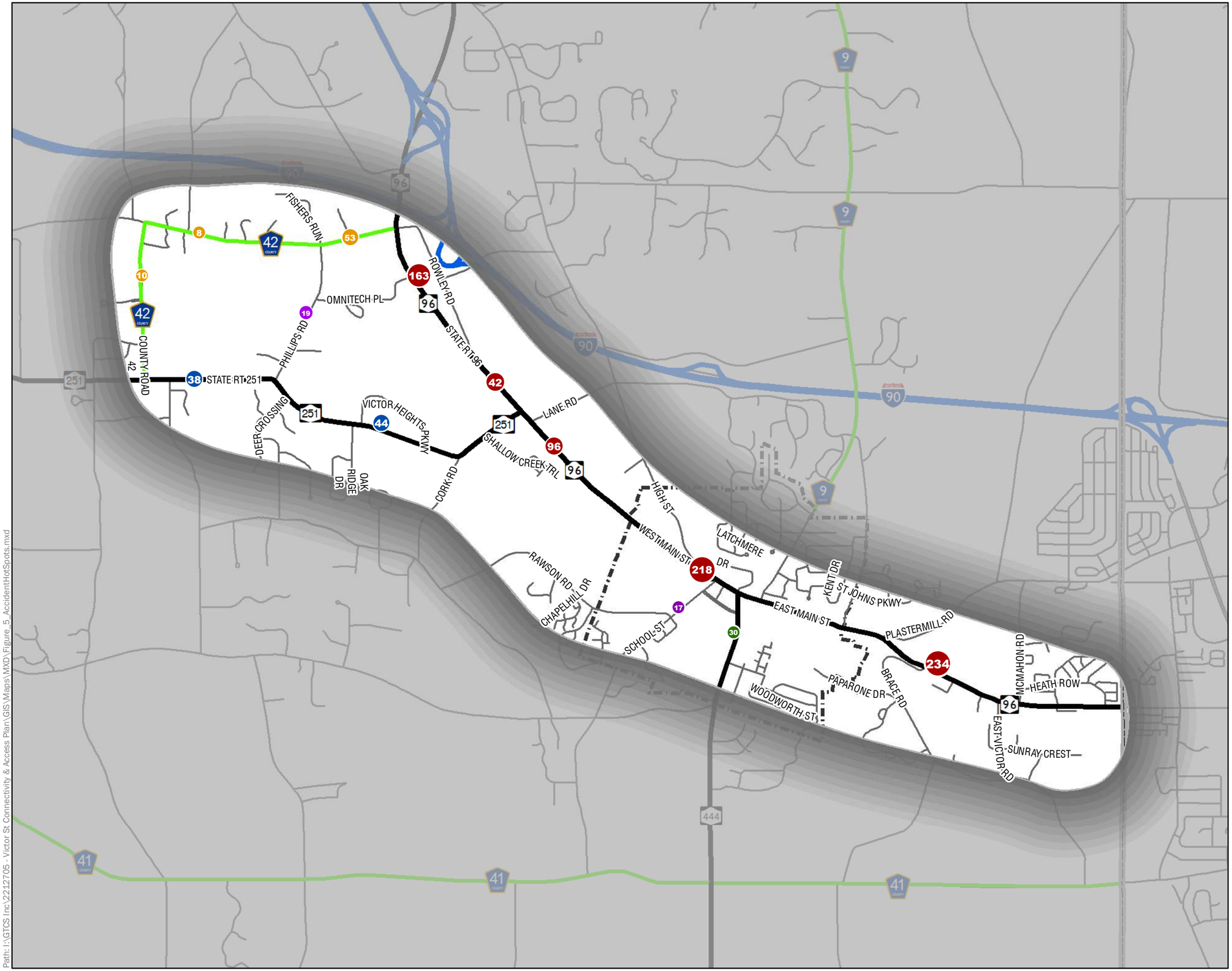

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VICTOR CONNECTIVITY & ACCESS PLAN

N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- 111 Crash Hot Spot Clusters
- Project Area
- Interstate
- State Highway
- County Road
- Local Road
- Conceptual Roads
- Village Boundary

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Crash Hot Spots

Figure 5

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N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- Interstate
- State Highway
- County Road
- Local Road
- Sidewalks
- Conceptual Roads
- Village Boundary

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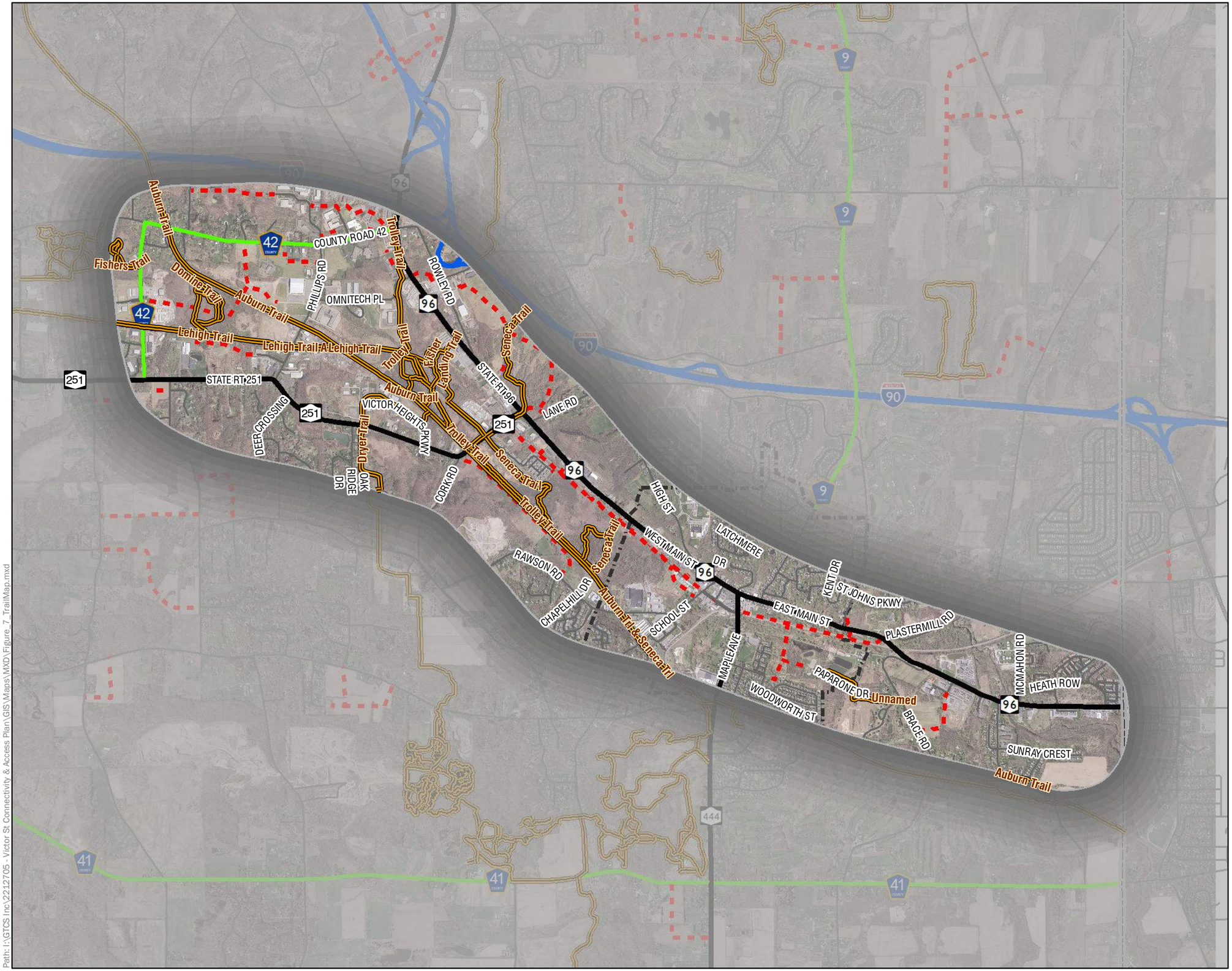
Sidewalk Map

Figure 6



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N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- Town of Victor Hiking Trails
- Interstate
- State Highway
- County Road
- Local Road
- Conceptual Roads
- Village Boundary

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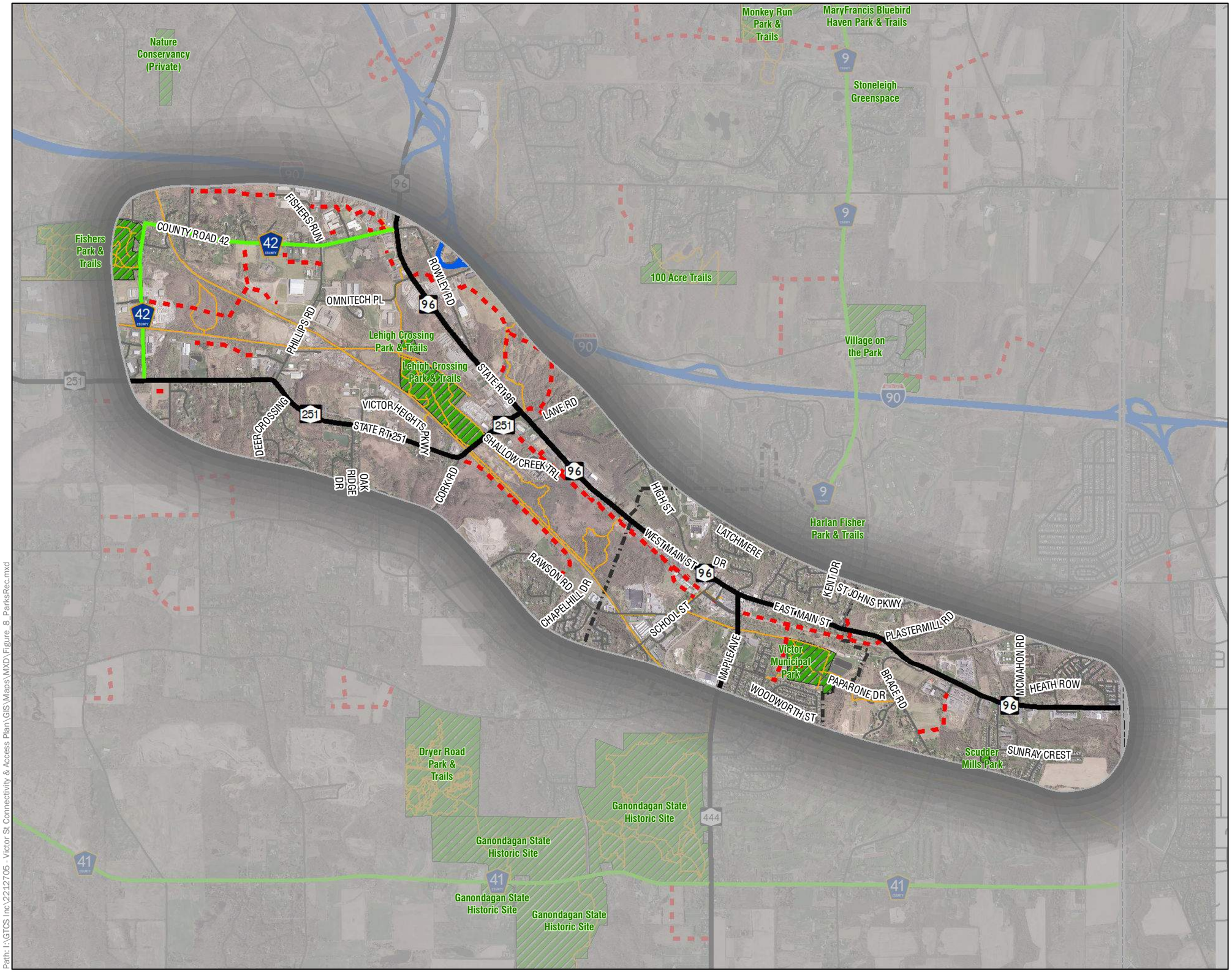
Hiking Trails

Figure 7



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N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- Interstate
- State Highway
- County Road
- Local Road
- Conceptual Roads
- Trails
- Public Park
- Village Boundary

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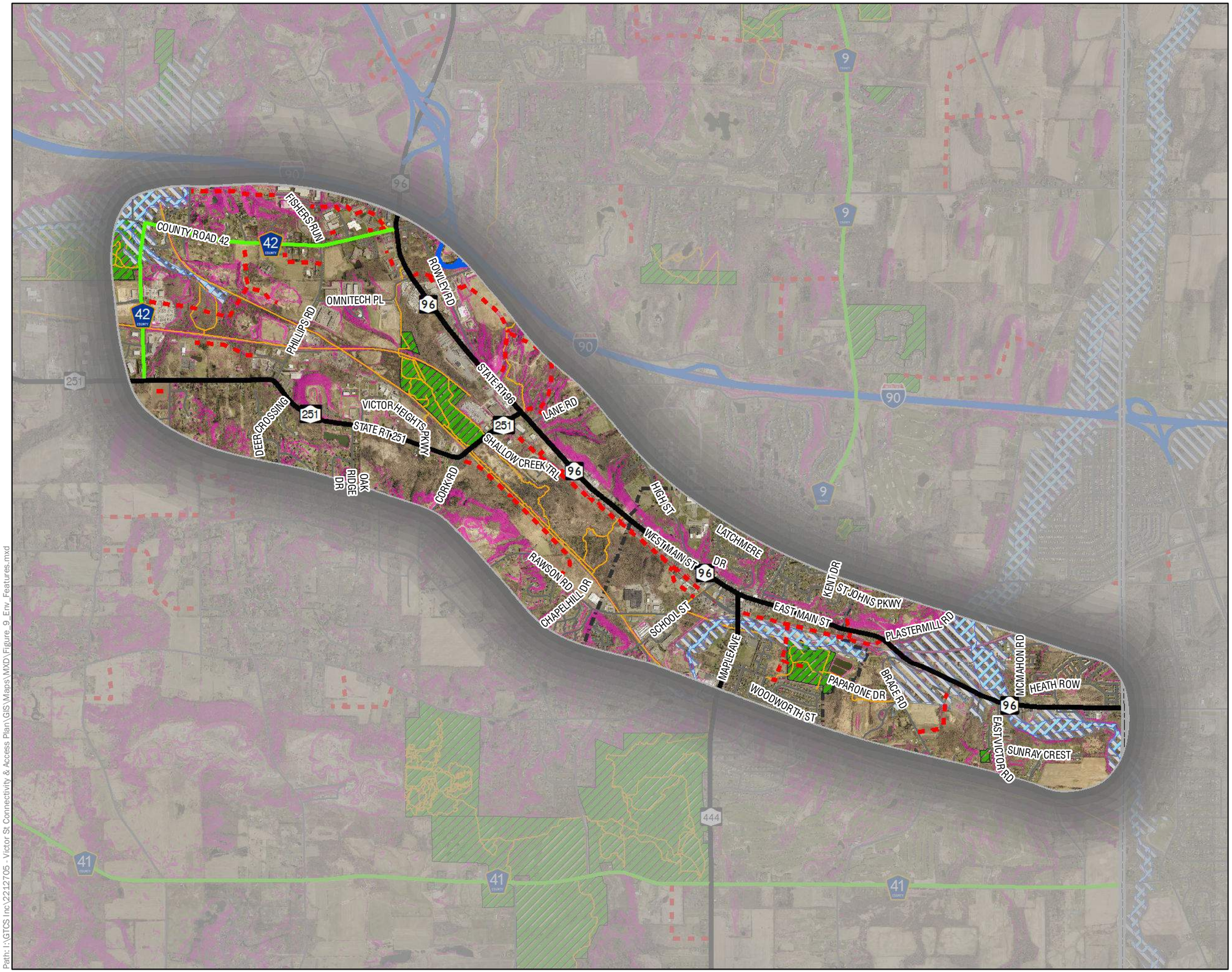
Parks & Recreation Map

Figure 8



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N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- Interstate
- State Highway
- County Road
- Local Road
- Conceptual Roads
- FEMA Floodways
- FEMA Floodzones
- Trails
- Public Park
- Village Boundary
- Slopes Greater Than 20%

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Natural Resources and Constraints

Figure 9

VICTOR CONNECTIVITY & ACCESS PLAN

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N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

ROUTE 96/251 OVERLAY DISTRICT

Town of Victor Zoning

- COMMERCIAL (C)
- COMMERCIAL - LIGHT INDUSTRIAL (C-LI)
- LIGHT INDUSTRAIL (LI)
- LIMITED DEVELOPMENT DISTRICT (LD)
- MOBILE HOME (MH)
- MULTIPLE DWELLING (MD)
- PLANNED DEVELOPMENT DISTRICT (PDD)
- RESIDENTIAL - 1 (R-1)
- RESIDENTIAL - 2 (R-2)
- RESIDENTIAL - 3 (R-3)
- SENIOR CITIZEN (SC)
- Project Area
- Town Boundary
- Interstate
- State Highway
- County Road
- Local Road
- Conceptual Roads
- Village Boundary

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Town Zoning

Figure 10

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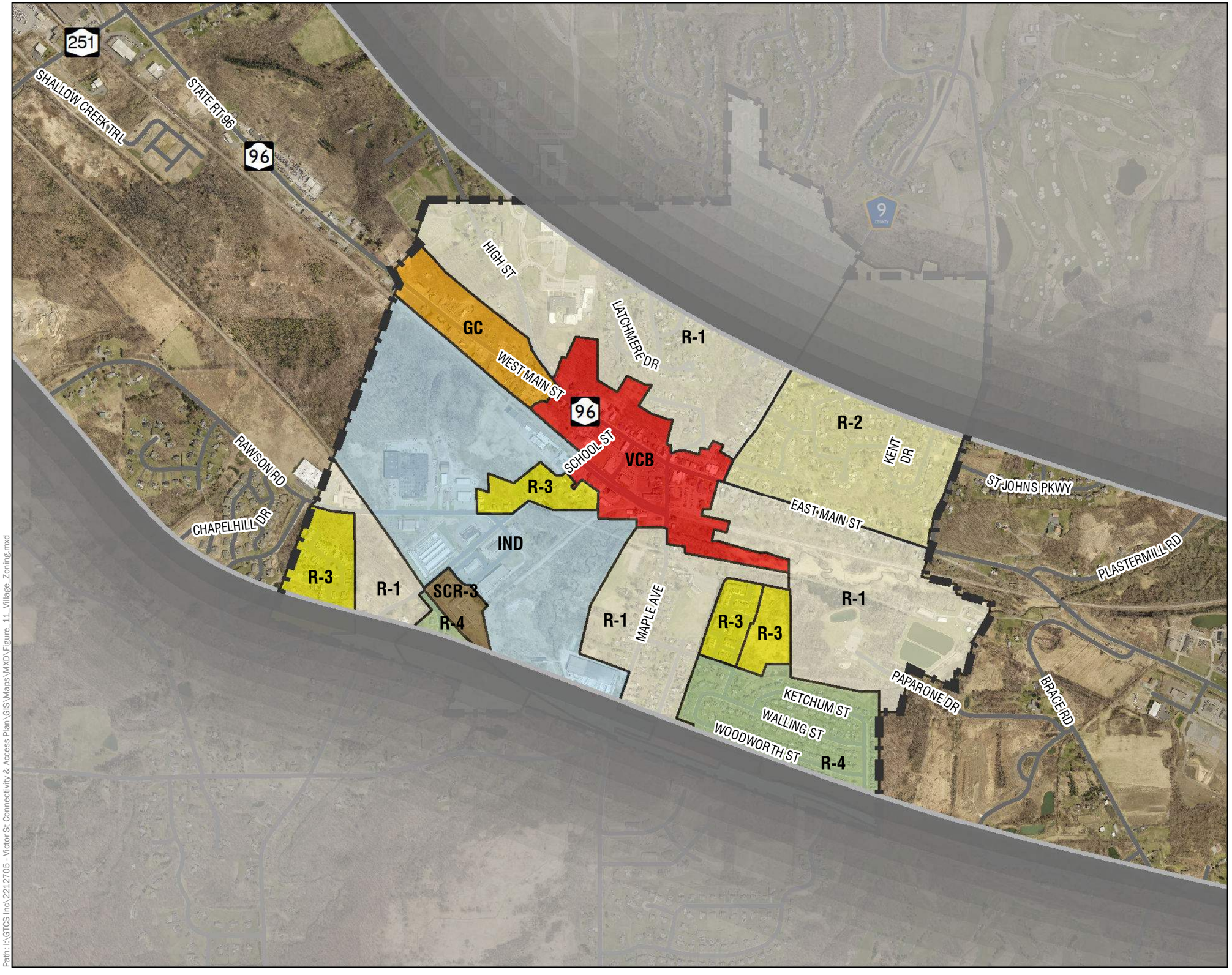

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N

0 500 1,000 2,000 Feet

1 inches = 1,000 feet

Village Zoning

- 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
- SSB: Southside Business
- GCB: Gateway Corridor Business
- VCB: illage Center Business
- IND: Industrial
- Interstate
- State Highway
- County Road
- Local Road
- Village Boundary
- Conceptual Roads

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Village Zoning

Figure 11