



DATE: January 27, 2022
TO: Steering Committee, Victor Connectivity and Access Plan
FROM: Lorenzo Rotoli, P.E., PTOE, LaBella Associates
RE: Technical Memorandum #2 – Needs Assessment

INTRODUCTION

LaBella Associates has been retained to provide engineering services to support the preparation of a Connectivity and Access Plan called "Connect Victor" (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, close crucial gaps in the existing transportation network, and improve 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 and cost estimates to connect streets and trails and create access to key locations within the community.

Work on the study commenced in August 2021. To date, Task 4: Needs Assessment has been completed. This Technical Memo summarizes the work performed and outcomes of Task 4.

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

TASK 4: NEEDS ASSESSMENT

The purpose of Task 4 is to understand the specific physical, operational, design, policy and regulatory needs and opportunities within the study area. This understanding is achieved by observing firsthand the existing circulation, traffic operation, multi-modal facilities, and infrastructure, seeking input from local stakeholders and the public, and assessing opportunities to improve safety, mobility and connectivity for all road users. The transportation needs and opportunities will be identified to support improving the economic vitality of the Town and Village of Victor and surrounding region, eliminating infrastructure gaps that limit mobility, safety and connectivity for all users, and improving traffic operation within the study area.

1. Local Market Trends and Planned Growth & Development

The Route 96 corridor and overall study area have experienced continual growth and development, and growth is expected in the foreseeable future. New construction, redevelopment, and municipal projects have been identified, including:

- New residential projects including Highline Park (Main Street Fishers) and Piper Meadows (off High Street)
- New commercial projects including Delta Sonic (Route 96 near Main Street Fishers)
- Redevelopment of existing properties including the former Bayles Furniture and Railside Market (Route 96)
- New municipal facilities: The Town of Victor is currently studying the feasibility of constructing new recreation and highway facilities (separate facilities; several locations under consideration).

Additionally, growth and redevelopment continues in areas adjacent to the study area including the Eastview Mall corridor and the Town of Farmington. A substantial portion of traffic from these adjacent areas utilizes the transportation facilities within this plan's study area and therefore affects the operation, safety and mobility of the facilities within the study area.



2. Infrastructure Gaps that Limit Mobility, Safety and Connectivity for All Users

A. Traffic Operation

Traffic congestion along the Route 96 corridor is well-documented in previous plans and studies. The Route 96 & High Street intersection is most often identified by stakeholders and the public as the most congested due to high traffic volumes, school-related traffic and buses, pedestrian calls, and poor coordination with other traffic signals within the Village. Congestion and delays are present at most other signalized intersections within the study area during peak periods, particularly within the Village core. With limited opportunities to increase traffic capacity (widening) along Route 96 within the Village, alternative solutions are needed to improve traffic operation and provide additional routes for travel through the Village.

Traffic Operation Needs & Opportunities:

- **Improve traffic signal coordination** along Route 96; install adaptive signal control.
- **Implement access management improvements** along Route 96 and other primary routes within the study area, including elimination or consolidation of driveways, shared property access, and new pedestrian connections.
- **Reduce concentration of school-related traffic at the Route 96 & High Street intersection:** Investigate solutions such as alternative access routes for buses or revised timing of parent drop-offs/pick-ups.
- **Implement priority projects** identified in previous plans & studies, including:
 - Construct a parallel street along Route 96 through the Village of Victor.
 - Route 96 & School Street intersection: remove traffic signal, convert School Street to right in / right out.
 - Construct new street connecting Brace Road to Anthony Drive, and install traffic signal at the Route 96 & Anthony Drive intersection. Remove Brace Road connection to Route 96.
 - Realign Lane Road at Route 96 opposite Route 251.
 - Extend the 5-lane section on Route 96 south to Route 251.
 - Extend Willowbrook Road south to Route 96 opposite Omnitech Place, and install new traffic signal.
 - Construct a roundabout at the Lynaugh Road and Victor-Egypt Road intersection.

Traffic needs and opportunities are depicted on Figure 12.

B. Pedestrian Facilities

Pedestrian facilities are present throughout the study area in various forms, including road-adjacent sidewalks and shoulders and off-road trails and paths. Although facilities within the village core are generally well connected and in good condition, pedestrian connections from some of the adjacent residential neighborhoods are lacking, and some of the outlying portions of the study area lack pedestrian facilities altogether. The pedestrian network should continue to be expanded in order to provide complete connectivity between neighborhoods, the village core, and the extensive trail network within Victor.



Pedestrian Needs & Opportunities:

- **Construct new sidewalks or trails connecting neighborhoods to community destinations** including:
 - Lynaugh Road – Route 96 to Somerset Lane
 - Lane Road – Route 96 to High Street
 - Route 96 – Omnitech Place to Village Line
 - Route 96 – Lynaugh Road to Farmington Town Line
 - East Victor Road – Break of Day Road to Route 96
 - Break of Day Road – East Victor Road to Auburn Trail
 - Route 251 – Route 96 to Wangum Road
 - Phillips Road
 - Wangum Road
 - Main Street Fishers – Phillips Road to Wangum Road
 - Rowley Road
- **Ensure pedestrian crossing treatments conform to current standards** regarding signage, crosswalk striping, and sidewalk ramps. A few mid-block crossings were noted to lack pedestrian warning signage, including Adams Street & School Street and Adams Street & Maple Avenue intersections. Sidewalk ramps should conform to current ADA and PROWAG standards including location, slope and detectable warning treatments. Pedestrian routes across wide driveways should be delineated using striping or extending sidewalk through the driveway.
- **Upgrade trail surfaces to better accommodate all users.** Stone dust and dirt trails may not be accessible for disabled users and bicyclists. Also, there is currently an “unfinished” section of the Auburn Trail near Southgate Hills / East Victor Road with a coarser gravel surface that is not ideal for walking and biking.
- **Improve connections to and between Village Center destinations** including the Victor Farmington Library, Town and Village offices, the village commercial corridor, and Victor Municipal Park.
- **Ensure pedestrian facilities are incorporated into new public and private developments.** Examples include providing sidewalks and trail connections within new residential developments, providing pedestrian facilities along new public roads, and constructing pedestrian-only connections between destinations where roads are not feasible.

Pedestrian needs and opportunities are depicted on Figure 13.

C. Bicycle Facilities

Bicycle facilities are present throughout the study area in various forms, including road shoulders and off-road trails and paths. There are no in-road bicycle lanes or enhanced safety treatments such as bike boxes or marked conflict areas. Many of the bicycle-related needs and opportunities are similar to those identified for pedestrians. The bicycle network should continue to be expanded in order to provide complete connectivity between neighborhoods, the village core, and the extensive trail network within Victor. Improvements could be implemented in stand-alone projects or incorporated into future capital improvement projects.

Bicycle Needs & Opportunities:

- **Develop and improve in-road bicycle facilities** including bike lanes, wide shoulders, and safety treatments at intersections (bike boxes, marked conflict areas).
- **Improve connections to and between Village Center destinations** including the Victor Farmington Library, Town and Village offices, the village commercial corridor, and Victor Municipal Park.



- **Ensure bicycle facilities are incorporated into new public and private developments.** Examples include providing in-road bicycle lanes along new public roads, trail connections within new residential developments, and constructing multi-modal connections between destinations where roads are not feasible.
- **Upgrade trail surfaces to better accommodate all users.** Stone dust and dirt trails and may not be accessible for disabled users and bicyclists. Also, there is currently an “unfinished” section of the Auburn Trail near Southgate Hills / East Victor Road with a coarser gravel surface that is not ideal for biking.

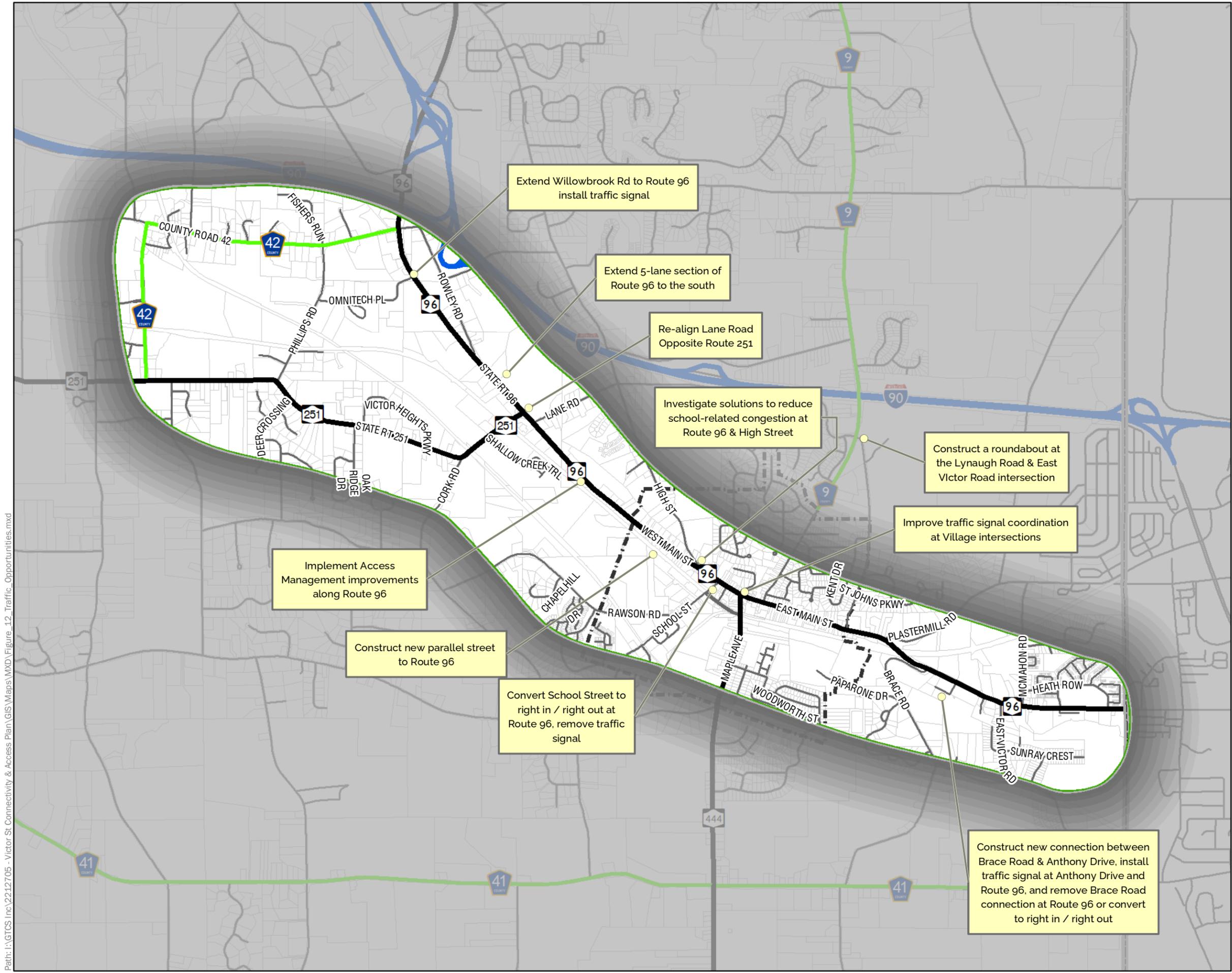
VICTOR CONNECTIVITY & ACCESS PLAN



0 0.25 0.5 1 Miles

1 inches = 2,500 feet

- Project Area
- Town Boundary
- Village Boundary
- 2021 Parcels
- Interstate
- State Highway
- County Road
- Local Road



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Traffic Needs and Opportunities

Figure 12

VICTOR CONNECTIVITY & ACCESS PLAN



0 0.25 0.5 1 Miles

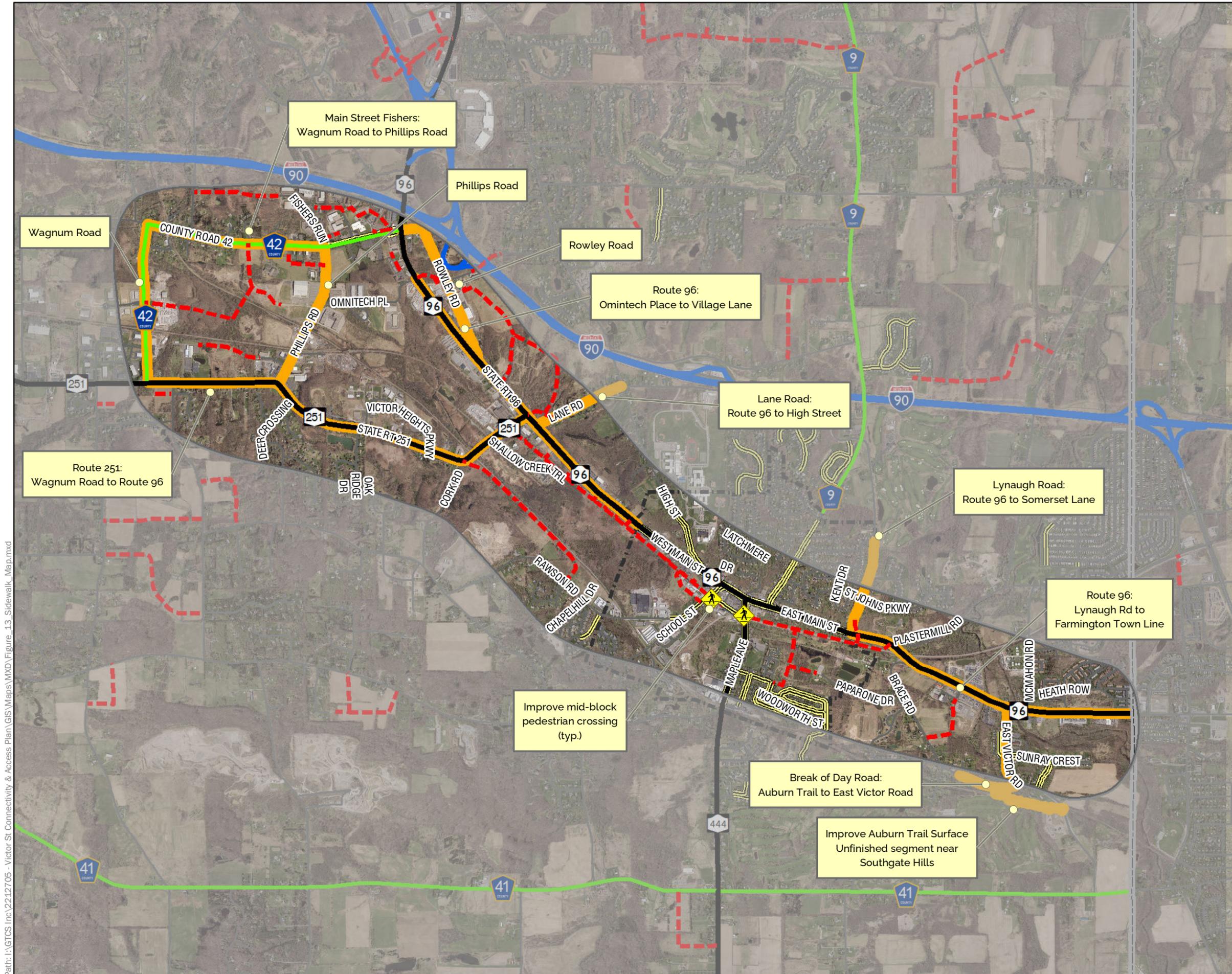
1 inches = 2,500 feet

- Pedestrian Crossing Improvements Required
- Project Area
- Town Boundary
- Village Boundary
- 2021 Parcels
- Conceptual Roads
- Interstate
- State Highway
- County Road
- Local Road
- Gaps in Sidewalk-Trail Network
- Sidewalks

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**Pedestrian Needs
and Opportunities**

Figure 13



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