

DATE: May 3, 2022
TO: Steering Committee, Victor Connectivity and Access Plan
FROM: Lorenzo Rotoli, P.E., PTOE, LaBella Associates
RE: Technical Memorandum #3 – Draft Alternatives Development

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 sidewalk / 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 improve access to key locations within the community.

Work on the study commenced in August 2021. To date, Task 5: Draft Alternatives Development has been completed. This Technical Memo summarizes the work performed and outcomes of Task 5.

TASK 5: DRAFT ALTERNATIVES DEVELOPMENT

The purpose of Task 5 is to develop recommendations to improve connectivity and mobility for all users of the Victor transportation network, considering the needs and opportunities that were identified in previous tasks. Recommendations include new “complete street” road connections, new sidewalk and trail connections, intersection improvements, and “priority projects” identified in past plans and studies such as the *Victor Access Management Plan* and *Route 96 Transformative Corridor Strategic Infrastructure Plan*. Task 5 also includes conceptual cost estimates for the recommendations as well as identification of potential funding sources, Implementation strategies, and prioritization.

Victor Connectivity and Access Plan
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1. ADAMS STREET EXTENSION

It is recommended that a new street be constructed parallel to Route 96 along an existing rail bed between Adams Street and Route 251. The new street would:

- Alleviate traffic congestion along Route 96 through the Village of Victor by providing an alternative route through the Village and to points south.
- Accommodate all users by providing bicycle lanes and sidewalks along the length of the street, as well as mid-block pedestrian connections to Route 96.
- Improve access to properties along Route 96 by accommodating new driveways at key locations along the new street. The additional property access along Adams Street Extension may allow for certain driveways along Route 96 to be removed or consolidated, improving Access Management along the Route 96 corridor.

A conceptual alignment of the new street extends from the School Street / Adams Street intersection west to Route 251 and follows the alignment of the existing railroad tracks (refer to Figure 14). The conceptual typical section includes one 11 ft travel lane and 6 ft bicycle lane in each direction, a 5 ft sidewalk along the north side of the road, and a potential 10 ft multi-use path along the south side of the road, all within the existing railroad right-of-way which is approximately 100 ft wide. The total length of new road is approximately 7,000 linear feet (1.3 miles). The intersection of School Street and Adams Street is depicted as a mini-roundabout, which would provide traffic calming and act as a gateway into the Village.

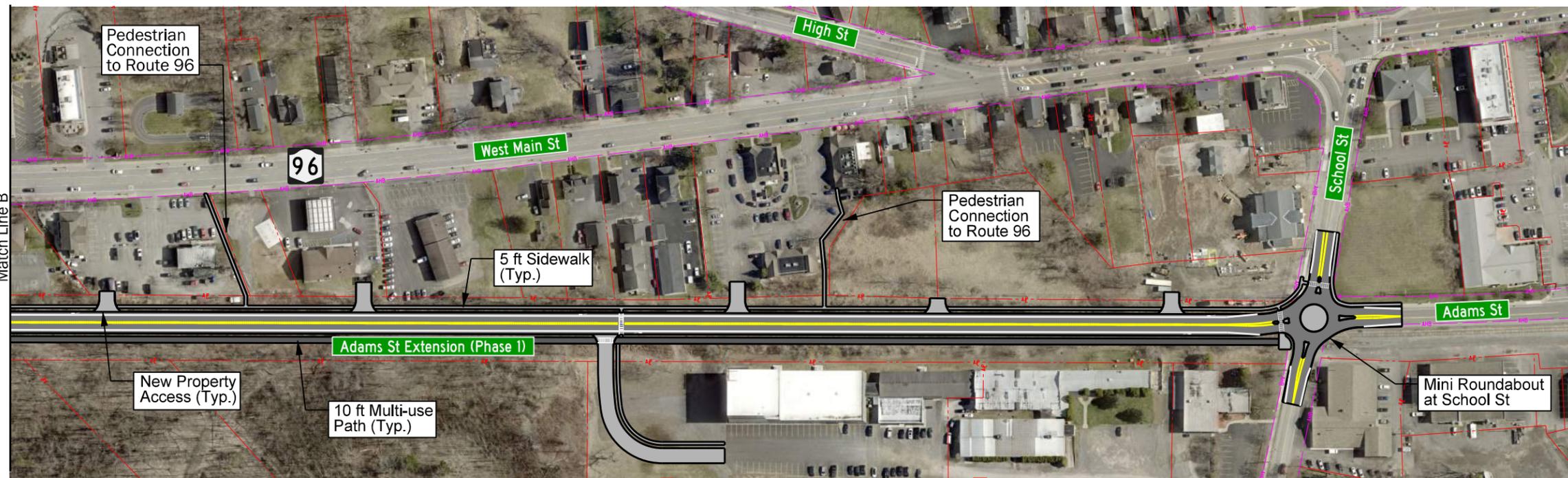
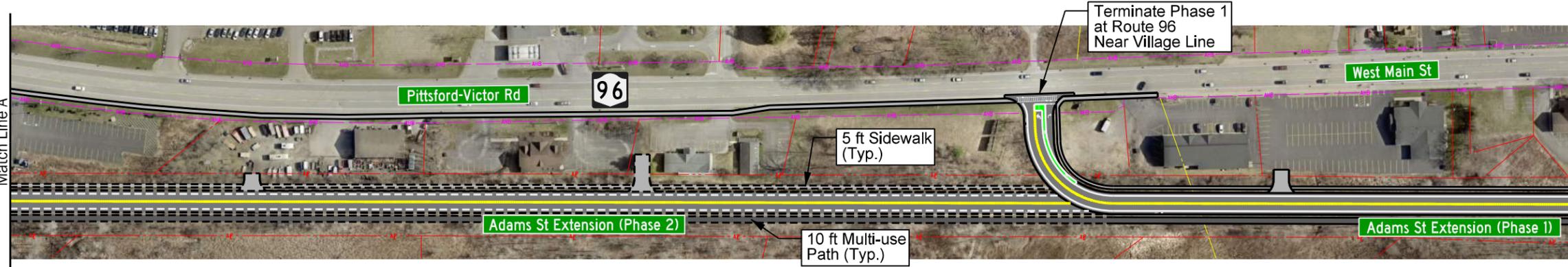
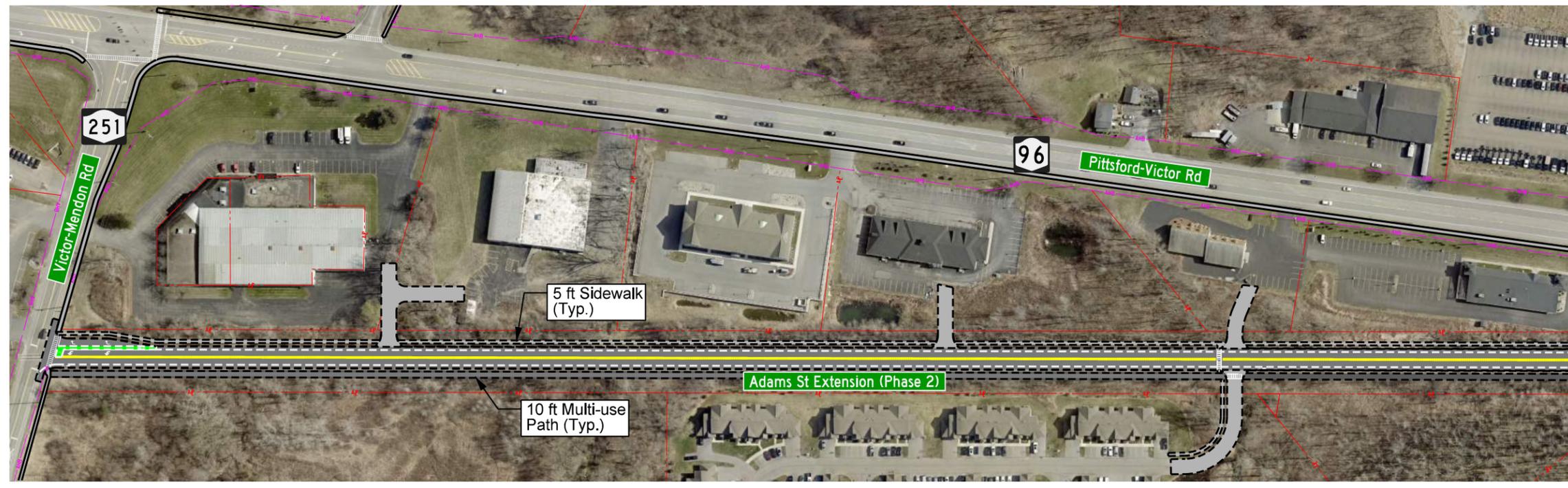
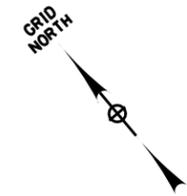
It is recommended that the new street be developed in phases. Phase 1 would include the segment between School Street and the Village Line, a distance of approximately 2,900 linear feet (0.55 mile). Phase 2 would extend the street from the Village Line to Route 251, which is approximately 4,100 linear feet (0.8 mile). The connection to Route 96 near the Village Line would be maintained and modified slightly to "tee" into the new street at a 90-degree angle. The total length of new road in Phases 1 and 2 is approximately 7,000 linear feet (1.3 miles). A future Phase 3 could be constructed, extending from the eastern end of Adams Street and connecting with Route 96 at either Lynaugh Road or Plastermill Road. The length of Phase 3 is approximately 4,000 linear feet (0.75 mile).

It is noted that the Village of Victor is currently working to obtain funding to improve the existing segment of Adams Street between School Street and Maple Ave.



Key Map of Adams Street Extension Phase 1, 2, and 3

**VICTOR CONNECTIVITY
AND ACCESS PLAN**

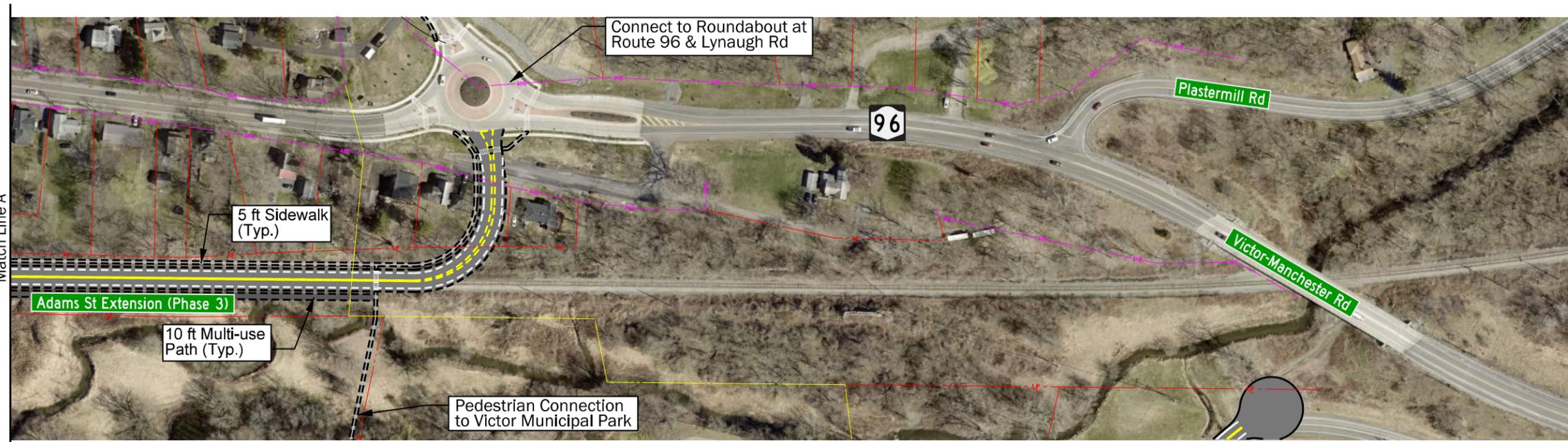


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**Adams Street Extension
Conceptual Plan**

**Figure 14
Sheet 1 of 2**

**VICTOR CONNECTIVITY
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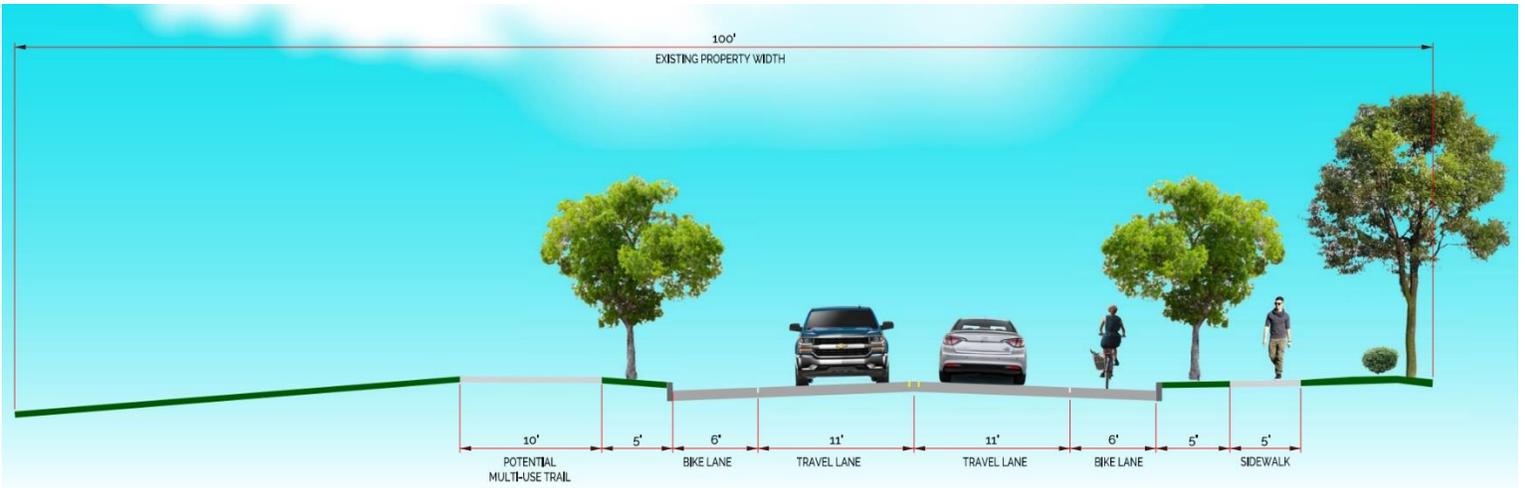


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**Adams Street Extension
Conceptual Plan**

**Figure 14
Sheet 2 of 2**

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Conceptual typical section of new Adams Street Extension

Table 1: Adams Street Extension Design Considerations

Design Consideration	Comments
Right-of-way	Town of Victor will need to acquire the railroad property and establish right-of-way for the new street. Minor right-of-way acquisitions may be needed for intersection improvements at Adams Street / School Street.
Property Impacts	Access to adjacent properties would be improved with new driveways from Adams Street Extension. New driveways would be the responsibility of the individual property owners or could be coordinated as a shared cost with the Town at the time of construction (Town constructs driveway up to right-of-way line). Property acquisition may be required for stormwater facilities.
State Pollutant Discharge Elimination System (SPDES)	The Project will need to follow all regulations of NYSDEC General Permit in effect at the time of construction. Post Construction Stormwater Management Practices will be required. Green Infrastructure should be considered.
Environmental Impacts	The project may impact wetland and/or buffer areas. A full environmental screening will be required during detailed design phases.
Permitting	New road connections and work within Route 96 and Route 251 right-of-way will require permit and coordination with New York State Department of Transportation.
Utilities	Consideration could be given to extending water and sewer lines along the new street to serve adjacent properties, or if additional development is anticipated south of the new street.

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Table 2: Adams Street Extension Conceptual Cost Estimate

Item	Phase 1 Cost	Phase 2 Cost	Phase 3 Cost	Total Cost Phase 1, 2 & 3
New Street (All construction items including pavement, sidewalk, multi-use path, earthwork, drainage, lighting, landscaping, stormwater management, restoration, signage, & pavement markings, WZTC, and survey)	\$3,347,135	\$3,691,378	\$3,924,039	
Mobilization (4%)	\$133,865	\$147,622	\$156,961	
Subtotal	\$3,481,000	\$3,839,000	\$4,081,000	
Contingency (20%)	\$696,200	\$767,800	\$816,200	
Subtotal (2022 Dollars)	\$4,178,000	\$4,607,000	\$4,898,000	
Inflation to Midpoint of Construction	\$208,900	\$322,490	\$342,860	
Opinion of Probable Construction Cost	\$4,387,000	\$4,930,000	\$5,241,000	\$14,558,000
Engineering Design and Survey (10%)	\$438,700	\$493,000	\$524,100	
Construction Inspection (7%)	\$307,090	\$345,100	\$366,870	
Total Conceptual Cost Estimate	\$5,140,000	\$5,770,000	\$6,140,000	\$17,050,000

Notes:

1. Cost estimates were prepared using the New York State Department of Transportation Preliminary Estimating Tool, which estimates cost from average bid prices.
2. Cost does not include utility extensions or property acquisitions.
3. Assumed letting years are 2024 (Phase 1), 2025 (Phase 2), and 2026 (Phase 3).

Table 3: Adams Street Extension Potential Funding & Implementation

Source	Comments
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant (Former BUILD / TIGER program)	Min. \$5 million, Max \$25 million with 20% match. Requires preliminary engineered plans, cost estimates, cost/benefit analysis, resolution of right-of-way and environmental issues.
Congestion Mitigation and Air Quality Improvement (CMAQ) Grant	Max. \$5 million with 20% match. Coupled with Transportation Alternatives Program (TAP). For projects that reduce congestion.
Downtown Revitalization Initiative (DRI)	Max. \$10 million award, split among projects of varying type and size.

2. ANTHONY DRIVE EXTENSION TO BRACE ROAD

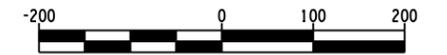
It is recommended that a new street be constructed connecting Anthony Drive with Brace Road. The new street would:

- Provide an improved connection between Brace Road and Route 96. The Route 96 / Anthony Drive intersection features better sight lines, turn lanes and a potential traffic signal.
- Allow for the existing Brace Road approach at Route 96 to be converted to right in / right out or removed completely.
- Accommodate all users by providing bicycle lanes and sidewalks along the length of the street. These multi-modal facilities would serve adjacent properties and improve connections to regional amenities such as Victor Municipal Park and the Auburn Trail.
- Provide access to potential new Town of Victor facilities.

A conceptual alignment of the new street is depicted in Figure 15. The conceptual typical section includes one 11 ft travel lane and 6 ft bicycle lane in each direction and 5 ft sidewalk on the west side, within a 66 ft right-of-way (refer to typical section on Page 6). The total length of new road is approximately 1,200 linear feet (0.25 mile). Additional improvements along the existing segment of Anthony Drive could include widening the road to provide bicycle lanes (existing Anthony Drive is approximately 24 ft wide), extending sidewalk north to Route 96, and installing a traffic signal at the Anthony Drive intersection with Route 96.

Table 4: Anthony Drive Extension Design Considerations

Design Consideration	Comments
Right-of-way	Town of Victor will need to acquire property and establish right-of-way for the new street. Existing Anthony Drive is a private road; it may need to be dedicated to the Town and upgraded to Town standards.
Property Impacts	Access to existing businesses on Anthony Drive and potential future Town of Victor facilities would be improved. Property acquisition may be required for stormwater facilities.
State Pollutant Discharge Elimination System (SPDES)	The Project will need to follow all regulations of NYSDEC General Permit in effect at the time of construction. Post Construction Stormwater Management Practices will be required. Green Infrastructure should be considered.
Environmental Impacts	A full environmental screening will be required during detailed design phases.
Permitting	Potential traffic signal at Route 96 and work within Route 96 right-of-way will require permit and coordination with New York State Department of Transportation.
Utilities	Consideration could be given to extending water and sewer lines along the new street to serve adjacent properties.

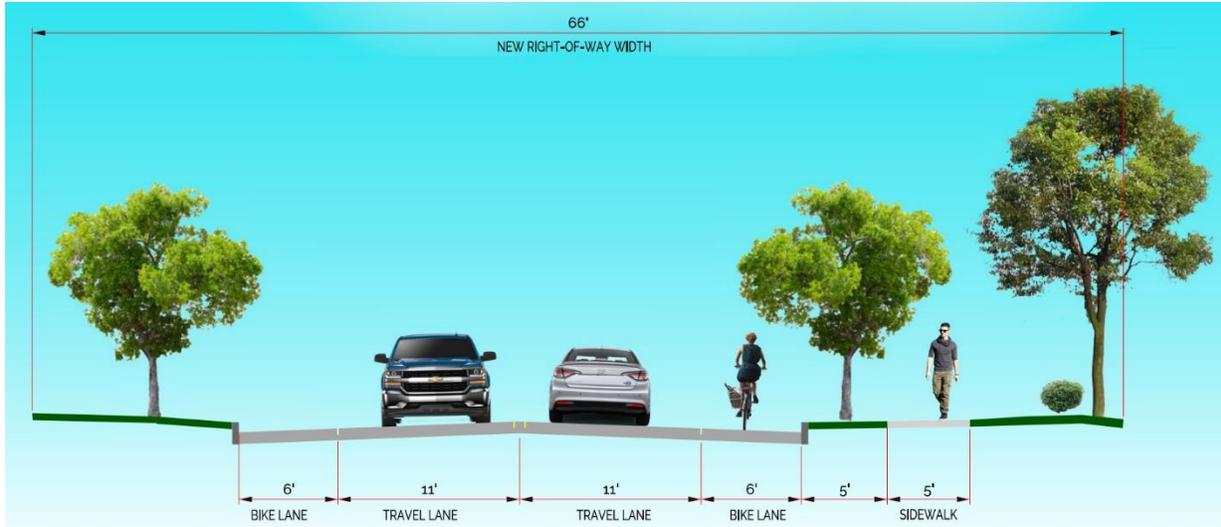


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**Anthony Drive Extension
Conceptual Plan**

Figure 15

**Victor Connectivity and Access Plan
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Conceptual typical section of new Anthony Drive Extension

Table 5: Anthony Drive Extension Conceptual Cost Estimate

Item	Cost
New Street (All construction items including pavement, sidewalk, earthwork, drainage, lighting, landscaping, stormwater management, restoration, signage, & pavement markings, WZTC, and survey)	\$1,140,450
Mobilization (4%)	\$45,618
Subtotal	\$1,187,000
Contingency (20%)	\$237,400
Subtotal (2022 Dollars)	\$1,425,000
Inflation to Midpoint of Construction	\$71,250
Opinion of Probable Construction Cost	\$1,497,000
Engineering Design and Survey (10%)	\$149,700
Construction Inspection (7%)	\$44,910
Total Conceptual Cost Estimate	\$1,800,000

Notes:

1. Cost estimates were prepared using the New York State Department of Transportation Preliminary Estimating Tool, which estimates cost from average bid prices.
2. Cost estimate does not include utility extensions or property acquisitions.
3. Assumed letting year is 2024.

Table 6: Anthony Drive Extension Potential Funding & Implementation

Source	Comments
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant (Former BUILD / TIGER program)	Min. \$5 million, Max \$25 million with 20% match. Requires preliminary engineered plans, cost estimates, cost/benefit analysis, resolution of right-of-way and environmental issues. May need to be combined with other project(s) to reach \$5 million minimum cost.

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3. NEW SIDEWALK / TRAIL CONNECTIONS

It is recommended that new sidewalks / trails be constructed within the project area, at the following locations:

1. **Lynaugh Road** – Route 96 to Somerset Lane
2. **East Victor Road** – Route 96 to Auburn Trail
3. **Lane Road** – Route 96 to High Street
4. **Route 251** – Route 96 to Auburn Trail
5. **Main Street Fishers** – Phillips Road to Wangum Road
6. **McMahon Road** – Route 96 to Erica Trail
7. **Route 444** – Wyndham Hill to Auburn Trail
8. **Route 96** – Omnitech Place to Village Line
9. **Route 96** – Anthony Drive to Farmington Town Line
10. **Brace Road** – Anthony Drive Extension to Bradhurst Street
11. **Phillips Road** – Main Street Fishers to Route 251
12. **Wangum Road** – Main Street Fishers to Route 251

The new sidewalk / trail locations are depicted in Figure 16.

New sidewalks / trails would:

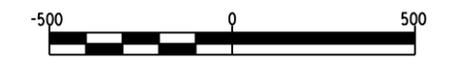
- **Provide pedestrian connections between residential neighborhoods and community destinations such as the Village Business District, Schools, Parks, and Trails.**
- **Fill in gaps in the existing sidewalk / trail network.**
- **Provide health & recreational benefits for Town and Village residents and visitors.**
- **Improve safety by providing a dedicated, off-road facility for pedestrians and bicyclists.**

Table 7 summarizes the design considerations and conceptual cost estimate for each proposed sidewalk / trail connection. High, Medium, and Low priority levels are assigned to each sidewalk / trail connection based on community survey and stakeholder feedback. Table 8 describes potential funding sources for the new sidewalk / trail connections.

Maintenance and snow removal of new sidewalks along public roads within the Town and Village of Victor would be the responsibility of the municipality.

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GRID
NORTH



5
Main St Fishers:
Phillips Rd to
Wangum Rd

12
Wangum Rd:
Main St Fishers
to Route 251

11
Phillips Rd:
Main St Fishers
to Route 251

KEY:

12 Wangum Rd: Main St Fishers to Route 251	Location Number (Corresponds to Table 7) Limits of proposed sidewalk / trail segment
------------------------------------------------------------	-----------------------------------------------------------------------------------------------

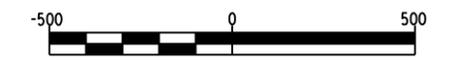
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**New Sidewalk /
Trail Connections**

**Figure 16
Sheet 1 of 4**

**VICTOR CONNECTIVITY
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GRID
NORTH



KEY:

- 8** Location Number (Corresponds to Table 7)
- Route 96: Omnitech Pl to Village Line** Limits of proposed sidewalk / trail segment
- 3** Lane Rd: Route 96 to High St

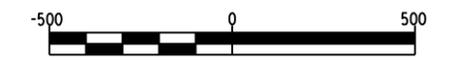
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**New Sidewalk /
Trail Connections**

**Figure 16
Sheet 2 of 4**

**VICTOR CONNECTIVITY
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GRID
NORTH



KEY:

- 7** Location Number (Corresponds to Table 7)
- Route 444: Wyndham Hill to Auburn Trail
- Limits of proposed sidewalk / trail segment

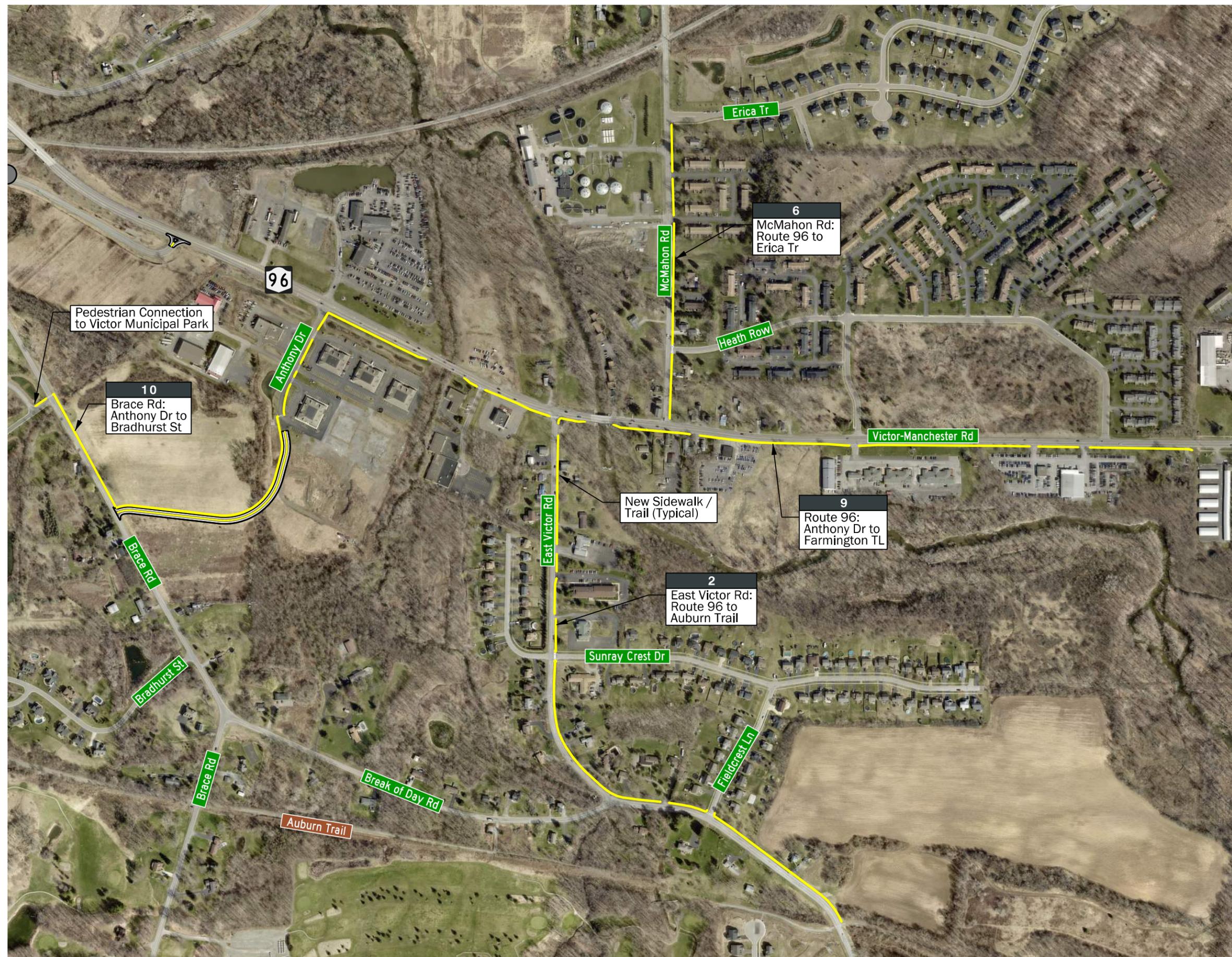
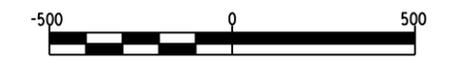
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**New Sidewalk /
Trail Connections**

**Figure 16
Sheet 3 of 4**

**VICTOR CONNECTIVITY
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GRID
NORTH



Pedestrian Connection
to Victor Municipal Park

10
Brace Rd:
Anthony Dr to
Bradhurst St

6
McMahon Rd:
Route 96 to
Erica Tr

9
Route 96:
Anthony Dr to
Farmington TL

2
East Victor Rd:
Route 96 to
Auburn Trail

New Sidewalk /
Trail (Typical)

KEY:

2 East Victor Rd: Route 96 to Auburn Trail	Location Number (Corresponds to Table 7) Limits of proposed sidewalk / trail segment
------------------------------------------------------------	---------------------------------------------------------------------------------------------------

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**New Sidewalk /
Trail Connections**

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Table 7: Sidewalk / Trail Connections Design Considerations and Conceptual Cost Estimates

Location		Purpose	Length	Design and Implementation Considerations	Conceptual Cost Estimate	Priority
1	Lynaugh Rd – Route 96 to Somerset Lane	Connect residents to Downtown Victor	2,400 ft	<ul style="list-style-type: none"> • Retaining walls required – St. John's Pkwy to Route 96 • Easements may be required • Potential utility conflicts • Steep grades • Existing drainage swales require re-grading or new closed drainage systems • NYSDOT permit required 	\$690,000	High
2	East Victor Road – Route 96 to Auburn Trail	Connect residents to Auburn Trail, transit stop	3,550 ft	<ul style="list-style-type: none"> • Buildings close to road near Route 96 • Easements may be required • Existing drainage swales require re-grading or new closed drainage systems • Potential utility conflicts 	\$470,000	High
3	Lane Road – Route 96 to High Street	Connect residents to schools (east) and trails (west)	2,475 ft	<ul style="list-style-type: none"> • Existing drainage swales require re-grading or new closed drainage systems • NYSDOT permit required 	\$420,000	Medium
4	Route 251 – Route 96 to Auburn Trail	Connect residents to Auburn Trail	1,750 ft	<ul style="list-style-type: none"> • Potential wetland / environmental impacts • Easements may be required • Cross culverts between Shallow Creek Tr and Auburn Trail may need to be widened • NYSDOT permit required 	\$330,000	Medium
5	Main Street Fishers – Phillips Rd to Wangum Rd	Connect residents to Auburn Trail and Fishers Park	4,800 ft	<ul style="list-style-type: none"> • Existing drainage swales require re-grading or new closed drainage systems • Easements may be required • Buildings close to road between Ladyhawk Ln and Wangum Rd • Ontario County DPW permit required 	\$590,000	Medium
6	McMahon Rd – Route 96 to Erica Trail	Connect residents to Route 96, transit stop	1,600 ft	<ul style="list-style-type: none"> • Existing drainage swales require re-grading or new closed drainage systems • Easements may be required • Potential utility conflicts • NYSDOT permit required 	\$270,000	Medium

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Table 7: Sidewalk / Trail Connections Design Considerations and Conceptual Cost Estimates (Cont.)

Location		Purpose	Length	Design Considerations	Conceptual Cost Estimate	Priority
7	Route 444 – Wyndham Hill to Auburn Trail	Connect residents to Auburn Trail, Downtown Victor	1,150 ft	<ul style="list-style-type: none"> Existing drainage swales require re-grading or new closed drainage systems Easements may be required Potential utility conflicts NYS DOT permit required 	\$270,000	Medium
8	Route 96 – Omnitech Pl to Village Line	Connect residents to commercial corridor	9,000 ft	<ul style="list-style-type: none"> Potential wetland / environmental impacts Potential utility conflicts NYS DOT permit required 	\$970,000	Medium
9	Route 96 – Anthony Dr to Farmington Line	Connect residents and business park to transit stop, commercial corridor	4,225 ft	<ul style="list-style-type: none"> Bridges over Fish Creek, Mud Creek may require upgrades (pedestrian rail and/or shoulder improvements) or a separate pedestrian structure Potential utility conflicts NYS DOT permit required 	\$640,000	Medium
10	Brace Rd – Anthony Dr Ext to Bradhurst St	Connect residents to Victor Mun. Park	700 ft	<ul style="list-style-type: none"> Existing drainage swales require re-grading or new closed drainage systems 	\$100,000	Medium
11	Phillips Rd – Main St Fishers to Route 251	Connect residents and business parks to trails	3,950 ft	<ul style="list-style-type: none"> Cross culverts near Auburn Trail may need to be widened Easements may be required 	\$470,000	Low
12	Wangum Rd – Main St Fishers to Route 251	Connect residents and business parks to trails and Fishers Park	4,250 ft	<ul style="list-style-type: none"> Box culverts near Fowler St and Route 251 may require widening, rail upgrades or a separate pedestrian structure Easements may be required Ontario County DPW permit required 	\$570,000	Low

Notes:

1. Cost estimates were prepared using the New York State Department of Transportation Preliminary Estimating Tool and include all construction items plus Mobilization (4%), Contingency (20%), Engineering Design (10%) and Construction Inspection (7%). Right-of-way acquisitions and utility relocations are not included.
2. Cost estimates assume a 5 ft concrete sidewalk.

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Table 8: Sidewalk / Trail System Potential Funding & Implementation

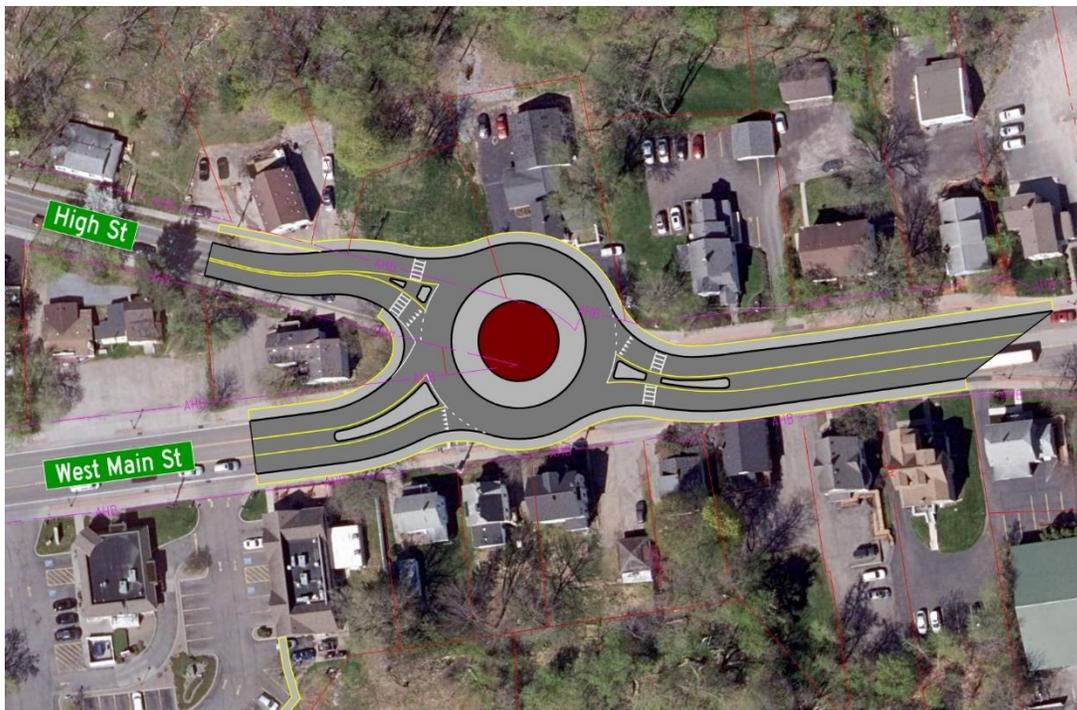
Source	Comments
Transportation Alternative Program (TAP)	Up to \$5 million, 20% match required.
Climate Smart Communities (CSC)	Up to \$2 million; 50% match required.
Environmental Protection Fund	Up to \$500,000, or \$750,000 if costs exceed \$4 million. For trails and park areas.
Transportation Improvement Program (TIP)	20% match required, no limits identified. Only applies to sidewalks / trails along Federal-Aid Eligible roads.
Empire State Development (ESD) Capital Grant	Up to 20% of project costs.
Community Development Block Grant (CDBG) Economic Development	Up to \$750,000 for infrastructure linked to an economic development project (i.e. new or expanded facility within the project area).
Downtown Revitalization Initiative (DRI)	Max. \$10 million award, split among projects of varying type and size.
Private Development	Town / Village Boards may require construction of sidewalk segments during site / subdivision review and approval process

4. ROUTE 96 & HIGH STREET INTERSECTION

The Route 96 (West Main Street) intersection with High Street is the primary source of traffic congestion within the Village of Victor during peak periods, particularly on weekday afternoons. The congestion is attributed to high volumes of commuter traffic traveling along Route 96 as well as a high concentration of bus and parent pick-up / drop-off traffic that use High Street to and from the Victor Central School campus. The combination of high traffic and bus volumes, pedestrian calls at the Route 96 & High Street signal that can throw the signal out of balance with adjacent signals, and at times poor signal coordination through the Village, results in traffic queuing along Route 96 heading northwest to Route 251 and beyond.

Although there is no “silver bullet” to eliminate traffic congestion, a range of potential solutions has been developed that may incrementally improve traffic at the High Street intersection and throughout the Village of Victor.

A. Reconstruct Route 96 & High Street Intersection as a Roundabout



Conceptual roundabout layout at Route 96 and High Street

A roundabout is a potential improvement to consider at the Route 96 and High Street intersection. Roundabouts typically reduce traffic delay as well as the overall number and severity of crashes. They also can act as gateways and traffic calming devices to keep traffic moving but at a slower pace. At the High Street intersection, the greatest challenge is likely to be siting the roundabout to minimize impacts to adjacent properties. The conceptual roundabout layout involves right-of-way takings and other impacts to properties along the north side of Route 96 and along High Street. Property access may also be restricted within the limits of the roundabout and approaches.

Estimated Cost: \$2.3 Million

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B. Improve the Existing Signalized Intersection

The existing traffic signal equipment at the Route 96 and High Street intersection is relatively modern, having been installed by NYSDOT in 2009. Signal coordination between the Route 96 intersections with High Street, School Street and Maple Avenue was updated by NYSDOT in October 2021. However, the following improvements to the existing signalized intersection of Route 96 and High Street may modestly benefit traffic operation:

Adaptive Signal Control – install an Adaptive Signal Control system at the Route 96 intersections with High Street, School Street and Maple Avenue. These systems can adjust the signal timing in real-time to reflect current traffic conditions, using the latest detection technologies. Adaptive Signal Control systems typically improve travel time by at least 10 percent.

Estimated Cost: \$60,000 per intersection



**Example of Detection equipment
for Adaptive Signal Control**

Signal Timing for School Dismissal – Traffic signals typically have separate timing patterns for peak hours (AM, PM) and off-peak operation. On school days, the Route 96 and High Street intersection experiences high traffic volumes during the afternoon dismissal period, approximately 2:00 to 4:00 PM. NYSDOT should evaluate whether a separate signal timing pattern for the afternoon dismissal period (which may include increased green time for High Street traffic) would benefit overall traffic operation.

Estimated Cost: Nominal cost for analysis and potential signal re-programming

Remove West Pedestrian Crossing at Route 96 – Pedestrian calls to cross Route 96 on both sides of High Street often result in excessive delays for traffic (the signal is red in all directions during pedestrian phases), and coordination / progression between the other traffic signals in the Village is disrupted. Pedestrian accessibility is very important to maintain; however, at this location consideration could be given to consolidating the pedestrian crossings of Route 96 at one location on the east side of High Street. The sidewalk on the west / south side of High Street ends abruptly at an uncontrolled (mid-block) crossing approximately 750 ft north of Route 96, and the Village of Victor is considering removal of this sidewalk as part of a future maintenance project. If the sidewalk were removed, the pedestrian crossing of Route 96 on the west side of High Street may not be needed.

Estimated Cost: \$20,000 (removal of crosswalk and pedestrian signal equipment)

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C. New Village Street Connections



Conceptual new street connections within the Village of Victor

New street connections along the north side of Route 96 between High Street and Maple Avenue / Moore Avenue may improve the distribution of traffic at intersections within the Village of Victor and relieve traffic congestion at the Route 96 and High Street intersection. Potential connections include:

- 1. New Street between Victor School Campus and Route 96** – This would provide additional connectivity between the school campus and adjacent neighborhoods, without the use of Route 96. The southernmost portion of this connection is depicted as one-way southbound, potentially for buses only during school dismissal periods. **Estimated Cost: \$1,460,000**
- 2. Extension of Dryer Avenue** – Extend Dryer Avenue to the new street connecting the school campus to Route 96. **Estimated Cost: \$1,430,000**
- 3. Connection to Latchmere Drive** – Construct a connection between the Dryer Avenue Extension and Latchmere Drive. **Estimated Cost: \$730,000**
- 4. Connection to Route 96 Opposite School Street** – Construct a connection between the Dryer Avenue Extension and Route 96, opposite School Street. **Estimated Cost: \$770,000**
- 5. New Street parallel to Route 96 between Moore Avenue and School Street** – This connection could provide rear access to properties along West Main Street and allow for consolidation or removal of driveways along Route 96. **Estimated Cost: \$1,330,000**

New streets should be designed using “Complete Streets” principles including facilities for pedestrians and bicyclists, lighting, and traffic calming features.

Potential challenges to implementing the conceptual Village street connections include property acquisition, steep grades, and environmental impacts.

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Table 9: New Village Street Connections Potential Funding & Implementation

Source	Comments
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant (Former BUILD / TIGER program)	Min. \$5 million, Max \$25 million with 20% match. Requires preliminary engineered plans, cost estimates, cost/benefit analysis, resolution of right-of-way and environmental issues. May need to be combined with other project(s) to reach \$5 million minimum cost.
School District / Private Development	New road connections that benefit the Victor School District may be able to be included in capital improvement projects. New road connections that improve private property access or allow for new development could be constructed in part or wholly by private property owners / developers.

D. Implement Changes to School District Operations

The Victor School District is an important stakeholder regarding traffic operation within the Village and Town of Victor. Coordination with the District should occur on a regular basis to evaluate current traffic conditions and determine whether operational changes could benefit the Route 96 and High Street intersection as well as other intersections within the Village. Potential improvements include increased timing separation of parent pick-up / drop-offs and bus runs (to avoid the combination of bus and parent traffic at the High Street intersection), segregating parent pick-up / drop-off areas from bus areas, limiting parent drop-offs / pick-ups, and using tactics to improve the busing experience such as smaller buses and shorter bus runs.

E. Implement Intersection Improvements Throughout the Town and Village

The implementation of intersection and other improvements throughout the Town and Village of Victor will have a positive effect on traffic operation at the Route 96 and High Street intersection, including the following:

Lane Road / Victor-Egypt Road / Lynaugh Road roundabout – improving the safety and operation at this intersection may result in more traffic accessing the school campus from Lane Road and Victor-Egypt Road / Church Street, instead of High Street (refer to Section 5B).

Adams Street Extension – a new parallel street to Route 96 would re-distribute traffic away from Route 96, which would improve operation at the High Street intersection (refer to Section 1).

Lane Road / Route 96 Realignment – the realignment of Lane Road at Route 96, opposite Route 251 would improve the operation at this intersection and may result in more traffic accessing the school campus from Lane Road, instead of High Street (refer to Section 5B).

School Street Right-in / Right-out – Elimination of the traffic signal at Route 96 and School Street, and converting School Street to right-in / right-out (no left turns in or out of School Street) would improve traffic operation along the Route 96 corridor within the Village, which would benefit the High Street intersection (refer to Section 5B).

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F. Summary

Table 10 includes a summary of the potential projects, design considerations, primary responsibility, conceptual costs, and implementation strategies for the Route 96 and High Street intersection recommendations.

Table 10: Summary of Route 96 and High Street Intersection Recommendations

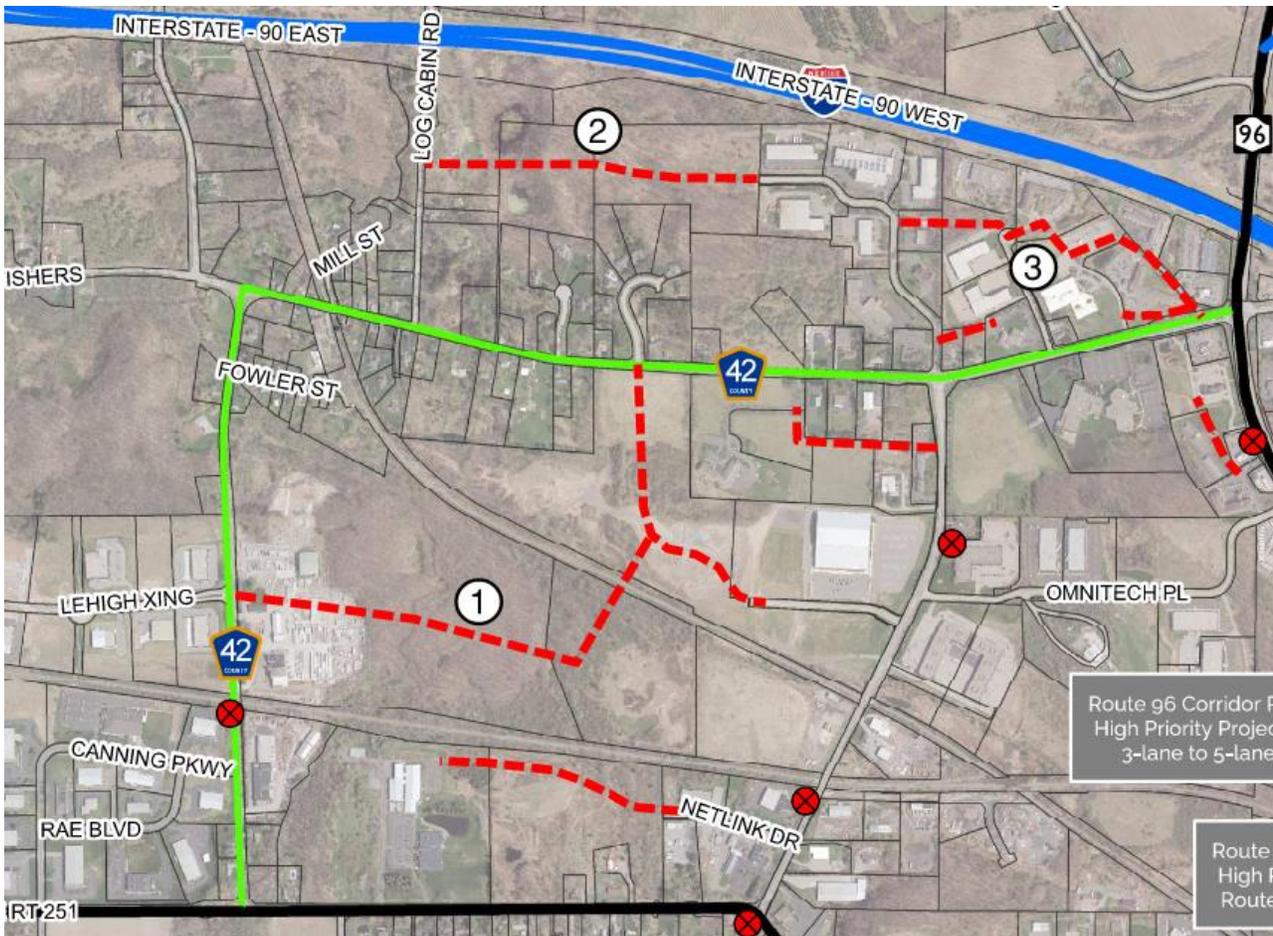
Project	Design Considerations	Primary Responsibility	Conceptual Cost Estimate	Implementation / Funding
Roundabout at Route 96 & High Street	<ul style="list-style-type: none"> • Right-of-way / property acquisition / building demolition required • Steep grade at High Street approach • Potential utility conflicts • SPDES requirements 	NYSDOT	\$2,300,000	Transportation Improvement Program (TIP)
Traffic Signal Improvements (Adaptive Signal Control)	<ul style="list-style-type: none"> • Modest improvement expected 	NYSDOT	\$200,000	Transportation Improvement Program (TIP)
New Village Street Connections	<ul style="list-style-type: none"> • Right of way / property acquisition required • Steep grades • Potential utility conflicts • Environmental impacts / loss of vegetation • SPDES requirements 	Town / Village of Victor	\$5,720,000 (total all new streets)	<ul style="list-style-type: none"> • RAISE Grant • Victor CSD Capital Project • Private Developers
Victor Central School District Operational Changes	<ul style="list-style-type: none"> • Find a balance between VCSD operations and addressing traffic concerns 	VCSD	N/A	N/A

5. RECOMMENDATIONS FROM PREVIOUS PLANS AND STUDIES

A. Victor Access Management Plan – New Road Connections

The Victor Access Management Plan (*Access Management Component for the Village of Victor Comprehensive Plan and Access Management Update to the Town of Victor Comprehensive Plan*, dated September 17, 2019, prepared by LaBella Associates) identified several new road connections within the study area of this Victor Connectivity and Access Plan. The new roads are intended to improve property access and connectivity for all users, allow for shared access / driveway consolidation, and reduce the number of cul-de-sacs. New roads are proposed at the following locations:

1. Connection between Wangum Road (CR 42), Main Street Fishers (CR 42) and Pinnacle Drive (5,400 linear feet). **Estimated Cost – \$5.40 Million**
2. Connection from Fishers Run to Log Cabin Road (2,500 linear feet). **Estimated Cost – \$2.91 Million**
3. Connections through commercial properties between Main Street Fishers (CR 42), Fishers Run, and the NYS Thruway (2,600 linear feet total). **Estimated Cost – \$2.85 Million**



New road connections within the study area, as identified in Victor Access Management Plan
(Excerpt from Victor Access Management Plan, Appendix A, Map 1 Sheet 1 of 4)

The proposed road connections should be designed as “complete streets” with pedestrian and bicycle facilities whenever feasible. Construction of the new roads would occur as part of development or redevelopment of the subject properties and could include public (Town of Victor) and/or private investment.

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Table 11: Access Management Plan – New Road Connections Potential Funding & Implementation

Source	Comments
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant (Former BUILD / TIGER program)	Min. \$5 million, Max \$25 million with 20% match. Requires preliminary engineered plans, cost estimates, cost/benefit analysis, resolution of right-of-way and environmental issues. May need to be combined with other project(s) to reach \$5 million minimum cost.
Community Development Block Grant (CDBG) Economic Development	Up to \$750,000 for infrastructure linked to an economic development project.
Private Development	New road connections that improve private property access or allow for new development could be constructed in part or wholly by private property owners / developers.

B. Route 96 Transformative Corridor Study – Priority Projects

The *Route 96 Transformative Corridor Strategic Infrastructure Plan*, dated March 2018, prepared by TY Lin International, identified several priority projects within the study area of this Victor Connectivity and Access Plan. The recommendations are intended to improve traffic operation and connectivity along the Route 96 corridor within the Town and Village of Victor. The recommended priority projects are listed below. Costs were estimated using the NYSDOT Preliminary Estimating Tool and are presented as Total Project Cost including all construction items, 20% contingency, inflation, engineering design, and inspection. Costs do not include right-of-way / property acquisition.

- 1. Route 96 5-Lane Extension –**
Widen Route 96 to five lanes (two through lanes in each direction plus a center turn lane) between Omnitech Place and Route 251.

Estimated cost: \$4.0 million

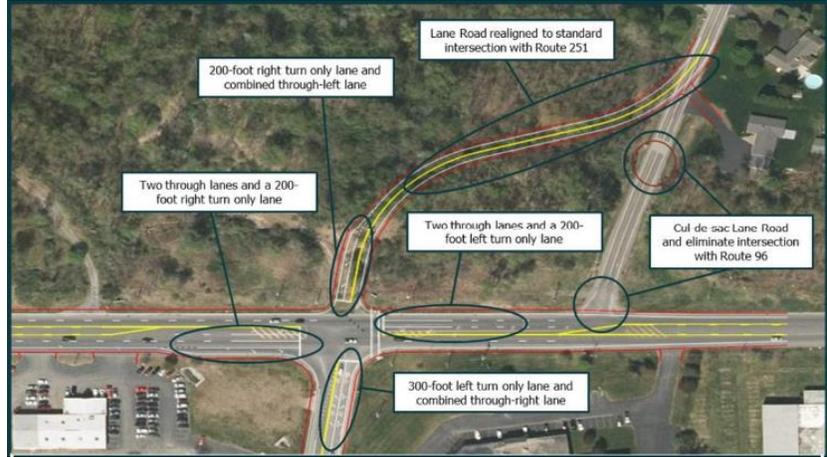


**Priority Project #1: Route 96 5-Lane Extension
(Excerpt from Route 96 Transformative Corridor Study)**

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2. **Lane Road Realignment** –
Realign the south end of Lane Road to intersect Route 96 opposite Route 251. Remove existing Lane Road intersection at Route 96, and modify Route 96 and Route 251 intersection approaches.

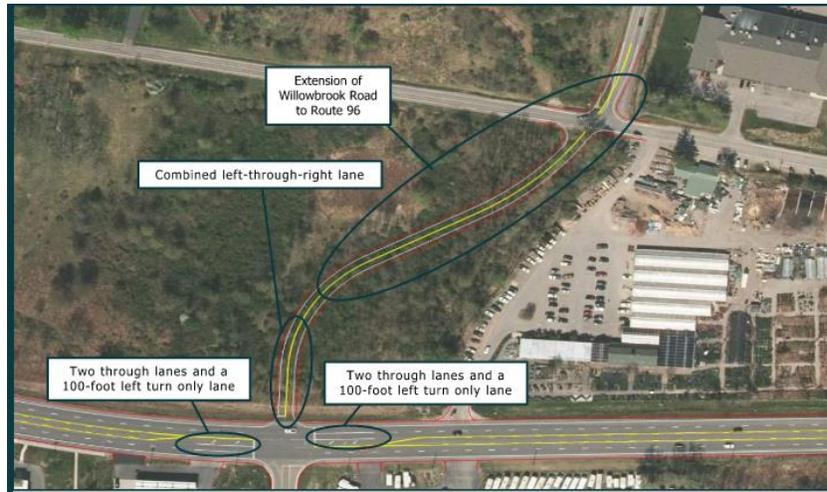
Estimated cost: \$1.0 million



Priority Project #2: Lane Road Realignment
(Excerpt from Route 96 Transformative Corridor Study)

3. **Willowbrook Road Extension** –
Extend Willowbrook Road south to intersect Route 96 opposite Omnitech Place and install a new traffic signal.

Estimated cost: \$1.05 million



Priority Project #3: Willowbrook Road Extension
(Excerpt from Route 96 Transformative Corridor Study)

4. **Lane Road / Victor-Egypt Road / Lynaugh Road Roundabout** – Convert the existing intersection to a roundabout.

Estimated cost: \$2.3 million



Priority Project #4: Lane Road / Victor-Egypt Road / Lynaugh Road Roundabout
(Excerpt from Route 96 Transformative Corridor Study)

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5. **School Street Right-in/Right-out** –
Convert School Street approach at Route 96 to right-in/right-out (eliminate left turns from Route 96 northbound to School Street and left turns from School Street to Route 96 northbound) and remove the traffic signal.

Estimated cost: \$500,000



Priority Project #5: School Street Right-in/Right-out
(Excerpt from Route 96 Transformative Corridor Study)

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6. Summary

Table 12 includes a summary of the potential projects, design considerations, primary responsibility, conceptual costs, and implementation strategies for the Route 96 Transformative Corridor recommendations.

Table 12: Summary of Route 96 Transformative Corridor Plan Recommendations

Project	Design Considerations	Primary Responsibility	Conceptual Cost Estimate	Implementation / Funding
Route 96 5-lane Extension	<ul style="list-style-type: none"> • Right-of-way / property acquisition required • Potential utility conflicts • Environmental / wetland impacts • SPDES requirements • May not significantly improve overall traffic operation within the study area 	NYSDOT	\$4,000,000	<ul style="list-style-type: none"> • Transportation Improvement Program (TIP) • Private Development (if needed to mitigate traffic impacts)
Lane Road Realignment	<ul style="list-style-type: none"> • Right-of-way / property acquisition required • Steep grades • Environmental impacts / loss of vegetation • SPDES requirements • NYSDOT involvement / permits 	Town of Victor	\$1,000,000	<ul style="list-style-type: none"> • RAISE Grant • Private Development (if needed to mitigate traffic impacts) • Community Development Block Grant (CDBG)
Willowbrook Road Extension	<ul style="list-style-type: none"> • Right-of-way / property acquisition required • One-lane Thruway underpass (may not be desirable to increase traffic on Willowbrook Rd) • Environmental impacts / loss of vegetation • SPDES requirements • NYSDOT involvement / permits 	Town of Victor	\$1,050,000	<ul style="list-style-type: none"> • RAISE Grant • Private Development (if needed to mitigate traffic impacts) • Community Development Block Grant (CDBG)
Lane Rd / Victor-Egypt Rd / Lynaugh Rd Roundabout	<ul style="list-style-type: none"> • Right-of-way / property acquisition may be required • Could be mini or standard single-lane roundabout • SPDES requirements • Ontario County DOT involvement / permits 	Town of Victor / Ontario County	\$2,300,000	Transportation Improvement Program (TIP)
School Street Right-in / Right-out	<ul style="list-style-type: none"> • Evaluate traffic impacts related to eliminating turning movements • NYSDOT involvement / permits 	NYSDOT	\$500,000	Transportation Improvement Program (TIP)