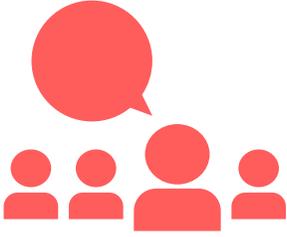


JULY 2022

# OPEN HOUSE SUMMARY

VICTOR CONNECTIVITY PLAN





## OPEN HOUSE SNAPSHOT

On July 13, 2022 the Town and Village of Victor hosted a public open house to share information about the "Connect Victor" study and gather feedback from the community.

### DATE

July 13, 2022  
6:00 - 8:00 pm  
Presentation at  
6:30

### LOCATION

Victor Town Hall  
85 E Main St,  
Victor, NY 14564

### TOPIC

The "Connect Victor"  
plan (also known as the  
Victor Street Access and  
Connectivity Plan)



## PRESENTATION

Lorenzo Rotoli, LaBella Associates, provided an overview of the project, a summary of work that has been completed since Fall 2021, and reviewed the draft recommendations in the plan.



## DISCUSSION

After the presentation, the project team answered questions from the audience. The complete summary of questions is on the following pages.



## NEXT STEPS

The plan will be finalized in October 2022. Participants were encouraged to provide comments and complete a survey, which will be open until July 28, 2022. Click [here](#) to access the survey.



## PROJECT BACKGROUND

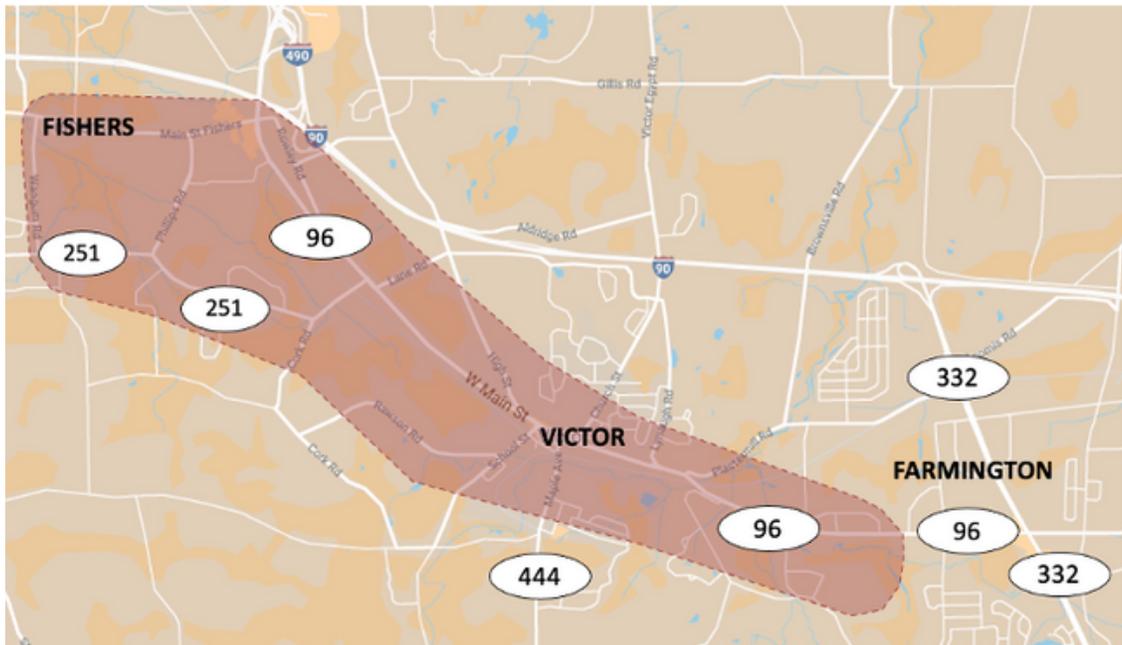
During the past several years, the Town and Village of Victor have completed several transportation planning projects intended to address traffic safety, circulation, and congestion challenges in the community.

The purpose of this project is to advance those previous efforts by identifying connectivity gaps in the Town's transportation network, recommending improvements to the existing streets and intersections, and providing concept-level designs to better connect streets, trails, and sidewalks.

The goals of the project are:

- Enhance the transportation network to provide access for all users
- Prioritize links between key transportation assets and destinations
- Promote active transportation & a multi-modal system

### Project Study Area





## OPEN HOUSE PRESENTATION

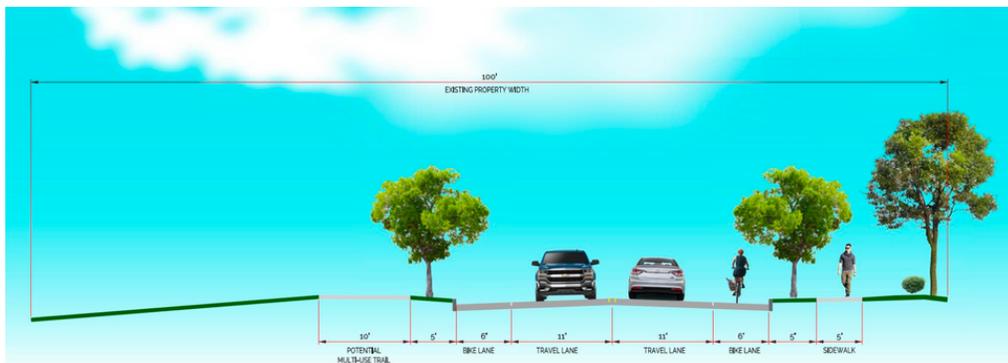
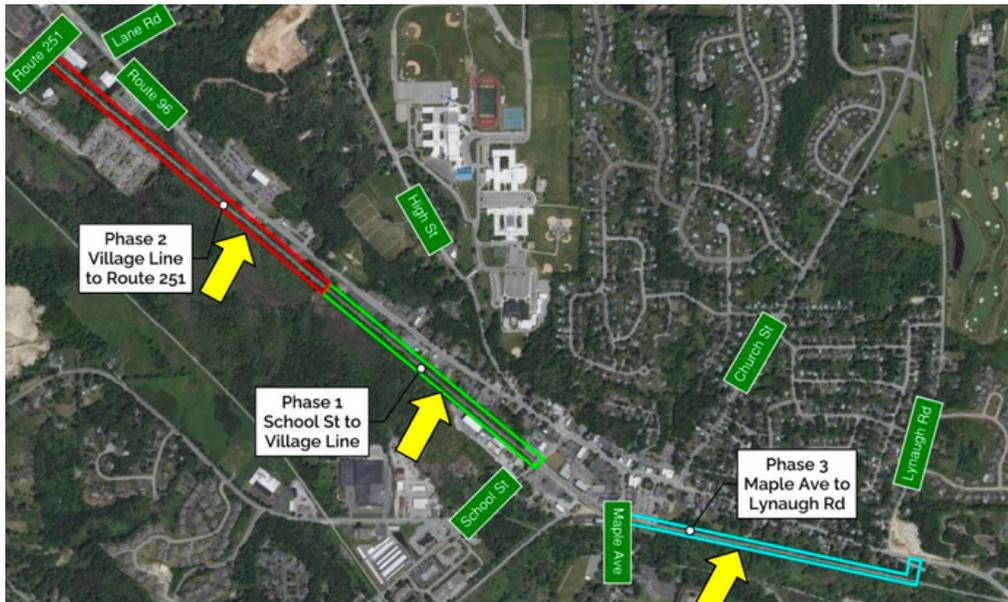
Lorenzo Rotoli from LaBella Associates provided an overview of the project, a summary of work that has been completed since Fall 2021, and reviewed the draft recommendations in the plan.

Recommendations include the Adams Street Extension, Anthony Drive Extension, twelve new sidewalk and trail connections, and improvements to the Route 96/High Street intersection.

Lorenzo also reviewed recommendations from previous plans that have been incorporated into this study. These include new road connections, a 5-lane extension of Route 96, the Willowbrook extension, Lane Road realignment, a roundabout at Lane/Victor- Egypt/Lynaugh, and a right-in-right-out at School Street.

The full presentation can be found [here](#).

### Location Map and Rendered Cross-Section of the recommended Adams Street Extension





## DISCUSSION SUMMARY

After the presentation, the project team took questions and comments from meeting participants.

**Question:** Have emergency services been contacted about the increased traffic to Adams street? Also any changes to the Adams /Maple Ave intersection?

**Answer:** Emergency services will need to be engaged as options are selected to be advanced. There are no changes to the Adams/Maple Ave Intersection proposed as part of this study.

**Question:** is there a sense of when the Town will decide which alternatives to pursue? Is there an alternate plan if the Federal government decides the railroad has to remain?

**Answer:** The Adams Street extension is a priority project for the Town. But there are other projects in the plan.

**Question:** Maple Avenue is busy. I'm surprised nothing in this plan is helping this intersection.

**Answer:** That is a challenging location. It is very tight. Even putting a turning lane or a roundabout would require major impacts to existing buildings.

**Question:** with counting of cars coming from Thirsty Turtle, do we have an understanding of how many cars go down each of the side roads vs. how many continue through the village?

**Answer:** not at this point. We have spot counts at each intersection. There isn't an origin destination study completed yet. It would involve tracking license plates. Or buying the data from a software companies.

**Question:** When was the count done?

**Answer:** two months ago.

**Question:** How many cars go through the village or get distributed? What if you have 10,000 cars at 4:00 pm but most are going down side roads? We should be able to figure out where they are going between intersections.

**Answer:** Yes, that would be a much more involved study. There are nuances to tracking where people are going.

**Comment:** Many years ago, they did that exact study and found that most cars passed through the village. I think that was through GTC

**Answer:** We will seek out that study in the archives.

**Comment:** A lot of cars are going through the village. That's why we discussed a bypass in years past. Was an actual bypass considered for this? Could New York State put in a road parallel to the thruway?

**Answer:** Bypasses are complicated. There is a very fine line when it comes to local businesses.

**Question:** How much of the south side of the Adams Street extension could be developable?

**Answer:** Much of the area adjacent to the proposed street is wetlands. So this would not really opening up additional development space there.

**Question:** Adams Street will have rear access? But the connection to those businesses will also be maintained on Route 96. Doesn't that seem contradictory to getting people to access from the extension?

**Answer:** we may look at consolidating driveways and access points on Route 96.

**Question/comment:** My impact in terms of waiting in traffic, has been 5 minutes max. Has anyone in the room been impacted more than that?

**Comment:** I've been backed up all the way to the Chevy dealership and it only takes me 5 minutes to get through village. We see a long line of cars, but it has only taken me 5 minutes to get through it.

**Question;** Would your experience argue to taking on this Adams Street extension? Is it necessary?

**Answer:** there is a benefit beyond just moving traffic. You're creating more circulation downtown and more access. There is an opportunity to connect the trails and having a shared use path. This can alleviate traffic on Route 96 and keep the character of this potential new road a local road so that it's not a cut-through, but rather another way to get to businesses.

**Question:** what kind of survey has done of residents that they would make use of these trails?

**Answer:** this study and previous studies have done outreach to identify what community members want. There is a very strong network of trails.

**Question:** For the Adams Street extension project, has a shared road / rail corridor been considered similar to what is already at Adams Street? According to the typical section, there is a potential 10-foot wide potential multi-use trail, which is about the width of a single railroad track. Could the tracks remain on the south side of the proposed road and a potential multi use trail be constructed on the north side of the road?

**Answer:** On the north side of the potential Adams Street extension, you start to impact properties. Maintenance with the rail line does not exist with the multi-use path

**Comment:** Previous plans show that the right of way is wide enough to accommodate the path and the road. It's 100 feet wide. But there are wetlands in there.

**Comment:** There is a more detailed feasibility study in the works for the Adams Street Extension, which should be done by end of August. It will be posted to the Town's website. The two projects are in alignment timing-wise

**Comment:** We are being asked to provide input, but there are gaps in what is feasible. This makes it tough to conceptualize what steps would actually make a difference. How can the citizens look at a more complete overview of alternatives? It seems like a lot of proposals. We don't know which ones are feasible or will make a difference.

**Answer:** There are a lot of ways to solve this problem and we want to get some feedback from the community on some of those solutions.

**Comment:** The Railroad association brought in 16,000 passengers to ride railroads. I'm concerned about losing that capability. I'm amazed that Finger Lakes railroad has not pursued grants to fix the line. Victor will be without a railroad. A recent railroad rider survey showed support for keeping the railroad. I believe it's a bad decision to remove the tracks. They cannot be used for business or mass transit. Finger Lakes Railroad has several mass transit cars, which would be used if the rail were extended to Route 251. That could help alleviate traffic.

**Answer:** Has the railroad association been in contact with the owner of the railroad?

**Answer:** We (the Town) have received information from Finger Lakes railroad that they are no longer able to maintain service in Victor because there is only one business that utilizes the rail. They have tried to get more businesses to use it. It is not a working model for them anymore. That's why we have shifted to the strategy of removing the tracks. The railroad has indicated that they want to repurpose the tracks that are here. It's not the Town saying they want to remove the railroad.