

VICTOR STREET CONNECTIVITY AND ACCESS PLAN STEERING COMMITTEE #5 MEETING MINUTES

Location: Victor Town Hall

Date: August 30, 2022

Time: 4:00 PM

Attendees: Steering Committee: Kathy Rayburn, Kim Kinsella, Mark Years, Adam Reitz, Gary Hadden, John Turner, Tom Harvey, Jody Binnix, Paul Spitzer, Scott Reinhart, Tom Miller, Wes Pettee, and Lorenzo Rotoli. See sign in sheet for at-large attendees.

AGENDA AND DISCUSSION ITEMS

Steering Committee meeting #5 was held for the Victor Street Connectivity and Access Study. Topics of discussion were as follows:

1. Welcome

2. Project Overview

- Noted major project tasks and schedule.
- Submitted Draft Report on August 24 for Steering Committee review
- Restated project goals:
 - Enhance the transportation network and connectivity
 - Prioritize links between key transportation assets and destinations
 - Promote active transportation & multi-modal system
- Recapped work to date for Needs Assessment and initial Draft Recommendations.
- Noted Town's position statement on Connectivity Plan
 - Proactive guide to help the planning process
 - Looks at broader study area not just Adams Street extension
 - Preserve & repurpose Adams Street for multi-modal usage
 - Revisit Adams Street concept if railroad continues to operate
 - Plan does not commit the Town to any specific projects
 - Positions the Town for future funding grants
 - If successful in obtaining funding there will be further community outreach on concepts
- Mike Smith from Finger Lakes Railway (FLR) gave an update on the rail line in the vicinity of Adams Street Extension:
 - Ontario County owns the railroad
 - At the west end of the rail line, there is not enough business for the operation to be profitable and little opportunity to attract new business per solicitation efforts by FLR
 - The Adams Street Extension area has been used for rail car storage, but community had concerns and ultimately that too was not economically feasible
 - Victor Insulator was the only customer and was served approximately 1x month



- FLR developed an alternative plan to serve Victor Insulators. Material is off-loaded and delivered by truck. Delivery rates are reflective of having rail service, not increased for trans-loading and truck delivery.
- Plan is to remove the tracks to a point east of Victor, and focus on lines where industrial potential is higher
- Salvaged rail lines and some ties would be used at other locations in Ontario County, particularly the Geneva - Canandaigua line that serves Pactiv and Canandaigua Wine. Would allow the line to be upgraded to heavy rail

3. Review of Public Comments

- Provided summary of Public Meeting survey which identified:
 - Adams Street extension meets the project goals extremely well
 - Top priority sidewalk/trail locations are Route 251 (Route 96 to Auburn Trail), East Victor Road (Route 96 t Auburn Trail), Route 96 (Omnitech to Village line), and Phillips Road (Main Street Fishers to Route 251)
 - Adams Street extension is the top priority in the Village area
- Open ended survey comments:
 - Adams Street extension should have recreational and aesthetic value to the community
 - New road & sidewalk should enhance access to the trail systems
 - Add sidewalks to improve safety
 - Plan should work to help local businesses
- Summary of public comments & responses

Comment	Response
Enough studies; apply for grants	Town is advancing plan to position for grant applications
Adams St Ext needs to have recreational & aesthetic value	Create a “Complete Street” with traffic calming, ped & bike facilities, landscaping, and streetscape amenities
No Bypass	Create a low speed “Complete Street” with business access
Railroad should remain	Per Finger Lakes RR - out of service, no longer feasible, abandon
Determine car travel patterns	Referenced previous study for findings (pass-through & local)
Enhance trail system	Major consideration for sidewalk & trail recommendations
More cycling infrastructure	Add bike lanes, markings, and signage where possible
Lower speeds	Petition owning agency & justification
Places additional traffic on Maple	No expected new traffic or diversions
Adams St Ext Phase 3 not necessary	Phase 3 road is removed and replaced with a trail
What are Adams St Ext obstacles	Feasibility Study is looking at ROW, Environmental, and property impacts
Recommendations are too costly	Funded in large part through federal & state grants
Rte 96/High St roundabout is bad idea	Conceptual solution; needs further assessment (operations & property impacts)

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4. Draft Report

- Draft Report was compiled and distributed to Steering Committee by DropBox
- Draft Report incorporated Previous Steering Committee comments to Technical Memo #3 Draft Recommendations
- Draft Report incorporated Public Meeting comments where feasible
- Identified 5 key areas for recommendations, design considerations, costs, and funding sources:
 - a) Adams Street Extension
 - Changed phase 3 from proposed road to a trail section
 - Updated Phase 3 cost to \$590,000
 - b) Anthony Drive Extension to Brace Road
 - Potential signal at Rte 96/Anthony
 - New sidewalk connections to Victor Municipal Park and Auburn Trail
 - Two existing Brace Road terminus options: Cul-de-Sac or a Right in/Right out
 - c) New Sidewalk/Trail Connections
 - Re-ordered priority locations based on public comments & surveys
 1. Route 251 (Route 96 to Auburn Trail)
 2. East Victor Road (Route 96 to Auburn Trail)
 3. Route 96 (Omnitech to Village line)
 4. Phillips Road (Main Street Fishers to Route 251)
 - d) Pedestrian & Bicyclist Enhancements
 - Added report section to discuss high visibility signing & treatments, mid-block crossings, and bike lanes
 - e) Route 96/High Street Intersection - identified potential options
 - Roundabout
 - Improve existing signal with adaptive signal control, consolidated pedestrian crossings, and school specific signal timing pattern at dismissal time.
 - New Village street connections - north of Route 96 between High Street and Maple Street
 - Implement School operational changes to reduce traffic impacts
 - i. Encourage school bus use to reduce parent drop-offs
 - Implement incremental intersection improvements throughout the Town and Village
 - f) Previous plan and study recommendations
 - Victor Access Management Plan
 - Route 96 Transformative Corridor Study
 - g) Funding
 - Identified options such as Grants, Private development, and State or County capital projects

5. Next Steps

- Steering Committee to provide comments to Draft Report by September 16
- LaBella to address Steering committee comments and finalize the Plan Report by September 30.

6. Open Discussion

- Tom Harvey, as a representative of the owner (Ontario County) offered the following comments:
 - Ontario County purchased the 11-mile rail line from Shortsville to State Rt 251 in Victor in 1978 during the Conrail bankruptcy proceedings to ensure freight rail operations that supported local industries, especially Victor Insulators, continued. The County also



recognized the historic significance/importance of rail within the Village and Town of Victor.

- The County has never operated the Shortsville to Victor rail line, instead contracting with Ontario Midland Railroad as the operator and more recently with Finger Lakes Railway through a wholly owned subsidiary thereof.
 - There are over 4 miles of rail line from State Rt 332 in Farmington to State Rt 251 in Victor on which rail use has decreased dramatically in recent years with Finger Lakes Railway reporting that there has been only 1 freight rail customer, Victor Insulators, over the last several years with very little rail traffic.
 - The County takes seriously the position of its business partner, Finger Lakes Railway, when they report there is a significant cost to maintain the 4 miles of rail line and that current revenue does not support those costs. As Finger Lakes Railway president Mike Smith commented earlier during this meeting, Finger Lakes Railway has already made a business decision and begun servicing Victor Insulators by transferring material from rail cars to truck for local delivery and not using this 4-mile section of rail; all without increasing costs to Victor Insulators.
 - As a professional planner, I believe the most important thing for the rail right-of-way is to protect it by keeping it in municipal ownership thus preserving options for its use as a transportation corridor now and in the future.
 - The need for freight or commuter rail in the near or distant future may increase and justify adding rail back, but at the present time based on the lack of rail use it appears this asset would be better used for streets, sidewalks, and bicycle lanes as recommended in this and previous reports and analyses with the rails themselves put to better use to increase the rail carrying capacity between Shortsville & Canandaigua.
 - The County will work with Finger Lakes Railway and the municipalities to implement the recommendations they all support that come out of this study.
- Gary Hadden, Village Mayor, commented on the rail line:
 - It is significant to hear the perspective of the two major parties involved - Finger Lakes Rail and Ontario County
 - Traffic in Victor has been a concern for many years. Believes that most constituents still agree that traffic congestion should be addressed
 - Believes the Village is on the right path to investigate Adams Street Extension
 - Question from Diane Robbins: Has the railroad considered asking for Federal subsidies to continue to serve Victor Insulator?
Answer: Government money is very competitive. Overall benefit would not be significant and there is still little potential for growth in Victor. The railroad recognizes the significance of Victor Insulator and has developed a plan to serve them with competitive rates.
 - Question from Diane Robbins: What is inventory?
Answer: Existing data like traffic counts, accident history, and previous plans.
 - Question from Diane Robbins: Has the Surface Transportation Board been contacted? What happens if they say no?
Answer: The process with the STB has not been started. FLR's plan is to come to an agreement with all parties and then make an application to abandon the rail line.
 - Question from Gary Hadden: If the rail is abandoned, what happens to the ties? What about the soil?
Answer: The plan is to remove the ties, re-grade the land, and dispose of ties in the Ontario County Landfill. They would be cut in lengths of no more than 4 ft. NYSDEC would be involved and permits would be required to determine extent of contamination and appropriate remediation.



- Comment from Evelyn Esch: Get more people to use the Thruway.
- Comment from Evelyn Esch: Does not like roundabouts; seniors do not know how to drive through them.

7. Action Items

- See action item table.

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

Respectfully Submitted by:

LaBella Associates, D.P.C.

Lorenzo Rotoli
Senior Project Manager

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NEW ACTION ITEMS	TASK OWNER(S)	DEADLINE	STATUS
1. Provide Draft Report comments to LaBella	Steering Committee	9/15/22	Initiate
2. Update Draft Report and re-issue as Final	LaBella	9/30/22	Initiate

SIGN-IN SHEET

Victor Street Connectivity and Access Plan

STEERING COMMITTEE MEETING #5

DATE: August 30, 2022

TIME: 4:00 pm

Name:	Organization:	Phone & Email:
Evelyn Esch		P. 924-5479 E.
Tom HARVEY	ONTARIO COUNTY PLANNING	P. (585) 396-4456 E. Thomas.Harvey@ontariocounty.ny.gov
Kim Kinsella	Town of Victor	P. (585) 742-5040 E. kakinsella@town.victor.ny.us
Nakky Rayhorn	Town	P. E.
John Turner	Village	P. 585-370-7564 E. DPW Director @ Village of Victor.org
Mark Years	Town	P. 585-742-5094 E. myears@town.victor.ny.us
Paul Spitzer	NYS DOT	P. 585-272-4890 E. paul.spitzer@dot.ny.gov
Scott Reinhart	Victor Hiking Trails	P. 585-738-7341 E. thoshart@gmail.com
Jody Binnix	OTC	P. (585) 232-6266 E. jbinnix@otcempo.org
Thomas Miller	LaBella	P. E.
Gary Hadden	Village Mayor	P. 585-748-5113 E. gary.hadden@villageofvictor.org
		P. E.

SIGN-IN SHEET

Victor Street Connectivity and Access Plan

STEERING COMMITTEE MEETING #5

DATE: August 30, 2022

TIME: 4:00 pm

Name:	Organization:	Phone & Email:
Lorenzo Rotoli	LABELLA	P. (585) 402-7041 E. LROTOU@LABELLA.COM
JERRY ROBBINS	~	P. E.
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Randy Jones		P. 585-924-7113 E.
Sue Stelling		P. ~ E. ~
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