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HIGHLAND PLANNING

Victor Connectivity and Access Plan

FINAL REPORT

SEPTEMBER 2022

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Financial assistance for the preparation of this report was provided by the Federal Highway Administration through the Genesee Transportation Council, and the Town of Victor. The Genesee Transportation Council – as lead agency – is solely responsible for this report's content, and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GTC's Commitment to the Public

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, natural origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its program's activities, whether those programs and activities are federally funded or not.

En Español

El Consejo Genesee del Transporte asegura complete implementación del Título VI de la Ley de Derechos Civiles de 1964, que prohíbe la discriminación por motive de raza, color de piel, origen nacional edad, genero, discapacidad, o estado de ingresos, en la provisión de beneficios y servicios que sean resultado de programas y actividades que reciban asistencia financiera federal.

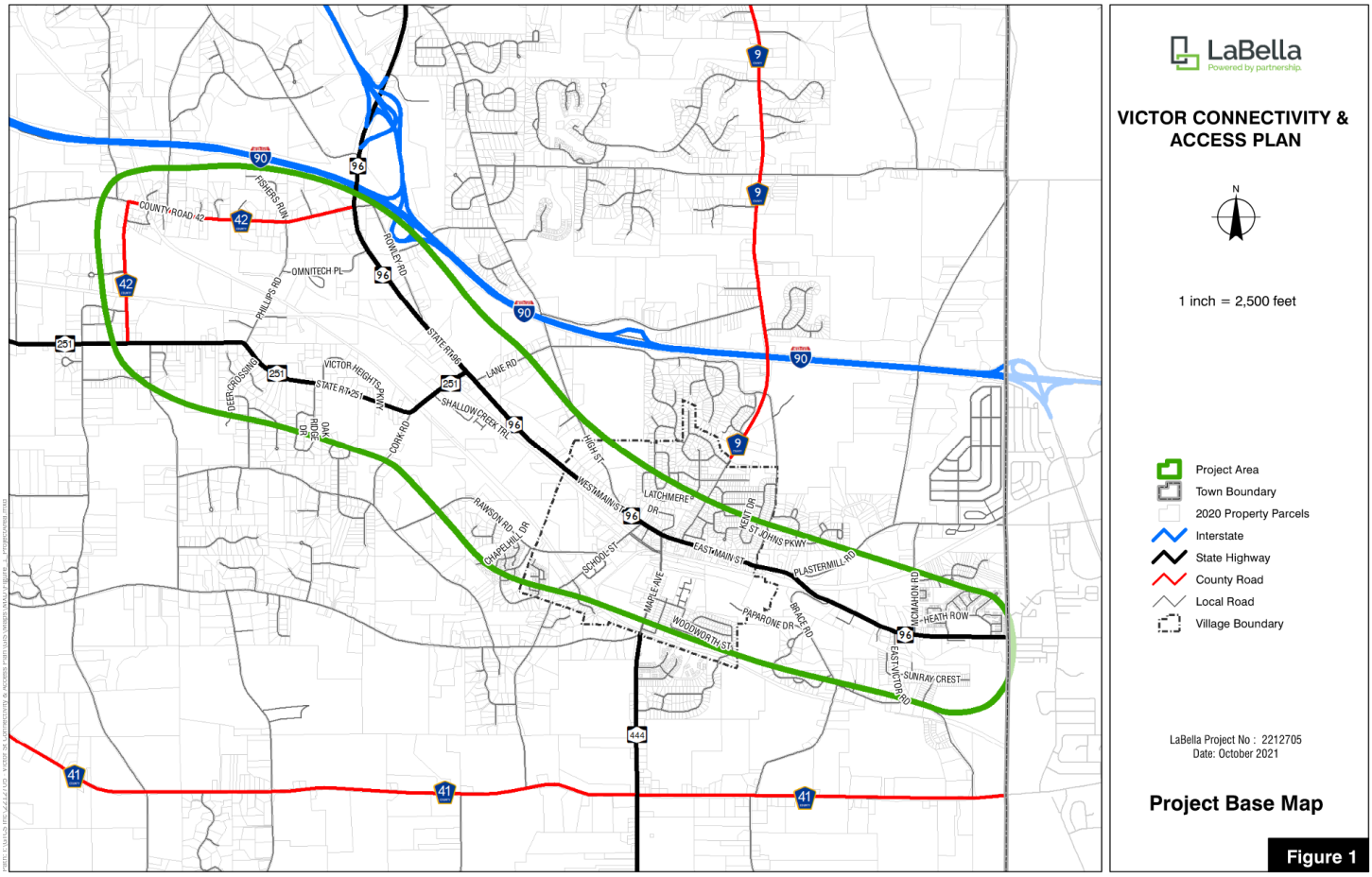
EXECUTIVE SUMMARY

A. Introduction

The Town and Village of Victor (hereafter referred to as "Victor") is a community in the northwest portion of Ontario County, New York, approximately fifteen miles southeast of Rochester. Victor has experienced continual growth and development, and features a vibrant mix of residential, commercial, and industrial land uses focused along the Route 96 corridor in the northern portion of the Town that balances the more rural character of the southern portion of the Town. The Village of Victor functions as the community center and includes a business district, government and municipal services, and the Victor School District campus. Victor also features a robust network of trails and parks that are overseen by the Town, Village and Victor Hiking Trails organization.

Growth and development in Victor, along with neighboring communities such as Farmington, have contributed to increased traffic congestion along the Route 96 corridor, particularly within the Village of Victor, that negatively affect the mobility and safety of vehicles, pedestrians, and bicyclists. There is also a desire to increase connectivity between neighborhoods and destinations within the Town and Village, such as parks, trails, business districts and community services. Increased connectivity could provide alternate travel routes and reduce congestion along the Route 96 corridor, improve property access, and promote pedestrian and bicycle (multi-modal) modes of transportation.

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 Interstate 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.



The purpose of this Connectivity and Access Plan (hereafter referred to as the "Plan") is to develop strategies and recommendations to alleviate traffic congestion within the study area, while improving connectivity, mobility, safety, and access for pedestrians, bicycles, and vehicles. **The goals** of the plan include the following:

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

The outcome of the Plan will be a long-term street and trail network plan for the Town and Village of Victor that identifies gaps in the transportation network and provides concept-level plans to connect streets and trails, and creates or improves access to key locations.

B. Existing Studies and Data

An understanding of existing and planned conditions within the study area was achieved by reviewing existing plans and data, observing existing circulation, traffic operation and infrastructure conditions firsthand, and seeking input from local officials regarding future projects and developments that are expected to affect the study area.

The following existing plans and studies were reviewed:

- ***Comprehensive Plan, Town of Victor***, August 24, 2015
- ***Access Management Plan*** prepared by LaBella Associates, September 2019
- ***Town of Victor, NY Parks and Recreation Master Plan Update 2019*** prepared by Bayer Landscape Architecture, PLLC
- ***Long Range Transportation Plan – Genesee-Finger Lakes Region 2045*** prepared by the Genesee Transportation Council, June 2021
- ***Route 96 Transformative Corridor Strategic Infrastructure Plan*** prepared by T.Y. Lin, March 2018
- ***Victor Transportation Study – Analysis of Future Alternative Roadway Scenarios*** (text only, no appendices) prepared by Bergmann Associates and SRF & Associates, 1998
- ***Victor Transportation Study – Technical Memorandum #7340-98-2*** (Draft Version) prepared by GTC, November 1998

C. Community Engagement

A Steering Committee of Local, County and State agency representatives was assembled and met regularly throughout the process. In addition to the consultant team, Steering Committee members included the following:

- **Town of Victor:** Kathy Rayburn, Director of Economic Development; Kim Kinsella, Planning & Building Project Coordinator; Mark Years, Highway Superintendent; Adam Reitz, Parks & Recreation
- **Village of Victor:** Gary Hadden, Mayor; John Turner, Director of Public Works
- **Ontario County:** Thomas Harvey, Director of Planning; Bill Wright, Commissioner of Public Works
- **New York State Department of Transportation:** Paul Spitzer, Region 4 Regional Design Engineer
- **Genesee Transportation Council:** Joe Bovenzi, Program Manager
- **Victor Hiking Trails:** Scott Reinhart

Several public outreach efforts were undertaken to inform the community and solicit feedback, including:

- **Interviews** with community stakeholders including the Victor School District, local businesses, economic development organizations, and residents (November and December, 2021)
- Holiday "Jingle Mingle" **pop-up event** where project team representatives hosted a table to distribute project information, promote a community survey, and interact with the public (December 4, 2021).
- **Community Surveys** available online, the Instant Input app, and paper survey to solicit public input on a variety of project-related topics (December 4, 2021 to January 14, 2022 and July 13, 2022 to July 28, 2022)
- **Public Meeting** with formal presentation and open house to solicit feedback on preliminary recommendations (July 13, 2022).
- **Project App** that provided access to project information, documents, and community surveys.

D. Needs Assessment

An understanding of the specific physical, operational, design and regulatory needs and opportunities was 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 are 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.

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. .

Additionally, growth and redevelopment continue 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.

Summary of Needs and Opportunities
Existing infrastructure and facilities for vehicles, pedestrians and bicyclists were analyzed and assessed in the field to determine if improvements are needed to address mobility and safety concerns, circulation, and connectivity. A summary of needs and opportunities for each group of users is as follows:

Traffic Operation Needs and 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:
  New parallel street along Route 96 within the Village of Victor.
  Route 96 and School Street intersection – remove traffic signal, convert School Street to right-in / right-out.
  New street connecting Anthony Drive to Brace Road. Remove Brace Road connection to Route 96 or convert to right-in / right-out. Install traffic signal at Route 96 and Anthony Drive intersection.
  Lane Road realignment opposite Route 251.
  Route 96 5-lane extension – widen Route 96 to 5 lanes between Omnitech Place and Route 251.

Traffic Operation Needs and Opportunities (Continued)

Willowbrook Road Extension – extend south to Route 96 opposite Omnitech Place and install new traffic signal.
Roundabout at Victor-Egypt Road / Lynaugh Road / Lane Road intersection.

Pedestrian Needs and 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 – Route 96 to Auburn Trail
  Route 251 – Route 96 to Wangum Road
  Phillips Road – Main Street Fishers to Route 251
  Wangum Road – Main Street Fishers to Route 251
  Main Street Fishers – Phillips Road to Wangum Road
  Route 444 – Wyndham Hill to Auburn Trail
  Brace Road – Anthony Drive Extension to Bradhurst Street
  McMahon Road – Route 96 to Erica Trail
- 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.

Bicycle Needs and 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.

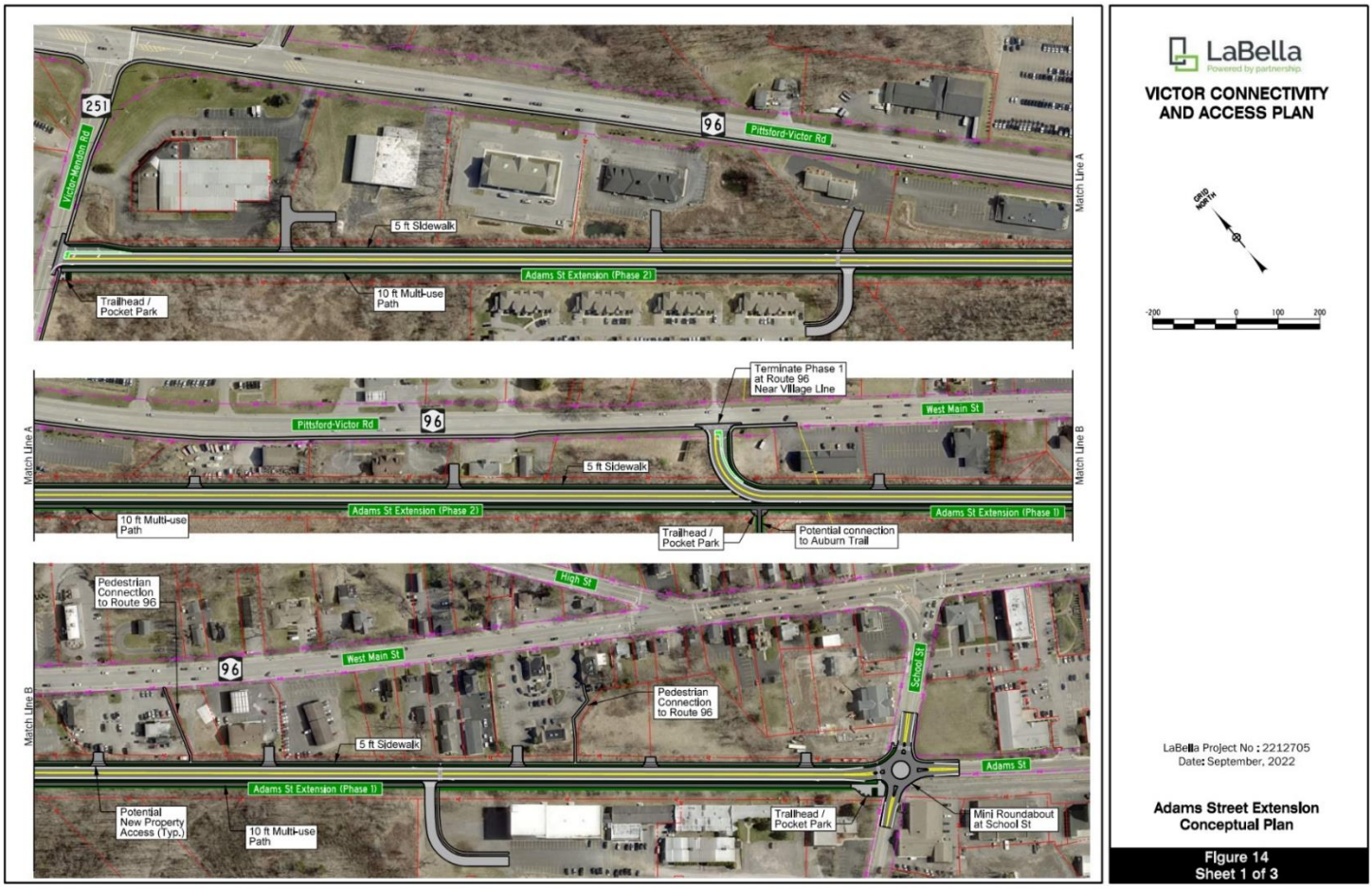
E. Recommendations

Recommendations have been developed to improve connectivity, mobility and safety for all users within the project area, considering the identified needs and opportunities The recommendations include new street connections, sidewalk / trail connections, intersection improvements, and access management strategies. Conceptual cost estimates, potential funding sources, and prioritization are also provided.

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 space for pedestrians and bicycles, including a sidewalk and trail along the length of the street, pedestrian connections to Route 96, and a connection to the Auburn Trail.
- 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.
- Provide opportunities for community gateways and gathering spaces with pocket parks and streetscape amenities.



Conceptual plan of Adams Street Extension, Phase 1 and 2

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. 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. Additional amenities could include pocket parks, trailheads, and streetscape such as benches, landscaping, and decorative materials.

It is recommended that the new street be developed in phases. **Phase 1** includes the segment between School Street and the Village Line, 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). If a vehicular street is not funded or pursued in the Phase 2 segment, multi-modal connections such as trails or sidewalks could be constructed along the railroad alignment to link Phase 1 to Route 251, the Auburn Trail, and adjacent properties. **Phase 3A** is a multi-use path extending from the eastern end of Adams Street to Route 96 opposite Lynaugh Road, a length of approximately 4,000 linear feet (0.75 mile). **Phase 3B** is a multi-use path along the former rail spur between Adams Street and Victor Insulators, which would connect to the Auburn Trail and Trolley Trail. The length of Phase 3B is approximately 2,800 linear feet (0.5 mile).

Table ES-1 summarized the conceptual construction cost for each phase of Adams Street Extension.

Table ES-1: Adams Street Extension Conceptual Cost Estimate

Item	Phase 1 Cost	Phase 2 Cost	Phase 3A Cost	Phase 3B Cost	Total Cost Phase 1, 2 & 3
Opinion of Probable Construction Cost	**$4,387,000**	**$4,930,000**	**$499,000**	**$370,000**	**$10,186,000**
Engineering Design and Survey (10%)	$438,700	$493,000	$49,900	$37,000	
Construction Inspection (7%)	$307,090	$345,100	$34,930	$25,900	
Total Conceptual Cost Estimate	**$5,140,000**	**$5,770,000**	**$590,000**	**$440,000**	**$11,940,000**

Notes:
1. Opinion of Probable Construction Cost includes all construction items Mobilization, and a 20% Contingency.
2. Cost estimates were prepared using the New York State Department of Transportation Preliminary Estimating Tool, which estimates cost from average bid prices.
3. Cost does not include utility extensions or property acquisitions.
4. Assumed letting years are 2024 (Phase 1), 2025 (Phase 2), and 2026 (Phase 3).

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.

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. 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.

Conceptual plan of Anthony Drive Extension

The Anthony Drive Extension is expected to cost approximately **$1.8 million** to construct, including all construction items, Mobilization, a 20% contingency, engineering design and construction inspection.

New Sidewalk / Trail Connections

It is recommended that new sidewalks / trails be constructed within the project area. New sidewalks / trails would:

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

Table ES-2 includes the proposed sidewalk / trail locations, lengths, conceptual cost estimate and priority level.

Table ES-2: Sidewalk / Trail Connections

Location	Length	Conceptual Cost Estimate	Priority
Route 251: Route 96 to Auburn Trail	1,750 ft	$330,000	High
East Victor Rd: Route 96 to Auburn Trail	3,550 ft	$470,000	High
Lane Rd: Route 96 to High St	2,475 ft	$420,000	High
Route 96: Omnitech Pl to Village Line	9,000 ft	$970,000	Medium
Lynaugh Rd: Route 96 to Somerset Ln	2,400 ft	$690,000	Medium
Main Street Fishers: Phillips Rd to Wangum Rd	4,800 ft	$590,000	Medium
Phillips Rd: Main Street Fishers to Route 251	3,950 ft	$470,000	Medium
Brace Rd: Anthony Dr Extension to Bradhurst St	700 ft	$100,000	Medium
Wangum Rd: Main Street Fishers to Route 251	4,250 ft	$570,000	Medium
Route 444: Wyndham Hill to Auburn Trail	1,150 ft	$270,000	Low
Route 96: Anthony Dr to Farmington Town Line	4,225 ft	$640,000	Low
McMahon Rd: Route 96 to Erica Trail	1,600 ft	$270,000	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.

General Pedestrian and Bicycle Recommendations

The following general pedestrian and bicycle-related improvements are recommended:

- **Pedestrian and Trail Crossings:** Crossings should be delineated with high-visibility signage and pavement markings. Mid-block (uncontrolled) crossings should have warning signage at and in advance of the crossing. Pedestrian crossings observed to lack signage include the Maple Avenue & Adams Street and School Street & Adams Street intersections.

  Consider high-visibility treatments such as flashing beacons, reflective strips on signposts, double-posting signs and providing lighting.

- **Bicycle Facilities:** The installation of bicycle facilities including bike lanes, road shoulders and separated multi-use trails should be considered within the project area. Bike lanes could be delineated on existing roadways where space permits, and future road construction projects should consider adding shoulders or bike lanes where feasible. Where narrow (less than 14 ft wide) travel lanes are present, "Sharrow" pavement markings are used to call attention to the shared vehicle and bicycle space within the travel lane.

  Warning signage should be installed along roadways with frequent bicycle usage. An "In Lane" supplemental sign is used where travel lanes are less than 14 ft wide.

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.

- **Reconstruct Route 96 & High Street Intersection as a Roundabout:** 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.

- **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, several improvements could be considered to benefit traffic operation, including:

  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.

  Signal Timing for School Dismissal – 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.

  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. Estimated cost: $20,000.

- **New Village Street Connections:** 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. Estimated cost: $5,720,000 (total for all new streets).

Conceptual new street connections within the Village of Victor

- **Implement Changes to School District Operations:** Coordination with the Victor School 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.

- **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. Estimated cost: $2.3 million.

  Adams Street Extension – a new parallel street to Route 96 would re-distribute some traffic away from Route 96, which would improve operation at the High Street intersection. Estimated cost: $11.9 million (total Phases 1, 2 and 3).

  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. Estimated cost: $1 million.

  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. Estimated cost: $500,000.

Recommendations from Previous Plans and Studies

Previous plans and studies within the project area have identified recommendations that would improve mobility, safety and connectivity, including:

- **Victor Access Management Plan – New Road Connections:** The *Victor Access Management Plan* 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:
  - Connection between Wangum Road (CR 42), Main Street Fishers (CR 42) and Pinnacle Drive
  - Connection from Fishers Run to Log Cabin Road
  - Connections through commercial properties between Main Street Fishers (CR 42), Fishers Run, and the NYS Thruway

  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 funding. Estimated cost: $11.2 million (total all streets)

New road connections within the study area, as identified in Victor Access Management Plan

- **Route 96 Transformative Corridor Study – Priority Projects:** The *Route 96 Transformative Corridor Strategic Infrastructure Plan* 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 as follows:

  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.

  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.

  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.

  Lane Road / Victor-Egypt Road / Lynaugh Road Roundabout – Convert the existing intersection to a roundabout. Estimated cost: $2.3 million.

  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.

F. Implementation and Follow-on Activities

- **Pursue Funding Opportunities:** This Plan provides a tool for the Town of Victor, Village of Victor, and other partners to engage State and Federal officials and request funding to implement the Plan's recommendations. Having the Plan may differentiate Victor's requests for funding from other funding applications, as it demonstrates the commitment and support of the local community. The Town and Village of Victor should agree on priority project(s) to pursue and select funding opportunities that best align with the project(s), and begin to plan for any local matching funds that may be required for grant programs.

- **Initiate Design of Priority Projects:** Once stakeholders have reached agreement on priority projects to advance and the agencies responsible for implementation, the design process should be initiated. This involves engaging a design professional and beginning tasks such as survey, environmental studies, and conceptual design. Tasks required for subsequent design phases (Preliminary / Final Design) may vary based on funding sources used and potential involvement of State or Federal partnering agencies.

- **Integrate Plan Recommendations into the Development Review and Design Process:** The Town and Village of Victor, along with other local and statewide agencies, should ensure that the recommendations within this Plan are considered during the development review process.

  New site plan / subdivision developments could include new sidewalk segments or trail connections within the subject property, with the intent of eventually completing a sidewalk / trail network as identified in this Plan. Applications for new development or modified site plans should avoid areas designated for future sidewalks / trails.

  As infrastructure is rehabilitated or reconstructed, consideration should be given to accommodating future sidewalks / trails and other multi-modal infrastructure. For example, if a culvert requires replacement in an area identified for a future sidewalk / trail connection, consider lengthening the culvert to accommodate the future sidewalk or trail. As roads are rehabilitated or reconstructed, consider widening to provide shoulders or bicycle lanes.

- **Maintain Close Coordination with Partnering Agencies:** The Town and Village of Victor should maintain close coordination with the NYSDOT, Ontario County and other local and State agencies to ensure that safe and efficient traffic operation is maintained for all users of the Victor transportation network. NYSDOT, as the agency responsible for Route 96 and Route 251, should regularly monitor traffic operation and assess the need for traffic signal timing / coordination improvements. Ontario County is an important partner as the owner of County roads within the project area as well as the railroad corridor property.

  Implementation of the Plan's recommendations may require coordinating with and obtaining permits from the aforementioned agencies as well as other local, State and Federal agencies.

I. INTRODUCTION

The Town and Village of Victor (hereafter referred to as "Victor") is a community in the northwest portion of Ontario County, New York, approximately fifteen miles southeast of Rochester. Victor has experienced continual growth and development, and features a vibrant mix of residential, commercial, and industrial land uses focused along the Route 96 corridor in the northern portion of the Town that balances the more rural character of the southern portion of the Town. The Village of Victor functions as the community center and includes a business district, government and municipal services, and the Victor School District campus. Victor also features a robust network of trails and parks that are overseen by the Town, Village and Victor Hiking Trails organization.

Growth and development in Victor, along with neighboring communities such as Farmington, have contributed to increased traffic congestion along the Route 96 corridor, particularly within the Village of Victor, that negatively affect the mobility and safety of vehicles, pedestrians, and bicyclists. There is also a desire to increase connectivity between neighborhoods and destinations within the Town and Village, such as parks, trails, business districts and community services. Increased connectivity could provide alternate travel routes and reduce congestion along the Route 96 corridor, improve property access, and promote pedestrian and bicycle (multi-modal) modes of transportation.

The purpose of this Connectivity and Access Plan (hereafter referred to as the "Plan") is to develop strategies and recommendations to alleviate traffic congestion within the study area, while improving connectivity, mobility, safety, and access for pedestrians, bicycles, and vehicles.

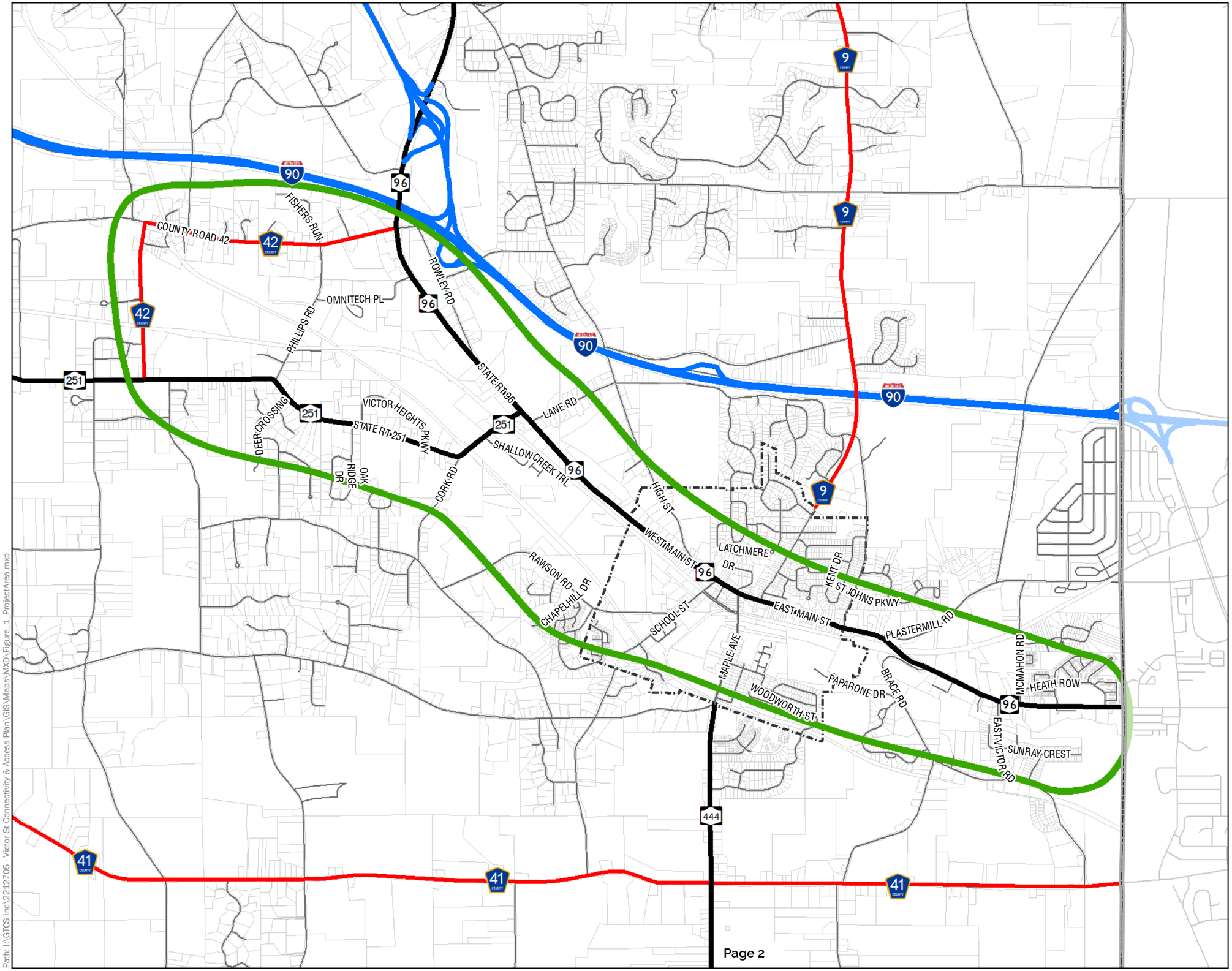
The goals of the plan include the following:

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

The outcome of the Plan will be a long-term street and trail network plan for the Town and Village of Victor that identifies gaps in the transportation network and provides concept-level plans to connect streets and trails, and creates or improves access to key locations.

The Project was guided by a Steering Committee including representatives from the Genesee Transportation Council (GTC), Town of Victor, Village of Victor, Ontario County, New York State Department of Transportation (NYSDOT), and Victor Hiking Trails (VHT). The public was engaged via informational meetings, pop-up events, and community surveys. Additional information regarding the Steering Committee and public involvement activities is provided in Section II: Community Engagement and Appendix A.

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 Interstate 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.



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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

LaBella Project No : 2212705
Date: October 2021

Project Base Map

Figure 1

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II. COMMUNITY ENGAGEMENT

Actively engaging the public and key stakeholders is essential to successfully implementing any municipal plan or project. This plan was prepared with significant involvement from a committee of stakeholders as well as residents of the Town and Village of Victor.

A. Steering Committee

A Steering Committee of Local, County and State agency representatives was assembled and met regularly throughout the process. In addition to the consultant team, Steering Committee members included the following:

- **Town of Victor:** Kathy Rayburn, Director of Economic Development; Kim Kinsella, Planning & Building Project Coordinator; Mark Years, Highway Superintendent; Adam Reitz, Parks & Recreation
- **Village of Victor:** Gary Hadden, Mayor; John Turner, Director of Public Works
- **Ontario County:** Thomas Harvey, Director of Planning; Bill Wright, Commissioner of Public Works
- **New York State Department of Transportation:** Paul Spitzer, Region 4 Regional Design Engineer
- **Genesee Transportation Council:** Joe Bovenzi, Program Manager
- **Victor Hiking Trails:** Scott Reinhart

Steering Committee meeting minutes are included in Appendix A.

B. Public Outreach

Several public outreach efforts were undertaken to inform the community and solicit feedback.

Stakeholder Interviews

In November and December 2021, community stakeholders were contacted by the project team to discuss the project. Stakeholders included representatives from the Victor School District, local businesses, economic development organizations, and residents, and were identified by the Steering Committee as having a vested interest in the project. Interview discussion points included experiences with the infrastructure in Victor, key concerns about the project, desired project outcomes, and ways to engage the public. A summary of the stakeholder interviews is included in Appendix A.

Pop-up Event

On December 4, 2021, the project team attended the Victor "Jingle Mingle" event and hosted a table to distribute project information, promote a community survey, and interact with the public. Approximately sixty (60) residents were engaged, and approximately thirty (30) surveys were completed as a result of the pop-up. A summary of the pop-up event and results of the community survey is included in Appendix A.

"Jingle Mingle" Holiday Pop-up Event

Community Survey

A survey was prepared to solicit public input on a variety of project-related topics. The online questionnaire was hosted on the Instant Input digital engagement app, and respondents also had the option to submit a paper survey. The survey was open from December 4, 2021 to January 14, 2022, and received a total of 70 responses, including 69 through the Instant Input app and 1 paper survey. It was promoted through Victor social media posts and in-person at the Victor "Jingle Mingle" event.

Public Meeting

A public meeting occurred on July 13, 2022 and served to provide a summary of the work completed to date, discuss preliminary recommendations, and solicit feedback to be used in developing the study's final recommendations and prioritization. The meeting was advertised through traditional media, social media, and the Town of Victor website, and was attended by approximately thirty (30) members of the public in addition to the project team. A formal presentation was given, and the remainder of the meeting was allocated for open-house style interactions with one-on-one and small group discussions between the participants and project team.

Public Information Meeting

Following the meeting, public feedback was accepted through July 28, 2022 via a survey hosted on www.surveymonkey.com, the Instant Input app, and paper forms. The survey included questions regarding the prioritization of draft recommendations and allowed for general comments and feedback about the project. A total of forty (40) survey responses were received. Letters with comments were received from two (2) additional community members. A summary of survey results is included in Appendix A.

C. Project App

Project information was hosted on the Instant Input app platform, a proprietary public engagement tool, for the duration of the project. The app contained information about the project, technical memos and documents developed at project milestones, the community surveys, and information pertaining to the pop-up and public meeting.

III. INVENTORY OF EXISTING AND PLANNED CONDITIONS

An understanding of existing and planned conditions within the study area was achieved by reviewing existing plans and data, observing existing circulation, traffic operation and infrastructure conditions firsthand, and seeking input from local officials regarding future projects and developments 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, traffic operation, and pedestrian / bicycle circulation.

A. 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**

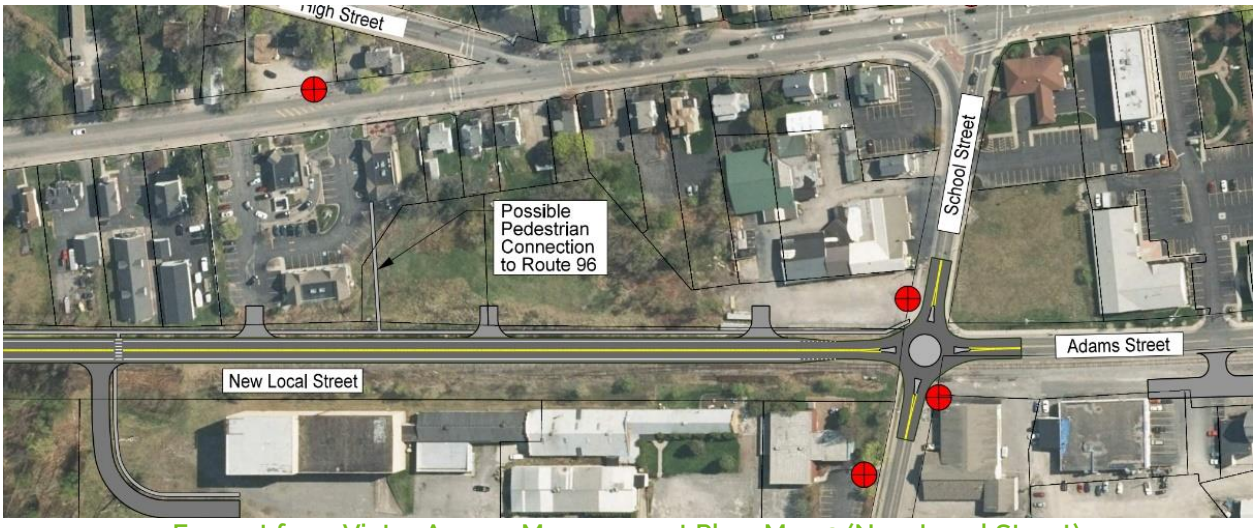
The Town of Victor retained LaBella Associates to prepare an Access Management Plan, which was adopted as a component of the Town of Victor and Village of Victor Comprehensive Plans. The plan developed guidelines, strategies and development standards to be integrated into Victor's development review 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.

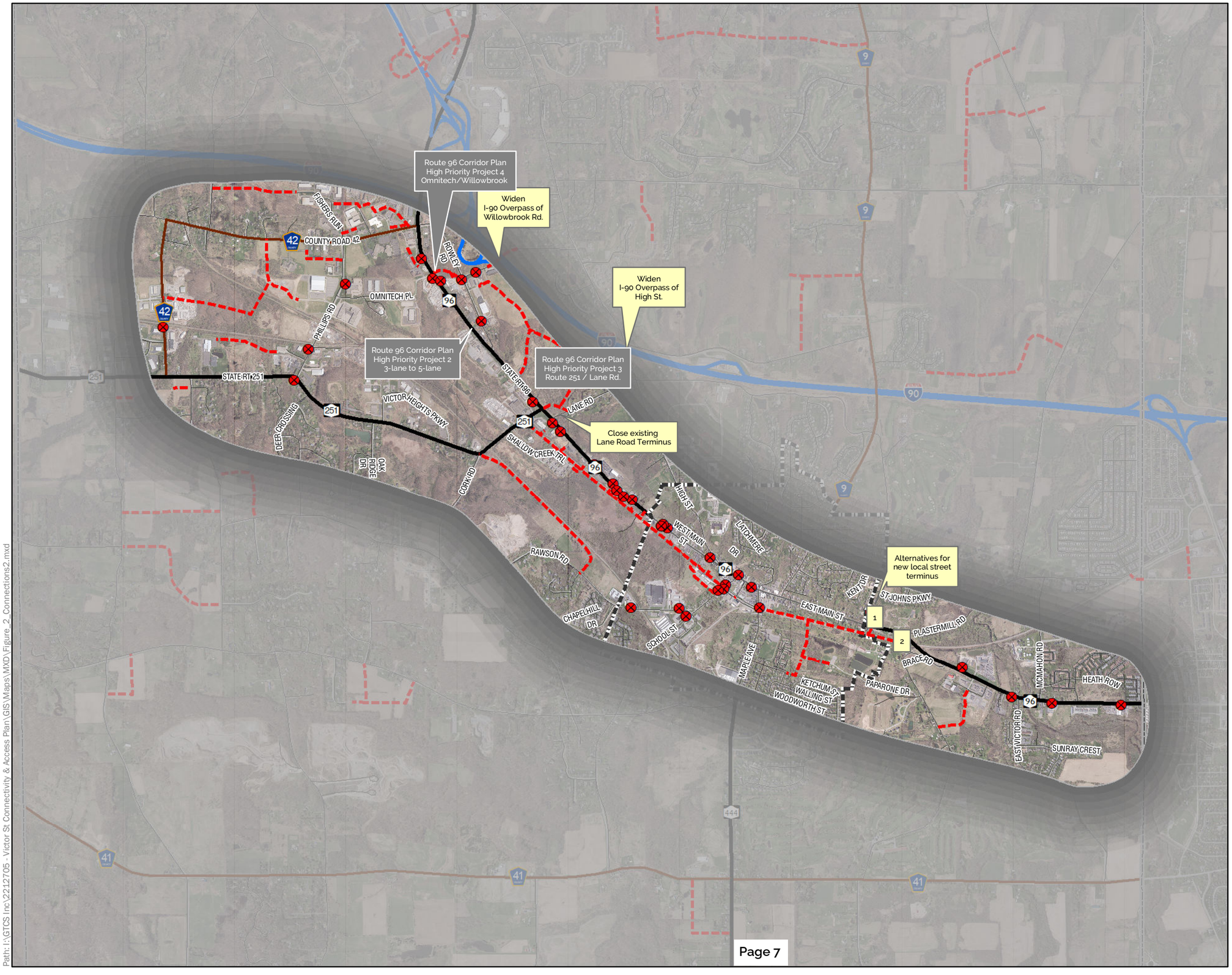
Recommendations

- 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.



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VICTOR CONNECTIVITY & ACCESS PLAN

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

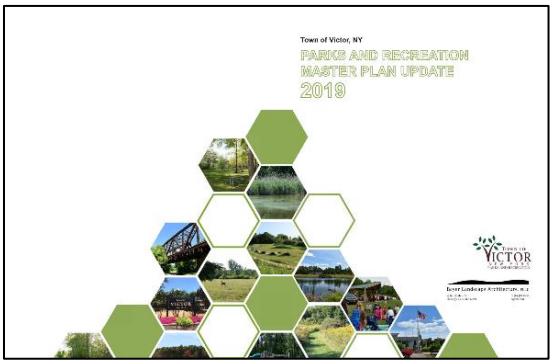
NOTE: Conceptual road intersections are recommended nodes, while dashed line indicates potential alignment (flexible).

New Road Connections and Primary Projects

Figure 2

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.

***Victor Transportation Study – Analysis of Future Alternative Roadway Scenarios* (text only, no appendices) prepared by Bergmann Associates and SRF & Associates, 1998**

The purpose of the plan is to investigate improvements to streets and intersections within the Town and Village of Victor. Alternatives within the study area of the Victor Connectivity & Access Plan include Lane Road Extension (Lynaugh Road to Brownsville Road), East-West Access Road from Phillips Road to Route 96 (now Omnitech Place), Adams Street Extension, and improvements to Phillips Road. Specific intersections analyzed included Route 96 & Route 251 / Lane Road, Lynaugh Road & Church Street, Phillips Road & Route 251, McMahon Road / East Victor Road & Route 96, Main Street Fishers Road & Wangum Road, and Main Street Fishers & Phillips Road.

Relevant Recommendations

- An eastern extension of Lane Road (Lynaugh Road to Brownsville Road) was identified, but is likely no longer feasible due to more recent developments including Ravenwood Golf Club and the Camden Hills and Tuscany Hills subdivisions.
- Adams Street Extension was identified as a potential new roadway parallel to Route 96. The road should be designed as a "complete street" with pedestrian facilities and access to businesses along Route 96.
- Realign Lane Road to intersect Route 96 opposite Route 251, or Realign Route 251 to intersect Route 96 opposite Lane Road.
- At the Route 251 & Phillips Road intersection, smooth out the curve on Route 251 or realign Phillips Road to intersect Route 251 away from the curve.
- Realign East Victor Road to intersect Route 96 opposite McMahon Road, or realign McMahon Road to intersect Route 96 opposite East Victor Road.

Victor Transportation Study – Technical Memorandum #7340-98-2 **(Draft Version) prepared by GTC, November 1998**

The Technical Memorandum summarizes the traffic modeling completed by GTC for the various roadway alternatives as well as a license plate study that was completed to determine the origin / destination of traffic traveling through Victor during a typical weekday PM peak hour.

Relevant Findings

- Approximately 67% of vehicles exiting from I-490 eastbound to Route 96 southbound do not directly enter the Village of Victor. Over 800 vehicles turn off of Route 96 between I-490 and the Village Line.
- Approximately 10% (80 vehicles) of eastbound traffic exiting I-490 to Route 96 pass straight through the Village of Victor and could potentially use the I-90 Thruway to reach points east and south of Victor.
- Approximately 6% (50 vehicles) stop temporarily in the Village of Victor and then continue on eastbound.
- A travel time study analyzing the path between the I-490 / I-90 / Route 96 interchange and Route 332 / Route 96 in Farmington found that using the Thruway is approximately 5 minutes faster than using Route 96 (8 minutes compared to 13 minutes).
- It is frequently assumed that traffic traveling through Victor during the PM peak hour is mostly commuter traffic heading from work to home; however, the study found that many other trip purposes take place during this time. A number of cars from Monroe County towns were observed traveling east through Victor during the study period.

B. Existing Traffic and Safety 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.

As part of the Project, new traffic counts (intersection turning movement counts) were taken at the Route 96 (W. Main Street) intersections with High Street, School Street and Maple Avenue during the morning and afternoon peak periods. The counts were performed by Tri-State Traffic Data, Inc. on May 10, 2022. The traffic counts were found to be generally consistent with the older traffic count and traffic model data. The updated Route 96 traffic data is included in Appendix C.

VICTOR CONNECTIVITY & ACCESS PLAN

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N

0 1,400 2,800 5,600 Feet

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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Date: October 2021

Existing Traffic Volumes

Figure 3

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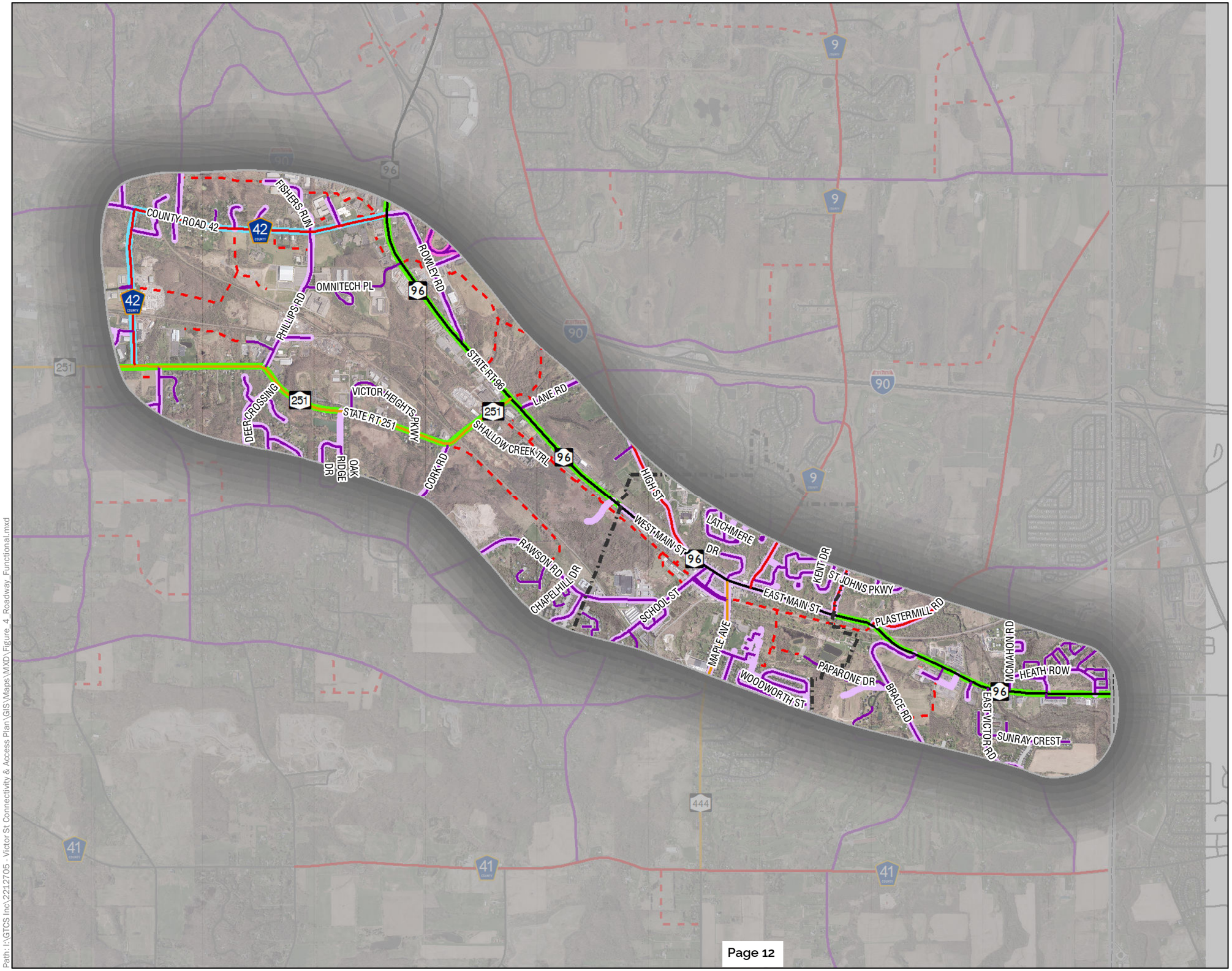

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VICTOR CONNECTIVITY & ACCESS PLAN

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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Date: October 2021

Roadway Functional Classification & Ownership

Figure 4

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

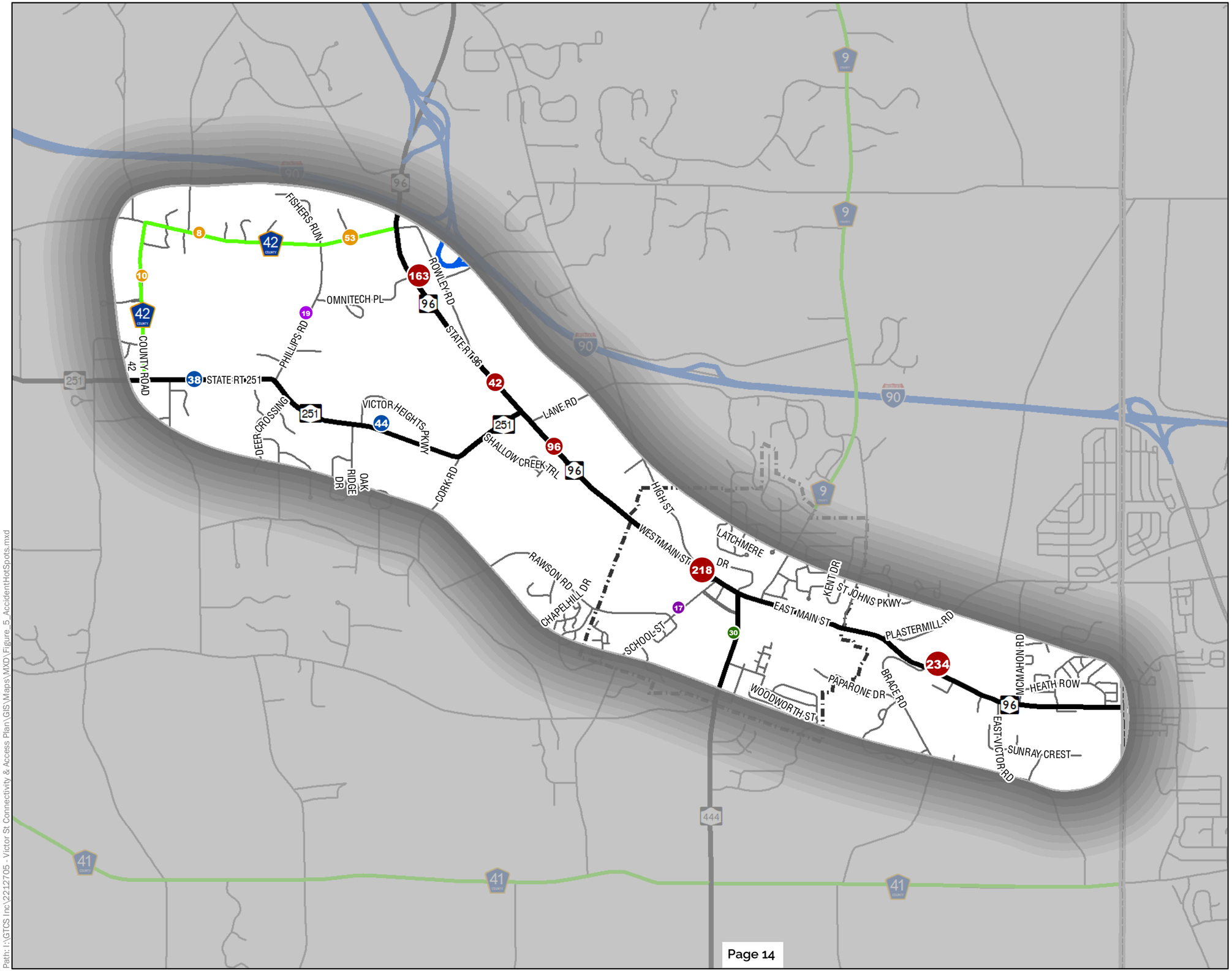
Five-Year Period (1/1/2015 to 12/31/2019)		
Type of Crash	**Number**	**Percentage**
Rear End	405	42%
Animal	214	22%
Other / Unknown	84	8%
Right Angle	74	8%
Fixed Object	48	5%
Overtaking	46	5%
Left Turn (Against Other Car)	30	3%
Left Turn (With Other Car)	10	1%
Sideswipe	9	1%
Head On	8	1%
Ran Off Road / 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 (W. Main Street) 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.



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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

LaBella Project No : 2212705
Date: October 2021

Crash Hot Spots

Figure 5

C. 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**

D. 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.

E. 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.

F. Land Use & Zoning

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

G. Development and Capital Projects

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

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VICTOR CONNECTIVITY & ACCESS PLAN

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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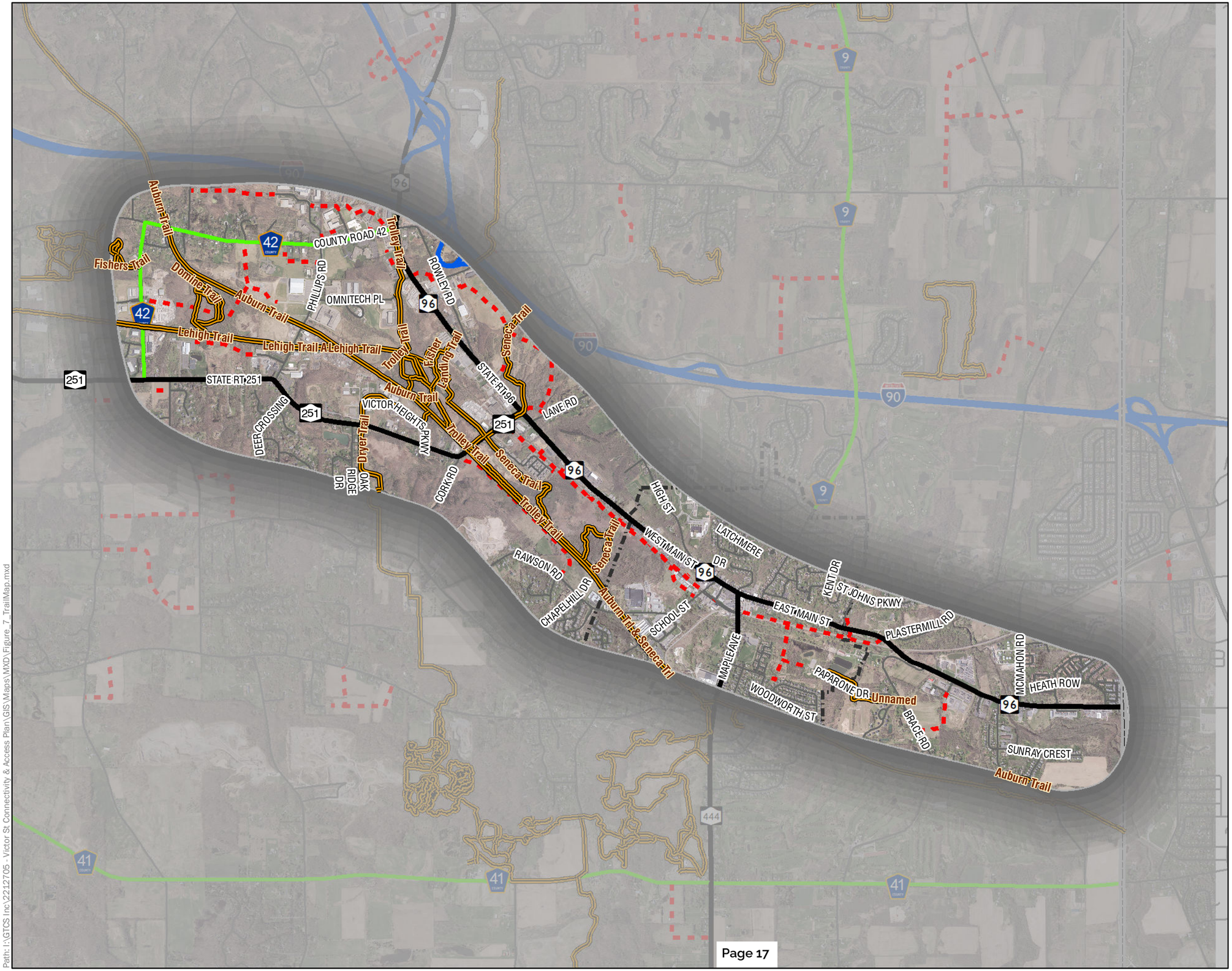
Date: October 2021

Sidewalk Map

Figure 6



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VICTOR CONNECTIVITY & ACCESS PLAN

N

0 0.25 0.5 1 Miles

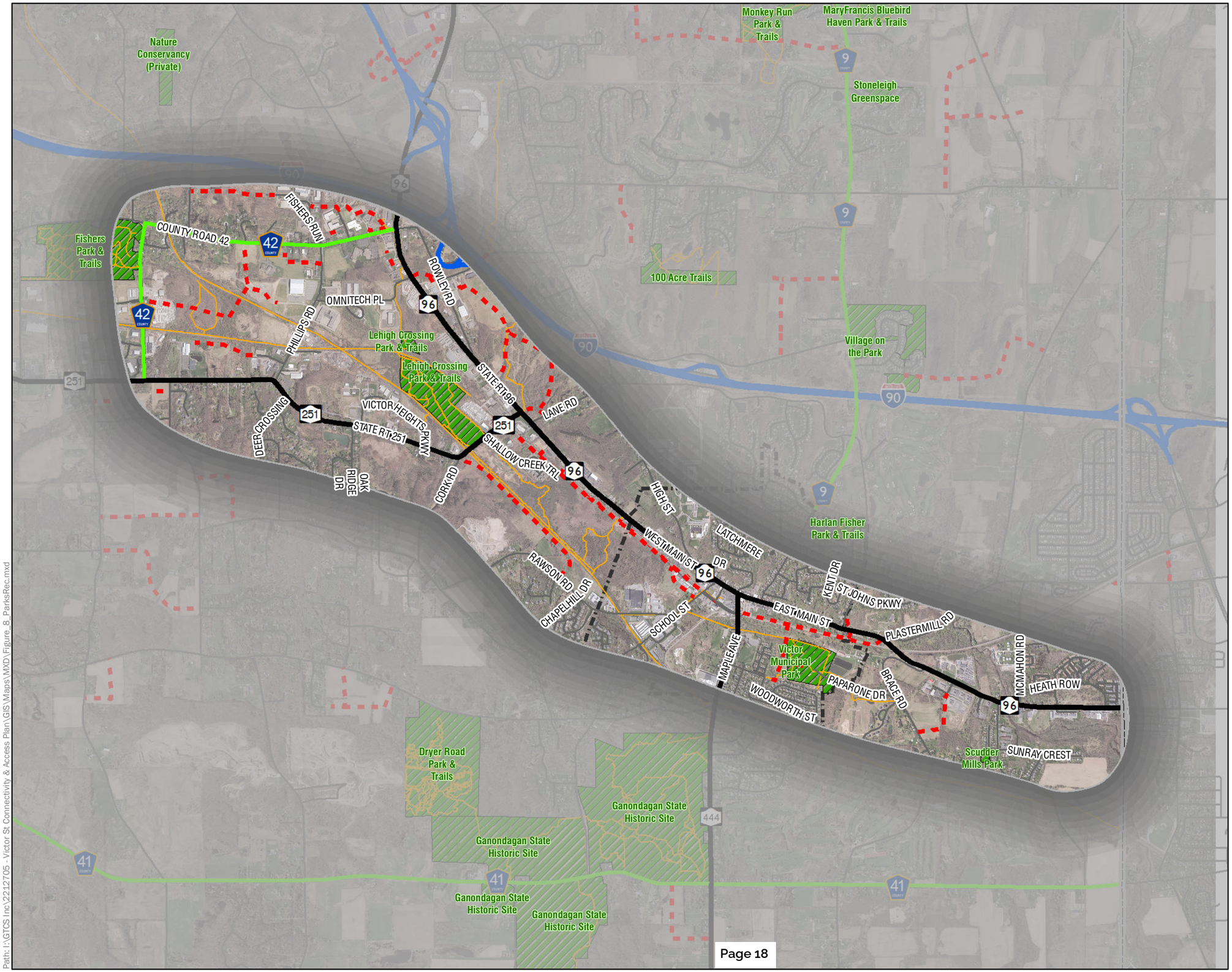
1 inches = 2,500 feet

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

LaBella Project No : 2212705
Date: October 2021

Hiking Trails

Figure 7



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VICTOR CONNECTIVITY & ACCESS PLAN

N

0 0.25 0.5 1 Miles

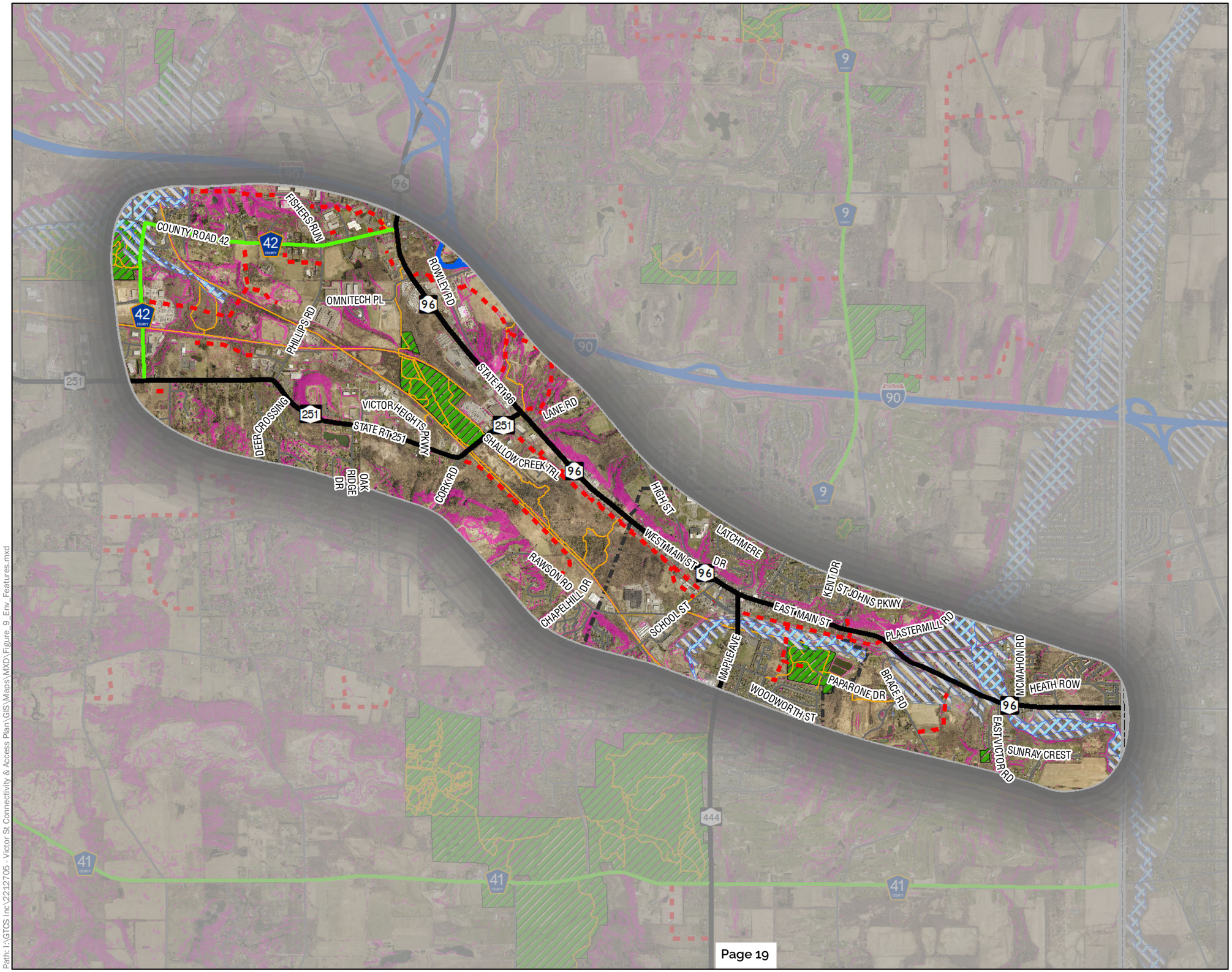
1 inches = 2,500 feet

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

LaBella Project No : 2212705
Date: October 2021

Parks & Recreation Map

Figure 8



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VICTOR CONNECTIVITY & ACCESS PLAN

N

0 0.25 0.5 1 Miles

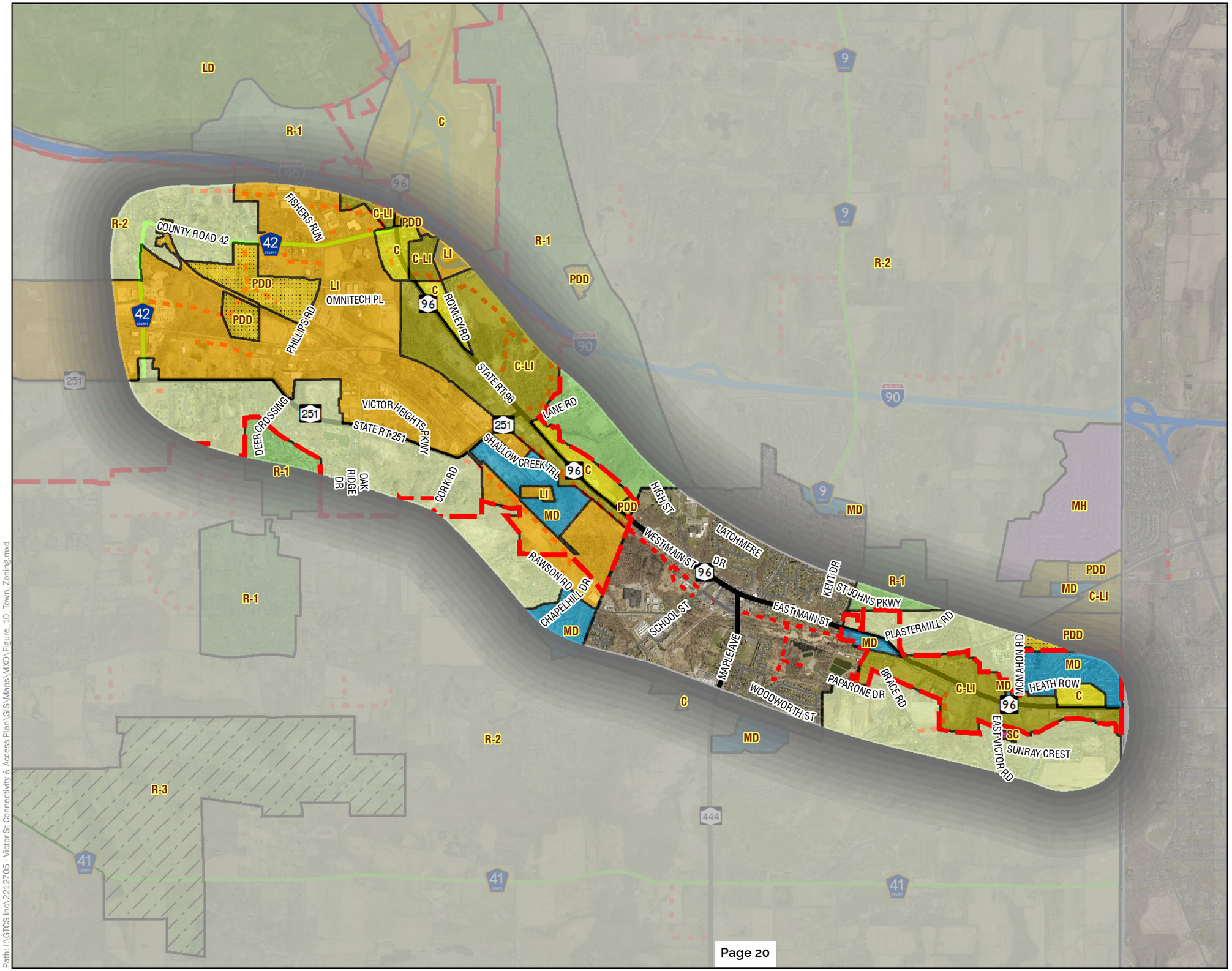
1 inches = 2,500 feet

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

LaBella Project No : 2212705
Date: October 2021

Natural Resources and Constraints

Figure 9



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VICTOR CONNECTIVITY & ACCESS PLAN

N

0 0.25 0.5 1 Miles

1 inches = 2,500 feet

ROUTE 96/251 OVERLAY DISTRICT

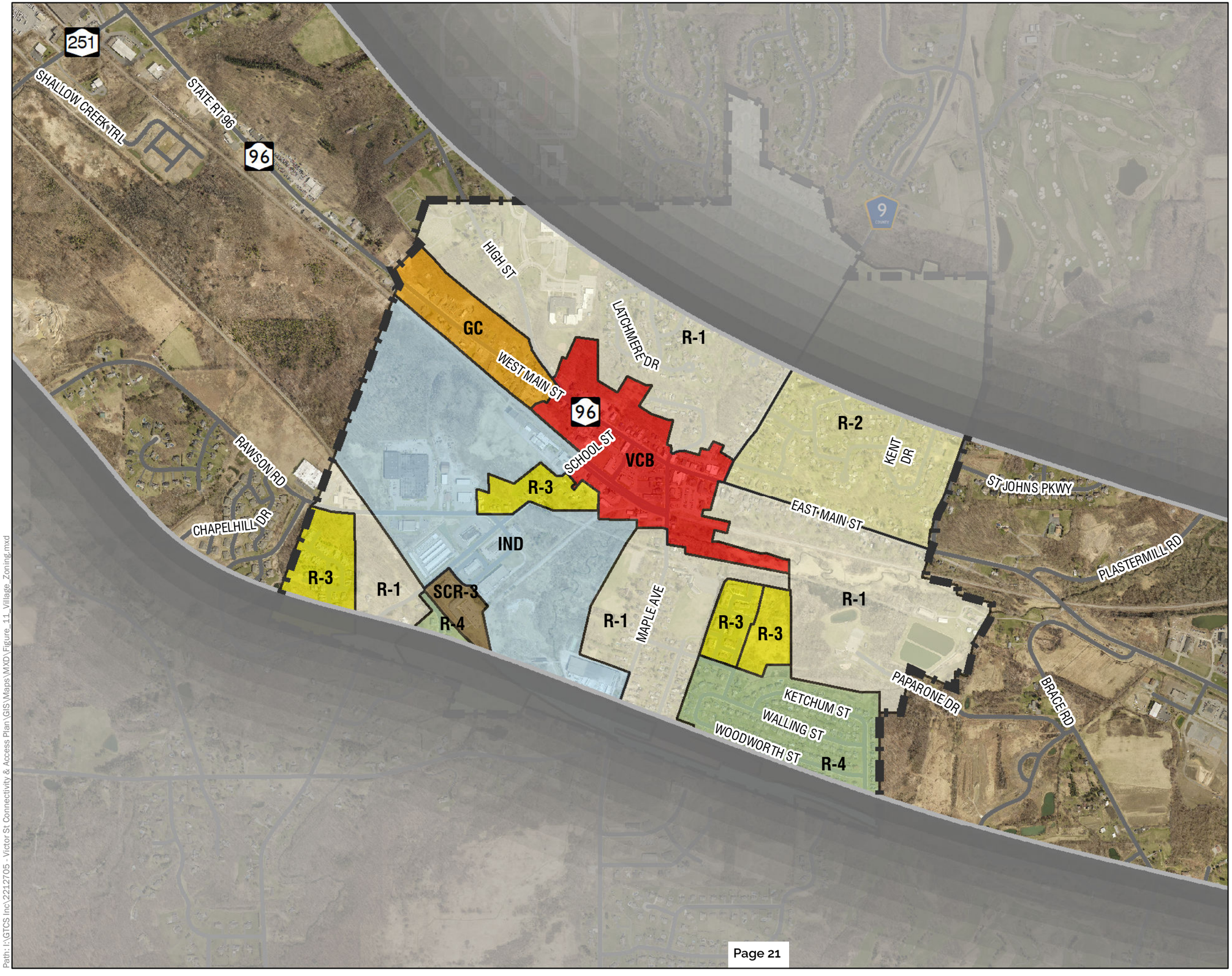
Town of Victor Zoning

- 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

LaBella Project No : 2212705
Date: October 2021

Town Zoning

Figure 10



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VICTOR CONNECTIVITY & ACCESS PLAN

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

LaBella Project No : 2212705
Date: October 2021

Village Zoning

Figure 11

Private Development

- Highline Park: 146 residential units on Main Street Fishers, recently approved by the Town Planning Board.
- Stone Brook and Southgate Hills 3 (under review) and Southgate Hills 2 (under construction) single family residential subdivisions on East Victor Road.
- Delta Sonic: New car wash and detail facility at the southwest corner of the Route 96 and Main Street Fishers intersection, currently under review by the Planning Board.
- Redevelopment of properties on Route 96: Planned redevelopments include the former Railside Market at #7249 Route 96 and former Bayles Furniture at #7275 Route 96, both recently approved by the Town Planning Board.

New roundabout at Route 96 & Lynaugh Rd

Capital Projects

- Route 96 & Lynaugh Road Roundabout: New York State DOT project, recently completed.
- Route 96 & Main Street Fishers Pedestrian Improvements: New York State DOT project involving installation of new ramps and pedestrian signal equipment, recently completed.
- 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).

H. 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.

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

Traffic congestion on Route 96 within the Village

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 Place 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 signage (Maple Ave at Adams Street)

Example of good delineation of pedestrian routes (ESL)

Example of poor delineation of pedestrian routes (fire hall)

IV. NEEDS ASSESSMENT

An understanding of the specific physical, operational, design and regulatory needs and opportunities was 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 are 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.

A. Local Market Trends for 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 are identified in Section II-7 Development and Capital Projects.

Additionally, growth and redevelopment continue 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.

B. Infrastructure Gaps that Limit Mobility, Safety and Connectivity

1. 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 (refer to Figure 12):

- **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:
  New parallel street along Route 96 within the Village of Victor.
  Route 96 and School Street intersection – remove traffic signal, convert School Street to right-in / right-out.
  New street connecting Anthony Drive to Brace Road. Remove Brace Road connection to Route 96 or convert to right-in / right-out. Install traffic signal at Route 96 and Anthony Drive intersection.
  Lane Road realignment opposite Route 251.
  Route 96 5-lane extension – widen Route 96 to 5 lanes between Omnitech Place and Route 251.
  Willowbrook Road Extension – extend south to Route 96 opposite Omnitech Place and install new traffic signal.
  Roundabout at Victor-Egypt Road / Lynaugh Road / Lane Road intersection.

Extend Willowbrook Rd to Route 96 install traffic signal

Extend 5-lane section of Route 96 to the south

Re-align Lane Road Opposite Route 251

Investigate solutions to reduce school-related congestion at Route 96 & High Street

Construct a roundabout at the Lynaugh Road & East VIctor Road intersection

Improve traffic signal coordination at Village intersections

Implement Access Management improvements along Route 96

Construct new parallel street to Route 96

Convert School Street to right in / right out at Route 96, remove traffic signal

Construct new connection between Brace Road & Anthony Drive, install traffic signal at Anthony Drive and Route 96, and remove Brace Road connection at Route 96 or convert to right in / right out

COUNTY ROAD 42
FISHERS RUN
OMNITECH PL
PHILLIPS RD
ROWLEY RD
STATE RT 96
LANE RD
DEER CROSSING
VICTOR HEIGHTS PKWY
STATE RT 251
SHALLOW CREEK TRL
CORK RD
OAK RIDGE DR
HIGH ST
WEST MAIN ST
CHAPEL HILL DR
RAWSON RD
SCHOOL ST
MAPLE AVE
WOODWORTH ST
KENT DR
ST JOHNS PKWY
EAST MAIN ST
PLASTERMILL RD
PAPARONE DR
BRACE RD
MCMAHON RD
HEATH ROW
EAST VICTOR RD
SUNRAY CREST

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VICTOR CONNECTIVITY & ACCESS PLAN

N

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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Date: January 2022

Traffic Needs and Opportunities

Figure 12

Path: I:\GTCS Inc\2212705 - Victor St Connectivity & Access Plan\GIS\Maps\MXD\Figure_12_Traffic_Opportunities.mxd

2. 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 to provide complete connectivity between neighborhoods, the village core, and the extensive trail network within Victor.

Pedestrian Needs & Opportunities (refer to Figure 13):

- **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 – Route 96 to Auburn Trail
  Route 251 – Route 96 to Wangum Road
  Phillips Road – Main Street Fishers to Route 251
  Wangum Road – Main Street Fishers to Route 251
  Main Street Fishers – Phillips Road to Wangum Road
  Route 444 – Wyndham Hill to Auburn Trail
  Brace Road – Anthony Drive Extension to Bradhurst Street
  McMahon Road – Route 96 to Erica Trail

- **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.

Main Street Fishers:
Wagnum Road to Phillips Road

Phillips Road

Wagnum Road

Rowley Road

Route 96:
Omintech Place to Village Lane

Lane Road:
Route 96 to High Street

Route 251:
Wagnum Road to Route 96

Lynaugh Road:
Route 96 to Somerset Lane

Route 96:
Lynaugh Rd to
Farmington Town Line

Improve mid-block
pedestrian crossing
(typ.)

Break of Day Road:
Auburn Trail to East Victor Road

Improve Auburn Trail Surface
Unfinished segment near
Southgate Hills

COUNTY ROAD 42
FISHERS RUN
OMNITECH PL
PHILLIPS RD
ROWLEY RD
STATE RT 96
LANE RD
DEER CROSSING
VICTOR HEIGHTS PKWY
STATE RT 251
SHALLOW CREEK TRL
OAK RIDGE DR
CORK RD
HIGH ST
WEST MAIN ST
LATCHMERE DR
RAWSON RD
CHAPELHILL DR
SCHOOL ST
EAST MAIN ST
KENT DR
ST JOHNS PKWY
PLASTERMILL RD
MAPLE AVE
WOODWORTH ST
PAPARONE DR
BRACE RD
MCMAHON RD
HEATH ROW
EAST VICTOR RD
SUNRAY CREST

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VICTOR CONNECTIVITY & ACCESS PLAN

N

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

LaBella Project No : 2212705
Date: January 2022

Pedestrian Needs and Opportunities

Figure 13

Path: I:\GTCS Inc\2212705 - Victor St Connectivity & Access Plan\GIS\Maps\MXD\Figure_13_Sidewalk_Map.mxd

3. 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 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.

V. CORRIDOR RECOMMENDATIONS

Recommendations have been developed to improve connectivity, mobility and safety for all users within the project area, considering the needs and opportunities that have been identified by the community and are described in *Section IV: Needs Assessment*.

The recommendations include new street connections, sidewalk / trail connections, intersection improvements, and access management strategies. Conceptual cost estimates, potential funding sources, and prioritization are also provided.

A. ADAMS STREET EXTENSION

It is recommended that a new street be constructed parallel to Route 96 along an existing railroad 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 facilities for pedestrians and bicycles, including a sidewalk and trail along the length of the street, pedestrian connections to Route 96, and a connection to the Auburn Trail.**
- **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.**
- **Provide opportunities for community gateways and gathering spaces with pocket parks and streetscape amenities.**

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. Additional amenities could include pocket parks, trailheads, and streetscape such as benches, landscaping, and decorative materials.

In addition to the new street between School Street and Route 251, a multi-use path could be constructed along an adjoining segment of the railroad bed between the Route 96 / Lynaugh Road intersection and the Auburn Trail near Victor Insulators.

It is recommended that the Adams Street Extension project be developed in phases.

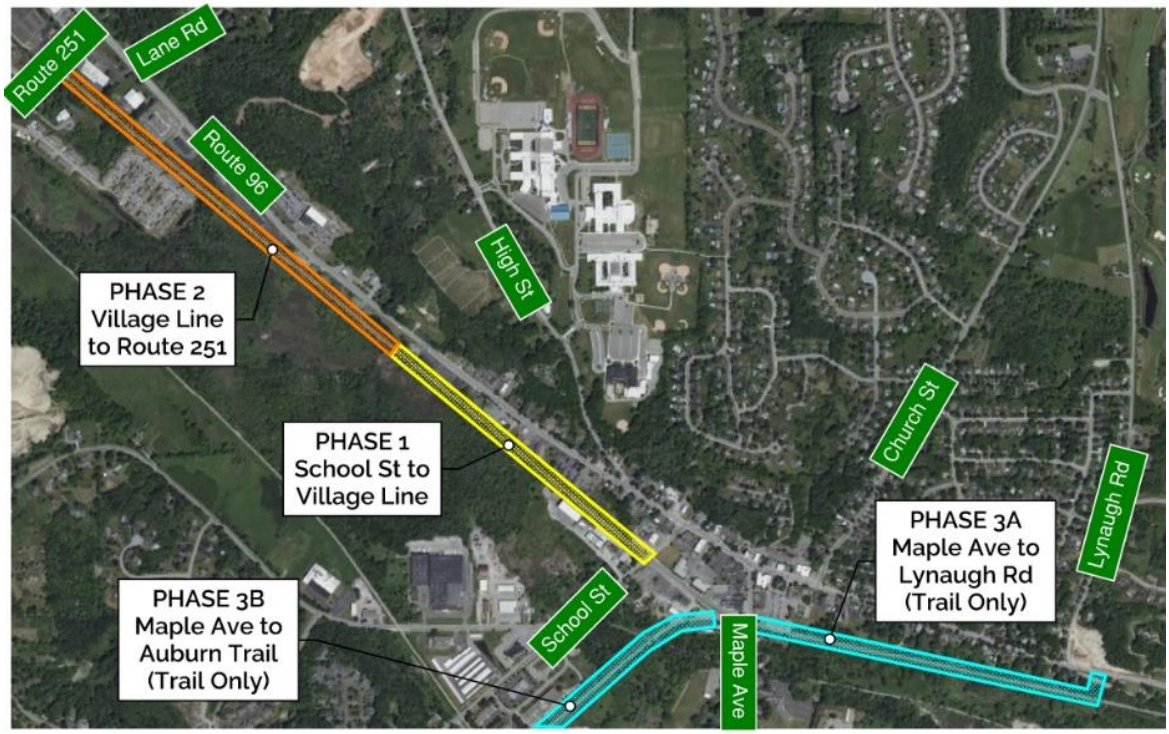
Phase 1 includes the segment between School Street and the Village Line, approximately 2,900 linear feet (0.55 mile). The intersection of Adams Street Extension Phase 1 and Route 96 could be controlled by a traffic signal, stop sign, or a roundabout, to be determined through traffic analysis during future detailed design phases.

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 intersection of Adams Street Extension Phase 2 and Route 251 could be controlled by a traffic signal, stop sign, or a roundabout, to be determined through traffic analysis during future detailed design phases. The total length of new road in Phases 1 and 2 is approximately 7,000 linear feet (1.3 miles).

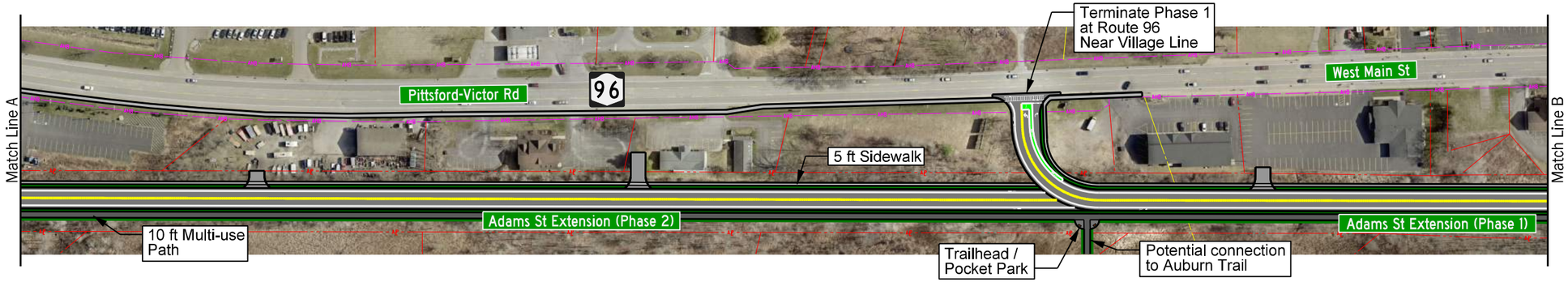
If a vehicular street is not funded or pursued in the Phase 2 segment, multi-modal connections such as trails or sidewalks could be constructed along the railroad alignment to link Adams Street Extension Phase 1 to Route 251, the Auburn Trail, and adjacent properties.

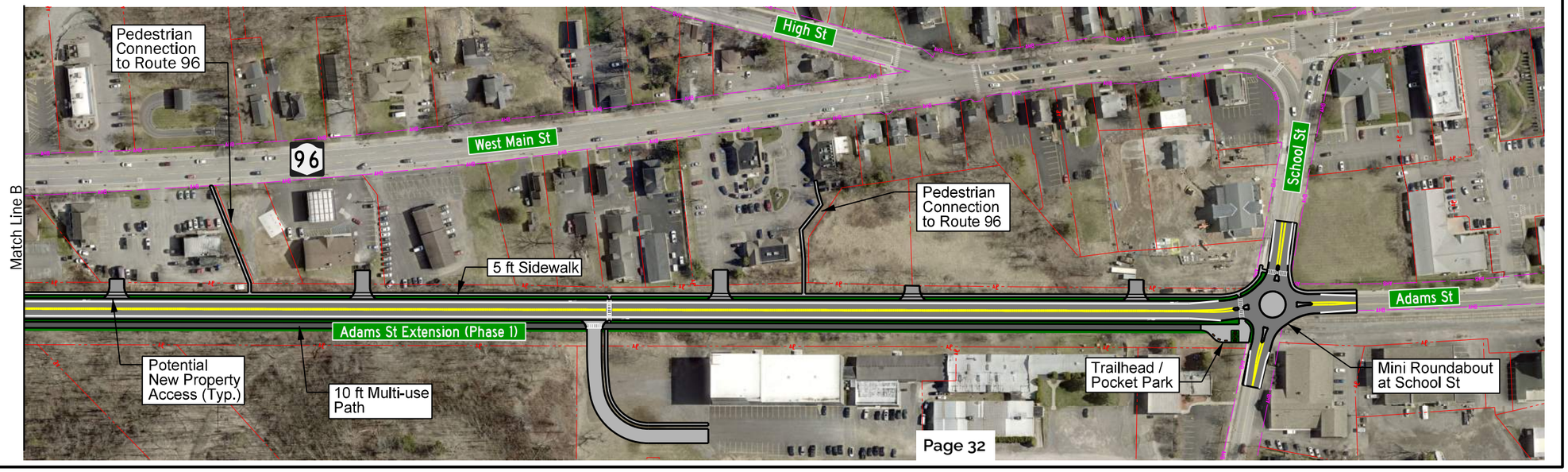
Phase 3A is a multi-use path extending from the eastern end of Adams Street to Route 96 opposite Lynaugh Road, a length of approximately 4,000 linear feet (0.75 mile).

Phase 3B is a multi-use path along the former rail spur between Adams Street and Victor Insulators, which would connect to the Auburn Trail and Trolley Trail. The length of Phase 3B is approximately 2,800 linear feet (0.5 mile).



Key map of Adams Street Extension Phases 1, 2, 3A, and 3B





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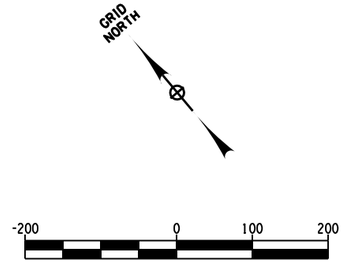

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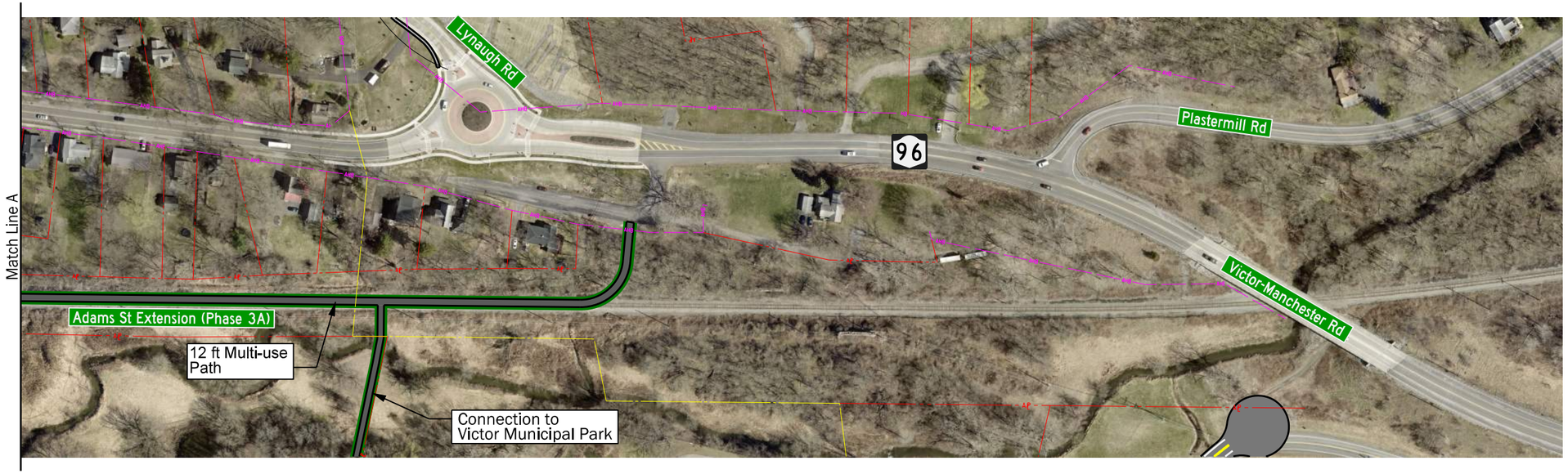
Adams Street Extension Conceptual Plan

Figure 14
Sheet 1 of 3



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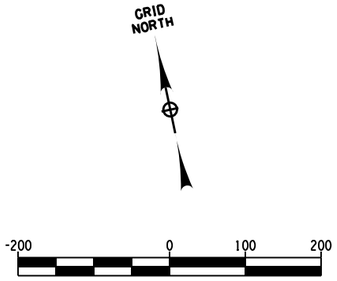

LaBella Project No : 2212705
Date: September, 2022

Adams Street Extension Conceptual Plan

Figure 14
Sheet 2 of 3

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VICTOR CONNECTIVITY AND ACCESS PLAN

GRID NORTH

-200 0 100 200

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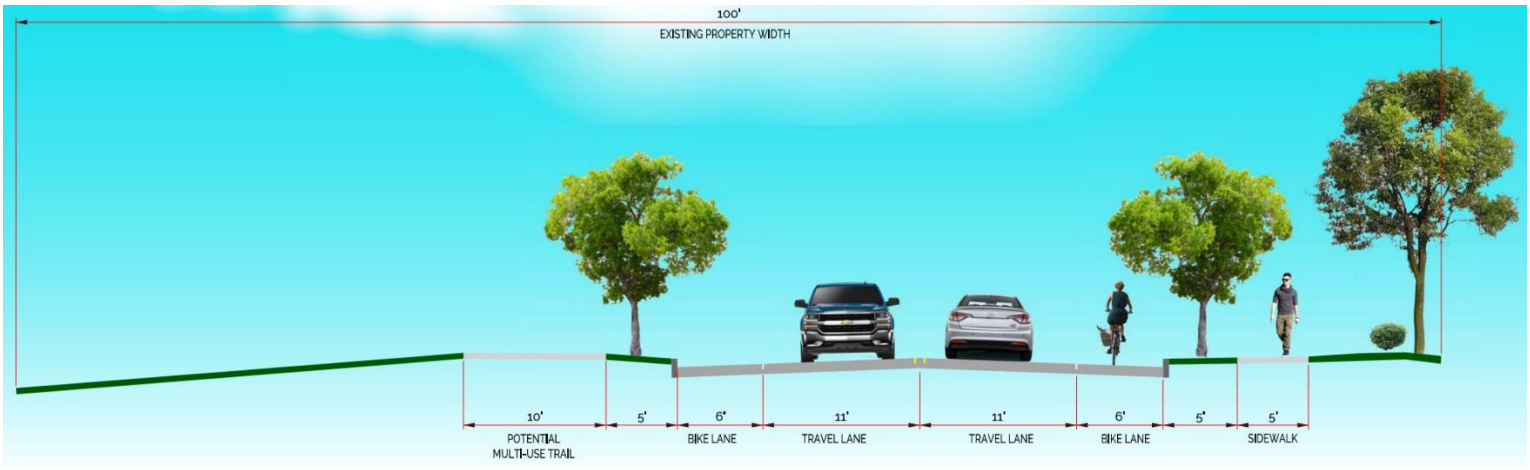
Date: September, 2022

Adams Street Extension Conceptual Plan

Figure 14
Sheet 3 of 3



Conceptual typical section of new Adams Street Extension, Facing West (North is to the Right)

Disposition of Existing Rail Line and Town of Victor / Village of Victor Position Statement

The Adams Street Extension conceptual alignment is within the existing railroad tracks, which are currently owned by Ontario County and leased to Finger Lakes Railway. The rail line within the project area formerly served several customers in Victor and is currently out of service. Negotiations to remove the railroad tracks and reuse the materials elsewhere in the Finger Lakes Railway system are underway, and it is expected that the rail line will be completely removed within the project area. It is noted that abandonment and removal of the rail line would require approval from the Surface Transportation Board. The Town and Village of Victor's position statement regarding the rail line is as follows:

The Town and Village of Victor are currently working on two initiatives that are directly related to the Route 96 Transformative Corridor Study, completed in 2018. That study laid the groundwork for these projects after receiving and reviewing public input that clearly identified relieving Route 96 congestion as a priority amongst residents and business owners. Two projects, Victor Connectivity & Access Plan and Adams Street Extension Feasibility Study are being funded through two separate grants that require adherence to timelines, gathering public input and specific final report goals.

The Town Board appointed the steering committees to develop these plans/studies to better position the municipalities for future funding. Having conceptual plans completed prior to applying for grant funds not only demonstrates a commitment to seeing the projects through but is most often a requirement to qualify for project funding.

The Connectivity & Access Plan is part two of the Access Management plan that was completed in 2019 and will deliver a bigger picture of what COULD be possible in the future regarding connecting streets and trails and creating access to key locations. The Adams Street Extension Feasibility Study is a STUDY to determine if the new local road that was highlighted as the number one priority in the Route 96 Transformative Corridor plan, is feasible. It will provide concepts, identify potential concerns / issues, and cost estimates to be considered when moving forward.

Adopting these studies does not commit the municipalities to completing everything as outlined in the study. Both initiatives provide concepts, not final designs. If and when the Town gets funding, these concepts will then go to design stage and there will be multiple opportunities for public input.

The Victor Connectivity & Access Plan is being funded through the Genesee Transportation Council and the contract has been extended to October 15, 2022 to provide sufficient time to analyze data and public input. The Adams Street Extension Feasibility Study is funded through Empire State Development, and we are working to complete this in October 2022.

Table 3: 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.

Table 4: Adams Street Extension Conceptual Cost Estimate

Item	Phase 1 Cost	Phase 2 Cost	Phase 3A Cost	Phase 3B Cost	Total Cost Phase 1, 2 & 3
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	$373,081	$275,994	
Mobilization (4%)	$133,865	$147,622	$14,919	$11,006	
Subtotal	**$3,481,000**	**$3,839,000**	**$388,000**	**$287,000**	
Contingency (20%)	$696,200	$767,800	$77,600	$57,400	
Subtotal (2022 Dollars)	**$4,178,000**	**$4,607,000**	**$466,000**	**$345,000**	
Inflation to Midpoint of Construction	$208,900	$322,490	$32,620	$24,150	
Opinion of Probable Construction Cost	**$4,387,000**	**$4,930,000**	**$499,000**	**$370,000**	**$10,186,000**
Engineering Design and Survey (10%)	$438,700	$493,000	$49,900	$37,000	$1,018,600
Construction Inspection (7%)	$307,090	$345,100	$34,930	$25,900	$713,020
Total Conceptual Cost Estimate	**$5,140,000**	**$5,770,000**	**$590,000**	**$440,000**	**$11,940,000**

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 5: 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.

B. 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). 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 6: 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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VICTOR CONNECTIVITY AND ACCESS PLAN

GRID NORTH

-200 0 100 200

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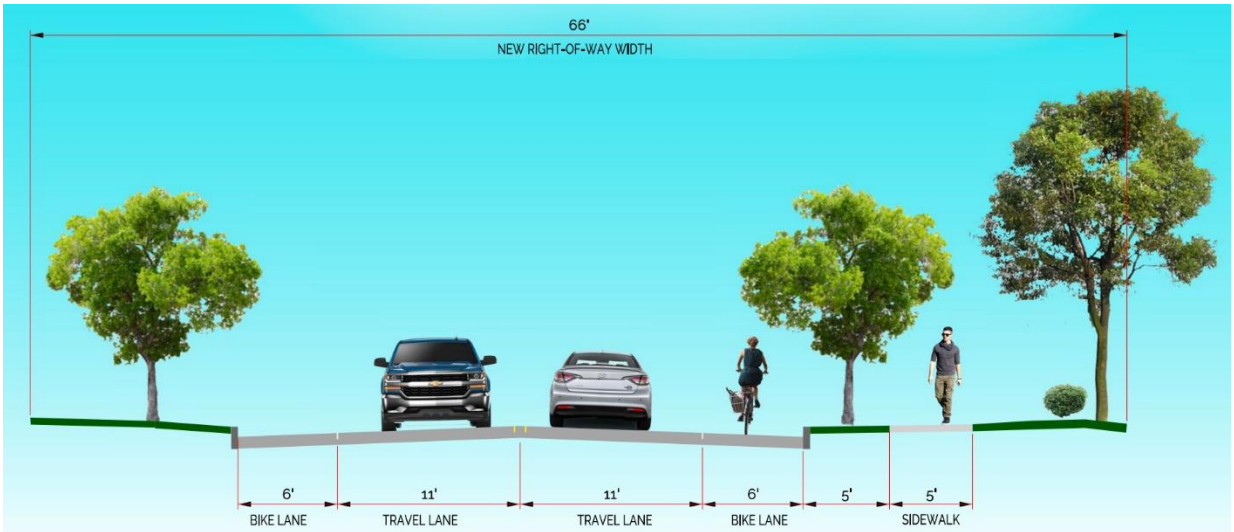
Anthony Drive Extension Conceptual Plan

Figure 15



Conceptual typical section of new Anthony Drive Extension, Facing South

Table 7: 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 8: 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.

C. PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS

1. New Sidewalk / Trail Connections

It is recommended that new sidewalks / trails be constructed within the project area, at the following locations (numbered according to priority):

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

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

New sidewalks / trails would:

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

Table 9 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 10 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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VICTOR CONNECTIVITY AND ACCESS PLAN

GRID NORTH

-500 0 500

KEY:

9	Location Number (Corresponds to Table 9)
Wangum Rd: Main St Fishers to Route 251	Limits of proposed sidewalk / trail segment
Medium	Priority Level

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New Sidewalk / Trail Connections

Figure 16
Sheet 1 of 4

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VICTOR CONNECTIVITY AND ACCESS PLAN

GRID NORTH

-500 0 500

KEY:

4 — Location Number (Corresponds to Table 9)
Route 96: Omnitech Pl to Village Line — Limits of proposed sidewalk / trail segment
High — Priority Level

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New Sidewalk / Trail Connections

Figure 16
Sheet 2 of 4

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VICTOR CONNECTIVITY AND ACCESS PLAN

GRID NORTH

-500 0 500

KEY:

10
Route 444: Wyndham Hill to Auburn Trail
Low

- Location Number (Corresponds to Table 9)
- Limits of proposed sidewalk / trail segment
- Priority Level

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New Sidewalk / Trail Connections

Figure 16
Sheet 3 of 4

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VICTOR CONNECTIVITY AND ACCESS PLAN

GRID NORTH

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KEY:

2	Location Number (Corresponds to Table 9)
East Victor Rd: Route 96 to Auburn Trail	Limits of proposed sidewalk / trail segment
High	Priority Level

LaBella Project No : 2212705
Date: September, 2022

New Sidewalk / Trail Connections

Figure 16
Sheet 4 of 4

Table 9: Sidewalk / Trail Connections Design Considerations and Conceptual Cost Estimates

	Location	Purpose	Length	Design and Implementation Considerations	Conceptual Cost Estimate	Priority
1	**Route 251 –** Route 96 to Auburn Trail	Connect residents to Auburn Trail	1,750 ft	• Potential wetland / environmental impacts • Easements may be required • Cross culverts between Shallow Creek Tr and Auburn Trail may require widening • NYSDOT permit required	$330,000	High
2	**East Victor Road –** Route 96 to Auburn Trail	Connect residents to Auburn Trail, transit stop	3,550 ft	• 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 St	Connect residents to schools (east) and trails (west)	2,475 ft	• Existing drainage swales require re-grading or new closed drainage systems • NYSDOT permit required	$420,000	High
4	**Route 96 –** Omnitech Pl to Village Line	Connect residents to commercial corridor	9,000 ft	• Potential wetland / environmental impacts • Potential utility conflicts • NYSDOT permit required	$970,000	High
5	**Lynaugh Rd –** Route 96 to Somerset Ln	Connect residents to Downtown Victor	2,400 ft	• 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	Medium
6	**Main Street Fishers –** Phillips Rd to Wangum Rd	Connect residents to Auburn Trail and Fishers Park	4,800 ft	• 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
7	**Phillips Rd –** Main St Fishers to Route 251	Connect residents and business parks to trails	3,950 ft	• Cross culverts near Auburn Trail may require widening • Easements may be required	$470,000	Medium

Table 9: Sidewalk / Trail Connections Design Considerations and Conceptual Cost Estimates (Continued)

	Location	Purpose	Length	Design Considerations	Conceptual Cost Estimate	Priority
8	**Brace Rd –** Anthony Dr Extension to Bradhurst St	Connect residents to Victor Mun. Park	700 ft	• Existing drainage swales require re-grading or new closed drainage systems	$100,000	Medium
9	**Wangum Rd –** Main St Fishers to Route 251	Connect residents and business parks to trails and Fishers Park	4,250 ft	• 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	Medium
10	**Route 444 –** Wyndham Hill to Auburn Trail	Connect residents to Auburn Trail, Downtown Victor	1,150 ft	• Existing drainage swales require re-grading or new closed drainage systems • Easements may be required • Potential utility conflicts • NYSDOT permit required	$270,000	Low
11	**Route 96 –** Anthony Dr to Farmington Line	Connect residents and business park to transit stop, commercial corridor	4,225 ft	• Bridges over Fish Creek, Mud Creek may require upgrades (pedestrian rail and/or shoulder improvements) or a separate pedestrian structure • Potential utility conflicts • NYSDOT permit required	$640,000	Low
12	**McMahon Rd –** Route 96 to Erica Tr	Connect residents to Route 96, transit stop	1,600 ft	• Existing drainage swales require re-grading or new closed drainage systems • Easements may be required • Potential utility conflicts • NYSDOT permit required	$270,000	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.

Table 10: 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

2. General Pedestrian and Bicycle Recommendations

a) Pedestrian and Trail Crossings

Pedestrian and trail crossings should be delineated with high-visibility signage and pavement markings. Mid-block (uncontrolled) crossings should have warning signage at and in advance of the crossing. Pedestrian crossings observed to lack signage include the **Maple Avenue & Adams Street** and **School Street & Adams Street** intersections.

Typical uncontrolled pedestrian crossing (Source: FHWA)

Typical signage at and in advance of crossings

High-visibility treatments such as flashing beacons, reflective strips on signposts, double-posting signs and providing lighting should also be considered, especially at high-volume pedestrian and trail crossings.

LED Flashing Sign Border

Rectangular Rapid Flashing Beacon (RRFB)

Flashing Beacons

b) Bicycle Facilities

The installation of bicycle facilities including bike lanes, road shoulders and separated multi-use trails should be considered within the project area. Bike lanes could be delineated on existing roadways where space permits, and future road construction projects should consider adding shoulders or bike lanes where feasible.

Where narrow (less than 14 ft wide) travel lanes are present, "Sharrow" pavement markings are used to call attention to the shared vehicle and bicycle space within the travel lane.

Bicycle Lane Pavement Markings

Bicycle Lane Signage

"Sharrow" Pavement Markings

Warning signage should be installed along roadways with frequent bicycle usage. An "In Lane" supplemental sign is used where travel lanes are less than 14 ft wide.

Typical Bicycle Warning Signage

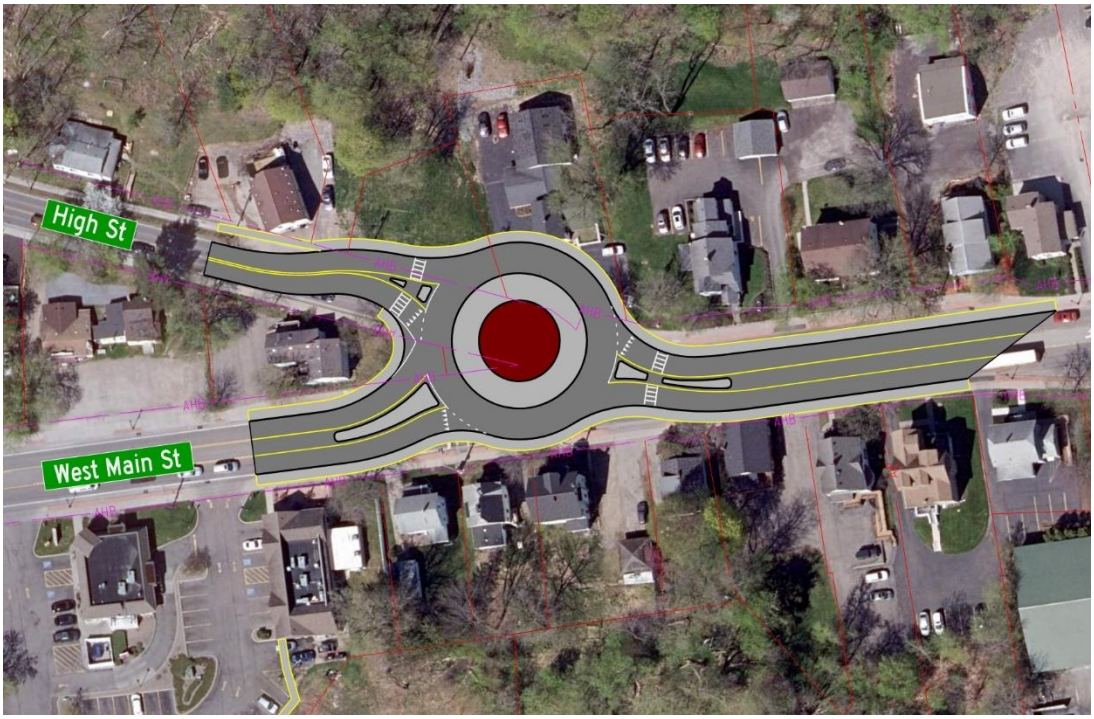
Supplemental "In Lane" Sign
(Travel Lanes Less Than 14 ft Wide)

D. 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.

1. 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

2. 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)

3. 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.

Table 11: 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.

4. 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.

5. 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:

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 V.A, Page 30).

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 V.E.2.b, Page 57).

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 V.E.2.d, Page 57).

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 V.E.2.e, Page 58).

6. 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 12: Summary of Route 96 and High Street Intersection Recommendations

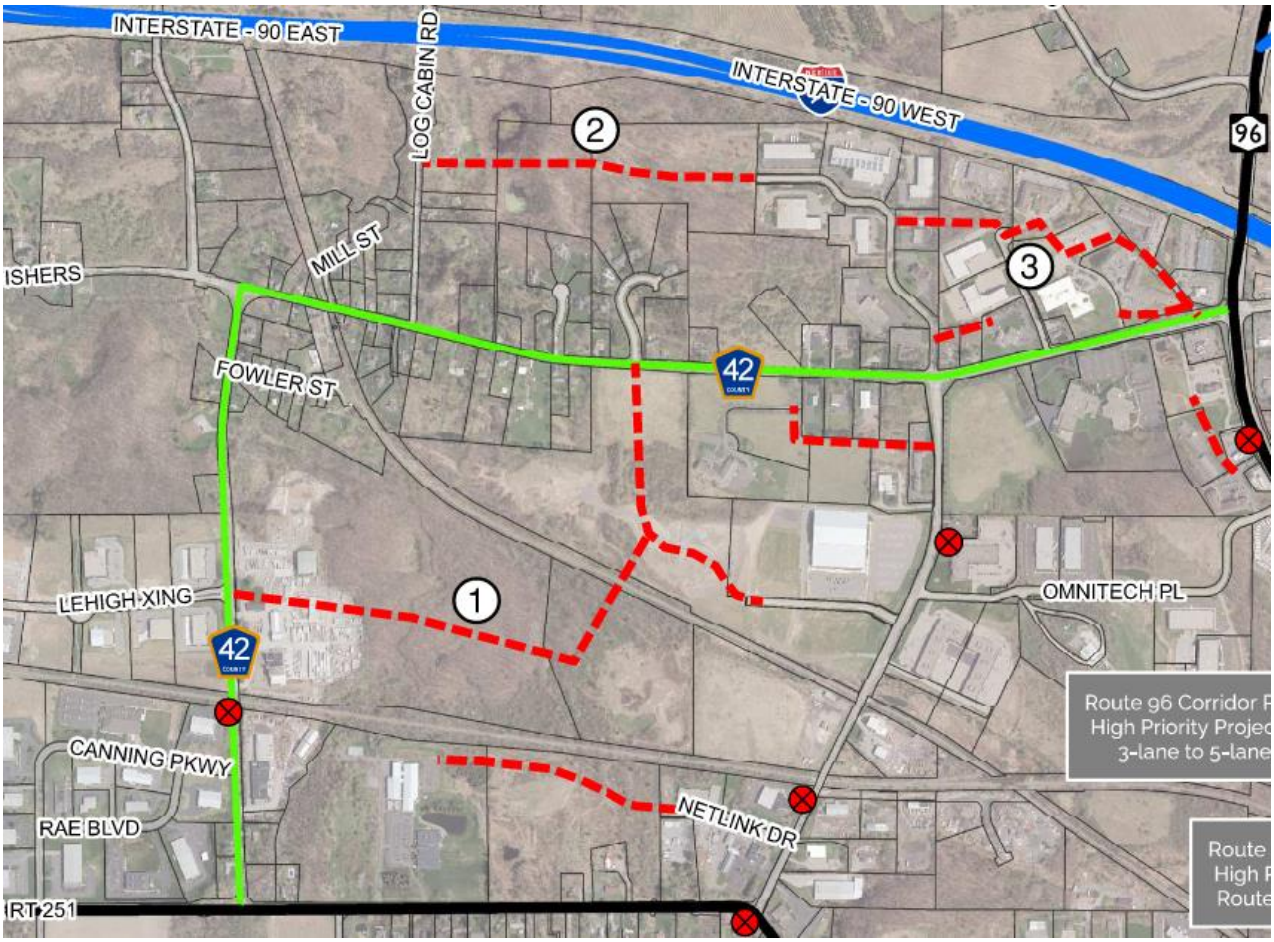
Project	Design Considerations	Primary Responsibility	Conceptual Cost Estimate	Implementation / Funding
Roundabout at Route 96 & High Street	• Right-of-way / property acquisition / building demolition required • Steep grade at High Street approach • Potential utility conflicts • SPDES requirements	NYSDOT	$2,300,000	Transportation Improvement Program (TIP)
Traffic Signal Improvements (Adaptive Signal Control)	• Modest improvement expected	NYSDOT	$200,000	Transportation Improvement Program (TIP)
New Village Street Connections	• 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)	• RAISE Grant • Victor CSD Capital Project • Private Developers
Victor Central School District Operational Changes	• Find a balance between VCSD operations and addressing traffic concerns	VCSD	N/A	N/A

E. RECOMMENDATIONS FROM PREVIOUS PLANS AND STUDIES

1. 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.

Table 13: Access Management Plan – New Road Connections Potential Funding & Implementation

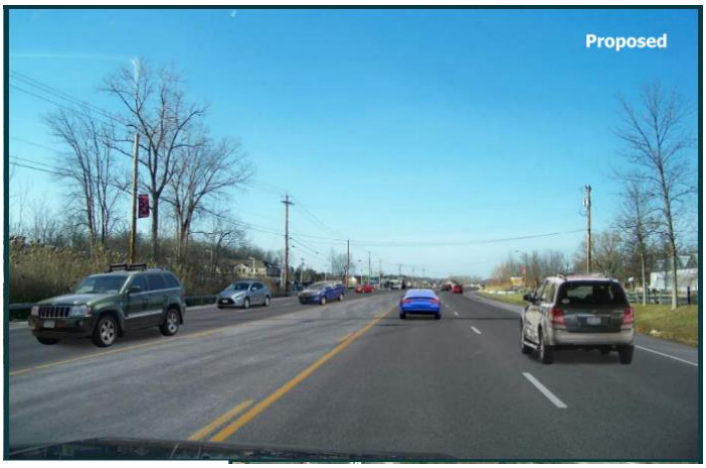
Source	Comments
Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant (Former BUILD / TIGER program)	Min. $5 million, Max $25 million with 20% match. Requires preliminary engineered plans, cost estimates, cost/benefit analysis, resolution of right-of-way and environmental issues.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

2. 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.

a) 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.

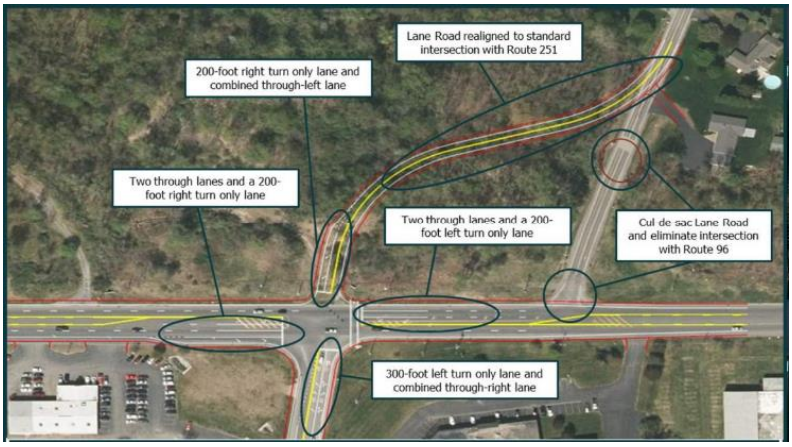
Estimated cost: $4.0 million



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

b) **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.

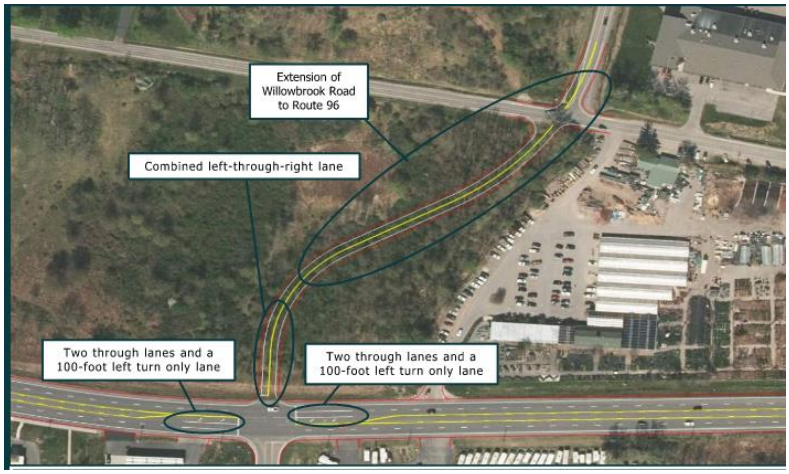
Estimated cost: $1.0 million



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

c) **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)

d) **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)

e) **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)

f) Summary

Table 14 includes a summary of the potential projects, design considerations, primary responsibility, conceptual costs, and implementation strategies for the Route 96 Transformative Corridor recommendations.

Table 14: Summary of Route 96 Transformative Corridor Plan Recommendations

Project	Design Considerations	Primary Responsibility	Conceptual Cost Estimate	Implementation / Funding
Route 96 5-lane Extension	• 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	• Transportation Improvement Program (TIP) • Private Development (if needed to mitigate traffic impacts)
Lane Road Realignment	• Right-of-way / property acquisition required • Steep grades • Environmental impacts / loss of vegetation • SPDES requirements • NYSDOT involvement / permits	Town of Victor	$1,000,000	• RAISE Grant • Private Development (if needed to mitigate traffic impacts) • Community Development Block Grant (CDBG)
Willowbrook Road Extension	• 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	• RAISE Grant • Private Development (if needed to mitigate traffic impacts) • Community Development Block Grant (CDBG)
Lane Rd / Victor-Egypt Rd / Lynaugh Rd Roundabout	• 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	• Evaluate traffic impacts related to eliminating turning movements • NYSDOT involvement / permits	NYSDOT	$500,000	Transportation Improvement Program (TIP)

F. IMPLEMENTATION AND FOLLOW-ON ACTIVITIES

1. Pursue Funding Opportunities

This Plan provides a tool for the Town of Victor, Village of Victor, and other partners to engage State and Federal officials and request funding to implement the Plan's recommendations. Having the Plan may differentiate Victor's requests for funding from other funding applications, as it demonstrates the commitment and support of the local community. The Town and Village of Victor should agree on priority project(s) to pursue and select funding opportunities that best align with the project(s), and begin to plan for any local matching funds that may be required for grant programs.

2. Initiate Design of Priority Projects

Once stakeholders have reached agreement on priority projects to advance and the agencies responsible for implementation, the design process should be initiated. This involves engaging a design professional and beginning tasks such as survey, environmental studies, and conceptual design. Tasks required for subsequent design phases (Preliminary / Final Design) may vary based on funding sources used and potential involvement of State or Federal partnering agencies.

The Town of Victor has already initiated a Feasibility Study for the Adams Street Extension to advance the conceptual design and identify engineering, environmental and property-related considerations for the project.

3. Integrate Plan Recommendations into the Development Review and Design Process

The Town and Village of Victor, along with other local and statewide agencies, should ensure that the recommendations within this Plan are considered during the development review process.

For example, new site plan / subdivision developments could include new sidewalk segments or trail connections within the subject property, with the intent of eventually completing a sidewalk / trail network as identified in this Plan. Applications for new development or modified site plans should avoid areas designated for future sidewalks / trails.

As infrastructure is rehabilitated or reconstructed, consideration should be given to accommodating future sidewalks / trails and other multi-modal infrastructure. For example, if a culvert requires replacement in an area identified for a future sidewalk / trail connection, consider lengthening the culvert to accommodate the future sidewalk or trail. As roads are rehabilitated or reconstructed, consider widening to provide shoulders or bicycle lanes.

4. Maintain Close Coordination with Partnering Agencies

The Town and Village of Victor should maintain close coordination with the NYSDOT, Ontario County and other local and State agencies to ensure that safe and efficient traffic operation is maintained for all users of the Victor transportation network. NYSDOT, as the agency responsible for Route 96 and Route 251, should regularly monitor traffic operation and assess the need for traffic signal timing / coordination improvements. Ontario County is an important partner as the owner of County roads within the project area as well as the railroad corridor property.

Implementation of the Plan's recommendations may require coordinating with and obtaining permits from the aforementioned agencies as well as other local, State and Federal agencies.