Chapter 7
Transportation


VILLAGE
SPEED
LIMIT
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This chapter consists of three primary sections. The first section consists of the formal components of the Comprehensive Plan which includes the following topics: Goals, Introduction, Existing Conditions, Existing Plans & Activities, Key Findings and Goals & Strategies. The second and third sections present the underlying Victor Transportation System Plan which begins on page 7.28, and the Transportation Inventory beginning on page 7.41.

Funding for development of this chapter was provided by the Genesee Transportation Council.

GOALS[1]

- **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.**

[1] The sequence in which the listed goals are presented is not intended to indicate relative importance or priority.

INTRODUCTION

A Steering Committee comprised of stakeholders from the Town and Village of Victor, Ontario County, New York State Department of Transportation (NYSDOT), Genesee Transportation Council (GTC), and others reviewed and provided public comment throughout the development of this component of the plan.

As work to develop this plan commenced, the Comprehensive Planning Committee announced the first of two public workshops with a press release that began "Victor is a prosperous community that has seen rapid growth. It is time for us to look ahead and map out ways to shape future growth so that it is economically and environmentally sustainable." In the workshops that followed, traffic and overdevelopment[2] emerged as the most prevalent concerns whereas natural resources, open space, rural character, scenic qualities and schools were the community assets cited most frequently. In essence, the feeling expressed throughout the public workshops was that Victor had become a victim of its own success.

As growth has continued, traffic congestion has increased and a number of projects focused on improving conditions have been completed. However, none of the "solutions" already implemented, such as the Route 96 improvements through the Village[3], the expansion of the Thruway between Exits 44 and 45, and the more recent progress with signal synchronization, has eliminated traffic congestion. Each has instead served only to mitigate the problem.

Questions frequently voiced by residents can be characterized as follows:

- What might be done to reduce traffic congestion, how effective can it be and what would be the cost and/or other requirements?
- Is there an available solution that would have a major impact on traffic congestion or are we limited to a number of initiatives capable of yielding only modest improvements?

[2] Participants characterized overdevelopment in two ways: first, as development that threatened the very qualities that make Victor attractive – namely its natural resources and scenic qualities; and, second, as development resulting in traffic that threatened safety and the environment.

[3] Confinement by topography and patterns of development are among the obstacles encountered in past efforts to increase capacity within the Route 96 corridor, especially within that segment passing through the Village of Victor. Much of the Route 96 corridor sits upon a narrow bench flanked by steep slopes to one side and wetlands to the other. South of the Thruway, steep slopes border Route 96 along much of its eastern margin. South of Route 251 and north of School Road, the western margin of Route 96 is bounded by railroad tracks and an extensive wetland. Partly as a consequence, development within the Village proper has established a pattern that has left no land available for right of way expansion. Furthermore, access to parallel roadways is very limited. No roads intersect Route 96 from the west between Route 251 and School Street and from the east, between Lane Road and the Village, only Lane Road provides access to neighborhoods east of County Road 9.

- How might local land use policies and decisions rendered at the municipal level affect traffic congestion?
- Should residents anticipate ongoing increases in traffic congestion?
- Is traffic congestion within the community largely unavoidable and something residents should be prepared to “live with”?

Accordingly, it was proposed that this chapter complete a comprehensive review of the transportation network and the conditions therein, identify all potential “solutions”, and, importantly, understand the degree to which each solution might or might not affect traffic congestion.

The existing conditions inventory was conducted to identify the needs and opportunities of the transportation network which were then used to develop improvement strategies. Recommended improvement included the implementation of new policies and regulatory strategies and the implementation transportation alternatives.

EXISTING CONDITIONS

The Victor Transportation System Plan which begins on page 7.28, and the Transportation Inventory beginning on page 7.41 provide much detail regarding existing conditions.

In general, the past several decades have brought significant growth to Victor, including unprecedented residential growth. The pace of residential development within neighboring Ontario County towns, while somewhat more moderate than that in Victor, has also been significant. Although market dynamics within Victor have shifted recently to favor more dense residential development forms such as apartments, townhouses and patio homes, there is no evidence to support an expectation for significant declines in the demand for residential development within Victor. As many Ontario County residents travel to workplaces located to the north and closer to Rochester[4], the increase in the number of residents has led to corresponding increases in the number of vehicles traveling through the Town, especially along the Route 96 corridor.

In addition to residential growth, the past few decades have also seen significant commercial development along the segment of NYS Route 96 corridor that lies between the NYS Thruway and the Town's northern boundary as well as industrial development within the Victor neighborhoods immediately south of the NYS Thruway. Eastview Mall, a regional shopping center and major traffic generator, lies at the heart of the commercial development. Development within these regions has increased traffic congestion, not only on State highways and local roadways in the vicinity of the Mall and nearby commercial shopping plazas, but also along the section of Route 96 that transects the Village of Victor and is used by motorists travelling to or from these destinations[5].

This traffic generated by residential, commercial and industrial development has contributed to the rise of traffic congestion as a major issue and concern in Victor. Traffic congestion within the Village is most prominent during the morning hours of 7:00-9:00 AM and during the afternoon hours of 3:00-6:00 PM. Traffic at these times includes "pass through" motorists travelling between locations to the south and east and Interstate 490 or the NYS Thruway as well as motorists moving to and from destination points in Victor such as Eastview Mall, the Victor Central School District campus, and Victor's Village Center.

Eastview Mall and the surrounding complex of commercial development has been and remains a significant economic driver for Ontario County generating both significant tax revenues and employment opportunities. Looking forward, several recent development proposals, including one for a regional athletic facility and another for a large mixed use commercial development, have also

4 The Genesee-Finger Lakes Regional Atlas published by the Geneseee Transportation Council reported an estimate that half or less of Ontario County worked within the county and the proportion of Ontario County workers commuting to Monroe County for work in 2010 was between 20% and 49%.

5 As reported in later in this chapter as well as in multiple traffic studies submitted by project sponsors requesting municipal approvals, several routes and intersections within Victor exhibit volume to capacity (V/C) ratios greater than 1.0.

suggested Victor's potential emergence as a regional destination. In addition to the extensive concentration of shopping and other commercial opportunities already found within the Route 96 corridor, other factors that would support such an emergence include many of the same factors that have driven past residential, commercial and industrial development including the proximity to Thruway Exit 45, the termination of I-490 - a convenient route to the heart of the Rochester MSA, and the role played by Victor and Route 96 as gateways to the Finger Lakes Region. Of course, development of the sort that would be expected to accompany emergence as a regional destination would most certainly lead to further increases in traffic.

Much of this Comprehensive Plan focuses on three prominent, interdependent components: Economic Development, Growth Management/Future Land Use and Transportation. Among these three, many have argued that transportation, and traffic congestion in particular, is the most pressing because of the impact it has on effectively defining and confining the other two. But traffic congestion can also be characterized as the inevitable cost associated with the remarkable economic development and growth that has brought so many other benefits including jobs and generous sales tax revenues.

Residents are quick to point out, nonetheless, that in addition to slowing the movement of vehicles, increasing accident rates and creating safety issues, high volumes of traffic and traffic congestion also diminish the quality of life for Town and Village residents. The penetration of commuter traffic beyond the Route 96 corridor, as motorists looking to avoid congestion within the corridor resort to alternate routes passing through a mix of otherwise peaceful rural and residential neighborhoods, has also been cited as a threat to the quality of life within the community.

A Town Task Force charged in 2012 with reviewing traffic issues in Victor formally identified the following results and impacts from Victor traffic:

- Increases safety risks to both residents, motorists, bicyclists and pedestrians;
- Impacts Victor residents overall quality of life;
- Impacts local, existing business revenues/growth due to accessibility and congestion issues;
- Impacts Victor's ability to establish its Village as a core, destination point;
- Damages road and utility infrastructures; and,
- If left unchecked, will someday impact Victor's overall desirability.

Understandably, residents' demands for solutions to Victor's traffic congestion have intensified as growth within the area has continued. These demands have sometimes been accompanied by expressions of frustration that none seem willing to step forward and remedy the problem once and for all. While understandable, such frustration also indicates a level of expectation incorporating an assumption that a comprehensive solution to the traffic congestion found within Victor can be found. Unfortunately, experience thus far has not supported such an assumption. To the contrary, those "solutions" already implemented, such as the Route 96 improvements through the Village[6], the

[6] Confinement by topography and patterns of development are among the obstacles encountered in past efforts to increase capacity within the Route 96 corridor, especially within that segment passing through the Village of Victor. Much of the Route 96 corridor sits upon a narrow bench flanked by steep slopes to one side and

expansion of the Thruway between Exits 44 and 45, and the more recent progress with signal synchronization, have not eliminated traffic congestion but have instead served only to mitigate the problem.

The work presented in this chapter began with the identification of existing deficiencies based upon a thorough traffic analysis of the existing transportation network. This analysis included taking into consideration projected future development and attendant traffic problems and issues that would result from the anticipated development. The results of the analysis were used to identify and evaluate possible measures that could be undertaken to mitigate existing and anticipated issues and concerns, improve safety and to allow for the improved movement of people and goods.

The following items were evaluated to assess the Town's transportation network:

- An inventory of the existing transportation conditions,
- An assessment of needs and opportunities, and
- Improvement Strategies and Improvement Recommendations

The inventory and associated assessment of Victor's transportation network included the following components:

- Overview of the transportation network;
- Physical conditions of roadways and bridges;
- Operating characteristics on roadways and bridges;
- NYS Thruway Interchange 45 and I-490 Interchange 29;
- Public Parking;
- Bicycle and pedestrian facilities;
- Public transportation;
- Regulatory framework; and,
- Planned improvements.

Related Plans and Activities, Key Findings and Goals and Strategies are reviewed in the sections that follow.

wetlands to the other. More specifically, south of the Thruway, steep slopes border Route 96 along much of its eastern margin. South of Route 251 and north of School Road, the western margin of Route 96 is bounded by railroad tracks and an extensive wetland. Partly as a consequence, development within the Village proper has established a pattern that has left no land available for right of way expansion. Furthermore, access to existing parallel roadways is very limited. No roads intersect Route 96 from the west between Route 251 and School Street and from the east, between Lane Road and the Village, only Lane Road provides access to neighborhoods east of County Road 9.

EXISTING PLANS AND ACTIVITIES

A Traffic Task Force that included elected officials from the Town and Village, representatives from their respective Planning Boards, NYSDOT, and GTC was convened in March 2013. The Traffic Task Force met several times to review and analyze the work completed both as part of and following the completion of the Victor Transportation System and Transportation Inventory components of this chapter.

Based on this review and analysis, the Traffic Task Force further refined the previous work by developing detailed recommendations for specific roadway segments and evaluating each with respect to its projected benefits, emphasizing safety and reducing delay. Associated funding options were also identified.

The Victor Traffic Task Force responded by developing a ranked list of traffic management projects and weighted each using a list of cost/benefit measures and impacts[7]. These projects were evaluated using a common template so that individual ratings and comments on each project were documented on a single spread sheet. The projects were rated assuming a full build out has occurred in both Town and Village. The Committee's focus was on identifying and rating projects that target routes and intersections that currently have V/C ratios greater than 1.0. The final list is summarized below and (along with the project ranking criteria) presented in the spread sheet included as Appendix XIV.

The list of projects developed and evaluated by the Victor Traffic Task Force is presented below, in order of their priority-score, the projects with the highest ranking being presented first (the complete list and criteria developed by the Task Force are included in Appendix XIV).

Victor Traffic Task Force Project Ranking		
Project Title	**Approximate Cost**	**Score**
Intra-Mall Roadway & Network Improvement	<$1 million	50
Eliminate T-Way Toll Between Exits 44 and 45	<$1 million	48
Roundabout at Lynaugh/Lane/Church Roads	<$1 million	39
High Point Connection to Valentown	<$1 million	37
Left and/or Right Turn Lanes at Lynaugh/96	<$1 million	34
Traffic Signal at 490/90 West Off Ramp	<$1 million	34
Use RailRoad Bed for Route 96 By-Pass	>$10 million	31
Left and/or Right Turn Lanes at Valentown/Cr 9	<$1 million	30
Left and/or Right Turn Lanes at Gillis/High St.	<$1 million	30
Left and/or Right Turn Lanes at Gillis/CR 9	<$1 million	30

[7] Criteria utilized included approximate cost, reduction in safety score, current volume to capacity ratio, anticipated reduction in volume to capacity ratio, number of nodes improved, time to implement, and number of agencies required for approval/implementation.

Victor Traffic Task Force Project Ranking		
Project Title	**Approximate Cost**	**Score**
Left and/or Right Turn Lanes at McMahon/96	<$1 million	30
Traffic Signal at 444/Boughton Hill	<$1 million	30
Add Left Turn Lane on High at High/Valentown	<$1 million	30
Left and/or Right Turn Lanes at Lane/96	<$1 million	29
Signal Timing/Synchronization for all 96	>$10 million	28
Extend Willow Brook from Rowley to 96	$1-5 million	27
Widening Phillips Road	$5-10 million	26
Connector Road - Lane to Brownsville	>$10 million	26
Re-align Lane Road to 251 Intersection at 96	$5-10 million	24
ON/OFF Ramps to 490 West/East Via North	>$10 million	22
ON/OFF Ramps to 490 West/East Via South	>$10 million	22
ON/OFF Ramps to 490 West	>$10 million	22
ON/OFF Ramps to 490 West/East	>$10 million	22
Route 250 Connection from Mall	$1-5 million	20
Widening Thruway Underpasses	>$10 million	19
Diverging Diamond at 90/490	>$10 million	17
Theater Road to Hampton Inn	$5-10 million	16
BJs Road to Hampton Inn	$5-10 million	16
Theater and BJs Road to Hampton Inn	$5-10 million	16
BJs Road to Old Fishers Road	$5-10 million	16
Widening Route 96 Approaches to Village	>$10 million	13
Widening Route 96 Within Village	>$10 million	13
Note: Projects highlighted in yellow have been completed.		

Furthermore, the Victor Traffic Task Force developed the following recommendations (also see Strategy 6, below):

- Town and Village Boards should review the project rankings and obtain any additional clarification that is needed to completely understand the work process that was utilized and the results. Town and Village Boards (or a subset of the Transportation Task Force) may consider contacting Ontario County to obtain information and comments on selected projects.

- Town and Village Boards should share the project rankings with the Town Codes and Development Department, the Town and Village Planning Boards, and the Town and Village Zoning Boards. Ask for feedback on how the Boards might use the rankings as they currently stand and what additional work might make the rankings more beneficial to them as they review and approve development projects.

- Town and Village Boards should investigate the past work completed on the "Fair Share" proposal (a project similar to the Town's Parks and Recreation Department process for collecting fees from developers to help fund improvement projects). As a start, Town and Village Boards should request a presentation from Clark, Patterson, Lee on the available funding mechanisms for transportation infrastructure projects that they have already identified.

- The rankings and associated project descriptions should be posted on the Town/Village website.

- Town Board should share the rankings with the Land Use/Growth Management and Economic Development Task Forces.

- The Town and Village should consider hosting open public forum (s) on the subject of traffic where the project rankings are explained and the purposes, costs, and benefits of specific projects are reviewed.

- A joint review meeting should be held after the public forum (s) are completed with representation from Town and Village Boards, Planning/Zoning Boards, Comp Plan Task Forces (Traffic, Land Use/Growth Management, Economic Development), and Codes and Development Department to determine next steps.

- Once the entire project list is approved by all key stakeholders and the public has had an opportunity to provide input, the approved list should be incorporated into the Comprehensive Plan. Once the Comprehensive Plan is approved, the execution of this list should be part of the Comprehensive Plan Implementation Team. At that point, Town and Village Boards may consider forming a sub-group (from the Traffic Task Force membership) to continue working on Victor's traffic issues and perhaps select the "best" improvement project for the each of the following three areas (Eastview Mall traffic, Route 96 Corridor traffic, and Developer-Funded traffic improvements).

The Traffic Task Force's findings were provided to the Town Board for its consideration and, upon revisions proposed by the Town Board, the findings were presented in a public forum on October 28, 2013.

Finally, the topic of alternative funding sources for transportation infrastructure was an important consideration for the Victor Traffic Task Force. The potential formation of Transportation Development Districts was among the funding streams discussed, as were requirements for mitigation under SEQRA and more traditional approaches. In response, the Town Attorney prepared a summary outline of funding alternatives. This summary is also included in Appendix XIV.

In summary, Victor has been and continues to be blessed with a large number of residential, retail, commercial, and light industrial growth opportunities. Along with this growth comes the potential for transportation impacts that can negatively affect quality of life and future economic opportunities. By initially developing the Victor Transportation Systems Plan as a component of the Comprehensive

Plan process and then conducting additional activities, the resulting transportation recommendations - improvements and strategies - were developed cooperatively among all stakeholders and fully coordinated with growth management and land use goals and priorities.

In addition to the Traffic Task Force, the Town appointed a separate task force to review land use aspects of this plan. In considering the interdependent nature of land use and traffic, the Land Use Task Force developed the following findings and recommendations:

- The approach of restricting land use and arresting development within Victor to manage further increases in traffic volume would be impractical and likely ineffective.
    - Regarding "pass through" traffic and its contribution to congestion, this traffic would not be directly affected by Victor decisions regarding more restrictive development policies.
    - More restrictive land use and development policies within Victor intended to suppress potential increased traffic with trip-ends in Victor could actually convert some proportion of the suppressed volume to "pass-through" traffic instead. In other words, to the extent Victor sought to limit traffic congestion within the Route 96 corridor by limiting development or otherwise adopting regulations intended to limit or reduce the anticipated build-out, some portion of the development that would otherwise take place within Victor, perhaps even the majority, would likely take place in adjoining communities instead with the potential to increase traffic through Victor nonetheless.
- Regarding the use and development of alternative "reliever" routes around congested segments:
    - The development of an independent parallel commercial corridor to supplement, augment or replace Route 96 is a solution that could have important consequences from a land use perspective including expansion of commercial districts into nearby residential neighborhoods and the potential for harm to existing commercial uses located within the Route 96 corridor.
    - Alternate routes already serving as de facto relievers and impacting adjacent residential uses include, for those headed south on Route 444, Route 251 to Cork Road to Dryer Road to Maple Avenue/Route 444 and for those headed east on Route 96, Lane Road to Lynaugh Road to East Main/Route 96.
    - Initiatives to improve or develop alternate routes should take into account associated impacts to the residential neighborhoods through which such routes might pass as well as the potential impacts to businesses now operating within the Route 96 corridor. High-speed bypasses would be incompatible with surrounding residential uses and could threaten the downtown business district if the routes remained attractive alternatives even when the corridor was congestion-free.

- From a land use perspective, the development of High Street as an alternate route would be a concern due to the presence of the school campus.

- Regarding comprehensive plan proposals to implement programs that would facilitate increased densities within core areas, including within the Route 96 corridor, and the accompanying proposals to require offsetting reductions in density within outlying areas of the town:

  - While there may be other locations within the Town where higher density residential development would be appropriate, from a land use perspective it does remain appropriate within and near the Route 96 corridor as well.

  - It is appropriate and desirable for higher density development within and adjacent to the Route 96 corridor to include appropriate mixes of uses such as residential, commercial and even light industrial.

  - The requirement for density increases to be offset by equivalent reductions elsewhere should help to minimize any associated increases in congestion within the Route 96 corridor.

  - In lieu of density offsets or contributions to dedicated funds, the implementation of incentive zoning being called for in the comprehensive plan could also provide a mechanism for developers of higher density projects within the Route 96 Corridor to provide traffic-related amenities or improvements that would improve traffic capacity, possibly to a greater degree than would be necessary to merely mitigate the traffic generated by the proposed development under SEQR or a DOT mandate.

- Regarding Neighborhood Commercial districts, while it is unlikely that these could have a dramatic effect on traffic within the Route 96 Corridor as a whole, they could improve the quality of life for residents within a particular neighborhood by providing an alternative to exclusive reliance on the Route 96 Corridor to reach retail outlets and other services.

KEY FINDINGS

Based on the inventory of conditions, needs and opportunities were identified. The primary transportation issues to be addressed include:

- Improving conditions on roadways with fair or poor pavement conditions and the five bridges deemed structurally deficient.
- Addressing the cause(s) of crashes and the seven Safety Deficient Locations identified through a town-wide assessment of rates, types and severity.
- Increasing management and operations capabilities through additional deployment and coordination of Intelligent Transportation Systems (ITS) technologies along the NYS Route 96 corridor, as well as connection to the Regional Traffic Operations Center.
- 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.
- Enhancing County Area Transit System (CATS) operations to better serve employers in the hamlet of Fishers and the Finger Lakes Community College Science and Technology Campus Center on NYS Route 251.
- Assuring sufficient capacity to accommodate future growth consistent with the land use component of the draft Comprehensive Plan.
- Revising land use policies and regulations to more fully accommodate mixed uses, bicycle and pedestrian provisions, and appropriate parking requirements.

Four scenarios were assessed: 1. No-Build; 2. Improved Operations on NYS Route 96; 3. Improved Safety on Alternate Routes; and, 4. I-490 Interchange 29 Reconfiguration. The assessment incorporated the following criteria:

- Cohesiveness with proposed land uses;
- Advances proposed policies and regulatory strategies;
- Provides benefits to physical condition;
- Provides benefits to capacity;
- Provides benefits to pedestrians;
- Ease of implementation; and,
- Cost.

Based on this assessment, it was determined that the component projects of the three non-No-Build scenarios advanced in combination with other strategies would best address the primary transportation issues.

Finally, many of the NYS Thruway bridges over town roads are narrow and restrict options to either increase capacity or incorporate improvements focused on pedestrians or cyclists. The Town should

remain alert to potential opportunities to remedy these limitations should Thruway improvements be proposed in the vicinity.

OVERVIEW OF GOALS AND STRATEGIES

The improvements and strategies identified (inclusive of the three non-No-Build scenarios) are presented below. An implementation summary including required actions, responsible parties, and priority (e.g., ongoing, short-term, mid-term, or long-term) was also developed.

- Improve operations on NYS Route 96 through coordination and updating of signals along NYS Route 96 along with related ITS communications strategy.
- Improve safety on alternate routes that commuters use to bypass delay through improvements (e.g., standard intersection, roundabout, etc.) at the NYS Route 2S1/Cork Road and Cork Road/Modock Road intersections.
- Reconfigure 1-490 Interchange 29 to address safety and capacity deficiencies via an improved design, potentially a Diverging Diamond Interchange.
- Implement Travel Demand Strategies by promoting and encouraging ridesharing, public transit, and bicycling.
- Encourage CATS to implement the recommendations in the Ontario CATS Fixed Route Evaluation that was completed in February 2010.
- Amend sections of the Town's land use regulations to support and facilitate improved transportation and land use connections, and encourage the Village to do so as well.
- Support Victor Hiking Trails, Inc., Walkable Communities Committee, and other partners to assist in the implementation of projects that improve connectivity for pedestrians and bicyclists.
- Continue the Town's preventive maintenance program for roadways under its jurisdiction.
- Install speed limit signs along Phillips Road between NYS Route 251 and County Road 42 where there are none currently.

Follow-On Activities

Upon completion of the draft Comprehensive Plan, the Victor Town Board decided to conduct additional work in three key areas: Growth Management/Land Use, Economic Development, and Transportation. The Town commissioned three transportation-related work products which built upon the transportation component of the draft Comprehensive Plan:

1. Local Road Striping Review of the High Street Corridor with No Passing Zone Logs: Resulted in a report that clearly identifies the existing conditions, analysis criteria, and areas that have striping that is inconsistent with design standards.

2. Assessment of Future Transportation System Needs: Resulted in a report that assesses the projected capacity of roadway segments and
intersections based on developments that were proposed or advanced since the completion of the transportation component of the draft Comprehensive Plan.

3. Mall Area Traffic Study: Resulted in a report that identifies several alternatives to remedy the traffic issues around the mall area and address the potential for gridlock within the mall area during seasonal high traffic periods

GOALS AND STRATEGIES

The following goals and recommended strategies have been developed to address the transportation system needs, deficiencies and issues previously identified in this Chapter.

These strategies are recommended in addition to ongoing and planned studies/improvements. These recommendations need to be cohesive with the proposed land uses generated for the Town of Victor as part of the Victor Comprehensive Plan. Cohesiveness means that the roadways are compatible with the adjacent land use and provide the proper function. Therefore, all future improvement recommendations will utilize the existing functional classification of the transportation network.

GOAL A. PROVIDE A HIGHWAY AND ROADWAY NETWORK THAT ALLOWS FOR THE SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS WITHIN AND THROUGH THE TOWN.

STRATEGY 1. CONTINUE PREVENTATIVE MAINTENANCE PROGRAM

Continue preventative maintenance efforts on an ongoing basis to maintain good roadway surface conditions through the use of techniques such as crack sealing, stone and oil treatments, and pavement overlays.

Fair and poor pavement conditions are not desirable as driving conditions will deteriorate and more expensive repairs will be required in the future.

STRATEGY 2. MONITOR DEFICIENT BRIDGES AND INTERSECTIONS.

Identified structurally deficient bridges and capacity/safety deficient intersections should be monitored for continued degradation. Action should be taken whenever signs of accelerated and/or excessive degradation appear.

STRATEGY 3. INSTALL SPEED LIMIT SIGNS ALONG PHILLIPS ROAD BETWEEN NYS ROUTE 251 AND CR 42 WHERE NONE NOW EXIST.

STRATEGY 4. IMPLEMENT TRANSPORTATION SYSTEMS MANAGEMENT PROGRAM.

Transportation Systems Management is the implementation of programs that improve operations that mitigate congestion and improve air quality. This includes programs or projects that should be considered on all future projects:

- Improve traffic flow, such as projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, and implement ITS strategies.
- Establish or operate a traffic monitoring, management, and control facility or program.

STRATEGY 5. CONSIDER THE ADVISABILITY OF IMPLEMENTING THE FOUR (4) ALTERNATE SCENARIOS FOR IMPROVING THE DEFICIENCIES/NEEDS IDENTIFIED IN THE TRANSPORTATION NETWORK.

The majority of the identified, non-regulatory, deficiencies/needs were connected to NYS Route 96. Congestion on NYS Route 96 creates capacity and safety issues on both NYS Route 96 and other roadways being used as alternate routes to avoid the congestion. Therefore, the four alternative scenarios were developed to address specific deficiencies/needs within the transportation network created by congestion on NYS Route 96. The four alternative scenarios include:

- No Build
- Improve operations on NYS Route 96
- Improve operations and safety on Alternate Routes
- Reconfigure I-490 Interchange

In order to implement any of the alternatives apart from the *No Build* alternative, the Town would need to work with Ontario County and/or the NYS Department of Transportation (as necessary and appropriate) to develop proposals to include the selected alternative(s) on the Genesee Transportation Council's (GTC) long-range Transportation Improvement Plan (TIP) for future funding consideration. Local funding commitments for the local share of the costs would be required from Ontario County or the NYSDOT for improvements that involve County roads or State roads respectively.

GOAL B. 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.

STRATEGY 6. IMPLEMENT THE RECOMMENDATIONS OF THE VICTOR TRAFFIC TASK FORCE AND IDENTIFY ALTERNATIVE FUNDING STREAMS REQUIRED FOR IMPLEMENTATION OF PRIORITIZED PROJECTS.

GOAL C. 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.

STRATEGY 7. AMEND ZONING REGULATIONS TO ENSURE THAT PERMITTED USES WITHIN EACH ZONING DISTRICT IS COHESIVE WITH THE HIGHWAYS AND ROADWAYS THAT ADJOIN, SERVE AND PROVIDE ACCESS TO PROPERTIES WITHIN EACH DISTRICT.

GOAL D. REDUCE USAGE OF AND RELIANCE ON PRIVATE MOTOR VEHICLE TRANSPORTATION.[8]

STRATEGY 8. IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

Transportation Demand Management is the implementation of strategies to reduce travel demand. Managing demand can be a cost-effective alternative to increasing capacity and can improve communities. Transportation demand management techniques include:

- Promoting increased ridesharing and other commuting options.
- Promoting flexible work schedules to reduce congestion during peak travel periods.
- Promoting complete streets and pedestrian and bicycle friendly transportation modes (included within this initiative is accessibility to the Victor school campus which currently lacks a safe and healthy alternative to riding a school bus or being driven to the school. The lack of pedestrian and bicycle accommodations along High Street and Lane Road prevents children, families, and the general public from walking or biking to the school facilities and to other nearby residential neighborhoods. The Town has considered several design layouts for installing sidewalks along High Street and Lane Road that would provide a safe alternative to accessing the Victor school facilities. These designs are challenged by the I-90 High Street overpass which provides little width to accommodate pedestrians and cyclists as well as motor vehicles.).
- Improving public transportation.

STRATEGY 9. ENCOURAGE CATS TO IMPLEMENT THE RECOMMENDATIONS IN THE CATS ROUTE ANALYSIS AND SERVICE IMPROVEMENT PLAN.

The plan contained the following recommendations for improving public transit service in the Town of Victor:

- Increase Route 3 service level in the Route 96 and 332 corridors between Victor and Canandaigua. Operate hourly departures in both directions between 5:30 am and 7:30 pm on weekdays, and 120-minute departures on Saturdays.

[8] Significant reductions in the need for private vehicle transportation would have the potential to mitigate the need for other, expensive measures.

- Develop multiple route variations to accommodate defined market niches characteristic of a lower density suburban service area. The following list offers potential route variants.

  We recommend that CATS consider operating one or two service variants to meet market needs but avoid confusion. Potential variants include:

  Commuter Express - Selected peak direction commute trips focusing on Ontario County residents working in Monroe County should take the quickest attainable route to and from Eastview Mall. Scheduled arrivals and departures should be coordinated with RTS Route 92. It should be possible for CATS Route 3 as proposed to achieve timed transfers with one-half or more of the 10 weekday Route 92 arrivals and departures at Eastview.

  Employment - Selected peak period trips focusing on jobs in the industrial parks along Route 251 and County Road 42 in Fishers should respond to demands to be defined. Operating schedules should be customized to meet specific work shift times of the major employers in the area, and flexible routing may be a necessity given the low density of industrial development in the areas. A workplace-based survey of employees is suggested to help establish a baseline need for this service.

  FLCC Shuttle - A direct transit connection should be established between the planned 28,000 sq. ft. Science and Technology campus center on Route 251 in Victor and the FLCC Lakeshore Drive campus. Ontario County should work with FLCC administrators to develop an effective and fiscally sustainable inter-campus shuttle.

  Branch Service in Victor - Redistribute service on two branches between Victor Village and Eastview Mall to conform to perceived market demands and to balance round trip travel times. Currently all trips operate one-way eastbound/southbound on High Street and one-way westbound/northbound on Routes 96 and 251. Alternatively, corridors should be treated as branches warranted two-way service at various times during the service day. Off-peak service should focus on the schools, food bank and residences located along High Street.

- Discontinue service to the Plaster Mill Road park-ride lot located south of near I-90 Exit 44. This facility functions primarily as a consolidation point for carpools and vanpools, and offers little short-term opportunity to generate transit trips.
- Minimize Sunday service. The current service is not well used and is not a cost-effective route. We recommend reducing the amount of service offered on Sundays.
- Replace the existing Route 7 service in Victor with hybrid service. Initiate Route 5X Cross County Express service in the Route 96 corridor between Geneva and Eastview Mall. Service may be operated during peak periods only (5:30 am to 9:30 am and 2:30 pm to 6:30 pm) and timed to meet RGRTA service into Rochester. This service likely is eligible for JARC grant funding.
- Increase CATS Route 5 level of service to 60-minute frequencies and weekend 120-minute frequencies between Canandaigua and the Eastview Mall.

STRATEGY 10. AMEND SECTIONS OF THE TOWN'S LAND USE REGULATIONS TO SUPPORT AND FACILITATE IMPROVED TRANSPORTATION AND LAND USE CONNECTIONS, MORE SUSTAINABLE FORMS OF TRANSPORTATION, AND MORE EFFICIENT USE OF MOTOR-VEHICLE AND PUBLIC TRANSIT. ENCOURAGE THE VILLAGE TO DO SO AS WELL.

The following specific amendments are recommended:

- Strongly encourage or require complete streets that include the pedestrian/cycling pathway connections to residential areas, parking and transit facilities, recreation and commercial areas and other existing or planned pedestrian/bicycle pathways.
- Encourage or require pedestrian and bicycle amenities in every zoning district.
- Allow shared parking for a variety of mixed uses
- Encourage the construction and use of centrally located lots, parking garages and structures.
- Require bike racks with certain development proposals
- Require parking spaces for compact cars
- Allow for vehicle-charging stations
- Encourage or require parallel roadways (cross-access rights-of-way) in commercial areas to connect multiple developments to reduce curb cuts and to provide alternative routes for pedestrians and cyclists.
- Encourage or require new development to make provisions for public transit connections, multi-modal transportation and other transit-oriented development opportunities.

STRATEGY 11. SUPPORT VICTOR HIKING TRAILS, INC, THE WALKABLE COMMUNITIES COMMITTEE, AND THE GENESEE TRANSPORTATION COUNCIL IN THEIR EFFORTS TO DEVELOP PLANS AND TO IMPLEMENT PROJECTS THAT WILL INTERCONNECT EXISTING SIDEWALKS AND TRAILS TO PROVIDE A MORE COMPLETE AND INTEGRATED SIDEWALK AND TRAIL TRANSPORTATION NETWORK.

The Town and Victor Hiking Trails, Inc. will collaborate with Genesee Transportation Council in preparing a long-term master plan for a system of trails of various categories within the Town and connecting to trails in neighboring towns. The master plan should identify:

- Specific trail route where it can be identified (such as abandoned rail line)
- Conceptual trail route: alternatives and future availability will determine actual route
- Connectivity to larger inter-municipal trail systems and to other parks/neighborhoods
  Class and specified uses of each trail (or trail segment, where appropriate)
- Construction and maintenance standards for each class of trail
- Provisions for ensuring permanent maintenance
- Potential sources and means of financing acquisition by purchase, easement, permit, or other rights.

The plan should address implementation strategies, land acquisitions, and techniques for obtaining trailway rights through purchase, permits, easements, and other means. Roles of the Town and Victor Hiking Trails, Inc. in providing and maintaining trails should be clearly defined and strategies developed to design and construct trails for efficient long term maintenance. The Town should maintain trails on Town property. Trails on private properties should have permanent trail easements and should be maintained by Victor Hiking Trails, Inc

The volunteer Walkable Communities Committee is working toward this goal to connect parks and neighborhoods by walking / biking paths or sidewalks Support the Walkable Communities Committee and its efforts to implement the Walkable Communities Initiative by tying the Initiative into the Town's planning, property permitting, park land acquisition, and trail easement access efforts. The committee's goals include:

1. Install sidewalks with priority given to making connections between: existing sidewalks, neighborhoods and parks, neighborhoods and the destinations circled on the map, adjacent cul-de-sacs/housing developments.

2. Develop the budget and obtain funding for the Committee's projects through grant efforts, use and expansion of an existing sidewalk fund, and philanthropy.

3. Develop language and criteria for a code section to be proposed to the Town Board requiring all future developments, at locations yet to be designated on the Committee's map, to provide pedestrian access in some form.

IMPLEMENTATION SUMMARY

The following table takes the strategies described in this chapter and describes the actions needed to get each started, responsible parties for undertaking the strategy and the time-frames for accomplishing each.

The time-frames have the following potential ranks:
On-going: This strategy will set into motion a continuous action.
Immediate: This strategy is foundational and should be undertaken as soon as possible.
Short-term: This action should be undertaken within a year of the plan's adoption
Mid-term: This strategy should be undertaken within one to three years.
Long-term: This strategy can be undertaken from three years or beyond.

Strategy	Action Required	Responsible Party	Priority
1. Continue preventative maintenance program	Town Highway Department continues to maintain Town roads.	Town Board appropriates necessary funding. Town Supervisor directs Highway Department's maintenance activities.	Ongoing
2. Monitor deficient bridges and intersections.	Town Highway Department monitors deficient bridges and intersections	Town Highway Superintendent	Ongoing
3. Install speed limit signs along Phillips Road between NYS Route 251 and CR 42 where none now exists.	Town Highway Department installs signage.	Town Highway Superintendent	Short-term
4. Implement Transportation Management Program	Town Board / Village Board to meet independently with highway/street officials to determine steps required to implement and authorize as appropriate.	Town Board or Supervisor; Village Board or Mayor.	Short-term

Strategy	Action Required	Responsible Party	Priority
5. Consider the advisability of implementing of the (4) Alternative Scenarios for improving the deficiencies/needs identified in the transportation network.	Establish Strategic Planning Committee to review, evaluate and recommend the implementation of one or more alternatives. Work with Ontario County and/or NYSDOT to obtain their concurrence and financial commitment. Submit proposals to GTC for inclusion in GTC's long range Transportation Improvement Plan (TIP).	Town and Village Boards appoint Strategic Planning Committee. Town & Village Boards with assistance of Town Hwy. Supt. / Village DPW Supt. to obtain concurrence and financial commitment for local share form County / State and to prepare and submit proposals to GTC.	Mid-term
6. Implement the recommendations of the Victor Traffic Task Force and identify alternative funding streams required for implementation of prioritized projects. Implementation should take into account land use recommendations, particularly those included in this chapter.	Establish an Executive Committee to review, evaluate and recommend the implementation of one or more alternatives. Work with Ontario County and/or NYSDOT to obtain their concurrence and financial commitment. Submit proposals to GTC for inclusion in GTC's long range Transportation Improvement Plan (TIP). Explore and identify alternative funding streams.	Town and Village Board	Immediate
7. Amend zoning regulations to ensure that permitted uses within each district is cohesive with the highways and roadways that adjoin, serve and provide access to properties within each district.	Develop and recommends revisions to the Town and Village land use regulations with regard to permitted uses within each Zoning District as necessary to ensure cohesiveness..	Town and Village Planning Boards develop and recommend revisions. Town and Village Board enact revisions.	Short-term

Strategy	Action Required	Responsible Party	Priority
8. Implement Transportation Demand Management Strategies	Develop and implement a public promotional campaign to encourage residents to utilize ridesharing, public transit, and cycling as alternatives to the use of motor vehicles. The promotional campaign should also encourage businesses to consider offering employees flexible work shifts.	Town and Village Boards.	Short-term and ongoing
9. Encourage CATS to implement the recommendations in the CATS Route Analysis and Service Improvement Plan.	Meet with CATS and RGRTA officials to encourage the implementation of the recommendations. Enact a resolution in support of the implementation of recommendations.	Town and Village Boards.	Long-term
10. Amend sections of the Town's land use regulations to support and facilitate improved transportation and land use connections, more sustainable forms of transportation and more efficient use of motor vehicles and public transit. Encourage the Village to do so as well.	Develop and enact amendments to the Town's and Village's land use regulations.	Town and Village Planning Boards develop and recommend amendments. Town and Village Boards enact amendments.	Short-term
11. Support Victor Hiking Trails, Inc., the Walkable Communities Committee, and the Genesee Transportation Council in their efforts to develop plans and to implement projects that will interconnect existing sidewalks and trails to provide a more complete and integrated sidewalk and trail network.	Identify opportunities for expanding the trails and sidewalk network, develop plans for trail/sidewalk projects and seek funding through GTC and other appropriate sources.	Victor Hiking Trails, Inc., Walkable Communities Committee and Town Recreation Department (as appropriate) to develop plans and projects. Town and Village Boards to assist with grant/funding applications.	On-going

VICTOR TRANSPORTATION SYSTEM PLAN

Technical Approach

This transportation component is being developed to analyze the safe, reliable, timely, and efficient movement of people and goods in the Town and Village of Victor. The following items have been developed to assess the Town's transportation network:

- An inventory of the existing transportation conditions;
- An assessment of needs and opportunities; and
- Improvement Strategies and Improvement Recommendations.

The existing conditions inventory was conducted to identify the needs and opportunities of the transportation network which were then used to develop improvement strategies. Improvement recommendations included the implementation of new policies and regulatory strategies and the implementation transportation alternatives.

The transportation alternative analysis supports implementation of the signal coordination and timing optimization phases of the Signal Coordination alternative (this alternative has been partly implemented since this plan was originally authored in 2009). The ITS phase of the Signal Coordination alternative along with the DDI alternative are recommended as long term projects given the forecasted growth. It is also highly recommended to implement the Safety Improvements scenario at some point of time between the Signal Coordination and DDI alternatives.

The results of the evaluation determined that current studies/improvements, the implementation of new policies/regulatory strategies, and the implementation of the recommended alternatives will improve the transportation network and the future of the Victor community.

The primary focus of this plan is upon conditions within the Town and Villages of Victor and the associated steps that each municipality may take to improve transportation within their community in the future. Among the recommendations and strategies identified in this plan are some that are primarily within the jurisdiction of other governmental entities, agencies and/or planning authorities. Victor has identified and characterized these needs and recommendations recognizing the interdependent nature of transportation systems as well as the role played by local priorities and needs in regional decision-making regarding investments in the transportation system.

Existing Transportation Network

An extensive regional transportation network connects the Town of Victor with nearby major centers of activity, such as the City of Rochester, and provides access to local destinations. The transportation network is comprised of the following components: (a) interstate highways [the NYS Thruway (I-90) and Interstate 490], (b) minor arterial highways (NYS Routes 96, 251 and 444), (c)

collector streets and roads, (d) local streets and roadways, (e) highway and roadway bridges, (f) on-street and off-street parking facilities, (g) sidewalks, (h) pedestrian and bicycle trails, and (i) public transit systems and services. A description of the network components follows. See Section II.1. on page 19 for greater detail.

Highways, Roads and Streets

Highways and roadways are categorized based on the following functional classification system.

- Principal Arterials:
  - Provide high volume/speed interregional travel.
- Minor Arterials:
  - Connect the principal arterials.
  - Provide access to commercial and industrial developments in the commercial high intensity and commercial industrial land use zones.
  - Primarily do not travel through residential land use zones.
- Collectors:
  - Collect traffic from the residential land use zones.
  - Provide traffic from local streets in residential neighborhoods, access to arterials.
  - Serve commercial and industrial developments in the commercial industrial land use zone.
- Local Roads:
  - Primarily provide direct access to abutting lands and serve local travel over relatively short distances.

At the heart of the Town of Victor are two principal arterial highways, i.e., the New York State Thruway (I-90) and Interstate Route 490 (I-490). These roads are expressways providing interstate travel. The New York State Thruway is the major east/west corridor in New York State extending from Buffalo to Albany. Interstate Route 490 connects I-90 to major destinations within Monroe County including the City of Rochester. There are two interchanges in the Town of Victor providing access to these interstate highways; these interchanges are:

- I-90 Interchange 45
- I-490 Interchange 29

The remaining roadway network consists of the following minor arterials, collectors, and local roads:

NYS Route 96

NYS Route 96 is the backbone of the transportation network. It is classified as an Urban Minor Arterial. A minor arterial connects and augments the principal arterial system (I-90, I-490). A minor arterial places more emphasis on land access than a principal arterial.

NYS Route 96 is a heavily traveled commuter and commercial corridor traveling through both the Town and Village of Victor connecting I-90 and I-490 to the other area roadways. It is the main route serving regional traffic traveling to/from the north and east of the Town of Victor. Additionally, NYS Route 96 provides access to a significant amount of commercial development in the Town and Village of Victor including Eastview Mall.

NYS Route 251

NYS Route 251 is classified as an Urban Minor Arterial. It is the main route serving regional traffic traveling to/from the west of the Town of Victor connecting I-390 and NYS Route 96. NYS Route 251 provides access to a significant amount of business and industrial development.

NYS Route 444

NYS Route 444 is classified as an Urban Minor Arterial. It is the main route serving regional traffic traveling to/from the south of the Town of Victor connecting NYS Routes 5/20 in the Village of Bloomfield to NYS Route 96.

County Route 42

County Route 42 is classified as an Urban Collector. A collector provides traffic from local streets in residential neighborhoods, access to arterials and serves commercial and industrial developments. A significant amount business and industrial development is located between NYS Route 251 and NYS Route 96.

County Route 41 (Boughton Hill Road)

County Route 41 is classified as a Rural Collector. County Route 41 connects eastbound/westbound local traffic to NYS Route 444 in the Town of Victor and other regional arterials such as NYS Route 332 in Farmington. County Route 41 is used as an alternate east/west route for NYS Route 96 to avoid the congestion on NYS Route 96 in the Village of Victor.

County Route 9 (Church Street and Lynaugh Road, Victor Egypt Road)

County Route 9 is classified as an Urban Collector. County Route 9 connects NYS Route 96 in the Village of Victor to NYS Route 31 in the Town of Perinton, providing access to residential and commercial developments.

High Street

High Street is classified as an Urban Collector. High Street connects NYS Route 96 in the Village of Victor to NYS Route 96 adjacent to Eastview Mall providing access primarily to residential developments. It is used as an alternate route for NYS Route 96 to avoid congestion.

Plastermill Road/Brownsville Road

Plastermill Road/Brownsville Road is classified as an Urban/Rural Collector. Plastermill Road/Brownsville Road connects NYS Route 96 in the Town of Victor to the County Route 8 in the Town of Farmington.

Local Roads

The remaining study segments are classified as Local Roads. Local Roads primarily provide direct access to abutting lands and serve local travel over relatively short distances. The Local Roads in this study have either seen an increase in traffic and/or development or are used as alternate routes to the major roads in the Town of Victor.

Highway Bridges

Thirteen (13) highway bridges within the Town of Victor roadway study area were identified. Three of the (3) of the bridges are part of the NYS Thruway, four (4) are located along NYS Route 96, one (1) is located along Route 444, two (2) are located along CR 42 (Main Street Fishers), one (1) on Dryer Road and one (1) on Plastermill Road.

Intersection Traffic Control Devices

Intersection traffic control on the study area was inventoried. Eleven (11) of the intersections are controlled by signalized devices which include the following intersections:

- NYS Route 96 / Commons Boulevard
- NYS Route 96 / Turk Hill Road
- NYS Route 96 / Cobblestone Court
- NYS Route 96 / High Street
- NYS Route 96 / Hampton Inn
- NYS Route 96 / CR 42 (Main Street Fishers)
- NYS Route 96 / NYS Route 251
- NYS Route 96 (Main Street) / High Street
- NYS Route 96 / School Street

- NYS Route 96 / NYS Route 444
- CR 42 (Main Street Fishers) / Phillips Road

Two (2) intersections within the study area are controlled by flashing intersection control beacons. These intersections are:

- NYS Route 444 / CR 41 (Boughton Hill Road)
- High Street / Lane Road

All other intersections within the study area are controlled by stop signs. See Section II.3.B. on pages 29 and 30, and II.8.C. on pages 69 and 70.

Bicycle and Pedestrian Access

Sidewalks exist within the Village on Main St., Church St., High St., Maple Ave., and streets east of Maple Ave. in the southernmost portion of the village. Sidewalks existing only in small isolated pockets in the rest of the Town, mostly contained within residential developments. An extensive network of multi-use and hiking trails serves several areas of the Town. See Section II.6. on pages 60-62.

The portion of the Lehigh Valley Regional Trailway within Victor is owned by the Town and maintained by the Town and Victor Hiking Trails, Inc. Other hiking trails have been developed and maintained by the Town and Victor Hiking Trails, Inc., including the Auburn Trail and Seneca Trail.

A connection of the Auburn Trail to the Lehigh Valley Trail, in the Town of Mendon, was completed in 2009. A connection to provide a link from the Auburn Trail Extension at Railroad Mills Road to the trail network located at Powder Mills Park in the Town of Perinton, with improvements and connections to intersecting public roadways and adjoining key destination points, will be constructed in the near future. Approvals are expected at the end of 2010.

Public Parking

Public parking is provided only within the central business district of the Village. Public parking lots, located on the north and south sides of Main Streets, are situated behind the store fronts that face Main Street. On-street parking is also available along either side of portions of Main Street in the downtown business district. See Section II.5. on page 59.

Public Transportation Services

Public transportation is an important component of the transportation network. It is an accessible transportation option for the physically challenged and those who do not own an automobile and may minimize roadway deterioration and congestion.

The Town of Victor is served by the County Area Transit System (CATS) and the Regional Transit Service (RTS). There are two CATS bus routes and one RTS bus route along NYS Route 96; CATS Route 3, CATS Route 7 and RTS Route 92. The bus routes are presented in **Figure 11** in on page 84. The following is a summary of the public transportation system for the transportation network.

Route Descriptions

The following is a brief description of each route:

CATS Route 3: This route travels between the City of Canandaigua and Eastview Mall via NYS Route 332 and NYS Route 96. It runs seven days a week, year round and has the following schedule:

- Monday – Thursday: Six roundtrips between 6:30 a.m. and 6:30 p.m.
- Friday: Seven roundtrips between 6:30 a.m. and 8:30 p.m.
- Saturday: Five roundtrips between 9:30 a.m. and 8:30 p.m.
- Sunday: Four trips between 9:30 a.m. and 6:00 p.m.

CATS Route 7: This route travels between City of Canandaigua and Eastview Mall via NYS Route 5/20, NYS Route 444, and NYS Route 96. It runs year round on weekdays only. There is currently one a.m. outbound trip from Eastview Mall and one p.m. inbound trip from the City of Canandaigua.

RTS Route 92: This route travels between Downtown Rochester and Eastview Mall via I-490 and NYS Route 96 in Bushnells Basin. This route runs year round on weekdays and Saturdays only and has the following schedule:

- Monday – Friday: Ten roundtrips between 5:55 a.m. and 7:05 p.m.
- Saturday: Four roundtrips between 9:30 a.m. and 10:20 p.m.

See Section II.7. on pages 63-67 for greater detail. Figure 11 on page 84 contains a map on which the above three bus routes are depicted.

Existing conditions and findings

A an extensive assessment was undertaken which focused exclusively on the major and more significant roadways within the Town in order to determine existing conditions and to identify deficiencies to be addressed during the time horizon of this Comprehensive Plan. The roadways examined included:

- NYS Route 96
- NYS Route 251
- Cork Road
- Dryer Road

- NYS Route 444
- CR 42
- CR 41
- CR 9 (Victor-Egypt Road)
- Phillips Road
- Valentown Road
- Main Street Fishers
- Lane Road
- High Street
- Church Street
- Lynaugh Road
- Plastermill Road
- Brownsville Road

As the existing conditions assessment is extensive and detailed, only the findings are presented in a summary format in this chapter. A more detailed description of the assessment methodology and findings is contained in Section II.2. on pages 25-28.

Roadway and Bridge Conditions

An examination of the highways and roadways that were assessed revealed that most have *good* to *excellent* pavement conditions with the following *exceptions* which have fair or poor pavement conditions:

- NYS Route 252 - poor
- NYS 444 - fair
- Valentown Road - fair
- Main Street Fishers – fair
- Dryer Road – fair
- Lane Road – fair
- High Street - fair
- Church Street - fair
- Lynaugh Road - fair

NYSDOT Bridge Inventory & Inspection System documentation was utilized to identify deficient bridges. The following represents a list of the *deficient* bridges discovered along the roadways that were assessed.

- I-90 bridge over High Street
- I-90 bridge over CR 9 (Victor-Egypt Road)
- I-90 bridge over Brownsville Road
- NYS Route 444 (Maple Avenue) bridge over Great Brook
- Main Street Fishers bridge over Irondequoit Creek 1
  (Note, the Main Street Fishers bridge is programmed in the Genesee Transportation Council's 2007-2012 Transportation Plan for reconstruction.)

See Section II.2.B. on page 27.

Roadway Operational Analysis Findings

The operational analysis involved examining highway capacity, volumes of traffic, speed of traffic, and accident rates.

Roadway capacity assessment is the best measurement of congestion on a roadway. Traffic volumes are an important component in the determination of capacity and safety issues. Most capacity and safety issues are related to the traffic volume on a roadway segment. Congestion and delay worsen as traffic volumes approach the maximum volume that a roadway can accommodate (capacity). The speed on a roadway segment is also a good measure of the operation of a roadway segment. Travel speeds will be at or above the posted speed limit on roadways with high amounts of available capacity. Congested roadways with high delays will experience low travel speeds. Travel speed is also a good indicator of the operation of traffic signals. Low travel speeds may indicate poor progression on roadways with multiple traffic signals. The operational analysis of the highways and roadways revealed the following.

Generally, travel speeds were consistent throughout the day along all of the roadways examined except for three (3) exceptions. Drivers typically traveled at or above the speed limit on all of the remaining study segments. Speeds typically ranged from the speed limit to ten miles per hour above the speed limit; indicating good capacity on the roadways. Nearly all were found to be operating under their capacity with regard to volume of traffic they carry. The following represent the three (3) *exceptions*:

- NYS Route 96: Between I-490- and High Street – Operates at or near capacity
- NYS Route 96: Between High Street and Maple Avenue (Route 444) – Operates over capacity
- CR 42 Between Phillips Road and NYS Route 96 – Operates near capacity

NYS Route 96 experienced slower travel speeds and localized congestion during the peak travel periods due to the traffic signals and heavy commuter usage. In general, the slowest travel speeds were experienced in the vicinity of the Village of Victor and the highest travel speeds were experienced along the segment between Route 251 and the Hampton Inn Entrance.

Accident screening was completed to determine locations with safety deficiencies. The screening used accident data from the New York State Department of Transportation's (NYSDOT) Accident Location Information System (ALIS) for the most current three-year period (07/01/05-06/30/08) on file. The screening was divided into roadway segments and key intersections within the study area. Key intersections are intersections of either two study roadway segments or high volume roadways that contained a significant number of accidents and were not representative of the remainder of the roadway segment.

It was discovered that vehicular accident rates exceeding NYSDOT averages for similar types of roadways and intersections have occurred within a significant number of the roadway segments and

at most of the intersections that were examined. The following list identifies the roadway segments along which the accident rates *exceeded* the NYSDOT averages.

- NYS Route 96 between School Street and Maple Street
- NYS Route 251 between the Town line and Phillips Road
- NYS Route 251 from Cork Road to NYS Route 96
- NYS Route 444 between the Town line and NYS Route 96
- CR 42 between Phillips Road and NYS Route 96
- CR 41 between the Town line (eastside) and NYS Route 444
- CR 9 (Victor-Egypt Road) between Church Street and Gillis Road
- Dryer Road between Cork Road and NYS Route 444
- High Street between Lane Road to Gillis Road
- Plastermill Road between NYS Route 96 and Brownsville Road
- Brownsville Road between Plastermill Road to Town line

Further examination, however, revealed that many of the roadways with accident rates above the statewide average involved a high number of collisions with animals. This is a common occurrence on routes that are rural or on the border between rural and urban developed areas and not attributable to high or excessive volumes of traffic traveling on these roadways.

The accident rates at *nearly all* of the intersections examined *exceeded* the NYSDOT averages for similar types of intersections with the *exception* of two intersections, i.e., (a) NYS Route 96 at High Street (North) and (b) CR 42 a/k/a Mains Street Fisher and Wangum Road. Noteworthy, however, is the fact that many of the key intersections with accident rates over the statewide average are low volume intersections with a low number of accidents. The low volume drastically inflates the accident rate for these locations. See Section II starting on page 19.

Safety Deficient Locations

The accident screening identified locations with high accident rates (unrelated to accidents involving animals), fatal accidents, and/or a high number of pedestrian/bicycle accidents pointing to safety deficiencies. These locations include both road segments or intersections or combinations of both and include the following:

- NYS Route 96: Turk Hill Road to Cobblestone Court
- NYS Route 96/I-490 Westbound Off-ramp Intersection
- NYS Route 96: High Street to Maple Avenue (NYS Route 444)
- NYS Route 96: Maple Avenue (NYS Route 444) to Lynaugh Road
- NYS Route 444: Dryer Road to NYS Route 96 (Main Street)
- CR 42: Phillips Road to NYS Route 96
- High Street: Lane Road to Gillis Road

See Section II.3.G. on page 42.

Signage Conditions

The regulatory, warning, and guide signs examined in the study area appeared to be legible and placed logically to inform drivers of roadway regulations, hazards, and route/road locations except at the following location:

- Philips Road: NYS Route 251 to CR 42 (Main Street Fishers) has no posted speed limit signs.

See Section II.3.A. on page 29.

Public Parking

There is an overabundance of parking spaced in downtown Victor according to a survey performed in the fall of 2008 for the joint Town and Village comprehensive plan. The survey tracked the utilization of every public space within downtown during five different days and times. An average occupancy of 85 percent is considered ideal. The survey revealed occupancies in the downtown public parking lots that ranged from a low of 16 percent to a high of 56 percent. See Section II.5. on page 59.

Complete Streets - Bicycle and Pedestrian Conditions

Few roads in Victor are pedestrian- or bicycle-friendly outside of the Village. Sidewalks existing only in small isolated pockets in the rest of the Town. Although an extensive network of multi-use and hiking trails serves several areas of the Town, portions remain unconnected. There is a significant need to connect parks and neighborhoods by walking / biking paths or sidewalks so that those of all ages have access to recreational opportunities. This adheres to current community planning principles and was requested by residents in the 2006 survey. See Section II.6. on pages 60-62.

Zoning and Land Use Regulations

Various types of land uses and zoning regulations can and do effect the efficiency of a community's transportation network. Poorly designed or poorly located commercial and/or residential developments can create impediments to the flow of traffic which contribute to traffic congestion. Other design features or lack of features may impede pedestrian and/or bicycle movement or discourage the use of public transit. Well designed development in appropriate locations with appropriate amenities can encourage increased walking or cycling as well as increased use of public transit all of which will contribute to reduced traffic congestion.

The Village's and Town's zoning and land use regulations were analyses in conjunction with the traffic study performed for this comprehensive plan. Several deficiencies in the regulations as they impact on transportation were identified. The detailed analysis may be found in Section II.8. on pages 67-70. Specific recommendations are found under Strategy 58 in the Goals and Strategies Section of this chapter.

Relevant Plans and Studies

Alternative Scenarios Study

As part of the preparation this Comprehensive Plan, four alternative scenarios were developed to address specific deficiencies/needs within the transportation network created by congestion on NYS Route 96 and were analyzed to provide options ranging from immediate fixes to long range fixes.
Each of the alternatives was rated using several criteria including: (a) cohesiveness (compatibility) with adjoining land use, (b) consistency with proposed policy and regulatory strategies, (c) physical conditions benefits, (d) safety benefits, (e) pedestrian benefits, (f) ease of implementation and (g) cost. The four alternatives are identified below, followed by the cost to implement each and the score that resulted from the rating. The alternatives are presented in rank order from the highest to the lowest score.

- I-490 Interchange 29 Reconfiguration [Cost-$4 million / Score-24]
    1. Installation of a diverging diamond interchange

- Improved Operations on NYS Route 96 – Implementation of Signal Coordination and ITS (contained in the NYS Route 96 Traffic Signalization Study) [Cost-$1.101 million / Score - 23]
    1. Coordination of signals on NYS Route 96
    2. Updating of signal timing on NYS Route 96
    3. Implementation of ITS Signal Communication Strategy

- Improved Safety on Alternate Routes – Alternate Route Intersection Safety Improvements [Cost - $800,000 / Score - 20]
    1. Installation of a roundabout at the intersection of NYS Route 251 and Cork Road.
    2. Realignment of the Cork Road/Modock Road intersection to a standard T intersection

- No Build [Cost-$0 / Score -15]

One feasible solution has been examined for each scenario; other feasible solutions may exist for each scenario and should be examined in future studies. See Section IV.2. starting on page 75.

NYS Route 96 Traffic Signal Coordination Study

Intelligent Transportation Systems (ITS) technology has emerged as an important tool for transportation operational improvements in the region. ITS consists of communications and information technologies used to improve the management and performance of transportation systems.

As part of the NYS Route 96 Traffic Signal Coordination Study conducted in 2007, the existing and proposed ITS technologies in the area were cataloged and reviewed to determine a recommended communication strategy between the intersections along the NYS Route 96 corridor, and from the corridor to the Regional Traffic Operations Center (RTOC).
The communication strategy recommended connecting the traffic signals to one another through the new fiber optic line installed by the Finger Lakes Regional Development Corporation (FLRDC) in Ontario County.

Once the traffic signals are connected to one another, a communication strategy was identified to connect to the RTOC through an existing New York State Thruway Authority (NYSTA) fiber optic line that crosses Route 96 near Main Street Fishers. The NYSTA fiber optic line would then carry the traffic signal data to I-390. From I-390, the signal data would follow a new fiber optic line on I-390 eventually connecting to the existing NYSDOT fiber optic line near Jefferson Road. Connecting to the existing NYSDOT fiber optic line, the signal data can follow NYSDOT infrastructure to the RTOC. All agencies were contacted during the study and showed interest and a willingness to work together to put agreements in place that could make the connection a reality. **Figure 4** on page 31 shows the recommended fiber optic path from NYS Route 96 to the RTOC.

NYS Route 250 Corridor Study

This study was completed in 2008. Recommendations impacting the Town of Victor include consideration of an extension of NYS Route 250 into the Eastview Commons/Eastview Mall developments to connect to the road that now divides the Home Depot and Staples stores. This is recommended to reduce traffic volumes on NYS Route 96 between NYS Route 250 and the Eastview Commons entrance and on Turk Hill Road.

CATS Route Analysis and Service Improvement Plan

The objective of this study was to complete a detailed review of CATS transit services to improve efficiency, enhance service levels for existing and new riders, and advance the strategies of the Coordinated Public Transit/Human. The plan contains several recommendations that would provide for increased levels of transit services for increasing the level of service along the Route 96 corridor and within the Town of Victor. More detailed explanation of the recommendations may be found under Strategy 57 in this chapter.

Parks and Recreation Master Plan

Opportunities exist for the expansion of the trails network in Victor to link many neighborhoods with other neighborhoods, parks, and other attractions. Additional trails may be destinations offering things to do or see. Inter-municipal coordination, planning, and financing are necessary to link important regional and multi-town trails and to enhance qualification for grants-in-aid. Outstanding potential opportunities have been identified for regional linkages, particularly to the north and southeast. Victor Hiking Trails, Inc. is actively collaborating with regional and neighboring trails organizations to enable these linkages as integral parts of its trail network.

The 2007 Town of Victor Parks and Recreation Master Plan establishes the foundation for Victor's bicycle and pedestrian environment. A Trails Master Plan completed in 2007 makes recommendations for connections to the existing network of trails where connections do not now exist.

The Town's Transportation Plan and Walkable Communities Initiative supplements and makes recommendations that can enhance access to local recreational opportunities. Relevant recommendations include: "provide greater pedestrian connectivity in new subdivisions and promote / require pedestrian / bicycle / transit-friendly design in all new developments and re-developments."

TRANSPORTATION INVENTORY

I. Traffic Study and Analysis

The description of the existing transportation network, the existing conditions of the components that comprise the network, and the findings and needs identified in the Transportation Chapter are based on a detailed traffic study and analysis that was conducted for this Comprehensive Plan. The following presents the details of the study and evaluation that was conducted.

II. Existing conditions inventory

This assessment of the Town of Victor's existing transportation network includes the following components:

- Description of Transportation Network
- Roadway & Bridge Physical Conditions
- Operational Characteristics
- NYS Thruway Interchange 45 and Interstate 490 Interchange 29
- Parking Data
- Bicycle and Pedestrian Provisions
- Public Transportation
- Regulatory Framework
- Planned Transportation Improvements

Existing transportation conditions will be used to assess transportation needs.

II.1. Description of Transportation Network

The Town of Victor is located in the northwest corner of Ontario County, New York. It is bordered by the Towns of Perinton and Mendon in Monroe County to the north and west, the Towns of East and West Bloomfield to the south and the Town of Farmington to the east. An extensive regional transportation network connects the Town of Victor with nearby major centers of activity, such as the City of Rochester, and provides access to local destinations.

At the heart of the Town of Victor are the New York State Thruway (I-90) and Interstate Route 490 (I-490). These roads are expressways providing interstate travel. The New York State Thruway is the major east/west corridor in New York State extending from Buffalo to Albany. Interstate Route 490 connects I-90 to major destinations within Monroe County including the City of Rochester. There are two interchanges in the Town of Victor providing access to these interstate highways:

- I-90 Interchange 45
- I-490 Interchange 29

The remaining roadway network consists of minor arterials, collectors, and local roads. These roadways will be examined for physical conditions and operational characteristics in this study.

Figure 1 is a Roadway Functional Classification Map depictng these functional classifications.

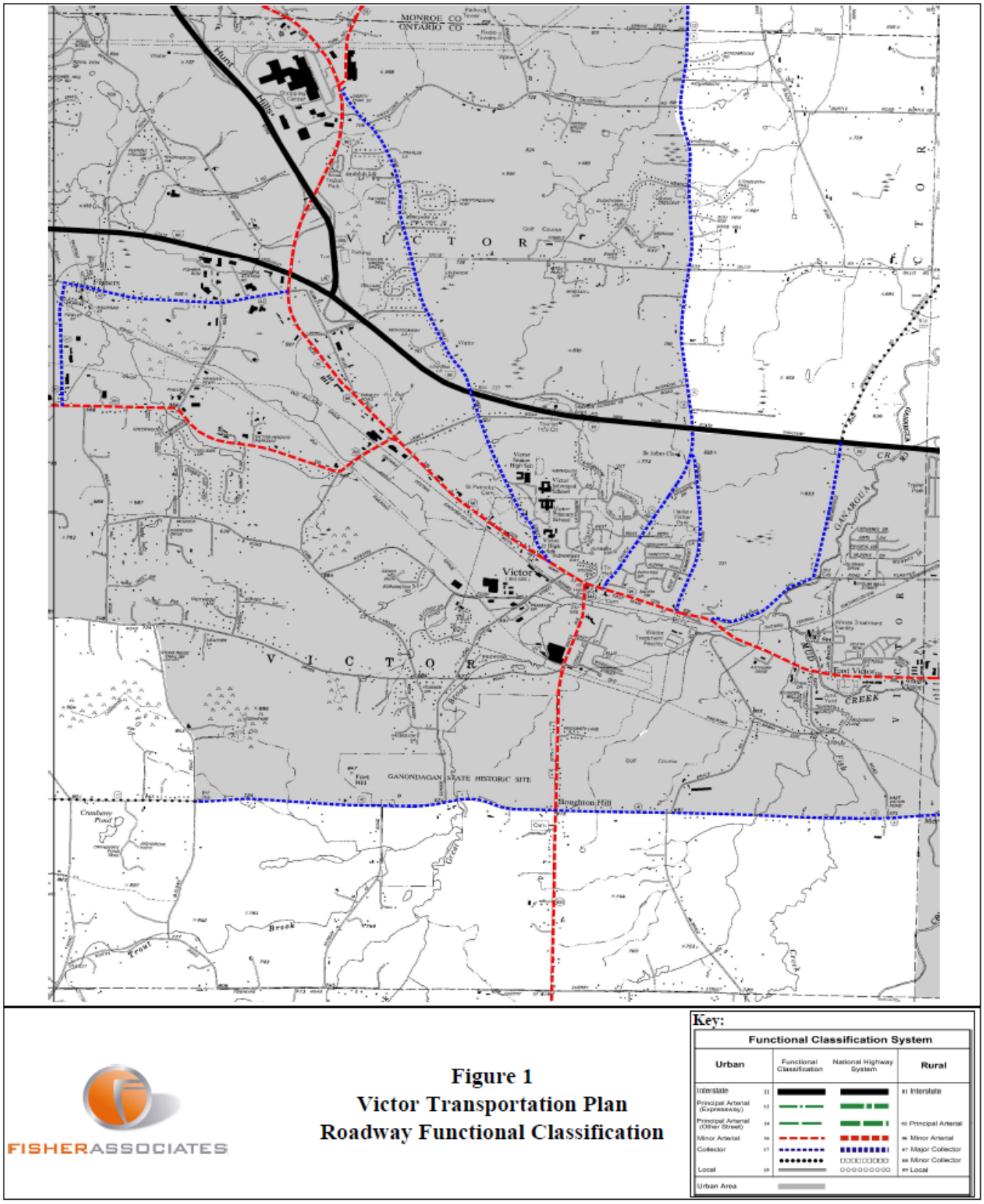

Table 1 summarizes the roadway segments that will be analyzed in this study.

Table 1
Study Roadway Segments

Jurisdiction	Street Name	Segment	
State Roads	NYS Route 96	1	Victor Town Line to Turk Hill Road
		2	Turk Hill Road to High Street
		3	High Street to NYS Route 490/I-90
		4	NYS Route 490/I-90 to Main Street Fishers (CR 42)
		5	Main Street Fishers (CR 42) to Victor-Mendon Road (NYS Route 251)
		6	Victor-Mendon Road (NYS Route 251) to High Street
		7	High Street to Maple Avenue (NYS Route 444)
		8	Maple Avenue (NYS Route 444) to Victor Town Line
	NYS Route 251	9	Victor Town Line to Wangum Road (CR 42)
		10	Wangum Road to Phillips Road
		11	Phillips Road to NYS Route 96
	NYS Route 444	12	Victor Town Line to Boughton Hill Road (CR 41)
		13	Boughton Hill Road to NYS Route 96 (Main Street)
County Roads	CR 42	14	NYS Route 251 to Main Street Fishers
		15	Wangum Road to Phillips Road
		16	Phillips Road to NYS Route 96
	CR 41 (Boughton Hill Road)	17	VictorTown Line to Strong Road
		18	Strong Road to NYS Route 444
		19	NYS Route 444 to Victor Town Line
	CR 9 (Victor Egypt Road)	20	Church Street to Gillis Road
		21	Gillis Road to Valentown Road
		22	Valentown Road to Victor Town Line
Town/Village Roads	Phillips Road	23	NYS Route 251 to Main Street Fishers (CR 42)
	Valentown Road	24	High Street to Victor Egypt Road (CR 9)
	Main Street Fishers	25	Fishers Road to Victor town line
	Cork Road	26	Dryer Road to NYS Route 251
	Dryer Road	27	Cork Road to NYS Route 444
	Lane Road	28	NYS Route 96 to High Street
	High Street	29	NYS Route 96 (Main Street) to Lane Road
		30	Lane Road to Gillis Road
		31	Gillis Road to NYS Route 96
	Gillis Street	32	High Street to CR 9
		33	CR 9 to Victor Town Line
	Church Street	34	NYS Route 96 (Main Street) to Victor Egypt Road
	Lynaugh Road	35	NYS Route 96 (Main Street) to Victor Egypt Road
	Plastermill Road	36	NYS Route 96 to Brownsville Road
	Brownsville Road	37	Plastermill Road to Victor Town Line
	Plastermill Road	38	Brownsville Road to Victor Town Line

Figure 2 is a Study Area Map summarizing the 38 study roadway segments.

The following is a description of the roadways that compromise the study roadway segments.

NYS Route 96

NYS Route 96 is the backbone of the transportation network. It is classified as an Urban Minor Arterial. A minor arterial connects and augments the principal arterial system (I-90, I-490). A minor arterial places more emphasis on land access than a principal arterial.

NYS Route 96 is a heavily traveled commuter and commercial corridor traveling through both the Town and Village of Victor connecting I-90 and I-490 to the other area roadways. It is the main route serving regional traffic traveling to/from the north and east of the Town of Victor. Additionally, NYS Route 96 provides access to a significant amount of commercial development in the Town and Village of Victor including Eastview Mall.

NYS Route 251

NYS Route 251 is classified as an Urban Minor Arterial. It is the main route serving regional traffic traveling to/from the west of the Town of Victor connecting I-390 and NYS Route 96. NYS Route 251 provides access to a significant amount of business and industrial development.

NYS Route 444

NYS Route 444 is classified as an Urban Minor Arterial. It is the main route serving regional traffic traveling to/from the south of the Town of Victor connecting NYS Routes 5/20 in the Village of Bloomfield to NYS Route 96.

County Route 42

County Route 42 is classified as an Urban Collector. A collector provides traffic from local streets in residential neighborhoods, access to arterials and serves commercial and industrial developments. A significant amount business and industrial development is located between NYS Route 251 and NYS Route 96.

County Route 41 (Boughton Hill Road)

County Route 41 is classified as a Rural Collector. County Route 41 connects eastbound/westbound local traffic to NYS Route 444 in the Town of Victor and other regional arterials such as NYS Route 332 in Farmington. County Route 41 is used as an alternate east/west route for NYS Route 96 to avoid the congestion on NYS Route 96 in the Village of Victor.

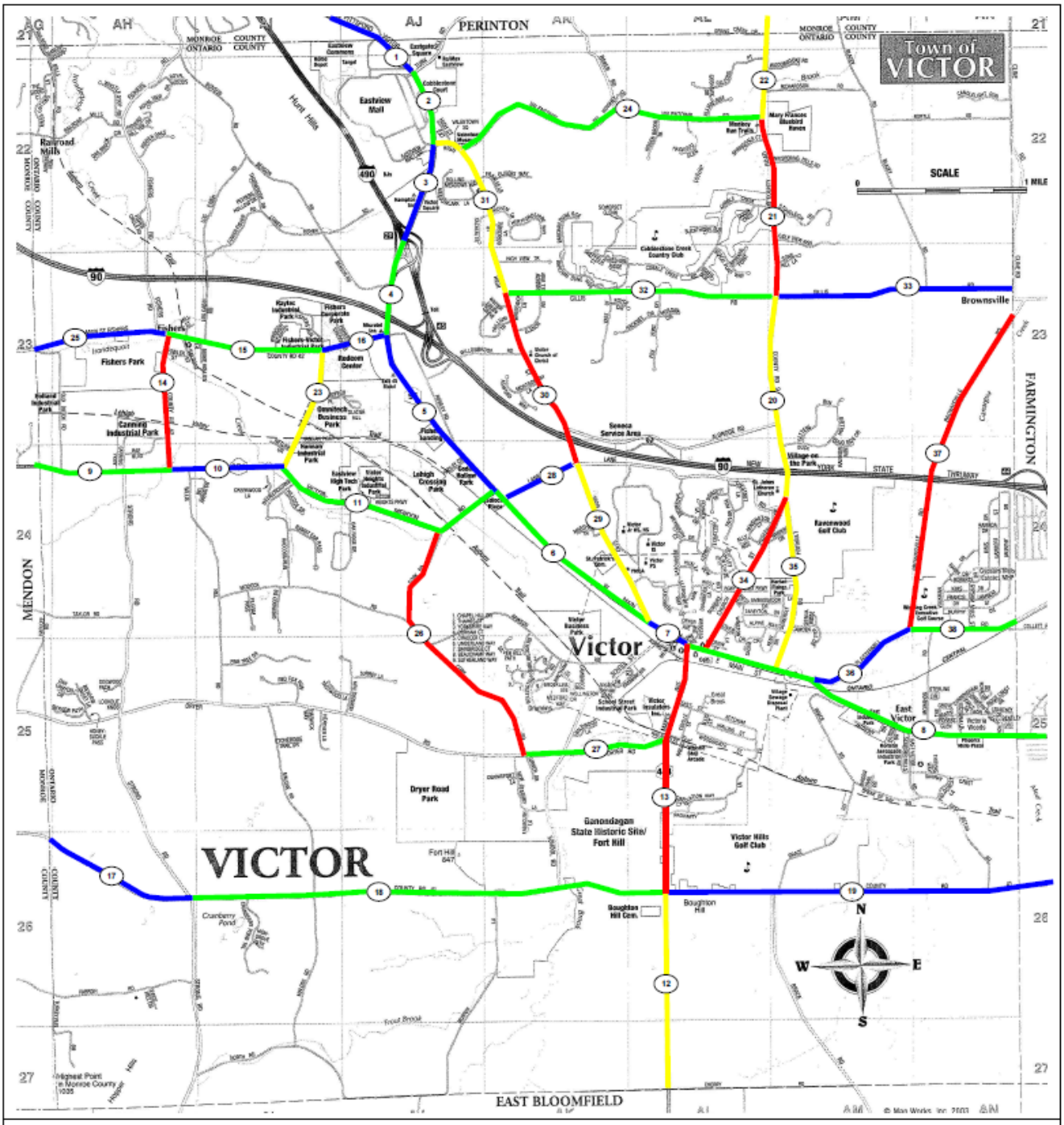

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Figure 2
Victor Transportation Plan
Study Roadway Segments

Key:
: East/West Roadway Segments
: North/South Roadway Segments

County Route 9 (Church Street and Lynaugh Road, Victor Egypt Road)

County Route 9 is classified as an Urban Collector. County Route 9 connects NYS Route 96 in the Village of Victor to NYS Route 31 in the Town of Perinton, providing access to residential and commercial developments.

High Street

High Street is classified as an Urban Collector. High Street connects NYS Route 96 in the Village of Victor to NYS Route 96 adjacent to Eastview Mall providing access primarily to residential developments. It is used as an alternate route for NYS Route 96 to avoid congestion.

Plastermill Road/Brownsville Road

Plastermill Road/Brownsville Road is classified as an Urban/Rural Collector. Plastermill Road/Brownsville Road connects NYS Route 96 in the Town of Victor to the County Route 8 in the Town of Farmington.

Local Roads

The remaining study segments are classified as Local Roads. Local Roads primarily provide direct access to abutting lands and serve local travel over relatively short distances. The Local Roads in this study have either seen an increase in traffic and/or development or are used as alternate routes to the major roads in the Town of Victor.

II.2. ROADWAY & BRIDGE PHYSICAL CONDITIONS

The physical condition of the roadways and bridges is an important component of the transportation network. It is essential to maintain the transportation networks roadways and bridges to ensure safe and efficient facilities and to minimize lifetime costs.

An inventory of the transportation networks roadway and bridge physical conditions determined that there are roadway segments and bridges within the transportation network that have fair or poor conditions, which will need to be addressed in the future. The following is a summary of the transportation networks roadway and bridge physical conditions.

A. Roadway Physical Conditions

The following attributes were included in the inventory:

- Number of lanes: Number of travel lanes on roadway segment.
- Divided/undivided: Distinction of whether roadway segment is divided or undivided.
- Curb: Presence of curbing on roadway segment.
- Shoulder: Presence of shoulders on roadway segment.
- Pavement Condition: Condition of pavement on roadway segment.

All roadway physical attributes were field inventoried except for pavement conditions. Pavement condition scores for all NYS Routes were obtained from the New York State Department of Transportations (NYSDOT) 2006 High Sufficiency Ratings. Sufficiency data is not available for the other roadways within the transportation network. Therefore, pavement conditions for the non-NYS roadways were determined from field inspections using the condition descriptions in the NYSDOT 2006 High Sufficiency Ratings.

Table 2 summarizes the roadway pavement condition descriptions in the NYSDOT 2006 High Sufficiency Ratings.

Table 2
Roadway Pavement Condition Descriptions

Rating	Condition Description
9 – 10	Excellent – No pavement distress
7 – 8	Good – Distress symptoms are beginning to show
6	Fair – Distress is clearly visible
1 – 5	Poor – Distress is frequent and may be severe

In general, it is desirable to maintain good pavement conditions through preventative maintenance. Fair and poor pavement conditions are not desirable as driving conditions will

deteriorate and more expensive repairs will be needed. Typical treatments for fair and poor pavement conditions are rehab and major repair/replacement, respectively.
Table 3 summarizes roadway physical attributes for the study roadway segments. Table 3 shows that there are numerous segments within the transportation network that have fair or poor conditions which will need to be addressed in the future; these segments are highlighted in gray.

Rehabilitation of NYS Route 251 from NYS Route 64 to NYS Route 96 is programmed in the Genesee Transportation Councils (GTC) 2007-2012 Transportation Improvement Plan (TIP).

A town funded two phase reconstruction of High Street is scheduled in the near future (approximately 2011/2012).

Table 3
Physical Roadway Attributes

Jurisdiction	Street Name		Segment	Number of Lanes	Divided/Undivided	Curb	Shoulder	Pavement Condition
State Roads	NYS Route 96	1	Victor Town Line to Turk Hill Road	4	Divided	Curbed Median	Yes	7: Good
		2	Turk Hill Road to High Street	4	Divided	Curbed Median	Yes	7: Good
		3	High Street to NYS Route 490/I-90	4	Divided	Curbed Median	Yes	8:Good
		4	NYS Route 490/I-90 to Main Street Fishers (CR 42)	4	Divided	Curbed Median	Yes	7: Good
		5	Main Street Fishers (CR 42) to Victor-Mendon Road (NYS Route 251)	4/2	Divided/Undivided	Yes, Curbed Median/No	Yes	7: Good
		6	Victor-Mendon Road (NYS Route 251) to High Street	2	Undivided	Yes (Northbound)	Yes	7: Good
		7	High Street to Maple Avenue (NYS Route 444)	2	Undivided	Yes	Yes	10: Excellent
		8	Maple Avenue (NYS Route 444) to Victor Town Line	2	Undivided	Yes/No	Yes	10: Excellent
	NYS Route 251	9	Victor Town Line to Wangum Road (CR 42)	2	Undivided	No	Yes	5: Poor
		10	Wangum Road to Phillips Road	2	Undivided	No	Yes	5: Poor
		11	Phillips Road to NYS Route 96	2	Undivided	No	Yes	5: Poor
	NYS Route 444	12	Victor Town Line to Boughton Hill Road (CR 41)	2	Undivided	No	Yes	6: Fair
		13	Boughton Hill Road to NYS Route 96 (Main Street)	2	Undivided	No/Yes	Yes	6: Fair
County Roads	CR 42	14	NYS Route 251 to Main Street Fishers	2	Undivided	No	Yes	Good
		15	Wangum Road to Phillips Road	2	Undivided	No	Yes	Good
		16	Phillips Road to NYS Route 96	2	Undivided	No	Yes	Good
	CR 41 (Boughton Hill Road)	17	VictorTown Line to Strong Road	2	Undivided	No	Yes	Good
		18	Strong Road to NYS Route 444	2	Undivided	No	Yes	Good
		19	NYS Route 444 to Victor Town Line	2	Undivided	No	Yes	Good
	CR 9 (Victor Egypt Road)	20	Church Street to Gillis Road	2	Undivided	No	Yes	Good
		21	Gillis Road to Valentown Road	2	Undivided	No	Yes	Good
		22	Valentown Road to Victor Town Line	2	Undivided	No	Yes	Good
Town/Village Roads	Phillips Road	23	NYS Route 251 to Main Street Fishers (CR 42)	2	Undivided	No	Yes	Good
	Valentown Road	24	High Street to Victor Egypt Road (CR 9)	2	Undivided	No	Yes	Fair
	Main Street Fishers	25	Fishers Road to Victor town line	2	Undivided	No	No	Fair
	Cork Road	26	Dryer Road to NYS Route 251	2	Undivided	No	Yes	Good
	Dryer Road	27	Cork Road to NYS Route 444	2	Undivided	No	No	Fair
	Lane Road	28	NYS Route 96 to High Street	2	Undivided	No	No	Fair
	High Street	29	NYS Route 96 (Main Street) to Lane Road	2	Undivided	No	Yes	Fair
		30	Lane Road to Gillis Road	2	Undivided	No	Yes	Fair
		31	Gillis Road to NYS Route 96	2	Undivided	No	Yes	Fair
	Gillis Street	32	High Street to CR 9	2	Undivided	No	Yes	Good
		33	CR 9 to Victor Town Line	2	Undivided	No	Yes	Good
	Church Street	34	NYS Route 96 (Main Street) to Victor Egypt Road	2	Undivided	No	No	Fair
	Lynaugh Road	35	NYS Route 96 (Main Street) to Victor Egypt Road	2	Undivided	No	Yes	Fair
	Plastermill Road	36	NYS Route 96 to Brownsville Road	2	Undivided	No	Yes	Good
	Brownsville Road	37	Plastermill Road to Victor Town Line	2	Undivided	No	Yes	Good
	Plastermill Road	38	Brownsville Road to Victor Town Line	2	Undivided	No	Yes	Good

Note: Segments may have a change in certain attributes from beginning to end such as a change in the number of lanes. These are denoted as begininning/end of the segment.

B. Bridge Physical Conditions

Federal bridge sufficiency ratings were documented for bridges on or over the study segments in the transportation network. Sufficiency ratings were obtained from the NYSDOT Bridge Inventory & Inspection System (Win Bolts).

In general, sufficiency ratings are on a scale of 1 to 100 percent, where 100 percent would represent an entirely sufficient bridge and zero percent would represent an entirely insufficient or deficient bridge. Ratings are based on factors related to the structural adequacy and safety of the bridge, the serviceability and functional obsolescence, and essentiality for public use. Bridges with sufficiency ratings below 50 and are deemed structurally deficient or functionally obsolete qualify for replacement. Bridges with sufficiency ratings below 80 and are deemed structurally deficient or functionally obsolete qualify for rehabilitation.

There were 13 bridges on or over the study segments in the transportation network.

Figure 3 is a summary of the bridges and their sufficiency ratings. Figure 2 on page 23 shows the following bridges within the transportation network that have sufficiency ratings below 80%:

- I-90 Bridge over High Street
- I-90 Bridge over CR 9 (Victor Egypt Road)
- I-90 Bridge over Brownsville Road
- NYS Route 444 (Maple Avenue) Bridge over Great Brook
- Main Street Fishers Bridge over Irondequoit Creek 1

The NYS Route 96 Bridge over Ontario Central Rail was reconstructed in 2008.

Reconstruction of the Main Street Fishers Bridge over Irondequoit Creek is programmed in the Genesee Transportation Councils (GTC) 2007-2012 Transportation Improvement Plan (TIP).

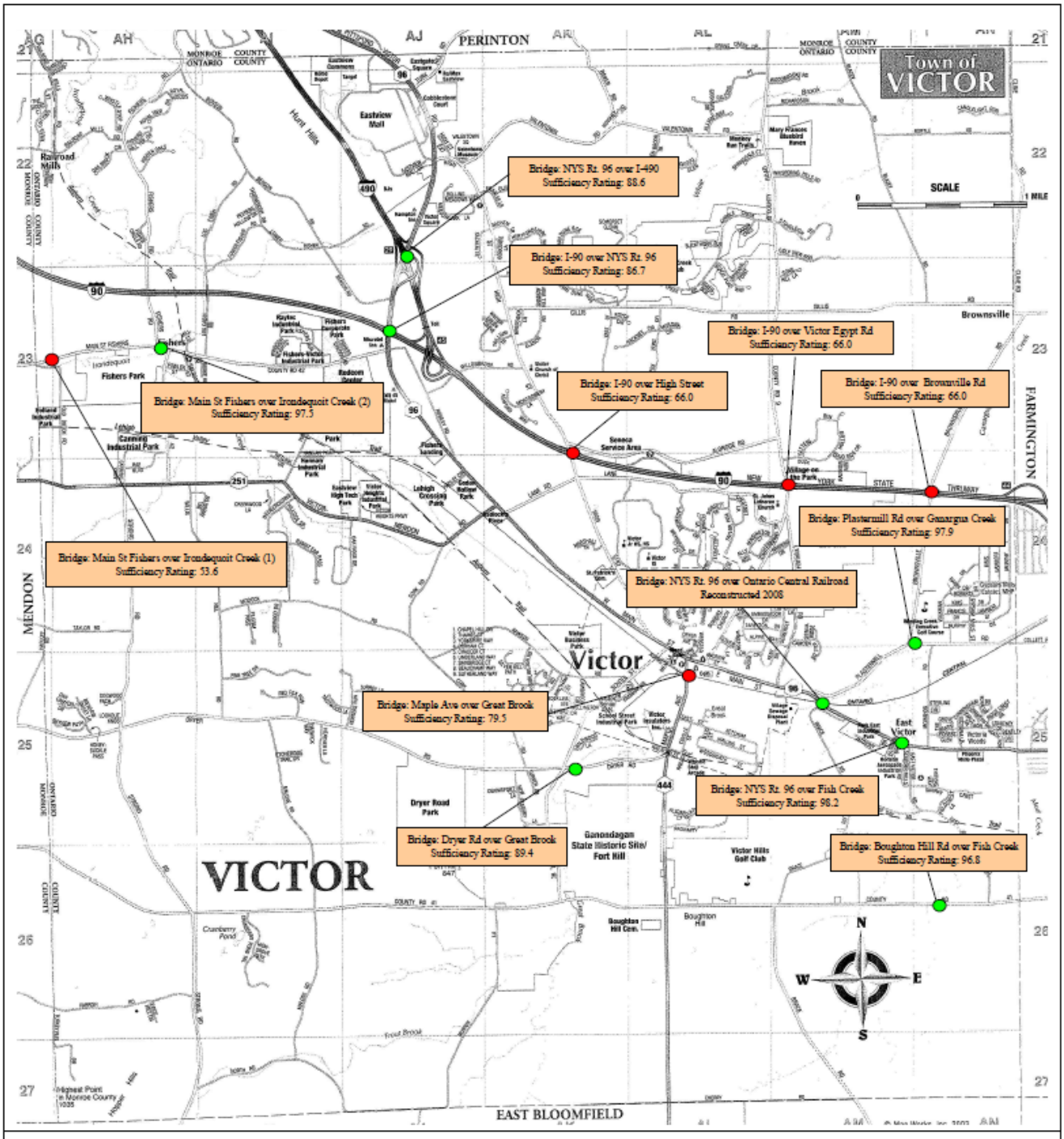

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Figure 3
Victor Transportation Plan
Bridge Sufficiency Ratings

Key:

: Bridge Location (Sufficiency ≥ 80%)

: Bridge Location (Sufficiency < 80%)

II.3. OPERATIONAL CHARACTERISTICS

The roadway operational characteristics are an essential component in a safe and efficient transportation network. Operational characteristics of the transportation network include the following:

A. Roadway Signage
B. Traffic Control
C. Intelligent Transportation Systems Deployment
D. Speed Data
E. Traffic Volumes
F. Roadway Capacity Assessment
G. Safety Assessment

There are roadway segments within the transportation network that have operational deficiencies which will need to be addressed in the future. The following is a summary of the transportation networks operational characteristics and needs.

A. Roadway Signage

Roadway signs on the study segments were examined for clarity, logicality and functionality. Improper signage can create confusion leading to safety and congestion issues.

Regulatory, warning, and guide signs appeared to be legible and placed logically to inform drivers of roadway regulations, hazards, and route/road locations except at the following locations:

- Phillips Road: NYS Route 251 to CR 42 (Main Street Fishers): No posted speed limit.

B. Traffic Control

Intersection traffic control has a significant impact on the operation of a roadway. Improper control at intersections can create unnecessary congestion and safety issues. The type of control device used at an intersection is based on many factors including traffic volume and roadway geometry.

Intersection traffic control on the study segments was inventoried and all traffic control appeared to be logical for the characteristics of the intersections. The following is a summary of the inventoried intersection traffic control.

There are eleven signalized intersections within the study segments. These intersections are:

- NYS Route 96 / Commons Boulevard
- NYS Route 96 / Turk Hill Road
- NYS Route 96 / Cobblestone Court
- NYS Route 96 / High Street
- NYS Route 96 / Hampton Inn
- NYS Route 96 / CR 42 (Main Street Fishers)
- NYS Route 96 / NYS Route 251
- NYS Route 96 (Main Street) / High Street
- NYS Route 96 / School Street
- NYS Route 96 / NYS Route 444
- CR 42 (Main Street Fishers) / Phillips Road

Two intersections within the study segments are controlled by flashing intersection control beacons. These intersections are:

- NYS Route 444 / CR 41 (Boughton Hill Road)
- High Street / Lane Road

All other intersections within the study segments are stop sign controlled.

C. Intelligent Transportation Systems Deployment

Intelligent Transportation Systems (ITS) technology has emerged as an important tool for transportation operational improvements in the region. ITS consists of communications and information technologies used to improve the management and performance of transportation systems.

As part of the NYS Route 96 Traffic Signal Coordination Study conducted in 2007, the existing and proposed ITS technologies in the area were cataloged and reviewed to determine a recommended communication strategy between the intersections along the NYS Route 96 corridor, and from the corridor to the Regional Traffic Operations Center (RTOC).

The communication strategy recommended connecting the traffic signals to one another through the new fiber optic line installed by the Finger Lakes Regional Development Corporation (FLRDC) in Ontario County.

Once the traffic signals are connected to one another, a communication strategy was identified to connect to the RTOC through an existing New York State Thruway Authority (NYSTA) fiber optic line that crosses Route 96 near Main Street Fishers. The NYSTA fiber

optic line would then carry the traffic signal data to I-390. From I-390, the signal data would follow a new fiber optic line on I-390 eventually connecting to the existing NYSDOT fiber optic line near Jefferson Road. Connecting to the existing NYSDOT fiber optic line, the signal data can follow NYSDOT infrastructure to the RTOC. All agencies were contacted during the study and showed interest and a willingness to work together to put agreements in place that could make the connection a reality. **Figure 4** shows the recommended fiber optic path from NYS Route 96 to the RTOC.

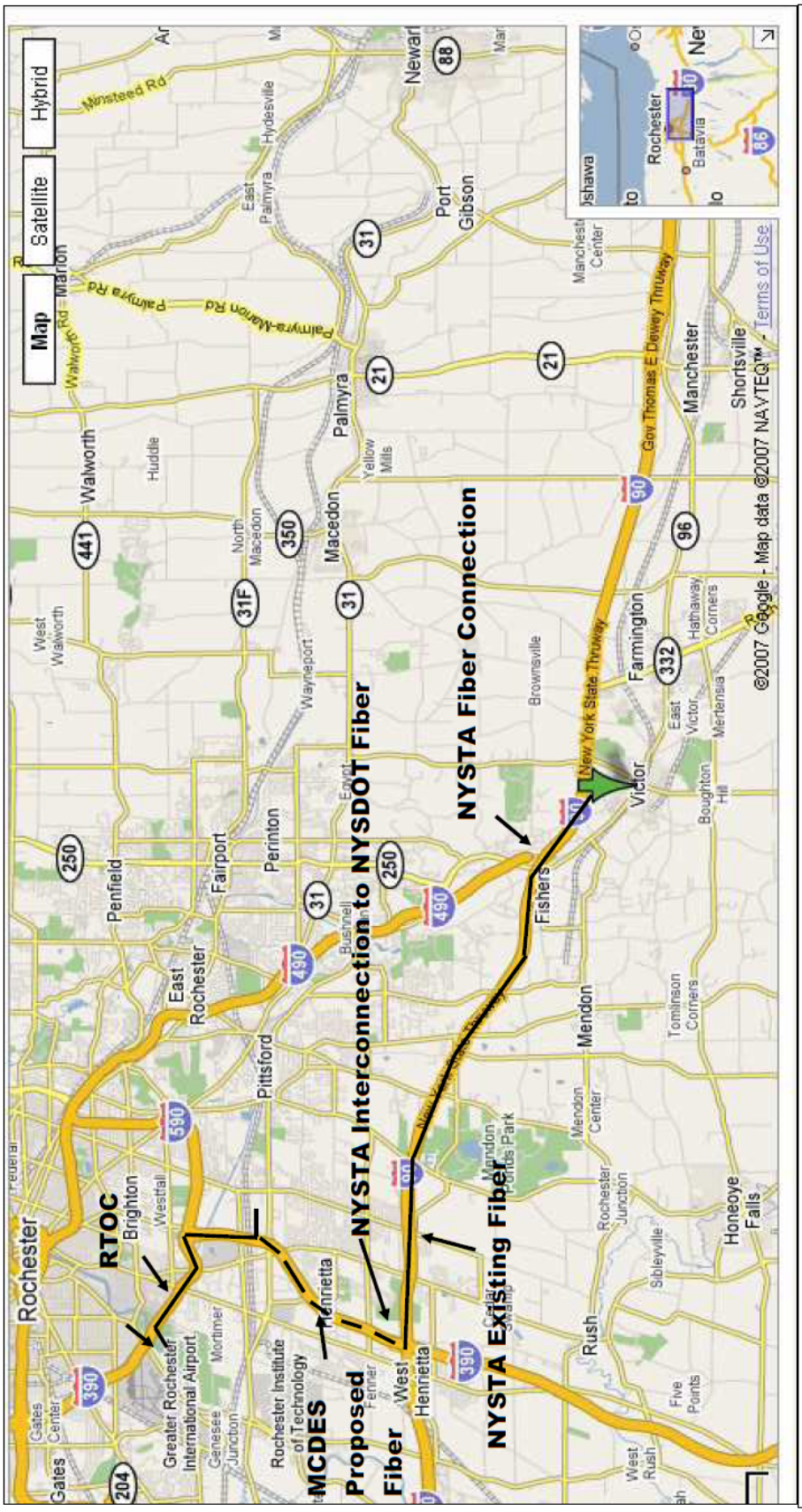

Figure 4
Victor Transportation Plan
ITS Recommended Path from Route 96 to the RTOC

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The NYS Route 96 Traffic Signal Coordination Study also identified four potential funding sources for the connection to the RTOC; the Shared Municipal Services Incentive Grant Program, the Governor's Traffic Safety Committee, the New York State Energy Research and Development Authority, and the Transportation Improvement Plan. The study recommended that each of these funding sources should be explored to fund the administrative, engineering, testing, infrastructure, and construction costs associated with the connection.

D. Speed Data

The speed on a roadway segment is a good measure of the operation of that segment. Travel speeds will be at or above the posted speed limit on roadways with high amounts of available capacity. Congested roadways with high delays will experience low travel speeds. Travel speed is also a good indicator of the operation of traffic signals. Low travel speeds may indicate poor progression on roadways with multiple traffic signals. The following is a summary of the speed data inventoried.

1. Posted Speed Limit

The posted speed limit on a roadway is determined based on the roadway classification, geometry, topography, and adjacent land uses. Posted speed limits provide guidance to motorists on safe travel speeds.

Posted speed limits along the study segments of the transportation network were inventoried. **Figure 5** summarizes the posted speed limits on the study segments.

2. Travel Speed Observations

Average travel speeds were observed along the study segments.

Generally, speeds were consistent throughout the day along all of the study segments except for the NYS Route 96 segments. NYS Route 96 experienced slower travel speeds and localized congestion during the peak travel periods due to the traffic signals and heavy commuter usage. In general, the slowest travel speeds were experienced in the vicinity of the Village of Victor and the highest travel speeds were experienced in the vicinity of the Route 251 to the Hampton Inn Entrance.

Drivers typically traveled at or above the speed limit on all of the remaining study segments. Speeds typically ranged from the speed limit to ten miles an hour above the speed limit; indicating good capacity on these segments.

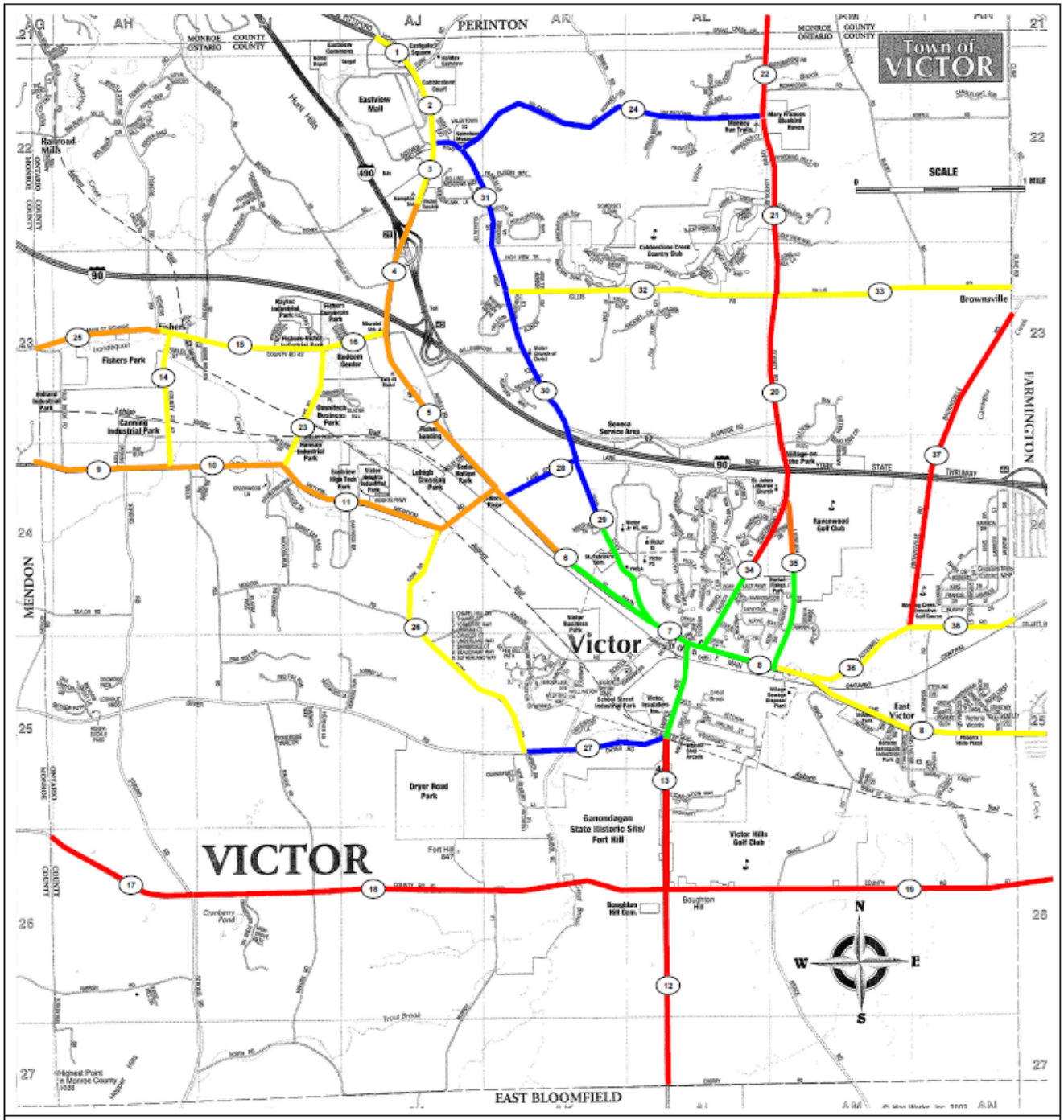

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Figure 5
Victor Transportation Plan
Posted Speed Limits

Speed Limit :
- : 30 mph
- : 35 mph
- : 40 mph
- : 45 mph
- : 50 mph
- : 55 mph

Traffic Volumes

Traffic volumes are an important component in the determination of capacity and safety issues. Most capacity and safety issues are relative to the traffic volume on a roadway segment. High traffic volumes and high percentages of heavy vehicles also accelerate the deterioration of roadway surfaces. Therefore, it is important to direct traffic to a roadway that is designed to efficiently and safely carry it. The following is a summary of the traffic volume data collected.

1. Turning Movement Counts

Turning movement counts (TMC) were conducted at key intersections within the study segments of the transportation network during the evening peak travel period to supplement TMC collected on NYS Route 96 as part of the NYS Route 96 Traffic Signal Coordination Study conducted in 2007. These counts were conducted on Wednesday, November 12th, 2008 and Thursday, November 13th, 2008. **Figure 6A & 6B** summarizes the evening peak hour traffic volumes at the key intersections within the study segments.

2. Annual Average Daily Traffic

Annual Average Daily Traffic (AADT) volume data was compiled from multiple sources to document AADTs on the study segments. These sources are as follows:

- The NYS Route 96 Traffic Signal Coordination Study (2007)
- NYSDOT Traffic Data Viewer
- NYSDOT 2007 Traffic Volume Report
- 2008 PM Peak Turning Movement Counts

The compiled AADT volumes were grown by a 1.5% annual growth rate (determined from historical volume data) to reflect 2008 conditions. **Figure 7** summarizes the 2008 AADT volumes for the study segments.

Traffic volumes appear to be properly distributed relative to the roadway classification. The arterials such as NYS Route 96 carry the highest traffic volume. However, High Street and CR 41 (from NYS Route 444 to the Victor Town Line) have elevated AADT volumes for collector roads due to traffic using them as alternate routes to NYS Route 96.

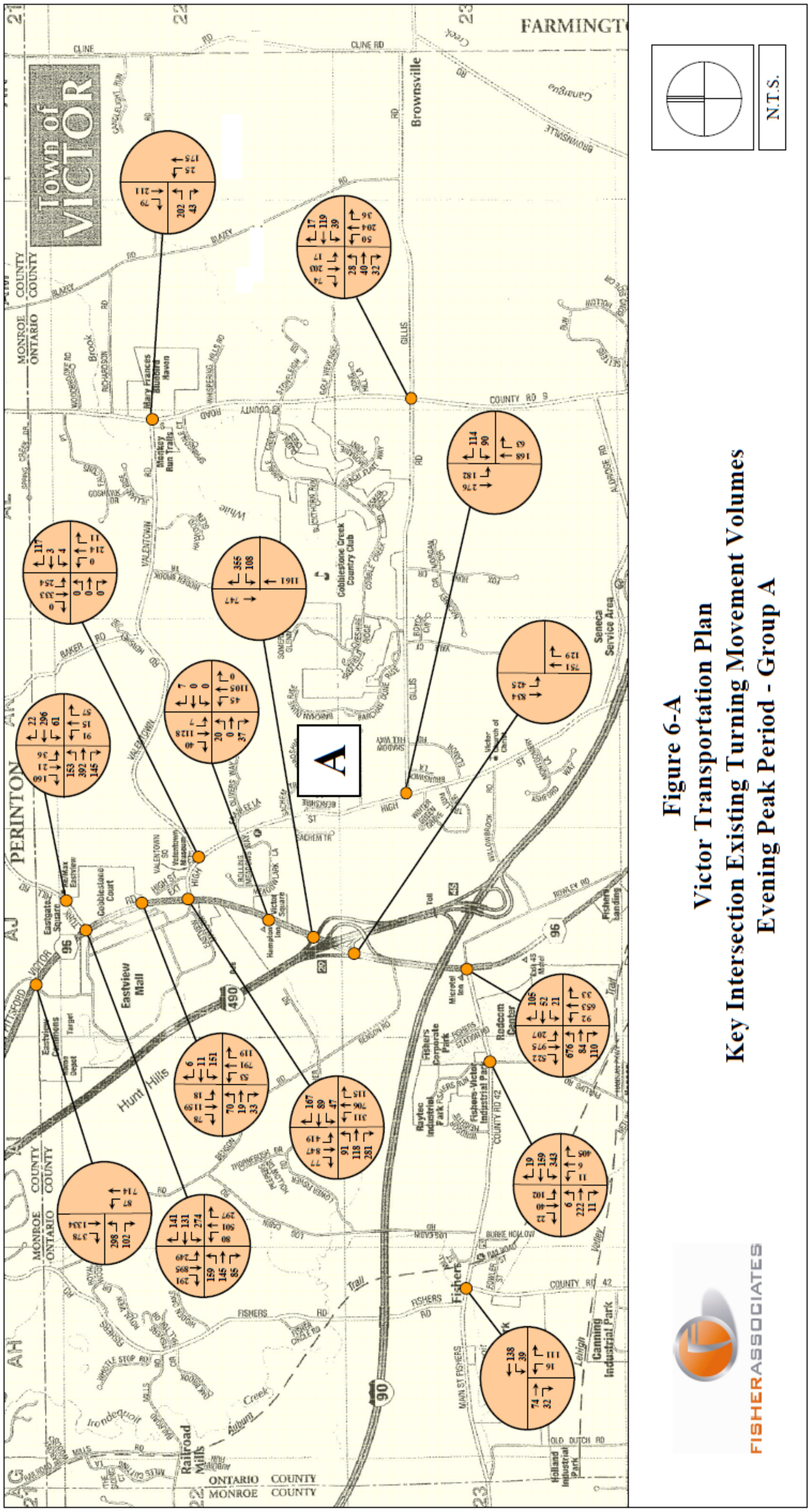

Figure 6-A
Victor Transportation Plan
Key Intersection Existing Turning Movement Volumes
Evening Peak Period - Group A

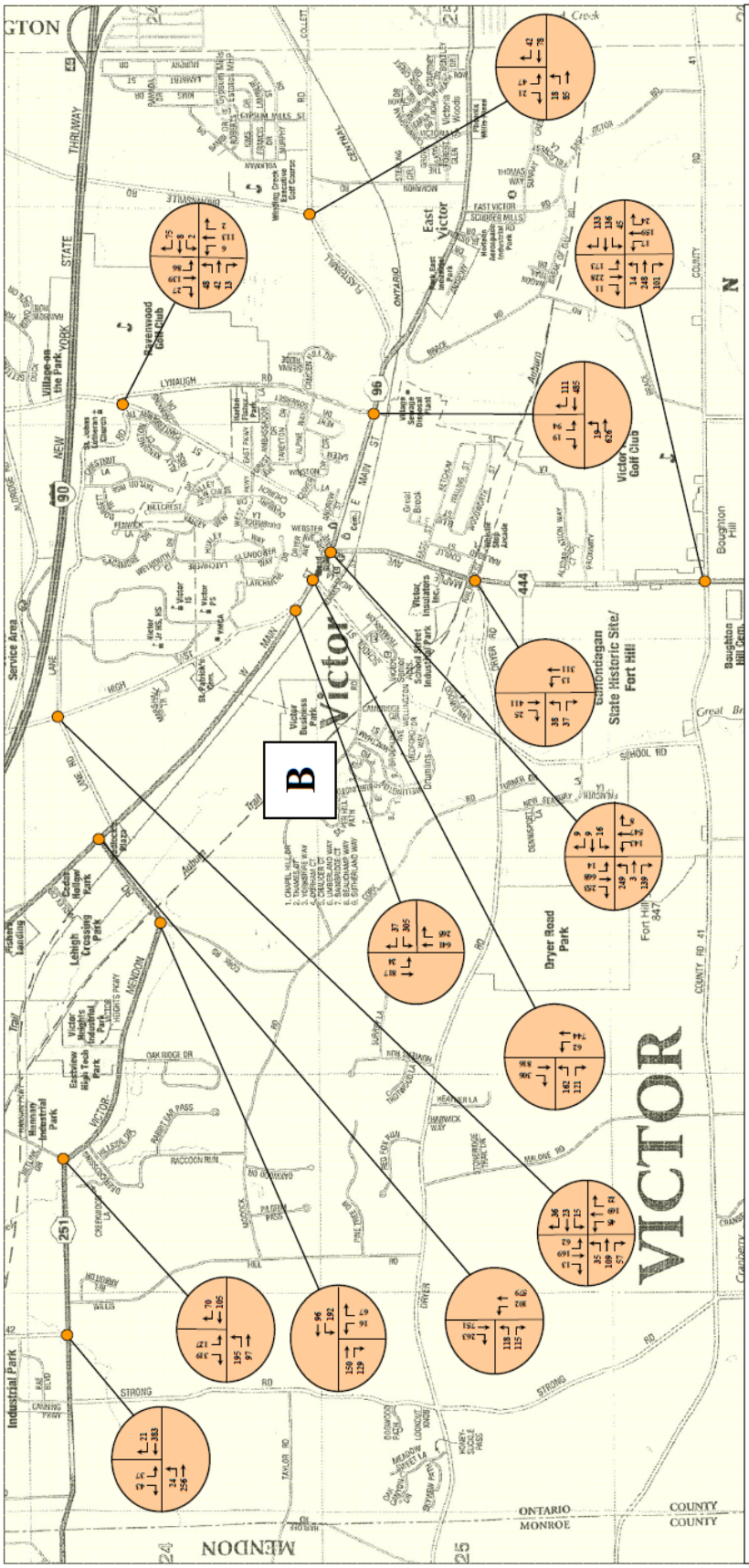

Figure 6-B
Victor Transportation Plan
Key Intersection Existing Turning Movement Volumes
Evening Peak Period - Group B

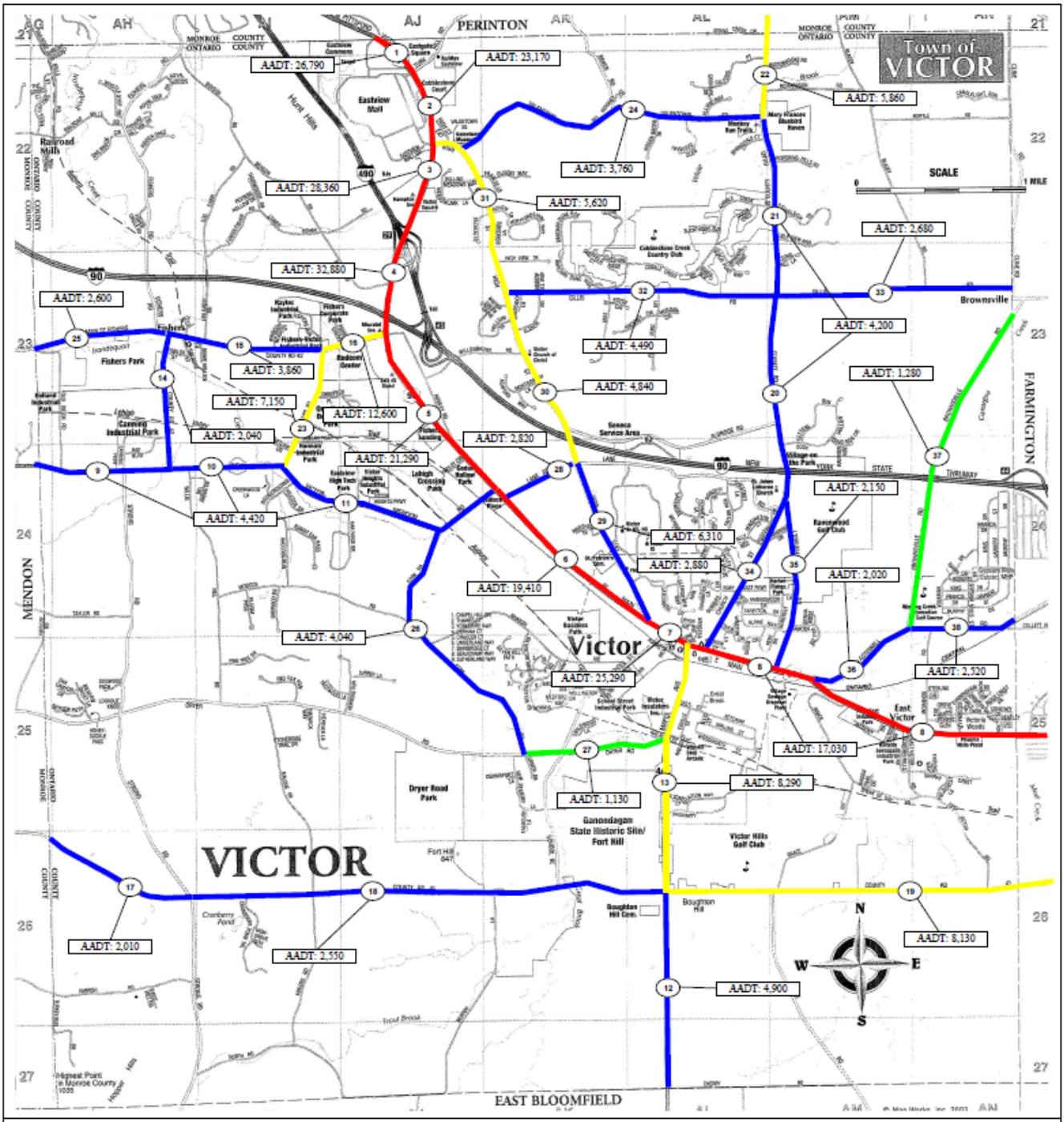

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Figure 7
Victor Transportation Plan
Existing Conditions
Annual Average Daily Traffic (AADT)

3. Heavy Vehicles

The percentage of heavy vehicles on the study segments was documented. This data was compiled from the NYSDOT 2006 High Sufficiency Ratings, class counts, and the 2008 PM peak TMC. **Figure 8** summarizes the percentage of heavy vehicles for the study segments.

Heavy vehicle percentages appear to be properly distributed relative to the roadway classification. The arterials such as NYS Route 96 carry the highest percentage of truck traffic.

E. Roadway Capacity Assessment

Roadway capacity assessment is the best measurement of congestion on a roadway. Congestion and delay worsen as traffic volumes approach the maximum volume that a roadway can accommodate (capacity). The following is a summary of the roadway capacity assessment conducted.

1. Volume to Capacity Ratios

General roadway capacity was assessed during the evening peak travel hour for the study segments using volume to capacity (v/c) ratios.

Estimated capacities for the roadway segments were calculated using equations from the Highway Capacity Manual 2000 Edition (HCM). Capacities were based on roadway segment type and class. Roadway segment capacity and v/c calculations are included in Appendix A. **Figure 9** summarizes the v/c ratios for the study segments.

The results of the capacity assessment indicated that all study segments operate under capacity except for the following locations summarized in Table 4:

Table 4
High V/C Locations

Location	V/C Ratio	Capacity Level
NYS Rt. 96: NYS Rt. 490/I-90 to CR 42	0.97	At Capacity
NYS Rt. 96: CR 42 to NYS Rt. 251	0.92	Near Capacity
NYS Rt. 96: NYS Rt. 251 to High St.	0.97	At Capacity
NYS Rt. 96: High St. to Maple Ave. (NYS Rt. 444)	1.33	Over Capacity
CR 42: Phillips Rd. to NYS Rt. 96	0.95	Near Capacity

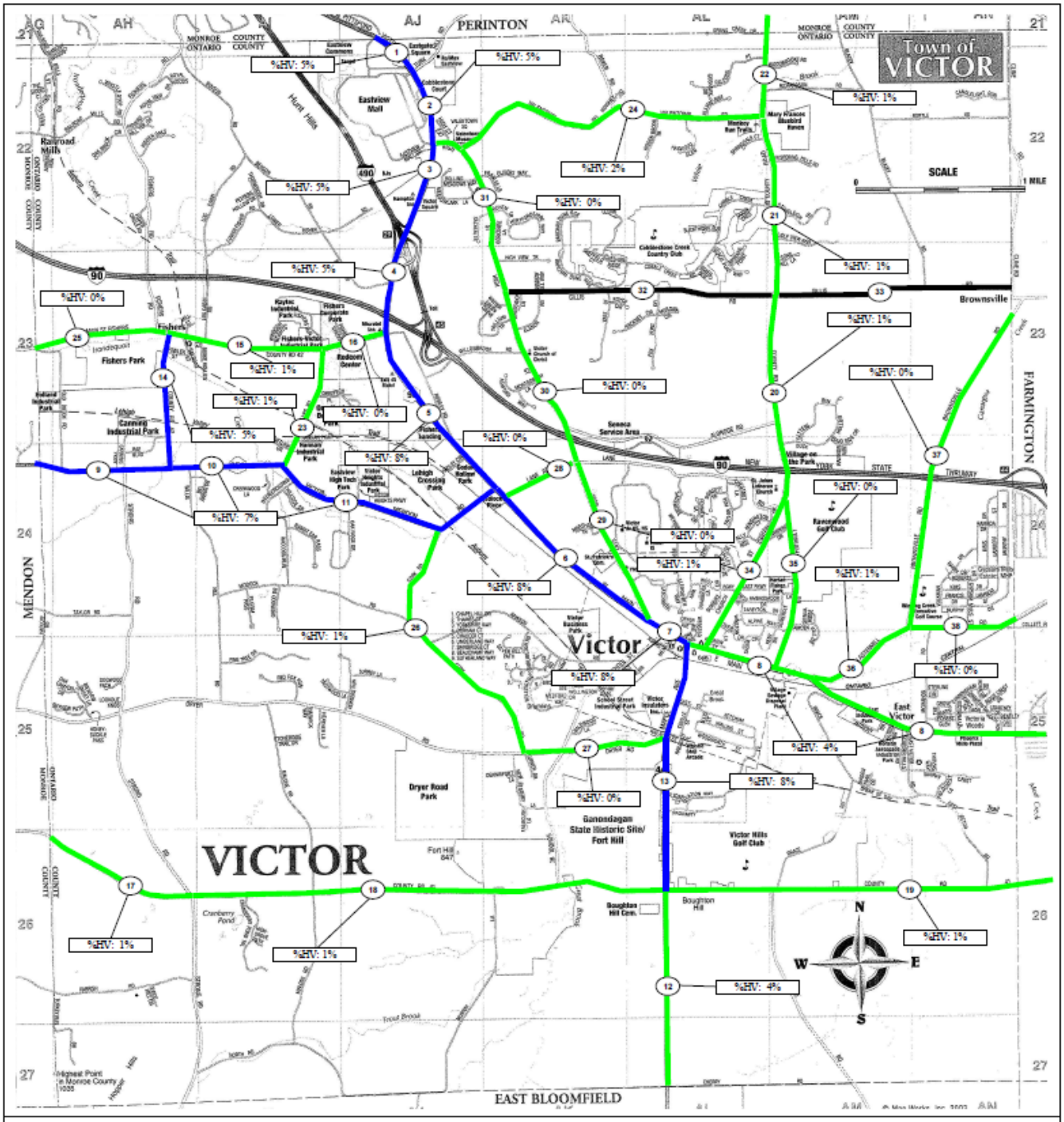

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Figure 8
Victor Transportation Plan
Heavy Vehicle Percentage (%HV)

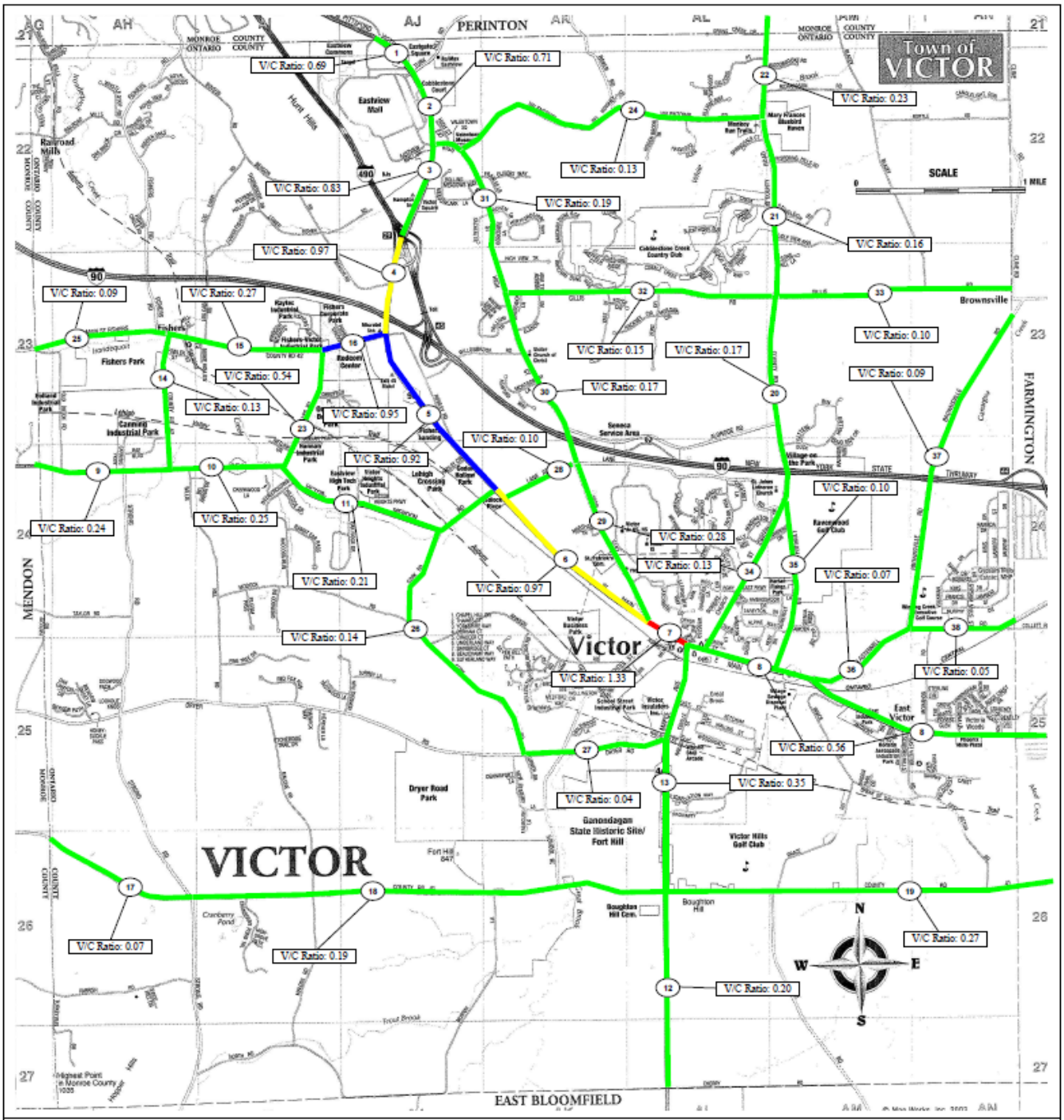

Figure 9
Victor Transportation Plan
Existing Conditions
V/C Ratios

V/C Ratio:
- : ≤ 0.85 Under Capacity
- : > 0.85 - 0.95 Near Capacity
- : > 0.95 - 1.00 At Capacity
- : > 1.00 Over Capacity

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Existing Conditions

In general, roadway segments with a v/c of 0.85 (near capacity) or higher experience high levels of congestion and delay. Roadway segments with “at capacity” operating conditions are unstable and difficult to predict. Traffic flow experiences significantly reduced travel speeds, poor vehicular progression, and high delays. “Over capacity” operating conditions represent oversaturated conditions; traffic volumes exceed the available roadway capacity. Traffic flow experiences extremely low travel speeds, poor vehicular progression, extensive delays, and extensive queuing at intersections. Congestion is prevalent in both “at capacity” and “over capacity” conditions.

The connection of Omnitech Business Park to NYS Route 96 in 2008 should reduce some of the congestion on CR 42 between Phillips Road and NYS Route 96.

2. Traffic Observations

Traffic observations were made during the evening peak travel hour for the study segments. The observations support the results of the v/c operational assessment for the evening peak travel period.

Additionally, it was observed that on NYS Route 96 at times, the Village of Victor experienced very little congestion while at other times, congestion and queuing was significant. There did not appear to be a consistent average queue length or average congestion level. Traffic flowed well through the corridor or was stop and go with several cycle failures on Route 96. The extreme swing or variation in travel conditions is not uncommon, and it has existed for many years. The significant queuing is attributable to many factors including large truck traffic and turning maneuvers at School and Maple Streets; pedestrian activations at High and others; and drifting signal operations.

It should also be noted that congestion on NYS Route 96 in the vicinity of Eastview Mall from Turk Hill Road to High Street is known to be significant during the Saturday peak period. According to the NYS Route 96 Traffic Signal Coordination Study, traffic signal phase failures were noted for the side street approaches and for the left turn movements on NYS Route 96. It was also noted that the westbound approach to the High Street intersection experienced congestion and occasionally traffic signal phase failures during the morning study period.

F. Safety Assessment

An accident screening was completed to determine locations with safety deficiencies. The screening used accident data from the New York State Department of Transportation's (NYSDOT) Accident Location Information System (ALIS) for the most current three-year period (07/01/05-06/30/08) on file.

The screening was divided into roadway segments and key intersections within the study roadway segments. Key intersections are intersections of either two study roadway segments or high volume roadways that contained a significant number of accidents and were not representative of the remainder of the roadway segment.

1. Accident Severity

During the study period, seven hundred and ninety-seven (797) accidents were documented. One of these accidents resulted in a fatality and approximately 19.1% (152/797) of these accidents included an injury. Summaries of the accident severity for the study roadway segments and key intersections are presented in Table 5 and Table 6, respectively.

Table 5
Accident Severity
Study Roadway Segments

SEGMENT		FATALITY	NON-FATAL INJURY	PROPERTY DAMAGE	NON-REPORTABLE	TOTAL
1	NYS Route 96 from Victor Town Line to Turk Hill Road	0	1	1	5	7
2A	NYS Route 96 from Turk Hill Road to Cobblestone Ct	0	7	6	16	29
2B	NYS Route 96 from Cobblestone Ct to High Street	0	1	1	2	4
3	NYS Route 96 from High Street to NYS Route 490/I-90	0	6	6	14	26
4	NYS Route 96 from NYS Route 490/I-90 to Main Street Fishers (CR 42)	0	1	2	1	4
5	NYS Route 96 from Main Street Fishers (CR 42) to Victor-Mendon Road (NYS Route 251)	0	8	18	24	50
6	NYS Route 96 from Victor-Mendon Road (NYS Route 251) to High Street	0	13	15	19	47
7A	NYS Route 96 from High Street to School Street	0	5	1	6	12
7B	NYS Route 96 from School Street to Maple Avenue (NYS Route 444)	0	4	10	7	21
8A	NYS Route 96 from Maple Avenue (NYS Route 444) to Lynaugh Road	0	4	4	21	29
8B	NYS Route 96 from Lynaugh road to Victor Town Line	0	2	1	3	6
9	NYS Route 251 from Victor Town Line to Wangum Road (CR 42)	0	2	8	6	16
10	NYS Route 251 from Wangum Road (CR 42) to Phillips Road	0	3	7	9	19
11 A	NYS Route 251 from Phillips Road to Cork Road	0	1	3	6	10
11 B	NYS Route 251 from Cork Road to NYS Route 96	0	0	3	3	6
12	NYS Route 444 from Victor Town Line to Boughton Hill Road (CR 41)	0	1	13	5	19
13 A	NYS Route 444 from Boughton Hill Road (CR 41) to Dryer Road	0	4	8	9	21
13 B	NYS Route 444 from Dryer Road to NYS Route 96 (Main Street)	0	6	4	10	20
14	CR 42 from NYS Route 251 to Main Street Fishers	0	0	1	0	1
15	CR 42 from Wangum Road to Phillips Road	0	0	2	2	4
16	CR 42 from Phillips Road to NYS Route 96	0	2	5	8	15
17	CR 41(Boughton Hill Road) from Victor Town Line to Strong Road	0	1	5	0	6
18 A	CR 41(Boughton Hill Road) from Strong Road to Murray Rd	0	0	10	7	17
18	CR 41(Boughton Hill Road) from Murray Rd to NYS Route 444	1	0	9	5	15

SEGMENT		FATALITY	NON-FATAL INJURY	PROPERTY DAMAGE	NON-REPORTABLE	TOTAL
B						
19	CR 41(Boughton Hill Road) from NYS Route 444 to Victor Town Line	0	2	15	12	29
20	CR 9 (Victor Egypt Road) from Church Street to Gillis Road	0	2	10	10	22
21	CR 9 (Victor Egypt Road) from Gillis Road to Valentown Road	0	0	0	0	0
22	CR 9 (Victor Egypt Road) from Valentown Road to Victor Town Line	0	1	4	2	7
23	Phillips Road from NYS Route 251 to Main Street Fishers (CR 42)	0	0	4	1	5
24	Valentown Road from High Street to Victor Egypt Road (CR 9)	0	3	6	3	12
25	Main Street Fishers from Fishers Road to Victor Town Line	0	0	0	1	1
26	Cork Road from Dryer Road to NYS Route 251	0	3	7	3	13
27	Dryer Road from Cork Road to NYS Route 444	0	0	5	1	6
28	Lane Road from NYS Route 96 to High Street	0	0	0	2	2
29	High Street from NYS Route 96 (Main Street) to Lane Road	0	2	2	2	6
30	High Street from Lane Road to Gillis Road	0	4	9	7	20
31	High Street from Gillis Road to Valentown Road	0	1	1	1	3
32	Gillis Road from High Street to CR 9	0	1	3	1	5
33	Gillis Road CR 9 to Victor Town Line	0	0	0	1	1
34	Church Street from NYS Route 96 (Main Street) to Victor Egypt Road	0	0	1	1	2
35	Lynaugh Road from NYS Route 96 (Main Street) to Victor Egypt Road	0	0	0	1	1
36	Plastermill Road from NYS Route 96 to Brownsville Road	0	1	4	2	7
37	Brownsville Road from Plastermill Road to Victor Town Line	0	0	6	5	11
38	Plastermill Road from Brownsville Road to Victor Town Line	0	1	2	0	3
Total		1	93	222	244	560

Table 6
Accident Severity
Key Intersections

	INTERSECTION	FATALITY	NON-FATAL INJURY	PROPERTY DAMAGE	NON-REPORTABLE	TOTAL
1	NYS Route 96 & Commons Boulevard (Victor Town Line)	0	2	3	4	9
2	NYS Route 96 & Turk Hill Road	0	7	3	10	20
3	NYS Route 96 & Cobblestone Ct	0	11	10	9	30
4	NYS Route 96 & High Street (North)	0	1	2	2	5
5	NYS Route 96 & NYS Route 490/I-90 Westbound	0	2	3	7	12
6	NYS Route 96 & NYS Route 490/I-90 Eastbound	0	0	1	3	4
7	NYS Route 96 & Main Street Fishers (CR 42)	0	5	4	8	17
8	NYS Route 96 & Victor-Mendon Road (NYS Route 251)	0	5	3	5	13
9	NYS Route 96 & High Street (South)	0	2	9	6	17
10	NYS Route 96 & School Street	0	1	5	5	11
11	NYS Route 96 & Maple Avenue (NYS Route 444)	0	3	14	12	29
12	NYS Route 96 & Lynaugh Road	0	4	3	4	11
13	NYS Route 251 & Wangum Road (CR 42)	0	1	1	0	2
14	NYS Route 251 & Phillips Road	0	0	2	0	2
15	NYS Route 251 & Cork Road	0	0	0	1	1
16	NYS Route 444 & Boughton Hill Road (CR 41)	0	2	3	2	7
17	NYS Route 444 & Dryer Road	0	1	1	0	2
18	CR 42 (Main Street Fisher) & Wangum Road	0	0	0	0	0
19	CR 42 & Phillips Road	0	2	1	2	5
20	CR 41(Boughton Hill Road) & Strong Road	0	1	6	1	8
21	CR 9 (Victor Egypt Road) & Church Street	0	0	0	1	1
22	CR 9 (Victor Egypt Road) & Gillis Road	0	3	1	0	4
23	CR 9 (Victor Egypt Road) & Valentown Road	0	1	2	4	7
24	High Street & Valentown Road	0	0	2	6	8
25	High Street & Lane Road	0	4	2	2	8
26	High Street & Gillis Road	0	0	1	2	3
27	Plastermill Road & Brownsville Road	0	0	1	0	1
Total		0	58	83	96	237

Table 5 shows five hundred and sixty (560) accidents documented on the study roadway segments. One of the accidents was fatal and approximately 16.8% (94/560) of the accidents contained an injury. The fatal accident was located on CR 41(Boughton Hill Road) from Murray Road to NYS Route 444.

Table 6 shows two hundred and thirty-seven (237) accidents documented at key intersections. Approximately 24.5% (58/237) of the accidents contained an injury.

There were a total of three reported pedestrian and bicycle accidents during the three-year study period. The pedestrian and bicycle accidents occurred at the following locations:

- Segment 5 – NYS Route 96: CR 42 to NYS Route 251
- NYS Route 96/Maple Avenue (NYS Route 444) intersection
- NYS Route 96/Plastermill Road intersection

Improvements have been implemented at previously identified safety deficient locations. These improvements should improve safety by reducing the number of severity of crashes. Table 7 summarizes safety improvements that have been implemented in the past three years.

Table 7
Safety Improvements

Location	Improvement	Year
NYS Rt. 96/High St. (Mall)	Permissive left turns changed to protected only	2005
High St./Lane Rd.	4-way stop implemented	2008

Additional safety improvements will be implemented as part of the following future projects:

- High Street Reconstruction
- NYS Route 251: NYS Route 64 to NYS Route 96 Rehabilitation

2. Accident Rates

Accident rates were calculated and compared to the NYSDOT average accident rates for similar locations to determine locations with high accident rates. Accident rate calculations are included in Appendix B. Table 8 and Table 9 summarize the accident rates for the study segments and key intersections, respectively. Locations with high accident rates are highlighted in gray.

Table 8
Study Segment Accident Rates

Segment		Number of Accidents	Accident Rate	NYSDOT Average Accident Rate
1	NYS Rt 96 from Victor Town Line to Turk Hill Rd	7	0.40	3.33
2A	NYS Rt 96 from Turk Hill Rd to Cobblestone Ct	29	3.81	3.33
2B	NYS Rt 96 from Cobblestone Ct to High St	4	0.79	3.33
3	NYS Rt 96 from High St to NYS Rt 490/I-90	26	1.40	3.33
4	NYS Rt 96 from NYS Rt 490/I-90 to Main St Fishers (CR 42)	4	0.16	3.33
5	NYS Rt 96 from Main St Fishers (CR 42) to Victor-Mendon Rd (NYS Rt 251)	50	1.79	2.84
6	NYS Rt 96 from Victor-Mendon Rd (NYS Rt 251) to High St	47	1.84	2.5
7A	NYS Rt 96 from High St to School St	12	2.89	2.5
7B	NYS Rt 96 from School St to Maple Ave (NYS Rt 444)	21	5.06	2.5
8A	NYS Rt 96 from Maple Ave (NYS Rt 444) to Lynaugh Rd	29	2.59	2.5
8B	NYS Rt 96 from Lynaugh Rd to Victor Town Line	6	0.21	2.5
9	NYS Rt 251 from Victor Town Line to Wangum Rd (CR 42)	16	4.72	2.5
10	NYS Rt 251 from Wangum Rd (CR 42) to Phillips Rd	19	5.61	2.5
11A	NYS Rt 251 from Phillips Rd to Cork Rd	10	2.07	2.5
11B	NYS Rt 251 from Cork Rd to NYS Rt 96	6	3.1	2.5
12	NYS Rt 444 from Victor Town Line to Boughton Hill Rd (CR 41)	19	2.95	2.1
13A	NYS Rt 444 from Boughton Hill Rd (CR 41) to Dryer Rd	21	2.57	2.5
13B	NYS Rt 444 from Dryer Rd (CR 41) to NYS Rt 96 (Main St)	20	3.67	2.5
14	CR 42 from NYS Rt 251 to Main St Fishers	1	0.56	2.5
15	CR 42 from Wangum Rd to Phillips Rd	4	1.05	2.5

Segment		Number of Accidents	Accident Rate	NYSDOT Average Accident Rate
16	CR 42 from Phillips Rd to NYS Rt 96	15	2.72	2.5
17	CR 41(Boughton Hill Rd) from Victor Town Line to Strong Rd	6	3.03	2.1
18 A	CR 41(Boughton Hill Rd) from Strong Rd to Murray Rd	17	3.38	2.1
18 B	CR 41(Boughton Hill Rd) from Murray Rd to NYS Rt 444	15	5.37	2.1
19	CR 41(Boughton Hill Rd) from NYS Rt 444 to Victor Town Line	29	1.63	2.1
20	CR 9 (Victor Egypt Rd) from Church St to Gillis Rd	22	3.99	2.5
21	CR 9 (Victor Egypt Rd) from Gillis Rd to Valentown Rd	0	0	2.5
22	CR 9 (Victor Egypt Rd) from Valentown Rd to Victor Town Line	7	2.18	2.5
23	Phillips Rd from NYS Rt 251 to Main Street Fishers (CR 42)	5	0.91	2.5
24	Valentown Rd from High St to Victor Egypt Rd (CR 9)	12	1.46	2.5
25	Main Street Fishers from Fishers Rd to Victor Town Line	1	0.5	2.5
26	Cork Rd from Dryer Rd to NYS Rt 251	13	1.73	2.5
27	Dryer Rd from Cork Rd to NYS Rt 444	6	6.06	2.5
28	Lane Rd from NYS Rt 96 to High St	2	1.3	2.5
29	High St from NYS Rt 96 (Main St) to Lane Rd	6	0.87	2.5
30	High St from Lane Rd to Gillis Rd	20	3.43	2.5
31	High St from Gillis Rd to Valentown Rd	3	0.54	2.5
32	Gillis Rd from High St to CR 9	5	0.64	2.5
33	Gillis Rd CR 9 to Victor Town Line	1	0.24	2.1
34	Church St from NYS Rt 96 (Main St) to Victor Egypt Rd	2	0.63	2.5
35	Lynaugh Rd from NYS Rt 96 (Main St) to Victor Egypt Rd	1	0.39	2.5
36	Plastermill Rd from NYS Rt 96 to Brownsville Rd	7	4.52	2.5
37	Brownsville Rd from Plastermill Rd to Victor Town Line	11	3.92	2.1
38	Plastermill Rd from Brownsville Rd to Victor Town Line	3	1.81	2.5

Table 9
Intersection Accident Rates

Intersection		Number of Accidents	Accident Rate	NYSDOT Average Accident Rate
1	NYS Rt 96 & Commons Boulevard (Victor Town Line)	9	0.28	0.19
2	NYS Rt 96 & Turk Hill Rd	20	0.56	0.28
3	NYS Rt 96 & Cobblestone Ct	30	1.09	0.28
4	NYS Rt 96 & High St (North)	5	0.14	0.28
5	NYS Rt 96 & NYS Rt 490/I-90 Westbound	12	0.46	0.05
6	NYS Rt 96 & NYS Rt 490/I-90 Eastbound	4	0.17	0.04
7	NYS Rt 96 & Main St Fishers (CR 42)	17	0.44	0.28
8	NYS Rt 96 & Victor-Mendon Rd (NYS Rt 251)	13	0.62	0.19
9	NYS Rt 96 & High St (South)	17	0.74	0.19
10	NYS Rt 96 & School St	11	0.45	0.19
11	NYS Rt 96 & Maple Ave (NYS Rt 444)	29	1.29	0.28
12	NYS Rt 96 & Lynaugh Rd	11	0.74	0.09
13	NYS Rt 251 & Wangum Rd (CR 42)	2	0.24	0.09
14	NYS Rt 251 & Phillips Rd	2	0.2	0.07
15	NYS Rt 251 & Cork Rd	1	0.14	0.09
16	NYS Rt 444 & Boughton Hill Rd (CR 41)	7	0.5	0.22
17	NYS Rt 444 & Dryer Rd	2	0.22	0.09
18	CR 42 (Main St Fisher) & Wangum Rd	0	0	0.09
19	CR 42 & Phillips Rd	5	0.34	0.28
20	CR 41(Boughton Hill Rd) & Strong Rd	8	0.96	0.22
21	CR 9 (Victor Egypt Rd) & Church St	1	0.16	0.13

Intersection		Number of Accidents	Accident Rate	NYSDOT Average Accident Rate
22	CR 9 (Victor Egypt Rd) & Gillis Rd	4	0.43	0.13
23	CR 9 (Victor Egypt Rd) & Valentown Rd	7	0.87	0.09
24	High St & Valentown Rd	8	0.78	0.13
25	High St & Lane Rd	8	0.97	0.13
26	High St & Gillis Rd	3	0.31	0.09
27	Plastermill Rd & Brownsville Rd	1	0.31	0.09

The results in Table 8 indicate that approximately 43% (19/44) of the study roadway segments had accident rates over the statewide average.

The results in Table 9 indicate that approximately 93% (25/27) of the study intersections had accident rates over the statewide average.

3. Accident Types

Locations with high accident rates were further examined to identify potential accident patterns. Table 10 and Table 11 summarize the accident types at the study segments and intersections with high accident rates.

Table 10
Accident Type by Segment
Locations with Accident Rates Exceeding Statewide Average

Owner	Street Name		Segment	Right Angle	Left Turn	Rear End	Over taking	Head On	Right Turn	Side Swipe	Fixed Object	Pedes trian	Animal	Other	Total
State Roads	NYS Route 96	2A	Turk Hill Road to Cobblestone Ct	4	4	9	2	0	0	0	0	0	1	9	**29**
		7A	High Street to School Street	0	1	7	1	0	0	0	0	0	0	3	**12**
		7B	School Street to Maple Avenue (NYS Route 444)	0	2	8	2	0	0	0	0	0	0	9	**21**
		8A	Maple Avenue (NYS Route 444) to Lynaugh Road	2	0	19	2	0	0	1	0	0	0	5	**29**
		Total	Total: NYS Route 96	6	7	43	7	0	0	1	0	0	1	26	**91**
			Percentage	7%	8%	47%	8%	0%	0%	1%	0%	0%	1%	29%	**100%**
	NYS Route 251	9	Victor Town Line to Wangum Road (CR 42)	1	0	2	0	0	0	0	1	0	10	2	**16**
		10	Wangum Road to Phillips Road	0	1	2	0	0	0	0	1	0	10	5	**19**
		11B	Cork Road to NYS Route 96	0	0	2	0	0	0	0	0	0	4	0	**6**
		Total	Total: NYS Route 251	1	1	6	0	0	0	0	2	0	24	7	**41**
			Percentage	2%	2%	15%	0%	0%	0%	0%	5%	0%	59%	17%	**100%**
	NYS Route 444	12	Victor Town Line to Boughton Hill Road (CR 41)	0	0	3	0	0	0	1	2	0	9	4	**19**
		13A	Boughton Hill Road (CR 41) to Dryer Road	1	2	2	1	0	0	0	0	0	12	3	**21**
		13B	Dryer Road to NYS Route 96 (Main Street)	5	0	5	0	0	1	0	4	0	4	1	**20**
		Total	Total: NYS Route 444	6	2	10	1	0	1	1	6	0	25	8	**60**
			Percentage	10%	3%	17%	2%	0%	2%	2%	10%	0%	42%	13%	**100%**
County Roads	CR 42	16	Phillips Road to NYS Route 96	0	5	3	0	0	0	1	0	0	4	2	**15**
			Percentage	0%	33%	20%	0%	0%	0%	7%	0%	0%	27%	13%	**100%**
	CR 41 (Boughton Hill Road)	17	VictorTown Line to Strong Road	0	0	1	0	0	0	0	0	0	5	0	**6**
		18A	Strong Road to Murray Rd	0	0	0	0	0	0	0	2	0	14	1	**17**
		18B	Murray Rd to NYS Route 444	0	0	0	0	1	0	0	1	0	13	0	**15**
		Total	Total: CR 41	0	0	1	0	1	0	0	3	0	32	1	**38**
			Percentage	0%	0%	3%	0%	3%	0%	0%	8%	0%	84%	3%	**100%**
	CR 9 (Victor Egypt Road)	20	Church Street to Gillis Road	0	1	3	0	0	0	0	5	0	13	0	**22**
			Percentage	0%	5%	14%	0%	0%	0%	0%	23%	0%	59%	0%	**100%**
Town/ Village Roads	Dryer Road	27	Cork Road to NYS Route 444	0	0	0	0	0	0	0	2	0	3	1	**6**
			Percentage	0%	0%	0%	0%	0%	0%	0%	33%	0%	50%	17%	**100%**
	High Street	30	Lane Road to Gillis Road	5	2	3	0	0	0	2	3	0	3	2	**20**
			Percentage	25%	10%	15%	0%	0%	0%	10%	15%	0%	15%	10%	**100%**
	Plastermill Road	36	NYS Route 96 to Brownsville Road	0	0	0	0	0	0	0	2	0	4	1	**7**
			Percentage	0%	0%	0%	0%	0%	0%	0%	29%	0%	57%	14%	**100%**
	Brownsville Road	37	Plastermill Road to Victor Town Line	1	0	0	0	0	0	0	0	0	10	0	**11**
			Percentage	9%	0%	0%	0%	0%	0%	0%	0%	0%	91%	0%	**100%**
Total			**Total Accidents**	**19**	**18**	**69**	**8**	**1**	**1**	**5**	**23**	**0**	**119**	**48**	**311**
			Percentage	**6%**	**6%**	**22%**	**3%**	**0%**	**0%**	**2%**	**7%**	**0%**	**38%**	**15%**	**100%**

Table 11
Accident Type by Intersection
Locations with Accident Rates Exceeding Statewide Average

Owner	Street Name		Intersection	Right Angle	Left Turn	Rear End	Over taking	Head On	Right Turn	Side Swipe	Fixed Object	Pedestrian	Animal	Other	Total
State Roads	NYS Route 96	1	NYS Route 96 & Commons Boulevard (Victor Town Line)	0	0	4	0	0	0	0	0	0	1	4	**9**
		2	NYS Route 96 & Turk Hill Road	4	2	6	3	1	0	0	0	0	4	0	**20**
		3	NYS Route 96 & Cobblestone Ct	6	2	8	0	0	3	1	0	0	0	10	**30**
		5	NYS Route 96 & NYS Route 490/I-90 Westbound	1	0	10	0	0	0	0	0	0	0	1	**12**
		6	NYS Route 96 & NYS Route 490/I-90 Eastbound	0	0	3	0	0	0	0	0	0	0	1	**4**
		7	NYS Route 96 & Main Street Fishers (CR 42)	3	2	7	1	0	0	0	0	0	1	3	**17**
		8	NYS Route 96 & Victor-Mendon Road (NYS Route 251)	2	0	7	1	0	0	0	0	0	0	3	**13**
		9	NYS Route 96 & High Street (South)	0	0	14	0	0	0	1	0	0	0	2	**17**
		10	NYS Route 96 & School Street	0	0	10	0	0	0	0	0	0	0	1	**11**
		11	NYS Route 96 & Maple Avenue (NYS Route 444)	4	1	14	3	0	0	0	0	1	1	5	**29**
		12	NYS Route 96 & Lynaugh Road	6	0	1	0	0	0	0	0	0	0	4	**11**
		Total	Total NYS Route 96	26	7	84	8	1	3	2	0	1	7	34	**173**
			Percentage	15%	4%	49%	5%	1%	2%	1%	0%	1%	4%	20%	**100%**
	NYS Route 251	13	NYS Route 251 & Wangum Road (CR 42)	0	0	1	0	0	0	0	0	0	0	1	**2**
		14	NYS Route 251 & Phillips Road	1	0	0	0	0	0	0	0	0	1	0	**2**
		15	NYS Route 251 & Cork Road	0	0	0	1	0	0	0	0	0	0	0	**1**
		Total	Total NYS Route 251	1	0	1	1	0	0	0	0	0	1	1	**5**
			Percentage	20%	0%	20%	20%	0%	0%	0%	0%	0%	20%	20%	**100%**
	NYS Route 444	16	NYS Route 444 & Boughton Hill Road (CR 41)	2	0	2	0	0	0	0	1	0	2	0	**7**
		17	NYS Route 444 & Dryer Road	1	0	0	0	0	0	0	0	0	1	0	**2**
		Total	Total NYS Route 444	3	0	2	0	0	0	0	1	0	3	0	**9**
			Percentage	33%	0%	22%	0%	0%	0%	0%	11%	0%	33%	0%	**100%**
	CR 42	19	CR 42 & Phillips Road	0	1	4	0	0	0	0	0	0	0	0	**5**
		Total	Percentage	0%	20%	80%	0%	0%	0%	0%	0%	0%	0%	0%	**100%**
	CR 41 (Boughton Hill Road)	20	CR 41(Boughton Hill Road) & Strong Road	2	0	0	0	0	0	0	0	0	3	3	**8**
			Percentage	25%	0%	0%	0%	0%	0%	0%	0%	0%	38%	38%	**100%**
	CR 9 (Victor Egypt Road)	21	CR 9 (Victor Egypt Road) & Church Street	1	0	0	0	0	0	0	0	0	0	0	**1**
		22	CR 9 (Victor Egypt Road) & Gillis Road	3	0	0	0	0	0	0	0	0	0	1	**4**
		23	CR 9 (Victor Egypt Road) & Valentown Road	1	0	1	0	0	0	0	2	0	1	2	**7**
		Total	Total CR 9	5	0	1	0	0	0	0	2	0	1	3	**12**
			Percentage	42%	0%	8%	0%	0%	0%	0%	17%	0%	8%	25%	**100%**
Town/ Village Roads	High Street	24	High Street & Valentown Road	2	0	0	0	0	0	0	4	0	1	1	**8**
		25	High Street & Lane Road	4	0	1	0	1	0	0	0	0	0	2	**8**
		26	High Street & Gillis Road	0	1	1	0	0	0	0	0	0	1	0	**3**
		Total	Total High Street	6	1	2	0	1	0	0	4	0	2	3	**19**
			Percentage	32%	5%	11%	0%	5%	0%	0%	21%	0%	11%	16%	**100%**
	Plastermill Road	27	Plastermill Road & Brownsville Road	0	0	0	0	0	0	0	0	0	1	0	**1**
			Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	**100%**
Total			**Total Accidents**	**43**	**9**	**94**	**9**	**2**	**3**	**2**	**7**	**1**	**18**	**44**	**232**
			Percentage	**19%**	**4%**	**41%**	**4%**	**1%**	**1%**	**1%**	**3%**	**0%**	**8%**	**19%**	**100%**

The results in Table 10 indicate that the majority of the study roadway segments with accident rates over the statewide average had a high number of collisions with animals. This is a common occurrence on routes that are rural or on the border between rural and urban developed areas.

The results in Table 11 indicate that many of the key intersections with accident rates over the statewide average are low volume intersections with a low number of accidents. The low volume drastically inflates the accident rate for these locations. Multiple intersections with high accident rates had scattered accidents with no identifiable patterns.

A significant number of “other” accidents were recorded. These are accidents which do not fall into a specific accident category. They are typically random accidents and don’t form patterns.

4. Safety Deficient Locations

The results of the accident screening were used to identify locations with safety deficiencies. This process began with the examination of locations with high accident rates, fatal accidents, and/or a high number of pedestrian/bicycle accidents.

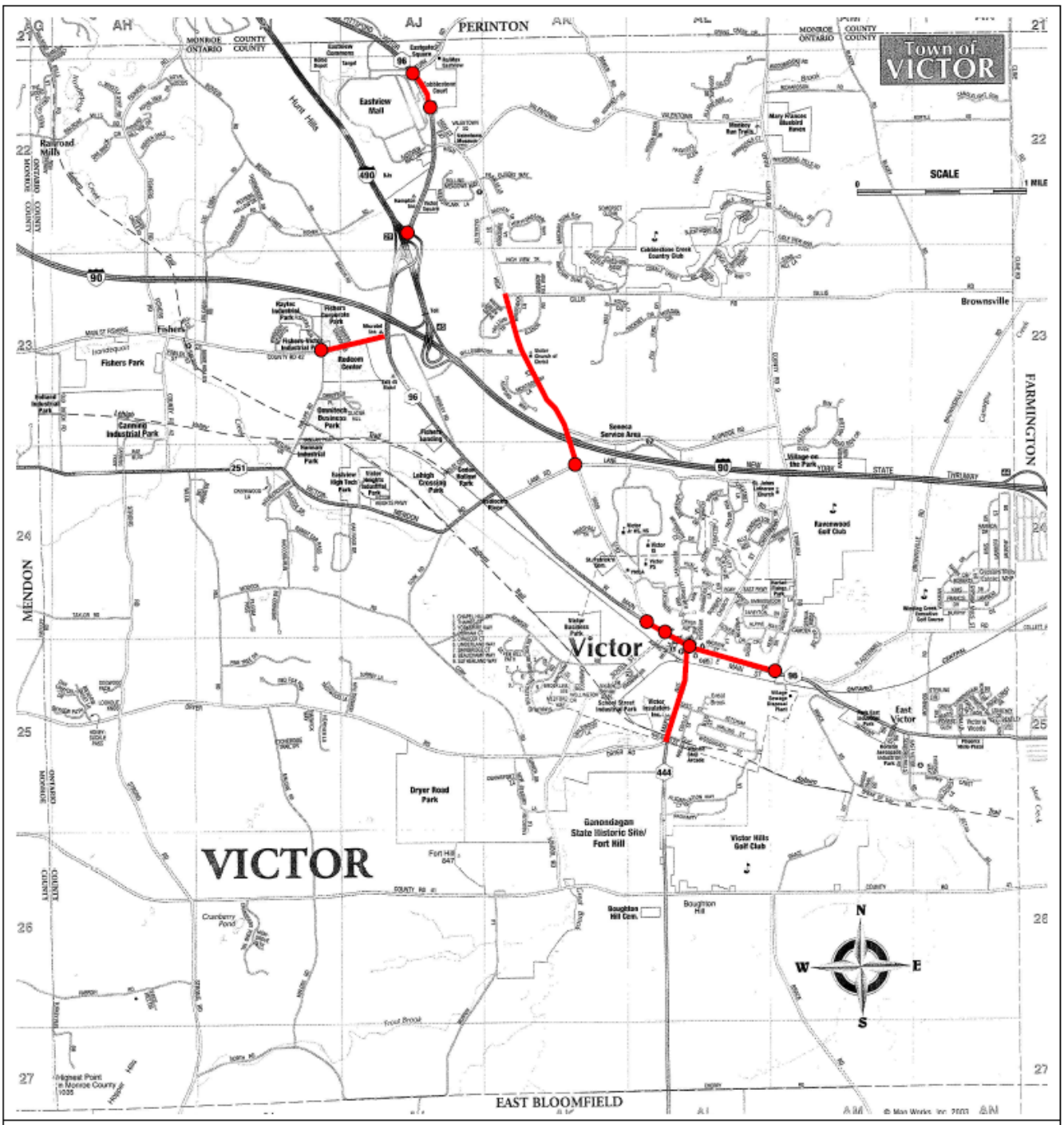
Locations that met any or all of these criteria were then examined to identify accident patterns and causes and determine if they were correctable. Using this process it was determined that multiple locations, that met the initial criteria, did not have safety issues. These locations had the following characteristics:

- Low number of accidents
- High number of animal accidents
- No identifiable accident patterns

Seven locations were identified as having safety deficiencies. These locations are depicted in **Figure 10** and are as follows:

- NYS Route 96: Turk Hill Road to Cobblestone Court
- NYS Route 96/I-490 Westbound Off-ramp Intersection
- NYS Route 96: High Street to Maple Avenue (NYS Route 444)
- NYS Route 96: Maple Avenue (NYS Route 444) to Lynaugh Road
- NYS Route 444: Dryer Road to NYS Route 96 (Main Street)
- CR 42: Phillips Road to NYS Route 96
- High Street: Lane Road to Gillis Road

These locations include both isolated segments/intersections or combinations of adjacent segments and intersections. The following is a discussion of the locations identified above.



Key:

: Safety Deficient Location Segment

: Safety Deficient Location Intersection

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Figure 10
Victor Transportation Plan
Safety Deficient Locations

NYS Route 96: Turk Hill Road to Cobblestone Court

This safety deficient location includes both the segment of NYS Route 96 from Turk Hill Road to Cobblestone Court and the NYS Route 96/Turk Hill Road and NYS Route 96/Cobblestone Court intersections.

This section of NYS Route 96 is adjacent to Eastview Mall and other commercial developments. There is significant congestion on weekends due to the traffic from these developments and the close spacing of the traffic signals.

There were 79 accidents recorded at this location. The accident data shows that rear end accidents were the predominant accident type at this location, accounting for approximately 29% (23/79) of the total accidents. The rear end accidents occurred primarily on NYS Route 96. The prevalent causes for the rear end accidents were following too closely and driver inattention. This is most likely due to congestion and the close spacing of traffic signals on NYS Route 96.

Right angle accidents accounted for approximately 18% (14/79) of total accidents at this location and were distributed evenly between the segment and intersections. The causes for right angle accidents were disregard of traffic control devices and driver inattention. The right angle accidents are likely due to congestion. Drivers will become more aggressive under congested conditions and accept smaller gaps to pull into traffic. Drivers will also travel through red lights at the end of a cycle if they are experiencing significant delays at signalized intersections.

The remaining accidents were scattered with no identifiable patterns.

NYS Route 96/ I-490 Westbound Off-ramp Intersection

The NYS Route 96/I-490 westbound off-ramp intersection is a stop sign controlled three-legged intersection.

There were 12 accidents at this location. The accident data shows that rear end accidents were the predominant accident type at this location, accounting for approximately 83% (10/12) of the total accidents. The identifiable rear end accidents involved westbound vehicles on the I-490 off-ramp. The prevalent causes for the rear end accidents were following too closely and driver inattention. This is most likely due to congestion on the ramp due to the lack of gaps on NYS Route 96.

The remaining accidents were scattered with no identifiable patterns.

NYS Route 96 (Main Street): High Street to Maple Avenue

This safety deficient location includes both the segment of NYS Route 96 from High Street to Maple Avenue and the NYS Route 96/High Street, NYS Route 96/School Street, and NYS Route 96/Maple Avenue intersections.

This section of NYS Route 96 is Main Street in the Village of Victor. There is periodic significant congestion due to traffic from adjacent commercial development and the close spacing of the traffic signals.

There were 90 accidents recorded at this location. The accident data shows that rear end accidents were the predominant accident type at this location, accounting for approximately 59% (53/90) of the total accidents. The rear end accidents occurred primarily on NYS Route 96. The prevalent causes for the rear end accidents were following too closely and driver inattention. This is most likely due to congestion and the close spacing of traffic signals on NYS Route 96.

There was a pedestrian accident at the NYS Route 96/Maple Avenue intersection. This accident involved a southbound left turning vehicle hitting a northbound pedestrian crossing the intersection.

The remaining accidents were scattered with no identifiable patterns.

NYS Route 96: Maple Avenue (NYS Route 444) to Lynaugh Road

This safety deficient location includes both the segment of NYS Route 96 from Maple Avenue to Lynaugh Road and the NYS Route 96/Lynaugh Road intersection.

This section of NYS Route 96 is Main Street in the Village of Victor. There are many commercial and residential driveways along with unsignalized cross streets on this roadway segment.

There were 40 accidents recorded at this location. The accident data shows that rear end accidents were the predominant accident type at this location, accounting for approximately 50% (20/40) of the total accidents. The rear end accidents occurred primarily on NYS Route 96 westbound. Vehicles rear ended vehicles that were stopped in traffic, yielding to make a left turn.

The prevalent causes for the rear end accidents were following too closely and driver inattention. This is most likely due to congestion and the many commercial and residential driveways and cross streets on NYS Route 96.

There were six right angle accidents at the NYS Route 96/Lynaugh Road intersection. All of the identifiable right angle accidents involved a westbound vehicle on NYS Route 96 colliding with a southbound left turning vehicle from Lynaugh Road. Common accident causes for the right angle accidents were failure to yield right-of-way, driver inattention, and turning improperly. The right angle accidents are likely due to congestion. Drivers will become more aggressive under congested conditions and accept smaller gaps to pull into traffic.

The remaining accidents were scattered with no identifiable patterns.

NYS Route 444: Dryer Road to NYS Route 96 (Main Street)

This safety deficient location includes the segment of NYS Route 444 from Dryer Road to NYS Route 96.

This section of NYS Route 444 is Maple Avenue in the Village of Victor. There are many commercial and residential driveways along with unsignalized cross streets on this roadway segment.

There were 20 accidents recorded at this location. The accident data shows that rear end and right angle accidents were the predominant accident type at this location, each accounting for approximately 25% (5/20) of the total accidents.

The rear end accidents occurred primarily on NYS Route 444. Vehicles rear ended vehicles that were stopped in traffic, yielding to make a left turn. The prevalent causes for the rear end accidents were following too closely and driver inattention. This is most likely due to the many commercial and residential driveways and cross streets on NYS Route 444.

The primary cause for the right angle accidents was disregard of traffic control. The right angle accidents are likely due to the visual disruption created by the multiple driveways which can create confusion among drivers.

The remaining accidents were scattered with no identifiable patterns.

CR 42: Phillips Road to NYS Route 96

This safety deficient location includes both the segment of CR 42 from Phillips Road to NYS Route 96 and the CR 42/Phillips Road intersection.

This section of CR 42 contains many business and industrial development driveways along with unsignalized cross streets on this roadway segment.

There were 20 accidents recorded at this location. The accident data shows that rear end accidents were the predominant accident type at this location, accounting for approximately 35% (7/20) of the total accidents. The rear end accidents were scattered with no identifiable patterns. The prevalent causes for the rear end accidents were following too closely and driver inattention.

Left turn accidents accounted for approximately 33% (6/20) of the total accidents. The prevalent cause for the left turn accidents was failure to yield right-of way. The left turn accidents are likely due to vehicles turning into the many business and industrial development driveways and cross streets on CR 42.

The remaining accidents were scattered with no identifiable patterns.

The connection of Omnitech Business Park to NYS Route 96 in 2008 should reduce some of the congestion and accidents on CR 42 between Phillips Road and NYS Route 96.

High Street: Lane Road to Gillis Road

This safety deficient location includes both the segment of High Street from Lane Road to Gillis Road and the High Street/Lane Road intersection.

This section of High Street contains many residential driveways and unsignalized cross streets.

There were 28 accidents recorded at this location. The accident data shows that right angle accidents were the predominant accident type at this location, accounting for approximately 32% (9/28) of the total accidents. The prevalent causes for the right angle accidents were disregard of traffic control and failure to yield the right-of-way. The right angle accidents are likely due to the combination of increased traffic and the high number of residential driveways and unsignalized cross streets.

The remaining accidents were scattered with no identifiable patterns.

The implementation of a 4-way stop at the High Street/Lane Road intersection in 2008 should reduce the number of right angle accidents.

A town funded reconstruction of High Street is scheduled for the near future (approximately 2011/2012).

II.4. NYS THRUWAY INTERCHANGE 45 & INTERSTATE 490 INTERCHANGE 29

NYS Thruway (I-90) Interchange 45 and Interstate 490 (I-490) Interchange 29 were analyzed to determine their impact on the transportation network. The analysis of these interchanges included an inventory of the following data:

- Emergency response plans
- Diversion route plans
- Capacity and usage of the truck trailer lot (tandem truck lot)
- Noise mitigation activities and improvements

The following is a summary of the interchange data listed above.

A. I-90 Interchange 45

- **Emergency response plans:** The NYSTA has emergency response plans for Interchange 45 but they are considered sensitive confidential information and are not available for public viewing.
- **Diversion route plans:** The NYSTA has diversion route plans for Interchange 45 but they are considered sensitive confidential information and are not available for public viewing.
- **Capacity and usage of the tandem truck lot:** The tandem truck lot is not for general use by commercial trucks; NYSTA restricts use of the lot. It is for use by companies that are part of the Thruway Tandem Truck program. There are no usage figures available. Usage varies from day to day and units are not allowed to park there for more than 24 hours, therefore turnover is high.
- **Noise mitigation activities and improvements:** There are no noise mitigation activities or improvements planned.
- **Other improvements:** Reconstruction of I-90 Interchange 45 was part of NYSTA construction plan TAB 09-31 for 2009.

B. I-490 Interchange 29

- **Emergency response plans:** Currently, there are no emergency response plans.
- **Diversion route plans:** Currently, there are no diversion route plans.

- **Capacity and usage of the truck trailer lot:** Truck trailers may only use the Rest Areas on I-490 in the Town of Victor only in emergency situations. Emergency situations would require NYSDOT approval.
- **Noise mitigation activities and improvements:** Noise mitigation will not be looked into by NYSDOT unless there is a major reconstruction project under consideration. Developers building adjacent to I-490 should conduct noise analysis to determine the existing and future noise levels from the highway and what measures will be included to mitigate highway noise for the proposed residences. Failure to consider and provide for noise compatibility will jeopardize federal funding for any future Type II noise projects in the Town of Victor.

II.5. PARKING DATA

There are abundant parking spaces in downtown Victor according to a survey performed for the joint Town and Village comprehensive plan in the fall of 2008. The survey tracked the utilization of every public space within downtown during five different days and times.

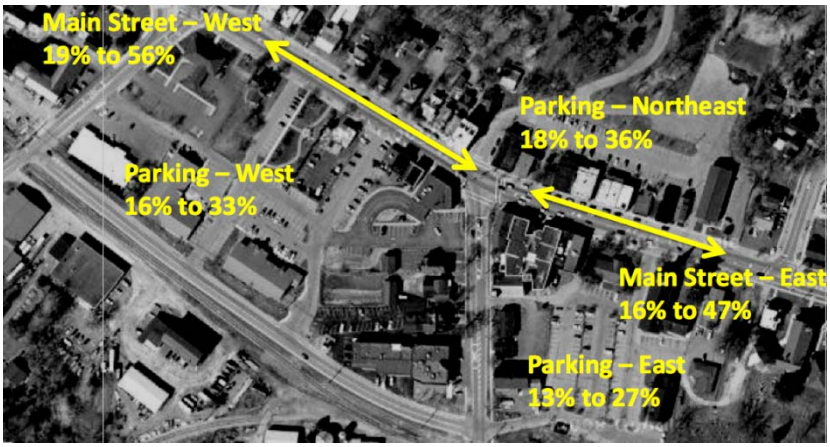
In a business district, parking utilization is considered ideal when parking occupancy averages 85 percent. This ratio still gives newcomers looking for a parking space the ability to easily find one, since about one in eight are free. At the same time, it does not result in an overabundance of unused asphalt.

In downtown Victor, the highest parking space occupancy identified was 56 percent on the western portion of Main Street from Maple Avenue to School Street. The second highest was on the eastern side between Maple Avenue and Church Street, which saw a peak of 47 percent occupancy during one study period. Other occupancy rates for these areas ranged down to 19 percent on the western portion and 16 percent on the eastern side. The least used parking area was east of Maple Avenue near the Village Hall. This area never had more than 27 percent of its parking spaces occupied during the course of this parking survey. The range of occupancy rates for other areas is on the chart below.

The highest occupancy recorded was on a Tuesday in September with Saturday close behind. Not surprisingly, Sunday afternoon was the lowest period noted. It is important to note that the sample size was only five days and therefore it is hard to conclude anything about a parking pattern other than there is an underutilization of parking in general.[9] A summary of the parking survey is illustrated in the following figure.

[9] This may offer an opportunity to encourage park-and-ride to the mall and other businesses along the Route 96 corridor.

Parking Occupancy Rates



II.6. BICYCLE & PEDESTRIAN PROVISIONS

The 2007 Town of Victor Parks and Recreation Master Plan establishes the foundation for Victor's bicycle and pedestrian environment. The Parks and Recreation Master Plan's key findings and recommendations are provided in the following description of Victor's bicycle and pedestrian environment.

Few roads in Victor are pedestrian- or bicycle-friendly. Sidewalks exist within the Village on Main St., Church St., High St., Maple Ave., and streets east of Maple Ave in the southernmost portion of the village. Ontario County Planning mapping completed in 2003 shows sidewalks existing only in small isolated pockets in the rest of the Town, mostly contained within residential developments. An extensive network of multi-use and hiking trails serves several areas of the Town, but portions remain unconnected. A Trails Master Plan completed in 2007 makes recommendations for connections.

The Town's Transportation Plan and Walkable Communities Initiative supplements to its Comprehensive Plan makes recommendations that can enhance access to local recreational opportunities. Relevant recommendations include: "provide greater pedestrian connectivity in new subdivisions and promote / require pedestrian / bicycle / transit-friendly design in all new developments and re-developments." These recommendations continue to be relevant and are fully supported in this Comprehensive Plan.

Bicycle and Pedestrian Access

There is a significant need to connect parks and neighborhoods by walking / biking paths or sidewalks so that those of all ages have access to recreational opportunities. This adheres to current community planning principles and was requested by residents in the 2006 survey.

The volunteer Walkable Communities Committee is working toward this goal and their efforts should be supported and tied into the Town's planning, property permitting, park land acquisition, and trail easement access efforts. The 2007 Parks and Recreation Master Plan makes recommendations complete sidewalk construction locations.

The committee's goals are as follows:

4. Install sidewalks with priority given to making connections between: existing sidewalks, neighborhoods and parks, neighborhoods and the destinations circled on the map, adjacent cul-de-sacs/housing developments.
5. Develop the budget and obtain funding for the Committee's projects through grant efforts, use and expansion of an existing sidewalk fund, and philanthropy.
6. Develop language and criteria for a code section to be proposed to the Town Board requiring all future developments, at locations yet to be designated on the Committee's map, to provide pedestrian access in some form.

To improve pedestrian and cyclist access, interested groups such as the Walkable Communities Committee, the trail development organization Victor Hiking Trails Inc., other trail groups, and the Parks and Recreation and Planning Departments should work cooperatively to provide trail or sidewalk linkages between all neighborhoods and parks, in line with organization goals and the Town's Comprehensive Plan.

Trails

Trails are an important component of Victor's recreational inventory. As the Comprehensive Plan's vision statement calls for 'responsible environmental stewardship', it is not surprising that demand for trails is high in Victor.

The portion of the Lehigh Valley Regional Trailway within Victor is owned by the Town and maintained by the Town and Victor Hiking Trails, Inc. Other hiking trails have been developed and maintained by the Town and Victor Hiking Trails, Inc., including the Auburn Trail and Seneca Trail.

Opportunities exist for expansion of the trails network in Victor to link many neighborhoods with other neighborhoods, parks, and other attractions. Additional trails may be destinations offering things to do or see. Inter-municipal coordination, planning, and financing are necessary to link important regional and multi-town trails and to enhance qualification for grants-in-aid.

Outstanding potential opportunities have been identified for regional linkages, particularly to the north and southeast. Victor Hiking Trails, Inc. is actively collaborating with regional and neighboring trails organizations to enable these linkages as integral parts of its trail network.

Victor Hiking Trails, Inc. is a valuable community resource. This volunteer organization, with partial funding from the Town, develops and maintains a system of trails that is intended to eventually link most neighborhoods with parks and other destinations, including sections of the regional Lehigh Valley and Auburn trails. Trails have been built within Dryer Road Park to connect to Fort Hill and beyond at Ganondagan. Most new large housing developments will have trail easements to enable Town goals for trail connections to neighborhoods and parks.

A connection of the Auburn Trail to the Lehigh Valley Trail, in the Town of Mendon, was completed in 2009. A connection to provide a link from the Auburn Trail Extension at Railroad Mills Road to the trail network located at Powder Mills Park in the Town of Perinton, with improvements and connections to intersecting public roadways and adjoining key destination points, will be constructed in the near future. Approvals are expected at the end of 2010.

The Town and Victor Hiking Trails, Inc. will collaborate with Genesee Transportation Council in preparing a long-term master plan for a system of trails of various categories within the Town and connecting to trails in neighboring towns. The master plan should identify:

- Specific trail route where it can be identified (such as abandoned rail line)
- Conceptual trail route: alternatives and future availability will determine actual route
- Connectivity to larger inter-municipal trail systems and to other parks/neighborhoods
- Class and specified uses of each trail (or trail segment, where appropriate)
- Construction and maintenance standards for each class of trail
- Provisions for ensuring permanent maintenance
- Potential sources and means of financing acquisition by purchase, easement, permit, or other rights.

The plan should address implementation strategies, land acquisitions, and techniques for obtaining trailway rights through purchase, permits, easements, and other means. Roles of the Town and Victor Hiking Trails, Inc. in providing and maintaining trails should be clearly defined and strategies developed to design and construct trails for efficient long term maintenance. The Town should maintain trails on Town property. Trails on private properties should have permanent trail easements and should be maintained by Victor Hiking Trails, Inc.

Acceptance of trail lands or rights should be in accord with the trails master plan to ensure that the lands meet the criteria, comply with public concerns, and can undergo needed maintenance. A variety of trail uses should be encouraged. In addition to hiking trails, opportunities should be explored for additional potential trail uses such as pleasure biking, mountain biking, cross-country skiing, horseback riding, and, perhaps, snowmobiling. These uses are not generally compatible with walking, hiking, and jogging but can often be combined where they can be properly designed.

II.7. PUBLIC TRANSPORTATION

Public transportation is an important component of the transportation network. It is an accessible transportation option for the physically challenged and those who do not own an automobile and may minimize roadway deterioration and congestion.

The Town of Victor is served by the County Area Transit System (CATS) and the Regional Transit Service (RTS). There are two CATS bus routes and one RTS bus route along NYS Route 96; CATS Route 3, CATS Route 7 and RTS Route 92. The bus routes are presented in **Figure 11**.

Additionally, the Finger Lakes Railway has passenger service operations within the Town and Village of Victor. Passenger services are limited to special excursions offered on a varied schedule. Local excursions are sponsored by Victor's Friends of the Rail Road group.

The following is a summary of the public transportation system for the transportation network.

A. Route Descriptions

The following is a brief description of each route:

CATS Route 3: This route travels between the City of Canandaigua and Eastview Mall via NYS Route 332 and NYS Route 96. It runs seven days a week, year round and has the following schedule:

- Monday – Thursday: Six roundtrips between 6:30 a.m. and 6:30 p.m.
- Friday: Seven roundtrips between 6:30 a.m. and 8:30 p.m.
- Saturday: Five roundtrips between 9:30 a.m. and 8:30 p.m.
- Sunday: Four trips between 9:30 a.m. and 6:00 p.m.

There are nine bus stops within the Town of Victor on this bus route. These bus stops are at the following locations:

- McMann Road & Heath-Row
- Victoria Lane
- Autumn Grove Apartments
- Main Street & Maple Avenue
- NYS Route 96 & NYS Route 251
- Phillips Road & Main Street Fishers
- NYS Route 96 & High Street
- Cobblestone Square
- Eastview Mall

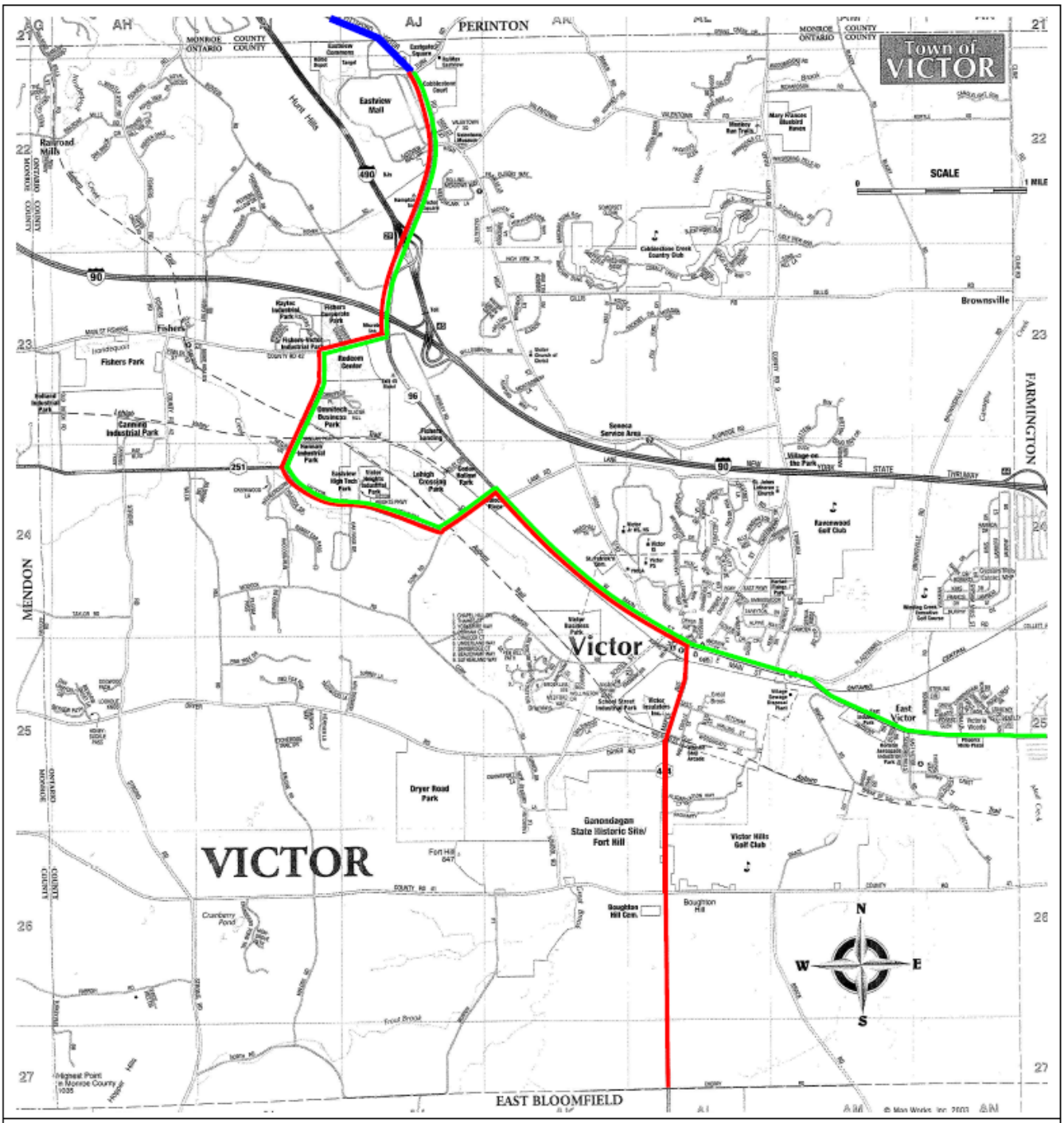


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Figure 11
Victor Transportation Plan
Public Transit Routes

Key:
- : CATS Route 3 Canandaigua/Victor
- : CATS Route 7 Eastview/Bloomfield/Canandaigua
- : RTS Route 92 Perinton/Bushnell's Basin/Lyons/ Eastview Mall

On average, approximately 1,720 passengers per month travel on this route. This averages out to approximately 55 passengers per day. Ridership data for this route was provided by the Ontario County Transportation Office.

CATS Route 7: This route travels between City of Canandaigua and Eastview Mall via NYS Route 5/20, NYS Route 444, and NYS Route 96. It runs year round on weekdays only. There is currently one a.m. outbound trip from Eastview Mall and one p.m. inbound trip from the City of Canandaigua.
There are five bus stops within the Town of Victor on this bus route. These bus stops are at the following locations:

- Main Street & Maple Avenue
- NYS Route 96 & NYS Route 251
- Phillips Road & NYS Route 251
- Main Street Fishers & NYS Route 96
- Eastview Mall

On average, approximately 160 passengers per month travel on this route. This averages out to approximately 5 passengers per day. Ridership data for this route was provided by the Ontario County Transportation Office.

RTS Route 92: This route travels between Downtown Rochester and Eastview Mall via I-490 and NYS Route 96 in Bushnells Basin. This route runs year round on weekdays and Saturdays only and has the following schedule:

- Monday – Friday: Ten roundtrips between 5:55 a.m. and 7:05 p.m.
- Saturday: Four roundtrips between 9:30 a.m. and 10:20 p.m.

There are two bus stops within the Town of Victor on this bus route. These bus stops are at the following locations:

- Eastview Mall (In front of Sears)
- Eastview Mall Park & Ride

On average, approximately 8,350 passengers per month travel on this route. Of these passengers, 8,160 travel on weekdays and 190 on Saturdays. This averages out to approximately 385 passengers per weekday and 45 passengers per Saturday. Ridership data for this route was provided by the Rochester Genesee Regional Transportation Authority (RGRTA).

B. Fares & Services

1. CATS

CATS offers multiple options for commuters. Standard fare for a single ride on a fixed route is $1.00 for adults/youth and $0.50 for senior citizens and persons with disabilities. Children five years and under ride free if they are accompanied by an adult. Monthly Passes for unlimited travel on fixed routes cost $30.00.

CATS complies with the Americans with Disabilities Act (ADA). Anyone living within ¾ mile of a fixed route can arrange to have a bus deviate off the fixed route for a pick-up and/or drop-off. Reservations must be made 24 hours in advance and may be made up to one week in advance. This service costs $2.00 per passenger for a one way trip and no discounts apply.

Dial-A-Ride is a service available on weekdays, from 7:00 a.m. to 7:00 p.m., throughout Ontario County where fixed route service is not available. Transportation is provided from users home to destination or a connection with a fixed route. Reservations must be made 24 hours in advance and may be made up to one week in advance. This service costs $5.00 per passenger for a one way trip and $10.00 per passenger for an inter-zone one way trip.

2. RTS

RTS offers multiple fare options for commuters. The following is a summary of the RTS fare options:

- $1.00 – Adult Fare
- $3.00 – All-Day Unlimited Freedom Pass
- $12.00 – Stored-Value Pass
- $14.00 – Adult 5-Day Unlimited Freedom Pass
- $56.00 – Adult 31-Day Unlimited Freedom Pass
- $0.50 – Seniors 65+ and persons with disabilities pay half fare with a Medicare, SCAC Low-fare or RTS Half-fare Card – Monday-Friday from 9:00 a.m. to 3:30 p.m. and after 6:30 p.m. and all day Saturday, Sunday, and holidays
- $1.50 – Senior/Disabled All-Day Unlimited Freedom Pass
- $7.00 – Senior/Disabled 5-Day Unlimited Freedom Pass
- $28.00 – Senior/Disabled 31-Day Unlimited Freedom Pass
- $0.50 – Children age 6-11
- Free – Children age 5 and under

C. Trends & Future Improvements

1. CATS

CATS Route 3 and Route 7 have experienced significant increases in ridership in 2008. Route 3 ridership increased by approximately 25% from 2007 to 2008. Route 7 ridership increased by approximately 65% from 2007 to 2008.

The Ontario County Transportation office is in the process of proposing enhancements to these routes, including extended hours of operation and an express route from Geneva to Victor. They would like to see these implemented in the near future; budgets constraints will determine.

The CATS Route Analysis and Service Improvement Plan is being conducted through the 2008-2009 and 2009-2010 Unified Planning Work Program (UPWP).

2. RTS

Ridership for RTS Route 92 has remained steady. The RGRTA does not have any plans for any route changes or future routes at this time.

II.8. REGULATORY AUDIT – TRANSPORTATION AND LAND USE CONNECTIONS

The purpose of this section is to identify and describe some of the items in the Town and Village of Victor Land Use Regulations that could be modified or amended to facilitate improved transportation and land use connections.

A. Mixed-Uses

- Town of Victor §211-12 – Definitions and Village of Victor §170-3 – Definitions and word usage
  - Mixed-Use is not defined. The Town and Village should consider creating a definition.

- Town of Victor §211-22 Commercial District Regulations.
  - Allows “Residential uses” in conjunction with a principal permitted use. The regulations do not define “Residential uses” nor does it state the number of units permitted.
  - When reviewing Schedule I of the Zoning Law, “mixed-uses” are not listed as an allowed use in any district. Schedule I should be revised to be consistent with the remainder of the Zoning Law.

- Schedule II does not identify permitted units per acre for the Commercial District. If residential units are to be permitted in the Commercial District, the Zoning Law must state the allowed density.
  - The Town should strongly encourage the mixture of more than one use in the Commercial District and should provide more guidance regarding the type of uses desired and those that are not.

- Town of Victor §211-23 – Commercial/Light Industrial District Regulations
  - Allows "residential" uses in conjunction with commercial and service businesses permitted in the district provided the "residential" use is clearly subordinate to the principal use of the structure.
    - This provision may allow for home-based businesses while it does not encourage mixing uses for other benefits.
    - The Town should clarify this section or modify it to permit the appropriate mixing of uses.

- Village of Victor §170-13. B-District Business
  - Mixed uses are not identified as being permitted in this district.

- Village of Victor Article 50 Architectural Preservation and Standards
  - §50-12 Intent. States that the Village Board's purpose is to encourage a mix of uses within the Central and Gateway Business Districts (core section of the B-District)
  - The Village will need to correct the discrepancies between Chapter 50 and Chapter 170 to clarify that mixed uses are encouraged in these districts in accordance with specific requirements.

- There are also discrepancies between the two Chapters regarding yard setbacks in the B-District and Central and Gateway Business Districts. Chapter 170 lists the minimum setbacks as follows: front yard of 15 ft, side yard of 10 ft and rear yard of 30 ft. Chapter 50 allows for a maximum setback of 2 ft in the Central Business District and a maximum of 15 ft in the Gateway District. Zero side yard setbacks are also permitted in the Central Business District. These discrepancies should also be cleaned up in the next revision.

- The maximum building coverage in the B-District is district is 40%.
  - Chapter 50 does not regulate lot coverage.

- To permit more efficient development, the Village may consider allowing for a higher building coverage under certain circumstances, including but not limited situations where parking can be provided elsewhere or shared (as discussed below), storm water can be appropriately handled, and the proposed use is compatible with adjacent uses.

- Town of Victor §211-27 Planned Development District Regulations
  - This section is not clear on the ability to mix uses nor does it encourage mixed uses.
  - In appropriate locations of the Town, a healthy mixture of uses should be permitted.
  - Details and design standards for mixed uses should also be provided.

B. General Benefits of Mixed-Uses

Permitting mixed uses will reduce the number of vehicle trips, increases the feasibility of centrally located parking lots, encourages more walking and cycling, brining health benefits, reducing the need for automobile use and thus reducing emissions. Mixing of uses also offers more convenience, choices and economic opportunities and results in a more efficient use of developable land.

C. Pedestrian and Cycling Opportunities

- The Town Zoning Law refers only to pedestrians and not cyclists. New development should take into consideration not only pedestrian opportunities but also access and connections for cyclists.
- Town of Victor §211-25 Multiple-Dwelling District Regulations. The regulations should encourage pedestrian and cycling amenities for residents and visitors; provide bike racks, require sidewalks where applicable and connections between developments and other pedestrian and cycling resources.
- Chapter 50 – Village of Victor Design Standards for Central and Gateway Business Districts does provide guidance on pedestrian and bicycle connections.
- The Village of Victor Zoning Law does not provide any requirements or guidance on pedestrian or cycling amenities.
- §133-13(D) of the Village of Victor Site Plan Law does require the planning board to take into consideration the adequacy of pedestrian circulation when reviewing projects. No guidance or requirements are provided however.

- The Town and Village Zoning Law and the Village Site Plan Law should all be reviewed and where applicable, strongly encourage pedestrian/cycling pathway connections to residential areas, parking and transit facilities, recreation and commercial areas and other existing or planned pedestrian/bicycle pathways. Encouraging or requiring pedestrian and bicycle amenities should be encouraged for development in almost every zoning district in the Town and Village.

D. Parking

- Town of Victor §211-32. Parking Requirements. While this section does provide the planning board with the authority to consider adjustments for dual use parking spaces, it is limited only in situations when a shopping center is involved.
- The Zoning Law should be revised to:
  - Allow shared parking for a variety of mixed uses;
  - Provide both applicants and the planning board with guidance on how to calculate shared parking requirements;
  - Encourage the construction and use of centrally located lots, parking garages and structures;
  - Require bike racks with certain development proposals;
  - Require parking spaces for compact cars; and
  - Allow for vehicle-charging stations.[10]
- The Zoning Law should also encourage the use of parallel roadways in commercial areas to connect multiple developments. These roads will result in fewer curb cuts and provide alternative routes for pedestrians and cyclists other than the main thoroughfares.
- The Town and Village should encourage the use of additional strategies to reduce reliance on automobiles, decrease the amount of space dedicated to parking lots, and encourage more walking and cycling.
- The Town and Village should also encourage new development to take into consideration public transit connections, multi-modal transportation and other transit-oriented development opportunities.

II.9. PLANNED TRANSPORTATION IMPROVEMENTS

Planned improvements will have an impact on the transportation network's needs and future development scenarios. The following is a brief summary of each of the studies and planned improvements that were identified.

[10] It has been suggested that it be considered whether this might be expanded to include providing electric vehicle charging stations and requiring preferred parking spaces for high-mileage/low-emissions hybrid, electric, and alternative-fuel vehicles.

A. NYS Route 250 Corridor Study

The objective of this study is to facilitate a coordinated planning effort that addresses transportation planning, economic vitality, mobility, and safety along this 16-mile corridor that links four towns and two villages.

This study was completed in 2008. Recommendations impacting the Town of Victor include consideration of an extension of NYS Route 250 into the Eastview Commons/Eastview Mall developments to connect to the road that now divides the Home Depot and Staples stores. This is recommended to reduce traffic volumes on NYS Route 96 between NYS Route 250 and the Eastview Commons entrance and on Turk Hill Road.

B. CATS Route Analysis and Service Improvement Plan

The objective of this study was to complete a detailed review of CATS transit services to improve efficiency, enhance service levels for existing and new riders, and advance the strategies of the Coordinated Public Transit/Human. The plan's recommendations regarding public transit to and in the Town of Victor include the following:

- Increase Route 3 service level in the Route 96 and 332 corridors between Victor and Canandaigua. Operate hourly departures in both directions between 5:30 am and 7:30 pm on weekdays (or until 9:30 pm to accommodate mall-shoppers), and 120-minute departures on Saturdays.
- Develop multiple route variations to accommodate defined market niches characteristic of a lower density suburban service area. The following list offers potential route variants.

We recommend that CATS consider operating one or two service variants to meet market needs but avoid confusion. Potential variants include:

Commuter Express - Selected peak direction commute trips focusing on Ontario County residents working in Monroe County should take the quickest attainable route to and from Eastview Mall. Scheduled arrivals and departures should be coordinated with RTS Route 92. It should be possible for CATS Route 3 as proposed to achieve timed transfers with one-half or more of the 10 weekday Route 92 arrivals and departures at Eastview.

Employment - Selected peak period trips focusing on jobs in the industrial parks along Route 251 and County Road 42 in Fishers should respond to demands to be defined. Operating schedules should be customized to meet specific work shift times of the major employers in the area, and flexible routing may be a necessity given the low density of industrial development in the areas. A workplace-based survey of employees is suggested to help establish a baseline need for this service.

FLCC Shuttle - A direct transit connection should be established between the planned 28,000 sq. ft. Science and Technology campus center on Route 251 in Victor and the FLCC Lakeshore Drive campus. Ontario County should work with FLCC administrators to develop an effective and fiscally sustainable inter-campus shuttle.

Branch Service in Victor - Redistribute service on two branches between Victor Village and Eastview Mall to conform to perceived market demands and to balance round trip travel times. Currently all trips operate one-way eastbound/southbound on High Street and one-way westbound/northbound on Routes 96 and 251. Alternatively, corridors should be treated as branches warranted two-way service at various times during the service day. Off-peak service should focus on the schools, food bank and residences located along High Street.[11]

- Minimize Sunday service. The current service is not well used and is not a cost-effective route. We recommend reducing the amount of service offered on Sundays.
- Replace the existing Route 7 service in Victor with hybrid service. Initiate Route 5X Cross County Express service in the Route 96 corridor between Geneva and Eastview Mall. Service may be operated during peak periods only (5:30 am to 9:30 am and 2:30 pm to 6:30 pm) and timed to meet RGRTA service into Rochester. This service likely is eligible for JARC grant funding.
- Increase CATS Route 5 level of service to 60-minute frequencies and weekend 120-minute frequencies between Canandaigua and the Eastview Mall.

C. The Town of Victor

The following improvements funded by the Town of Victor is to be constructed in 2012 future:

1. High Street Reconstruction

The street reconstruction project will entail installing new water mains and utilities beneath the roadway followed by the complete reconstruction of the street.

III. Needs & opportunities

The existing conditions inventory identified the deficiencies/needs within the transportation networks. Recently implemented improvements along with ongoing and planned studies/improvements that will help mitigate the deficiencies were also identified. Additional deficiencies/needs will be addressed through new regulatory strategies and proposed transportation improvement alternatives.

[11] It also been suggested that, as new high-capacity developments emerge along Route 96, that consideration be given to requiring bus routes to utilize the Route 96 corridor in both directions in order to reduce the need for transportation in private vehicles.

IV. Improvement recommendations

Improvement strategies to address the transportation network's needs have been identified:

- Policy & Regulatory Strategies
- Alternative Scenarios

These strategies are recommended in addition to the recently implemented improvements along with ongoing and planned studies/improvements.

These recommendations need to be cohesive with the proposed land uses generated for the Town of Victor as part of the Victor Comprehensive Plan. Cohesiveness means that the roadways are compatible with the adjacent land use and provide the proper function.

The existing functional classification of the transportation network is compatible with the proposed land use map. All roadways are providing the proper function:

- Principal Arterials:
  - Provide high volume/speed interregional travel.
- Minor Arterials:
  - Connect the principal arterials.
  - Provide access to commercial and industrial developments in the commercial high intensity and commercial industrial land use zones.
  - Primarily do not travel through residential land use zones.
- Collectors:
  - Collect traffic from the residential land use zones.
  - Provide traffic from local streets in residential neighborhoods, access to arterials.
  - Serve commercial and industrial developments in the commercial industrial land use zone.
- Local Roads:
  - Primarily provide direct access to abutting lands and serve local travel over relatively short distances.

Therefore, all future improvement recommendations will utilize the existing functional classification of the transportation network.

IV.1. Policy & regulatory strategies

Items in the Town and Village of Victor Land Use Regulations that could be modified or amended to facilitate improved transportation and land use connections were discussed in section II.8. Regulatory Audit – Transportation and Land Use Connections. These modifications will address needs related to:

- Mixed-Uses
- Bicycle & Pedestrian Provisions
- Parking

In addition to the recommended policy modifications/amendments to the Town and Village of Victor Land Use Regulations the following transportation regulatory strategies are recommended.

A. Roadway Preventative Maintenance

Preventative maintenance is ongoing upkeep of good roadway surface conditions. It includes techniques such as crack seals and pavement overlays.

Fair and poor pavement conditions are not desirable as driving conditions will deteriorate and more expensive repairs will be required in the future.

B. Monitoring

Identified structurally deficient bridges and capacity/safety deficient intersections should be monitored for continued degradation. Action should be taken for signs of accelerated and/or excessive degradation.

C. Transportation Systems Management

Transportation Systems Management is the implementation of programs that improve operations that mitigate congestion and improve air quality. This includes programs or projects that:

- Improve traffic flow, such as projects to improve signalization, construct high occupancy vehicle lanes, improve intersections, and implement ITS strategies.
- Establish or operate a traffic monitoring, management, and control facility or program.

This approach should be considered on all future projects.

D. Transportation Demand Management

Transportation Demand Management is the implementation of strategies to reduce travel demand. Managing demand can be a cost-effective alternative to increasing capacity and can improve communities.

Traffic demand management techniques include:

- Promoting increased ridesharing and other commuting options.

- Promoting flexible work schedules to reduce congestion during peak travel periods.
- Promoting pedestrian and bicycle friendly transporation modes.
- Improving public transportation.

IV.2. ALTERNATIVE SCENARIOS

Alternative scenarios were developed to address the deficiencies/needs within the transportation network.

The majority of the identified, non-regulatory, deficiencies/needs were connected to NYS Route 96. Congestion on NYS Route 96 creates capacity and safety issues on both NYS Route 96 and other roadways being used as alternate routes to avoid the congestion. Therefore, four alternative scenarios were developed to address specific deficiencies/needs within the transportation network created by congestion on NYS Route 96.

Four alternative scenarios were analyzed to provide options ranging from immediate fixes to long range fixes. These alternative scenarios are:

- No Build
- Improved Operations on NYS Route 96 – Implementation of Signal Coordination and ITS
- Improved Safety on Alternate Routes – Alternate Route Intersection Safety Improvements
- I-490 Interchange 29 Reconfiguration – Diverging Diamond Interchange (DDI)

One feasible solution has been examined for each scenario; other feasible solutions may exist for each scenario and should be examined in future studies.

A. Methodology

The feasible solutions examined for the alternative scenarios were evaluated by how well they address the identified needs of the transportation network versus their cost and ease of implementation.

The following categories were examined:

- Cohesiveness with Proposed Land Uses
- Implements Proposed Policies & Regulatory Strategies
- Physical Conditions Benefits
- Capacity Benefits

- Safety Benefits
- Pedestrian Benefits
- Ease of Implementation
- Cost

Capacity analysis for the alternative scenarios was assessed during the evening peak travel hour for the study segments using volume to capacity (v/c) ratios. Capacity analysis was conducted after the implementation of the improvements for:

- Initial Implementation Conditions (2010)
- Interim Conditions (2020)
- Long Range Conditions (2030)

Volumes for the capacity analysis were generated using the Genesee Transportation Council's (GTC) regional transportation model. Rates for percent change in the model volumes between analysis years and alternative scenarios were calculated. These rates were then applied to the existing volumes, collected for the transportation networks existing conditions inventory, to develop the study volumes. The study volumes were used in calculating the volume to capacity ratios.

Improvements made in the Implementation of Signal Coordination and ITS on NYS Route 96 and Alternate Route Intersection Safety Improvements alternatives will not create any major trip diversions. Therefore, the forecasted No Build alternative volumes will represent these alternatives also.

Figures 12-17 summarize the alternative AADT volumes for the study segments during 2010, 2020, and 2030 conditions.

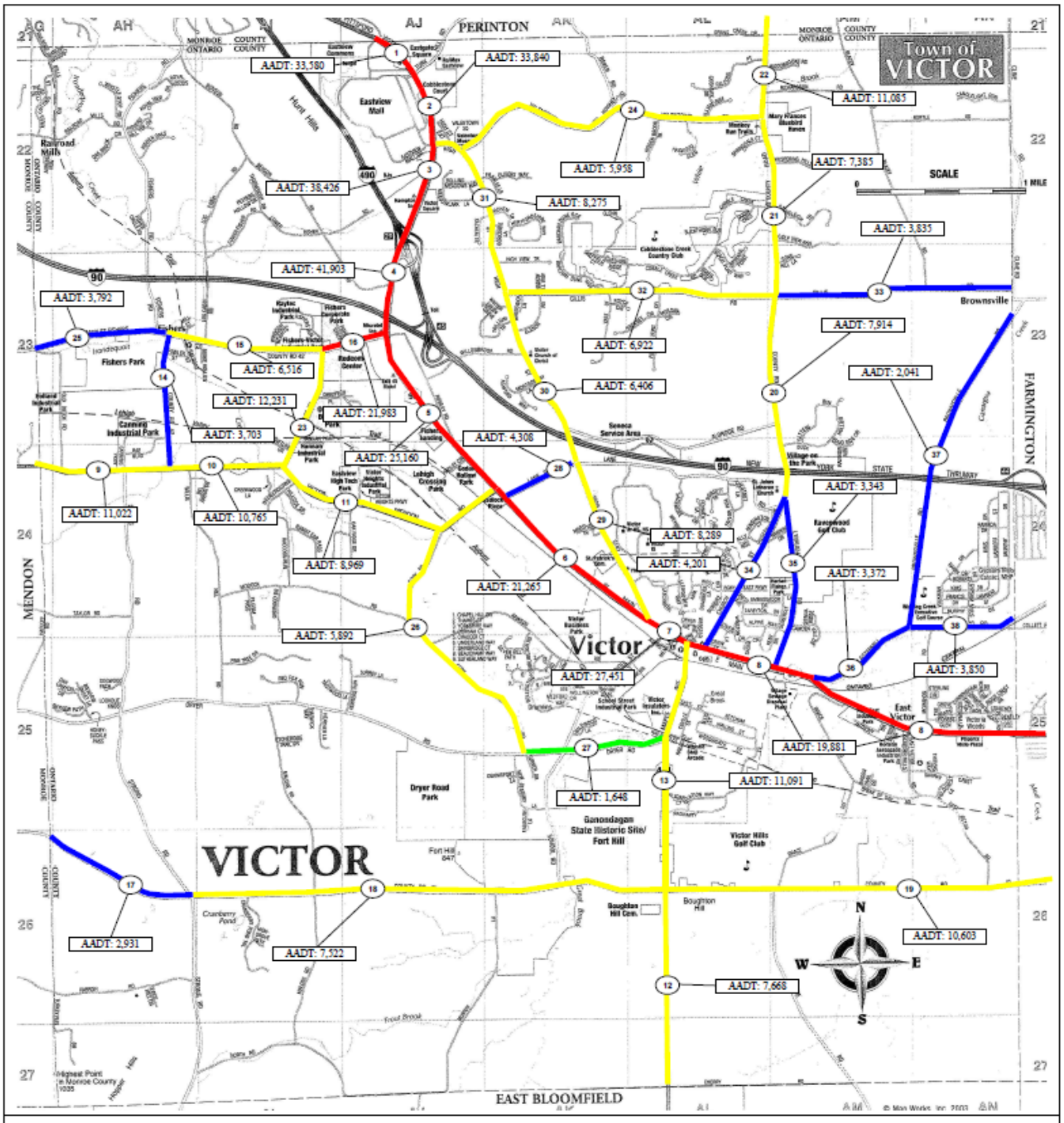

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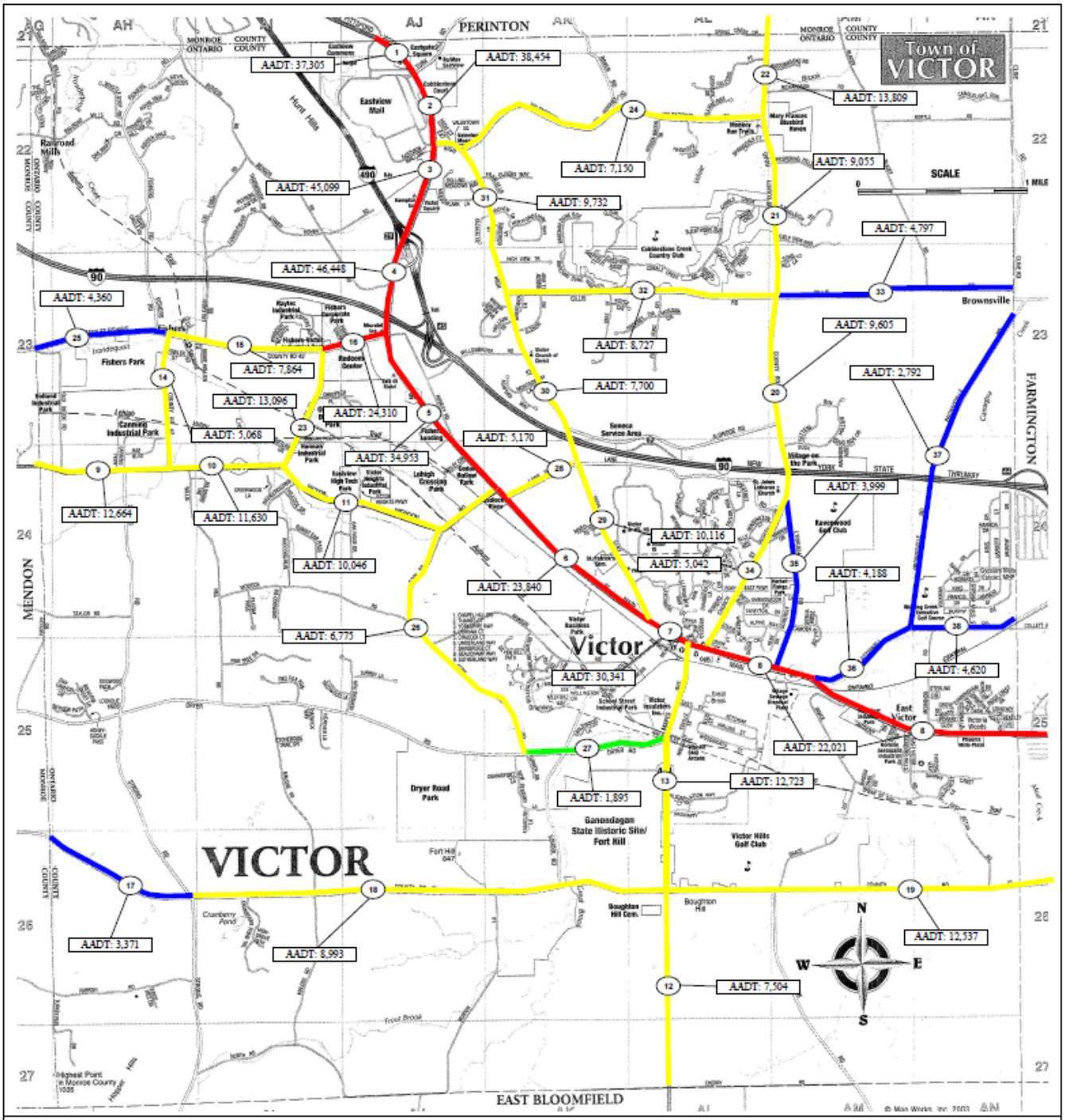
Figure 12
Victor Transportation Plan
No Build: 2010
Annual Average Daily Traffic (AADT)

AADT:
- : 0 - 2,000
- : 2,001 - 5,000
- : 5,001 - 15,000
- : 15,001 - 60,000



FISHERASSOCIATES

Figure 13
Victor Transportation Plan
No Build: 2020
Annual Average Daily Traffic (AADT)

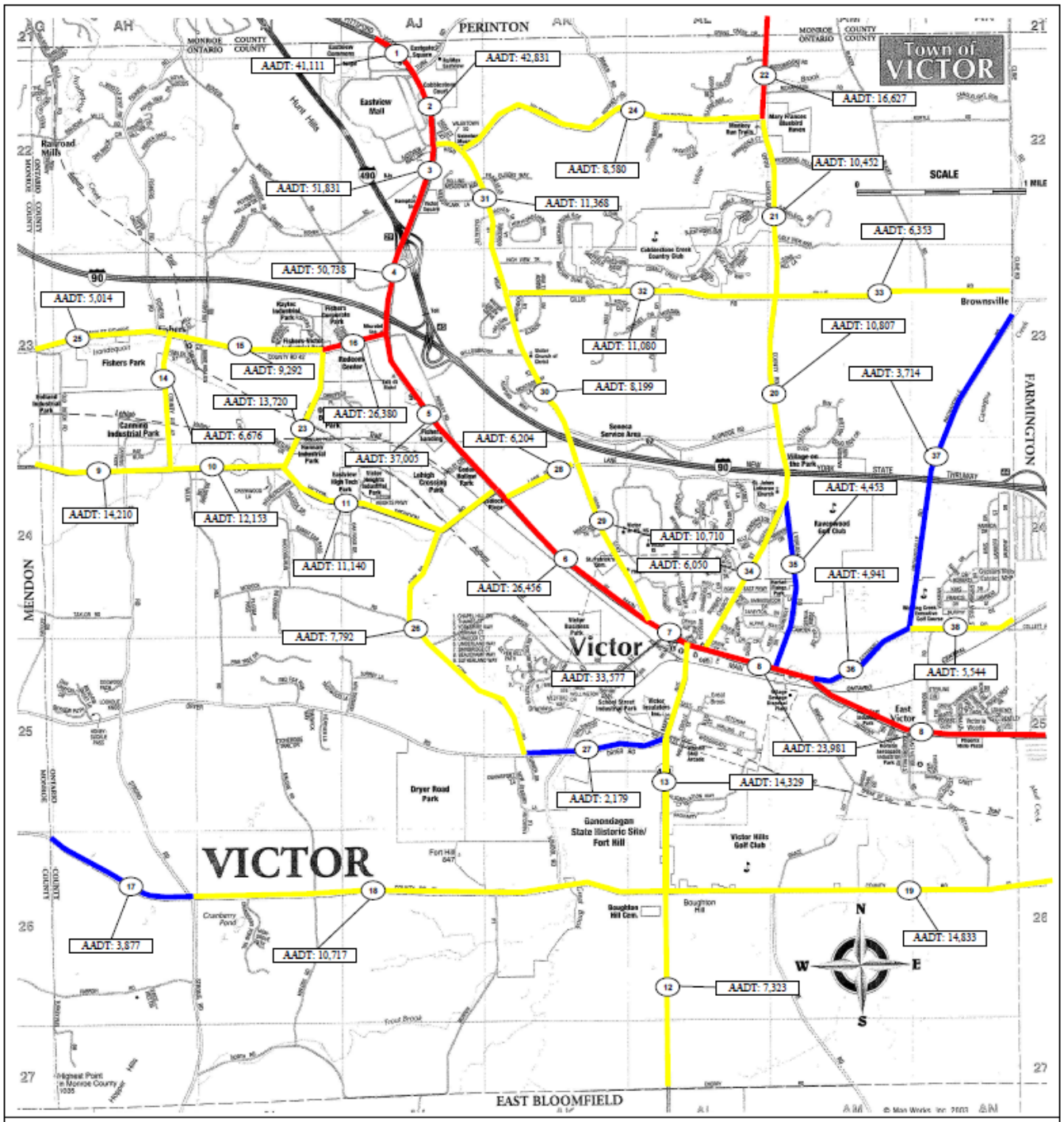


Figure 14
Victor Transportation Plan
No Build: 2030
Annual Average Daily Traffic (AADT)

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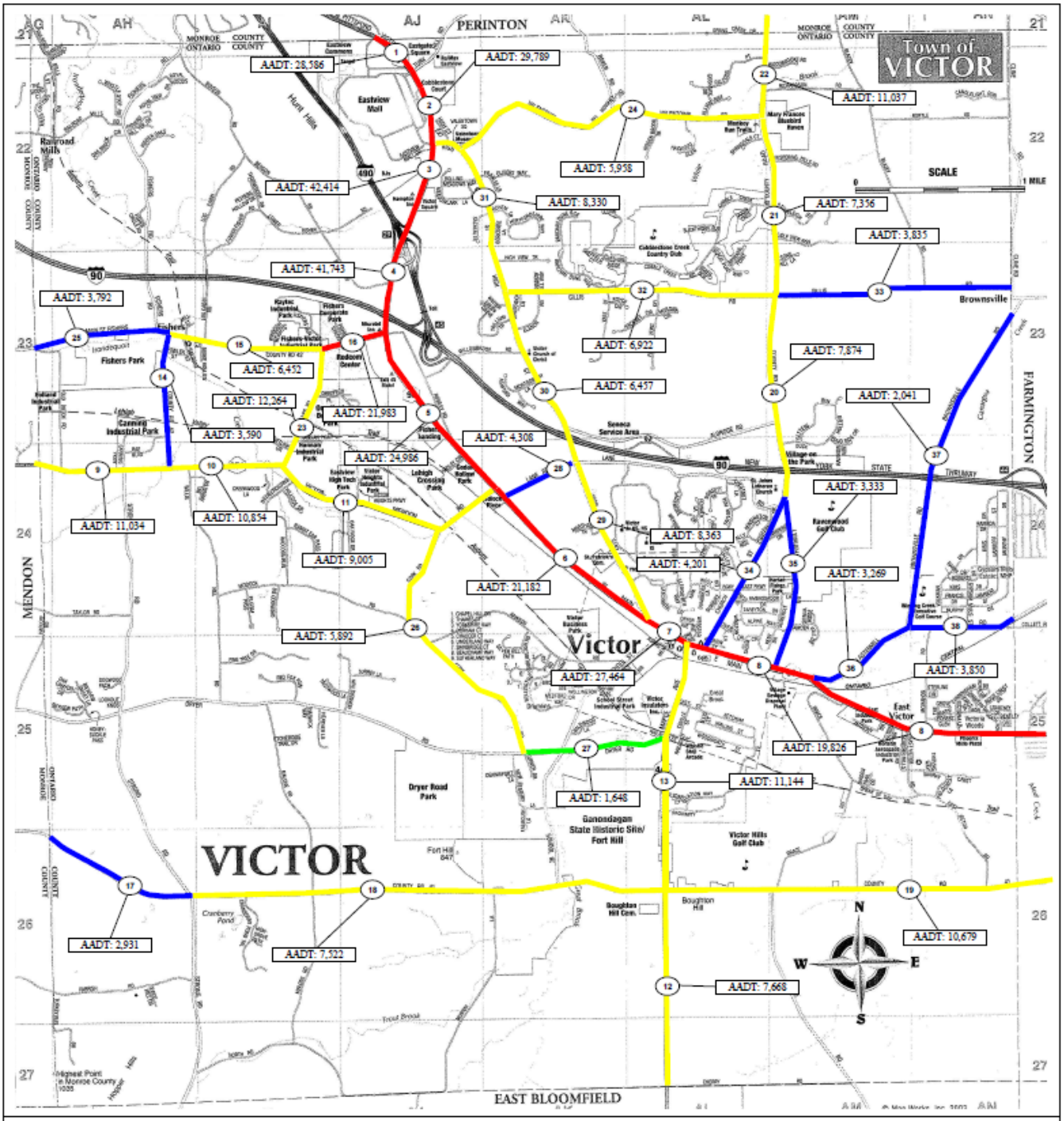
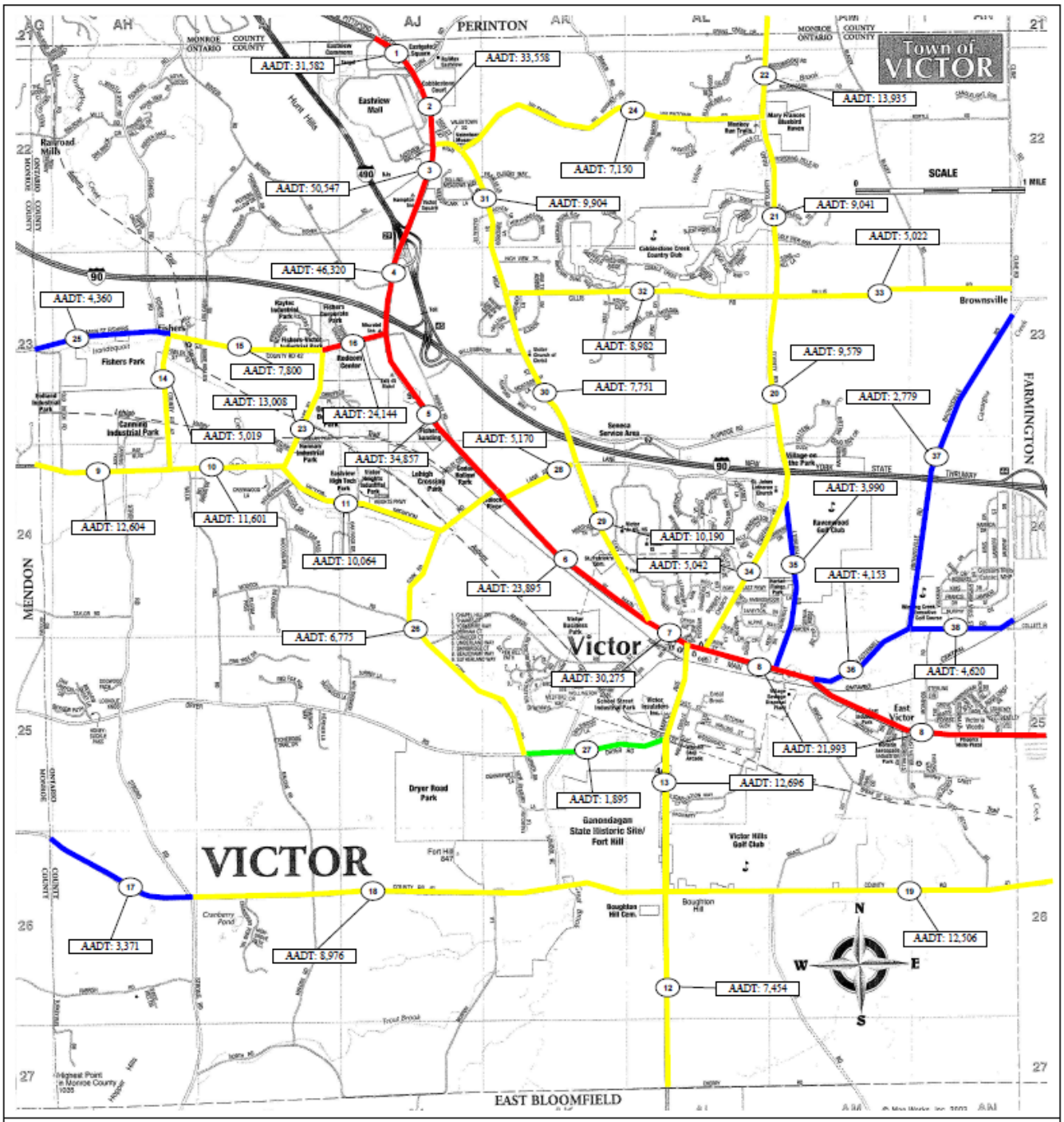


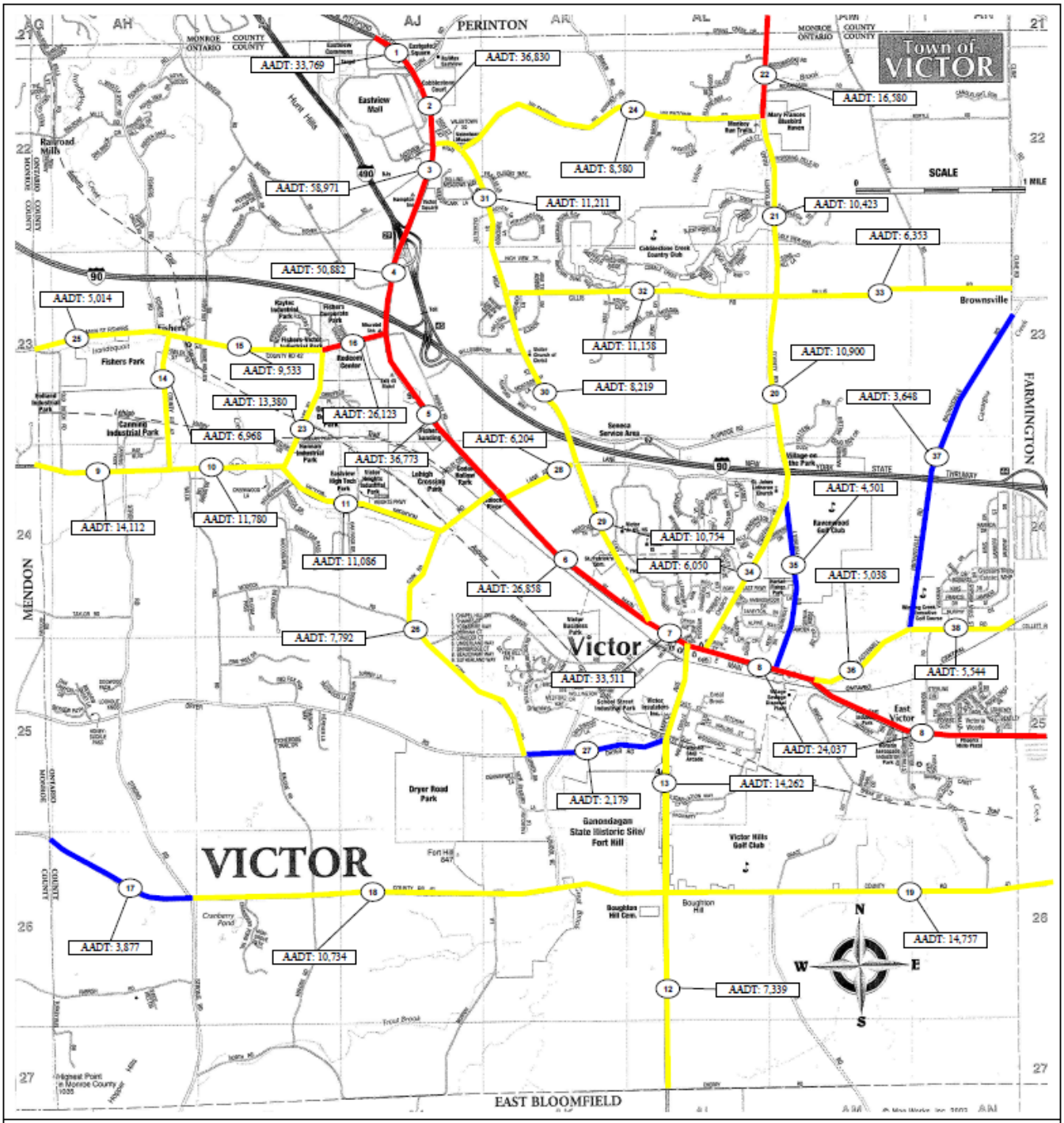
FISHERASSOCIATES

Figure 15
Victor Transportation Plan
DDI Alternative: 2010
Annual Average Daily Traffic (AADT)



FISHERASSOCIATES

Figure 16
Victor Transportation Plan
DDI Alternative: 2020
Annual Average Daily Traffic (AADT)



FISHERASSOCIATES

Figure 17
Victor Transportation Plan
DDI Alternative: 2030
Annual Average Daily Traffic (AADT)

B. Alternative Summary

1. No Build

The No Build alternative incorporates the proposed new land uses and future development without any improvements to the transportation network.

The No Build alternative is an immediate option and will be used as the basis for comparison of the other alternatives.

a) Cohesiveness with Proposed Land Uses

The No Build alternative is cohesive with the proposed land uses. No changes are being made to the existing transportation network which has been identified as compatible with the proposed land uses.

b) Implements Proposed Policies & Regulatory Strategies

The No Build alternative does not implement additional proposed policies and regulatory strategies that will not be implemented in the other alternatives.

c) Physical Conditions Benefits

No physical improvements will be made in the No Build alternative.

d) Capacity Benefits

Figures 18-20 summarize the No Build v/c ratios for the study segments during 2010, 2020, and 2030 conditions.

The capacity analysis has determined that the No Build alternative will not improve capacity in the transportation network and that additional roadway segments will degrade to near capacity or worse conditions; summarized in Table 12.

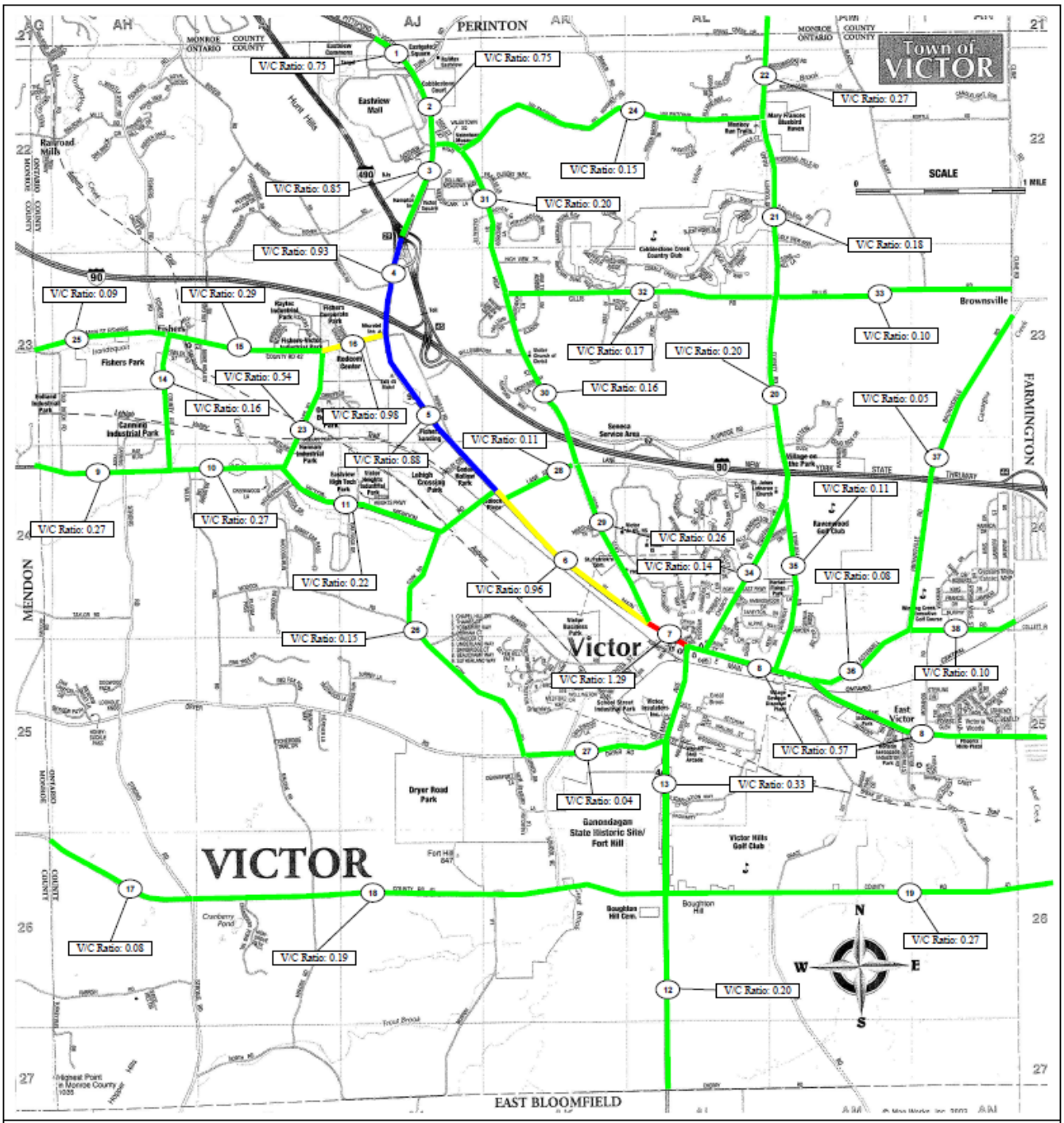
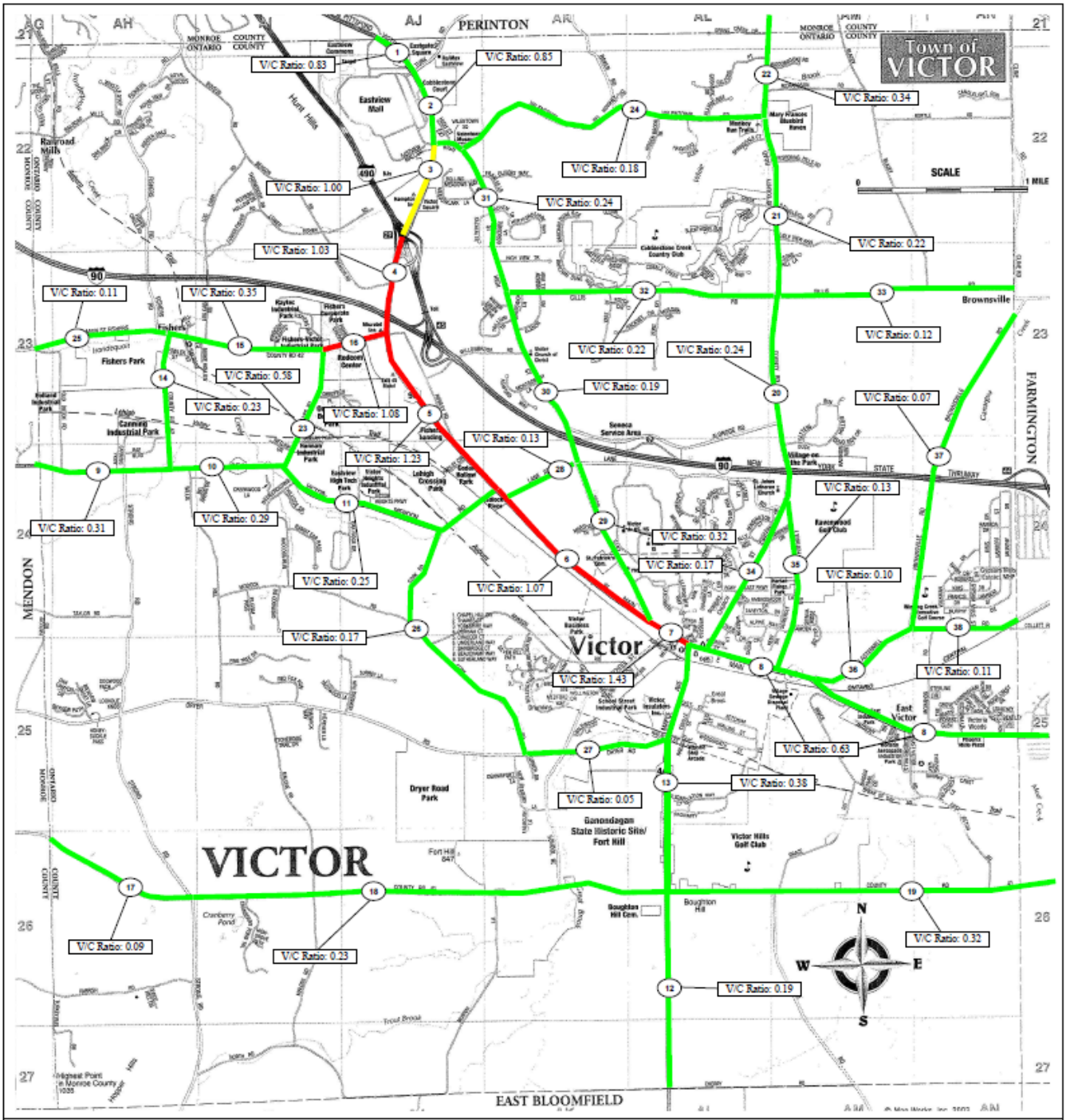


Figure 18
Victor Transportation Plan
No Build: 2010
V/C Ratios

V/C Ratio:
- : ≤ 0.85 Under Capacity
- : > 0.85 - 0.95 Near Capacity
- : > 0.95 - 1.00 At Capacity
- : > 1.00 Over Capacity

FISHERASSOCIATES



FISHERASSOCIATES

Figure 19
Victor Transportation Plan
No Build: 2020
V/C Ratios

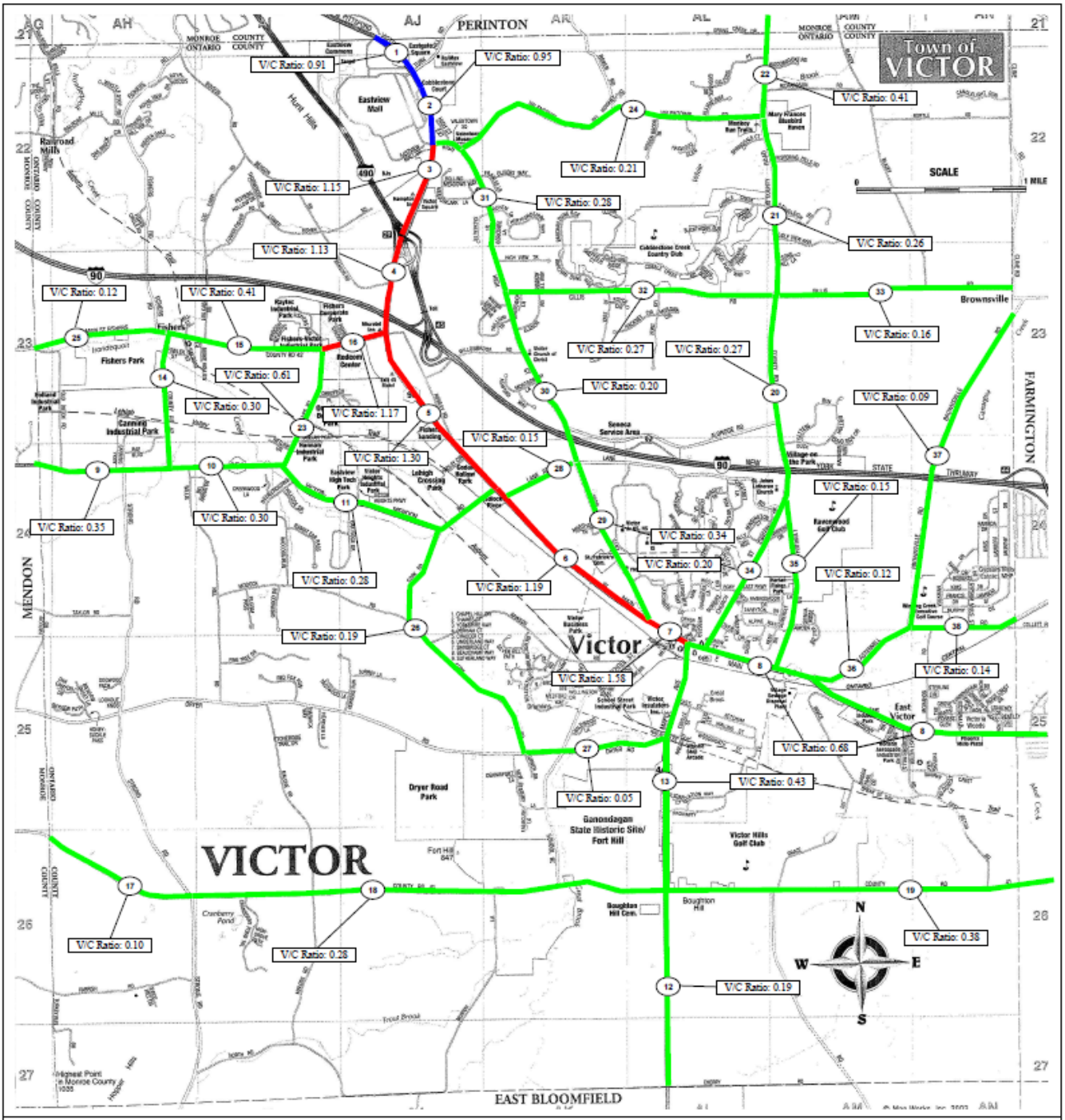


Figure 20
Victor Transportation Plan
No Build: 2030
V/C Ratios

V/C Ratio:

- : ≤ 0.85 Under Capacity
- : > 0.85 - 0.95 Near Capacity
- : > 0.95 - 1.00 At Capacity
- : > 1.00 Over Capacity

FISHERASSOCIATES

Table 12
High V/C Locations
No Build Conditions

Location	2010		2020		2030	
	V/C Ratio	Capacity Level	V/C Ratio	Capacity Level	V/C Ratio	Capacity Level
NYS Rt. 96: Victor Town Line to Turk Hill Rd.	0.75	Under Capacity	0.83	Under Capacity	0.91	Near Capacity
NYS Rt. 96: Turk Hill Rd. to High St.	0.75	Under Capacity	0.85	Under Capacity	0.95	Near Capacity
NYS Rt. 96: High St. to NYS Rt. 490/I-90	0.85	Under Capacity	1.00	At Capacity	1.15	Over Capacity
NYS Rt. 96: NYS Rt. 490/I-90 to CR 42	0.93	Near Capacity	1.03	Over Capacity	1.13	Over Capacity
NYS Rt. 96: CR 42 to NYS Rt. 251	0.88	Near Capacity	1.23	Over Capacity	1.30	Over Capacity
NYS Rt. 96: NYS Rt. 251 to High St.	0.96	At Capacity	1.07	Over Capacity	1.19	Over Capacity
NYS Rt. 96: High St. to Maple Ave. (NYS Rt. 444)	1.29	Over Capacity	1.43	Over Capacity	1.58	Over Capacity
CR 42: Phillips Rd. to NYS Rt. 96	0.98	At Capacity	1.08	Over Capacity	1.17	Over Capacity

In general, roadway segments with a v/c of 0.85 or higher experience high levels of congestion and delay and congestion is prevalent in both “at capacity” and “over capacity” conditions. The following is a description of conditions for segments with high v/c ratios.

- “Near Capacity” – Traffic volumes are approaching the available roadway capacity. Elevated delays are experienced.

- “At Capacity” – Operating conditions are unstable and difficult to predict. Traffic flow experiences significantly reduced travel speeds, poor vehicular progression, and high delays.

- “Over capacity” – Operating conditions represent oversaturated conditions; traffic volumes exceed the available roadway capacity. Traffic flow experiences extremely low travel speeds, poor vehicular progression, extensive delays, and extensive queuing at intersections. Roadway segment capacity and v/c calculations are included in Appendix VI.A.

e) Safety Benefits

No Safety Benefits will be made in the No Build alternative.

Pedestrian Benefits

No Pedestrian Benefits will be made in the No Build alternative.

f) Ease of Implementation

The No Build alternative will be simple to implement since there are no improvements to the transportation network.

g) Cost

The No Build alternative will have no cost involved since there are no improvements to the transportation network.

2. Improved Operations on NYS Route 96 – Implementation of Signal Coordination and ITS

NYS Route 96 experiences heavy congestion creating capacity and safety issues. Improved operations on NYS Route 96 can reduce congestion which may decrease delays and congestion related accidents. The Implementation of Signal Coordination and ITS on NYS Route 96 (Signal Coordination) is a feasible solution to improve operations on NYS Route 96. This is a near term option. Other possible solutions to improve operations on NYS Route 96 include geometric improvements at intersections. These are more expensive and difficult to implement than signal coordination but should be evaluated in future studies.

The Signal Coordination alternative is the implementation of the recommendations of the NYS Route 96 Traffic Signal Coordination Study. These recommendations include the following:

- Coordination of signals on NYS Route 96
- Updating of signal timings on NYS Route 96
- Implementation of ITS Signal Communication Strategy (as discussed in section II.3.C)

a) Cohesiveness with Proposed Land Uses

The Signal Coordination alternative is cohesive with the proposed land uses. It is intended to improve the existing roadway capacity without changing its functional classification. Capacity improvements to NYS Route 96 will help prevent traffic from

diverting to other roadways within the transportation network that are not designed for heavier volumes.

b) Implements Proposed Policies & Regulatory Strategies

The Signal Coordination alternative implements Transportation Systems Management (TSM) strategies to improve operations that mitigate congestion and improve air quality by improving signalization and implementing ITS strategies.

ITS strategies also promote Travel Demand Management (TDM). Message boards can inform drivers of excessive delays on NYS Route 96 and recommend optimal alternate routes such as the I-90.

c) Physical Conditions Benefits

No physical roadway improvements will be made in the Signal Coordination alternative.

d) Capacity Benefits

Signal coordination and optimization has been proven to improve operations on a corridor between 8%-25%. An 8% improvement factor was applied to the capacities of the NYS Route 96 roadway segments due to the built-up nature of the corridor. The updated capacities and No Build volumes were then used to conduct the capacity analysis.

Figures 21-23 summarize the Signal Coordination alternative v/c ratios for the study segments during 2010, 2020, and 2030 conditions.

The capacity analysis has determined that the Signal Coordination alternative will improve the volume to capacity ratio of the NYS Route 96 roadway segments. These improvements will prevent some segments from degrading to near capacity or worse conditions. The segments with near capacity or worse conditions are summarized in Table 13.

Roadway segment capacity and v/c calculations are included in Appendix VI.A.

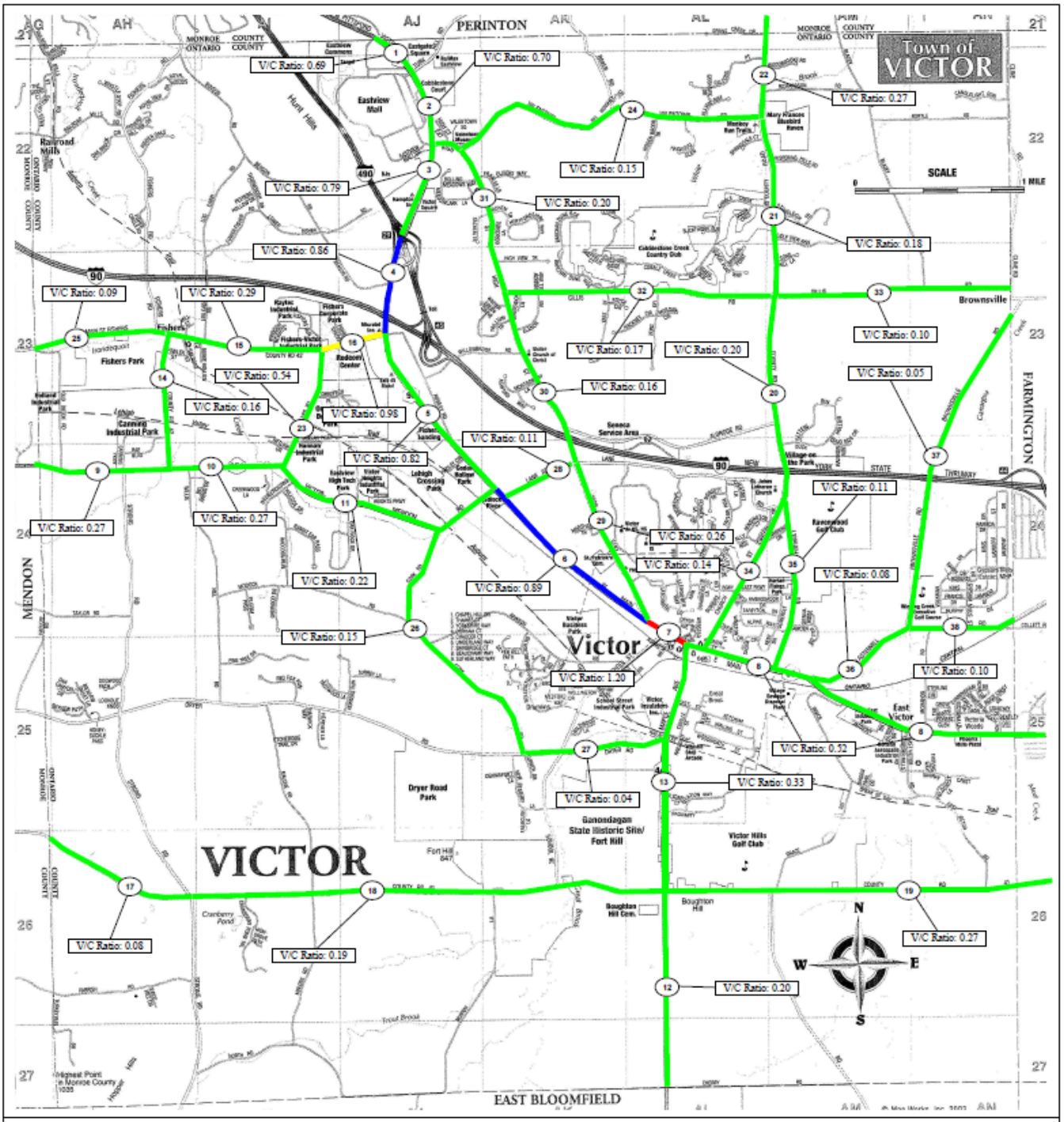


Figure 21
Victor Transportation Plan
Signal Coordination Alternative: 2010
V/C Ratios

FISHERASSOCIATES

V/C Ratio:
- : ≤ 0.85 Under Capacity
- : > 0.85 - 0.95 Near Capacity
- : > 0.95 - 1.00 At Capacity
- : > 1.00 Over Capacity

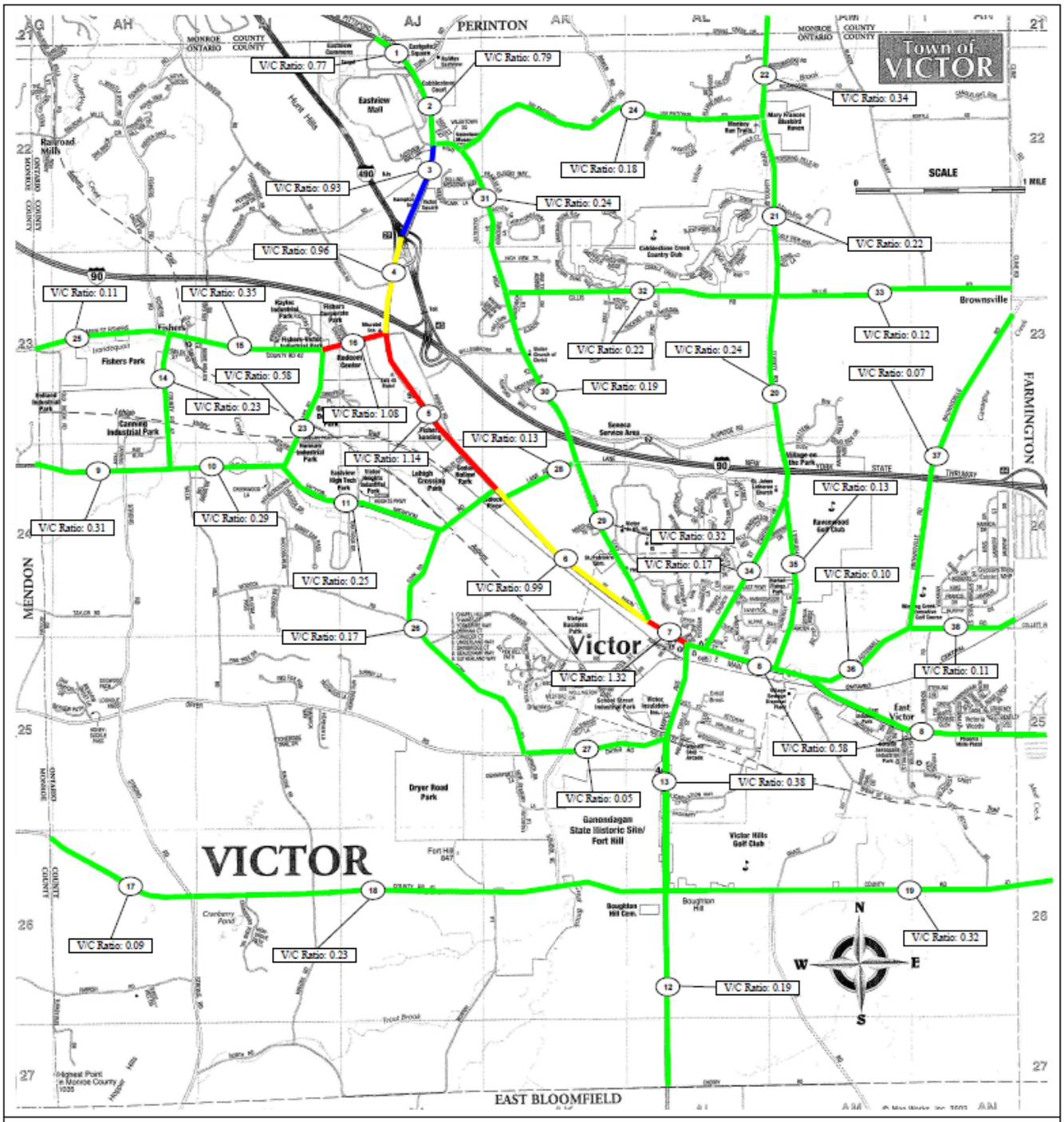


Figure 22
Victor Transportation Plan
Signal Coordination Alternative: 2020
V/C Ratios

FISHERASSOCIATES

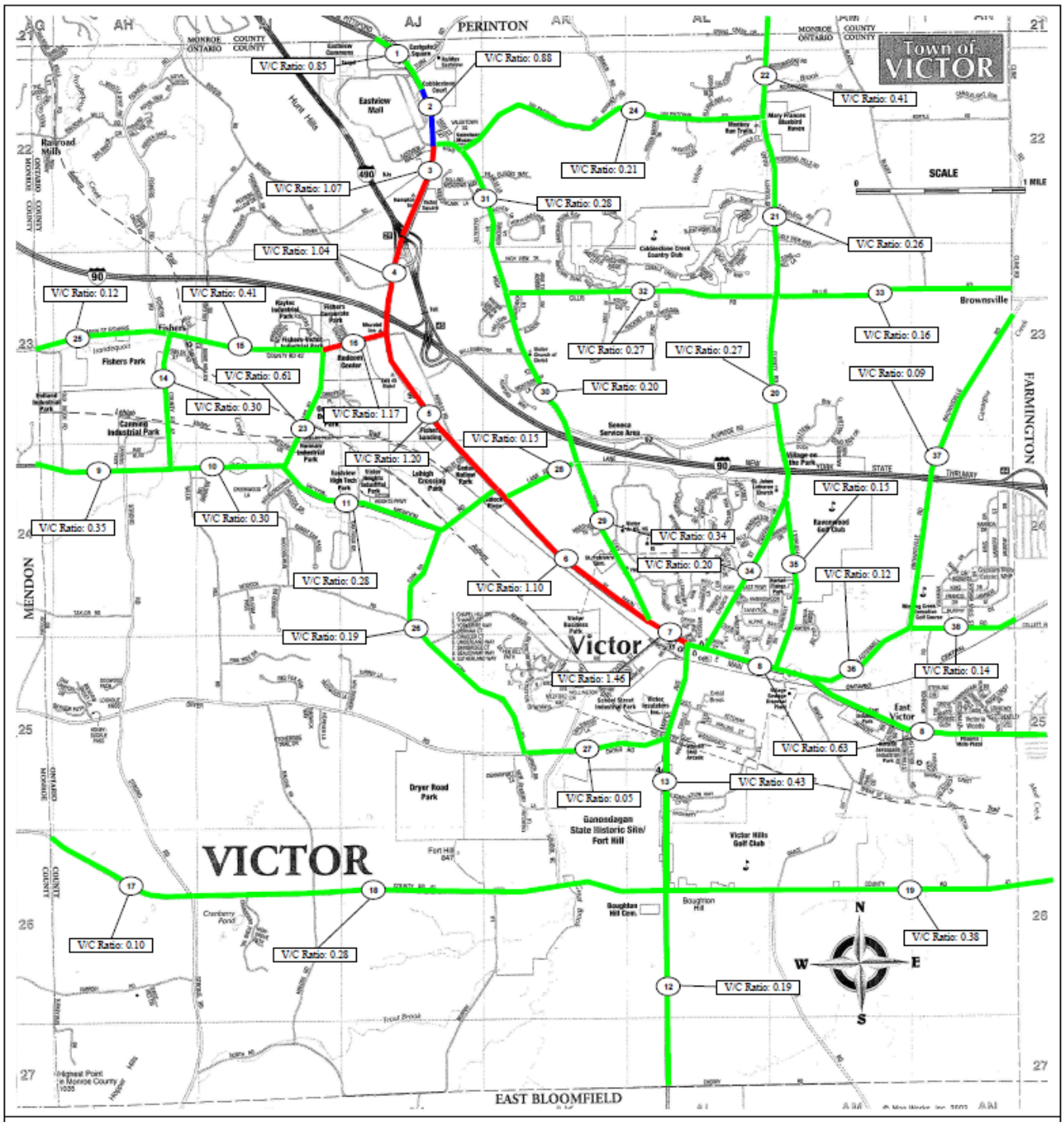


Figure 23
Victor Transportation Plan
Signal Coordination Alternative: 2030
V/C Ratios

FISHERASSOCIATES

V/C Ratio:
- : ≤ 0.85 Under Capacity
- : > 0.85 - 0.95 Near Capacity
- : > 0.95 - 1.00 At Capacity
- : > 1.00 Over Capacity

Table 13
High V/C Locations
Signal Coordination Alternative

Location	2010		2020		2030	
	V/C Ratio	Capacity Level	V/C Ratio	Capacity Level	V/C Ratio	Capacity Level
NYS Rt. 96: Turk Hill Rd. to High St.	0.70	Under Capacity	0.79	Under Capacity	0.88	Near Capacity
NYS Rt. 96: High St. to NYS Rt. 490/I-90	0.79	Under Capacity	0.93	Near Capacity	1.07	Over Capacity
NYS Rt. 96: NYS Rt. 490/I-90 to CR 42	0.86	Near Capacity	0.96	At Capacity	1.04	Over Capacity
NYS Rt. 96: CR 42 to NYS Rt. 251	0.82	Under Capacity	1.14	Over Capacity	1.20	Over Capacity
NYS Rt. 96: NYS Rt. 251 to High St.	0.89	Near Capacity	0.99	At Capacity	1.10	Over Capacity
NYS Rt. 96: High St. to Maple Ave. (NYS Rt. 444)	1.20	Over Capacity	1.32	Over Capacity	1.46	Over Capacity
CR 42: Phillips Rd. to NYS Rt. 96	0.98	At Capacity	1.08	Over Capacity	1.17	Over Capacity

e) Safety Benefits

Signal coordination will improve progression on NYS Route 96. Improved progression and capacity may reduce congestion and congestion related accidents such as rear end accidents.

f) Pedestrian Benefits

No Pedestrian Benefits will be made in the Signal Coordination alternative.

g) Ease of Implementation

The Signal Coordination alternative will be relatively easy to implement. The engineering study has already been completed and the improvements build upon existing signals and will not require major construction.

The implementation of the ITS system will be more difficult but still primarily utilizes existing fiber optic connections. This step can be implemented at a later date.

h) Cost

The Signal Coordination alternative will be relatively inexpensive for the same reasons stated under ease of implementation. The estimated cost for this alternative is approximately:

- Signal coordination and timing updates: $10,000
- ITS: $1,100,000

3. Improved Safety on Alternate Routes – Alternate Route Intersection Safety Improvements

The Improved Safety on Alternate Routes alternative (Safety Improvements) is a mid-range option.

The heavy congestion on NYS Route 96 causes many motorists to seek alternate routes to bypass the congestion. These alternate routes are not designed to carry the increased traffic volumes; they are local roads traversing residential land uses. Therefore, it is not desirable to upgrade the classification and design of these roads which will draw even more traffic into a residential area.

However, to reduce the potential for serious accidents involving the existing traffic that chooses these alternate routes, safety improvements at key intersections should be implemented.

High Street is one of these alternate routes which have seen an increase in traffic and accidents; it contains one of the identified safety deficient locations. However, recent improvements have been made and are scheduled that will improve the safety of the roadway.

Another alternate route to NYS Route 96 is the Cork Road/Dryer Road route. This alternate route has not experienced traffic increases similar to High Street but is receiving more diverted traffic from NYS Route 96 as congestion on NYS Route 96 worsens. There are no current safety deficient locations on this route but there are some intersections that have high potential for safety issues as traffic volumes continue to divert to this route.

It is recommended to implement safety improvements at the following intersections located on the Cork Road/Dryer Road alternate route to NYS Route 96:

- NYS Route 251/Cork Road
- Cork Road/Modock Road

A feasible safety improvement concept for each of these two intersections is discussed below. Other possible safety improvement concepts exist, including the realignment of

the NYS Route 251/Cork Road intersection to a standard T intersection by the New York State Department of Transportation (NYSDOT), and should be considered.

NYS Route 251/Cork Road

Cork Road currently intersects NYS Route 251 on a curve. Traffic on Cork Road must stop and yield to traffic on NYS Route 251. Due to sight issues caused by the curve and high speeds in the area the implementation of a roundabout at this intersection is recommended. **Figure 24** is a conceptual schematic of this recommendation.

Cork Road/Modock Road

Modock Road currently intersects Cork Road at an approximately 45% angle on a curve. Traffic on the Cork Road southbound approach must stop and yield to both Cork Road traffic and Modock Road traffic; this creates much driver confusion at this intersection. A re-alignment of this intersection with Modock Road intersecting at an approximately 90% angle with the stop sign on the Modock Road approach instead of the Cork Road southbound approach is recommended. **Figure 25** is a conceptual schematic of this recommendation.

a) Cohesiveness with Proposed Land Uses

The Safety Improvements alternative is cohesive with the proposed land uses. This alternative will maintain the functional classification of the roadways and not draw additional traffic into a residential area.

b) Implements Proposed Policies & Regulatory Strategies

The Safety Improvements alternative implements Transportation Systems Management (TSM) strategies to improve operations that mitigate congestion and improve air quality by improving intersection design. Roundabouts have lower vehicle dwell times than traditional stop signs thus improving the air quality.

c) Physical Conditions Benefits

The roadway surface condition will be improved at the two intersections as part of the construction of the safety improvements.

d) Capacity Benefits

Minor capacity improvements will be experienced at the NYS Route 251/Cork Road and Cork Road/Modock Road intersections. The implementation of safety improvements at these intersections will not impact the capacity of the roadway segments.

Therefore, the Safety Improvements alternative's traffic forecast and capacity analysis is the same as the No Build alternative.

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Figure 24
Victor Transportation Plan
Safety Improvements Alternative
NYS Route 251/Cork Road Roundabout Concept

N.T.S.

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Figure 25
Victor Transportation Plan
Safety Improvements Alternative
Cork Road/Modock Road Concept

N.T.S.

e) Safety Benefits

The implementation of safety improvements at the NYS Route 251/Cork Road and Cork Road/Modock Road intersections will improve the safety at these locations.

Roundabouts reduce vehicle travel speeds thus reducing the severity of accidents. Also, right angle accidents which are common at stop controlled intersections are almost non-existent at roundabouts due to their geometry.

The intersection re-alignment at the Cork Road/Modock Road intersection will reduce driver confusion thus reducing the potential for accidents.

f) Pedestrian Benefits

Improved pedestrian accommodations such as crosswalks and pedestrian refuge islands will be included in the design of the new intersections.

g) Ease of Implementation

The Safety Improvements alternative will be a midrange effort to implement.

Detailed studies will need to be completed and design plans created. It will also involve the reconstruction of the NYS Route 251/Cork Road and Cork Road/Modock Road intersections. The engineering and construction should be relatively uncomplicated.

h) Cost

The Safety Improvements alternative will have midrange costs for the design and construction. The estimated cost for this alternative is approximately $800,000 for both improvements.

3. I-490 Interchange 29 Reconfiguration

The I-490 Interchange 29 Reconfiguration alternative is a long range option.

Two major problems exist with the existing configuration of I-490 Interchange 29:

- There is no access from I-490 EB to NYS Route 96 WB.

- The I-490 WB Off-ramp to NYS Route 96 has both capacity and safety deficiencies.

No Access from I-490 EB to NYS Route 96 WB

Having no access from I-490 EB to NYS Route 96 WB forces all traffic from I-490 EB destined for the Eastview Mall to exit at Interchange 28 in the Town of Perinton and travel southbound through the high intensity commercial zone. This can create congestion on weekends and during holiday shopping season.

Providing this access will reduce congestion in the commercial (mall) section of NYS Route 96.

I-490 WB Off-ramp to NYS Route 96

The NYS Route 96/I-490 westbound off-ramp intersection is a stop sign controlled three-legged intersection. It has been designated as a capacity and safety deficient location.

High delays and long queues are experienced on the off-ramp due to the lack of gaps on NYS Route 96.

There are a high number of rear end accidents involving westbound vehicles on the I-490 off-ramp most likely due to the congestion on the ramp.

Diverging Diamond Interchange Concept

The implementation of a Diverging Diamond Interchange (DDI) is a feasible solution to resolve these issues and improve the overall safety of the entire interchange. Other solutions including alternate interchange reconfiguration concepts and additional access at other locations such as the extension of NYS Route 250 to a new interchange with I-490 should be evaluated in future detailed studies.

A DDI is a new interchange design concept. The operation of a DDI is simple:

- Two mainline signals, one at each set of ramps.
- The signals operate with only two phases.
- Traffic crosses over to the opposite side of the road during the green light at first signal where it can make conflict free left turns onto the on-ramps.
- Traffic crosses back over at the second signal.
- Traffic traveling in the opposite direction has a red light when the opposing traffic is crossing over.

Figure 26 is a conceptual schematic of a DDI at this location.
Figures 27 & 28 are examples of other DDIs.

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Figure 26
Victor Transportation Plan
I-490 Interchange 29
Diverging Diamond Interchange Concept

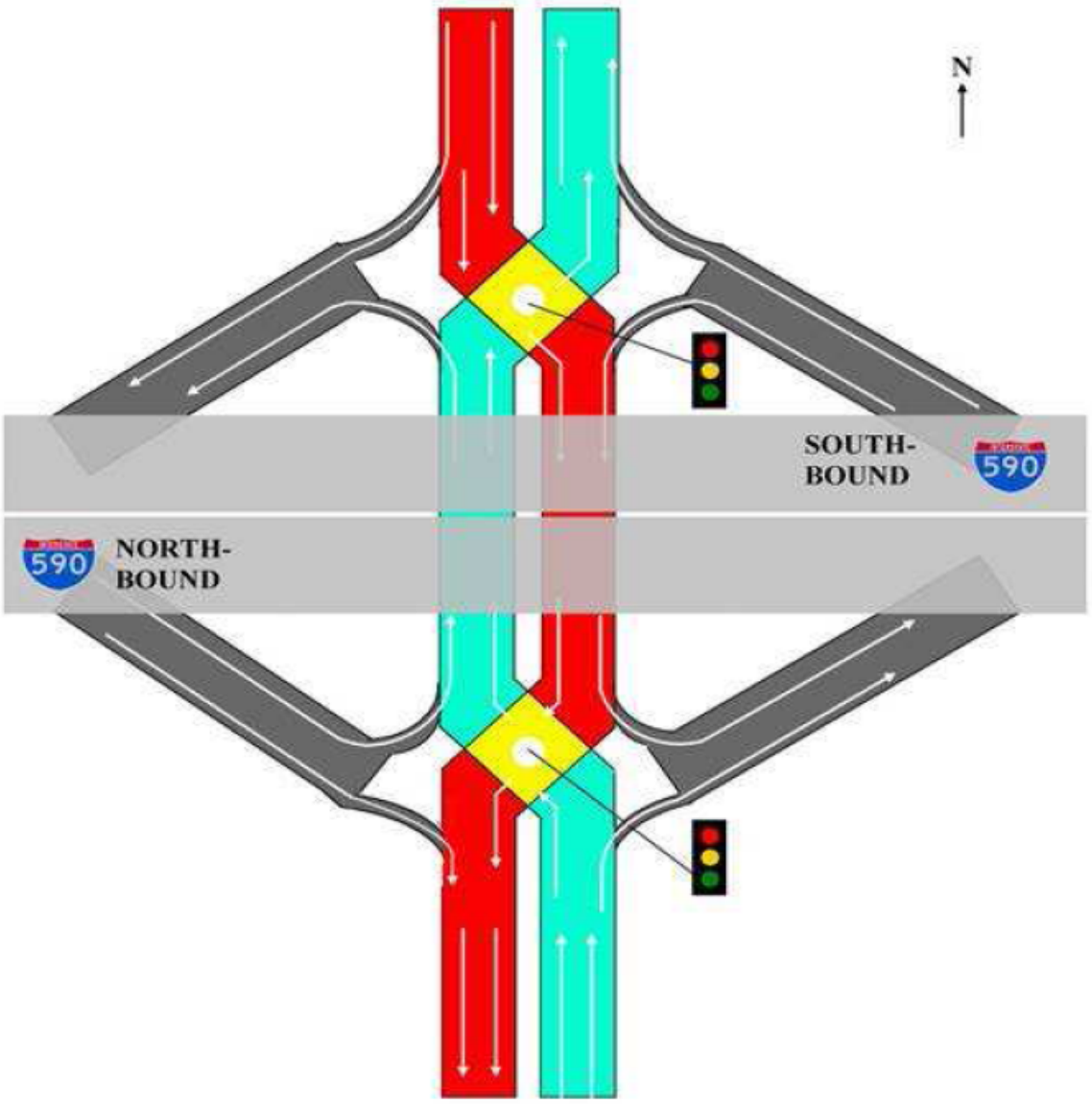

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Figure 27
Victor Transportation Plan
DDI Example 1

N.T.S.

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Figure 28
Victor Transportation Plan
DDI Example 2

N.T.S.

The DDI is an innovative concept that provides many benefits including:

- Improved safety
  - Conflict free left turns
  - Fewer conflict points than a standard interchange
- Accommodates high left turn volumes
- Less costly than other standard interchange designs
  - Can be retrofitted into the existing ramp configuration
  - Additional land does not need to be purchased

a) Cohesiveness with Proposed Land Uses

The DDI alternative is cohesive with the proposed land uses. It is intended to improve the existing roadway without changing its functional classification. Improvements on NYS Route 96 will help prevent traffic from diverting to other roadways within the transportation network that aren't designed for heavier volumes.

b) Implements Proposed Policies & Regulatory Strategies

The Signal Coordination alternative implements Transportation Systems Management (TSM) strategies to improve operations that mitigate congestion and improve air quality by improving signalization and intersection design.

The DDI also promotes Travel Demand Management (TDM) by promoting pedestrian transportation modes with protected signalized crossings at the interchange. The DDI includes safer pedestrian crossings than standard interchange designs with unsignalized ramps. Pedestrians will be more likely to walk if they feel safer crossing busy roadways.

c) Physical Conditions Benefits

The roadway surface condition will be improved as part of the construction of the DDI.

d) Capacity Benefits

The DDI will provide a secondary access from I-490 SB to NYS Route 96 WB which will reduce congestion in the commercial (mall) section of NYS Route 96.

The DDI will also improve capacity at the interchange ramps. The addition of a signal on the I-490 westbound off-ramp intersection will provide safe passage for vehicles exiting I-490 onto NYS Route 96 and will significantly reduce delay and queuing; vehicles will not be forced to wait for an acceptable gap to enter NYS Route 96 as they currently do with a stop controlled intersection.

Figures 29-31 summarize the DDI alternative v/c ratios for the study segments during 2010, 2020, and 2030 conditions.

The capacity analysis has determined that the DDI alternative will improve the volume to capacity ratios of the commercial (mall) section of NYS Route 96; improvements of up to 18% were noted. These improvements will prevent some segments from degrading to near capacity or worse conditions. The segments with near capacity or worse conditions are summarized in Table 14.

Roadway segment capacity and v/c calculations are included in Appendix VI.A.

Table 14
High V/C Locations
DDI Alternative

Location	2010		2020		2030	
	V/C Ratio	Capacity Level	V/C Ratio	Capacity Level	V/C Ratio	Capacity Level
NYS Rt. 96: High St. to NYS Rt. 490/I-90	0.94	Near Capacity	1.12	Over Capacity	1.31	Over Capacity
NYS Rt. 96: NYS Rt. 490/I-90 to CR 42	0.93	Near Capacity	1.03	Over Capacity	1.13	Over Capacity
NYS Rt. 96: CR 42 to NYS Rt. 251	0.88	Near Capacity	1.22	Over Capacity	1.29	Over Capacity
NYS Rt. 96: NYS Rt. 251 to High St.	0.95	Near Capacity	1.08	Over Capacity	1.21	Over Capacity
NYS Rt. 96: High St. to Maple Ave. (NYS Rt. 444)	1.29	Over Capacity	1.42	Over Capacity	1.58	Over Capacity
CR 42: Phillips Rd. to NYS Rt. 96	0.98	At Capacity	1.07	Over Capacity	1.16	Over Capacity

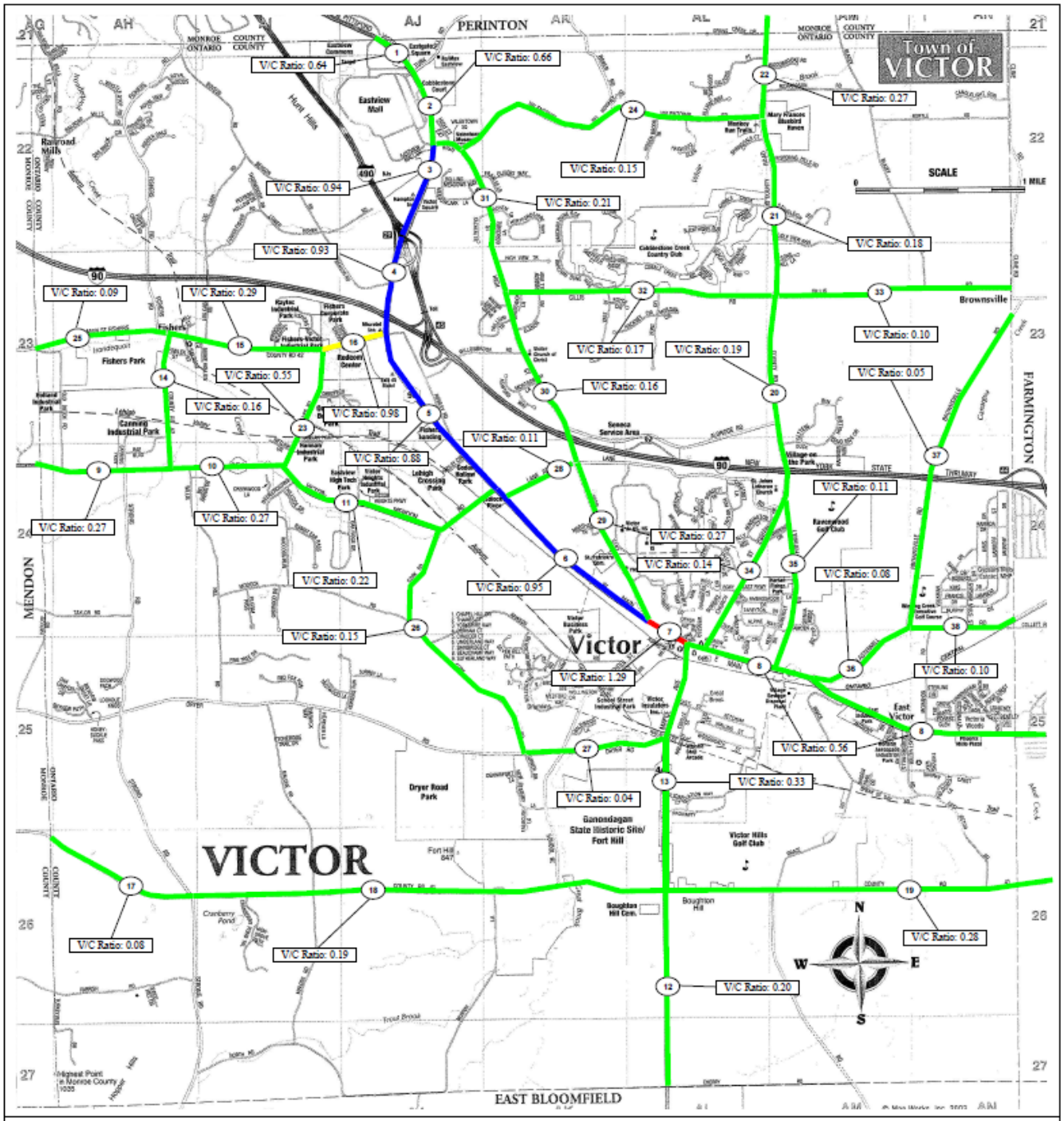

Figure 29
Victor Transportation Plan
DDI Alternative: 2010
V/C Ratios

V/C Ratio:
- : ≤ 0.85 Under Capacity
- : > 0.85 - 0.95 Near Capacity
- : > 0.95 - 1.00 At Capacity
- : > 1.00 Over Capacity

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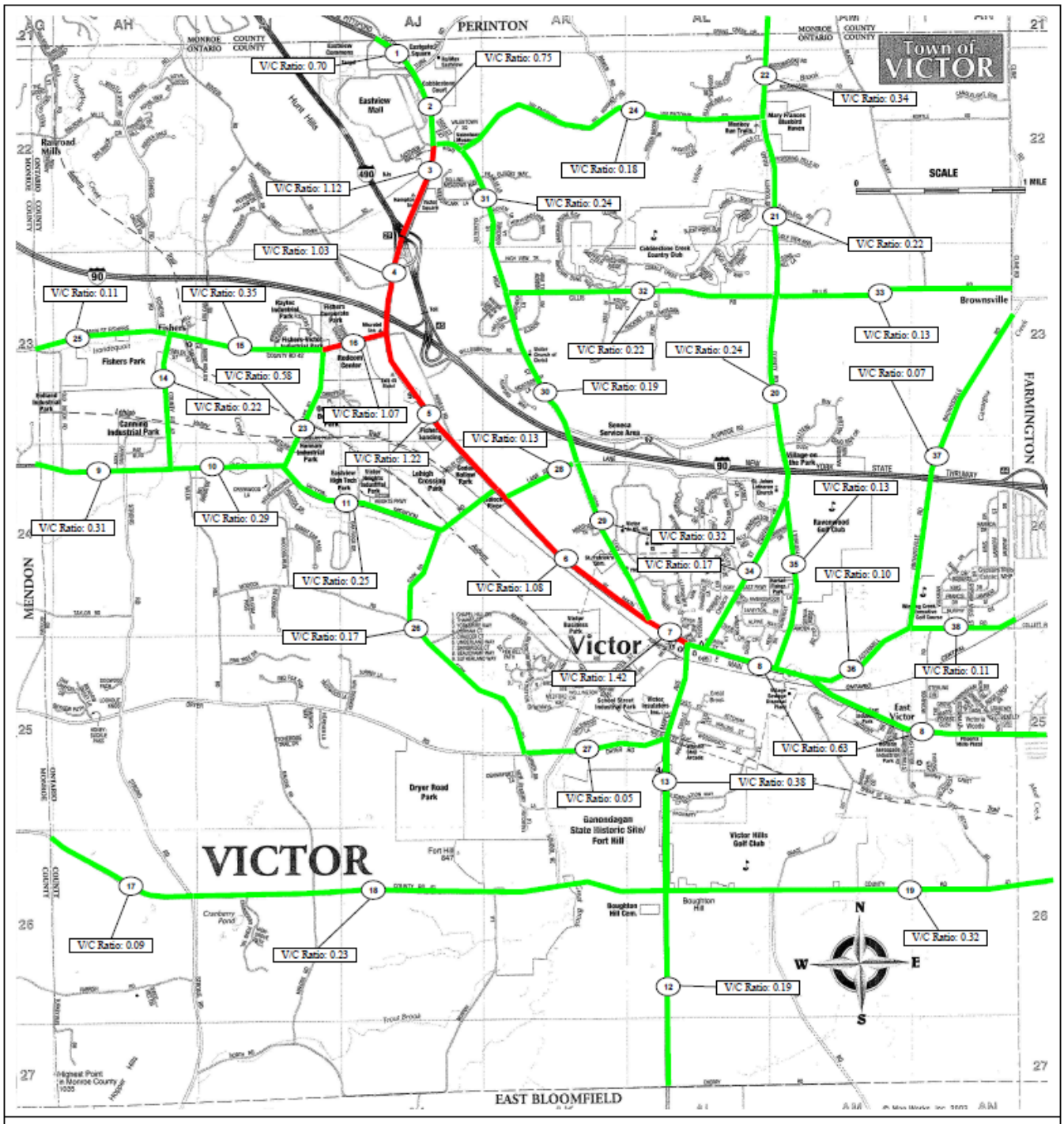

Figure 30
Victor Transportation Plan
DDI Alternative: 2020
V/C Ratios

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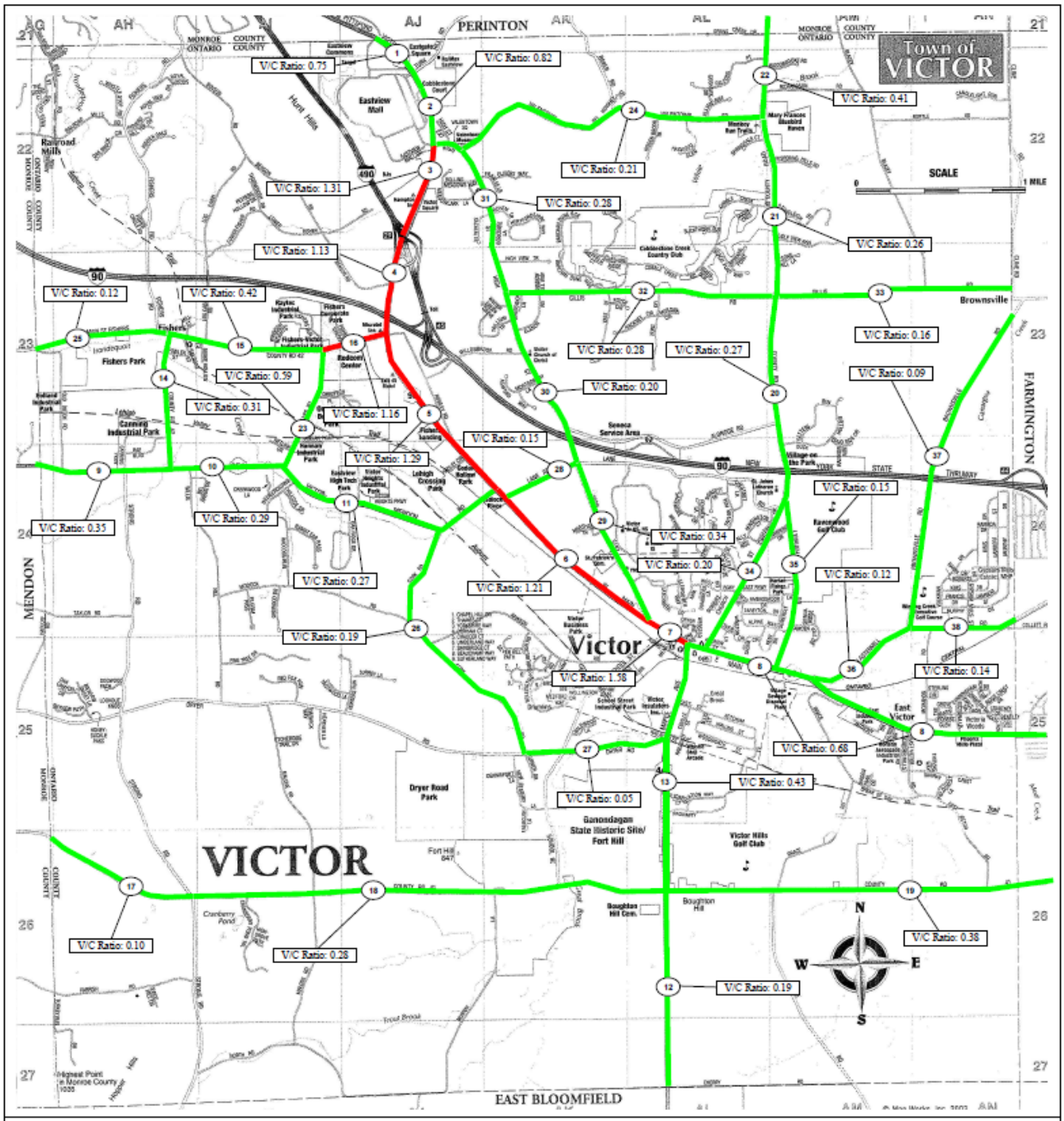

Figure 31
Victor Transportation Plan
DDI Alternative: 2030
V/C Ratios

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Safety Benefits

The implementation of DDI will improve the safety at I-490 interchange 29.

DDIs improve safety by providing:

- Conflict free left turns
- Fewer conflict points than a standard interchange

The DDI will also improve the safety at the NYS Route 96/I-490 westbound off-ramp intersection which has been designated as a capacity and safety deficient location.

There are a high number of rear end accidents involving westbound vehicles on the I-490 off-ramp most likely due to the congestion on the ramp. The addition of a signal on the I-490 westbound off-ramp intersection will provide safe passage for vehicles exiting I-490 onto NYS Route 96 and will significantly reduce congestion which may reduce the number of rear end accidents.

e) Pedestrian Benefits

Improved pedestrian accommodations such as crosswalks and pedestrian refuge areas will be included in the design of the DDI.

f) Ease of Implementation

The DDI alternative will require the most effort to implement.

Detailed studies will need to be completed and design plans created. It will also involve the reconstruction of I-490 interchange 29. The engineering and construction should be relatively complicated.

However, it will not be as difficult as constructing a traditional cloverleaf interchange since it can be constructed using the existing ramps within the existing right-of-way and no additional land will need to be purchased.

g) Cost

The DDI alternative will be the most expensive alternative due to the design and construction costs. However, as stated above its costs will be significantly less than those for a traditional cloverleaf interchange. The estimated cost for this alternative is $4.0 million based on a similar project.

C. Alternative Evaluation

Alternative scenarios were evaluated by how well they address the identified needs of the transportation network versus their cost and ease of implementation. To compare the four alternatives a score of 0-5 was given for each of the categories examined and discussed above. A score of 0 represents worst case conditions or does not address issue. A score of 5 represents best case conditions or fully addresses issue. Table 15 provides a numerical comparison of the four alternatives.

The results of the alternative evaluation determined that the DDI alternative and Signal Coordination alternatives provide the most benefit versus cost and ease of implementation. The Safety Improvements is the third most effective alternative and the No Build alternative is the least effective alternative.

It is recommended to implement the signal coordination and timing optimization phase of the Signal Coordination alternative. The ITS phase of the Signal Coordination alternative along with the DDI alternative are recommended as long term projects given the forecasted growth. It is also highly recommended to implement the Safety Improvements scenario at some point of time between the Signal Coordination and DDI alternatives.

The combination of all three alternatives will provide the best overall impact to the transportation network.

Table 15
Alternative Comparison

Alternative	Cohesive with Proposed Land Uses	Implements Proposed Policies & Regulatory Strategies	Physical Conditions Benefits	Capacity Benefits	Safety Benefits	Pedestrian Benefits	Ease of Implementation	Cost	Score
1. No Build	5	0	0	0	0	0	5	5	**15**
2. Implementation of Signal Coordination & ITS on NYS Route	5	5	0	4	3	0	3	3	**23**
3. Alternate Route Intersection Safety Improvements	5	2	1	1	4	1	3	3	**20**
4. I-490 Interchange 29 Reconfiguration - Diverging Diamond	5	3	2	4	5	2	2	1	**24**

V. Conclusion

The transportation plan was developed to analyze the safe, reliable, timely, and efficient movement of people and goods in the Town and Village of Victor. The following items were evaluated to assess the Town's transportation network:

1. An inventory of the existing transportation conditions,
2. An assessment of needs and opportunities, and
3. Improvement Recommendations

The existing conditions inventory was conducted to identify the needs and opportunities of the transportation network which were then used to develop improvement strategies. Improvement recommendations included the implementation of new policies and regulatory strategies and the implementation transportation alternatives.

The transportation alternative analysis recommends implementing the signal coordination and timing optimization phase of the Signal Coordination alternative. The ITS phase of the Signal Coordination alternative along with the DDI alternative are recommended as long term projects given the forecasted growth. It is also highly recommended to implement the Safety Improvements scenario at some point of time between the Signal Coordination and DDI alternatives.

The results of the evaluation determined that current studies/improvements, the implementation of new policies/regulatory strategies, and the implementation of the recommended alternatives will improve the transportation network and the future of the Victor community.