

# Lake Ontario State Parkway Transportation Feasibility Alternatives Study



**GENESEE TRANSPORTATION COUNCIL**

*The Metropolitan Planning Organization for the Genesee-Finger Lakes Region*

Prepared by



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# 1 Introduction

The Lake Ontario State Parkway Transportation Alternatives Feasibility Study is a collaborative effort between Genesee Transportation Council (GTC), New York State Department of Transportation (NYSDOT), Orleans County, and stakeholders within the community to identify a balanced, and financially feasible alternative for the Lake Ontario State Parkway (LOSP).

The preface for undertaking this feasibility study begins with a need to investigate the feasibility of repurposing the roadway to reduce long-term maintenance costs while continuing to address vehicle demand along the corridor. This study also raises an opportunity for Orleans County to reconnect to its waterfront and capitalize on the scenic views afforded by LOSP to open new opportunities for people to relish these views and to capture additional tourism and economic development potential.

The primary methods of analysis for this study were surveys with additional clarification done through stakeholder meetings and activities. Four distinct surveys were generated to gather information on the importance and improvements to the LOSP. These surveys were sent to government officials, businesses, residents and visitors, and visitors to New York State Parks. Results from the surveys show a unified message regarding the importance of the LOSP, for a variety of reasons, including accessibility and tourism. The most noted response for improvements to the LOSP were routine maintenance and year-round accessibility, many respondents identified the need for additional multi-use opportunities and improved public lake access as also important. Using the survey feedback, a set of concepts were developed to improve the LOSP. These initial concepts were presented to the Advisory Committee members and later ranked by this committee from 1 to 10 based on which concepts are most essential ("10" being the most essential). Based on the results of the ranking, four potential concepts have been developed as follows:

- Concept 1: Retain Existing Lake Ontario State Parkway
- Concept 2: Alternative NYS Route 18 Access to Lakeside Beach State Park
- Concept 3: Modify Lake Ontario State Parkway
- Concept 4: Conversion of Lake Ontario State Parkway to Two-Lane Parkway

## 1.1 PROJECT ADVISORY COMMITTEE

A Project Advisory Committee was established to provide input into the study and guide the development of concepts. The Project Advisory Committee is made up of officials from Orleans County, Genesee Transportation Council, New York State Department of Transportation, New York State Office of Park, Recreation, and Historic Preservation, and the Towns of Carlton and Kendall.

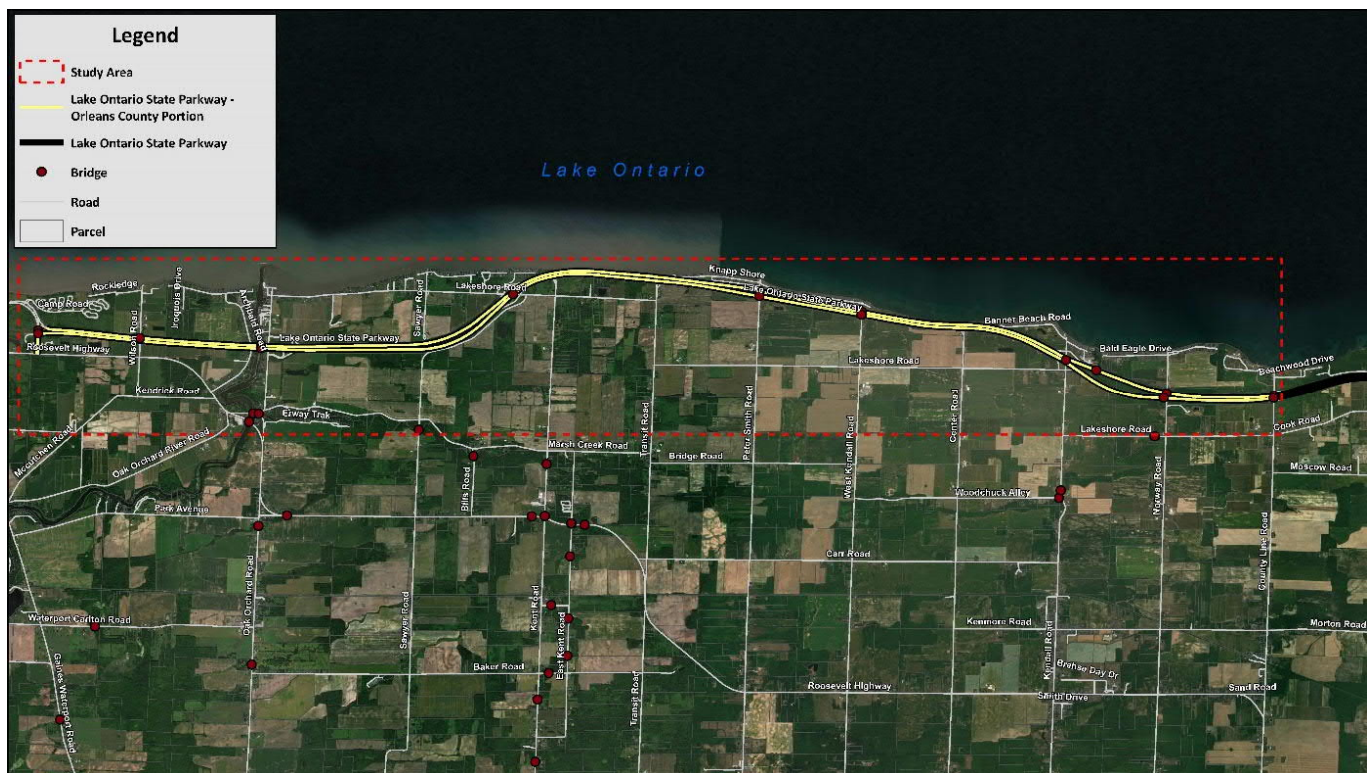


## 2 Background

The LOSP is a 35-mile parkway along the southern shore of Lake Ontario in Western New York. It is part of the Seaway Trail, a National Scenic Byway that extends along the shores of Lake Erie and Lake Ontario from northwestern Pennsylvania to the North Country of New York. LOSP serves as a connector between Rochester and several lakeside state parks and communities. It passes through mostly open and rural areas, except near Greece and Rochester, where the land surrounding the highway is more developed. At the western end, LOSP begins at Lakeside Beach State Park in Carlton, Orleans County extending to Lake Avenue in the Charlotte neighborhood of the City of Rochester. See Figure 2-1 for a study area map.

The LOSP was one of several parkways built as part of a 145-mile expansion to New York State's parkway system in 1944. LOSP was built over a 25-year period beginning in the late 1940s. The first section of the route that links Hamlin Beach State Park to NYS Route 261 opened in the early 1950s. In 1962, LOSP was extended east to Lake Road in Rochester. The original plans for the highway called for it to extend as far west as Niagara Falls; however, only the section between Lakeside Beach and Hamlin Beach State Parks was built. This section opened in 1973, and the western terminus was never extended beyond Lakeside Beach State Park.

Figure 2-1 Study Area Map



## 2.1 PROJECT OVERVIEW

The deteriorating condition of the westernmost portion of the LOSP, consisting of 12.7 miles in Orleans County, has raised legitimate questions about the long-term viability of its continued operation as a divided, four-lane roadway. It is clear from traveling the roadway that maintenance has been deferred. In fact, portions of LOSP are closed in winter to avoid having to plow and salt. During the summer, LOSP is not heavily traveled and is used primarily as a high-speed connection between the lakeside communities of Orleans County and Rochester, as well as for access to cottages, marinas, and lakeside parks. Large, grade-separated interchanges not only place a further burden on maintenance, but consume large amounts of land.

## 2.2 PHYSICAL CHARACTERISTICS

Lake Ontario State Parkway is a four-lane limited-access highway with a landscaped center median and borders. The west end begins at an interchange with Lakeside Beach Road in Lakeside Beach State Park. From there, it heads east as part of the Seaway Trail, which enters the area from the west on NYS Route 18 and turns north onto Lakeside Beach Road to access the parkway. After exiting the park, LOSP runs along residential properties and the southern edge of Oak Orchard State Marine Park, a small park situated at the mouth of the Oak Orchard River. LOSP then crosses the river and connects to the northern terminus of NYS Route 98 by way of an interchange.

East of NYS Route 98, LOSP turns northeast, meeting Lake Shore Road at a diamond interchange just south of the southern shoreline of Lake Ontario. From there, LOSP continues to the shoreline and turns eastward to run along the lake shore for approximately 6 miles. While along the lake shore, LOSP crosses into Kendall, the northeastern most town in the county, and begins to head south from the lake at an interchange with NYS Route 237. For the next 2 miles, LOSP follows a more inland path south of the lakeside hamlet of Troutburg, located at the north end of NYS Route 272, which runs along the Orleans–Monroe County line. LOSP crosses into Monroe County and connects to NYS Route 272 at an interchange 0.3 miles from the lake shore. In the Town of Hamlin, LOSP heads southeastward along the southern edge of Hamlin Beach State Park.

### BRIDGE CROSSINGS

The study area includes 11 bridge crossings. Six of these have a separate span for the eastbound/westbound direction and seven of these crossings are the LOSP crossing over another roadway or waterway. The remaining four are roadways crossing over LOSP. Table 2-1 presents the New York State Department of Transportation (NYSDOT) inspection report for each crossing, taken from Bridge Inspection Reports between 2015-2017. In New York State, bridge inspectors assess all bridge components. They are required to evaluate, assign a condition score and associated quantities, and document the condition of structural elements on a span basis, in addition to general components common to all bridges. NYSDOT computes an overall New York State condition rating for each bridge by combining the ratings of individual components using a weighted average formula. The NYSDOT condition rating scale ranges from 1 to 7, with 7 being in new condition and a rating of 5 or greater considered as good condition. The Point Breeze Road bridge over Lake Ontario State Parkway was the only bridge not to receive a bridge rating of 5 or better. This bridge was rated a 4 due to fatigue-prone welds.



Table 2-1 Bridge Conditions

Bridge Identification Number (BIN)	Bridge Crossing	Year Built	Inspection Date	General Recommendation
1068501	Lakeside Beach Road	1971	06/14/17	6.53
1068502			06/14/17	6.42
1068490	Wilson Road*	1971	05/02/17	6.08
1068501	Archbald Road / Oak Orchard Creek	1967	12/07/16	6.39
1068502			12/07/16	6.39
1520141	Point Breeze Road	1971	11/06/17	4.89
1520142			11/07/17	4.55
1068480	Lake Shore Road*	1973	05/02/17	6.14
1068471	Peter Smith Road	1973	04/21/17	5.94
1068472			04/21/17	5.87
1068461	West Kendall Road	1973	07/18/17	6.51
1068462			07/19/17	6.51
1520130	Kendall Road*	1971	05/05/17	6.09
1068440	Bald Eagle Creek	1971	05/11/17	5.77
1068450			05/11/17	5.66
1068430	Norway Road*	1971	05/17/17	6.00
1095591	County Line Road (Route 272)	1971	05/09/17	5.78
1095592			05/09/17	5.86

\* Feature crosses over LOSP

## PAVEMENT CONDITIONS

The original pavement was bituminous macadam on construction before 1954, asphalt concrete for construction between 1954 and 1964, and cement concrete for construction post 1964. While the LOSP east of Hamlin Beach State Park was originally repaved with asphalt concrete in 1964 and 1975, the LOSP west of the park and the focus of this feasibility study retains the original pavement. The roadway west of the park has a consistent twelve-foot asphalt outer shoulder and two-foot asphalt inner shoulder. A 5.5-mile section of the LOSP has been posted as "Rough Road." In the summer of 2016, the State announced that the LOSP will be paved from Hamlin west to NYS Route 237 in Kendall in 2018.

## SIGNAGE

LOSP is internally designated by the NYSDOT as New York State Route 947A (NY 947A), an unsigned reference route. A short, 0.55-mile (0.89 km) connector between the west end of the Parkway and NYS Route 18 is unsigned New York State Route 948A.

## 2.3 OPERATING CONDITIONS

The New York State Office of Parks, Recreation, and Historic Preservation (NYSOPRHP) owns the LOSP right-of-way and NYSDOT is responsible for operation and maintenance. The speed limit for the entire 12.7-mile span is 55 miles per hour. The LOSP is restricted to passenger vehicles except between Latta Road and Lake Avenue, where it is an arterial allowing commercial traffic. However, this portion of the LOSP is outside the study area for this feasibility study.

Table 2-2 presents speed data collected by NYSDOT in 2014. Average speeds are as much as 8.5 miles above the posted speed limit and the 85<sup>th</sup> percentile speeds are more than 14 miles above the 55mph speed limit.

Table 2-2 2014 Average Roadway Speed

Location	Average Speed	50 <sup>th</sup> % speed	85 <sup>th</sup> % speed
Beginning of LOSP to Lakeshore Road east	60.2	60.6	66.5
Beginning of LOSP to Lakeshore Road west	60.9	60.8	67.1
NYS Route 237 to NYS Route 272 east	63.5	63.2	69.6
NYS Route 237 to NYS Route 272 west	60.6	60.8	66.5

## TRAFFIC VOLUMES

NYSDOT presents traffic volumes on roadways using an Average Annual Daily Traffic (AADT) volume. In the case of LOSP, AADT is based on 4 days (either Monday through Thursday or Tuesday through Friday). Table 2-3 presents average 10-year AADT taken from data collection in the 1990's and 2000's.

Table 2-3 Average 10-year Annual Average Daily Traffic, 1990s and 2000s

Location	10-Year Average AADT	
	1990-1999	2000-2009
Beginning of LOSP to NYS Route 98	789	1200
NYS Route 98 to Lakeshore Road	1016	1200
Lakeshore Road to NYS Route 237	1185	1402
NYS Route 237 to NYS Route 272	1963	1850

Based on 2011 NYSDOT traffic volumes, the 5-mile section of LOSP between Lakeside Beach State Park and Lakeshore Road handled an average of just under 1,200 vehicles per day, making it the least-traveled section of the highway. Within this 5-mile section, about 800 cars travel the 2-mile section west of NYS Route 98.

Due to these low traffic volumes, on November 21st, 2012, NYSDOT announced plans to close LOSP between Lakeside Beach State Park and NYS Route 98 during winter months beginning November 28th. Per NYSDOT, closing this section of LOSP will save an estimated \$70,000, during the winter months, by eliminating plowing and salting. The closure also eliminates damage that plowing causes to the pavement and the bridges over Oak Orchard Creek, saving on springtime repairs and reducing the amount of wear and tear on snowplowing equipment. Seasonal closures west of NYS Route 98 have continued since the initial closure in 2012. During the closure, a detour is posted along NYS Route 18, which parallels the Parkway for most of its length.

Table 2-4 presents traffic counts collected by NYSDOT for LOSP as of 2014. Traffic counts are presented in terms of eastbound traffic volumes, westbound traffic volumes, and total roadway traffic volume at two locations.

Table 2-4      Average 10-year Annual Average Daily Traffic, 1990s and 2000s

Location	East	West	Total
Beginning of LOSP to Lakeshore Road	270	308	578
NYS Route 237 to NYS Route 272	442	492	935

The highest hourly traffic volume recorded for the section of LOSP between NYS Route 237 and NYS Route 272 was 118 vehicles, occurring on a Thursday during the 4:00-5:00pm hour. The highest hourly traffic volume recorded for the LOSP section between the beginning of LOSP and Lakeshore Road is 90 vehicles, occurring on a Thursday during the 4:00-5:00pm hour. As a comparison, NYS Route 104 through Orleans County averages between 2,547 vehicles per day and 5,236 vehicles per day (easternmost portion of roadway).

## ACCIDENTS

As reported by GTC, 38 accidents were recorded on LOSP during the period of January 2014 through September 2017. Of these, almost 40% occurred during the evening hours of 7:00pm and midnight. More than half occurred during a clear day and 42% occurred during the months of December and February. Most accidents (76%) were related to an animal and 87% resulted in property damage only.

## 2.4 PEDESTRIAN, BICYCLE, AND RECREATIONAL AMENITIES

As noted in the GTC Long Range Transportation Plan for the Genesee-Finger Lakes Region, the primary rationale for continued investments in bicycle and pedestrian supportive infrastructure is and will remain to improve safety for all users of the roads, sidewalks, and trails in the Region. The highway and bridge network serves as the main component of the bicycle and pedestrian network in the Region. Typical bicycle space on roads and bridges consists of a minimum of four-foot paved shoulders or curb offsets along the right-hand edge line of the traffic lane. While both paved shoulders and curb offsets provide delineated space for bicyclists, they are not intended solely for bicyclists and are not designated (signed or marked) as bicycle

lanes. Although delineated bicycle space is available along many roadways in the Region, designated bicycle lanes are limited to the following state bicycle routes (all located outside of the feasibility study area):

- State Bicycle Route (SBR) 5 which runs east-west parallel to the Erie Canal
- SBR 14 which runs north-south from the Seaway Trail in Sodus Point, Wayne County through Ontario and Yates Counties into the Southern Tier of New York State and Pennsylvania
- SBR 19 which runs north-south from the Seaway Trail/Lake Ontario State Parkway in Hamlin, Monroe County past Letchworth State Park into the Southern Tier of New York State and Pennsylvania

The Long-Range Transportation Plan also emphasizes the Region's strong commitment to developing multi-use trails to serve as expressways for bicyclists. There are more than 340 miles of existing trails in the Region, including 149 miles that have been completed or rehabilitated since 1993. The Rails-to-Trails Conservancy reports that direct annual spending by trail users along the Great Allegheny Passage Trail System (Pennsylvania), one of the Region's most significant trails, exceeds \$40 million. This economic activity has led to a resurgence of adjacent towns. Moreover, since 2007, more than 50 new or expanded businesses serving trail users have created over 80 new jobs in eight small towns.

To the east of the feasibility study area, the Lake Ontario State Parkway Trail is a multi-use trail between Island Cottage Road and Latta Road. The 3.3-mile stretch parallels the north side of LOSP and runs along Lake Ontario's southern shore. At the eastern end, the trail connects with the Genesee Riverway Trail. Trail activities include walking, biking, inline skating, and cross-country skiing. Lake Ontario State Parkway Trail is also wheelchair accessible.

## STATE PARKS

Lakeside Beach State Park is a 744-acre state park located on the shore of Lake Ontario in the Town of Carlton in Orleans County. The park is accessible from NYS Route 18 and is the western terminus of the Lake Ontario State Parkway. Amenities include 274 campsites, four miles of hiking and biking trails, 18-hole disc golf course, fishing along the lake front, picnic grounds, and playing fields. Winter activities include hiking, cross-country skiing, and snowmobiling. The park is open daily from 6:00am to 11:00pm. Disc golf is available year-round, the camping season extends from May to October, and waterfowl hunting is permitted in season.

Table 2-5 presents the number of visitors per year at Lakeside Beach State Park, as recorded by the NYS Office for Parks, Recreation and Historic Properties. As shown by the data, the park has had a steady increase of visitors since 2011.

Table 2-5 Lakeside Beach State Park Annual Attendance, 2011-2016

	2011	2012	2013	2014	2015	2016
<b>Annual Attendance</b>	69,325	71,231	72,697	77,326	79,560	86,310

Source: New York State Office for Parks, Recreation and Historic Preservation

Hamlin Beach State Park is a 1,287-acre state park located on the shore of Lake Ontario in the Town of Hamlin in Monroe County. Amenities include a beach, picnic tables with pavilions, a playground, recreation programs, a nature trail, surfing, 6 miles of hiking and biking trails, fishing, a campground with 264 tent and trailer sites, ice skating, cross-country skiing, snowmobiling, a boat launch, and a food concession. The park is open year-round, and swimming is permitted from late June through Labor Day. Campsites are available from early May through October. The beach occasionally closes due to pollution.

Table 2-6 presents the number of visitors per year at Hamlin Beach State Park, as recorded by the NYS Office for Parks, Recreation and Historic Properties. From 2011 to 2014, annual park visitor remained relatively consistent. However, 2015 and 2016 saw a greater increase in visitors with 2016 averaging 30% higher than the number of visitors in 2011 through 2014.

Table 2-6 Hamlin Beach State Park Annual Attendance, 2011-2016

	2011	2012	2013	2014	2015	2016
<b>Annual Attendance</b>	278,532	287,107	260,421	278,098	326,869	360,788

Source: New York State Office for Parks, Recreation and Historic Preservation

Per the NYS Park attendance records, for day use and camping in 2016, the most frequented month was July (131,812 vehicles) and the least frequented was February (6,859 vehicles). Traffic counts during the winter months are estimated as there are no gate attendants during those months.

In addition to these larger state parks, the LOSP also runs along the southern edge of Oak Orchard State Marine Park, an 81-acre state park located at the mouth of Oak Orchard Creek at Lake Ontario in the Town of Carlton. The park is a few miles east of Lakeside Beach State Park and can be accessed from both NYS Route 18 and the Lake Ontario State Parkway. Amenities include picnic tables, a boat launch, and fishing.

## 2.5 PLANNED OR PROPOSED FUNDED OR UNFUNDED TRANSPORTATION IMPROVEMENTS

The Genesee-Finger Lakes Region Transportation Improvement Program (TIP) is developed cooperatively by GTC and NYSDOT. The TIP identifies the timing and funding of all highway, bridge, transit, intelligent transportation system, bicycle, and pedestrian transportation projects scheduled for implementation in the region during the next four years using federal transportation funds.

The TIP allocated \$5.2 million to resurface Lake Ontario State Parkway from NYS Route 237 in Orleans County to NYS Route 19 in Monroe County to bring to state of good repair and extend the service life of the pavement. The extent of the resurfacing project is approximately 7 miles. Of those 7 miles, approximately two miles are within the study area. This resurfacing project was undertaken in 2019.

## 2.6 COMMUNITY CHARACTERISTICS

The focus of this feasibility study is the portion of the LOSP in Orleans County, passing through the Towns of Carlton and Kendall. Table 2-7 presents the size and population for both towns. Using Orleans County's population growth rate of -0.02% per year from 2010-2014, 2020 population projections for Carlton and Kendall are 2,988 and 2,719, respectively. Community characteristics are described below.

Table 2-7 Town Size and Population

Town	Size	Population (2010 US Census Bureau)
Carlton	44.5 square miles	2,994
Kendall	33.0 square miles	2,724

### LAND USE

The Town of Carlton is characterized by varied land use. The dominant land use is agriculture, with a substantial portion of the coastal area devoted to recreational and water enhanced uses – primarily shoreline cottages, primary residences, and second homes, as well as the LOSP. New York State Route 98 serves as a commercial corridor, with recreational use retail shops and restaurants. Residential uses are concentrated along Johnson Creek and Waterport Pond.

The Town of Kendall is mostly agricultural, with a pocket of residential and commercial activity along NYS Route 237, Roosevelt Highway, and Morton Road.

For both towns, Lake Ontario is a significant regional recreational resource for boating, sportfishing, and swimming (despite the unavailability of public swimming access). Point Breeze has been named the World Fishing Network's Ultimate Fishing Town. In Kendall, Bald Eagle Marina, a private marina, provides easy access to the lake and a sheltered area for 110 boat slips for both seasonal and visiting boaters. West of Hamlin State Park, the Cottages at Troutburg are a grouping of seasonal and year-round cottages and cabins located on 126 acres on Lake Ontario.

### LOCAL WATERFRONT REVITALIZATION PLAN

The Towns of Yates, Carlton, and Kendall jointly prepared a Local Waterfront Revitalization Plan (LWRP) that identifies water-enhanced and water-dependent uses as well as under-utilized sites along the lakeshore and tributaries. The plan evaluated public access to the lake, recreational facilities, agricultural potential, infrastructure, and public facilities, and environmental concerns such as groundwater quality, flooding, and coastal erosion. The plan addresses the 45 state policies and recommends actions appropriate to Orleans County communities. Several of the recommendations reflect sound land use planning:

- Encourage development where public services and facilities are adequate. Concentrate development where investments in public water and transportation have already been made (such as at Shadigee).
- Avoid an increase in erosion or flooding due to activities and development, including construction of erosion protection structures.



- Protect, enhance, and restore significant historical, archeological, and cultural structures, areas or sites.
- Conserve and protect quantity and quality of surface and groundwater supplies.

#### RELATIONSHIP TO LOSP

The 2003 Carlton Master Plan describes the LOSP as a substantial barrier to public access to the lakeshore, as town residents cannot cross the LOSP to reach the lake. Access to the shoreline can only be gained by west-bound vehicle travel on the LOSP itself. Although a pull-off was built on the LOSP in the early 1980s, the minimal investment enables little more than shoreline fishing.

#### COMMUNITY ORGANIZATIONS

The Oak Orchard Neighborhood Association (OONA), an organization dedicated to improving the quality of life, a sense of community, and pride in the Oak Orchard/Lake Ontario region of Orleans County has spoken out about the importance of LOSP. The OONA hosted a meeting at Point Breeze November 14th, 2017 to discuss the future of the LOSP. The meeting drew more than 100 people.

These sentiments are carried by other community organizations, including the Kendall Community Innovation Advisory Committee (KCIAC), which advises Kendall Town Board on quality of life issues. The LOSP has been one of the committees focus areas.

The Landmark Society of Western New York, a not-for-profit membership organization dedicated to protecting the unique architectural heritage of the region and promoting preservation and planning practices that foster healthy, livable, and sustainable communities, annually publishes Five to Revive, a list that calls attention to properties in Western New York in need of investment. The irreplaceable historic resources listed in Five to Revive become priority projects for Landmark Society staff and programs. The Landmark Society works collaboratively with owners, municipal officials, and developers to facilitate investment and foster rehabilitation so that these structures can again play an active role in their communities. Five to Revive selection criteria include: architectural/design integrity, historical significance, degree of endangerment, potential catalytic impact, and likelihood that inclusion on list will help facilitate a positive outcome.

The LOSP was selected for the Five to Revive in 2016. Officially eligible for listing in the National Register of Historic Places, the LOSP is architecturally significant as a designed historic landscape in the tradition of earlier parkways in New York State, featuring a picturesque curving route, rustic sandstone bridges and buildings, and park-like landscaping, offering scenic views of Lake Ontario and the surrounding countryside.

### 3 Stakeholder and Community Input

A survey was conducted as part of this feasibility study to collect input on what the public and stakeholders think of the LOSP and how it could be improved. Outreach was targeted to the following groups:

- Government: paper copies and the online survey link were provided to government officials.
- Businesses: paper copies of the survey and the online survey link were provided to businesses throughout Orleans County (agri-tourism, fishing and boating charters, marinas, lodging/ campgrounds, restaurant/ retail, others).
- Residents and Visitors: the resident and visitor survey consisted of paper copies distributed at events as well as an online survey. The online survey link was distributed through email, posted on government sites, and pushed through social media. Paper copies of the survey were distributed and collected at a summer concert sponsored by the Oak Orchard Neighborhood Association (OONA) on August 15th, 2017 as well as an OONA neighborhood meeting held on August 17th, 2017.
- NY State Parks: the survey and online survey link were provided to visitors at Lakeside State Park and Hamlin Beach State Park gates over Columbus Day Weekend, October 6-9, 2017.

A total of 1,122 surveys were collected between August 2017 and February 2018. The number of survey responses collected by survey type is presented in Table 3-1. The questions and results of all four survey are presented in the next sections.

Table 3-1 Survey Responses

Survey Type	Number of Respondents
<b>Government</b>	<b>4</b>
<b>Businesses</b>	<b>80</b>
<b>Residents and Visitors</b>	<b>993</b>
Summer Concert	212
OONA Neighborhood Meeting	18
Online Survey	763
<b>Visitors to State Parks</b>	<b>45</b>
Paper Copies – Lakeside	36
Paper Copies – Hamlin Beach	7
Online Survey	2
<b>Total</b>	<b>1,122</b>

### 3.1 GOVERNMENT SURVEY

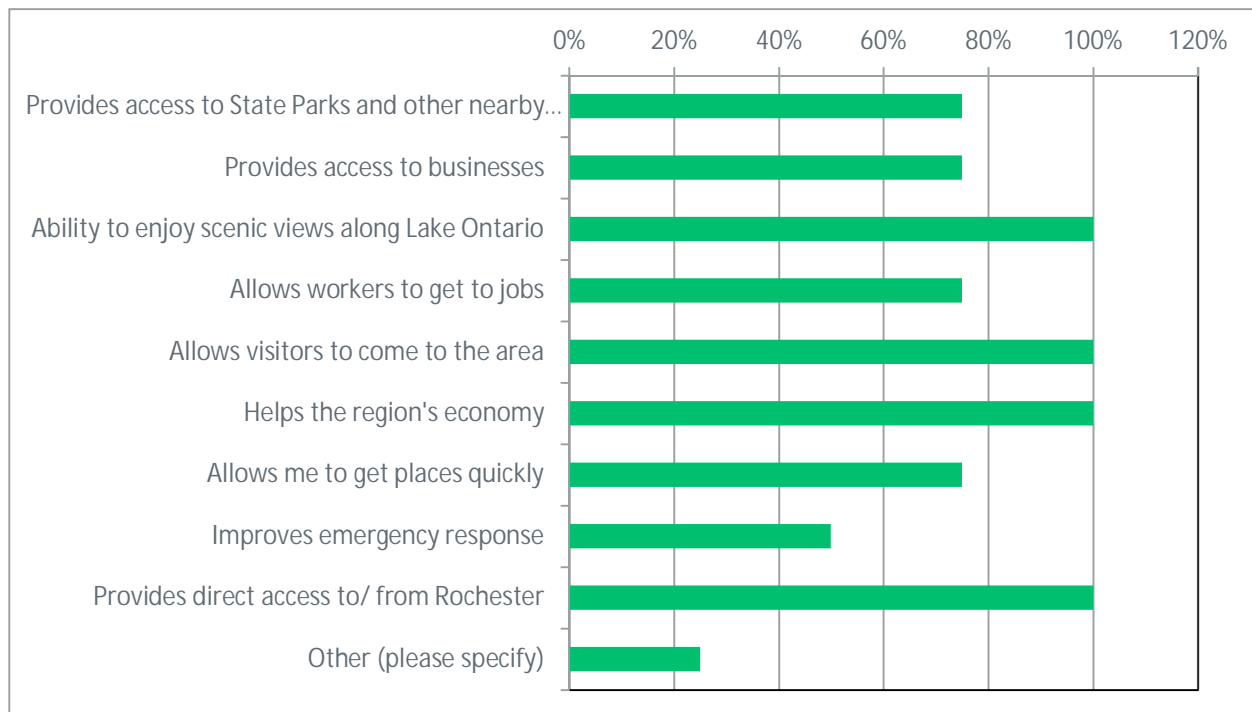
Four respondents participated in the government survey. The government survey included four questions:

1. How often do you use Lake Ontario State Parkway? (check one)
2. Why is Lake Ontario State Parkway important? (check all that apply)
3. What would you like to see different about Lake Ontario State Parkway? (check all that apply)
4. Do you have other thoughts on how Lake Ontario State Parkway can improve this community?

For the first question “How often do you use Lake Ontario State Parkway?”, one response was provided each for every day, a couple times a month, a couple times a year, and seasonally.

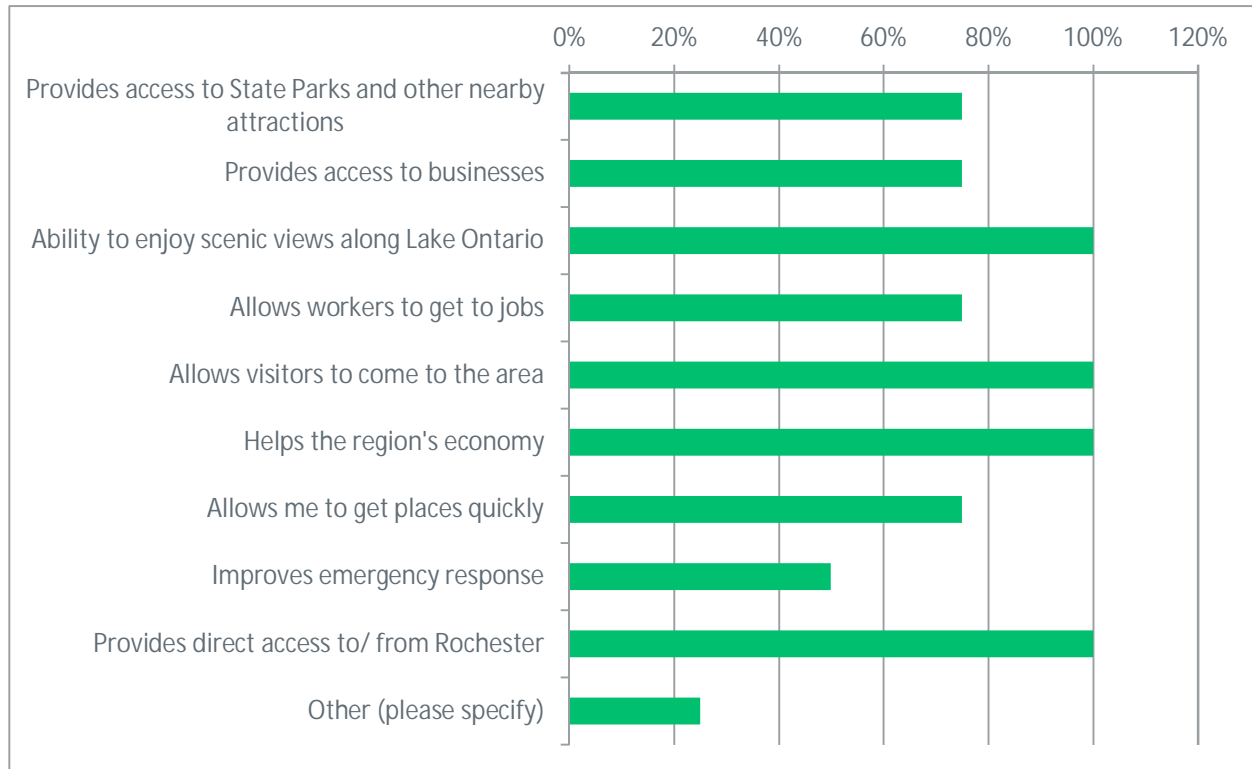
The responses to the second question “Why is Lake Ontario State Parkway important?” are presented in Figure 3-1. All four survey participants noted the importance of accessibility to Rochester, economic growth, tourism, and scenic views. Three respondents noted mobility, accessibility (to state parks and businesses, and community. Two participants noted emergency response as an important factor, which could be related to the current roadway condition and/or limited access during the winter months.

Figure 3-1 Lake Ontario State Parkway Importance – Government Survey



The responses to the third question “What would you like to see different about Lake Ontario State Parkway?” are presented in Figure 3-2. Improvements related to year-round accessibility, tourism, multi-use trails, and routine maintenance were noted by three of the four respondents.

Figure 3-2 Lake Ontario State Improvements – Government Survey



Three participants responded to the fourth and final question – “Do you have other thoughts on how Lake Ontario State Parkway can improve this community?”. These three responses are summarized as follows:

- LOSP is beautiful drive at any time of the year and should be maintained.
- LOSP should remain 4-lanes and be paved and maintained.
- All four lanes must remain open. A two-lane highway will be exceedingly dangerous to motorists.

## 3.2 BUSINESS SURVEY

Eighty (80) respondents participated in the business survey. The business survey included six questions:

1. What type of business are you associated with? (check all that apply)
2. What is your peak business season(s)? (check all that apply)
3. How often do you use Lake Ontario State Parkway? (check one)
4. Why is Lake Ontario State Parkway important? (check all that apply)
5. What would you like to see different about Lake Ontario State Parkway? (check all that apply)
6. Do you have other thoughts on how Lake Ontario State Parkway can improve this community?

Figure 3-3 presents the responses for the first question “What type of business are you associated with?”. Slightly more than 40% identified ‘Other’ and included education, government, healthcare, manufacturing, banking, among others.

Figure 3-3 Business Survey Business Type

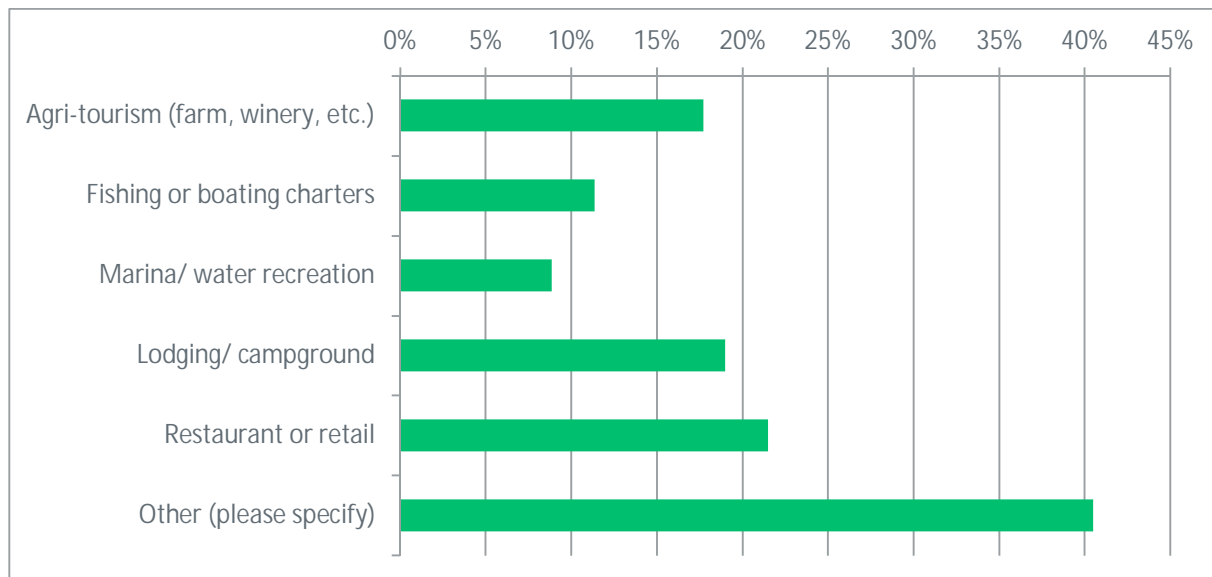
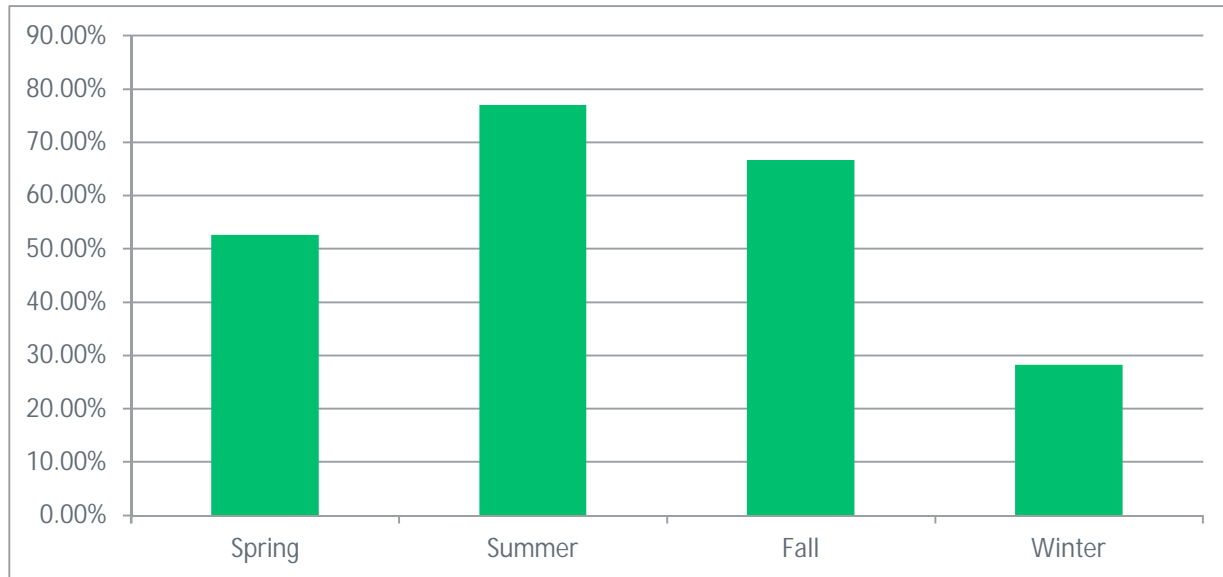


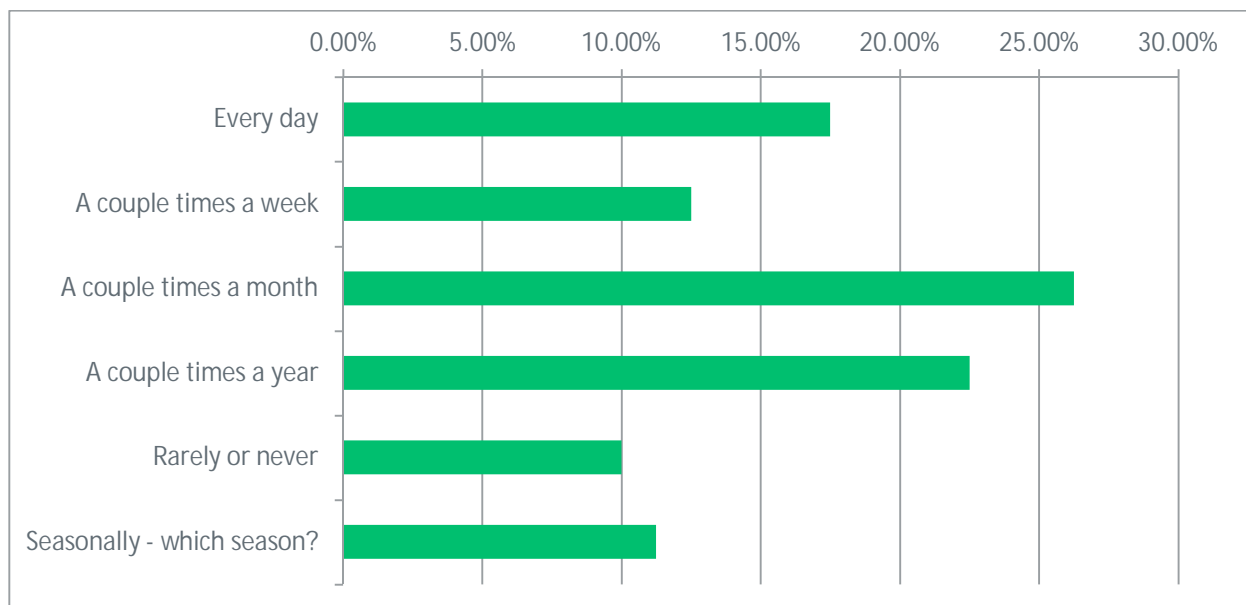
Figure 3-4 presents the responses for the second question “What is your peak business season(s)?”. More than 75% of businesses reported summer as the peak season, followed by fall (67%), spring (53%), and winter (28%); responders could indicate more than one peak season.

Figure 3-4 Business Survey Peak Business Season



The results of the third question, “How often do you use the LOSP?” are presented in Figure 3-5. LOSP usage is evenly distributed. A couple of times a month is the highest category at more than 25%, followed by a couple times of year, every day, and a couple times a week at 23%, 18%, and 12%, respectively. Only 10% of respondents use the LOSP seasonally and 9% rarely or never.

Figure 3-5 Business Survey Use of LOSP





The results of the fourth question, “Why is LOSP important?” are presented in Figure 3-6. Four of the responses were identified by more than 75% of survey participants. These relate to accessibility (to both Rochester and the state parks) and tourism. The region’s economy, commuting, and accessibility to businesses were also noted as important by more than half of the survey respondents.

Figure 3-6 Business Survey LOSP Importance

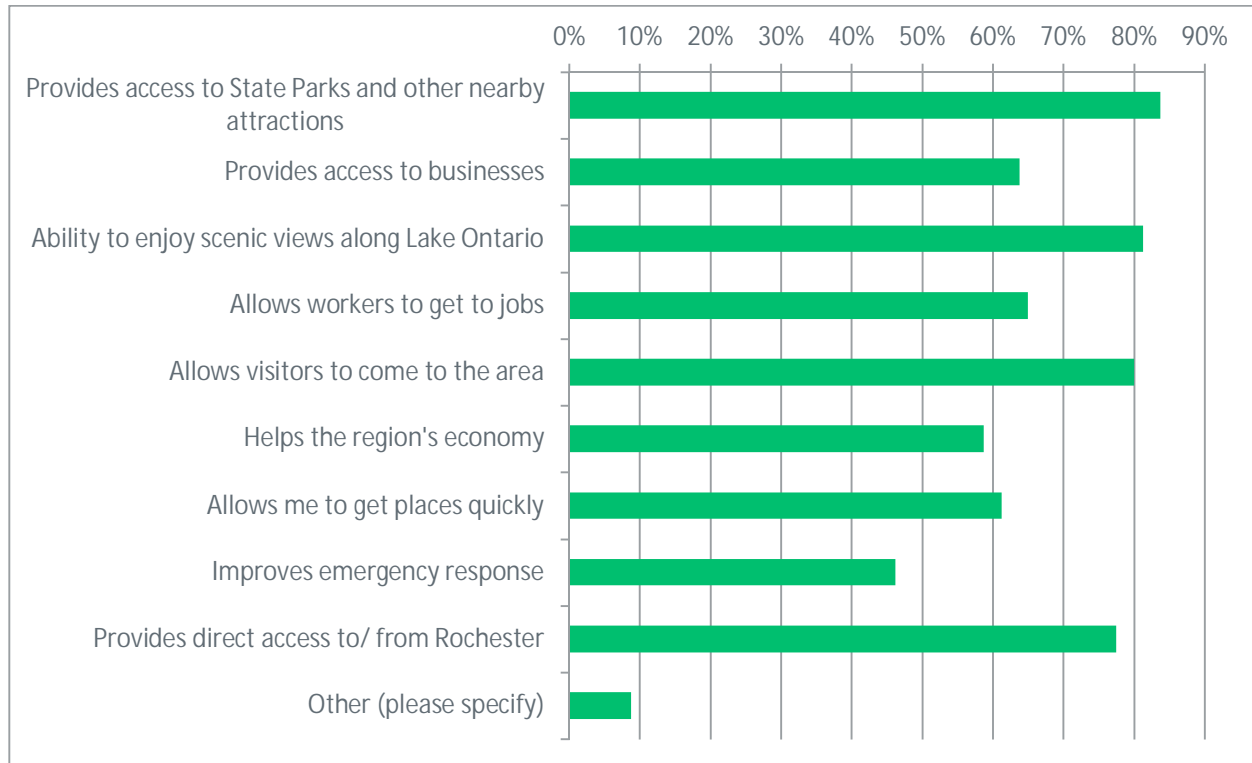
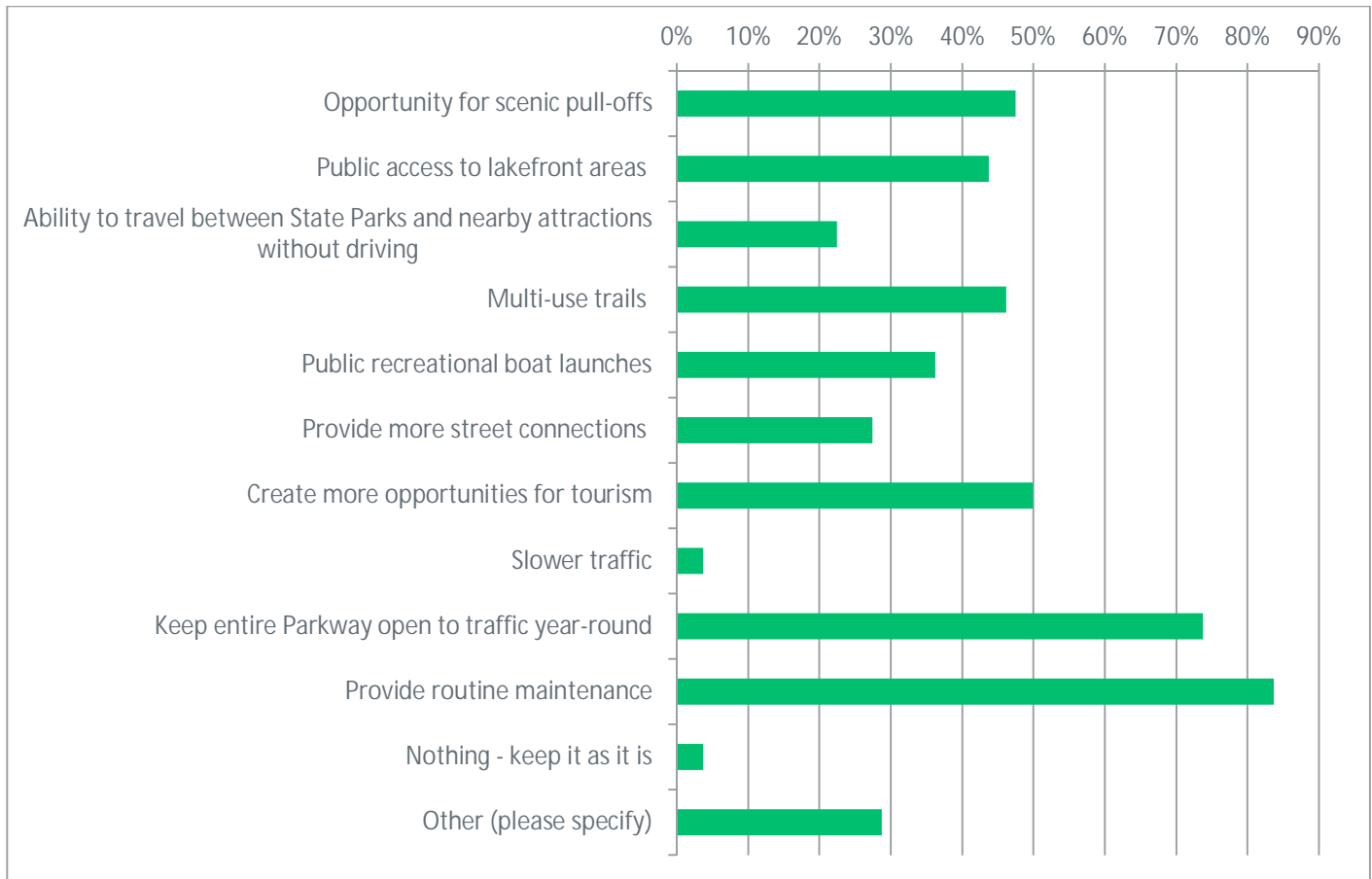


Figure 3-7 provides the results of the fifth question – “What would you like to see different about Lake Ontario State Parkway? (check all that apply)”. Routine maintenance and year-around accessibility were noted most often, like the results of the government survey. The responses were evenly distributed for the remaining categories, except for ‘slower traffic’ and ‘nothing’; only 3 respondents noted these two responses.

Figure 3-7 Business Survey LOSP Opportunities



The open-ended responses to the final question “Do you have other thoughts on how Lake Ontario State Parkway can improve this community?” are in line with the improvements noted in the survey. The business survey participants reiterated the importance of LOSP and the need for repairs and routine maintenance.

### 3.3 RESIDENT AND VISITOR SURVEY

The Resident and Visitor Survey consisted of the following:

- Paper survey handed out at a concert sponsored by Oak Orchard Neighborhood Association (OONA) on August 15th, 2017.
- Paper survey handed out an OONA meeting on August 17, 2017.
- Online survey.

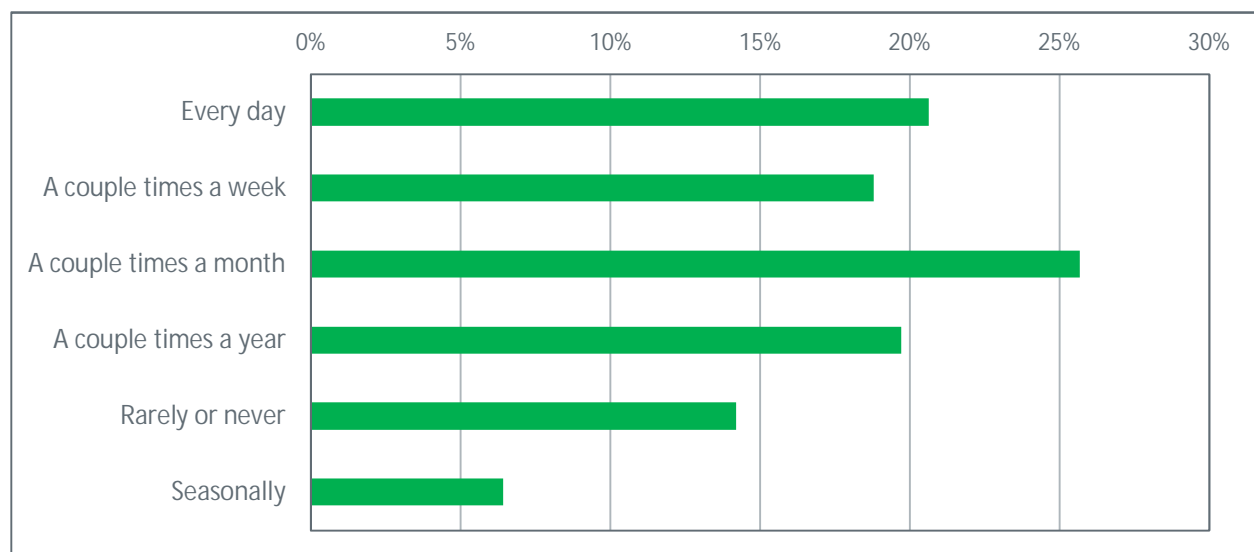
The surveys were slightly different in their wording of questions and answer selections; thus, the analysis of the results is broken out by paper survey and online survey.

The paper version of the Resident and Visitor survey included five questions:

1. Are you a full-time resident, seasonal resident, or visitor to Orleans County?
2. How often do you use Lake Ontario State Parkway? (check one)
3. Why is Lake Ontario State Parkway important? (check all that apply)
4. What would you like to see different about Lake Ontario State Parkway? (check all that apply)
5. Do you have other thoughts on how Lake Ontario State Parkway can improve this community?

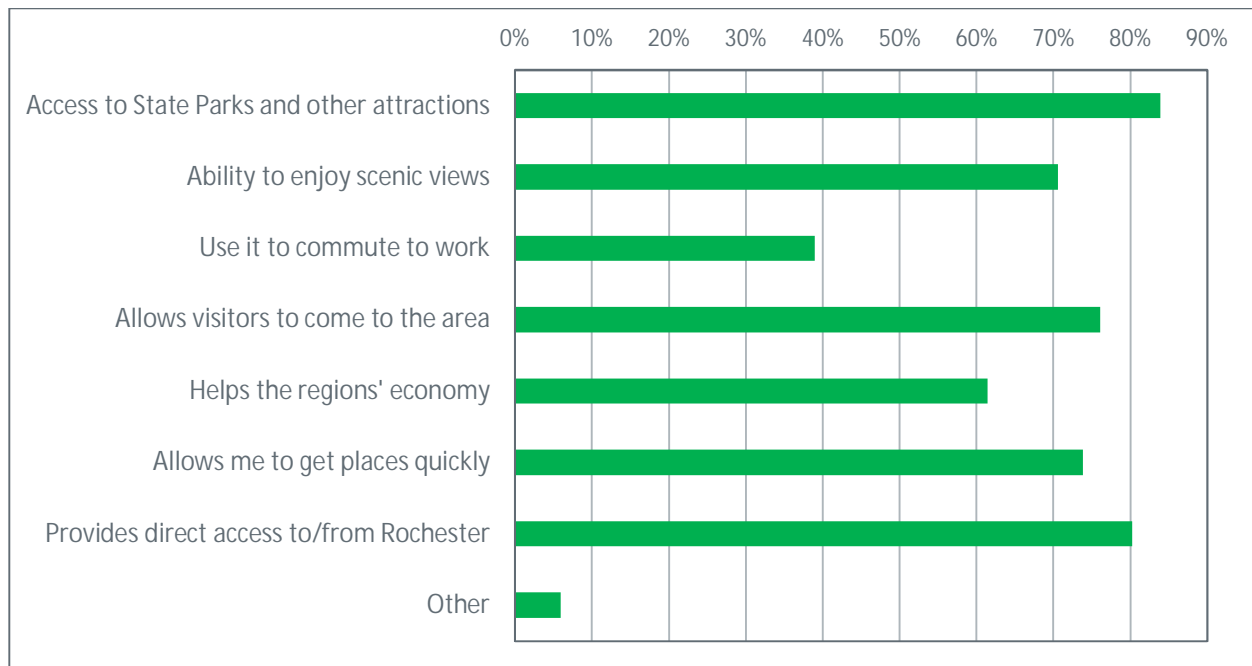
Most respondents (82%) of the paper survey are full time residents of Orleans County (question 1). The results of the second question “How often do you use Lake Ontario State Parkway?” are presented in Figure 3-8. There is even distribution on LOSP usage, with “a couple times a month” being most popular.

Figure 3-8 Resident Survey Use of LOSP



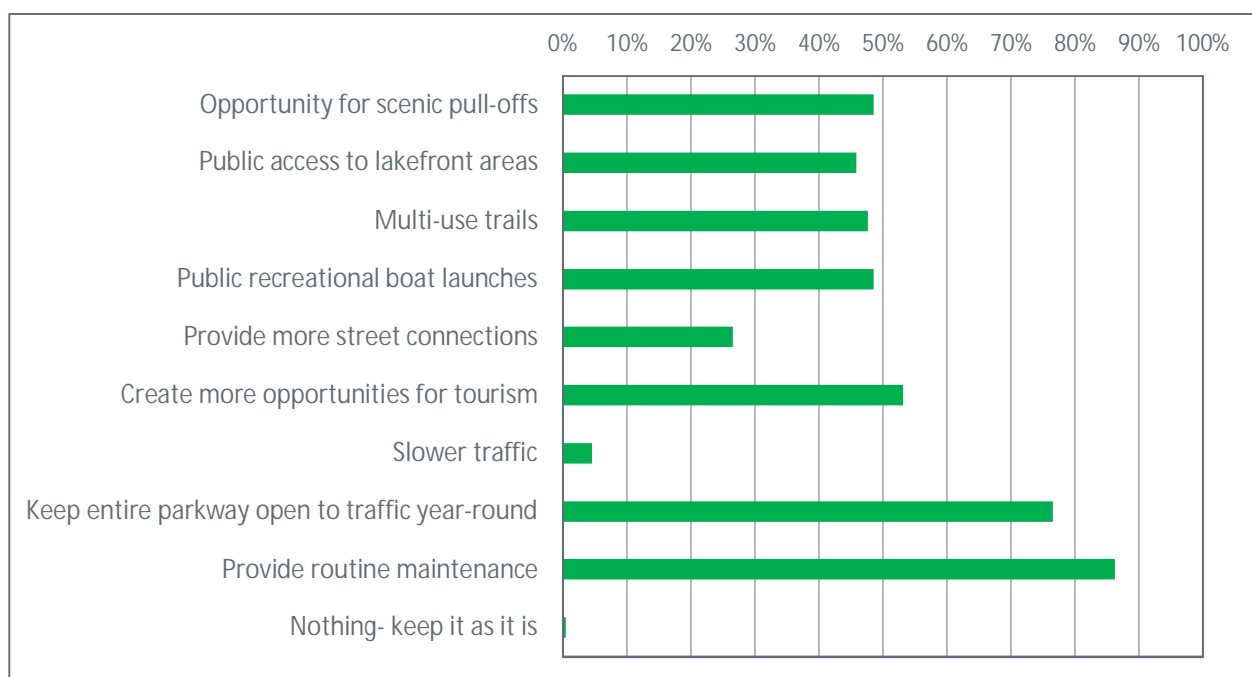
The results of the third question, “Why is Lake Ontario State Parkway important?” are presented in Figure 3-9. Five of the responses were identified by approximately 70 to 85% of survey participants. These relate to accessibility and tourism.

Figure 3-9 Resident Survey LOSP Importance



The results of the fourth question, "What would you like to see different about Lake Ontario State Parkway?" are presented in Figure 3-10. The majority of the responses are geared towards maintenance of the Parkway and keeping it open year-round. However, many other opportunities were chosen by respondents. Slowing traffic was the least popular option.

Figure 3-10 Resident Survey LOSP Opportunities

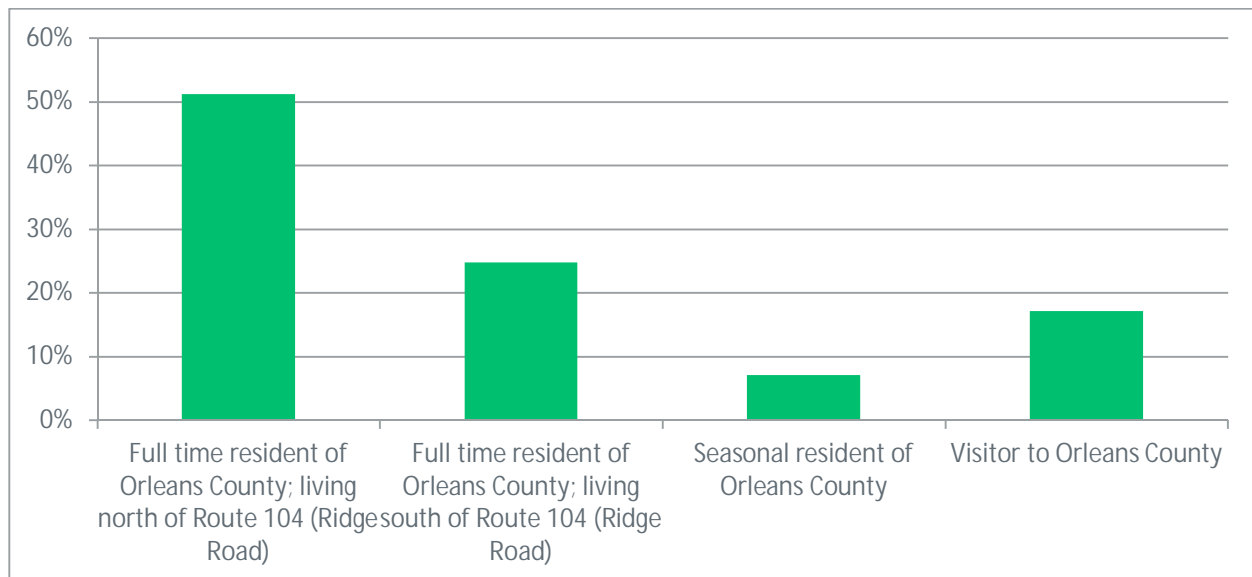


The online version of the Resident and Visitor survey also included five questions:

1. Are you a full-time resident living north of Route 104, full-time resident living south of Route 104, seasonal resident, or visitor to Orleans County?
2. How often do you use Lake Ontario State Parkway? (check one)
3. Why is Lake Ontario State Parkway important? (check all that apply)
4. What would you like to see different about Lake Ontario State Parkway? (check all that apply)
5. Do you have other thoughts on how Lake Ontario State Parkway can improve this community?

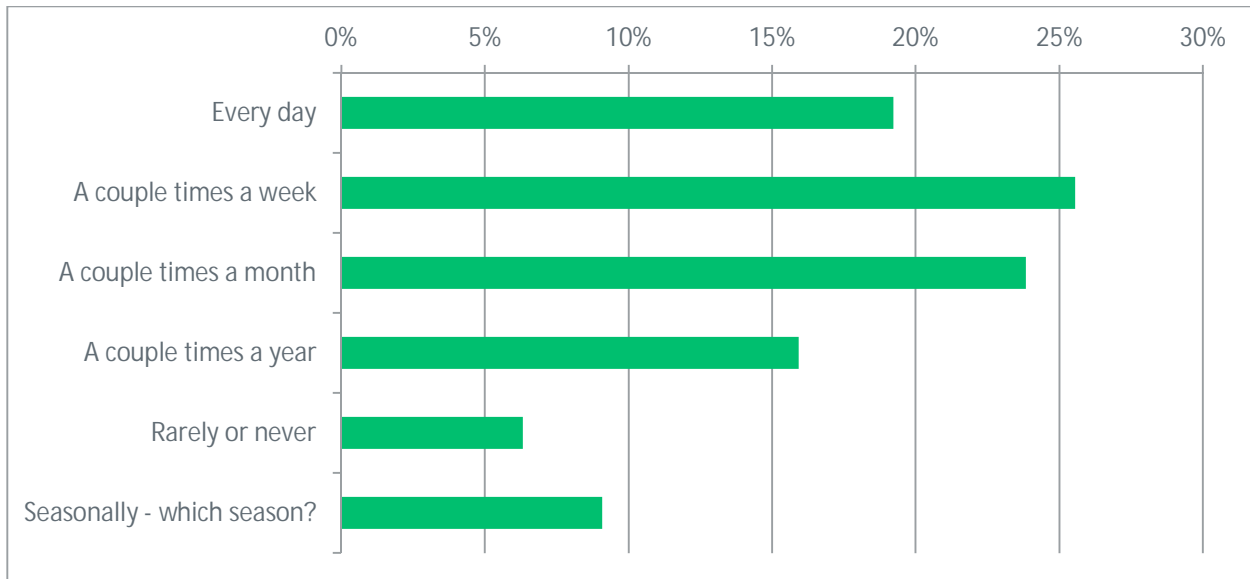
The results of the first question are presented in Figure 3-11. About 75% of respondents indicated that they are full time residents of Orleans County, with slightly more than half of all respondents indicating they live north of Route 104, Ridge Road.

Figure 3-11 Resident Online Survey Resident/ Visitor Status



The results of the second question, “How often do you use the Lake Ontario State Parkway?” are presented in Figure 3-12. LOSP usage is evenly distributed. A couple of times a week is the highest category at almost 25%, followed by a couple times of month, every day, and a couple times a year at 24%, 19%, and 16%, respectively. Only 9% of respondents use the LOSP seasonally and 6% rarely or never.

Figure 3-12 Resident Online Survey LOSP Usage



The results of the third question, "Why is Lake Ontario State Parkway important?" are presented in Figure 3-13. There is a good balance of respondents answers as to why LOSP is important, with no answer getting less than 40% of respondent response. Four answers received 75% or more of respondent response.

Figure 3-13 Resident Online Survey LOSP Importance

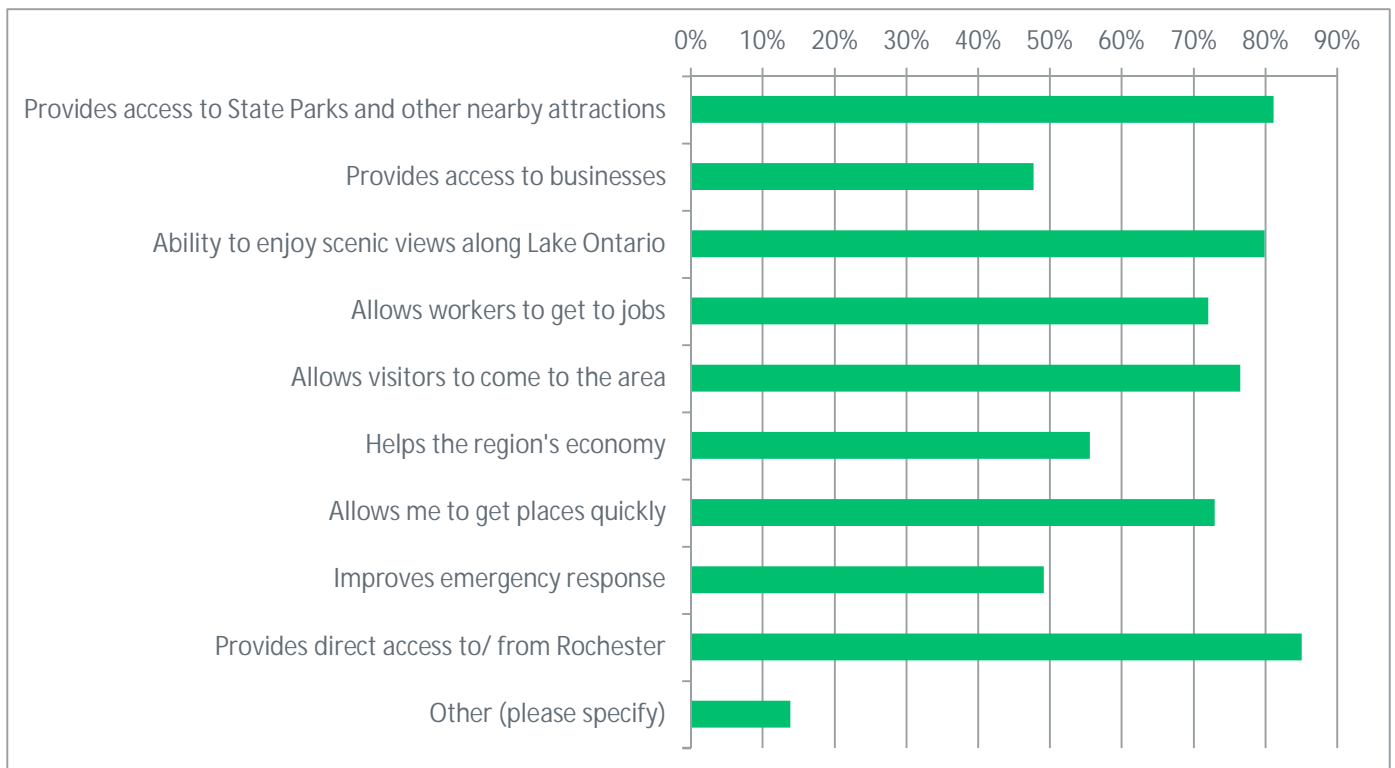
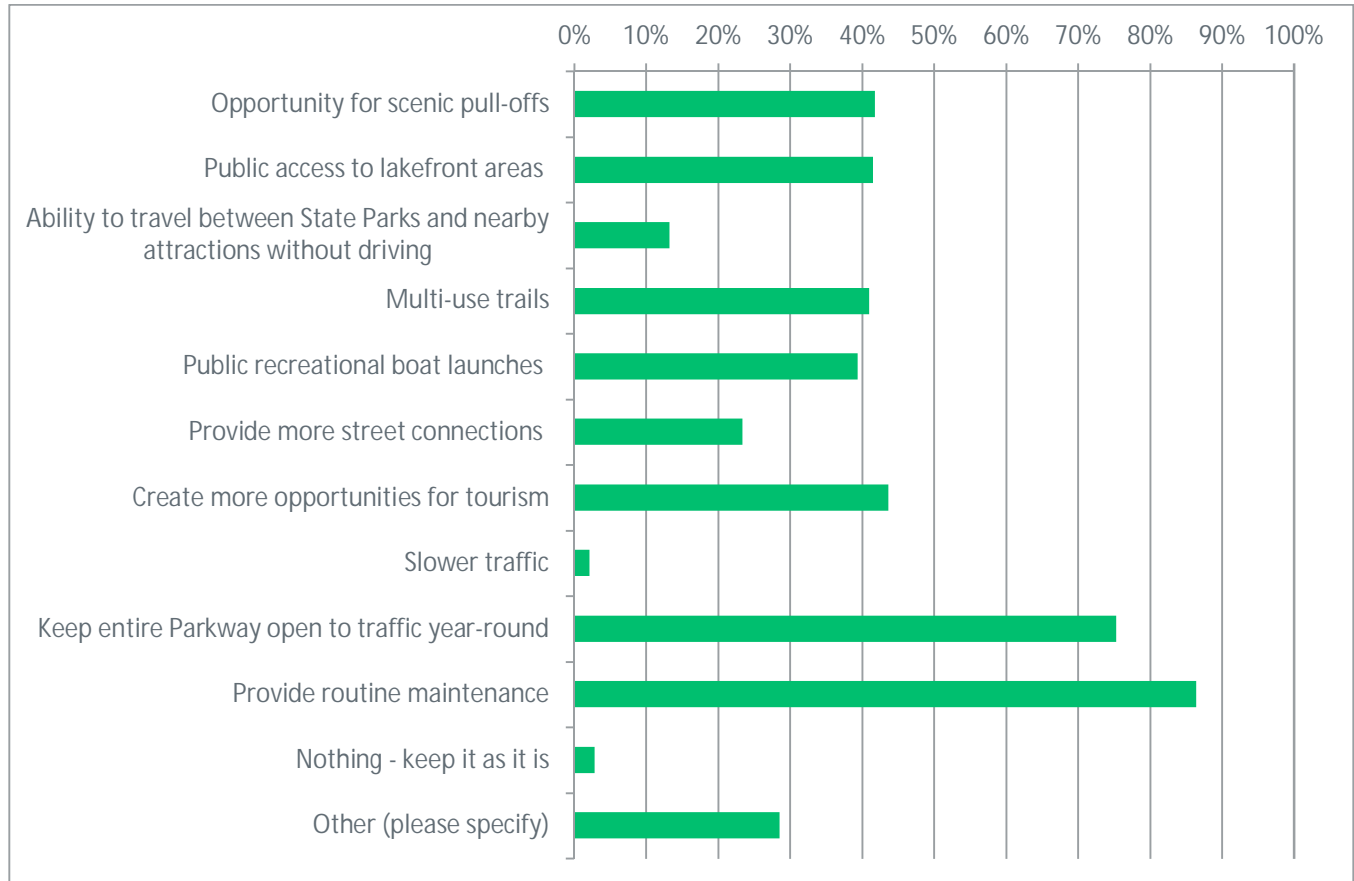




Figure 3-14 provides the results of the fourth question – “What would you like to see different about Lake Ontario State Parkway?”. Routine maintenance and year-around accessibility were again noted most often, like the results of the government and business surveys. The responses were evenly distributed for the remaining categories, except for ‘slower traffic’ and ‘nothing’, with 22 and 16 responses for these categories, respectively.

Figure 3-14 Resident Online Survey LOSP Opportunities



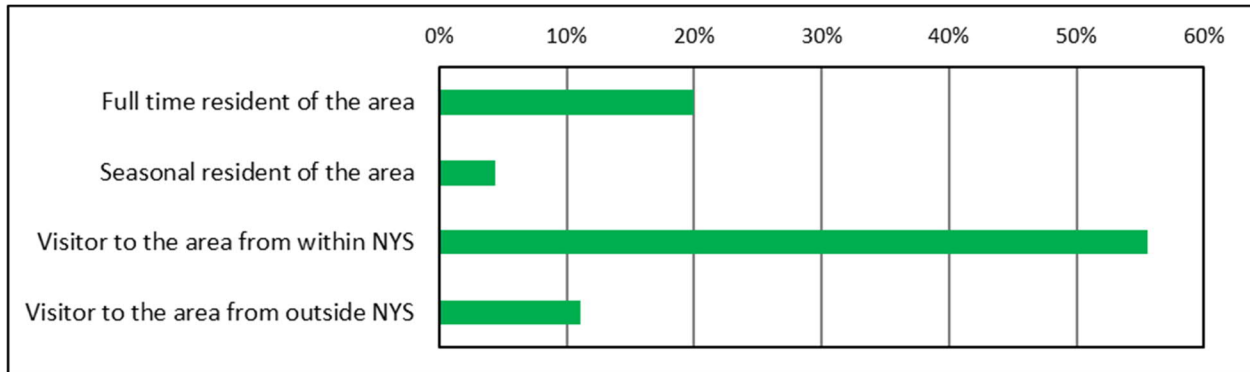
### 3.4 STATE PARKS SURVEY

Forty-five respondents participated in the State Parks survey. The survey included six questions:

1. Which New York State Park are you visiting? (check all that apply- Lakeside Beach; Hamlin Beach)
2. Are you a resident or visitor to the area? (check one)
3. How often do you use Lake Ontario State Parkway? (check one)
4. Why is Lake Ontario State Parkway important? (check all that apply)
5. What would you like to see different about Lake Ontario State Parkway? (check all that apply)
6. Do you have other thoughts on how Lake Ontario State Parkway can improve this community?

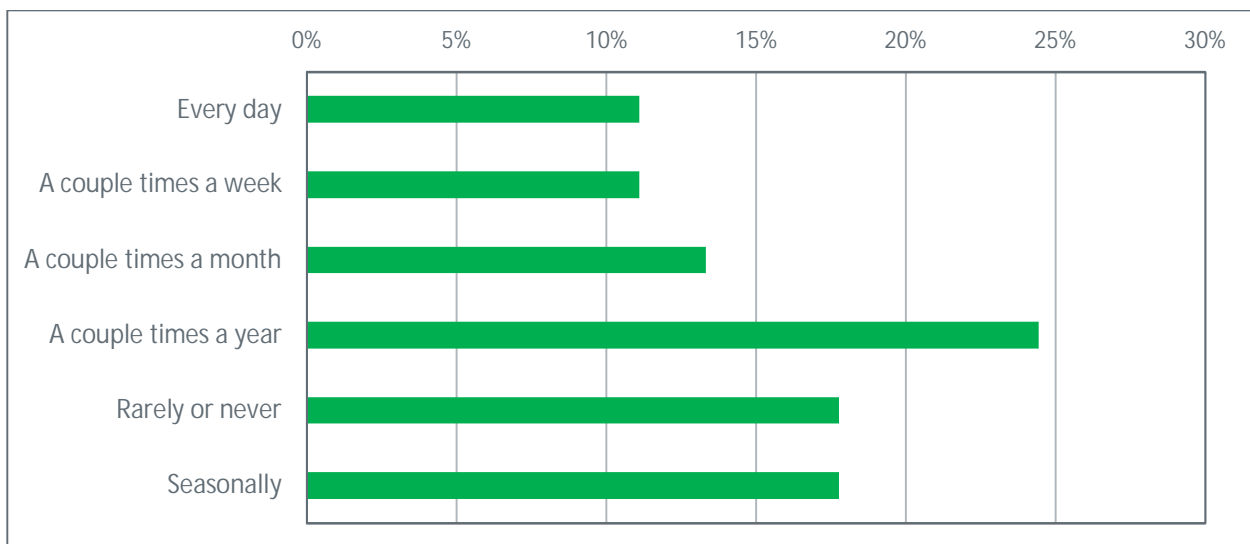
Of the 45 responses, 38 respondents indicated they visited Lakeside Beach State Park and 7 indicated they were visitors to Hamlin Beach State Park (question 1). Figure 3-15 presents the responses for the second question, “Are you a resident or visitor to the area?” The majority of respondents indicated that they were visitors to State Parks from within New York State.

Figure 3-15 State Park Survey Resident/ Visitor Status



The results of the third question, “How often do you use the Lake Ontario State Parkway?” are presented in Figure 3-16. A couple of times a year is the highest category at almost 25%, followed by an even distribution between rarely or never and seasonally at 18%.

Figure 3-16 State Park Survey LOSP Usage



The results of the fourth question, “Why is Lake Ontario State Parkway important?” are presented in Figure 3-17. Access to State Parks led the way with nearly 60% of responses, followed by ability to enjoy scenic drives and views and provides direct access to/from Rochester with 44% each.

Figure 3-17 State Park Survey LOSP Importance

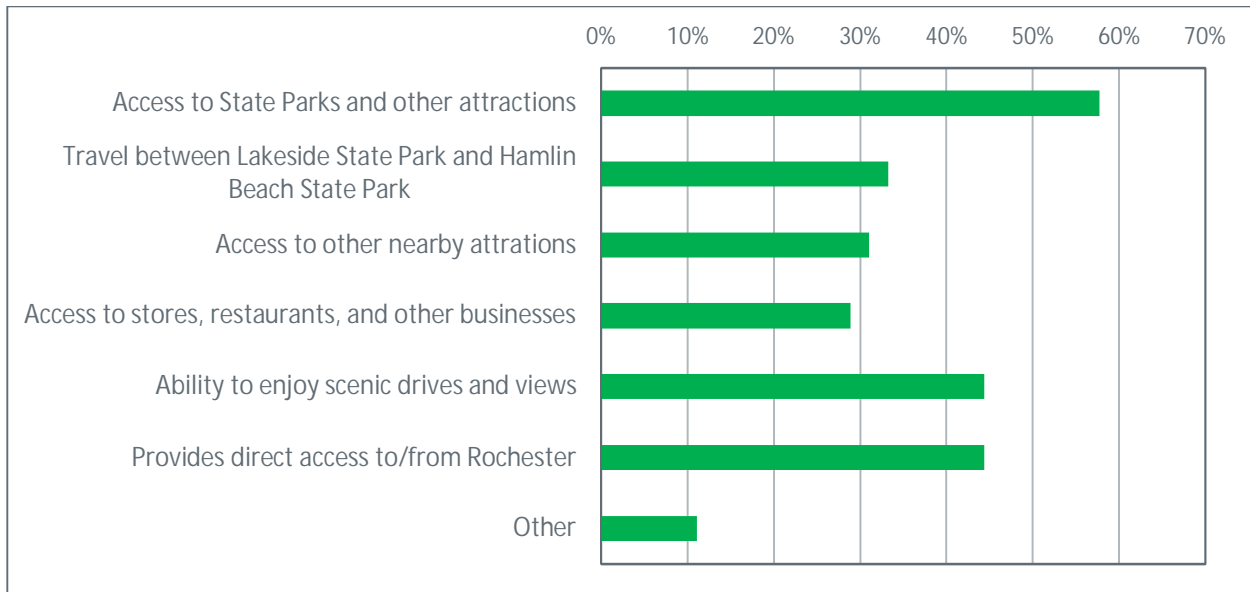
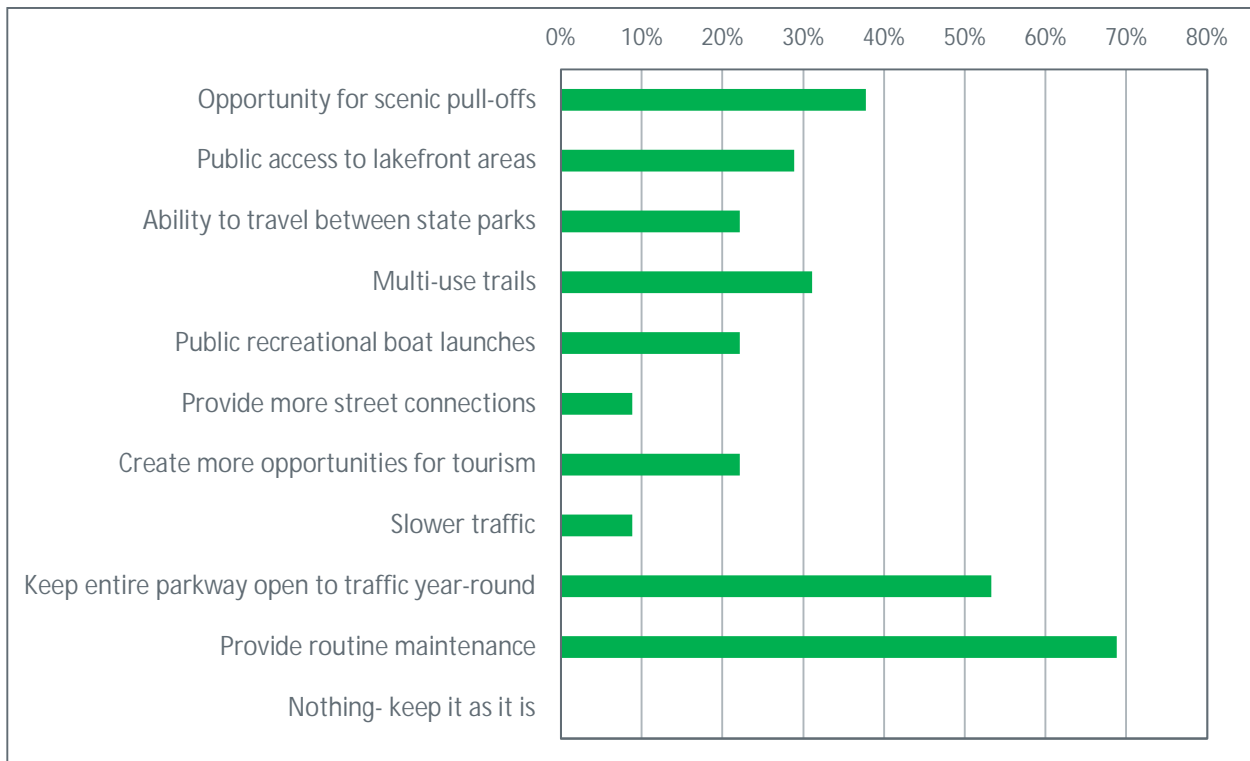


Figure 3-18 provides the results of the fifth question, “What would you like to see different about Lake Ontario State Parkway?”. Routine maintenance and year-around accessibility were again noted most often. ‘Do nothing’ did not receive any responses.

Figure 3-18 Lake Ontario State Parkway Improvements – State Park Survey



The open-ended responses to the final question “Do you have other thoughts on how Lake Ontario State Parkway can improve this community?” noted that the Parkway can bring additional tourism and that the condition of the roadway needs to be improved.

### 3.5 SUMMARY

All four survey groups responded similarly in their responses related to the importance of LOSP. Responses were distributed across the question choices, indicating that the LOSP is important for various reasons. The ability to enjoy scenic views, accessibility (to both Rochester and the state parks), and tourism ranked high by all groups. Regarding improvements to the LOSP, routine maintenance and year-around accessibility were noted most often, by all survey groups; however, numerous respondents identified the need for additional multi-use opportunities and improved public lake access and enjoyment as also important.

## 4 Prioritization

A charrette style meeting was held with the Advisory Committee, inclusive of roll-out maps of the corridor, corridor-related data, and results of the community surveys, in order to identify opportunities and constraints of various sections of LOSP. This discussion was an important first step in helping to identify a “wish list” of future concepts and to understand the trade-offs associated with various improvements or potential elements.

A prioritization exercise was undertaken at a follow up Advisory Committee Meeting to allow committee members an opportunity to prioritize the elements that should go into the development of LOSP concepts. For this exercise, Advisory Committee members were asked to rank various elements by using ten sticky dots, with numbers “1” through “10” written on them (“10” being the most essential and “1” being the least essential). Committee Members were asked to place their dots on a board that portrayed the most essential elements. Once all members had placed their dots on the board, a tally of the dots was undertaken to collectively understand which elements should be a priority in developing LOSP concepts. The results of this prioritization exercise are presented in Table 4-1.

Table 4-1 Results of Prioritization Exercise

Category	Elements of LOSP Concepts	Prioritization Ranking
Maintenance	Improve pavement conditions for all available travel lanes	44
	Allow entire roadway to stay open to traffic year-round	5
	Increased upkeep of landscaping/ mowing	21
	Provide low-maintenance landscaping/ wildflowers to reduce mowing	23
	Explore ways to reduce snow clearing effort/ costs	7
Vehicular Traffic	Maintain 4-lane divided highway for entire stretch	9
	Reduce parkway to 2-lanes, utilizing either the eastbound or westbound lanes	41
	Reduce the length of parkway to focus maintenance on a shorter section	6
	Maintain 55mph speed limit	4
	Provide additional connections to nearby streets	0
	Provide at-grade intersections (thus reducing intersection footprints)	0
	Increase speed limit (to 65mph)	0
	Reduce speed limit, provide traffic calming	7
	Provide parkway lighting	0

Category	Elements of LOSP Concepts	Prioritization Ranking
Bridge Infrastructure	Reduce the number of bridges	26
Public Access	Provide additional public access to waterfront	24
	Provide additional opportunities for recreational watercraft launches (canoe, kayak, small boat)	11
	Improve access to water-based recreation (fishing excursions, cruises, watercraft rentals, etc.)	0
	Provide additional opportunities for public viewing, seating, and picnicking areas	11
	Provide additional natural habitat areas to attract wildlife	19
Multi-Modal Opportunities	Provide multi-use trails (biking, walking/ jogging, cross-country skiing, horseback riding, etc.)	27
	Provide facilities to accommodate multi-modal trail users (i.e., comfort stations)	8
Tourism and Economic Development	Offer wayfinding signage to support nearby tourism and businesses	11
	Provide rest stops/ development opportunities along LOSP	7
	Provide other tourism-based activities along LOSP	7
Cost and Performance	Reduce overall operation and maintenance costs of LOSP	31
	Reduce overall capital costs of LOSP	23
	Find opportunities for alternative funding resources to operate/ maintain/ improve LOSP	10



## 5 Concepts for Consideration

Based on the Project Advisory Committee input and the results of the prioritization exercise described in Section 4, four concepts were developed for consideration. These include:

- Concept 1: Retain Existing Lake Ontario State Parkway
- Concept 2: Alternative NYS Route 18 Access to Lakeside Beach State Park
- Concept 3: Modify Lake Ontario State Parkway
- Concept 4: Conversion of Lake Ontario State Parkway to Two-Lane Parkway

General assumptions for these concepts include the following:

- 30-year life cycle and portray costs were presented in 2018 dollars. (While the use of a 75-year life cycle was originally discussed, NYSDOT costs cannot be projected accurately without a level of uncertainty.)
- A range of construction costs were used based on four different highway treatments, as follows:
  - Preservation Treatment – 3.5-inch Overlay/ Concrete Pavement Restoration (CPR). This treatment has a service life of 3 to 5 years and is NOT Federal Aid eligible because of service life.
  - Corrective Maintenance 3.5-inch Overlay. This treatment has a service life of 5 to 8 years and is NOT Federal Aid eligible because of service life.
  - Cold in Place Recycle (CIPR) 2-inch Top. This treatment has a service life of 12 to 15 years and is Federal Aid eligible but is dependent on availability of asphalt millings.
  - Crack and Seal. This treatment has a service life of 12 to 15 years and is Federal Aid eligible.
- Estimated costs are for NYSDOT related construction and maintenance costs only. Estimated costs for additional amenities will be provided in a menu like format, since amenities are extra and not necessarily tied to implementing concepts. This will allow readers to understand what individual amenity costs would be.
- All estimates include 20% contingency and 9% increase mobilization and change order.
- All cost estimates that assume an abandonment of Lake Ontario State Parkway lanes include costs for pavement removal and establishment of top soil and seed.
- Costs for retaining and maintaining an Oak Orchard bridge structure for conversion to a multi-use trail are not included. The cost to convert an abandoned Oak Orchard bridge structure to a multi-use trail would be an additional cost.
- NYSDOT has indicated that it is their preference to abandon one or both of the Oak Orchard bridges due to their size and relatively low AADT, which makes federal funding very difficult to justify at the location. Closing both Oak Orchard bridges and using SR 18 as the entrance to Lakeside Beach State Park provides NYSDOT with the maximum divestment of infrastructure.

## 5.1 CONCEPT 1: RETAIN EXISTING LAKE ONTARIO STATE PARKWAY

Concept 1 would keep the current configuration of LOSP. The existing right shoulder would be narrowed from the current 12 feet to 8 feet. The 2-foot left shoulder and two 12-foot lanes in each direction would remain as they are today. All existing structures would be retained, and routine maintenance would continue to be conducted.

### COST ASSUMPTIONS

➤ Annual Maintenance costs assume:

- Signs: \$600,000 every 15 years
- Snow & ice: \$121,400/ year (\$3,793/ linear mile)
- Pavement markings: \$30,000/ year for 4-lane roadway; \$24,000 for 2-lane roadway
- Mowing: \$21,000/ year

➤ Construction costs assume:

- Cost ranges based on variety of pavement treatments as outlined under the assumptions section.
- Used 1-inch shim and 1-inch overlay on ramps for mainline treatments using 3.5-inch overlay and CPR.
- Used 3.5-inch overlay on ramps for mainline treatments using 6.5-inch concrete subbase. No shoulder back up for ramps as finished grade is below top of mountable curb.
- For CPR treatments, edge drain installed on one side of parkway lanes as the subgrade typical section describes uniform cross slope.
- For CRP, include a mill and fill of shoulders as the shoulder requires a treatment.
- Cold in place recycling estimate utilized contract values from previous work (D263560), constructed summer 2018. Narrows right shoulder from 12 feet to 8 feet.
- Applies typical minor and major rehabilitation measures to all bridge structures.

### 30-Year Cost Estimate

Construction (pavement and structures) Range of Costs: \$37,800,000 – \$58,700,000 (based on type of pavement treatment)

Annual Maintenance Cost (total over 30 years): \$6,372,000

Overall Range of Costs: \$44,172,000 – \$65,072,000

NYSDOT long term cost implications:

- Highway: Moderate to High
- Structures: High

Figure 5-1 Concept 1: Retain Existing Lake Ontario State Parkway



## 5.2 CONCEPT 2: ALTERNATIVE NYS ROUTE 18 ACCESS TO LAKESIDE BEACH STATE PARK

Concept 2 would decommission all LOSP lanes west of NYS Route 98 (both westbound and eastbound lanes). This concept assumes the removal of both Oak Orchard bridges and both Lakeside Beach State Park bridges. The remainder of LOSP east of NYS Route 98 would be kept as the current configuration with needed improvements to the roadway; all other structures would be retained and routine maintenance would be conducted.

NYS Route 18 would be used as an alternative access to Lakeside Beach State Park. This concept includes the replacement of the NYS Route 18 bridge over Oak Orchard Creek and allocated \$500,000 for enhancements to NYS Route 98 near NYS Route 18. Under this concept, the LOSP would begin and end at NYS Route 98, with no vehicular access west of SR 98.

### COST ASSUMPTIONS

➤ Annual Maintenance costs assume:

- Signs: \$600,000 every 15 years
- Snow & ice: \$121,400/ year (\$3,793/ linear mile)
- Pavement markings: \$30,000/ year for 4-lane roadway; \$24,000 for 2-lane roadway
- Mowing: \$21,000/ year

➤ Construction costs assume:

- Cost ranges based on variety of pavement treatments as outlined under the assumptions section.
- Narrow the right shoulder from 12 feet to 8 feet for the entire remainder of the Parkway to match the shoulder section created by the previous work (D263560), constructed summer 2018.
- Used 1-inch shim and 1-inch overlay on ramps for mainline treatments using 3.5-inch overlay and concrete pavement restoration (CPR).
- Used 3.5-inch overlay on ramps for mainline treatments using 6.5-inch concrete subbase. No shoulder back up for ramps as finished grade is below top of mountable curb.
- For CPR treatments, edge drain installed on one side of parkway lanes as the subgrade typical section describes uniform cross slope.
- For CPR, include a mill and fill of shoulders as the shoulder requires a treatment.
- Cold in place recycling estimate utilized contract values from previous work (D263560), constructed summer 2018. Includes narrowing right shoulder to 8 feet. Does not include widening of left shoulder to 8 feet.
- Provide a 1-inch overlay on SR 98 and SR 18 overlay.
- Replace SR 18 bridge over Oak Orchard Creek.

- Geometry improvements at the intersection of SR 98 and SR 18 to facilitate the movement of larger vehicles and trailers.
- No round-about at Lakeside Beach State Park in this concept.
- Removal of both Lakeside Beach State Park bridges and both Oak Orchard bridges.
- Rehabilitates all remaining bridges.

#### 30-Year Cost Estimate

Construction (pavement and structures) Range of Costs: \$31,700,000 – \$50,600,000 (based on type of pavement treatment)

Annual Maintenance Cost (total over 30 years): \$4,952,130

\$500,000 allotment for improvements at SR 98/ SR 18 intersection

Overall Range of Costs: \$37,152,130 – \$56,052,130

NYS DOT long term cost implications:

- Highway: Low to Moderate
- Structures: Low

Figure 5-2 Concept 2: Alternative NYS Route 18 Access to Lakeside Beach State Park

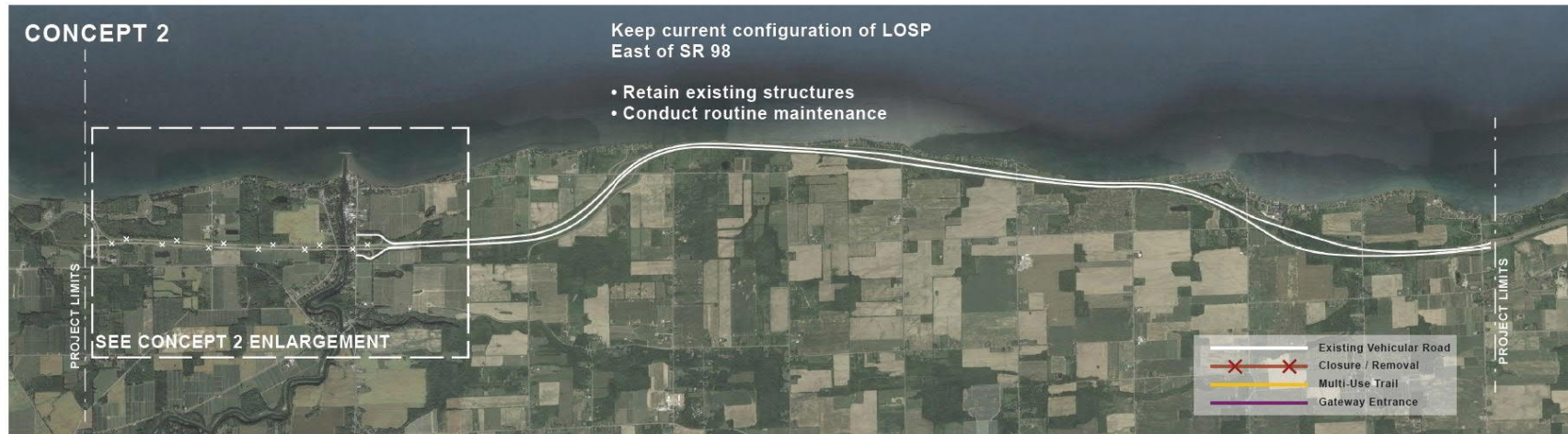
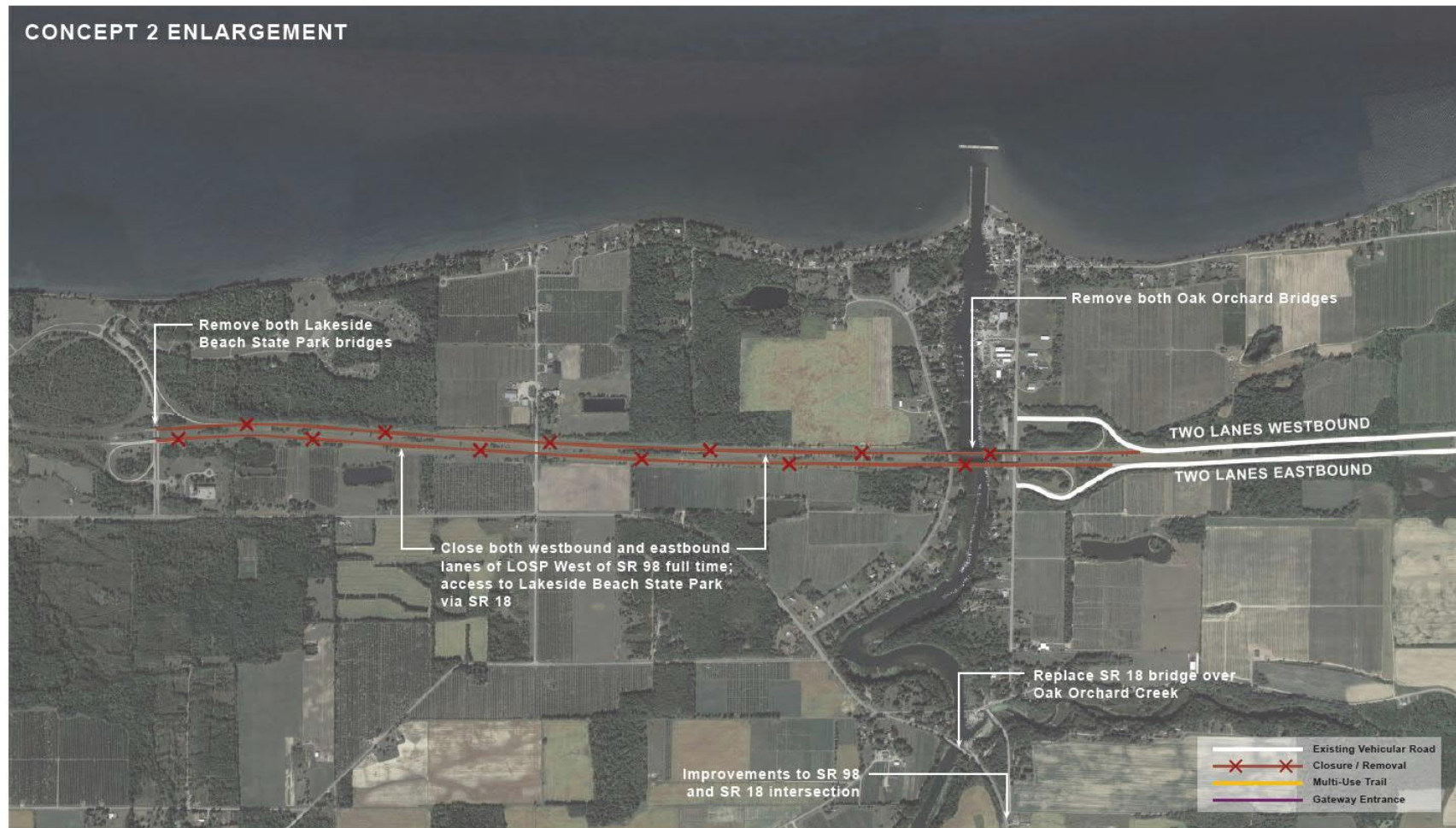




Figure 5-3 Enlargement of Concept 2: Alternative NYS Route 18 Access to Lakeside Beach State Park



### 5.3 CONCEPT 3: MODIFY LAKE ONTARIO STATE PARKWAY

Under Concept 3, LOSP would consist of a single lane in each direction (using the original eastbound lanes) between Lakeside Beach State Park and NYS Route 98 for use as a “Gateway” entrance to Lakeside Beach State Park. This “gateway” entrance would have a 30mph speed limit. The remainder of LOSP (east of NYS Route 98) would remain a four-lane configuration as it is today. This concept assumes removal of both Lakeside Beach State Park bridges and one Oak Orchard bridge. The remaining bridges would be rehabilitated, including retrofit of one Oak Orchard bridge for use as part of the “Gateway” entrance. Concept 3 would include the construction of a round-about at the Lakeside Beach State Park entrance. The breakout of the “Gateway” entrance is provided with this concept to understand the costs associated with this feature.

#### COST ASSUMPTIONS

- Annual Maintenance costs assume:
  - Signs: \$600,000 every 15 years
  - Snow & ice: \$60,700/ year (\$3,793/ linear mile)
  - Pavement markings: \$24,000 for 2-lane roadway
  - Mowing: \$21,000/ year
- Construction costs assume:
  - Cost ranges based on variety of pavement treatments as outlined under the assumptions section.
  - Widen left shoulder from 2 feet to 8 feet for the entire stretch of the Parkway.
  - Narrow the right shoulder from 12 feet to 8 feet for the entire Parkway to match the shoulder section created by the previous work (D263560), constructed summer 2018.
  - Used 1-inch shim and 1-inch overlay on ramps for mainline treatments using 3.5-inch overlay and concrete pavement restoration (CPR).
  - Used 3.5-inch overlay on ramps for mainline treatments using 6.5-inch concrete subbase. No shoulder back up for ramps as finished grade is below top of mountable curb.
  - For CPR treatments, edge drain installed on one side of parkway lanes as the subgrade typical section describes uniform cross slope.
  - For CPR, include a mill and fill of shoulders as the shoulder requires a treatment.
  - Cold in place recycling estimate utilized contract values from previous work (D263560), constructed summer 2018. Includes narrowing right shoulder to 8 feet. Does not include widening of left shoulder to 8 feet.
  - Removal of both Lakeside Beach State Park bridges and replaced with a round-about at Lakeside Beach State Park.
  - Removal of one Oak Orchard bridge and retrofit of the other Oak Orchard bridge.



- Repurpose original eastbound lanes between Lakeside Beach State Park and SR 98 into a “Gateway” entrance for Lakeside Beach State Park that could accommodate vehicles, bicyclists, and pedestrians.
- Pedestrian switch-back access from abandoned parkway up to Oak Orchard bridge and back down other side.
- Rehabilitates all remaining bridges.

#### 30-Year Cost Estimate (Entire Concept 3)

Construction (pavement and structures) Range of Costs: \$34,400,000 – \$54,300,000 (based on type of pavement treatment)

Annual Maintenance Cost (total for 30 years): \$4,952,130

Overall Range of Costs: \$39,352,130 - \$59,252,130

NYS DOT long term cost implications:

- Highway: Moderate
- Structures: Moderate

#### 30-Year Cost Estimate (“Gateway” portion broken out)

A cost estimate of the “Gateway” entrance is provided separately to understand the costs associated with this feature. The “Gateway” concept consists of a single lane in each direction (using the original eastbound lanes) between Lakeside Beach State Park and NYS Route 98 for use as a “Gateway” entrance to Lakeside Beach State Park. Only Cold in Place Recycle (CIPR) 2” top coat option was broken out as the most feasible option associated with only the “Gateway” portion of Concept 3.

Construction (pavement and structures) Estimated Cost: \$15,400,000 (based on CIPR 2” top coat treatment)

Annual Maintenance Cost (total for 30 years): \$950,426

Overall Estimated Cost: \$16,350,426

Figure 5-4 Concept 3: Modify Lake Ontario State Parkway



Figure 5-5 Enlargement of Concept 3: Modify Lake Ontario State Parkway

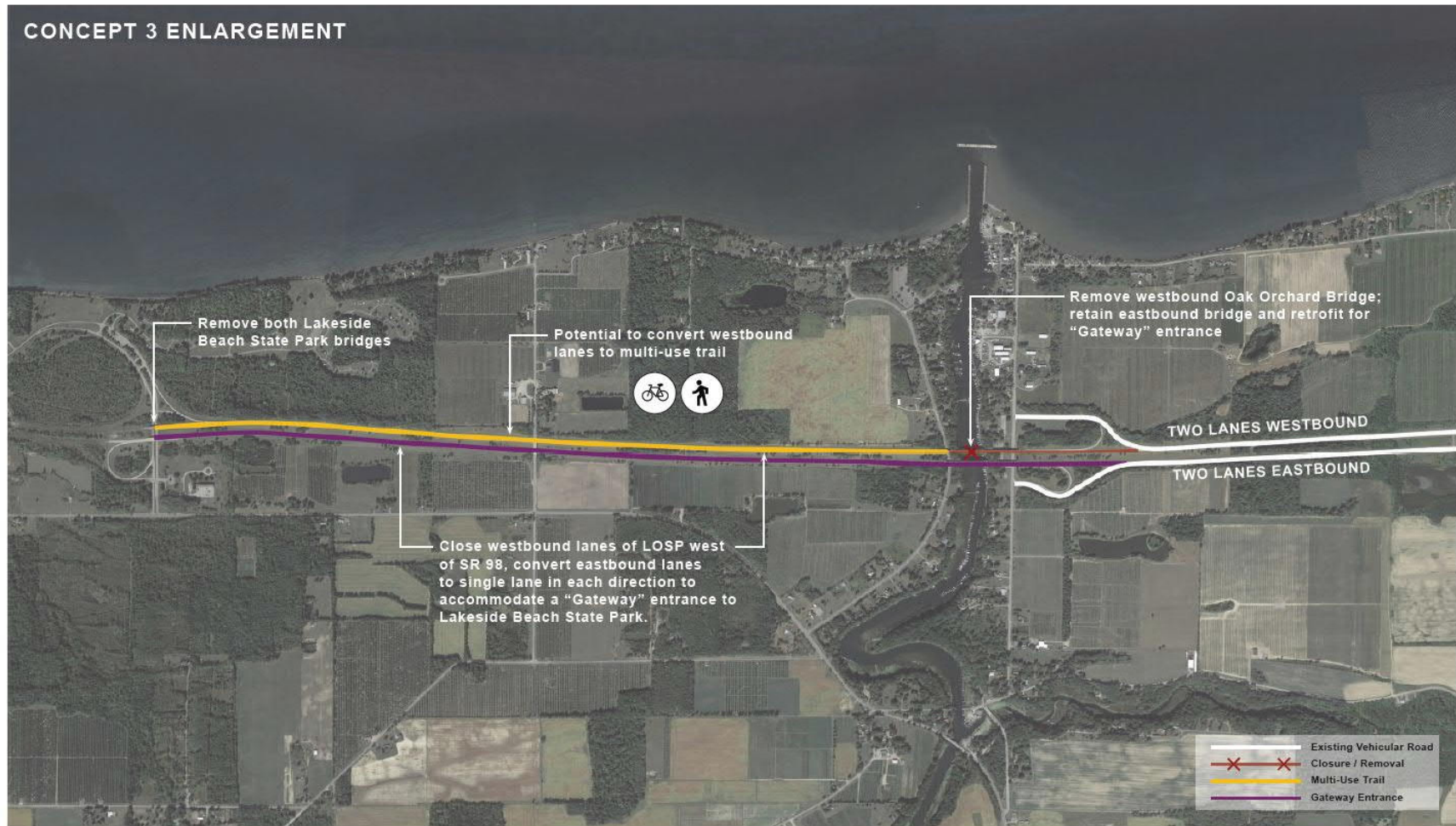
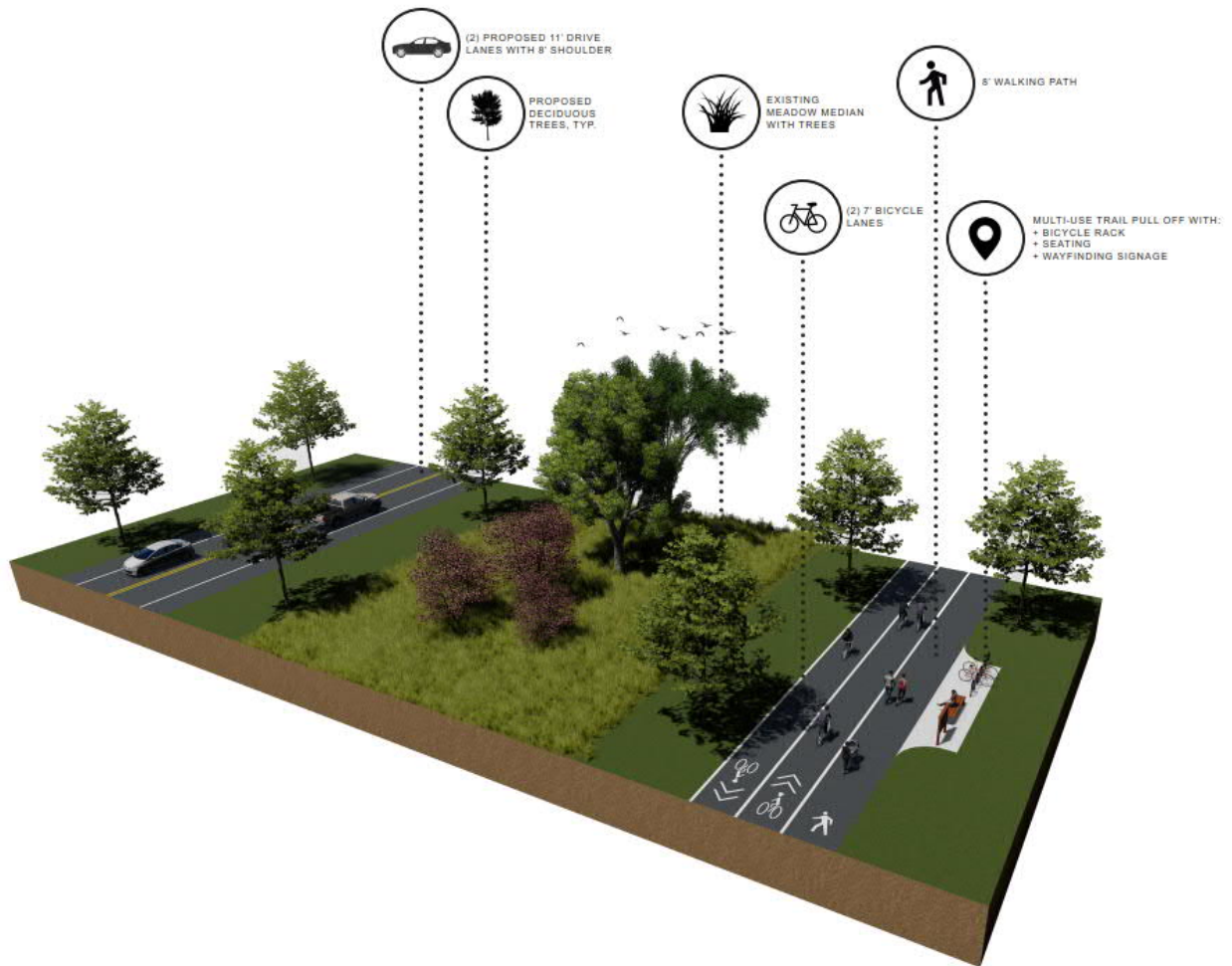


Figure 5-6 portrays an example cross-section of what a “Gateway” entrance for Lakeside Beach State Park could look like along the section between Oak Orchard bridges and Lakeside Beach State Park. This “Gateway” feature could extend from one of the decommissioned Oak Orchard bridges (not removed) into Lakeside Beach State Park. Agreements would need to be worked out as to which agency owns and maintains the bridge and “Gateway” entrance.

Figure 5-6 Concept 3: “Gateway” Entrance for Lakeside Beach State Park





## 5.4 CONCEPT 4: CONVERSION OF LAKE ONTARIO STATE PARKWAY TO TWO-LANE PARKWAY

Concept 4 would decommission the LOSP westbound lanes and convert the eastbound lanes to two-way traffic (one lane in each direction) from Lakeside Beach State Park to Kendall Road. This concept assumes the removal of both Lakeside Beach State Park bridges, one Oak Orchard bridge, one Peter Smith Road bridge, and one West Kendall Road bridge. The remaining bridges would be rehabilitated. The other Oak Orchard bridge would be retrofitted as a "Gateway" entrance, as outlined in Concept 3. Concept 4 would provide a round-about at the Lakeside Beach State Park entrance from NYS Route 18 and would construct a pedestrian walkway cantilevered off the fascia of the remaining Oak Orchard bridge that could be used to extend a multi-use trail to Lakeside Beach State Park. Finally, this concept would create five cross-over locations from existing LOSP ramps to allow for vehicles entering and exiting to connect to/from new 2-way roadway.

### COST ASSUMPTIONS

➤ Annual Maintenance costs assume:

- Signs: \$600,000 every 15 years
- Snow & ice: \$60,700/ year (\$3,793/ linear mile)
- Pavement markings: \$24,000 for 2-lane roadway
- Mowing: \$21,000/ year

➤ Construction costs assume:

- Cost ranges based on variety of pavement treatments as outlined under the assumptions section.
- Widen left shoulder from 2 feet to 8 feet for the entire stretch of the Parkway.
- Narrow the right shoulder from 12 feet to 8 feet for the entire Parkway to match the shoulder section created by the previous work (D263560), constructed summer 2018.
- Used 1-inch shim and 1-inch overlay on ramps for mainline treatments using 3.5-inch overlay and concrete pavement restoration (CPR).
- Used 3.5-inch overlay on ramps for mainline treatments using 6.5-inch concrete subbase. No shoulder back up for ramps as finished grade is below top of mountable curb.
- For CPR treatments, edge drain installed on one side of parkway lanes as the subgrade typical section describes uniform cross slope.
- For CPR, include a mill and fill of shoulders as the shoulder requires a treatment.
- Cold in place recycling estimate utilized contract values from previous work (D263560), constructed summer 2018. Includes narrowing right shoulder to 8 feet. Does not include widening of left shoulder to 8 feet.
- Removal of both Lakeside Beach State Park bridges and replaced with a round-about at Lakeside Beach State Park.

- Removal of one Oak Orchard bridge.
- Removal of one Peter Smith Road bridge and one W. Kendall Road bridge.
- Pedestrian switch-back access from abandoned parkway up to Oak Orchard bridge and back down other side.
- Rehabilitates all remaining bridges.
- Cost for abandonment of the entire westbound lane segment from Lakeside Beach State Park to Kendall Road (includes pavement removal with top soil and seed, but not cost to construct a multi-use trail).

### 30-Year Cost Estimate

Construction (pavement and structures) Range of Costs: \$31,700,000 – \$40,600,000 (based on type of pavement treatment)

Annual Maintenance Cost (total for 30 years): \$4,370,640

Overall Range of Costs: \$36,070,640 – \$44,970,640

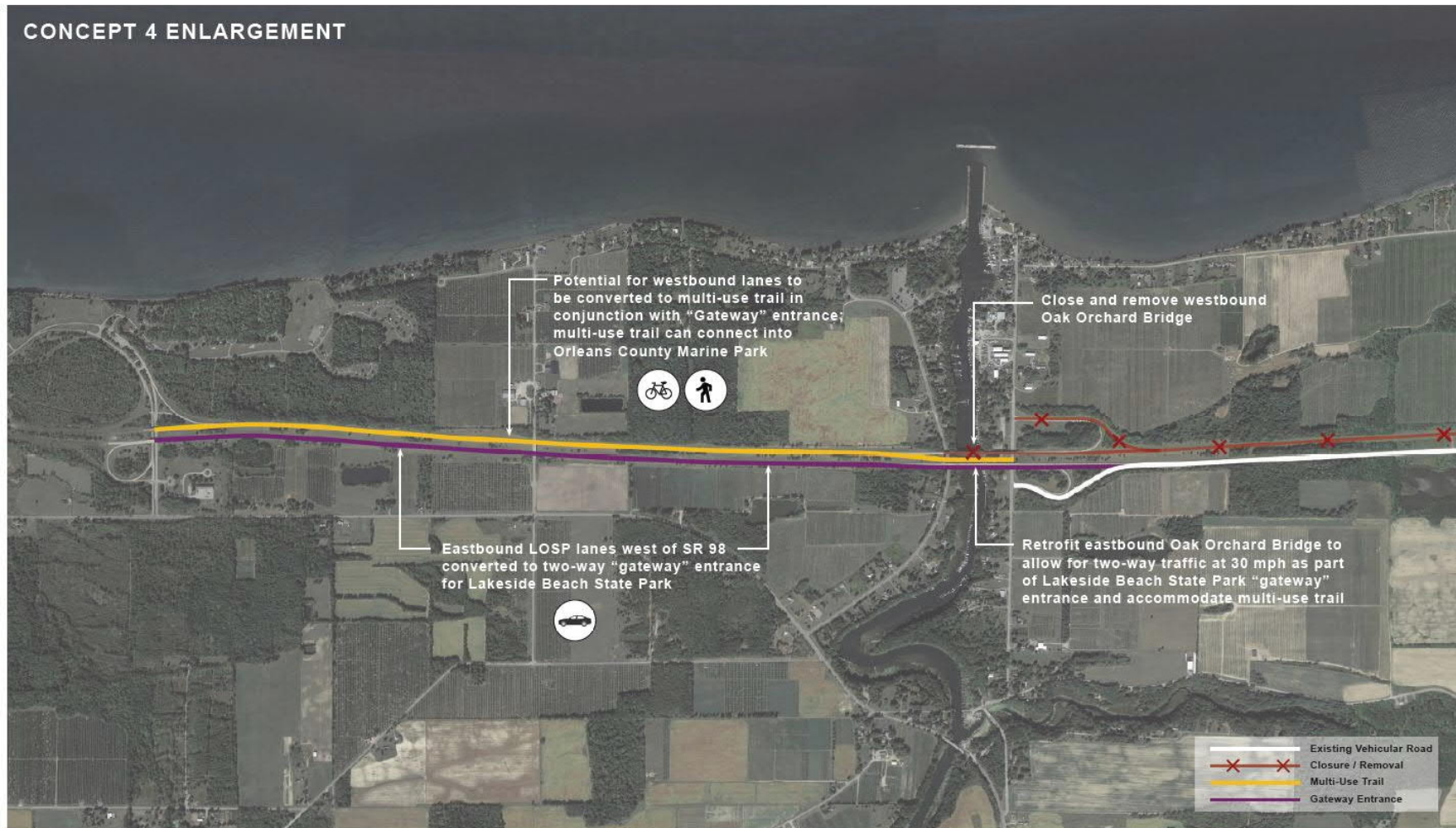
NYSDOT long term cost implications:

- Highway: Moderate
- Structures: Moderate

Figure 5-7 Concept 4: Conversion of Lake Ontario State Parkway to Two-Lane Parkway



Figure 5-8 Enlargement of Concept 4: Conversion of Lake Ontario State Parkway to Two-Lane Parkway





## 5.5 SUMMARY OF ESTIMATED LOSP CONCEPT COSTS

Table 5-1 Summary of Estimated LOSP Concept Costs

Concept	Range of Construction Costs	Maintenance Costs*	Overall Range of Costs
Concept 1	\$37,800,000 - \$58,700,000	\$6,372,000	\$44,172,000 - \$65,072,000
Concept 2	\$31,700,000 - \$50,600,000	\$4,952,130	\$37,152,130 - \$56,052,130**
Concept 3	\$34,400,000 - \$54,300,000	\$4,952,130	\$39,352,130 - \$59,252,130
"Gateway" Element	\$15,400,000***	\$950,426	\$16,350,426
Concept 4	\$31,700,000 - \$40,600,000	\$4,370,640	\$36,070,640 - \$44,970,640

\*Total over 30 years

\*\*Includes \$500,000 allocation for improvements to the intersection of SR 98 and SR 18.

\*\*\*Only Cold in Place Recycle (CIPR) 2" top coat option was broken out to see potential costs associated with only the "Gateway" portion of Concept 3.

## 5.6 AMENITIES

This section outlines additional amenities that were identified by the Project Advisory Committee as desirable, but are not included in the estimated costs of each of the LOSP concepts outlined in Sections 5.1, 5.2, 5.3, and 5.4. Most of these amenities could be incorporated into any of the four concepts and are described as a menu of amenities with planning level cost estimates.

- Incorporate public access areas along LOSP including scenic overlooks with associated pull-off/ parking areas, picnic and seating areas, community kiosks, wayfinding signage, etc.
  - East of Lakeshore Road interchange along Lake Ontario shore.
  - East of Kendall Road along Lake Ontario shore.
- Incorporate natural habitat areas along LOSP.
  - Incorporate in median areas east of SR 98 interchange. Tree and grass plantings that require no maintenance/ mowing
  - Incorporate in median areas east of SR 237 interchange. Tree and grass plantings that require no maintenance/ mowing.
- As part of Concept 4, convert decommissioned westbound lanes into a multi-use trail that allows non-vehicular access. Scope of this study is to Monroe County line, but this concept becomes more intriguing if non-vehicular multi-use access is provided between Lakeside Beach State Park and Hamlin Beach State Park, and potentially beyond.

Figure 5-9 presents the potential locations where amenities could be incorporated along Lake Ontario State Parkway. These amenities can be provided along with any of the four concepts to add to the scenic experience of the corridor. For example, in areas where LOSP runs closely to the Lake Ontario shoreline, enhanced public access and overlook areas could be incorporated. In areas where LOSP runs further from the Lake Ontario shoreline and consists of a large median area, natural habitat areas could be provided.

As part of Concept 4, with the conversion of LOSP to one lane in each direction using the eastbound lanes, the decommissioned westbound lanes could be retrofitted to accommodate a multi-use trail. This multi-use trail would allow for pedestrian, bicycle, cross-country skiing, and other non-vehicular access along this scenic corridor.

# LAKE ONTARIO STATE PARKWAY TRANSPORTATION ALTERNATIVES STUDY

Figure 5-9 Potential Amenity Locations along Lake Ontario State Parkway



### Public Access and Overlook Areas

There are two distinct locations where LOSP runs close to the Lake Ontario shoreline, presenting an opportunity to enhance public access and provide overlook areas. There are currently some informal pull offs; however, these areas do not have much else in terms of amenities. Figure 5-10 is a rendering that portrays how the enhanced public access and overlook areas could look with formal pull off, signage, seating, and hardsurface viewing area.

Figure 5-10 Enhanced LOSP Public Access and Overlook Area



### Multi-Use Trail

As part of Concept 4, the conversion of LOSP to one lane in each direction utilizing the current eastbound lanes and decommissioning of the westbound lanes opens up opportunities to repurpose the former westbound lanes for a multi-use trail. This multi-use trail would allow for pedestrian, bicycle, cross-country skiing, and other non-vehicular access along this scenic corridor, opening up new opportunities for tourism and enjoyment of the area. The two renderings below depict the opportunity to incorporate a multi-use trail and the additional amenities that could accompany Concept 4. Figure 5-11 and Figure 5-12 exemplify some peer examples of waterside multi-use trails to understand how a similar trail along LOSP could look and be used.



Figure 5-11 Repurposed Westbound LOSP as Multi-Use Trail



Figure 5-12 Waterside Multi-Use Trails



### National Habitat Areas

Another potential amenity that can be added to LOSP concepts is a public viewing area. Figure 5-13 suggests how the natural habitat enhancements could include a public viewing area with signage and other simple viewing amenities to enjoy birdwatching and other wildlife viewing. These can be incorporated with any of the concepts.

Figure 5-13 Natural Habitat Enhancements



## Overall Amenities

Figure 5-14 presents representative images indicating some of the amenities that could be included along LOSP. These images show multi-use trails, gateway signage and features, wayfinding and interpretive signage, and natural habitat areas, all features that can act to enhance the overall corridor experience. These could be added to any of the four LOSP concepts.

Figure 5-14 Potential Amenities and Features to Enhance Lake Ontario State Parkway



## Amenity Cost Menu

Table 5-1 presents probable costs for conceptual planning purposes of various amenities based on other similar project construction bids. This table can be used to understand per unit costs of amenities. Costs would be in addition to any construction costs outlined as part of the concept cost assumptions.



LAKE ONTARIO STATE PARKWAY  
TRANSPORTATION ALTERNATIVES STUDY

Table 5-1      Amenity Costs

*\*Please Note: Prices are for conceptual planning phase guidance only and are subject to change; they are based on 2019 pricing and do not include general conditions, mobilization and contingencies.*

ITEM	DESCRIPTION	UNIT	COST
<b>1</b>	<b>PAVEMENTS</b>		
1.01	10-CAR PARKING LOT (90-DEG, ASPHALT, ONE HANDICAP SP & LIGHTING)	EA	\$25,100
1.02	6-FT. WIDE CONCRETE SIDEWALK (5" THICK, ON 6" BASE)	LF	\$40
1.03	12-FT. WIDE SHARED USE BIKE PATH (POROUS ASPHALT)	LF	\$55
1.04	6 FT. WIDE STONE DUST TRAIL (4" THICK ON 6" D. SUBBASE)	LF	\$30
1.05	6FT WIDE WOOD CHIP MULCH PATH (6"D.)	LF	\$12
<b>2</b>	<b>SITE FURNITURE &amp; AMENITIES</b>		
2.01	PICNIC TABLE	EA	\$1,500
2.02	BENCHES, STEEL, 8 FT.	EA	\$2,500
2.03	WASTE RECEPTICLES	EA	\$1,500
2.04	INTERPRETIVE SIGNAGE, 2 POST, W/GRAPHICS	LS	\$3,000
2.05	WAYFINDING SIGNAGE, SINGLE POST 18"X24"	LS	\$250
2.06	BIKE RACKS (Bicycle Racks 'S' curved 1 7/8" dia. Stl. pipe 11 ga. Galvanized)	EA	\$275
<b>3</b>	<b>PLANTINGS</b>		
3.01	EVERGREEN TREE (8'-10' HT.)	EA	\$260
3.02	LARGE DECIDUOUS TREE (2-1/2" - 3" CAL.)	EA	\$250
3.03	SMALL FLOWERING TREE (6'-8' HT.)	EA	\$200
3.04	DECIDUOUS SHRUB PLANTING (5 GAL.)	EA	\$105
3.05	EVERGREEN SHRUB PLANTING (5 GAL.)	EA	\$135
3.06	GROUND COVER (Per Flat cost ((2" cell, 50 per flat @ 8" spacing))	EA	\$135
3.07	FINE GRADE & HYDROSEED	SF	\$1
3.08	ONE ACRE OF NATURALIZED AREA (Includes and average plant layout/quantity of a mix of deciduous trees, shrubs & pollinator seed mix, per acre)	AC	\$15,000

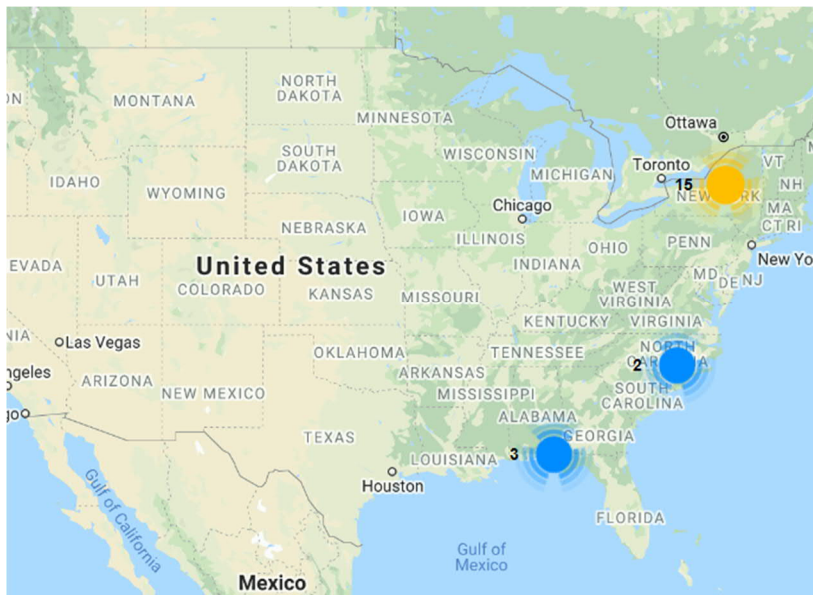


## 6 Presentation of Concepts

The Lake Ontario State Parkway concepts were shared with the Project Advisory Committee during a virtual meeting held on February 8, 2021. During the meeting, the Project Advisory Committee agreed that a single concept would not be selected, but rather all four concepts would remain in consideration for further study. The Project Advisory Committee also agreed to present the four concepts to the public for their review and comment.

On March 15, 2021, a public meeting was held virtually on [www.publicinput.com](http://www.publicinput.com) to present the Lake Ontario State Parkway concepts to the public and accept questions and comments. The public comment period remained opened from March 15 to March 31, 2021. Overall the event and public input site received 234 views, with 31 participating in the live meeting. The map below shows the geographic location of the participants, with most joining from Orleans County, with the exception of a couple of seasonal residents joining from South Carolina and Alabama. In an appendix are the LOSP Engagement Report, LOSP Demographic Report, Public Comments, and Public Meeting Transcript.

Figure 6-1 Virtual Public Meeting, Participant Location Map



## 7 Appendix

ENGAGEMENT REPORT

# LOSP Transportation Alternatives Feasibility Study

Public Outreach Report - March 2021

MOVE 

TOGGLE COMMENTS 

FILTER BY SEGMENT 

OPTIONS 



## Project Engagement

VIEWS

234

PARTICIPANTS

31

RESPONSES

56

COMMENTS

30

SUBSCRIBERS

6

### Public Notification:

GTC paid to boost a post on Facebook for 10 days between March 3 and March 13, 2021, to publicize the public meeting on March 15 to people in the project area.



Genesee Transportation Council

Published by Jody Binnix · March 3 at 1:14 PM ·

...

Join us for a Public Meeting regarding the future of the Lake Ontario State Parkway on Monday, March 15 at 6 PM at <https://publicinput.com/LOSPFeasibilityStudy>.

## LOSP Lake Ontario State Parkway

TRANSPORTATION ALTERNATIVES  
FEASIBILITY STUDY

GENESEE TRANSPORTATION COUNCIL  
The Metropolitan Planning Organization for the Genesee Finger Lakes Region



# Virtual Public Meeting

Seeking Input on Conceptual Recommendations

**Monday, March 15, 2021 at 6:00 p.m.**

Type this website on your computer or mobile device to watch and listen.

**[www.publicinput.com/LOSPFeasibilityStudy](https://www.publicinput.com/LOSPFeasibilityStudy)**

Or, dial this toll-free phone number to listen and speak live.

**855-925-2801 Meeting Code: 8917**

Genesee Transportation Council  
Government Organization

Send Message

1,168  
People Reached

104  
Engagements

**Boost Again**

Boosted on March 3 at 2:04 PM  
By Lori Maher

Completed

People Reached

453

Messaging  
Conversations...

0

[View Results](#)

## Audience

This ad reached 453 people in your audience.

People Placements Locations

New York  
 453

## Audience Details

Location - Living In  
United States: Kendall Rd, Kendall (+10 mi) New York; Orleans  
County New York

Age  
18 - 65+

## Performance

\$10.00 spent over 10 days.

**Messaging Conversations  
Started** ⓘ

--

**Reach** ⓘ

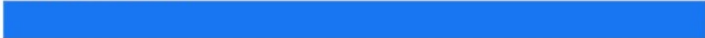
**453**

**Cost Per Messaging  
Conversation Started**

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## Activity

### Post Engagement

 26

### Link Clicks

 10

### Post Shares

 8

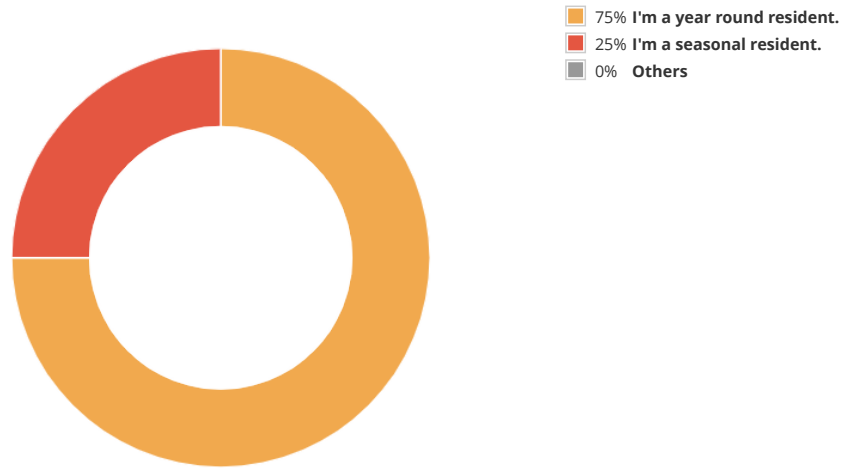
### Post Comments

 3

### Post Reactions

 3

What best describes your affiliation with Orleans County?



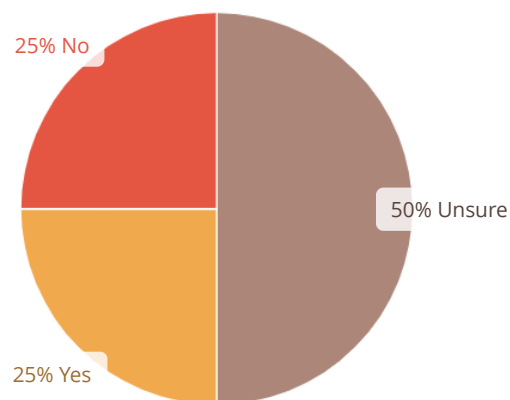
8 respondents

Please rank the four alternative concepts in order of preference, with one being your top choice.

<b>100%</b>	Concept 1: Retain Existing Lake Ontario State Parkway	Rank: 1.38	8 ✓
<b>100%</b>	Concept 3: Modify Lake Ontario State Parkway	Rank: 2.25	8 ✓
<b>100%</b>	Concept 2: Alternative NYS Route 18 Access to Lakeside Beach State Park	Rank: 2.75	8 ✓
<b>100%</b>	Concept 4: Conversion of Lake Ontario State Parkway to Two-Lane Parkway	Rank: 3.63	8 ✓

8 Respondents

Concept 4 allows for the development of a multi-use trail along the decommissioned portion of the LOSP. Do you support the development of a multi-use trail?



8 respondents

---

March 29, 2021

To: ALL

Ref: LOSP Transportation Alternative Feasibility Study - Input from Public Meeting WEBEX Hosted by GTC  
MPO Jody Binnix, Program Manager.

It's extremely important to recognize the Lake Ontario State Parkway (LOSP) system in it's totality (35 miles- 4 lanes from Rochester/Monroe County (Lake Ave.) to Lakeside Park (Orleans County).

In it's totality——NOT PART OF THE NORMAL HIGHWAY SYSTEM - it provides a four lane quality traffic system with no driveway cuts (NO Commercial vehicles without special permits between bridges) along the Lake Ontario south shoreline.

The Lake Ontario State Parkway is an important route to the residents and visitors of Orleans County. The LOSP was neglected for several years, and decreased traffic flow as a result of it's poor condition in Orleans County was experienced over the last 20 years. Once repaved from Rochester (Lake Avenue) to Kendall Road (Route 237) it has been rebounding in traffic flows.

Key Attributes of the Lake Ontario State Parkway:

- More than just car counts (Reference Attachments)

- Vista Views

- Seaway Trail designation (America's Byways which is a popular tourist destination especially for motorcyclist and birdwatchers)

- No traffic lights or stop signs on main east/west lanes
- Access to many interchanges and Interstate Highway 390 north/south
- Town, County and State Parks
- Key Tourism destinations (Total impact from fishing in Orleans County \$28 Million/year according to DEC in 2017) also Provides \$7.2 Million alone to Point Breeze area in Tourism)
- Economic Engine for Three Towns Kendall, Yates, Carlton and the County of Orleans  
Reference attached "Total Assessed Value of Waterfront Property in Orleans County 8-27-19" - reference attachment.
- On of our Historic Assesses as indicated by the Landmark Society designation

The heart of preservation is community revitalization. Begun in 2013, The Landmark Society annually publishes Five to Revive, a list that calls attention to five properties in Western New York that are in need of investment. Whether buildings, landscapes, or structures, they are significant historic aspects of our shared built environment whose redevelopment can become catalytic projects for the neighborhoods and communities that surround them.

[[https://www.landmarksociety.org/wp-content/uploads/2016/10/LakeOntarioParkway\\_CREDIT-Richard-Margolis-1024x628.jpg](https://www.landmarksociety.org/wp-content/uploads/2016/10/LakeOntarioParkway_CREDIT-Richard-Margolis-1024x628.jpg)]

## LAKE ONTARIO STATE PARKWAY

### Monroe and Orleans Counties

Officially eligible for listing in the National Register of Historic Places, this 35-mile parkway along the southern shore of Lake Ontario is one of only two state parkways built in western New York. Constructed beginning in the late 1940s, it is a segment of a much longer parkway originally planned by Franklin D. Roosevelt to connect Fort Niagara to the Thousand Islands. The Lake Ontario State Parkway is architecturally significant as a designed historic landscape in the tradition of earlier parkways in New York State, featuring a picturesque curving route, rustic sandstone bridges and buildings, and park-like landscaping, offering scenic views of Lake Ontario and the surrounding countryside. Changing demographics, economic forces, and a scarcity of resources have contributed to the Parkway's current condition, with some sections needing significant investment. A part of the Great Lakes Seaway Trail National Scenic Byway, the Parkway could present an opportunity for reuse as a multi-purpose recreational corridor, with road maintenance costs decreased as the Parkway's use and appeal is diversified to better serve varied groups of users.



Key attachments in reinforcement of the importance of preservation of this assets  
envisioned back in 1940 and completed in the 1970's (Orleans County Portion) (70 year History)!!!!!!!

In Summary: Continue to keep this assets as a vital resource in supporting quality of life for all to enjoy.

Sent from  
Ken DeRoller  
2498 Kendall Road,  
Kendall NY 14476  
585-659-8647  
Orleans County

Attachments:  
(Key supporting visuals and listing of businesses and attractions)

*Town of Kendall Highway Department  
Warren S. Kruger Superintendent  
1776 Grandall Ave  
Kendall NY 14476*

Notes and comments on Lake Ontario Parkway Study

3/25/21

To Whom it may concern,

I would like to submit my comments on the Parkway study draft  
In looking over the Parkway Study draft, I can not say I found many silver linings in some of the proposals as they would effect Kendall and the County. Also I want to be straight up about my thoughts, I take consultant generated material with a element of skepticism or tongue and cheek on cost projections vs benefits. I make this comment due to Consultants having to work with many hypothetical's and unknowns on a undertaking of this sort. Having to make projections over a 30 year time span is at best a educated guess.

When the Parkway was being purposed and built the consultants/ planners of the day where dealing with some of the following factors.  
Rochester and Buffalo where economic leaders with strong and vibrant industrial manufacturing . The population was growing. Urban sprawl was occurring.

Not the case today. There was no way for the Consultants and Planners of the 1960's where they could have predicted where we are today. Following that logic, who is to say where we will be in 30 years.

The parkway for many years had been a low priority and under maintained due to the lack of funds allocated to the DOT residency, hampering their ability to maintain it. As you were aware, sections of it are in horrible shape. The considerable efforts to get some of it repaired have paid off with traffic volume increasing now that more of it fit to drive on .

### Excerpt form introduction

Four distinct surveys were generated to gather information on the importance and improvements to the LOSP. These surveys were sent to government officials, businesses, residents and visitors, and visitors to NY State Parks.

*Why would visitors, and visitors to the state parks have much concern about maintenance costs. Seems to me their biggest concern would be the drive ability of the road surface. In feed back with my constituents, I know of few average people driving on a section of road that give much thought to the costs of maintenance. They more often they think of time and ease of travel, that its plowed, is smooth and so forth. I find it a stretch that they would be thinking , "Gee I wish there was a hiking trail here rather than a road and I could hike from Lakeside Beach to Hamlin beach."*

*IN the report, the section talking about **PEDESTRIAN, BICYCLE, AND RECREATIONAL AMENITIES** ; RE Rails to trails. In the 1990's the Ho-jack rail was up for sale. That opportunity was passed up. If trails were a priority, why was that passed up?. That corridor would have been very suitable for that type of undertaking at a modest cost, had better likelihood of year round uses and without being detrimental to the Highway System. The High winds in the open area near the shoreline, with no shelter would make trails in that area at best suitable for use only a few months a year. In my opinion that proposal is a bit of a pipe dream. Perhaps if more hiking or multi use trails in the area is desire able goal, the old rail corridor would be worth reconsideration.*

*In this excerpt :*

This study also raises an opportunity for Orleans County to **reconnect** to its waterfront and capitalize on the scenic views afforded by LOSP to open new opportunities for people to relish these views and to capture additional tourism and economic development potential.

*Change the word **reconnect** to **Connect** : This is the same statements they made back in the 1960's when they started annexing productive farm lands and ripping down houses, removing property from our tax base. This was all to be off set by the high speed ribbon of concrete corridor into to Rochester, spurring economic development etc.*

*Are they now saying that the consultants of the 1960's were wrong ?*



*As a community are we now to believe we didn't get what was promised back then and lane closers would now provide that for us ?*

*In the introduction it also talks about many respondents addressed improved public lake assess. The LOSP project when built, removed Our Town park at the Lake.....So now it's a priority ? .....*

*LOSP Removed housing from the end of Banner Beach running west to the Town Park. Also, most of the back lots on Banner Beach.*

*From the Town park ,end of Center Road West to West Kendall Road along the Shoreline was all taken up. And lastly took all the housing from where Thompson drive currently ends going West to the Transit road and not to mention the multitude of farm acreage consumed in the community. All put together this was a lot of prime real estate removed from our tax base.*

***If the west bound road bed was closed and / or ripped out. Its my understanding that there is no chance any of the property mentioned above, along the shoreline area could go back on the tax rolls. Ie: no benefit to the tax base..*** [Large, grade-separated interchanges not only place a further burden on maintenance, but consume large amounts of land.] ?

*This would increase traffic loads on Town and County roads with no additional money for our up keep costs. With construction or deconstruction activity comes heavy truck traffic on the local roads.*

*It should be noted, that back during the time the Parkway was being built, those heavy equipment operations devastated many of the local roads, with the Towns and the County footing the bill for repairs.*

*It is also my understanding that even if the east bound lanes were turned in to a two lane road, there would be no access via driveways for any property on the south side of the road. ( Like it would be on any other two lane road ) So therefore there is no opportunity for development along it. So where is there any real tangible economic development opportunity ?? There is no additional available real estate being created.*

*The four lane divided highway is much safer than a two lane highway. In particular, the risk of a head on crash associated with a two lane highway. The statements in the report in regard to accidents on the parkway support that . Most accidents on the parkway were animal related.*

*With 86,000 visitors a year to Lakeside Beach Park , a good percentage are people pulling campers or boats which would only add to the dangers of a two lane roadway.*

*I have attached several photos of how a roadway degrades if closed. Its only a matter of a relatively few years and nature starts to reclaimed it. I would become unsightly and a deterrent to our community. Even if part of it was used for trails. It would not be without up keep costs.*

*As a cost saving measure, I could be receptive of making interchanges in some locations to at grade intersections to save on bridge up keep. This would also increase accessibility to the parkway in some spots for our residents. Also explore the possibility of using some tow plows to reduce snow removal costs.*

*In conclusion:*

*I do not support lane closures in Kendall.*

*There is little or nothing for Kendall to gain from such a move.*

*I think lane closers would be of great harm to tourism and the businesses that rely on it in Orleans County.*

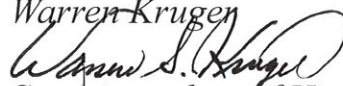
*The Pitch:* This study also raises an opportunity for Orleans County to **reconnect** to its waterfront and capitalize on the scenic views afforded by LOSP to open new opportunities for people to relish these views and to capture additional tourism and economic development potential. **In my opinion, Smoke and mirrors, The proposal doesn't show me something that is tangible economic development.**

*There are number of spots where Parkway owns to the water. If they want to create lake access and relish the views locations. Why didn't they do it before ? It has been there going on 50 Years.*

*I believe the loss of a high speed corridor to Rochester will create a hardship in travel time, safety and added expense for people that commute daily.*

*With regard to Carlton ,Yates and the County, I think they are in a better position to put forth their thoughts for potential effects on them.*

*Thank for the opportunity to comment.*

Warren Krugen  
  
Superintendent of Highways  
Town of Kendall .

Did we miss anything important to you? Please let us know below. Just a friendly reminder to keep your comment civil and use appropriate language or your comment will get flagged. Thank you.

---

Need clarification for amenities specific to overlooks "East of Kendall Rd". How is that possible as there isn't any open land. Did you mean "West of Kendall Rd" as there is a good stretch of lakeshore between the end of Banner Beach and Lomond Shores roads. Thank you.

23 days ago

Option 4 states an overlook east of Kendall Rd. Where specifically would this be placed? Did you mean east of West Kendall Rd?

23 days ago

---

No data to display...

I again have worked with this committee in the past and have a lot of input from the 100 or so members of OONA. I have been surprised that there has been very little feedback from people living on the west side of oak orchard on the proposals to eliminate access after the river, but, in general, those of us who live on the east side of the river do not have objections to changes to the west side highway. Personally, I think the best option is one that keeps 4 lanes active to the river from the east, and 2 lanes to the park is the best option. the only reason I would like the option cutting off both bridges to the west over Oak Orchard would be the rebuilding of the rte 18 bridge over the river...which I think should happen anyway.

21 days ago

This concludes our meeting this evening. Remember to browse through the tabs on this page to view the conceptual alternatives and give us your feedback through the end of the month. Good night.

21 days ago

Thank for participating tonight. That concludes tonight's meeting.

21 days ago

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We are yr round lyndonville on the lake - will share the link w/ our seasonakl neighbors

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I am a 25+ year resident at point breeze, who also winters in Alabama for 4 months...and that is where I am now. I participated in all the initial meetings of this committee representng the Oak Orchard Neighborhood association. There are many of us who own homes at the carlton end of the parkway...value our property for resale value and maintaining the vital interests of our businesses, and feel keeping 4 lanes is vital...especiacially when it is properly maintained.

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Great, thanks for joining us.

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I was not able to get on in time. We are in Florida listening in. We built on the Lake on Wilson Road Extension (East side of the Lakeside Beach State Park) in 2010 and live there for 5+ months each year and spend time there at Christmas. I would say that the place comes alive in May through late October and a lot of folks show up and spend money in the surrounding communities. I have talked to owners of two local restaurants who said they make all their money in the summer months.

Our concern is largely with option 2. Getting to 18 from 98 is down a big ridge with a sharp right turn and np room to expand the intersection. Then there is a sharp left onto a bridge to head toward 18. Narby's store is on the right and I cannot see a big camper making those turns easily. Even with improvements the 18/98 intersection has a blind curve to the right where you go down another hill to the current bridge. Please drive that stretch to see what a crazy navigation that would be.

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Is anybody joining us tonight from out of town? We are curious.


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Yes, we responded to the survey. We live in SC but summer at our home in Kendall.

21 days ago

<inaudible> Um, I don't know if I clicked on me or not. Okay. All right. Well, uh, this is one. Okay. Uh, this is Warren Kruger was, uh, uh, I'm not how we superintendent for the town of Kendall and, uh, excuse me, that was reading through some of this. And, uh, um, you know, I got an, a number of comments and stuff. I can't very well speak for Carlton and Gates. And over in there, I'm only looking at my, my comments are very narrow with regards to Kendall, even though I, uh, I share, uh, you know, a lot of the, of, uh, you know, the, the economic concerns that, you know, uh, with those two towns in the County, uh, you know, in the tourism and all that stuff. Okay. But, uh, keep up people from those communities and the cost. Okay. All right. Well, uh, when you opened this thing, you, you know, you, you hit the nail on the head there that, uh, the Parkway was kind of a low priority for maintenance and stuff, and didn't really get the upkeep that it really needed. Uh, no fault to the residency was the OT residency that had the, uh, the responsibility of taking care of it. They just didn't have the funds and, you know, it is that payment and stuff. And that thing deteriorated, you know, less people were using it and the traffic was diverting off onto the town County systems and stuff, you know, so, uh, the repaving that was done, you know, a couple of years ago, uh, helped quite a bit. And, you know, in the traffic loads are starting to go up a little bit. Uh, yeah. Some of the things in here that, uh, you know, after wonder, like, you know, on your sticky dot stuff and visitor comments and stuff like that, I don't know of any people driving a section of road to give much thought to maintenance costs. This is the average daily driver, somebody hauling their camper out the Lakeside beach, state park, and that type of thing. Is there more office thinking of, you know, the time it takes to get there? The ease of travel? I find a bit of a stretch, you know, they would be thinking, gee, I wish there was a hiking trail along there rather than the road. And I'd like to hike, hike from Lake Lakeside beach to Amman. I think the other thing would be going through their mind more because I just had a pothole and knocked the front end of my vehicle at line. You know, that that's the type of thing it seems to me, it would be, you know, in their mind. And, uh, you know, uh, one of the proposals about these overlooks and stuff like that, uh, um, you know, to improve Lake access and that type of thing, guys, it has this thing for 50 years, you could have done some of that stuff a long time ago. Um, you know, in this community when the thing was built, um, it was a Parkway removed housing from the houses from the end of the banner beach, running in West silver to the town park, the park, our park went away. Uh, most of the backlights along the banner, uh, disappeared, um, from the end of the center road West over the, uh, the West Kendra road, that's a whole mile stretch, uh, that all became, was taken up by the park already. And then lastly, uh, the section from, or, uh, Thompson drive currently on is over to the transit road all disappeared. So it was about a total of about two miles of prime. And basically it was primary estate real estate, right along, along, along the shoreline, uh, not to mention multitude, the farm acreage that was consumed, put that all together. That's quite a bit of land. Um, one of the, these proposals here, uh, from what I understand, like, uh, number four, the fourth one where you were to rip out or abandoned or whatever, uh, the westbound lane, I, it's my understanding. It's not on the table to allow any of that property come back into the, uh, uh, you know, uh, hands where it could go back onto our tax base and stuff, uh, uh, where it could be developed or at least portions of it and stuff. So, you know, back in the day, I'm a lifer here. Um, I hate to admit, I'm not going to say my age because I'm pretty old, but as a teenager, when they're proposing to build the Parkway, uh, some of the spin words that you're using in this thing, you know, enhance, uh, you know, uh, the waterfront views and all this other stuff and economic engines and all these other things that were in there with the same thing, as you were saying, you know, uh, back then, you know, uh, you know, connect to that. This was going to benefit us, you know, uh, economically growth and et cetera, et cetera, et cetera. And now you're almost saying the opposite. So, you know, in some respect to reconnect with these things, it's like to say this consultants back in the sixties, uh, when they were doing this were, were wrong at that time. So it kind of questioned that little bit, you know what I mean, some of us, a little bit of a cell there that I'm not so sure that it's really gonna do much for charisma or rip Elaine out, you know, so that's kind of where I'm getting at with a little bit also, uh, if you were to approach that business with regards to ripping out, uh, the westbound lanes and stuff. But back when I was young, all that heavy construction activity that it took to build, uh, the road, you know, it was a Parkway and stuff like that. A lot of that traffic was running over County and town roads, and it devastated quite a few of them. And that bill after in the aftermath was pretty much picked up by the local communities in the County and stuff. So, you know, it adds to load, uh, another point on this thing here too, is that, uh, divided highways, uh, don't have the risk of head-on crashes, so to speak, you know, if you turn that into two-way traffic running out through there, and you're going to have people pawn campers out on their boats, and, you know, they're going to go at one speed, the guy's gonna want to get around them. You, you raise the risk of, you know, those type of type of accidents. So head on, you know, on a two lane road versus a divided thing you mentioned in, uh, in that draft report there that 76% of the accidents on that thing, uh, are, um,

generally relate to the animals and basically mounts of deer, uh, and, uh, 86, 86% of the accidents total were property damage only. Um, so I mean, basically it's a safer arrangement. There was a divided highway. Um, I remember the talk, um, back when the thing was getting built and there was, there was people that opposed it, or didn't care too much for the idea, uh, and stuff that, uh, you know, this ribbon of concrete getting Rochester was, you know, it was supposed to be to facilitate growth out here with this high-speed corridor, we're running into Rochester, uh, into where the jobs were and that and stuff. Now you're going to add a burden on these folks here is going to slow their commute down the ones that depends on it, or, you know, the daily commute back and forth, um, you know, down there, uh, uh, let's go, we'll create some hardship for them. And so, um, and essentially, you know, by not turning any of the property back at all, that would be used for communities or for development for us. Uh, you're not really offering us a whole lot here, at least not from Kendall's end of it. Um, kind of, kind of where that kind of comes down to, um, uh, what else was I kidding? Read my own notes here. Sorry. Yeah. Oh, uh, with regards to taking out a couple of bridges on there and making them at rate intersections to get out of the cost of some bridge, major maintenance on it, I don't think that would be a horrible idea, you know, cause bridges are expensive. Um, you know, uh, you know, there's a number of them over in Monroe County over in the Hammond area where the, where the intersections are at grade and, uh, they get along. Was it over there reasonably well with, uh, their traffic loads? So, you know, I wouldn't have much of a, an objection if you did that, you know, to reduce some costs, um, with regards to the business overall court shirt and stuff like that, it was kind of out of my territory, but, uh, but here, um, you know, I think that would probably be okay. Um, you know, but, uh, has an awful lot of acres taken up in this community, but by that thing running through here and the takeout of subtle lanes, uh, you know, and just say, well, we're gonna, you know, put in a birdwatching spot or something like that. I don't think that's going to do a whole lot for us versus it was the inconvenience of it and stuff. And, uh, and the potential damage that would do to the local road system there, if we're doing all that work, ripping that out of there. And if you'd just left it, uh, I don't know any of you and, you know, in this conversation, we're up towards the Niagara falls area, uh, when they closed down, you know, a side of that, it was the Robert Moses there after a few years of that, that looked like something out of, one of those ends of world movies, you know, uh, you know, kind of look at, you know, like after the apocalypse, after awhile, uh, I don't think that would do much for our community image out here. So, um, I guess, um, That's pretty much what I got, I'm going to, I've got this pretty well wrote up and some better work organized, and I'm able to talk, I'm going to be submitting that as to what I think that's, those are just a few of the points, um, that I kind of wanted to touch on, so I will shut up on somebody else. Yeah, I do have, I do have a concern about the impact on our local roads system here is, so that might cause, you know, cause I I'm the one that's got to find the money to take care of that. Well, I know, uh, have you ever been down to the Lake shore down here, down here in the winter time? I mean actually down to the shore. Uh, so that question answered Well in, uh, in the car, in the car, The car is where I'm going with this is it, um, it's a beautiful area down there. And as it's terrific in the summer months and stuff, uh, in the, in the winter time was a wind coming off that Lake, it's a very, very harsh, cold area down there. So anything that you were thinking as far as like nature trails and that kind of thing or hiking bike paths, uh, they're pretty well, you know, very not spendable down there along that shoreline. And you know, in the winter time, you know, uh, basically once it gets full, it flows all the time, all the time. So there's, it's an awful lot of real estate. So we utilize that. I, you know, I was reading through your report or your, your drafts there, you mentioned, you know, rails to trails in there. And, uh, it was quite a bit of that. And we actually, when the whole Jack line, I don't know if you're familiar with that, that ran through the middle of the community, uh, went up for sale back in the nineties, uh, and stuff. Uh, they, they passed on that and that would have had a better potential for multi-use uh, year round stuff. You know, when that one, cause it was tree-lined on either side, I had the windbreaks and stuff in that quarter over was already there and being a railroad bed, it was level, you know, and we, we didn't take up on that thing. So I'm just wondering, you know, a little bit of like, why now, you know, if, if we didn't have the gumption to, to, uh, take one, what was offered to us, you know, back then, uh, you know, why would we be stumbling over on this thing? That's it, you can't put some, some spots down there to, to get to the water. Cause you could even do that on the existing stuff, you know, and you got quite a bit of real estate there. You probably could put some paths and a few things if you had the money or, or whatever, you know, and it enhance it as it is. So anyway, I'll be quiet with somebody else. Talk, I've talked to one. Okay.

21 days ago 

Who would be responsible for maintaining the shoreline in the case of various amenities that take people closer to the Lakeshore?

21 days ago

Mostly likely State parks and/or local municipalities.

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If anyone has a question, please feel free to leave it in the chat box at any time. We will be taking questions at the end of the presentation.

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Can hear but can't speak either on my laptop or the telephone.

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How is it that option 4 would cost less than option 3, as option 4 would need the removal of 6 bridges, whereas option 3 would just decommission the bridges?

21 days ago

Welcome to the LOSP Public Meeting. Please feel free to introduce yourself.

21 days ago

I like Concept 3 the best or concept 1. I do not like concept 2 because of traffic on 98 down a steep hill and across bridge with summer camper and RV's.

22 days ago

Do not make it 2 lane highway I love the parkway especially when dot takes care of the paving

one month ago

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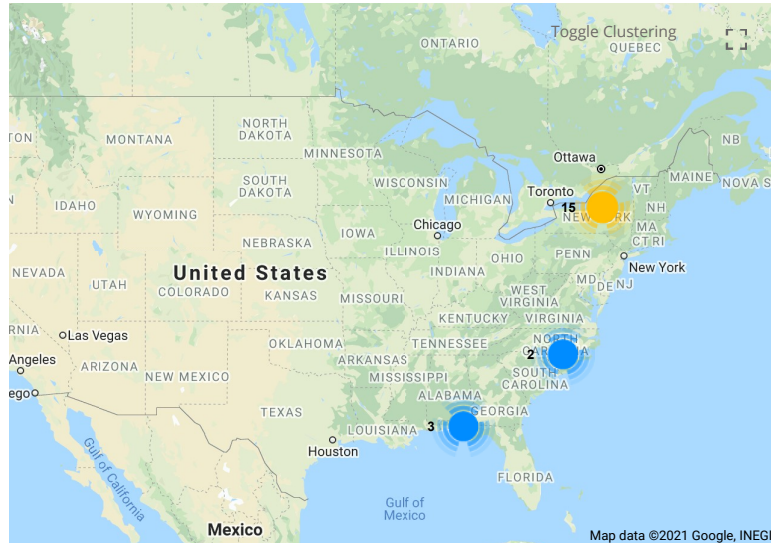
## Lake Ontario State Parkway Transportation Alternatives Feasibility Study

Participant Info and Demographics Collected- March 2021

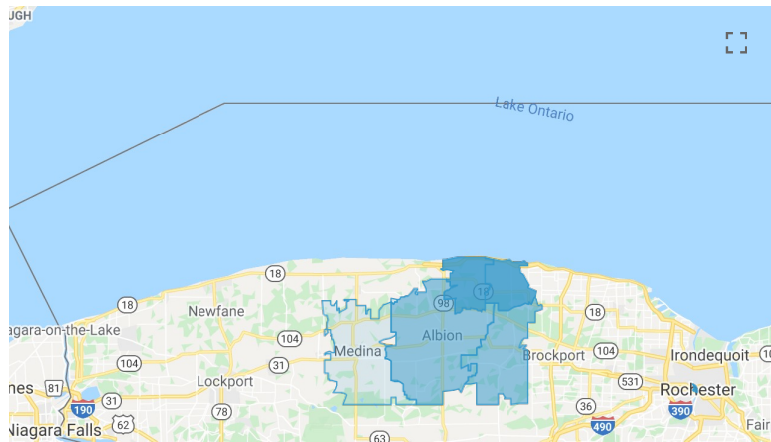
Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
245	31	56	30	6

LOSP Transportation Alternatives Feasibility Study Participant Locations



Participant Zip Code Map

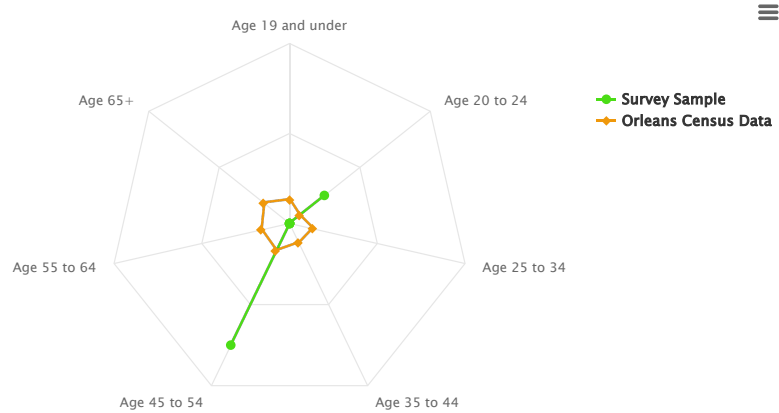


Map data ©2021 Google

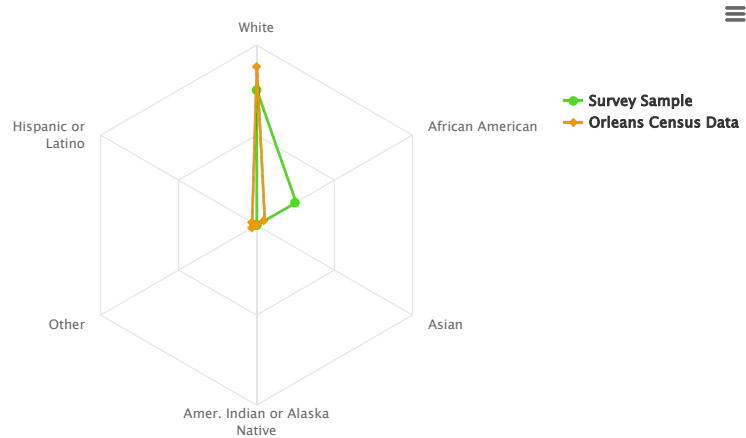
Web Traffic by URL

URL	Visitors	Views
<a href="https://publicinput.com/LOSPFeasibilityStudy">https://publicinput.com/LOSPFeasibilityStudy</a>	139	198
<a href="https://www.publicinput.com/lospfeasibilitystudy">https://www.publicinput.com/lospfeasibilitystudy</a>	19	26
<a href="https://publicinput.com/18626">https://publicinput.com/18626</a>	6	6
<a href="https://publicinput.com/Project/AccessCode">https://publicinput.com/Project/AccessCode</a>	5	7
<a href="https://publicinput.com/F156">https://publicinput.com/F156</a>	3	4
<a href="https://www.publicinput.com/18626">https://www.publicinput.com/18626</a>	1	1

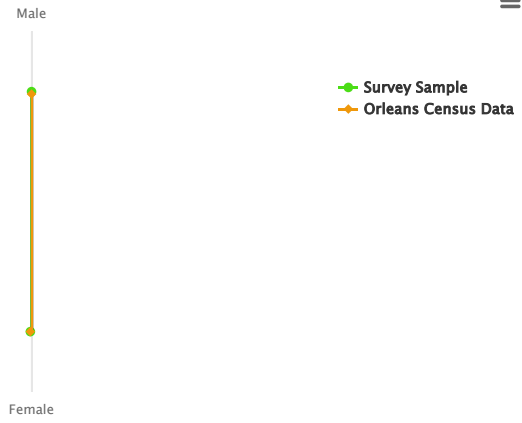
What is your age?



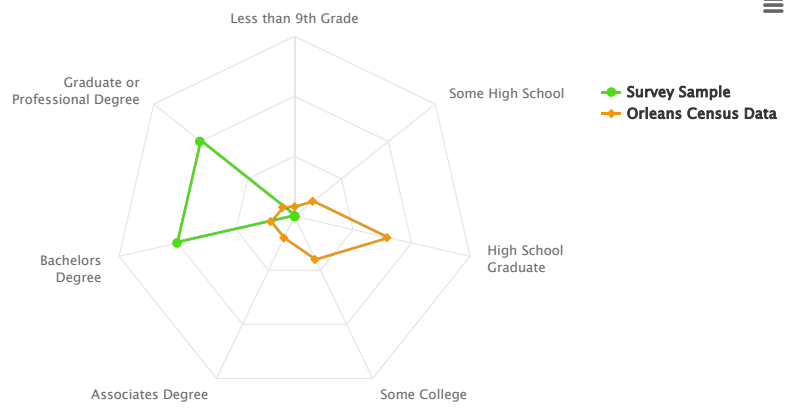
What is your race/ethnicity?



What is your gender?



What is your highest formal education level?



LAKE ONTARIO STATE PARKWAY  
TRANSPORTATION ALTERNATIVES STUDY

PUBLIC COMMENTS

Comment	CommentDate	Name	AdminReplies	Organization
Do not make it 2 lane highway I love the parkway especially when dot takes care of the paving	3/5/2021 11:44 PM	Kathryn Smuk		
I like Concept 3 the best or concept 1. I do not like concept 2 because of traffic on 98 down a steep hill and across bridge with summer camper and RV's.	3/14/2021 8:07 PM			
Welcome to the LOSP Public Meeting. Please feel free to introduce yourself.	3/15/2021 5:53 PM	Jody		
How is it that option 4 would cost less than option 3, as option 4 would need the removal of 6 bridges, whereas option 3 would just decommission the bridges?	3/15/2021 5:56 PM	Eileen		
Can hear but can't speak either on my laptop or the telephone.	3/15/2021 6:07 PM	Jim Bensley		
If anyone has a question, please feel free to leave it in the chat box at any time. We will be taking questions at the end of the presentation.	3/15/2021 6:16 PM	Jody		
Who would be responsible for maintaining the shoreline in the case of various amenities that take people closer to the Lakeshore?	3/15/2021 6:20 PM		[Jody - 3/15/2021 6:26 PM] Mostly likely State parks and/or local municipalities.	
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on me or not. Okay. All right. Well, uh, this is one. Okay. Uh, this is Warren Kruger was, uh, uh, I'm not how we superintendent for the town of Kendall and, uh, excuse me, that was reading through some of this. And, uh, um, you know, I got an, a number of comments and stuff. I can't very well speak for Carlton and Gates. And over in there, I'm only looking at my, my comments are very narrow with regards to Kendall, even though I, uh, I share, uh, you know, a lot of the, of, uh, you know, the, the economic concerns that, you know, uh, with those two towns in the County, uh, you know, in the tourism and all that stuff. Okay. But, uh, keep up people from those communities and the cost. Okay. All right. Well, uh, when you opened this thing, you, you know, you, you hit the nail on the head there that, uh, the Parkway was kind of a low priority for maintenance and stuff, and didn't really get the upkeep that it really needed. Uh, no fault to the residency was the OT residency that had the, uh, the responsibility of taking care of it. They just didn't have the funds and, you know,	3/15/2021 6:37 PM	TOWN,OF KENDALL		



Is anybody joining us tonight from out of town? We are curious.	3/15/2021 6:44 PM	Jody Binnix		
Yes, we responded to the survey. We live in SC but summer at our home in Kendall.	3/15/2021 7:16 PM	Sherry Tyler		
We are joining from Kendall and are year-round residents	3/15/2021 6:48 PM			
Do you have any clarity of where the future lake overlooks would be placed?	3/15/2021 6:48 PM			
Great, thanks for joining us.	3/15/2021 6:48 PM	Jody Binnix		
<p>I was not able to get on in time. We are in Florida listening in. We built on the Lake on Wilson Road Extension (East side of the Lakeside Beach State Park) in 2010 and live there for 5+ months each year and spend time there at Christmas. I would say that the place comes alive in May through late October and a lot of folks show up and spend money in the surrounding communities. I have talked to owners of two local restaurants who said they make all their money in the summer months.</p> <p>Our concern is largely with option 2. Getting to 18 from 98 is down a big ridge with a sharp right turn and no room to expand the intersection. Then there is a sharp left onto a bridge to head toward 18. Narby's store is on the right and I cannot see a big camper making those turns easily.</p> <p>Even with improvements the 18/98 intersection has a blind curve to the right where you go down another hill to the current bridge. Please drive that stretch to see what a crazy navigation that would be.</p>	3/15/2021 7:09 PM	pllove64@gmail.com		
<p>I am a 25+ year resident at point breeze, who also winters in Alabama for 4 months...and that is where I am now. I participated in all the initial meetings of this committee representing the Oak Orchard Neighborhood association. There are many of us who own homes at the carlton end of the parkway...value our property for resale value and maintaining the vital interests of our businesses, and feel keeping 4 lanes is vital...especially when it is properly maintained.</p>	3/15/2021 6:51 PM	frank panczyszyn		

We are yr round lyndonville on the lake - will share the link w/ our seasonakl neighbors	3/15/2021 6:53 PM	James Cotterill		
I have been surprised that there are no folks on the west side of oak orchard river commenting...but agree that modifying access to the west would be acceptable to OONA in general.	3/15/2021 6:54 PM	frank panczyszyn		
Thank for participating tonight. That concludes tonight's meeting.	3/15/2021 6:56 PM	Jody		
This concludes our meeting this evening. Remember to browse through the tabs on this page to view the conceptual alternatives and give us your feedback through the end of the month. Good night.	3/15/2021 6:56 PM	Jody Binnix		
I again have worked with this committee in the past and have a lot of input from the 100 or so members of OONA. I have been surprised that there has been very little feedback from people living on the west side of oak orchard on the proposals to eliminate access after the river, but, in general, those of us who live on the east side of the river do not have objections to changes to the west side highway. Personally, I think the best option is one that keeps 4 lanes active to the river from the east, and 2 lanes to the park is the best option. the only reason I would like the option cutting off both bridges to the west over Oak Orchard would be the rebuilding of the rte 18 bridge over the river...which I think should happen anyway.	3/15/2021 7:01 PM	frank panczyszyn		
Option 4 states an overlook east of Kendall Rd. Where specifically would this be placed? Did you mean east of West Kendall Rd?	3/13/2021 7:13 PM			
Need clarification for amenities specific to overlooks "East of Kendall Rd". How is that possible as there isn't any open land. Did you mean "West of Kendall Rd" as there is a good stretch of lakeshore between the end of Banner Beach and Lomond Shores roads. Thank you.	3/13/2021 7:32 PM			

<p>What the hell do we need a Feasibility Study for ??? That is a IMPORTANT HIGHWAY AND ACCESS TO THE LAKE SHORE COMMUNITIES ON THE WEST SIDE. JUST LEAVE THE LAKE ONTARIO STATE PARKWAY ALONE !!!! I believe that a Feasibility Study could be better used on other things somewhere in Albany.</p>	3/15/2021 11:49 AM	Jim Hofschneider		
<p>This Parkway when built was to connect to the Robert Moses in Niagara Falls. Due to changing politicians the project was not completed. There are many people who use this Parkway to commute back and forth to work, rather than add more traffic to local communities already over burdened roadways. It is in most areas, a very scenic route and relief to the hustle and bustle alternative routes. Maintain what we have rather than ignore the roads till they are so far deteriorated we have a huge expense to rebuild them.</p>	3/15/2021 11:50 AM	Robert VanWuyckhuysen		
<p>I Agree !!! I lived on the Lake Shore at West Wautoma Beach for almost 20 years. I traveled the Parkway every day. It is a VITAL HIGHWAY to the people who live along and near the Lakeshore. They need to MAINTAIN THAT HIGHWAY INSTEAD OF WAISTING THE MONEY ON A FEASIBILITY STUDY.</p>	3/15/2021 11:52 AM	Jim Hofschneider		
<p>I agree with other comments. Why do a feasibility study? The roads are in need of repair. But do it right the first time. Not this chicken shit re-surfacing...</p>	3/15/2021 11:54 AM	Antonio Caia		

PUBLIC MEETING TRANSCRIPT

Speaker	Time Stamp	Transcription
Speaker 1	00:00:02	Welcome to WebEx. Enter your access code or meeting number followed by pound. Enter your attendee ID or the numeric meeting password followed by pound. Okay. I see that's phone lines connected. Glorious. That's good. Yes. So anyone that is calling in and hearing the audio only should be able to hear us. And at any point during the meeting let's get started. Um, and I think we'll probably take questions at the end. I'm assuming to speed through everything. Yeah, probably probably the best thing. Uh, so, you know, towards the end of the, uh, F after the presentation, it'll, we'll just kind of give several reminders that if anybody on the phone line, or it might be watching once to address the group and share any comments with everyone via telephone, um, you can go ahead and dial the number as well. So we'll, we'll talk more about that in a minute, but, um, thank you for joining us, everybody that is here already.
Speaker 1	00:01:50	And if you do have an a, if you do have a question at any point, if you don't want to wait, um, until the phone lines open up, you can always type a comment in the chat on the side as well. So that, that will be open throughout the entire meeting. Okay. I'm going to keep my video off because one, it takes a lot of power to, I'm not going to be saying too much, 10, three. I don't have great lighting for these evening meetings in here. I need to, uh, need to get a better lamp in here. So I'm just going to go ahead and turn that off and we'll know you're there, you know, I'm here if you need anything. Thank you. Yep. So if you're just joining us tonight, we're just going to wait until six o'clock to get started. Um, we're just waiting for members of the steering committee to join us and we'll get started at six o'clock.
Speaker 1	00:02:44	So we definitely have some people watching. We are able to see that we have viewers on the public input.com site. We do not know who you are unless you introduce yourself, but we can see that we currently do have, um, 11 viewers and we do have a caller. So welcome to the meeting tonight. Okay. I'm sorry. I was going to say this is being recorded just as a, as a heads up everybody. Yes. Good thing to know. And as people are waiting and logging on and just kind of sitting, if you haven't already, you can still, um, kind of go through the tabs at the bottom of the screen, or it talks about each of the conceptual alternatives, may amenities and a summary. And, uh, there's a few spots in there where you can leave some comments or, uh, you know, you'll give your thoughts and you can do that anytime throughout the meeting or tonight, anytime through the end of the month.

Speaker 1	00:03:43	Really. So I'll perhaps after you hear more about the alternatives as presented tonight, and you can do that as well. Yeah. The comments for this project for this stage of the project are going to be open through March 31st, which is the end of the month. So you can come back here and leave a comment. You can email myself or Fred. We'll give formal introductions in a few minutes. Um, you can leave a comment on the public input.com page. There's several ways to leave comments. You can send us an email. You can send us mail, regular mail, however, as best for best for you.
Speaker 1	00:04:20	So again, we're just kind of waiting for more of our, um, steering committee participants to join the call. Uh, we'll get started at six o'clock or as close as we can. And to those on the steering committee, if you're just joining, we are live on public input.com and the meeting is being recorded. Second, thank you for joining us tonight. If you're out there watching on the public inputs.com page welcome. Uh, we're just waiting for members of the steering committee to join us. And we're going to get started at six o'clock. On the meantime, if you have questions, please feel free to leave them in the chat pod. I see we're already getting some, so we will do our best to address your questions tonight. If we can not answer them tonight, then we will follow up with the appropriate agency and provide everybody a response.
Speaker 1	00:06:15	Welcome to the meeting. If you're just joining us, we're going to get started in a few minutes. We're just waiting for more members of the steering committee to join. And to officially start at the meeting, start time. If you do have a comment, please feel free to live it and leave it in the chat pod. Now, uh, we will take questions at the end of the presentation, and I'm going to do a brief introduction soon. This is just a reminder for those in the steering committee, that the media is being live streamed and recorded. So Fred, it looks like everyone from New York state to UT has joined us.

Speaker 1	00:07:21	<p>Okay, so we'll get started in a minute. I'm just giving folks and steering committee another minute or two to join. Um, this is a reminder if you're on the steering committee and you're viewing from public input.com, if you do want to speak to the, to the group tonight, it'd be a lot easier if you're on the WebEx application for us. So if you are part of the steering committee, please join the meeting through the WebEx link that I sent out this afternoon. Okay. So it's six o'clock. So we'll get started. I think we're still waiting on a few members of the steering committee to join us. They may be maybe if you ain't on public inputs that time, or hopefully they will join the WebEx shortly. This is just a reminder. If you're on the steering committee to the project steering committee, that is to please join through the WebEx link, that way you'll be able to talk and address the members of the public directly.</p>
Speaker 1	00:08:16	<p>So with that, I'm just going to provide a brief introduction again, thank you for joining us tonight to discuss the future of the Lake Ontario state Parkway. My name is Jody BNX. I work for the Genesee transportation council. I'm just going to introduce the project team and provide a quick overview on what to expect tonight. As a reminder, this meeting is being recorded and live streamed over the internet. Uh, people can access it now in real time, or it's going to be up on this website to view later. So if you can't, you know, watch the whole meeting tonight, you can always come back and watch the rest of it. At a later date, there are a variety of ways to participate tonight. If you're watching and listening right now, you can type your question or comment into the chat box, to the right of the meeting, the screen that you're watching.</p>

Speaker 1	00:08:59	<p>Uh, you can just feel free to say hello. We do know that we have people out there viewing and joining us tonight, but we don't know who you are, unless you introduce yourself. If you also would like to speak directly to the project team tonight, please call the meeting number. I believe we have it up on the public input page and on the live stream. But as a reminder, it's (855) 925-2810. And the meeting code is eight nine one seven. It's a toll free number. Uh, when calling, you're going to have a prompt to enter the meeting code. If you call in during a meeting, you can simply stay on the line to keep listening, to leave a voicemail. You can press star. And then the number two, if you want to talk in real time at the end of the meet at the end of the presentation, during the question and answer period, you can press star and then the number's three. And we'll go over this at the end too. So you don't have to remember. I just want to give everybody a heads up, um, but how to, how to participate.</p>
Speaker 2	00:09:55	<p>Jodi, I'm sorry to interrupt. Can you double check that phone number? I think you transposed the last two digits. I think you said one zero. Can you double check and repeat the number?</p>
Speaker 1	00:10:05	<p>Oh, I'm sorry. Yeah, it's supposed to be two eight zero one. I may have done that. I'm sorry if I did. Thanks for catching that. So don't listen to what I, what I said for the meeting number. Just check it on the screen, your best bet. Um, okay. So tonight we just like to remind everybody to keep your comments appropriate for general audiences and to be civil. This is being live streams. We do have a number of people viewing it. Comments containing inappropriate language will be flagged or hidden. Um, and the common, or may also be disconnected from the phone line. Again, this meeting is being recorded and will become part of the public record. Uh, the project teams accepting comments via email, regular mail on this website. Um, the comment period is open until March 31st or the end of the month. And please feel free to share this web page with any folks that may be interested.</p>



Speaker 1	00:10:51	<p>So I mentioned before that I worked for the Genesee transportation council or GTC GTC is a federally designated metropolitan planning organization or MPO for the nine County Genesee finger lakes region and Orleans County is that the Western edge of our planning area, uh, GTC is tasked with transportation planning and decision-making as it regards to federal aid transportation system, which does include the Lake Ontario state Parkway. So the need for this study was first identified by Orleans County, uh, given the regular lack of maintenance along the Parkway, the County applied for federal transportation planning funding through GTC to review the future of the Parkway, which is what we're going to discuss tonight. Uh, this funding used for the study is planning funded funding granted to our nine County region by the federal government, and can only be used for planning purposes. If you have any additional questions about the funding, I know it did come up in the comments that we received.</p>
Speaker 1	00:11:47	<p>Um, please let us know. We'll be happy to answer them. So with me tonight, I have Laurie who who's going to be helping me facilitate the meeting. We also have Jim stack, who is our executive director from the Genesee transportation council. Um, I'm hoping Jim Benzley is on, I don't see his name listed by perhaps you called in. He is the Orleans County planning director. Uh, we also have, um, several members of the steering committee, including members from the New York state department of transportation. I see state parks as on, and I'm also hoping that representatives from the town of Carlton and Kendall are also joining us tonight. So we're going to have a brief presentation by Fred Frank he's, um, works for WSP. They are the consultant team that's tasked with conducting the feasibility study and after Fred's presentation, we're going to open it up for questions and feedback. Again, you can set the comment into the chat box at any time and at the end of the meeting, we'll go over those phone numbers again, if you would like to call in and ask a question. So with that, thanks for joining us tonight. And Jim Benzley, if you are on, I'm going to turn it over to you so you can give your remarks as well.</p>
Speaker 1	00:13:02	<p>Like I said, I don't see him in the, in the, uh, participants list in the meeting. So maybe he joins your public input.com. It's kind of roller on the steering committee list. Yes, I can. Can. Yep. You can go if you can give some introductions and some comments, if you want.</p>

Speaker 3	00:13:21	Brilliant, thank you very much. Kendra roller then participated on this team for many moons. I'll put it that way. We framed it as this Lake Ontario state Parkway is tremendous value to Orleans County. It drives quality of life that drives our tourism value, especially in the point breeze area, which is about \$7.3 million per year. It's the ultimate fishing, uh, destination. Uh, it is also our economic engine for Kendall Carlton and Yates. We've done some assessments in 2019. It represents in Kendall 28.3% of the tax base Carlton at 52 57%. Nate's at 47% in the County of Orleans 11.2%. So the revitalization area along the Parkway includes the entire shoreline and includes the entire Parkway. Of course. So we framed it. Uh, this is a treasure and we're just trying to work through our best alternatives and I'm pleased to have the public participate at this point. So that's it.
Speaker 1	00:14:35	Okay. Thank you, Ken. Um, it's Jen Bensley. Are you on at all? Okay. If not, maybe Jim can talk later. I'll turn it over to Fred right now. We won't keep everybody waiting any longer. We'll hear from Fred Frank. Now who's a member of the consultant team from WSB. All. Thanks.
Speaker 4	00:14:52	So welcome everybody again. My name is Fred Frank and with a consulting firm WSP, uh, our, our lead urban planner there. Um, I want to give you a little bit of background first, um, for those who haven't been involved in this since the beginning, we did start this a couple of years ago, where we pulled together a number of advisory committee members, and those members include, um, the Genesee transportation council, the New York state department of transportation, several Orleans County officials, and representatives from the towns of Carlton and Kendall, and then the New York state, um, New York state parks. So this, this committee met, uh, a number of times, I believe five or six times throughout the course of this study. And at the beginning we developed a project goal, a study goal, which is to identify a balanced and financially feasible alternative for Lake Ontario state Parkway.

Speaker 4	00:15:43	<p>And with that came a number of objectives, which are repurposing the roadway to reduce long-term maintenance costs, continue to address vehicle demand along the corridor, reconnect Orleans County to its waterfront, capitalize on the scenic views and capture additional tourism and economic development potential. So as this committee met, uh, throughout the month, w we did have our first public meeting, which was to introduce the study goals and objectives. And at that time we asked the public to tell us what was important to them. Um, and so the study overview area, um, goes from the entire Lake Ontario state park. We stretched it's in Orleans County. So from the Monroe County line West into Lakeside beach state park, so that entire stretch of Lake Ontario state Parkway. And as I mentioned, um, when we had our first public meeting, um, not this past summer, a couple summers ago, we did want to reach out to the community and say, what do you guys think of Lake Ontario, state Parkway?</p>
Speaker 4	00:16:47	<p>What's w why is it important to you? And not only that, but do you see this maybe being different could, could something else happen here? And so, uh, we did a targeted outreach and, and we did a number of different surveys. So we developed a survey and we had four government officials participate in that survey. We had 80 businesses, 993 residents and visitors. And those are those can, those contain participants from a summer concert wound, a neighborhood meeting, and then an online survey. And the online survey got 763 responses on its own. And then we handed out paper copies to visitors that were going to either Hamlin or Lakeside beach, state park. So in total, we actually had, uh, 1,122 responses to our survey. And out of that, um, a couple of findings that, that really came to be common themes. As we read through these surveys was the ability to enjoy scenic views, the accessibility and tourism ranked high by all groups on reasons why Lake Ontario state Parkway is important regarding improvements to Lake Ontario, state Parkway, routine maintenance, and year-round accessibility were noted most often, and then multi-use opportunities and improve public Lake access and enjoyment needed to be identified.</p>

Speaker 4	00:18:06	<p>So some other opportunities besides having it just as a roadway, there could be some other opportunities there. So what I'm going to do tonight is I'm going to go through the four different concepts that this committee, uh, developed, and these concepts are developed, um, not as a one can happen and the others can't happen, or we're going to select one. It's really an idea of, okay, let's see what different options are out there. If we want to go ahead and do something, we have a couple of different concepts to look at. Ultimately, if we decide to do something, several of these concepts could begin to overlap and we could take pieces from one and merge them with part of another, but we wanted to, we wanted to see, okay, kind of a baseline and then some different concepts. What would things begin to cost over 30 years?</p>
Speaker 4	00:18:53	<p>So one of our biggest assumptions was we're going to assume a 30 year life cycle of costs. So it's not a matter of seeing what's this going to cost tomorrow or in five years, but what's the, what's the cost 30 years down the road. And then you'll see, you'll see a range of costs when we go through these concepts. And that's really because we did a range of payment treatments, um, and, and whether it's, uh, just the standard mill and overlay or some other, um, emerging treatments that, um, we could have tried. So you'll see a, uh, a variation of costs there. So the first one concept one, which has retained existing Lake Ontario state Parkway. So we would keep the con the, the current configuration, which is two lanes westbound and eastbound, uh, from the Monroe County line East to Lakeside beach, state park, and then seasonally as happens.</p>

Speaker 4	00:19:43	<p>Now, seasonally, we would close the entrance to Lakeside beach state park, and it would, it would be closed at state route 98. Uh, but with this comes, uh, maintenance of all the existing structures, uh, maintenance of the roadway, upgrades to the pavement. So that is a, um, it is a roadway that's fully maintained and operable. And in this range of costs, it's about 44 million to about 65 million. And again, that's, that's going 30 years out. Um, so again, concept one, it kind of gives us our baseline to compare other concepts to it's. It's keeping the current configuration as it is concept two. What we, what we did here is we said everything East of state, route 98 would remain in its current configuration. Uh, two lanes eastbound, two lanes westbound. And again, we would do our standard maintenance bridge maintenance and upgrade pavement. But what we heard is a large chunk of our operation and maintenance budget is really the, the bridge is the Oak orchard bridges, and then, uh, two bridges at Lakeside beach park.</p>
Speaker 4	00:20:47	<p>So what concept two does is it essentially ends Lake Ontario state Parkway at 98. Um, and then the entrance to Lakeside beach state park is off of 18. Uh, so there's no more direct access to the park from Lake Ontario, state Parkway and both, uh, Oak orchard bridges are removed. The section of the roadway between 98 and Lakeside beach state park are removed as are the two interchange bridges going into Lakeside beach state park. So this would be more of an accurate entrance that you would get to from 18. Um, with this concept, we are also, uh, we're thinking that we're going to need some upgrades to the route 18 bridge over orchard Creek. So we've allocated \$500,000 for that, as well as enhancements to route 98 and 18 intersection. A lot of that is due to, uh, with the closure of Lake Ontario state Parkway now into Lakeside beach state park. We may see some more campers or boat trailers traveling along this roadway. So we needed some upgrades at that intersection. The range of costs for concept two are about 37 million, two 56 million</p>
Speaker 5	00:21:58	<p>Into</p>

Speaker 4	00:21:59	<p>Concept three. Um, what we did with concept three is we began talking with, uh, New York state parks and said, Hey, wouldn't it be neat if we, if we kind of did a gateway entrance into Lakeside beach state park. So what what's concept three does is again from 98 East to the Monroe County line, we keep the current configuration two lanes, eastbound, two lanes westbound. We do all the upgrades and maintenance that we need to do on that section. But then from the section from 98, until Lakeside beach state park, we remove only one or curd, Oak orchard bridge, the westbound bridge, and we keep the eastbound bridge in place. And then what we do with that section or Broadway that is between 98 and Lakeside beach state park, that would use that one Oak portrait bridge as we make this a two-way roadway. And this two way roadway would be enhanced.</p>
Speaker 4	00:22:50	<p>It could be a, what we consider a gateway, the new entrance to Lakeside beach state park. So we could do some signage there. We could, um, we could use the other original westbound lanes to turn them into a multi-use path for bicyclists at the park and can get all the way up to, uh, quartered Creek. Um, and so there's some, some neat features that we could do with this one, really, um, the overall range of costs for this one is about 39 million to about \$59 million. But what we did with this is because we wanted to know how much just that gateway treatment would cost. We pulled out that component separately and just to do a gateway treatment, uh, which would be from Oak orchard Creek and to Lakeside beach state park. That alone would be about 16, \$16.3 million on its own. So again, the difference between concept two and concept three is where to removes the roadway entirely. Uh, concept three keeps that section between 98 and Lakeside beach state park for a potential gateway access into the park.</p>

Speaker 4	00:23:56	<p>And then we want with concept four. Uh, we basically, what we did is we took that gateway idea and we continued it all the way East down Lake Ontario, state Parkway. So with concept four, uh, we essentially decommissioned those westbound lanes and convert the eastbound lanes to two way traffic. So one lane eastbound, one lane westbound, and then what we do, um, is on the, the area that was, uh, removed where those westbound lanes were. We can turn that into some multimodal opportunities, uh, maybe it's a bike path or a multiuse path, or some other amenity we could do there. But again, this is the entire stretch. It's not just from Lakeside beach state park to 98. It is from Lakeside beach, state park, all the way to the maroon rural County line. And then at that point, it would go back to its configuration in Monroe County for this, uh, it does consider removing both of the Lakeside beach state park bridges, those entertained interchange bridges, as well as one or orchard bridge.</p>
Speaker 4	00:24:57	<p>Uh, there's also two other bridges along Lake Ontario state Parkway that can be removed. And with this, we would have to create a number of crossovers so that these interchanges allow us to get to that two way section where normally you would use an on-ramp to go say westbound. Now that those westbound lanes aren't there you'd have to have a crossover, so that on-ramp got you to the appropriate drive lane. The range of costs for concept four are about 36 million to about \$45 million. Um, I want to emphasize that that does not include the cost for any additional amenities that might come along with, um, this roadway, whatever they may be. Um, and in fact, we did a look at amenities completely separate, and the reason we did this is because we didn't want to tie any one amenity to a certain concept. You could do a number of different amenities along this corridor for any of the concepts, really.</p>



Speaker 4	00:25:51	<p>And some of those ideas that the committee began discussing were where there are two overlook areas where the Parkway comes fairly close to Lake Ontario shoreline, and there's some scenic views. Maybe we can do a more formal pull off or just a sitting area to enjoy the views there. Um, we could also maybe where the, the Parkway winds in the median, uh, whether it's, um, where the Creek is or another section where it winds a little bit, and there are some natural areas. Maybe we could do some habitat pull off, so you could pull off and birdwatcher or whatever you wanted to do there. So there are a number of areas where you could upgrade amenities again, not tied to a certain concept. So we wanted to, um, kind of sketch out some different ideas, the natural habitat areas, the public access and overlook areas, or a multi-use trail, uh, whatever it may be, there's opportunities for all these, regardless of the concept.</p>
Speaker 4	00:26:46	<p>So what we wanted to do, um, with the, the amenities is develop almost a schedule of costs for amenities, so that at the time came to begin looking for maybe grant money or looking to see how we could implement some of these amenities. Um, we could go through this menu and say, okay, if we wanted a, a six foot wide concrete sidewalk, it is, uh, you know, \$40 per linear foot. If we wanted a bench, a steel bench, it is \$2,500 each, uh, plantings. If we wanted some kind of a small flowering tree, it's about \$200 each. So this menu is something that can be used as we begin to refine whatever concept we might use, um, and add some amenities. And, and this can be used when writing a grant application, and we say, okay, we want this, this, this, and this as part of this package.</p>

Speaker 4	00:27:34	<p>And we can put together a menu of amenities. We've also summarized again, the four concepts and the cost associated with them. Um, and again, just to recap the, um, concept one, which is, uh, Lake Ontario, state Parkway retains its current configuration and gets the, the upgrades and maintenance that it needs, uh, over the course of 30 years is about 44 to \$65 million. The concept two, which is to end Lake Ontario, state Parkway at state route 98. And that portion East from 98 to, or excuse me, West from 98 into Lake Lakeside beach state park is removed, including both awkward orchard bridges. The cost of that is about 37 million to 56 billion over 30 years, concept three retains one of those Oak orchard bridges and turns it into a gateway entrance. So that from state route 98 and to Lakeside beach state park, we would have an enhanced, uh, entrance into the park. That concept is about 39 million to 59 million with the gateway element alone, costing about 16.3 million. And then again, concept four, which is converting, uh, the eastbound lanes into two-way traffic and, and removing the now westbound lanes so that you would have a two way Lake Ontario state Parkway all the way from Lakeside beach state park to the Monroe County line. And that cost would be 36 to about 45.</p>
Speaker 4	00:29:05	<p>That is a recap of the concepts. Uh, I know as Jody mentioned, those concepts are on the public input.com website. Um, you can go through those concepts if you want to review those. And you think of some questions, uh, we haven't, you haven't until March 31st to submit those questions and, and we will respond to those. Or if we have questions now, Jodi, I will turn it back over to you and, and see what we can answer for</p>
Speaker 1	00:29:34	<p>Sure. So just as a heads up, if you're on the project steering committee, you're in the WebEx application, there's a chat feature. Uh, we take it to comments that came in, um, and the public input chat, I've just copied and pasted those, um, comments into the WebEx chat. Again, if you're on the steering committee, you have access to the WebEx chat, so you can see those. Um, so you can kind of start to think of a reply. However, we do have somebody that's waiting to talk. So I'm going to put them through first, since you've been waiting patiently. So we're gonna, if you're on the phone and you've waited to talk, I'm gonna allow you to do that. Just give it a second and it should come through. Okay. Do we, okay. We can hear you now. I can hear you now. Yep.</p>

Speaker 6	00:30:29	<p>Okay. Uh, this is Warren Kruger was, uh, uh, I'm not how we superintendent for the town of Kendall and, uh, excuse me, that was reading through some of this. And, uh, um, you know, I got an, a number of comments and stuff. I can't very well speak for Carlton and Gates. And over in there, I'm only looking at my, my comments are very narrow with regards to Kendall, even though I, uh, I share, uh, you know, a lot of the, of, uh, you know, the, the economic concerns that, you know, uh, was those two towns in the County, uh, you know, and the tourism and all that. Okay. But, uh, people, people from those counties,</p>
Speaker 1	00:31:17	<p>Hello, I'm sorry. That was, um, Jim stack. He was just kind of reminding everybody in the WebEx to mute your line if you're not speaking, but we can hear you. You can, you can keep, keep going with your comment please.</p>
Speaker 6	00:31:29	<p>Well, uh, when you opened the thing, you, you know, you, you hit the nail on the head there that, uh, the Parkway was kind of a low priority for maintenance and stuff, and didn't really get the upkeep that it really needed. Uh, no fault of the residency was the OT residency. They had the, uh, the responsibility of taking care of it. They just didn't have the funds and, you know, it is that payment and stuff. And that thing deteriorated, you know, less people were using it and the traffic was diverting off onto the, the town County systems and stuff, you know, so, uh, the repaving that was done, you know, a couple of years ago, uh, helped quite a bit. And, you know, in the traffic loads are starting to go up a little bit. Uh, you know, some of the things in here that, uh, you know, after wonder, like, you know, on your sticky dot stuff and visitor comments and stuff like that, I don't know of any people driving on a section of road to give much thought to maintenance cost.</p>
Speaker 6	00:32:27	<p>This is the average daily driver, somebody hauling their camper out the Lakeside beach, state park, and that type of thing. Is there more often thinking of, you know, the time it takes to get there, the ease of travel? I find a bit of a stretch, you know, they would be thinking, gee, I wish there was a hiking trail along there rather than the road. And I'd like to hike, hike from Lake Lakeside beach to Amazon. I think the other thing would be going through their mind more because I just had a pothole and I knocked the front end of my vehicle at align. You know, that that's the type of thing it seems to me, it would be, you know, in their mind. And, uh, you know, uh, one of the proposals about these overlooks and stuff like that, uh, um, you know, to improve Lake access and that type of thing, guys, it had this thing for 50 years.</p>

Speaker 6	00:33:12	<p>You could have done some of that stuff a long time ago. Um, you know, in this community when the thing was built, um, was a Parkway removed housing from the houses from the end of the banner beach, running in West silver to the town park, the park, our park went away. Uh, most of the backlights along the banner, uh, disappeared, um, from the end of the center road West over the, uh, the West Kendall road, that's a whole mile stretch, uh, that all became, was taken up by the Parkway. And then lastly, uh, the section from, or, uh, Thompson drive currently on is over to the transit road all disappeared. So it was about a total of about two miles of prime. Basically it was primary estate real estate, right along, along, along the shoreline, uh, not to mention multitude, the farm acres that was consumed, put that all together.</p>
Speaker 6	00:34:02	<p>That's quite a bit of land. Um, one of the, these proposals here, uh, from what I understand, like, uh, number four, the fourth one where you were to rip out or abandoned or whatever, uh, the westbound lane, I, it's my understanding. It's not on the table to allow any of that property come back into the, uh, uh, you know, uh, hands where it could go back onto our tax base and stuff, uh, you know, uh, where it could be developed or at least portions of it and stuff. So, you know, back in the day, I'm a lifer here. Um, I hate to admit, I'm not going to say my age because I'm pretty old, but as a teenager, when they're proposing to build the Parkway, uh, some of the spin words that you're using in this thing, you know, enhance, uh, you know, uh, the waterfront views and all this other stuff and economic engines and all these other things that were in there with the same thing, as you were saying, you know, uh, back then, you know, uh, you know, connected at this is gonna benefit us, you know, uh, economically growth, et cetera, et cetera, et cetera.</p>
Speaker 6	00:35:10	<p>And now you're almost saying the opposite. So, you know, in some respect to reconnect with these things, it's like to say this consultants back in the sixties, uh, when they were doing this were, were wrong at that time. So it kind of questioned that little bit, you know what I mean, some of us, a little bit of a cell there that I'm not so sure that it's really gonna do much for charisma if you rip Elaine out, you know, so that's kind of where I'm getting at with a little bit also, uh, if you were to approach that business with regards to ripping out, uh, the westbound lanes and stuff. But back when I was young, all that heavy construction activity that it took to build, uh, the road, you know, it was a Parkway and stuff like that. A lot of that traffic was running over County and town roads, and it devastated quite a few of them.</p>

Speaker 6	00:35:59	<p>And that bill asked in the aftermath was pretty much picked up by the local communities in the County and stuff. So, you know, it adds to load, uh, another point on this thing here too, is that divided highways, uh, don't have the risk of head-on crashes, so to speak, you know, if you turn that into two-way traffic running out through there, and you're going to have people pawn campers out on their boats, and, you know, they're going to go at one speed, the guy's gonna want to get around them. You raised the risk of, you know, those type of type of accidents. So head on, you know, on a two lane road versus a divided thing you mentioned in, uh, in that draft report there that 76% of the accidents on that thing, uh, are, um, generally relate to the animals and basically mounts of deer, uh, and, uh, 86, 86% of the, of the accidents total were property damage only.</p>
Speaker 6	00:36:59	<p>Um, so I mean, basically it's a safer arrangement. There was a divided highway. Um, I remember the talk, um, back when the thing was getting built and there was, there was people that opposed it, or didn't care too much for the idea, uh, and stuff that, uh, you know, this ribbon of concrete getting Rochester was, you know, it was supposed to be to facilitate growth out here with this high-speed corridor, we're running into Rochester, uh, into where the jobs were and that and stuff. Now you're going to add a burden on these folks here is going to slow their commute down the ones that depends on it, or, you know, the daily commute back and forth, um, you know, down there, uh, uh, let's go, we'll create some hardship for them. And so, um, and essentially, you know, by not turning any of the property back at all, that would be used for communities or for development for us.</p>
Speaker 6	00:37:52	<p>Uh, you're not really offering us a whole lot here, at least not from Kendall's end of it. Um, kind, kind of where that kind of comes down to, um, uh, what else was Kenny read my own notes here? Sorry. Yeah. Oh, uh, with regards to taking out a couple of bridges on there and making them at rate intersections to get out of the cost of some bridge, major maintenance on it, I don't think that would be a horrible idea, you know, because bridges are expensive. Um, you know, the, you know, there's a number of them over in Monroe County over in the Hammond area where the, where the intersections are at grade and, uh, they get along. Was it over there reasonably well with, uh, their traffic loads? So, you know, I wouldn't have much of a, an objection if he did that, you know, to reduce some costs, um, over regards to the business overall court shirt and stuff like that, you know, that's, it's kind of out of my territory, but, uh, but here, um, you know, I think that would probably be okay.</p>

Speaker 6	00:38:52	<p>Um, you know, but, uh, as an awful lot of acres taken up in this community, but by that thing running through here and to take out a set of lanes, uh, the, uh, you know, and just say, well, we're gonna, you know, put it in a birdwatching spot or something like that. I don't think that's going to do a whole lot for us versus it was the inconvenience of it and stuff. And, uh, and the potential damage that would do to the local road system there, if we're doing all that work, ripping that out of there. And if you'd just left it, uh, I don't know if any of you and, you know, in this conversation, we're up towards the Niagara falls area, uh, when they closed down, you know, a side of that, it was a Robert Moses there after a few years of that, that looked like something on the, one of those ends of world movies, you know, uh, you know, kind of look at, you know, like after the apocalypse, after awhile, uh, I don't think that would do much for our community image out here. So, um, I guess, um, let's see. That's pretty much what I got, I'm going to, I've got this pretty well wrote up and it's in better work organized, and I'm able to talk, I'm going to be submitting that as to what I think that's all, those are just a few of the points, um, that I kind of wanted to touch on.</p>
Speaker 2	00:40:12	<p>Thank you so much. I think that would be, thank you. I was gonna say, thank you so much for your comments. Was there, you have a lot of good local knowledge that I think we're really, you know, looking forward tonight. Cause you do have that history with the Parkway when it was first being built and then kind of what it's turned into today. So if you have those comments typed up, we would definitely appreciate them being sent to the project.</p>
Speaker 6	00:40:36	<p>I do have, I do have a concern about the impact on our local road system. You know, what that might cost, you know, cause I I'm the one that's started finding money to take care of that.</p>
Speaker 2	00:40:49	<p>Yeah. Emphasize project right now. We're just exploring all the different ideas and trying to understand the long-term cost of the existing facility and are there opportunities to do anything different? So your perspectives and your commentary are valuable to the conversation, but I don't want anybody just imminent. Um, there has been nothing decided and there is no money to any project at this time. We're truly trying to explore information and get the, from the community. So if anybody was thinking a project is on the horizon, I just want to put your minds at ease. There is no defined project yet, and there won't be without the community being aware of it.</p>

Speaker 6	00:41:47	I know. Uh, have you ever been down to the Lake shore down here, down here in the wintertime? I mean actually down to the shore, uh, throws that question.
Speaker 2	00:41:57	Well, um, down on the water, I'd say no, but I mean on the Parkway, yes, I was back. I was on the Parkway Saturday. Uh, I was on the Parkway Thursday. It's actually, um, something that I enjoy taking my kids out for relaxing rides. Um, the Parkway is where I like to go all the way out to Kendall, turn around, to come back to Rochester and, um, relaxing. So
Speaker 6	00:42:27	Is where I'm going with this is that, um, it's a beautiful area down there. And as it's terrific in the summer months and stuff, uh, in the, in the winter time was a wind coming off that Lake, it's a very, very harsh, cold area down there. So anything that, you know, you were thinking as far as like nature trails and that kind of thing or hiking bike paths, uh, they're pretty well, you know, very not splittable down there along that shoreline and you know, in the wintertime, you know, basically all that time all the time. So there's, it's an awful lot of real estate. So utilize that. I, you know, I was reading through your report, uh, your, your drafts there, you mentioned, you know, rails to trails in there. And, uh, it was quite a bit of it. And we actually, when the whole Jack line, I don't know if you're familiar with that, that ran through the middle of the community, uh, went up for sale back in the nineties, uh, and stuff.
Speaker 6	00:43:24	Uh, they, they passed on that and that would have had a better potential for multi-use, uh, year round stuff, you know, in that one. Cause it was tree-lined on either side. I had the windbreaks and stuff in that quarter over was already there and being a railroad bed, it was level, you know, and we didn't take up on that thing. So I'm just wondering, you know, a little bit of like, why now, you know, if, if we didn't have the gumption to, to, uh, take one, what was offered to us, you know, back then, uh, you know, why would we be stumbling over on this thing? Not that you can't put some, some spots down there to, to get to the water, cause you could even do that on the existing stuff, you know, and you got quite a bit of real estate there. You probably could put some paths and, and a few things if you had the money or, or whatever, you know, and it enhanced it as it is. So anyway, I'll be quiet with something else.
Speaker 2	00:44:19	Thank you again, for calling in and participating. We really do appreciate that. Okay. I'm going to end your speaking session now, sir. And if you do want to, um, call back in or, you know, come in again, fine. And

Speaker 1	00:44:32	<p>We'll look forward to getting your detailed comments because you had a lot of really great ones. Thank you. Okay. So we did get two comments that came in over the chat pad. Um, I think I an answer to one, so I'll read it off first and we'll just re give an answer quickly. Um, somebody asked, who would we be, who would be responsible for maintaining the shoreline in the case of the various amenities that take people closer to the Lake shore? Um, most likely that would be state parks and, or the local municipalities that would have that responsibility. Uh, we've got another question and I'm not sure if we'll be able to answer this thoroughly tonight or not, but the question is, and for the steering committee members, I did type this into the chat pod. So if you're on the WebEx, uh, feel free to open that chat pod. It's going to be the first question that I, that I typed in. So the question is, how is it the option for would cost less than option three option four would need to, would need the removal of six bridges where option three would just decommission the bridges. I don't know if there's anybody on the project team that could kind of speak to that a little bit tonight or the DOD, or if that's something that we can kind of come back to and, and answer</p>
Speaker 7	00:45:45	<p>Chris shared. And I can speak to some of that because I was largely responsible for preparing those cost estimates. Um, option three creates the gateway entrance, uh, as Fred described into the park and that retention of that stretch of highway from, um, the Oak orchard bridges into the park between bridge removals, bridge rehabs, uh, the lane configurations, et cetera, is around \$16 million or so. Um, and that also retained if I'm not mistaken, four lanes in each direction points East of there. So it retains a lot of structures East of that Oak orchard crossing, um, Fred, if you could advance the concept for there.</p>



Speaker 7	00:46:43	<p>Okay. And concept for, um, decommissioning of westbound lanes to a move, both Lakeside beach, part bridges, one Oak orchard bridges and to others. Um, so the question was founded. There is, uh, uh, house for less than option three. Um, the, uh, when the, the cost to remove the bridge, uh, well initially expensive over time, you don't have future maintenance for that branch because it has now been taken out of inventory. So your future life cycle costs for maintenance repair no longer exists for those bridges. Um, the Oak orchard bridges themselves, they are very large structures, um, and, uh, rehab per structure, uh, westbound direction, route \$6 million eastbound direction, another \$6 million, uh, to take one bridge out of the inventory, decommission, it is about a million dollars. Does it? This assemble the bridge? Um, so concept four, um, uh, as the question asks, um, costs less because over time we don't have maintenance of those bridges that are kept in inventory. Whereas option three, we are keeping more bridges and inventory. So over time there's more maintenance for them. That's a very simplified explanation for the cost difference between number three and four.</p>
Speaker 5	00:48:21	<p>So thank you, Chris. I think that, I think that makes sense to me. I wasn't, um, you know, as in-depth in this analysis, as you were for sure, but I think, I think you did a good job explaining it. So thank you so much for participating tonight and being on hand to answer questions because you are the best person to speak to that. Um, so I don't know if we have any other questions at this time. I'm just going to double check.</p>
Speaker 7	00:48:44	<p>Hey Jodi. Yes. This is Jim Manns leader planning director. I have my apologies for my technical difficulties, but I do want to answer one question that, uh, Warren brought up the Kendall highway superintendent, I, the applicant and I wrote the application for the PWP. Um, and we, we, it wasn't an oversight. We didn't think that it was appropriate to try at the time to try to, uh, foresee the conversion of the park land to private, back to private use. Um, I, I, my understanding is correct me if I'm wrong, but this is, uh, that would be alienation of Parkland. And that's not an easy thing to do. That's why the lands owned by state parks and that the, the got, you know, runs the highway. So we kind of stayed away from that. If things have changed since we put this application in a few years ago, you know, that's fine, but that's that, wasn't an, uh, an absent that we thought was very feasible given what we had known.</p>
Speaker 5	00:49:45	<p>Thanks for that feedback to him. Yep. We can hear you, Ken.</p>
Speaker 7	00:49:58	<p>Yeah. The support Jim's narrative. We were looking at maybe taking out the North lanes to bring back some of that resort area for development at a thousand dollars a furniture court, but when parks and we looked at all the legal ease and that, uh, we thought it was an impossibility to bring it back. So Jim's right. We never approached that subject.</p>

Speaker 1	00:50:29	Thank you for clarifying the history behind that decision. Okay. So I'm not seeing anyone else at the moment that has a burning question. If you do have a question, please, again, type it into the chat pod, or you can call in as well, if you would like to speak to the project steering committee directly.
Speaker 2	00:50:57	So this is Jim stack, and I'd like to ask if anybody that's participating in the public input.com platform. Um, we know that this area has, uh, a large number of seasonal residents. And if you wouldn't mind sharing, uh, within the, uh, the comment box, um, if you can tell us if you're joining us from Florida or Arizona or even Canada, we we'd love to know because I'm, uh, doing these virtual meetings in the age of COVID. We, we want to be sure we're effective. Um, but it also this project more so than any other project in the region, uh, presents us a unique opportunity in trying to, uh, reach out to some seasonal residents that, you know, if we were to have an in-person public meeting at the town hall tonight, um, those folks would not be able to participate. So, um, again, if anybody's willing to share, and they're, they're not in Orleans County this evening and are participating, we'd love to hear that from you.
Speaker 1	00:52:04	Yeah. So just to reiterate Jim's point, we can see that people are watching, but, you know, we can't tell who is out there or where are you from? So, so I said it earlier, if you could introduce yourself, that's why it's great. Okay. So we still don't have anybody on the phone line that would like to speak again. I'm not seeing any particular questions come through the chat pod right now. We did have some questions and feedback on the public input site already. There was a lot of talk about how the funding came to be for this study. I explained that a little bit at the beginning of the meeting. I'm not sure if there's anything else that the project team would like to add at this point while we kind of wait for people's responses,
Speaker 2	00:52:57	Jordy, Kendra, I just wanted to give some optics to access to the Lake. Sure. We're in a position in Orleans County where we've got tremendous access to the Lake shore. When you look at Lakeside park and even I go into Hamlin park and then I've got the Yates town park, and then I have the, um, Orleans Marine park. Then I have the point
Speaker 3	00:53:26	Breeze, piers and docks and launches. And then I have the West side park and the list goes on and on. So even cottages that Trump burger starting to open up, I have a new development at the end of the two 37, uh, which was a bald Eagle Marina wearers restaurant. That's opening up to access, uh, there, et cetera, et cetera. So what I want to just frame it, and I'll send you this in writing that we do have tremendous access now where we're really hurting is we're losing population in rural America and the tourism dollars are such an economic engine. So I just wanted to leave that frame for everybody on the call. Thank you.

Speaker 1	00:54:11	Thanks, Ken. Um, GTC that the MPO we're the funding agency and we're actually going through right now, our long range planning process that we undertake every five years about. And we actually just worked on the population projections. And I noticed today that the rural counties are taking a particularly hard hit. I mean, our population in the nine counties is projected to decrease over the next 25 years, um, with those largest decreases coming from the rural counties. So I think that's projected to continue.
Speaker 3	00:54:43	Yes, we're leading Orleans County, uh, in losses, in population in school. Enrollment is half here in two decades from 8,500 to 4,200. So yeah, it's all gotta be playing into the cars as far as stabilization.
Speaker 1	00:55:05	Yeah. I know you've mentioned that at a past, during committee meetings before, and I'm hoping that, you know, the results from this study, we can take them and, you know, if we do have a Jim side, we don't have a preference picked out today and there's no funding identified, but if you know, this opens up the door for some kind of new avenues of funding or a future funding source, um, I, I think that's what everyone's looking for. Cause the traditional, um, funding sources have not been kind to the Parkway as we all know. So again, I'm not seeing any more comments coming in, so I may give it a couple more minutes and then we can call it good for the night. Um, is there anything anyone else would like to close with before we, we sign off for the evening? I just want to thank everybody online for joining us. If you have further thoughts, please leave them on the public input.com site or contact myself or Fred Frank. Um, our emails are on the site. Um, there's an opportunity to contact either one of us. So if you have comments, questions, please feel free to let us know. And I would just like to thank everyone who did participate tonight, but also remind folks that the, um, the public input page be open
Speaker 4	00:56:24	Through the end of the month. And, um, you know, tonight's session was recorded. So if you share along your friends and neighbors, uh, perhaps some of those, uh, seasonal residents didn't have a chance to participate in this live session. They can still watch the video and they can still provide comments and feedback, uh, for the next two weeks. So I don't want people to think this is the last opportunity.
Speaker 1	00:56:50	So we actually do have another question that just came through, um, for those on the steering committee. Again, I typed it into the chat pod. So the question is, do you have any clarity of where future Lake overlooks would be placed?

Speaker 4	00:57:07	Jodie, I will, uh, chime in on that one and I'll get you here. Let me get to the slide, the children's stuff. So one, the, the Eastern most one is between West Kendall and Kendall of roads. Uh there's both of these areas are areas where the Parkway comes close to the shoreline. Um, and it's not where they're back behind properties are inland a little bit. So it's the, the area, um, between West Kendall and Kendall. And then the one, uh, just a little bit further, uh, probably mid point of there where it comes right up to the shoreline before it ducks back inland quite a bit, uh, going West. So those are generally the two areas. Uh, there's an informal pull off at one of them, but, but nothing where if I were driving, I'd say, Hey, this is somewhere I can, I could pull off and enjoy a view. So that that's what the committee was thinking in terms of these. Thanks for answering that question. Fred,
Speaker 1	00:58:04	We did have, um, a commenter say that they're joining from Kendall and they're year round residents. So thank you. Thank you for joining us tonight. I'm not seeing anything else. Does anyone have any last thoughts they want to, they want to share before we sign off for the night,
Speaker 3	00:58:25	Did you get any other comments from as far as where they were located?
Speaker 1	00:58:30	We did not. We only had one person reply that they were, um, joining us from the town of Kendall
Speaker 3	00:58:36	Because I had a Frank <inaudible>, who was an owner owner for Kartra neighborhood association reached out. We had a lot of snowbirds. He was in Tennessee few in Florida. We had some in Canada, of course our borders closed. We haven't been able to have conversations other than through phone conversations and electronic mail, but it's really impacting our ability to get the message out. He eight Tony Yates was the biggest one for seasonal. Most of the other properties would come in into more you're around, especially in Kendall. We have very few seasonal here, but, uh, trying to reach out, I hope in some would identify themselves across the goal here.

Speaker 1	00:59:19	Sure. So can I think we actually just Frank comments as you were talking. So he said that he's a 25 year plus resident appoint briefs to also winters in Alabama for four months. And that's where he is now. So he's joining us from the state of Alabama. So thank you, Frank. Um, he said he's participated in the initial meetings through the Oak orchard neighborhood association. Um, and there are many folks that own homes at the end of Carl on the Carlton end of the Parkway, and they are worried about their property value, their resale value and maintaining the interest to their businesses. And they really feel that keeping the four lanes is vital, especially when it is properly maintained. So Frank, thanks for sharing your thoughts tonight, The winner for the furthest away comment we've ever had from anybody. So one good thing about the virtual meetings. If you don't have to be, um, in person, you can kind of join from the comfort of your own home, wherever that may be, and you can come on later and watch, you know, you're not really missing out if you can't make the meetings. So
Speaker 5	01:00:27	That's it.
Speaker 1	01:00:31	So that's one of the good, good parts about it. And then we can say he's calling from the state of Alabama, not the town of album in Genesee County. So to clarify that we do have two Alex to Alabama's. Okay. So Lori, is there anything that I missed? I think I captured everything. No, Jody, I don't see anybody yet.
Speaker 5	01:00:56	Okay.
Speaker 1	01:00:58	Well, thanks everyone for joining us again. I'll open it up to the steering committee one last time. If anyone has any closing remarks and then we'll sign off for the evening, Everybody get a chance to say what they had to say. Okay. Another person responded that they are year around residents and they will share the link with their seasonal neighbors. So we appreciate that. Yeah. The more people that have the link to the project site, it does really help us because you know, we're going to incorporate everyone's feedback into the final report and what the community wants is vital. I mean, it's, it's going forward. It's, it's your community. It's, you know, you know, you know, the area better than anybody else. So what the community wants is, is very, very important. So we really appreciate everyone's feedback tonight helps us have a better return. So I think we're all set. So with that, um, thank you again for attending the public meeting tonight regarding the Lake Ontario state Parkway, and feel free to contact myself, Jodie BNX or Fred Frank at WSP, if you have any more thoughts or questions. So with that, I'll sign off and say good night to everybody. Thank you everybody. Thank you. Very thanks
Speaker 5	01:02:20	Guys. Appreciate it. Okay, Lori. So for Jody. Yeah. Thanks. I think it went well tonight. Okay. Thanks Laura. I'm going to end the meeting now, just so you guys are sometimes new and hopefully, bye bye. Thanks for using WebEx. Visit our website@www.dotwebex.com.