

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 22-61 Accepting the *Victor Street Connectivity and Access Plan* as evidence of completion of UPWP Task 6818

WHEREAS,

1. The *FY 2022-2023 Unified Planning Work Program* includes Task 6818, Victor Street Connectivity and Access Plan, for the purpose of developing a long-term street network master plan to identify gaps in street network connectivity and provide concept-level plans to connect streets and control access;
2. Said Task examined existing vehicular, pedestrian, and bicyclist circulation and access conditions; evaluated traffic safety, congestion, and volume data; identified needs and opportunities for improving vehicular, pedestrian, and bicyclist access and mobility; and recommended new street connections, sidewalk and trail connections, intersection improvements, and access management projects to enhance connectivity, mobility, and safety for all transportation modes;
3. Said Task has been completed and has resulted in the *Victor Street Connectivity and Access Plan*, which articulates a program of transportation infrastructure improvements that will enhance safety, circulation, and accessibility for all transportation modes; and
4. Said Plan has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the *Victor Street Connectivity and Access Plan* as evidence of completion of UPWP Task 6818; and
2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on December 8, 2022.

Date _____

CHRISTOPHER REEVE, Secretary
Genesee Transportation Council



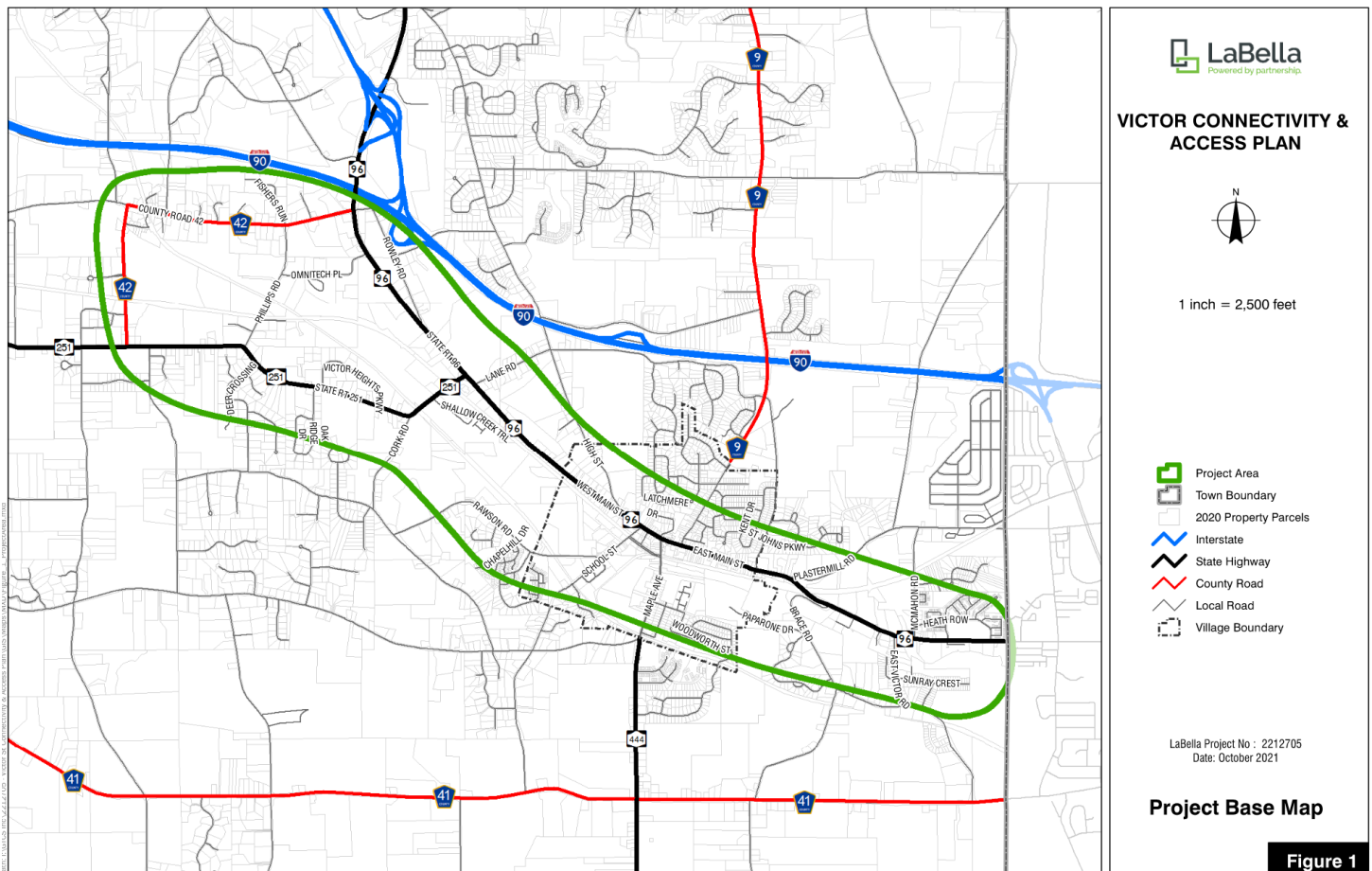
EXECUTIVE SUMMARY

A. Introduction

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

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

Figure 1 is a base map that depicts the study area of the project, which includes a portion of the Town of Victor south of Interstate 90 (NYS Thruway) and the primary corridors of NYS Route 96 and NYS Route 251, the hamlet of Fishers and most of the Village of Victor.





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

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

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

B. Existing Studies and Data

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

The following existing plans and studies were reviewed:

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

C. Community Engagement

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

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

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



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

D. Needs Assessment

An understanding of the specific physical, operational, design and regulatory needs and opportunities was achieved by observing firsthand the existing circulation, traffic operation, multi-modal facilities, and infrastructure, seeking input from local stakeholders and the public, and assessing opportunities to improve safety, mobility, and connectivity for all road users. The transportation needs and opportunities are identified to support improving the economic vitality of the Town and Village of Victor and surrounding region, eliminating infrastructure gaps that limit mobility, safety, and connectivity for all users, and improving traffic operation within the study area.

Local Market Trends and Planned Growth & Development

The Route 96 corridor and overall study area have experienced continual growth and development, and growth is expected in the foreseeable future. New construction, redevelopment, and municipal projects have been identified.

Additionally, growth and redevelopment continue in areas adjacent to the study area including the Eastview Mall corridor and the Town of Farmington. A substantial portion of traffic from these adjacent areas utilizes the transportation facilities within this plan's study area and therefore affects the operation, safety, and mobility of the facilities within the study area.

Summary of Needs and Opportunities

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

Traffic Operation Needs and Opportunities

- Improve traffic signal coordination along Route 96; install adaptive signal control.
- Implement access management improvements along Route 96 and other primary routes within the study area, including elimination or consolidation of driveways, shared property access, and new pedestrian connections.
- Reduce concentration of school-related traffic at the Route 96 & High Street intersection: Investigate solutions such as alternative access routes for buses or revised timing of parent drop-offs/pick-ups.
- Implement priority projects identified in previous plans & studies, including:
 - New parallel street along Route 96 within the Village of Victor.
 - Route 96 and School Street intersection – remove traffic signal, convert School Street to right-in / right-out.
 - New street connecting Anthony Drive to Brace Road. Remove Brace Road connection to Route 96 or convert to right-in / right-out. Install traffic signal at Route 96 and Anthony Drive intersection.
 - Lane Road realignment opposite Route 251.
 - Route 96 5-lane extension – widen Route 96 to 5 lanes between Omnitech Place and Route 251.

**Traffic Operation Needs and Opportunities (Continued)**

Willowbrook Road Extension – extend south to Route 96 opposite Omnitech Place and install new traffic signal.

Roundabout at Victor-Egypt Road / Lynaugh Road / Lane Road intersection.

Pedestrian Needs and Opportunities

- Construct new sidewalks or trails connecting neighborhoods to community destinations including:
 - Lynaugh Road – Route 96 to Somerset Lane
 - Lane Road – Route 96 to High Street
 - Route 96 – Omnitech Place to Village Line
 - Route 96 – Lynaugh Road to Farmington Town Line
 - East Victor Road – Route 96 to Auburn Trail
 - Route 251 – Route 96 to Wangum Road
 - Phillips Road – Main Street Fishers to Route 251
 - Wangum Road – Main Street Fishers to Route 251
 - Main Street Fishers – Phillips Road to Wangum Road
 - Route 444 – Wyndham Hill to Auburn Trail
 - Brace Road – Anthony Drive Extension to Bradhurst Street
 - McMahon Road – Route 96 to Erica Trail
- Ensure pedestrian crossing treatments conform to current standards regarding signage, crosswalk striping, and sidewalk ramps. A few mid-block crossings were noted to lack pedestrian warning signage, including Adams Street & School Street and Adams Street & Maple Avenue intersections. Sidewalk ramps should conform to current ADA and PROWAG standards including location, slope and detectable warning treatments. Pedestrian routes across wide driveways should be delineated using striping or extending sidewalk through the driveway.
- Upgrade trail surfaces to better accommodate all users. Stone dust and dirt trails may not be accessible for disabled users and bicyclists. Also, there is currently an “unfinished” section of the Auburn Trail near Southgate Hills / East Victor Road with a coarser gravel surface that is not ideal for walking and biking.
- Improve connections to and between Village Center destinations including the Victor Farmington Library, Town and Village offices, the village commercial corridor, and Victor Municipal Park.
- Ensure pedestrian facilities are incorporated into new public and private developments. Examples include providing sidewalks and trail connections within new residential developments, providing pedestrian facilities along new public roads, and constructing pedestrian-only connections between destinations where roads are not feasible.

Bicycle Needs and Opportunities

- Develop and improve in-road bicycle facilities including bike lanes, wide shoulders, and safety treatments at intersections (bike boxes, marked conflict areas).
- Improve connections to and between Village Center destinations including the Victor Farmington Library, Town and Village offices, the village commercial corridor, and Victor Municipal Park.
- Ensure bicycle facilities are incorporated into new public and private developments. Examples include providing in-road bicycle lanes along new public roads, trail connections within new residential developments, and constructing multi-modal connections between destinations where roads are not feasible.
- Upgrade trail surfaces to better accommodate all users. Stone dust and dirt trails and may not be accessible for disabled users and bicyclists. Also, there is currently an “unfinished” section of the Auburn Trail near Southgate Hills / East Victor Road with a coarser gravel surface that is not ideal for biking.



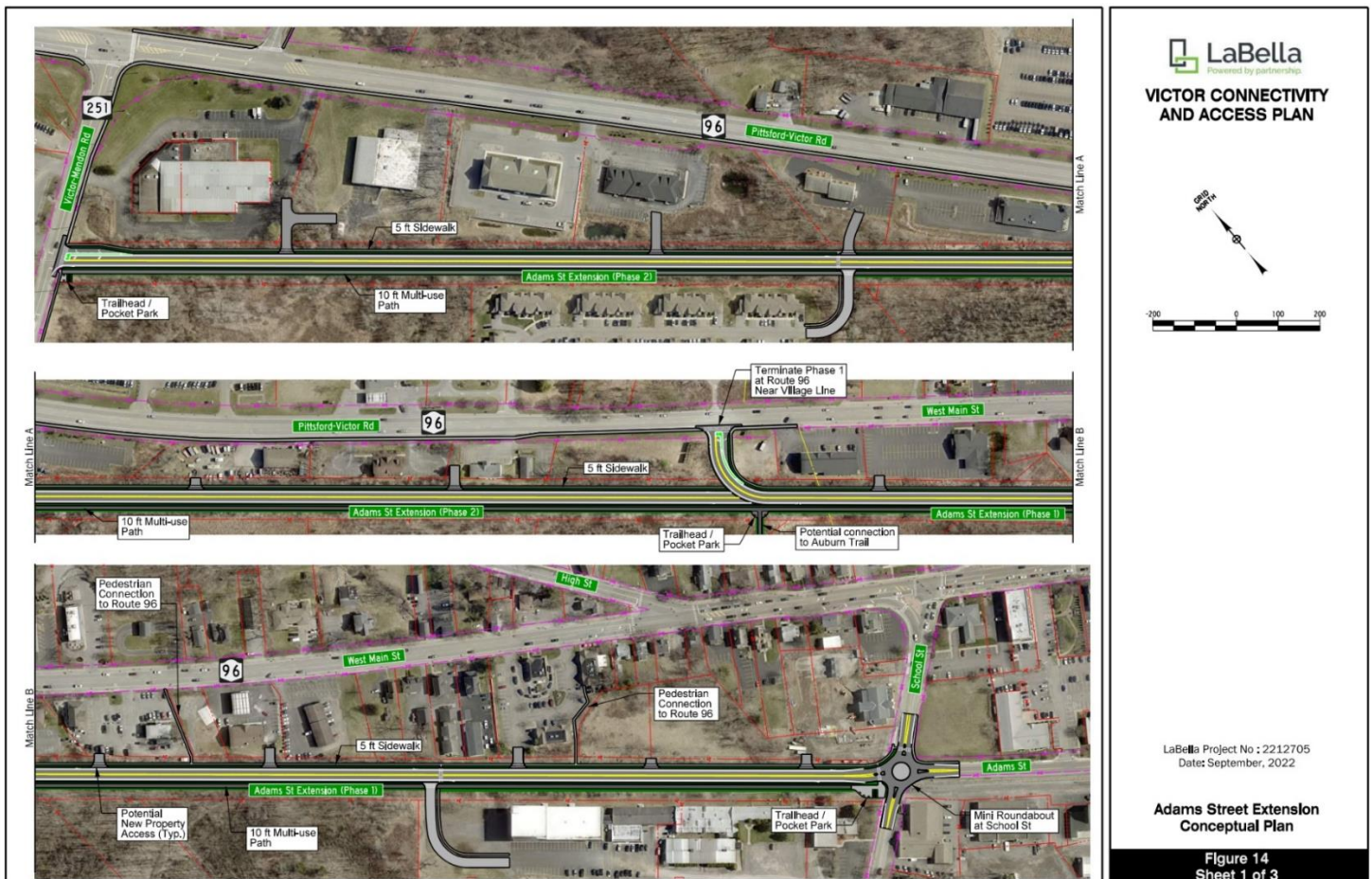
E. Recommendations

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

Adams Street Extension

It is recommended that a new street be constructed parallel to Route 96 along an existing rail bed between Adams Street and Route 251. The new street would:

- Alleviate traffic congestion along Route 96 through the Village of Victor by providing an alternative route through the Village and to points south.
- Accommodate all users by providing space for pedestrians and bicycles, including a sidewalk and trail along the length of the street, pedestrian connections to Route 96, and a connection to the Auburn Trail.
- Improve access to properties along Route 96 by accommodating new driveways at key locations along the new street. The additional property access along Adams Street Extension may allow for certain driveways along Route 96 to be removed or consolidated, improving Access Management along the Route 96 corridor.
- Provide opportunities for community gateways and gathering spaces with pocket parks and streetscape amenities.



Conceptual plan of Adams Street Extension, Phase 1 and 2



A conceptual alignment of the new street extends from the School Street / Adams Street intersection west to Route 251 and follows the alignment of the existing railroad tracks. The conceptual typical section includes one 11 ft travel lane and 6 ft bicycle lane in each direction, a 5 ft sidewalk along the north side of the road, and a potential 10 ft multi-use path along the south side of the road, all within the existing railroad right-of-way which is approximately 100 ft wide. The total length of new road is approximately 7,000 linear feet (1.3 miles).

The intersection of School Street and Adams Street is depicted as a mini roundabout, which would provide traffic calming and act as a gateway into the Village. Additional amenities could include pocket parks, trailheads, and streetscape such as benches, landscaping, and decorative materials.

It is recommended that the new street be developed in phases. **Phase 1** includes the segment between School Street and the Village Line, approximately 2,900 linear feet (0.55 mile). **Phase 2** would extend the street from the Village Line to Route 251, which is approximately 4,100 linear feet (0.8 mile). The connection to Route 96 near the Village Line would be maintained and modified slightly to "tee" into the new street at a 90-degree angle. The total length of new road in Phases 1 and 2 is approximately 7,000 linear feet (1.3 miles). **Phase 3A** is envisioned as a multi-use path extending from the eastern end of Adams Street to Route 96 opposite Lynaugh Road, a length of approximately 4,000 linear feet (0.75 mile). **Phase 3B** is a multi-use path along the former rail spur between Adams Street and Victor Insulators, which would connect to the Auburn Trail and Trolley Trail. The length of Phase 3B is approximately 2,800 linear feet (0.5 mile).

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

Table ES-1: Adams Street Extension Conceptual Cost Estimate

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

Notes:

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

Anthony Drive Extension to Brace Road

It is recommended that a new street be constructed connecting Anthony Drive with Brace Road. The new street would:

- Provide an improved connection between Brace Road and Route 96. The Route 96 / Anthony Drive intersection features better sight lines, turn lanes and a potential traffic signal.
- Allow for the existing Brace Road approach at Route 96 to be converted to right in / right out or removed completely.
- Accommodate all users by providing bicycle lanes and sidewalks along the length of the street. These multi-modal facilities would serve adjacent properties and improve connections to regional amenities such as Victor Municipal Park and the Auburn Trail.
- Provide access to potential new Town of Victor facilities.



The conceptual typical section includes one 11 ft travel lane and 6 ft bicycle lane in each direction and 5 ft sidewalk on the west side, within a 66 ft right-of-way. The total length of new road is approximately 1,200 linear feet (0.25 mile). Additional improvements along the existing segment of Anthony Drive could include widening the road to provide bicycle lanes (existing Anthony Drive is approximately 24 ft wide), extending sidewalk north to Route 96, and installing a traffic signal at the Anthony Drive intersection with Route 96.



Conceptual plan of Anthony Drive Extension

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

New Sidewalk / Trail Connections

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

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

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



Table ES-2: Sidewalk / Trail Connections

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

Notes:

1. Cost estimates were prepared using the New York State Department of Transportation Preliminary Estimating Tool and include all construction items plus Mobilization (4%), Contingency (20%), Engineering Design (10%) and Construction Inspection (7%). Right-of-way acquisitions and utility relocations are not included.
2. Cost estimates assume a 5 ft concrete sidewalk.

General Pedestrian and Bicycle Recommendations

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

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

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

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

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

Route 96 & High Street Intersection

The Route 96 (West Main Street) intersection with High Street is the primary source of traffic congestion within the Village of Victor during peak periods, particularly on weekday afternoons. The congestion is attributed to high volumes of commuter traffic traveling along Route 96 as well as a high concentration of bus and parent pick-up / drop-off traffic that use High Street to and from the Victor

Central School campus. The combination of high traffic and bus volumes, pedestrian calls at the Route 96 & High Street signal that can throw the signal out of balance with adjacent signals, and at times poor signal coordination through the Village, results in traffic queuing along Route 96 heading northwest to Route 251 and beyond.

Although there is no “silver bullet” to eliminate traffic congestion, a range of potential solutions has been developed that may incrementally improve traffic at the High Street intersection and throughout the Village of Victor.

- **Reconstruct Route 96 & High Street**

Intersection as a Roundabout: A roundabout is a potential improvement to consider at the Route 96 and High Street intersection.

Roundabouts typically reduce traffic delay as well as the overall number and severity of crashes. They also can act as gateways and traffic calming devices to keep traffic moving but at a slower pace. At the High Street intersection, the greatest challenge is likely to be siting the roundabout to minimize impacts to adjacent properties. The conceptual roundabout layout involves right-



of-way takings and other impacts to properties along the north side of Route 96 and along High Street. Property access may also be restricted within the limits of the roundabout and approaches. Estimated cost: \$2.3 million.

- **Improve the Existing Signalized Intersection:** The existing traffic signal equipment at the Route 96 and High Street intersection is relatively modern, having been installed by NYSDOT in 2009. Signal coordination between the Route 96 intersections with High Street, School Street and Maple Avenue was updated by NYSDOT in October 2021. However, several improvements could be considered to benefit traffic operation, including:

Adaptive Signal Control – install an Adaptive Signal Control system at the Route 96 intersections with High Street, School Street and Maple Avenue. These systems can adjust the signal timing in real-time to reflect current traffic conditions, using the latest detection technologies. Adaptive Signal Control systems typically improve travel time by at least 10 percent. Estimated cost: \$60,000 per intersection.

Signal Timing for School Dismissal – NYSDOT should evaluate whether a separate signal timing pattern for the afternoon dismissal period (which may include increased green time for High Street traffic) would benefit overall traffic operation.

Remove West Pedestrian Crossing at Route 96 – Pedestrian calls to cross Route 96 on both sides of High Street often result in excessive delays for traffic (the signal is red in all directions during pedestrian phases), and coordination / progression between the other traffic signals in the Village is disrupted. Pedestrian accessibility is very important to maintain; however, at this location consideration could be given to consolidating the pedestrian crossings of Route 96 at one location on the east side of High Street. Estimated cost: \$20,000.

- **New Village Street Connections:** New street connections along the north side of Route 96 between High Street and Maple Avenue / Moore Avenue may improve the distribution of traffic at intersections within the Village of Victor and relieve traffic congestion at the Route 96 and High Street intersection. Estimated cost: \$5,720,000 (total for all new streets).



Conceptual new street connections within the Village of Victor

- Implement Changes to School District Operations:** Coordination with the Victor School District should occur on a regular basis to evaluate current traffic conditions and determine whether operational changes could benefit the Route 96 and High Street intersection as well as other intersections within the Village. Potential improvements include increased timing separation of parent pick-up / drop-offs and bus runs (to avoid the combination of bus and parent traffic at the High Street intersection), segregating parent pick-up / drop-off areas from bus areas, limiting parent drop-offs / pick-ups, and using tactics to improve the busing experience such as smaller buses and shorter bus runs.
- Implement Intersection Improvements Throughout the Town and Village:** The implementation of intersection and other improvements throughout the Town and Village of Victor will have a positive effect on traffic operation at the Route 96 and High Street intersection, including the following:

Lane Road / Victor-Egypt Road / Lynaugh Road roundabout – improving the safety and operation at this intersection may result in more traffic accessing the school campus from Lane Road and Victor-Egypt Road / Church Street, instead of High Street. Estimated cost: \$2.3 million.

Adams Street Extension – a new parallel street to Route 96 would re-distribute some traffic away from Route 96, which would improve operation at the High Street intersection. Estimated cost: \$11.5 million (total Phases 1, 2 and 3).

Lane Road / Route 96 Realignment – the realignment of Lane Road at Route 96, opposite Route 251 would improve the operation at this intersection and may result in more traffic accessing the school campus from Lane Road, instead of High Street. Estimated cost: \$1 million.

School Street Right-in / Right-out – Elimination of the traffic signal at Route 96 and School Street, and converting School Street to right-in / right-out (no left turns in or out of School Street) would improve traffic operation along the Route 96 corridor within the Village, which would benefit the High Street intersection. Estimated cost: \$500,000.

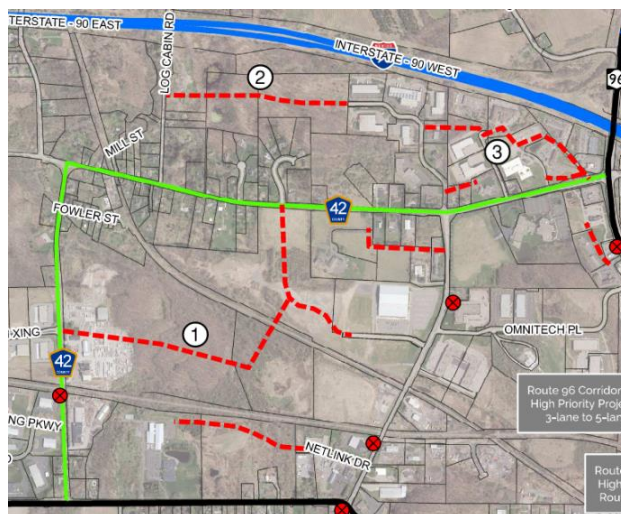


Recommendations from Previous Plans and Studies

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

- Victor Access Management Plan – New Road Connections:** The *Victor Access Management Plan* identified several new road connections within the study area of this Victor Connectivity and Access Plan. The new roads are intended to improve property access and connectivity for all users, allow for shared access / driveway consolidation, and reduce the number of cul-de-sacs. New roads are proposed at the following locations:
 - Connection between Wangum Road (CR 42), Main Street Fishers (CR 42) and Pinnacle Drive
 - Connection from Fishers Run to Log Cabin Road
 - Connections through commercial properties between Main Street Fishers (CR 42), Fishers Run, and the NYS Thruway

The proposed road connections should be designed as "complete streets" with pedestrian and bicycle facilities whenever feasible. Construction of the new roads would occur as part of development or redevelopment of the subject properties and could include public (Town of Victor) and/or Private funding. Estimated cost: \$11.2 million (total all streets)



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

- Route 96 Transformative Corridor Study – Priority Projects:** The *Route 96 Transformative Corridor Strategic Infrastructure Plan* identified several priority projects within the study area of this Victor Connectivity and Access Plan. The recommendations are intended to improve traffic operation and connectivity along the Route 96 corridor within the Town and Village of Victor. The recommended priority projects as follows:

Route 96 5-Lane Extension – Widen Route 96 to five lanes (two through lanes in each direction plus a center turn lane) between Omnitech Place and Route 251. Estimated cost: \$4.0 million.

Lane Road Realignment – Realign the south end of Lane Road to intersect Route 96 opposite Route 251. Remove existing Lane Road intersection at Route 96, and modify Route 96 and Route 251 intersection approaches. Estimated cost: \$1.0 million.

Willowbrook Road Extension – Extend Willowbrook Road south to intersect Route 96 opposite Omnitech Place and install a new traffic signal. Estimated cost: \$1.05 million.

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

School Street Right-in/Right-out – Convert School Street approach at Route 96 to right-in/right-out (eliminate left turns from Route 96 northbound to School Street and left turns from School Street to Route 96 northbound) and remove the traffic signal. Estimated cost: \$500,000.



F. Implementation and Follow-on Activities

- **Pursue Funding Opportunities:** This Plan provides a tool for the Town of Victor, Village of Victor, and other partners to engage State and Federal officials and request funding to implement the Plan's recommendations. Having the Plan may differentiate Victor's requests for funding from other funding applications, as it demonstrates the commitment and support of the local community. The Town and Village of Victor should agree on priority project(s) to pursue and select funding opportunities that best align with the project(s), and begin to plan for any local matching funds that may be required for grant programs.
- **Initiate Design of Priority Projects:** Once stakeholders have reached agreement on priority projects to advance and the agencies responsible for implementation, the design process should be initiated. This involves engaging a design professional and beginning tasks such as survey, environmental studies, and conceptual design. Tasks required for subsequent design phases (Preliminary / Final Design) may vary based on funding sources used and potential involvement of State or Federal partnering agencies.
- **Integrate Plan Recommendations into the Development Review and Design Process:** The Town and Village of Victor, along with other local and statewide agencies, should ensure that the recommendations within this Plan are considered during the development review process.

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

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

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

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