Draft Recommendations Released for Route 96 Traffic Improvements in Victor

Since the spring of 2017, the Town of Victor has been leading an initiative to identify practical solutions to traffic congestion and safety concerns along Route 96. Draft recommendations for the Route 96 Transformative Corridor Strategic Infrastructure Plan are being presented for public review. These recommendations include potential projects that are innovative, but also cost-effective and realistic to achieve. In addition, policy recommendations are also being proposed to enhance safety and efficiency for pedestrians and cyclists as well as drivers by guiding future developments. The overall focus is on making more efficient use of existing transportation facilities. Taken in combination, these steps can ensure that Route 96 continues to serve the needs of Victor residents, employers, and those commuting through the community over the next 25 years.

The draft recommendations are not final, and all public comments will be carefully reviewed and considered during development of the final plan. The Town of Victor hosted a public meeting on November 15 to share these concepts with the public and to hear feedback. A video of the public presentation will be posted on the project webpage at http://www.victorny.org/index.aspx?nid=292. The public can email comments to Route96@town-victor-ny.us or send them to the Town Hall at 85 East Main Street until December 1, 2017.

The draft recommendations are the result of a comprehensive review of previous studies and plans, an updated traffic analysis, projections of traffic volumes through 2040, and a successful public outreach effort earlier this year. What is crystal clear is that there is no single “silver bullet” answer to the challenges on Route 96. The following recommendations make key changes in strategic locations that work in concert to result in meaningful improvements along the entire corridor.

- **Convert a Portion of the Ontario Central Railroad into a New Village Street:** This would transform an underused section of the railroad into a new two-lane street running parallel to Route 96, which is Main Street within the Village limits. *Graphics are attached.*
  - The parallel street would begin at Route 251 between Route 96 and Shallow Creek Trail.
  - The new street would end at a roundabout at School and Adams streets. Drivers could then continue east on Adams Street to Maple Avenue. Alternately, the street could be extended even further south to Lynaugh Road.
  - The new street would provide access to businesses on the south side of Route 96 and would include on-street parking, a sidewalk and a bicycle lane.
  - With the addition of the new intersection, the signal at School Street and Route 96 could be removed, with School Street becoming a right-in/right-out only intersection (i.e., no left turns would be allowed onto or from School Street at Route 96).

- **Extend the five-lane section of Route 96 to Route 251:** Route 96 currently has two travel lanes in each direction and a center turning lane from Main Street Fishers to just south of Omnitech Place, where the road narrows to three lanes (one lane in each direction and a center turning lane). This proposal would extend the five-lane configuration approximately one mile to a traffic signal at a reconfigured intersection with Route 251 and Lane Road. There is significant commercial development planned in this area, including the 96-acre Fishers Ridge project.

- **Connect Roads to Create More Efficient Intersections:** Several intersections along Route 96 can be consolidated into safer, more efficient four-way intersections. Draft recommendations include aligning Lane Road at Victor Mendon Road (Route 251) and Willowbrook Road at Omnitech Place. In addition, Collett Road, which now is a dead-end street at the eastern end of the corridor, would be extended to
connect with Plastermill Road and Delray Drive to improve access to and from large residential developments in this area.

- **Corridor-Wide Policy Changes**: Creating shared driveways and parking for businesses reduces the number of conflicts created when drivers turn onto and off of Route 96 to reach their destinations. Collectively, these types of actions are referred to as Access Management and have been shown to improve safety and efficiency. A Complete Streets policy also would help the town to identify opportunities to address the needs of cyclists and pedestrians in any future road improvements, ensuring that all users can safely use Route 96.

- **Traffic Signal and Lane Configuration Improvements**: Recommendations for turning lane and traffic signal modifications throughout the corridor can reduce congestion and collisions. Key locations include Turk Hill Road, Woodcliff Drive and the northern terminus of High Street opposite Eastview Mall. In addition, Adaptive Signal Control Technologies would allow the traffic signals along Route 96 to be more responsive to actual conditions than the pre-programmed timings that do not adjust to the real-time traffic along the corridor.

- **Diverging Diamond at I-490 Exit 29**: This project was first proposed in the Town of Victor’s comprehensive plan that was completed in August 2015. At traffic signals, lanes in both directions on Route 96 would cross safely to the opposite side of the road. Drivers could then access the I-490 ramps without having to make left turns across traffic. By redesigning and adding ramps, Route 96 drivers also would be able to get onto I-490 in either direction; right now, access is available only to I-490 west. A similar design at South Winton Road and I-590 in Brighton has reduced both crashes and congestion: [https://www.dot.ny.gov/590winton](https://www.dot.ny.gov/590winton).

Cost estimates for these recommendations are being finalized. Preliminary construction costs range from approximately $200,000 for signal and lane configuration changes at intersections to more than $2 million to construct the parallel village street. Design and permitting for these projects would bring additional costs.

Without action, current and projected traffic volumes present a risk to Victor, which has more than doubled in population since 1980 and transformed into an economic engine of the Finger Lakes region. The Finger Lakes Regional Economic Development Council (FLREDC) has named Route 96 a “Transformative Corridor,” meaning that infrastructure improvements are critical to further economic development. As a result, the town was awarded State and Federal funding to develop the Route 96 Transformative Corridor Strategic Infrastructure Plan.

A steering committee for the plan includes representatives from the Town and Village of Victor, Victor Local Development Corporation, Ontario County, the Genesee Transportation Council, and New York State Department of Transportation. T.Y. Lin International is leading the consultant team that is developing the plan.

After the plan is completed at the end of this calendar year, an environmental review is anticipated to be completed in the spring of 2018.

**FOR MORE INFORMATION**: Email Route96@town-victor-ny.us or call Supervisor Jack Marren at 585-742-5020. Visit the project webpage at [http://www.victorny.org/index.aspx?nid=292](http://www.victorny.org/index.aspx?nid=292), follow @VictorRoute96 on Twitter and check the Town of Victor Facebook page for updates.
Dedicated left-turn lane for traffic from Route 96 and Lane Road

Dedicated right and left turn lanes for traffic onto Route 251/Victor Mendon Road

All businesses along south side of Route 96 gain additional access via new street
All businesses along south side of Route 96 gain additional access via new street
Railroad Conversion to Two-Lane Street: Eastern Segment

All businesses along south side of Route 96 gain additional access via new street

Mini-Roundabout at School Street/Adam Street Intersection

Removal of signal and conversion to Right-In/Right-Out at Route 96/School Street Intersection
Railroad Conversion to Two-Lane Street: Cross Section

Looking South

- Sidewalk 8’
- Parking Lane 8’
- Driving Lane 12’ + 2’ Offset
- Driving Lane 12’ + 2’ Offset