Agenda

1. Purpose
2. Key Tasks
3. Previous Recommendations
4. Identified Needs
5. Draft Alternatives
6. Projected Impacts
7. Next Steps
8. Comments & Feedback
1. Purpose

To identify, prioritize, and describe strategies for improving overall traffic conditions and operations within the Route 96 Corridor, including approaches at key intersections.
2. Key Tasks

1. Project Coordination
2. Review of Existing Plans
3. Inventory of Conditions
4. Needs Assessment
5. First Public Meeting
6. Draft Alternatives
7. Second Public Meeting
8. Recommendations
9. Follow-on Activities
3. Previous Recommendations

- Significant amount of previous planning
- Recommendations from each have been reviewed and recorded
- No “Silver Bullet”
- Comp Plan is solid basis
- Lack of specificity to take to next level
4. Identified Needs

a. June 14, 2017 Corridor Bus Tour
b. June 22, 2017 Village Walking Tour
c. Stakeholder Survey
d. August 3, 2017 Public Meeting
4.a. June 14, 2017 Corridor Bus Tour

- Delay in Village and associated backup due to reduced lanes and associated need for traffic signals
  - Pedestrian crossings exacerbate issue
  - High Street impacted by school traffic
  - Delay welcomed by some business owners
- Church Street and Lynaugh Road intersections are safety issues
- Delay at Main Street Fishers intersection is threatening economic development
- Lack of walkability and bikeability throughout corridor
4.b. June 22, 2017 Village Walking Tour

- Not as pedestrian-friendly as desired
  - "Bones" are there – 17 miles of sidewalk
- Traffic volumes and lack of dedicated space make bicycling difficult
- Driveways west of Town Hall are not Americans with Disabilities Act-compliant
- Conflicts in continuous center turn lane east of Route 444/Maple Avenue
- Backups on Adams Street at School Street
4.c. Stakeholder Survey

- Delay is the most critical issue
- Concerns related to community character in the Village
  - Specifically, impacts on businesses which are well-liked for their variety
- Speeding is an issue in multiple locations
- Traffic signal phases and timings cited as needing improvement
- Outside of walking in the Village, not seen as walkable or bikeable
- Only five commenters mentioned transit
Delay is the most critical issue

Concerns related to community character in the Village
  - Specifically, impacts on businesses which are well-liked for their variety

Speeding is an issue in multiple locations

Traffic signal phases and timings cited as needing improvement

Walkability/bikeability/aesthetic opportunities in Main St. Fishers/Victor Mendon Rd.

Concerns about traffic and safety on de facto alternate routes
5. Draft Project Alternatives

- Railroad Conversion to Two-Lane Street with On-Street Parking
- Route 251-Lane Road Connection
- 3-Lane to 5-Lane Conversion South to Route 251-Lane Road
- Plastermill Road-Collett Road-Delray Drive Connection
- Lane Road/Victor Egypt Road/Lynaugh Road Roundabout
- Omnitech Place-Willowbrook Road Connection
- I-490 Interchange 29 Diverging Diamond
- Signalization and/or Lane Configuration Changes
  - Woodcliff Drive, Turk Hill Road, High Street (north terminus)
5. Railroad Conversion to Two-Lane Street: Western Segment

- 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
5. Railroad Conversion to Two-Lane Street: Central Segment

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

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

Removal of signal and conversion to Right-In/Right-Out only at Route 96/School Street Intersection

Mini-Roundabout at School Street/Adam Street Intersection
5. 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
Dedicated right-turn lane and combined through/left turn lane onto Route 96

Lane Road realigned to standard intersection with Route 251 (Victor Mendon Road)

Dedicated right turn lane for traffic from Route 96 south onto Lane Road

Dedicated left turn lane and combined through/right lane for traffic onto Route 96
5. 3-Lane to 5-Lane Conversion South to Route 251-Lane Road

Lane configurations would match those to the north near Wilkins RV and Bristol’s Garden Center and continue to Route 251 (Victor Mendon Road)/Lane Road Intersection
5. Plastermill Road-Collett Road-Delray Drive Connection

- Required 15-foot setbacks for crossing gates
- Adds fourth leg at intersection to include Collett Road with two-way stop controlled access onto Plastermill Road
- Adds an at-grade crossing of Ontario Central Railroad
5. Lane Road/Victor Egypt Road/Lynaugh Road Roundabout

Replaces two-way stop controlled intersection with modern single-lane roundabout
5. Omnitech Place-Willowbrook Road Connection

Extends Willowbrook Road to create new connection with Route 96 via signalized intersection with Omnitech Place
5. I-490 Interchange 29 Diverging Diamond

Replace existing interchange configuration with Diverging Diamond including I-490 eastbound off-ramp to Route 96 northbound
5. Preliminary Construction Costs (not including design & inspection)

- Railroad Conversion to Two-Lane Street with On-Street Parking = $5.28 million-$6.60 million
- Route 251-Lane Road Connection = $466,200-$582,750
- 3-Lane to 5-Lane Conversion South to Route 251-Lane Road = $1.78 million-$2.23 million
- Plastermill Road-Collett Road-Delray Drive Connection = $327,000-$408,750
- Lane Road/Victor Egypt Road/Lynaugh Road Roundabout = $700,000-$850,000
- Omnitech Place-Willowbrook Road Connection = $519,000-$648,750
- I-490 Interchange 29 Diverging Diamond = $1.38-$1.80 million
  Assumes no bridge work
- Signalization and/or Lane Configuration Changes = $150,000-200,000/each
5. Draft Programmatic Alternatives

- **Access Management**
  - Driveway Access & Width
  - Connection of Adjacent Properties
  - Shared Parking
  - Frontage & Access Roads
  - Medians
  - Corner Clearance

- **Complete Streets**
  - Policy supporting active transportation
  - Sidewalk Requirements
  - Bicycle Space and Parking Requirements
  - Streetscape Enhancements
5. Draft Alternatives

- What we didn’t analyze
  - Route 250 reliever road across Route 96
  - New I-490 ramps to Eastview Mall
  - Bike lanes under Thruway bridge
  - “Improvements” to Cork/Dryer/Rawson
  - Road widening in the Village
  - Village bypass along new alignment
  - Reuse of railroad between Plastermill Road and Brace Road
  - Light rail line from Geneva/Canandaigua to Rochester
5. Draft Alternatives

- What we didn’t analyze…but would recommend for additional study
  - Turning issues on Phillips and Wangum Roads
  - Speed limit changes
  - Townwide bicycle/pedestrian improvements *(see Initial Programmatic Alternatives)*
  - Townwide Aesthetic Improvements
  - Paving Lower Fishers Road
  - Variable Message Sign deployment
  - Creation of a Route 96 Cultural Corridor
  - Removal of Thruway tolls
### 6. Projected Impacts: Intersections

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<tr>
<th>Intersection</th>
<th>Existing 2017</th>
<th>Future No Build 2040</th>
<th>Future Proposed 2040</th>
<th>Future Proposed 2040 (RI/RO) at School St.</th>
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## 6. Projected Impacts: Segments

### Arterial LOS

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<th>Cross Street with Route 96</th>
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<th>Future No Build 2040</th>
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7. Next Steps

- Steering Committee Meets to Review Public Comments and Finalize Alternatives
- Draft Plan Developed
- Draft Plan Distributed to Steering Committee
- Steering Committee Comments Incorporated into Plan
- Final Plan Developed
- Materials Prepared for SEQRA
8. Comments & Feedback

Thank You!

Tell us what you think:

What Do You Like?
What Don’t You Like?

How Do We Make it Better?