

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 18-19 *Accepting the Route 96 Transformative Corridor Strategic Infrastructure Plan as evidence of completion of UPWP Task 7575*

WHEREAS,

1. The *FY 2018-2019 Unified Planning Work Program* includes Task 7575, Route 96 Transformative Corridor Strategic Infrastructure Plan, for the purpose of examining strategies for improving traffic conditions and operations on and around the Route 96 corridor including approaches at key intersections;
2. Said Task examined existing vehicular, pedestrian, and bicyclist circulation and access conditions; evaluated current and projected future infrastructure conditions, land uses, and traffic volumes; recommended improvements to the safety, circulation, and accessibility of all transportation modes, including alternative intersection designs, lane reconfigurations, sidewalk and crosswalk enhancements, and bicycle accommodations; and articulated a strategic infrastructure plan to guide future public and private investments along the corridor;
3. Said Task has been completed and has resulted in the *Route 96 Transformative Corridor Strategic Infrastructure Plan*, which proposes key transportation infrastructure improvements that will enhance safety, circulation, and accessibility for all corridor users; and
4. Said Report 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 *Route 96 Transformative Corridor Strategic Infrastructure Plan* as evidence of completion of UPWP Task 7575; 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 June 14, 2018.

Date _____

KEVIN C. BUSH, Secretary
Genesee Transportation Council



Route 96 Transformative Strategic Infrastructure Plan

Executive Summary

March 2018

To ensure that the community of Victor can continue to provide a quality of life and economic climate that meets the high expectations of existing and prospective residents and businesses, the Town of Victor along with the Village of Victor, Ontario County, Genesee Transportation Council, New York State Department of Transportation, and Finger Lakes Railway have developed the Route 96 Transformative Corridor Strategic Infrastructure Plan (the Plan). The purpose of the Plan is to identify and prioritize strategies to improve traffic conditions within the Route 96 Corridor in the Town and Village of Victor, including at key intersections.

The Plan accomplishes this by prioritizing actions over policy, tactics over strategy and by building upon rather than duplicating previous efforts. It presents detailed project recommendations that have been selected based on rigorous technical analysis and extensive public input. To be absolutely clear: the Plan is not a 30,000-foot view, it presents practical, bankable solutions for achieving the results that Victor needs to address traffic issues on Route 96.

The Process

These are the key steps that were conducted to identify, prioritize, and describe specific actions for improving overall traffic conditions and operations along the NYS Route 96 corridor in the Town and Village of Victor.



The key to developing solutions to transportation problems is to ensure that they are well-understood and all viewpoints are incorporated. This can only be accomplished through the involvement of key stakeholders. Multiple opportunities were provided to gather feedback and comments on areas of concern along with potential solutions to be considered.

A dedicated webpage on the Town of Victor website, the Twitter handle @VictorRoute96, a stakeholder survey, and two public meetings were utilized in the development of the Plan. In total, there were nearly 12,000 views of @VictorRoute96 posts on Twitter. Nearly 70 percent of the 1,921 survey respondents live in the Town or Village of Victor and 31 percent work in Victor, providing a good balance of perspectives. The survey yielded nearly 100 pages of comments with excellent observations on existing conditions and potential fixes to problem areas. There were approximately 100 attendees at

each of the two public meetings, both of which garnered significant attention from regional print and television outlets.

Comments received through each of these public engagement opportunities was similar in terms of the issues that need to be addressed along Route 96 in Victor.



Delay

Congestion faced by motorists is the #1 concern. South of Route 251 through the Village is the most often cited location of excess delay during peak periods



Safety

Backups caused by delay and speeding outside the Village during non-peak periods and on adjoining streets increase the potential for crashes



Access

Making turns onto and off of Route 96 can be difficult, especially at Lynaugh Road, Church Street, and businesses in the Village and immediately north of it



Biking & Walking

Traffic volumes and lack of dedicated space make bicycling difficult. Driver behavior and the slope of sidewalks in certain areas of the Village dissuade people from walking

The input received from stakeholders was invaluable in identifying the opportunities and issues to be evaluated. This direction was supplemented with an analysis of current data for numerous factors, as well as the foundational work on existing and projected traffic and land use included in the Town’s Comprehensive Plan of 2015 and other recent initiatives.

The Route 96 Corridor is comprised of very distinct zones with unique needs, each of which requires customized solutions. Most non-Victor residents know the retail portion of the Route 96 Corridor stretching from Eastview Mall to interchange 29 of I-490. Many people are unaware of the significant number of technology and manufacturing firms clustered in the area between Main Street Fishers and Victor Mendon Road. The Village with its dense, walkable environment is where Route 96 becomes Main Street and is bookended by stretches of Route 96 that offer attractive development opportunities.



To evaluate the likely impacts of various alternatives on travel times along the Route 96 Corridor and at signalized intersections, three traffic models representing the evening “peak hour” (when there are the most cars on Route 96) were created as part of the Plan. The traffic models were built in a software application that is an industry standard, combining macroscopic analysis and microsimulation capabilities (Trafficware’s Synchro and SimTraffic, respectively). This makes the models developed for the Plan ideal for the testing and analysis of projects aimed at reducing delay along Route 96 both in the present and the future.

Based on testing of alternatives using the future year traffic models, a limited number of practical, achievable, cost-effective projects were identified that will alleviate the bulk of the congestion on the Route 96 Corridor through 2040. The benefits of these projects can be augmented by instituting non-infrastructure programs along the Route 96 Corridor and by the implementation of other projects located adjacent to but not on the corridor.

The six High Priority Projects of the Plan are:

1. New Local Street along Ontario Central Railroad – Converts an underutilized section of the Ontario Central Railroad to a “Complete Street” that serves motorists, bicyclists, and pedestrians, relieving delay on Route 96 without bypassing the Village business district and increasing access to properties on the east/south side of the roadway.
2. Route 96 3-Lane to 5-Lane Conversion – Reconfigures the existing segment of Route 96 from just south of Omnitech Place to Route 251, relieving delay on Route 96 and decreasing the number of drivers using Cork Road, Dryer Road, and Rawson Road as a cut through by making better use of the existing pavement.
3. Route 251/Lane Road Connection – Aligns Route 251 and Lane Road to create a new intersection with a traffic signal to replace two offset ones, improving connectivity across Route 96 and providing dedicated turning lanes at each leg of the intersection to address the most prominent turning movements.
4. Omnitech Place/Willowbrook Road Connection – Provides a new east-west connection on Route 96 that relieves some of the congestion at the Route 96/Main Street Fishers/Rowley Road intersection and increases safety as some drivers will choose this intersection because it provides another option for making a left turn onto Route 96 via a traffic signal.
5. Plastermill Road-Collett Road-Delray Drive Connection – Creates direct access to Mertensia Road from Collett Road for travelers from the north seeking to access destinations on the eastern end of Route 96 and improves safety as the intersection of Route 96 and Mertensia Road is signalized, providing for easier turns onto Route 96.
6. Lane Road/Victor Egypt Road/Lynaugh Road Roundabout – Creates a roundabout at the intersection of Lane Road, Victor Egypt Road, and Lynaugh Road, all three of which are major access points to Route 96 at the Western Approach (Lane Road), Village (Victor Egypt Road becomes Church Street), and Eastern End (Lynaugh Road).

In terms of programs to be advanced by the Town and Village, it is recommended that the Town and Village develop a Complete Streets policy that identifies improvements that will increase the safety (real and perceived) and attractiveness of bicycling and walking community-wide, including on the Route 96 Corridor. Codifying access management strategies that require shared driveways and parking, frontage roads, and other means would also be beneficial, especially on the Eastern End of the Corridor. To address speeding, the Town and Village should work with the Ontario County Sheriff on more active enforcement of existing speed limits, as well as the NYS Department of Transportation to determine if any changes to the limits are warranted.

New Local Street along Ontario Central Railroad



At the beginning of the development of the Plan, it was anticipated that the required solution to the worsening problem of congestion on the Route 96 Corridor would be much more expensive than the total cost of the six High Priority Projects. Given the benefits gained for the estimated price tag of \$14.76 million to implement the Plan relative to the amount of available funding from Federal and NYS programs, the Plan recommends that every avenue for acquiring the needed revenues from these sources be exhausted prior to considering raising funds from local sources (excluding the required match to the Federal and NYS programs).

In the event that Town or Village funds are required to implement the High Priority Projects, the Town and Village have various options available to them. The Town and/or Village could choose to form a Transportation Development District (TDD), which is allowed for under current NYS law as a Development Facilitation Improvement District. This would allow the costs of constructing the High Priority Projects to be raised and financed by levying assessments on a benefits-derived basis.