

MEMORANDUM

TO: Genesee Transportation Council Members & Alternates
FROM: James Stack, Executive Director JS
DATE: June 6, 2024
SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolution 24-08

The following item is provided for your consideration:

- 1. Proposed Resolution 24-08** (Accepting the *Canal Ponds Business Park Connectivity Study* as evidence of completion of UPWP Task 6632) and the **Executive Summary** of the project.

Recommended Action:
Approve proposed Resolution 24-08.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 24-08 *Accepting the Canal Ponds Business Park Connectivity Study as evidence of completion of UPWP Task 6632*

WHEREAS,

1. The *FY 2024-2025 Unified Planning Work Program* includes Task 6632, Canal Ponds Business Park Connectivity Study, for the purpose of developing a connectivity plan for the Canal Ponds Business Park, with special consideration given to the Business Park's connection with Lexington Avenue for the Town of Greece;
2. Said Task developed an inventory of existing and planned conditions within the study area, including a review of planned development in the Business Park; conducted a needs assessment to improve connectivity and traffic flow within the Business Park, improve connectivity to the primary access points Lexington Avenue, NY Route 390, and Long Pond Road, provide an alternative east-west route between Long Pond Road and Lexington Avenue, and improve pedestrian and bicycle connectivity by addressing gaps in the trail network; developed four concept-level alternatives to explore extending Canal Landing Boulevard east to make a connection with Lexington Avenue and Route 390; developed two concepts for extending the Route 390 Multi-Use Trail to the Business Park; and held two presentations for the Canal Ponds Business Park Association, directedly followed by public input sessions, to solicit input on both the needs and draft recommendations.
3. Said Task has been completed and has resulted in the *Canal Ponds Business Park Connectivity Study*, which provides a connectivity plan for Canal Ponds Business Park and alternatives for improving the Business Park's connection to Lexington Avenue in the Town of Greece; 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 *Canal Ponds Business Park Connectivity Study* as evidence of completion of UPWP Task 6632; 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 13, 2024.

Date _____

CHRISTOPHER REEVE, Secretary
Genesee Transportation Council

Executive Summary

The *Canal Ponds Business Park Connectivity Study* was initiated by the Genesee Transportation Council (GTC) in partnership with and on behalf of the Town of Greece and the Town of Gates, to develop a connectivity plan for the Canal Ponds Business Park, with special consideration given to the Business Park's connection with Lexington Avenue to support economic growth. The study area includes the Canal Ponds Business Park as well as Northampton Landing and areas west of the Route 390 and Lexington Avenue interchange.

Study participation included a project steering committee consisting of representatives from the Town of Greece, Town of Gates, City of Rochester, Monroe County, New York State Department of Transportation, and Genesee Transportation Council. Opportunities for stakeholder and public input were provided and included two formal presentations of the study findings to the Canal Ponds Business Park Association.

Canal Ponds Business Park is approximately 320 acres and consists of 2 million square feet of mixed commercial and industrial development, as well as residential and hotel amenities. There are currently twelve undeveloped parcels within the park that are suitable for future development and zoned for General Business or General Industrial use. The majority of these are privately owned and several have site plans underway.

Northampton Landing is 400 acres and is mostly undeveloped property located along the Erie Canal. The Town of Greece, in its 2020 Comprehensive Plan, identifies Northampton Landing for future mixed-use development, high-density housing options, employment opportunities, and recreational uses on and along the Erie Canal.

A *Needs Assessment* was completed to identify specific transportation needs, issues, and opportunities related to the internal and external connectivity of Canal Ponds Business Park to support economic growth both within the park, Northampton Landing, and the surrounding areas. The assessment identified the following overarching needs:

1. Improve the connectivity and traffic flow for origin/destination trips within Canal Ponds Business Park
2. Improve connectivity to the primary access points of the park: Lexington Avenue, NY Route 390, and Long Pond Road
3. Provide an alternative east-west route between Long Pond Road and Lexington Avenue
4. Improve pedestrian and bicycle connectivity by addressing gaps in the trail network

Extending Canal Landings Boulevard east to make connection with Lexington Avenue and Route 390 would address needs one through three, listed above. Four concept alternatives were developed as part of this study to explore possible configurations for making this connection and the implications to traffic, right-of-way, and cost. These alternatives are summarized below.

Alternative 1: Canal Landing Boulevard Extension with T-intersections

Extend Canal Landing Boulevard east to meet the current west terminus of Lexington Avenue where it intersects with Bellwood Drive and the Route 390 ramp. The connector road would consist of a single lane in each direction and form a T-intersection with Route 390 southbound on/off ramp and a T-intersection with Bellwood Drive. Estimated cost: \$6.32 million.

Alternative 2: Canal Landing Boulevard Extension with Bellwood Drive Realignment

Similar to the first alternative, extend Canal Landing Boulevard to meet the current west terminus of Lexington Avenue where it intersects with Bellwood Drive and the Route 390 ramp. This alternative would also include the realignment of Bellwood Drive and the Route 390 ramp such that a single four-legged intersection would be created with the connector road. Estimated cost: \$6.60 million.

Alternative 3: Diamond Interchange

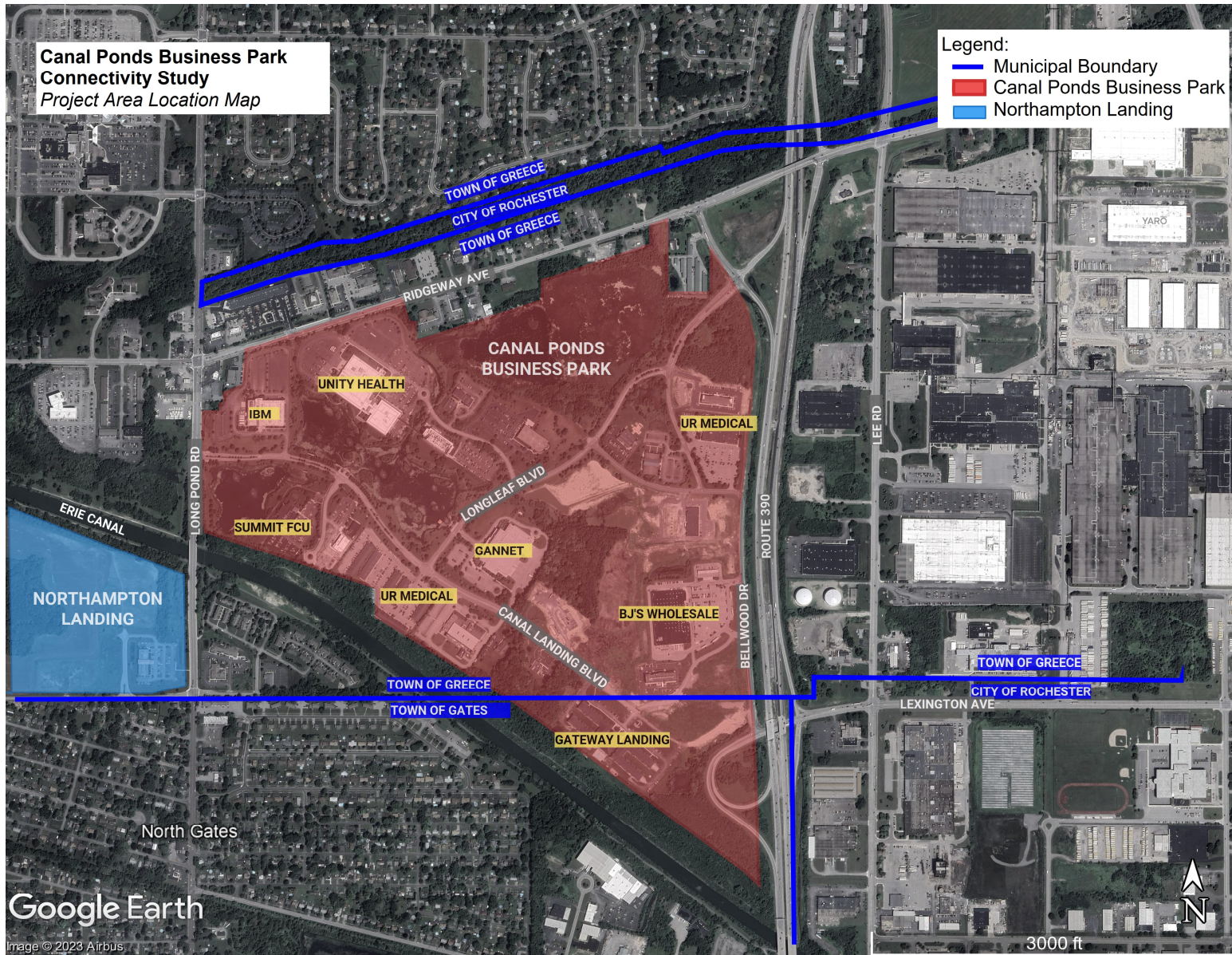
Extend Canal Landings Boulevard east to Lexington Avenue to provide the desired connection, but also implement a redesign of the Route 390/Lexington Avenue interchange. Under this alternative the existing partial cloverleaf would be completely removed and replaced with a diamond interchange configuration for Route 390 southbound, similar to the current configuration for the northbound ramps. Further analysis is needed to develop the feasibility and cost of this alternative.

Alternative 4: Canal Landing Boulevard Extension to Bellwood Drive

This alternative presents an option for making an indirect connection of Canal Landings Boulevard to Lexington Avenue via Bellwood Drive. Canal Landings Boulevard would be extended to the north along the current Home2 Suites access road and then would connect with T-intersection with Bellwood Drive near the current southern BJ's driveway. Further analysis is needed to develop the feasibility and cost of this alternative, however this alternative does not adequately address the study area needs.

In addition to the above alternatives, two concepts were considered for extending the Route 390 Multi-Use Trail through Canal Ponds Business Park and to make connection with the Empire State Trail in order to address pedestrian and bicycle connectivity needs. The first is via Ridgeway Avenue and would require modification of the lanes, shoulder, and sidewalk on the bridge over Route 390. The second concept considered is via Lee Road and Lexington Avenue and would require a road diet or width reduction of Lexington Avenue from the new connection with Canal Landing Boulevard to Lee Road.

The alternatives presented in this study provide a basis for comparison, however further study will be needed to fully vet the impacts to the project area and to select a preferred alternative to meet the connectivity needs of the site.



Alternative 1: Canal Landing Boulevard Extension with T-intersections



Alternative 2: Canal Landing Boulevard Extension with Bellwood Drive Realignment



Alternative 3: Diamond Interchange



Alternative 4: Canal Landing Boulevard Extension to Bellwood Drive

