MEMORANDUM

TO: Genesee Transportation Council Members & Alternates

FROM: James Stack, Executive Director JS

DATE: August 21, 2025

SUBJECT: Accepting reports as evidence of completion of UPWP Tasks / Proposed Resolutions 25-22 and 25-23

The following items are provided for your consideration:

1. **Proposed Resolution 25-22** (Accepting the *Joseph Avenue ArtWalk Master Plan* as evidence of completion of UPWP Task 6533) and the **Executive Summary** of the project.

2. **Proposed Resolution 25-23** (Accepting the *Route 96 over Route 14 Intersection Redesign Report* as evidence of completion of UPWP Task 7213) and the **Executive Summary** of the project.

Recommended Action:
Approve Proposed Resolutions 25-22 and 25-23.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-22 Accepting the *Joseph Avenue ArtWalk Master Plan* as evidence of completion of UPWP Task 6533

WHEREAS,

1. The *FY 2025-2026 Unified Planning Work Program* includes Task 6533, Joseph Avenue ArtWalk Master Plan, for the purpose of developing a plan to redesign the Joseph Avenue corridor between Clifford Avenue and Norton Street in the City of Rochester;

2. Said Task developed an inventory and analysis of existing conditions including socio-economic characteristics, land use patterns and zoning, transportation infrastructure and connectivity, roadway operation and safety, public transit, and amenities for pedestrians and cyclists; conducted a needs and opportunities assessment for transportation and safety improvements, public realm and placemaking, and arts and cultural activity in the project area; identified recommendations including multimodal infrastructure improvements, streetscape design and public realm enhancements, and vacant lot activation; developed an implementation matrix including phasing and potential funding sources; and undertook an extensive public engagement process including meetings, interviews, and surveys to solicit and integrate community input on the recommendations.

3. Said Task has been completed and has resulted in the *Joseph Avenue ArtWalk Master Plan,* which provides a strategy for improving transportation infrastructure in the Joseph Avenue corridor; 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 *Joseph Avenue ArtWalk Master Plan* as evidence of completion of UPWP Task 6533; 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 August 28, 2025.

Date _____

_____
CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council

JOSEPH AVENUE ARTWALK MASTER PLAN

DRAFT:
JUNE 2025

ART walk
Joseph Avenue
BUILDING COMMUNITY

ACKNOWLEDGMENTS

ADVISORY COMMITTEE

Luis Burgos, Retired, City of Rochester
Nera Crumpler, Resident
Sherman Dickerson, Joseph Avenue Business Alliance
Cody Donahue, Reconnect Rochester
Shawn Dunwoody, local artist and activist
Reenah Golden, The Avenue Blackbox Theatre
Phoenix Howell, Engineer, Street Design, City of Rochester
Brent Irving, Senior Planner, City of Rochester
Dan Kenyon, Transportation Planner, Regional Transit Service
Scott Leathersich, Planner, Monroe County Department of Transportation
Sarah Lehman, Lincoln Branch Library
Yixuan Lin, Planner, Monroe County Planning and Development
Panditta Lumly, Resident
Marlen Quintero, Northeast Neighborhood Service Center
David Pacific, Joseph Avenue Arts & Culture Alliance
Darin Ramsay, Transportation Specialist, City of Rochester
Ellen Micoli Soffa, Landscape Architect, City of Rochester
Tonya Noel Stevens, Flower City Noire Collective
Chris Tortora, Genesee Transportation Council
Kristen Walker, Flower City Noire Collective
Aaron Weiner, GIS Technician, City of Rochester

PROJECT MANAGER

David Riley, Principal Transportation Specialist

PROJECT FUNDING

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and/or Federal Transit Administration through the Genesee Transportation Council. The project sponsor is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GTC'S COMMITMENT TO THE PUBLIC

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

El Consejo Genesee de Transporte asegura que ninguna persona, por motivos de raza, color, nacionalidad, discapacidad, edad, sexo o situación económica, será excluida de participar en ningún programa o actividad, ni se le negarán los beneficios de los mismos, ni será objeto de discriminación de ningún tipo. El GTC, (por sus siglas en inglés) asegura además que se hará todo lo posible para asegurar la no discriminación en todas las actividades de sus programas, ya sea que esos programas y actividades estén financiados por el gobierno federal o no.

REPORT PREPARATION

Colliers Engineering & Design

Steele LANDSCAPE ARCHITECTURE

This report was prepared by Colliers Engineering & Design with assistance from Steele Landscape Architecture.

TABLE OF CONTENTS


A DREAM RISES
GUIDED BY THE SUN

EXECUTIVE SUMMARY

PROJECT PURPOSE AND GOALS

The City of Rochester, with funding provided by the Genesee Transportation Council (GTC), commissioned the Joseph Avenue ArtWalk (JAA) Master Plan. The targeted corridor begins at Norton Street and extends south to Clifford Avenue.

Community members and arts advocates have invested significant time and resources in recent years to establish Joseph Avenue as a recognized arts corridor. However, the existing transportation infrastructure and public spaces along Joseph Avenue were not originally designed to support or complement these creative initiatives. The current configuration presents challenges for all users, including but not limited to pedestrians, cyclists and public transit users, while also limiting opportunities for community gatherings and artistic expression.

This project offers a comprehensive plan to redesign the Joseph Avenue corridor between Clifford Avenue and Norton Street. Building on current and proposed arts initiatives along the avenue, the plan integrates innovative placemaking techniques with strategic transportation enhancements to achieve multiple community benefits: improved safety conditions, expanded multimodal transportation options, enhanced connectivity throughout the area, and further development of the corridor as a vibrant center for arts and cultural activity. This plan contains the following elements:

- Existing Conditions Analysis;
- Corridor Needs and Opportunities Assessment;
- Corridor Recommendations; and
- Implementation Strategy.

PUBLIC PARTICIPATION

The planning team engaged the community through various outreach methods during the JAA corridor planning process to gather input on multi-modal transportation and placemaking priorities for the area.

The project team used multiple public participation methods throughout the JAA corridor planning process, including a Project Advisory Committee (PAC) with local arts organizations, businesses, residents, and agency staff, stakeholder interviews with seven key community representatives, and three public workshops that gathered input on community needs, design alternatives, and final recommendations. This comprehensive outreach helped identify community priorities for multi-modal transportation, placemaking opportunities, and establishing the corridor as an arts and cultural destination.

Community feedback centered on revitalization without gentrification, with safety as the top priority—both traffic safety at key intersections and crime prevention through reclaiming spaces for positive activities. Other priorities included corridor beautification through streetscape improvements, transforming vacant lots into community gathering spaces, integrating arts through public installations and artistic infrastructure, and supporting economic development by increasing foot traffic and improving retail visibility.

Public Workshop #1: October 8, 2024

Public Workshop #2: February 5, 2025

KEY FINDINGS AND OPPORTUNITIES

The JAA Master Plan includes an existing conditions analysis of socio-economic and physical characteristics of the JAA Corridor. This analysis identified key opportunities and needs for public realm improvements and multimodal expansion. These are summarized below.

- There are ample opportunities for placemaking strategies, vacant lot activation, and transportation safety improvements.
- Existing neighborhood-based plans for the JAA corridor highlight the need for infill development. This should include affordable housing and strategic commercial infill to provide long-term stability and vital services for the community. These investments will support the vision for a healthy and thriving arts corridor, but will take time to advance.
- 23 vacant properties, or five (5) acres along the corridor offer opportunities for eventual infill, and in the interim, pop-up programming and temporary uses.
- Recommendations for temporary uses include community gardens, temporary installations (art/culture), play spaces, and community services.
- There is a strong opportunity to establish a consistent streetscape with uniform lighting, materials, and a healthier tree canopy.
- Public art opportunities include gateways, cultural beacons, art as infrastructure, and temporary installations. These opportunities can build off of the three (3) key anchor institutions: Eugenio Maria de Hostos Charter School (north), The Avenue Blackbox Theatre (center), and Joseph Avenue Arts and Culture Alliance (south), as well as community partners such as the Lincoln Branch Library and Upper Family Worship room.

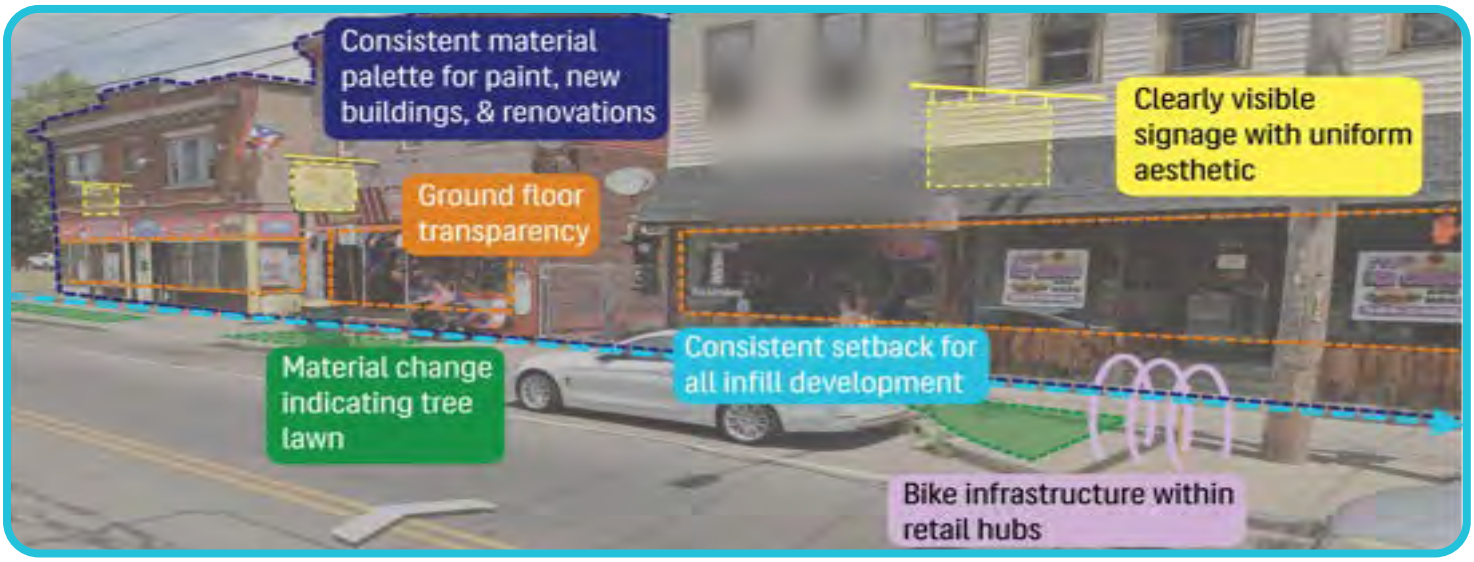
Existing Conditions in the JAA Corridor.

KEY FINDINGS AND OPPORTUNITIES

- The preferred design for the corridor includes a buffered bike lane on the west side; further opportunities for bike facilities should be considered during engineering design. Key intersections identified for improvements are Clifford, Norton, Avenue D, Wilkins, and Zimbrich. Additionally, safety enhancements in school zones are recommended, such as raised crosswalks and other traffic calming measures.
- Building a more resilient neighborhood economy and sustainable stewardship of any new art installations or programs will require long-term collaboration among local businesses, residents, neighborhood-based organizations and the City.

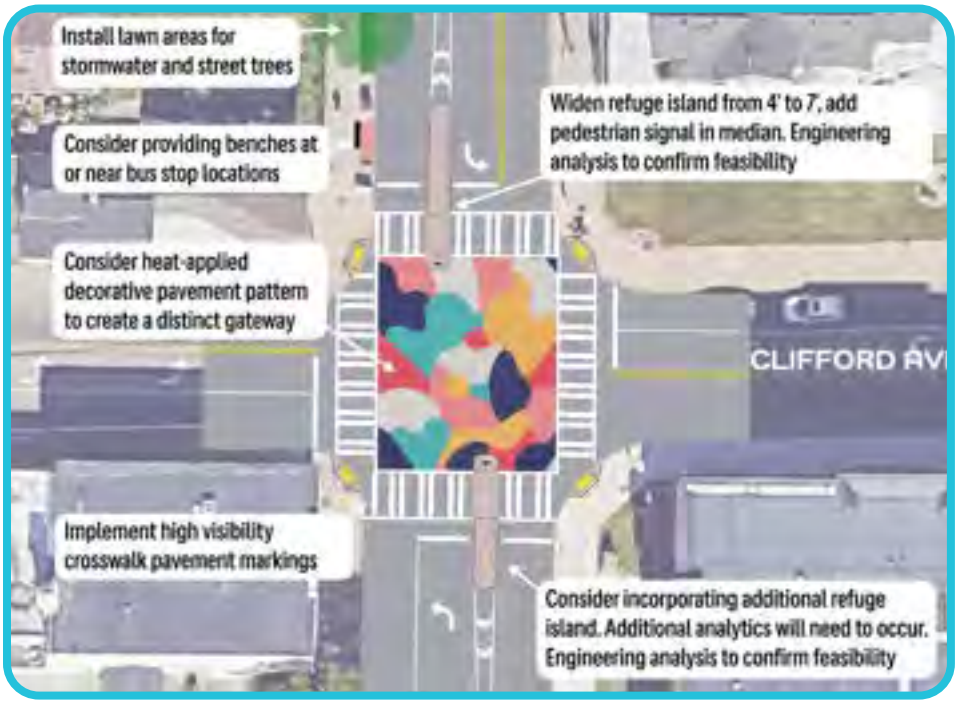
Proposed Vacant Lot Improvements: Perspective A - Joseph + Wilkins Street
A concept for modified shipping containers that could offer temporary retail spaces, pop-up municipal services, or community program space.

RECOMMENDATIONS FOR ESTABLISHING A CONSISTENT STREETSCAPE



Commercial.

Residential.



Preferred Design Concept: Refuge island expansion, heat-applied decorative pavement markings.

IMPLEMENTATION MATRIX

An implementation strategy for proposed improvements was created as guidance for the City of Rochester as well as its partners. This implementation strategy includes phasing information, funding sources, and other important details for recommended improvements and future investments. Immediate term priorities for the City to consider are listed below. Immediate-term actions were prioritized based on their potential to improve safety and address pressing transportation needs. Several improvements were also classified as immediate because of their potential to be integrated into near-term transportation projects that the City of Rochester is actively pursuing.

Mid- to long-term projects were identified as initiatives that can be implemented incrementally over time, independent of future transportation projects. These efforts are primarily focused on supporting the long-term vision of establishing Joseph Avenue as a recognized arts and cultural destination. All recommendations are planning concepts and require analysis during engineering design to confirm feasibility. A glossary of abbreviations is provided at the end of the report.

TIMELINE	PROJECT NO.	LOCATION ON JOSEPH AVE	IMPROVEMENT	FUNDING SOURCE	RESPONSIBLE PARTY	NOTES
IMMEDIATE TERM	**MULTI-MODAL**					
	1	Corridor-Wide	Buffered Bike Lane (west side) and Shared-Use Lane (east side)***	Local Funding, HSIP, TAP/CMAQ, STBG, New York Main Street, ESD (Smart Growth Community Fund), TA	City of Rochester	Assume 3' buffer with 5' wide bike lane, restriping of center stripes and east shoulder, and bump-out alignments/ modifications. Consider flexible posts in buffer. Assess 10' travel lanes and 5' bike lanes as alternative option.
	2		Baseline Streetscape Enhancements	Local Funding, TAP/CMAQ, CDBG, NEA Our Town Grants, STBG, TA, NYSCA, Complete Streets, NYSDEC Urban Forestry Grants, CSC, EPF, GIGP, RAISE*, SS4A*	City of Rochester, RTS	Inclusive of bicycle storage facilities, street furniture, trash receptacles, pedestrian-scale lighting, a continuous tree lawn with street trees, and benches at high volume bus stops
	KEY INTERSECTIONS					
	3A	Joseph and Norton	Bump-outs with Bike Lane (west side only), Repaint Crosswalks***	Local Funding, HSIP, TAP/CMAQ, TA, CDBG, New York Main Street	City of Rochester	Bumpout to be installed on the east side
	3B		Raised Table Intersection	Local Funding, TAP/CMAQ, HSIP, STBG, BUILD	City of Rochester	Localized traffic calming; pending final City policy on tabled intersections
	4A	Joseph and Clifford	Expand Refuge Island, Install Pedestrian Signal Button, and Repaint Crosswalks***	Local Funding, HSIP, TAP/CMAQ, BUILD, STP, STBG, AARP, TA	City of Rochester	Modification to existing refuge island, consider new refuge island on south side of intersection
	4B		Bump-outs and repainting crosswalk	Local Funding, Private Funding, TAP/CMAQ, CDBG, NEA Our Town Grants, NYSCA, SS4A*, RAISE*	City of Rochester	This option requires the removal of the refuge island and would only be appropriate if the refuge island could not be increased in width and was deemed unsafe
	4C		Raised Table Intersection	Local Funding, TAP/CMAQ, HSIP, STBG, BUILD	City of Rochester	Localized traffic calming; pending final City policy on tabled intersections

IMPLEMENTATION MATRIX

TIMELINE	PROJECT NO.	LOCATION ON JOSEPH AVE	IMPROVEMENT	FUNDING SOURCE	RESPONSIBLE PARTY	NOTES
IMMEDIATE TERM	5A	Joseph and Wilkins	Raised table intersection***	Local Funding, HSIP, TAP/ CMAQ, BUILD, STP, AARP, STBG, TA, SSFA*	City of Rochester	Localized traffic calming; pending final City policy on tabled intersections
	5B		Re-Paint Existing Crosswalk and Curb Ramp Replacement**	Local Funding, HSIP, TAP/ CMAQ, BUILD, STP, AARP, STBG, TA, SSFA*	City of Rochester	Repaint existing southern crosswalk, remove existing north crosswalk, curb ramp reconstruction to the north to match recently replaced curb ramps on southern corners
	6	Joseph and Avenue D	Bump-outs, Re-touching Crosswalks after Construction, New Curb Ramps, and New APS Pedestrian Signal***	Local Funding, HSIP, TAP/ CMAQ, BUILD, STP, SSFA*, RAISE*	City of Rochester	Establishment of community center, traffic calming in highest pedestrian crash volume intersection within study area
	SCHOOL ZONE					
	7A	Adjacent to EMHCS Middle and High School Entrance	Raised Crosswalk***	Local Funding, HSIP, TAP/ CMAQ, BUILD, STP, AARP, STBG, TA, SS4A*, SRTS*	City of Rochester	Local traffic calming at school entrance and establishment of north school zone area, raised crosswalk is approximately 500' south of the nearest crossing location on Norton Street
	7B		Crosswalk across Joseph Ave**	Local Funding, HSIP, TAP/ CMAQ, BUILD, STP, AARP, STBG, TA, SS4A*, SRTS*	City of Rochester	Inclusive of bump-outs, ADA curb ramps, pavement symbols, high visibility crosswalk markings, and one RRFB to the north
	8A	Zimbrich	Raised Table Intersection and High Visibility Crosswalks***	Local Funding, HSIP, TAP/ CMAQ, BUILD, STBG, TA, SS4A*, SRTS*	City of Rochester	Localized traffic calming at school entrance and establishment of south school zone area, subject to final City policy on raised crossings
	8B		Enhance existing crossing*	Local Funding, HSIP, TAP/ CMAQ, BUILD, STP, AARP, STBG, TA, SS4A*, SRTS*	City of Rochester	Inclusive of bump-outs, ADA curb ramps, pavement symbols, high visibility crosswalk markings, and one RRFB to the south

IMPLEMENTATION MATRIX

TIMELINE	PROJECT NO.	LOCATION ON JOSEPH AVE	IMPROVEMENT	FUNDING SOURCE	RESPONSIBLE PARTY	NOTES
MID TO LONG TERM	**MULTI-MODAL**					
	9	Corridor-Wide	On-Going Streetscape and Street Furniture Improvements	Local Funding, TAP/CMAQ, CDBG, NEA Our Town Grants, STBG, TA, NYSCA, Complete Streets, RAISE*, SS4A*	City of Rochester	For any improvements not implemented in the immediate term, continue to install additional street furniture and artistic elements to support the ArtWalk theme
	KEY INTERSECTIONS					
	10	Norton	Decorative Pavement Markings for Intersection	Local Funding, Restore NY, CDBG, NYSCA, NEA Our Town Grants, NYFA, REDC, NY Main Street	City of Rochester, Community Partners	Decorative pavement to be installed to match gateway at Clifford. Pavers are scheduled to be removed during the reconstruction of Seneca Avenue, starting at Seneca Avenue and Norton Street. Decorative pavement to be designed with community input, opportunity to engage local artists
	11	Clifford	Decorative Pavement Markings for Intersection	Local Funding, Restore NY, CDBG, NYSCA, NEA Our Town Grants, NYFA, REDC, NY Main Street	City of Rochester, Community Partners	Decorative pavement markings to be designed with community input, opportunity to engage local artists
	ArtWalk					
	12	Clifford & Norton	Gateway Art Installations	Local Funding, Restore NY, CDBG, NYSCA, NEA Our Town Grants, NYFA, REDC, NY Main Street	City of Rochester, Community Partners	Designed/selected with community input, opportunity to engage local artist
	VACANT LOT PROGRAMMING					
	13	Wilkins	Community Services	Local Funding, Restore NY, CDBG, New York Main Street, EPF - Parks	City of Rochester, Community Partners	Modified shipping containers to house flexible program including co-work stations, pop-up retail, and community services, pocket park includes gathering space, public art, tree planting within lot and to shade pavement in ROW
	14	Weyl	Recreational Services	Local Funding, Restore NY, CDBG, New York Main Street, EPF - Parks, CSC	City of Rochester, EMHCS, Community Partners	Recreational programming for all ages, such as a bike safety course, environmental education, and nature play, potential partnership with EMHCS Charter School

Notes:

* = Program funding status unknown under the current federal administration.

** = Baseline Alternative

*** = Preferred Concept

- All new crosswalks must comply with the Monroe County Department of Transportation (MCDOT) Traffic Studies Procedure Manual requirements.
- A Traffic Study will be needed for any recommendations that involve removing turning lanes at intersections or reducing lane widths.
- A parking study will be needed to confirm the feasibility of parking changes and Traffic Control Board approval will be required for changes to parking regulations.
- The public has expressed the need for more bus shelters, in addition to seating at transit stops. The City is working with RTS to install shelters at high-ridership locations. Transit stops with the highest ridership within the study area include the southbound stops at Clifford Zimbrich.

GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 25-23 Accepting the *Route 96 over Route 14 Intersection Redesign Report* as evidence of completion of UPWP Task 7213

WHEREAS,

1. The *FY 2025-2026 Unified Planning Work Program* includes Task 7213, Rt. 96 over Rt. 14 Strategic Divestment Analysis, for the purpose of determining the feasibility and any benefits of eliminating the existing grade-separated intersection of NYS Route 96 and NYS Route 14 in the Town of Phelps and develop a methodology to review strategic divestment opportunities at other locations in the future;

2. Said Task developed an inventory that documented the current condition of transportation infrastructure elements at the intersection, including the bridge structure, roadway pavement, signage and wayfinding, lighting and utilities, and drainage; identified current operational characteristics including traffic volumes, growth trends, and Level of Service; analyzed development conditions including land use, zoning, redevelopment opportunities, and demographics; defined and evaluated two potential redesign alternatives including an at-grade signalized intersection and a roundabout; and conducted community outreach activities to solicit input on the alternative designs;

3. Said Task has been completed and has resulted in the *Route 96 over Route 14 Intersection Redesign Report,* which provides a design alternative for the potential reconstruction of the New York State Routes 96 and 14 interchange; 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 *Route 96 over Route 14 Intersection Redesign Report* as evidence of completion of UPWP Task 7213; and

2. That this resolution takes effect immediately.

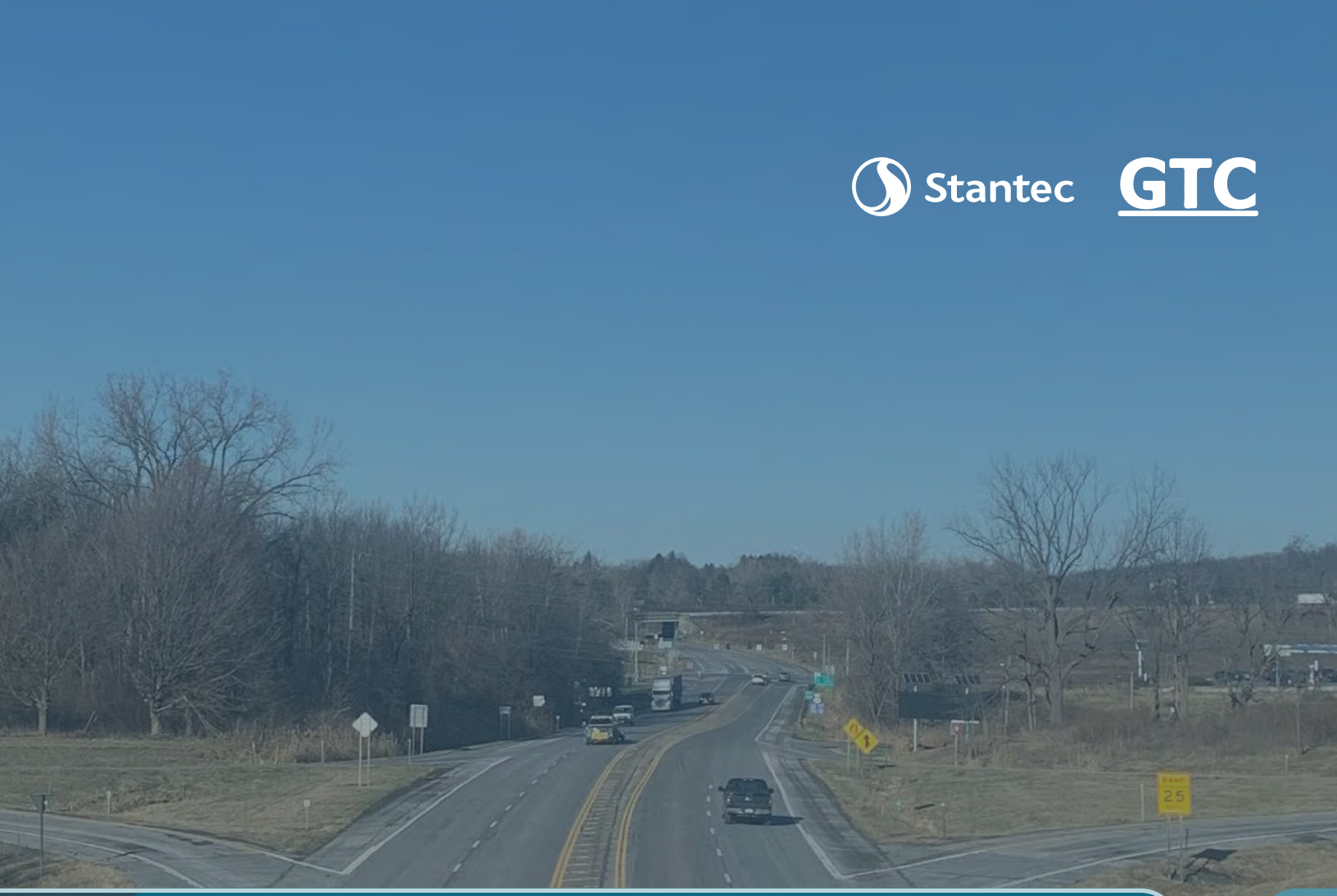
CERTIFICATION

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 August 28, 2025.

Date _____

_____

CHRISTOPHER T. REEVE, Secretary
Genesee Transportation Council



ROUTE 96 OVER ROUTE 14 INTERSECTION REDESIGN TECHNICAL EXECUTIVE SUMMARY

PREPARED FOR: GENESEE TRANSPORTATION COUNCIL

PREPARED BY: STANTEC CONSULTING INC.

PROJECT NUMBER: 192800267

EXECUTIVE SUMMARY

BACKGROUND

The interchange of New York State (NYS) Routes 96 and 14, known as the **Five Points Interchange**, is located just south of NYS Thruway Exit 42 and about five miles north of the City of Geneva. Originally designed as a clover-leaf interchange meant to handle significant traffic, the interchange has not seen growth in traffic volumes consistent with its design. Given the age of the Route 96 bridge (built in 1957), the bridge's current condition, and the extensive footprint of the interchange, the New York State Department of Transportation (NYSDOT) is investigating options for reconfiguring the interchange to address life cycle costs and community development goals. NYSDOT initiated the Route 96 over Route 14 Strategic Divestment Analysis to **explore the feasibility and identify potential benefits of eliminating (divesting) the existing, grade-separated intersection.** Typically, strategic divestment analyses are initiated when infrastructure assets are underutilized, increasingly costly to maintain and repair, subject to recurring damage from natural hazards (flooding, erosion, washout, etc.), or if the asset forms a physical and economic barrier within a community. As part of this project, the Strategic Transportation Asset Redesign Screening Tool was developed to help identify the Five Points Interchange as a candidate for divestment.

THIS STUDY HAS THE FOLLOWING OBJECTIVES:

1. Determine the feasibility and any benefit to eliminating the existing grade-separated Route 96 and Route 14 intersection.
2. Identify flood mitigation strategies concerning the railroad underpass on Route 96 to the east of the intersection.
3. Identify a set of lessons learned that NYSDOT Region 4, the Genesee Transportation Council, and other transportation facility owners can apply when using a strategic divestment approach for asset management when such infrastructure has reached the end of its useful life.

FIGURE 1
EXISTING ROUTE 96 OVER ROUTE 14 INTERSECTION

STUDY AREA

The Route 96 over Route 14 intersection is located in the Town of Phelps, New York (Ontario County). The project Study Area includes the entire cloverleaf interchange and four-lane segments of both Route 96 and Route 14.

The Study Area occupies approximately **42 acres** of land. There are 13 parcels within the Study Area or directly adjacent to the Study Area, encompassing a total of 462 acres of land. Approximately 85 acres are classified as vacant residential or commercial land.

FIGURE **2**
ROUTE 96 OVER ROUTE 14 STUDY AREA

PROJECT STEPS

The project unfolded over six steps, each building upon another (**Figure 3**).

FIGURE **3**
PROJECT STEPS

FINDINGS

NYSDOT and GTC jointly evaluated two alternatives to replace the intersection: **(1) a roundabout**; and **(2) an at-grade signalized intersection**. These alternatives were compared to the "baseline," which would maintain the existing facility. The evaluation of these alternatives, a process completed in Steps 5 and 6 of this project, considered multiple criteria, including safety, cost, efficiency, resilience, and truck/emergency vehicle access.

The roundabout alternative emerged as the best option based on these criteria, as it would be safer and more cost effective than the existing interchange or a signalized intersection, while maintaining acceptable performance and levels of service. Based on the evaluation conducted as part of this study, the roundabout is the best alternative for the following reasons:

IMPROVED SAFETY

By incorporating roadway designs that reduce travel speeds, the roundabout option is expected to have **decreased crash frequency and severity** compared to both the signalized and existing intersections. With several roundabouts already in Ontario County, drivers are more likely to be familiar with navigating this type of intersection.

LOWER COST

The evaluation showed that the roundabout alternative would be **more cost effective**. The overall maintenance costs for the roundabout are estimated at approximately **$29 million** compared to almost **$64 million** for the existing intersection.

REDUCED PAVEMENT

Replacing the current intersection with a roundabout will decrease the pavement footprint by **53%**.

ECONOMIC DEVELOPMENT

The reduced project footprint area would reclaim **25.2 acres** of land that could be repurposed, which could lead to **increased economic activity and job creation.**

WAYFINDING & CIRCULATION

Simplifying the layout from an interchange to an intersection will **greatly improve wayfinding and navigation** especially for visitors. This also offers **opportunities for gateway features.**

GREATER RESILIENCE

The roundabout is **less vulnerable to weather events**. The current intersection risks bridge failure and flooding due to the underpass. A roundabout eliminates these risks by removing the underpass and improving the roadway profile. Additionally, while a signalized intersection can be disrupted by power outages, a roundabout continues to function without electricity.

PROJECT STEP 1: EXISTING CONDITIONS ASSESSMENT

This step assessed the **existing infrastructure conditions, operations, and maintenance responsibilities** of the Five Points Interchange to help define the goals, strategies, and future needs.

THE ASSESSMENT LOOKED AT THE FOLLOWING:

- Bridge conditions
- Pavement conditions
- Existing utilities (water, electric, telecoms, etc.)
- Lighting, signage and pavement markings
- Maintenance history
- Traffic volumes, types of vehicles, and average speeds
- Pedestrian and cyclist infrastructure
- Crash and safety history
- Land use types (residential, commercial, etc.)
- Demographics

FIGURE **5**
2023 PEAK HOUR VOLUMES

FIGURE **4**
ROUTE 96 RAILROAD UNDERPASS LOOKING EASTBOUND

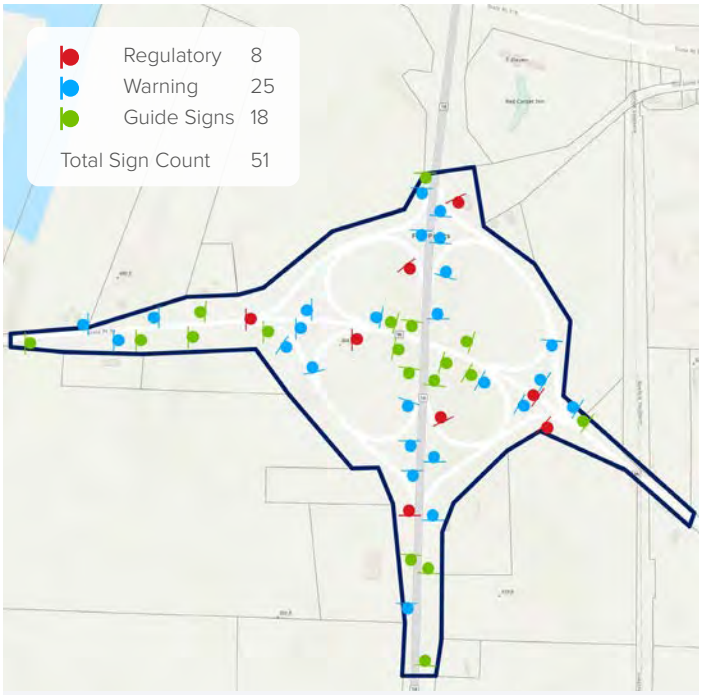


FIGURE **6**
EXISTING SIGN INVENTORY

PROJECT STEP 2: INITIAL NEEDS IDENTIFICATION

The inventory of existing conditions in Step 1 helped identify a set of initial needs for the Five Points Interchange.

INFRASTRUCTURE NEEDS

- Reduce maintenance costs
- Improve utility access
- Improve storm resilience

TRANSPORTATION NEEDS

- Support regional bicycle activity on Route 14
- Ensure commercial traffic can easily navigate area
- Accommodate any projected traffic growth
- Maintain existing emergency detour routes G and H
- Maintain low levels of crashes

LAND USE NEEDS

- Attract commercial and industrial developers
- Align industrial opportunities with adjacent railway
- Support future freight-oriented uses

COMMUNITY NEEDS

- Increase employment opportunities
- Provide better wayfinding for both local and non-local users
- Create a gateway for local communities and regional attractions

PROJECT STEP 3: PUBLIC ENGAGEMENT

ROUND 1 (JULY-AUGUST 2023)

Provided information about the project and gathered feedback on people's experiences travelling through the Five Points Interchange by tabling at a community event and via an online survey.

Main themes that emerged:

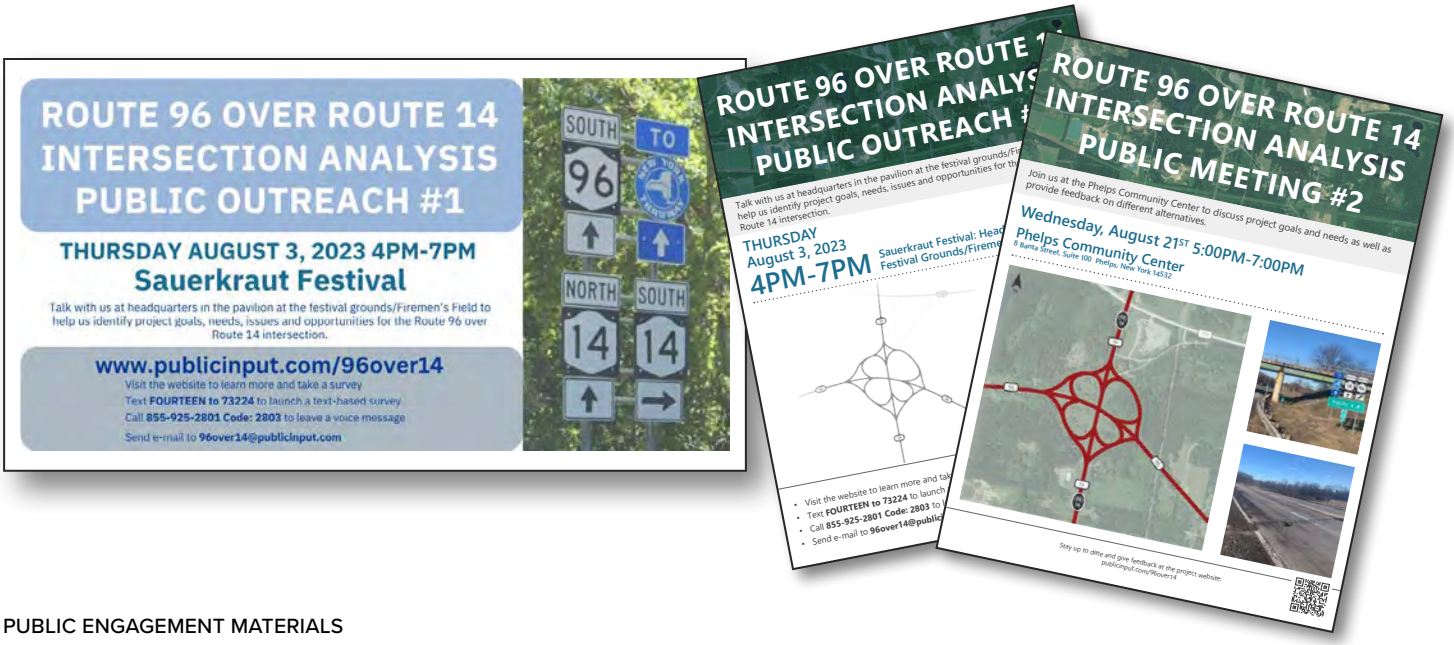
- Most respondents travel the interchange daily.
- People favor the current interchange because they can navigate without stopping.
- There are standing water and flooding issues underneath the railroad bridge.
- Cyclists perceive the interchange as unsafe and uncomfortable to navigate.
- It feels out of place and is not aesthetically pleasing.

ROUND 2 (AUGUST-SEPTEMBER 2023)

Presented alternatives (see Step 5) and gathered feedback on preferred alternatives at a community event (20 people attended) and via an online survey (20 respondents).

Main themes that emerged:

- General support of the roundabout, however people have concerns about heavy truck traffic using it.
- People like the ease of the existing interchange.
- Concerns for traffic backups if the interchange is brought down to grade.



PUBLIC ENGAGEMENT MATERIALS

PROJECT STEP 4: NEEDS AND GOALS & ALTERNATIVE DEVELOPMENT

This step first identified the project's primary and secondary needs and goals to help focus the project and create potential alternatives. These needs and goals are based on community feedback, the original project purpose, and NYSDOT's statewide goals related to safety and mobility for local and regional traffic.

PRIMARY NEEDS AND GOALS

- Reduce maintenance costs of aging bridge infrastructure and pavement
- Maintain safe and efficient roadways
- Accommodate traffic growth based on projected regional growth
- Maintain existing emergency detour routes
- Maintain easy to navigate infrastructure for commercial traffic
- Improve resilience of infrastructure during storm events

SECONDARY NEEDS AND GOALS

- Increase employment opportunities
- Create a gateway for local communities and regional attractions
- Attract commercial and industrial developers to the area
- Support future freight-oriented uses
- Align industrial opportunities with adjacent railway
- Support bicycle activity on Route 14
- Improve access for all users
- Establish utility access

POTENTIAL ALTERNATIVES

In addition to the "No Build" alternative of maintaining the existing infrastructure, two other alternatives were created: **1) a signalized intersection**; and **2) a roundabout.** Both would involve the following:

- Removal of the Route 96 Bridge over Route 14
- Removal of the existing ramps
- Potential adjustment of the vertical alignment for both Route 14 and Route 96

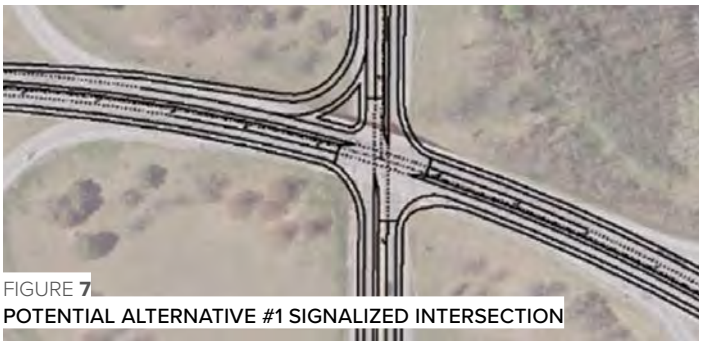


FIGURE **7**
POTENTIAL ALTERNATIVE #1 SIGNALIZED INTERSECTION

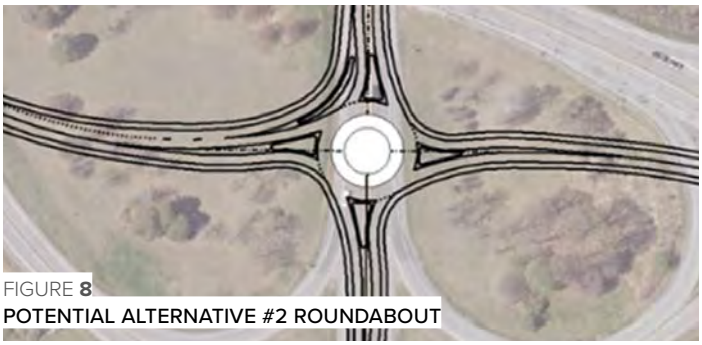


FIGURE **8**
POTENTIAL ALTERNATIVE #2 ROUNDABOUT

PROJECT STEP 5: COST-BENEFIT ANALYSIS

A Benefit-Cost Analysis (BCA) provides an objective, quantified basis to inform and support the selection of a project alternative. This analysis closely followed the U.S. Department of Transportation Benefit-Cost Analysis Guidance and uses a 50-year evaluation period reflecting the project's useful life (2030-2080). **Table 1** shows the categories included in the analysis and the BCA results for a Signalized Intersection and a Roundabout Alternative compared to the "No Build" Baseline Alternative.

The BCA results suggest that both the Signalized Intersection and Roundabout Alternatives would provide favorable outcomes in comparison to the "No Build" Baseline Alternative (the positive values represent benefits and negative values are costs).

COST-BENEFIT CATEGORIES	SIGNALIZED INTERSECTION (#1)	ROUNDABOUT (#2)
Project Construction	$ 22,156,431	$ 20,943,013
Repairs	$ 4,494,956	$ 4,629,955
Maintenance	$ 1,398,687	$ 1,432,292
Travel Time	-$ 22,156,260	-$ 14,986,547
Operating Costs	$ 1,715,722	$ 706,783
Safety	-$ 533,496	$ 403,568
Emissions	$ 183,804	$ 85,909
Repurposed Land Value	$ 1,923,539	$ 2,014,646
Residual Value	-$ 1,845,819	-$ 1,845,819
Net Present Value (NPV)	$ 7,337,563	$ 13,383,800
Benefit-Cost Ratio (BCR)	**1.30**	**1.81**

TABLE **1**
BENEFIT-COST ANALYSIS RESULTS

The following local economic benefits are not included in the BCA, but were also considered in the evaluation:

- Reduced project footprint allows adjacent land to be repurposed.
- Community services, economic activity, and job creation associated with alternative use of this land in the future.
- Proximity to the NYS Thruway corridor and access to connected markets.
- Increased opportunities for improvements of accommodations for multi-modal transportation options (e.g., walking, biking).

PROJECT STEP 6: ALTERNATIVES ASSESSMENT & FINAL RECOMMENDATIONS

Each alternative ("No Build", Signalized Intersection, and Roundabout) was evaluated against the project goals using an evaluation matrix (**Table 2**).

EVALUATION MATRIX LEGEND
High Benefit
Slight Benefit
No Benefit/Impact
Slight Impact
High Impact

ALTERNATIVE EVALUATION MATRIX

PRIMARY GOALS	PERFORMANCE METRIC	ALTERNATIVES		
		MAINTAIN EXISTING (BASELINE)	SIGNALIZED INTERSECTION (#1)	ROUNDABOUT (#2)
Overall Maintenance costs	Maintenance Intervals/cost	$63,816,281	$28,140,587	$29,781,339
Pavement maintenance costs	Pavement Area	668,956 sq ft	364,982 sq ft	317,632 sq ft
Roadway safety	Expected Total Crash Frequency	5.11 crashes/year	7.20 crashes/year	5.74 crashes/year
	Expected Fatal/ Injury Crash Frequency	1.28 Crashes/year	1.33 Crashes/year	1.19 crashes/year
Roadway Efficiency	Vehicle Level of Service	"Average LOS: A Max LOS: A"	"Average LOS: B Max LOS: D (EB T)"	"Average LOS: B Max LOS: C (WB & NB)"
	Delay	"Average Delay: 1.0s Max Delay: 3.6s (EB LT)"	"Average Delay: 16s Max Delay: 37.2s (EB T)"	"Average Delay: 10.6s Max Delay: 19s (WB LT)"
Accommodate traffic growth	Vehicle Level of Service	"Average LOS: A Max LOS: A"	"Average LOS: B Max LOS: D (EB T)"	"Average LOS: B Max LOS: C (WB & NB)"

TABLE **2**
SNAPSHOT OF THE ALTERNATIVE EVALUATION MATRIX

(Continue on next page)

ALTERNATIVE EVALUATION MATRIX

PRIMARY GOALS	PERFORMANCE METRIC	ALTERNATIVES		
		MAINTAIN EXISTING (BASELINE)	SIGNALIZED INTERSECTION (#1)	ROUNDABOUT (#2)
NYSTA emergency detours	Excess Capacity	"Average LOS: A Max LOS: A"	"Average LOS: B Max LOS: D (EB T)"	"Average LOS: B Max LOS: C (WB & NB)"
	Flexibility	Grade Separation	Event Signal Phasing	Fixed Operations
Commercial Truck Traffic Mobility	Level of Truck mobility	High Mobility	Moderate Mobility	Moderate Mobility
Resiliency	Potential Major Failure Event	Bridge failure	Traffic Signal Disruption	Roundabout Pavement Issues
	Underpass Flooding	No Profile Change	Profile improvements	Profile improvements

TABLE **2 (CONTINUED)**
SNAPSHOT OF THE ALTERNATIVE EVALUATION MATRIX

RESULTS:

- Alternative #2 Roundabout (Figure 7) has a higher overall Benefit-Cost ratio.
- However, it is recommended to explore both alternatives (#1 and #2) for further analysis.
- Community members generally support a roundabout, but concerns remain about safety, traffic congestion, and large truck mobility.
- Further public input and vetting of alternatives is recommended to continue through any future project phases.
- This planning study will help NYSDOT secure funding and progress to scoping, design and construction.

FIGURE **9**
POTENTIAL ALTERNATIVE #2 ROUNDABOUT

Financial assistance for the preparation of this report was provided by the Federal Highway Administration and/or Federal Transit Administration through the Genesee Transportation Council. The project sponsor is solely responsible for its content and the views and opinions expressed herein do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

GTC'S COMMITMENT TO THE PUBLIC

The Genesee Transportation Council assures that no person shall, on the grounds of race, color, national origin, disability, age, gender, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. GTC further assures every effort will be made to ensure nondiscrimination in all of its programs and activities, whether those programs and activities are federally funded or not.

EN ESPAÑOL

El Consejo Genesee de Transporte asegura que ninguna persona, por motivos de raza, color, nacionalidad, discapacidad, edad, sexo o situación económica, será excluida de participar en ningún programa o actividad, ni se le negarán los beneficios de los mismos, ni será objeto de discriminación de ningún tipo. El GTC, (por sus siglas en inglés) asegura además que se hará todo lo posible para asegurar la no discriminación en todas las actividades de sus programas, ya sea que esos programas y actividades estén financiados por el gobierno federal o no.