



Appendix G

Needs Assessment Memo



DATE	Friday, August 11, 2017
TO	Route 96 Transformative Corridor Strategic Infrastructure Plan Steering Committee
FROM	Richard Perrin, T.Y. Lin International
REGARDING	Steering Committee Input and Public Comments Regarding Needs along the Corridor

Introduction

The key to developing solutions to transportation problems such as crashes and excess delay (i.e., congestion) is to ensure that they are well-understood and all viewpoints are incorporated. This can only be accomplished through the involvement of key stakeholders. Specifically, gathering input from the users of the transportation system who rely on it every day to get to their jobs, go to the doctor’s office, take their children to school, and make other essential trips is necessary to supplement and complement available data on vehicle volumes, speeds, crashes, and turning movements.

Accordingly, meaningful stakeholder engagement is a major element of the Route 96 Transformative Corridor Strategic Infrastructure Plan (the Plan). Multiple opportunities were provided to gather feedback and comments on areas of concern along with potential solutions to be considered. The views and opinions of residents, business owners, employees of local businesses, and community leaders yielded significant insights. This information was gathered through the following means:

1. Corridor Bus Tour/Field Observation
2. Public Input Survey
3. Public Input Workshop #1
4. Facebook Posts and Comments

A brief description of and key findings from each is provided below. Attached to this memo are materials related to these four items that provide greater detail with respect to input received through each. Steering Committee members are strongly encouraged to review them and consider their contents during the formulation of potential projects and programs aimed at improving traffic in Victor.

Corridor Bus Tour/Field Observation

On June 14, 2017, members of the Steering Committee for the Plan and other invited stakeholders participated in a bus tour of the project area to observe conditions, provide experience-based insights, and note areas for further investigation. Following the bus tour/field observation, participants met at the Victor Town Hall to further discuss issues in the project area. The key findings of this event include, but are not limited to, the following:

- The greatest amount of delay on Route 96 occurs in the afternoon as southbound vehicles begin to backup from as far north as Route 251 through the eastern boundary of the Village. There is concurrence that this congestion is primarily a result of the reduction in the number of through lanes. There is disagreement on the amount of benefit that could be gained through more effective timings of the three traffic signals in the Village, which are all within a distance of approximately 1,300 feet (400 meters).
- On the eastern side of the Village and just outside of the Village to the east, it is difficult to turn onto Route 96 from Church Street and Lynaugh Road, respectively, during certain periods of the day. Traffic on Route 96 impacts travel patterns and volumes to the north and south of it as drivers seek alternate routes, creating potentially unsafe conditions.

- It is important to inform and remind the public that traffic is a sign of success but that too much of it is detrimental to not only quality of life but also economic development. This is true for all areas in Victor. Beyond the mega-regional retail in the northwest portion of the Town (including Eastview Mall) that most people associate with Victor and draws shoppers from other metropolitan areas, there is the lesser known section of the community in the Main Street Fishers and Route 251 area that is home to high-tech and industrial firms that are critical to fiscal stability. Capacity and safety improvements are necessary for continued growth. Traffic is considered essential to the viability of businesses in the Village and efforts to divert it or expand the number of lanes have been and will likely continue to be opposed.

Minutes from the bus tour/field observation and meeting afterwards are provided as Attachment A.

Public Input Survey

A survey was developed to gather information from a wide breadth of stakeholders. The survey consisted of seven multiple choice questions, two open-ended questions, and the opportunity for respondents to be added to a mailing list to receive updates on the Plan. The online survey was available through the webpage for the Plan hosted on the Town's website, and hard copies were available at the Town and Village halls.

The survey was released on July 17, 2017 and will be available through August 11, 2017. The link to the online survey was included in multiple media outlets' coverage of the Plan and Public Input Workshop #1. As of August 8, 2017, there were nearly 1,900 responses received. The key findings of the survey include, but are not limited to, the following:

- The right combination of perspectives: Sixty-eight percent of survey respondents live in the Town or Village of Victor and 31 percent of respondents work in Victor. This a good balance of residents and non-residents inclusive of those who travel into, out of, and through Victor multiple times per week on their way to work. In terms of the types of trips, more than half of all respondents use Route 96 to get to work, run errands, and visit family and friends. Over 40 percent use it to take their children to school.
- They know what they're talking about: Ninety-five percent of respondents travel on Route 96 at least twice every week and nearly 75 percent travel on Route 96 multiple times per day. This level of usage of Route 96 by respondents demonstrates that they're familiar with the issues along the corridor as 81 percent cited weekdays from 3:00 p.m. to 6:00 p.m. as when they find the most traffic on the corridor; this observation is validated by the data.
- There's room for improvement across the board: When asked how they most often travel along Route 96, nearly all respondents (99.7 percent) stated that they travel by automobile – 63.1 percent drive alone and 36.6 percent drive/ride with others. The need for safety and efficiency improvements for automobiles is well-established. Making enhancements for bicyclists and pedestrians must also be considered. Thirteen percent of respondents feel safe bicycling outside the Village and 31 percent feel safe bicycling within the Village. Approximately two out of three respondents feel safe walking in the Village but barely one in five feel safe walking outside of the Village.
- "Nobody goes there anymore. It's too crowded" – Yogi Berra: The most common response to the open-ended question about what respondents like most and like least about the Route 96 corridor was the combination of appreciation for the number and variety of businesses but that current traffic is so heavy that accessing the businesses (especially in the Village) can be extremely difficult. The inability to use Route 96 as a crosstown route when driving southbound to Farmington and Canandaigua was also cited as a concern.
- No Easy Answers: The majority of responses to the question regarding what specific actions should be taken to improve the Route 96 corridor were related to easing traffic in the Village and the approach to

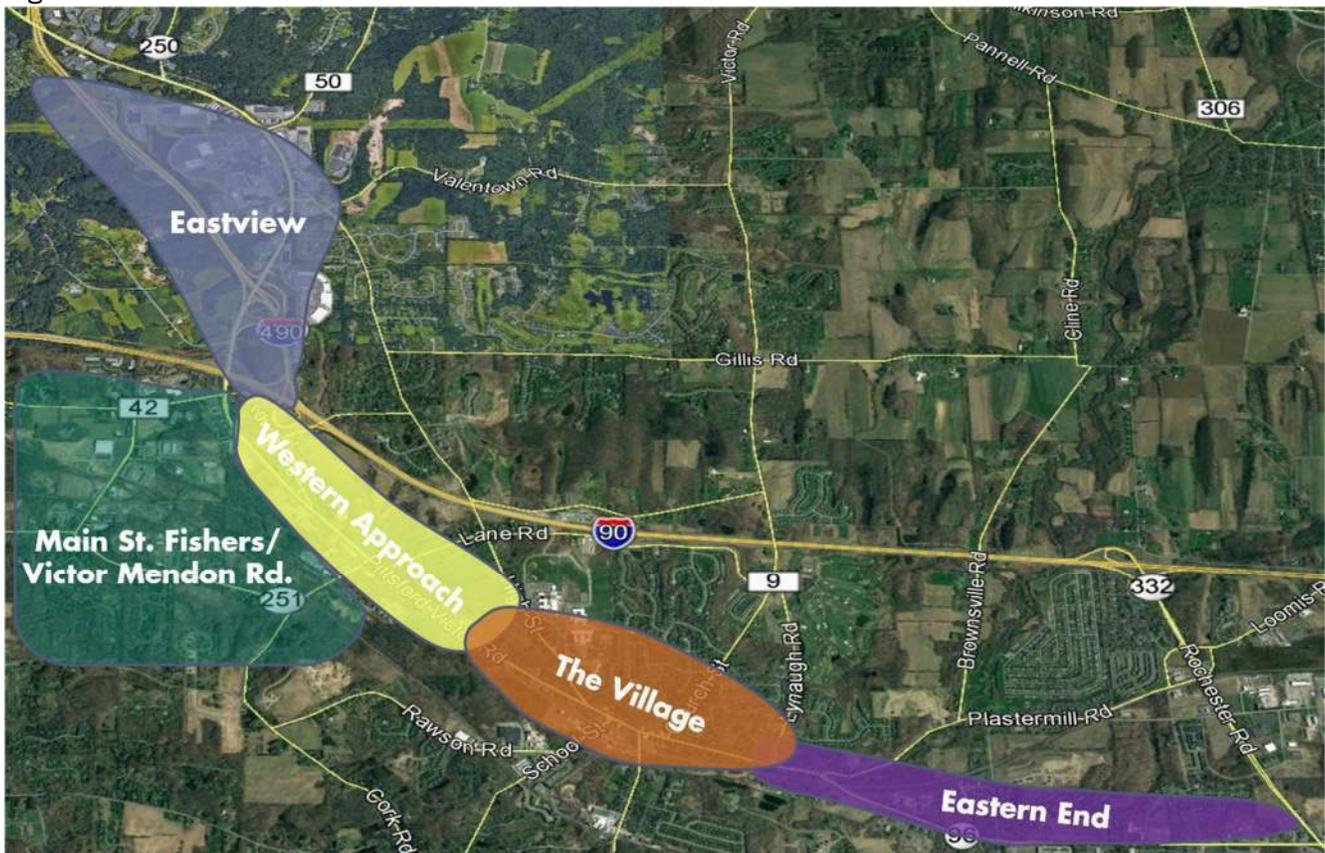
it from the northwest. Potential actions that received numerous mentions included expanding Route 96 to four lanes throughout the entire corridor, better synchronizing the traffic signals in the Village, adding green arrow phases at certain traffic signals and dedicated turn lanes at specific intersections, creating some form of an alternate route (via existing roads or along the Ontario Central Railroad), and removing tolls for trips between interchanges 44 and 45 on the Thruway. There were also numerous comments about speeding and the need to address this in residential neighborhoods.

Bar charts and summary tables of the multiple choice questions are provided as Attachment B. Responses to the open-ended questions are provided separately as Appendices A and B due to the volume of feedback received.

Public Input Workshop #1

The first public workshop was held on August 3, 2017 in the Main Meeting Room at the Victor Town Hall from 6:00 p.m. to 9:00 p.m. The format was “open house” style with a welcome table, introductory presentation, and individual stations for the various segments of the corridor: 1) Eastview, 2) Main St. Fishers/Victor Mendon Road, 3) The Village and Western Approach, and 4) Eastern End (see Figure 1 below).

Figure 1



Attendees had the opportunity to interact with project team members from the Town of Victor, Genesee Transportation Council, T.Y. Lin International, Planning4Places, and David Riley. There were approximately 100 attendees who provided over 150 comments, with the vast majority of those comments associated with a specific location. The key findings of this event include, but are not limited to, the following:

- Eastview: Many of the comments requested that roadways be built to relieve traffic on Route 96 in this area. Potential solutions included a direct connection from I-490 and the extension of Route 250 south across Route 96 to connect to existing roadways of Eastview Mall or Eastview Commons. Another repeated issue is safety turning onto and off of Benson Road due to traffic exiting I-490 traveling at high speeds in a 50 mph zone.
- Main Street Fishers/Victor Mendon Rd.: Safety concerns were cited at a number of points (including unsignalized intersections) along Route 96. There were comments about providing protected bike lanes, bike trails, and sidewalks in this area. In addition, increasing the number of lanes on Main Street Fishers and Phillips Road was suggested as was the connection of Omnitech Place to Willowbrook Road to relieve traffic on Main Street Fishers.
- The Village and Western Approach: Consistent with the bus tour/field observation and public input survey, the most feedback at Public Input Workshop #1 was about this segment. The content was also similar with attendees' comments most often about the levels of excess delay, operation of traffic signals, the need for either additional lanes or alternate routes, and safety concerns with the Route 96/Church Street intersection.
- Eastern End: The predominant issue raised for this segment was the difficulty turning onto Route 96 from Lynaugh Road. Difficulties accessing other locations (e.g., McMahon Road, Anthony Drive, Otto Tomotto's, etc.) were also raised as were excessive speeds and development pressure.
- Multi-Segment/Corridor-Wide: Comments that spanned two or more segments included restricting development, using variable message signs to encourage people to use the Thruway, building a bypass similar to Warrensburg, Missouri where Missouri State Route 13 was re-designated to a roadway approximately 2.5 miles (4.2 kilometers) outside Warrensburg, and creating a New York State-sponsored Route 96 Cultural Corridor "from Rochester to Ithaca and Owego."

The comments received at the public meeting are provided as Attachment C.

Facebook Posts and Comments

Facebook posts were made on both the Town of Victor, NY (the Town's page) and Victor Community Link pages. The Town of Victor post on July 27, 2017 included the announcement for Public Input Workshop #1 and the availability of the survey. It garnered three comments: 1) the benefits of using the Thruway to avoid excess delay on Route 96, 2) the logic in conducting road striping (no location given) at 5:30 p.m., and 3) frustration that previous public input on the issues affecting Route 96 have not been considered.

The Victor Community Link post on July 31, 2017 included the *Democrat & Chronicle* article entitled "Victor commuters' dilemma: wait 15 minutes or pay 15 cents," which was published on the same day. It has received more than 20 comments (with some individuals posting multiple comments). More than 10 of the comments were related to EZ Pass and using the Thruway.

The Facebook posts and comments are provided as Attachment D.

Conclusion

There is great value in obtaining meaningful public input. It is vital that the comments received be fully incorporated when considering how to improve safety, reduce excess delay, and ensure that the Route 96 corridor appropriately balances quality of life and economic development. The T.Y. Lin International Team will continue to mine this feedback for insights to be used going forward in the development of potential projects and programs.

MEETING TITLE	Route 96 Transformative Corridor Strategic Infrastructure Plan Bus Tour/Field Observation
DATE AND TIME	Wednesday, June 14, 2017 3:00 p.m.
ATTENDEES	Hon. Jack Marren, Supervisor, Town of Victor; Hon. Gary Hadden, Mayor, Village of Victor; Hon. Carol Commisso, Trustee, Village of Victor/Director, Victor Local Development Corporation; Glenn Cooke, President, Victor Local Development Corporation; Jack Dianetti, Chairman, Town of Victor Planning Board; Katie Evans, Director of Development, Town of Victor; Kathy Rayburn, Executive Director, Victor Local Development Corporation; Darren Everhart, Director of Transportation, Victor Central School District; Andy Suppo, Business Owner, Hoffend's Discount Liquor & Wine; Thomas Harvey, Director, Ontario County Planning Department; Bill Wright, Commissioner, Ontario County Public Works Department; Suzanne Vary, Economic Development Specialist, Ontario County Economic Development Department; James Stack, Executive Director, Genesee Transportation Council; Joseph Bovenzi, Program Manager, Genesee Transportation Council; Dave Goehring, Director of Traffic & Safety, NYS Department of Transportation-Region 4; Lora Leon, Transportation Analyst, NYS Department of Transportation-Region 4; Richard Perrin, Consultant Team, T.Y. Lin International; Christine Bianchi, Consultant Team, T.Y. Lin International; David Riley, Consultant Team, Independent Consultant
ORGANIZED BY	Richard Perrin

Meeting Opening

Perrin discussed the purpose of the meeting: To tour the project area, observe conditions, provide experience-based insights, and note areas for further investigation. Participants introduced themselves and their affiliations before boarding a bus to tour the Route 96 corridor in segments as described below.

The Victor Everyone Knows; Town Hall to Eastview Mall Area

- Traffic routinely backs up on Route 96 southbound heading into and within the village on weekday afternoons. Backups begin before schools start busing students home. Delays also occur in the morning. The source of this traffic was not immediately clear.
- There was discussion about whether traffic signals in the village could be better synchronized to improve traffic flow. For example, when the light at High Street turns green for southbound traffic, the next light at School Street turns red before drivers can pass through it. It was also noted that the left turn on Route 444/Maple Avenue is tough to get through.
- The intersection of Route 96 at High Street quickly reaches capacity in all directions when school buses begin taking students home in the afternoon. The intersection was described as “a five-lb. bag trying to hold 10 lbs. of traffic.” One participant discussed problems with drivers blocking the intersection and suggested additional

police enforcement to curb the problem. It was also noted that vehicles turning onto Route 96 from driveways add to the lengthy queues.

- Route 96 appears to need a left-turn arrow phase for motorists traveling north on Route 96 to turn left onto Route 251/Victor Mendon Road. NYSDOT plans to add this phase in summer 2017.
- The Fishers Ridge development project on the east side of Route 96 between Rowley and Lane Roads has the potential to transform Route 96 /251 into a major four-way intersection. Fishers Ridge is a 96-acre development to be anchored by a Bass Pro Shop Outdoor World store. In addition to the anchor store, the initial Phase includes a restaurant and construction of the development's northerly, signalized driveway. Future Phases include additional mixed-use development and a second access driveway across from Route 251 onto Route 96 if the development receives final approval. There would likely be two left-turn lanes into the Fishers Ridge project for southbound traffic of Route 96.
- There is a stacking issue on Lane Road at Route 96. Assuming that Route 251 is eventually extended across Route 96, there is the potential to turn Lane Road into a cul de sac.
- Due to heavy traffic turning left from Main Street Fishers eastbound onto Route 96 north on weekday afternoons, there has been interest in creating dual left turn lanes on Main Street Fishers, but a nearby Thruway Bridge abutment on Route 96 makes this infeasible. This is one reason that ConServe elected not to build a proposed 99,500-square-foot call center on Main Street Fishers. Meanwhile, NYSDOT has begun to allow only protected left turns from Route 96 onto Main Street Fishers and Rowley Road. These changes made the intersection safer, but may impede traffic flow. There is the potential for additional traffic at this intersection from a proposed car wash at the former Cole and Parks site on the northeast corner of Route 96 and Rowley Road. At the southwest corner of the intersection is Pump Station 28, which pumps effluent to the Farmington Wastewater Treatment Plant. The pump station's capacity limits potential for further development to the west. However, there are plans to construct a new pump station in another location.
- Traveling north, the intersection of Route 96 at Commerce Drive marks the start of the corridor's mall retail zone. Brick-and-mortar stores in this area face growing competition from online retailers. The town is in a favorable position in that retailers such as L.L. Bean and The North Face are high-end regional attractions, but there is an urgent need to ensure that traffic is not a limiting factor. One option is to place signs on the Thruway to direct drivers to Victor's shopping areas via Exit 28 off I-490, which intersects with Route 96 just north of the mall retail zone, instead of westbound Thruway traffic using Interchange 44 at Route 332 and driving through the village on 96 to get there. This has the potential to reduce cross-town traffic delays along Route 96. NYSDOT, however, wants to ensure that traffic does not back up onto I-490 from the Route 96 ramp. There also is interest in determining the source of weekday traffic in the mall retail area. One potential source is offices in Perinton. The consultant team will look into using the GTC travel demand model to determine where the traffic is coming from as potential solutions are tested.
- There was discussion of two recent collisions at Route 96 and Turk Hill Drive that involved vehicles turning left from Turk Hill westbound onto Route 96 south.
- There was discussion of continuing Moseley Road/Route 250 across the west side of Route 96 through the back of Eastview Mall to provide additional access to the mall. There also has been discussion of connecting an extension of Route 250 to a new interchange on I-490, but this would face hurdles related to Federal Highway Administration access control requirements for interstate highways.

The Lesser-Known Victor: Technology & Manufacturing (Main Street Fishers/Route 251)

- Main Street Fishers and Route 251 serve many of the town's larger industrial and high-tech businesses. This provides a case for further investment here. There also is interest in ensuring that employees of businesses in this area can easily patronize village retailers and restaurants during lunch breaks.
- There is the potential to explore whether an Ontario County-owned railroad corridor could be developed for vehicle use as an additional facility to relieve traffic on Route 96, potentially connecting Route 251 to School

Street. Finger Lakes Railway is now negotiating a new lease for use of the railroad. There was some concern that this would divert traffic from Route 96 and harm businesses in the village; however, there also was some question of whether motorists who choose to use an alternate route are likely to stop to patronize village businesses in the first place.

The Backup (Route 251 to Route 444)

- There was some concern about whether the traffic signal at Route 96 and High Street's south terminus causes delays. Anytime a pedestrian button is pressed, the traffic signal turns red for all three approaches. This is due to the exclusive pedestrian phase currently in place.

Alternate Routes (Dryer/Cork/Rawson Roads)

- Drivers often use Cork, Dryer, and Rawson roads as an alternative route to circumvent backups on Route 96 south leading into the village. Residents in the Cork Road area have generally not welcomed the traffic and have opposed road improvements for this reason.

Loading from the North (Church Street/Lynaugh Road)

- Backups are frequent on Church Street as drivers wait to turn onto Route 96.
- The Victor Central School District (VCSD) does not route buses down Lynaugh Road to turn left on Route 96 due to safety concerns. NYSDOT has a plan to build a roundabout at Lynaugh and Route 96, tentatively scheduled for 2019. The roundabout is expected to calm traffic, create a gateway to the village, and relieve backups on Lynaugh. Tractor-trailers might have difficulty navigating the roundabout, but it will accommodate school buses. A roundabout is also proposed for the intersection of Lynaugh/Lane Road and Victor Egypt Road. VCSD also does not route buses through this intersection. Once completed, the intersection will further impact bus patterns and reduce bus volume through the intersection of High Street and Route 96.
- The Gullace subdivision planned in the area of Church and Lynaugh streets will increase density. This has raised concerns among residents about additional traffic.

The Contributor (Route 96 to Route 332)

- NYSDOT is considering the addition of a traffic signal at the Tops supermarket on Route 96, just west of Route 332, to improve access to the grocery store and residential developments to the east.
- There is the potential for further significant development along the southern portion of the Route 96 corridor. This includes an undeveloped 17-acre parcel on Route 96 that is zoned commercial and backs up to the Victoria Woods residential development. Further residential development also continues in the Ballerina Court subdivision off McMahon Road.
- Farmington is currently issuing more building permits than Victor, indicating an increased pace of development there. This is expected to add traffic along the southern Route 96 corridor.

Post-Tour Meeting

Perrin opened the discussion by noting that the tour visited segments of the corridor with different uses and needs. There is no silver bullet solution to traffic problems along the entire corridor. Perrin asked the group to discuss potential alternatives. Discussion points included:

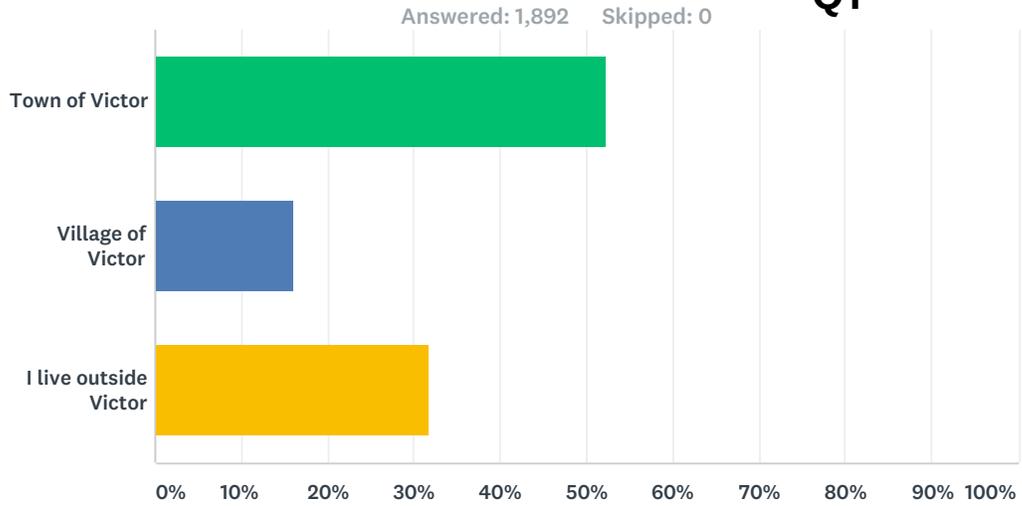
- Advanced manufacturers are important to Victor's economy and tax base. It is important to keep traffic moving well for employers along High Point Drive.
- Google Maps and GPS devices present routing challenges – for example, delivery services and truck drivers say GPS often sends them down Route 96 into the village to reach the Victor Business Centre on Rawson Road, instead of approaching Rawson from Cork Road.

- NYSDOT could install expressway signs that would advise drivers of travel times to destinations on various routes. Such a sign could warn drivers of backups or help direct traffic more efficiently to Victor (for example, by showing shorter travel times to the mall area via I-490, rather than via the Route 332 exit off the Thruway).
- Many retailers would be concerned about any project that appears to divert high-volume traffic from their businesses, but not all traffic is good traffic. Drivers who seek alternate routes may be unlikely to shop locally anyway. Congestion also can drive away potential customers. Consumers increasingly seek an enhanced shopping experience, as the pure commerce side of the transaction can be accomplished online. Education and public outreach are needed to explain that a more pleasant, walkable experience can draw people to the village.
- The consultant team's Complete Streets specialist will visit the village to look at options to make it more walkable and bikeable. We need to find a balance between improving traffic conditions and creating a more walkable and bikeable environment that attracts people to the village. The village is not now as walkable as it could be, especially when crossing Route 96. Options could include additional bumpouts and/or the addition of a bike lane. An access road along the railroad corridor also could ease traffic congestion.
- Many Farmington parents drive their children to school in order to spend more time with them in the morning. This may contribute to congestion.
- High Street emerged as a significant concern. It sometimes takes school buses 6 to 8 minutes to get through 5 to 6 cycles of the light at High Street. There was further discussion of the fact that the pedestrian crossing signal shuts down the intersection in all directions every time someone presses it. This issue can be exacerbated if the pedestrian button becomes stuck. There was some discussion of whether the traffic signal could be optimized via a connection to the Regional Traffic Operations Center. NYSDOT does not believe this would be as effective as it is portrayed to be based on their analysis of improved signal timings. Other options discussed included squaring off the intersection to form a T, creating an alternate route for pedestrians to cross Route 96, or creating a roundabout. There was some concern about whether a roundabout would require removal of buildings. The plan to build a roundabout at Lynaugh could help to relieve school bus traffic on High Street.
- There is potential for additional density opposite the High Street intersection due to the mixed-use Ferris Terrace development project.
- The consultant team will examine traffic signal coordination throughout the village.
- There was brief discussion of backups on Church Street as well, but installing a traffic light there was generally not seen as a solution.
- There was discussion of better distributing overall traffic and finding better ways for it to get through Victor. Alternative routes should provide a relief valve without diverting all or significant amounts of the traffic off Route 96. Improvements in various areas should help to reduce the overall congestion problem. People should be better informed about other routes to reach their destinations.
- An access road along the railroad corridor could extend the village business district. Different approaches to configuring such an access road could be modeled – for example, whether it would function well as a limited access service road, as a one-way road, etc.
- There was discussion of eliminating the School Street/Route 96 intersection if an access road is built along the rail corridor. There were concerns about how this might work, including its potential impact on Route 444.

It was my intention that these minutes reflect the general discussion during the meeting. Please contact me regarding any additions, deletions or changes to these minutes.

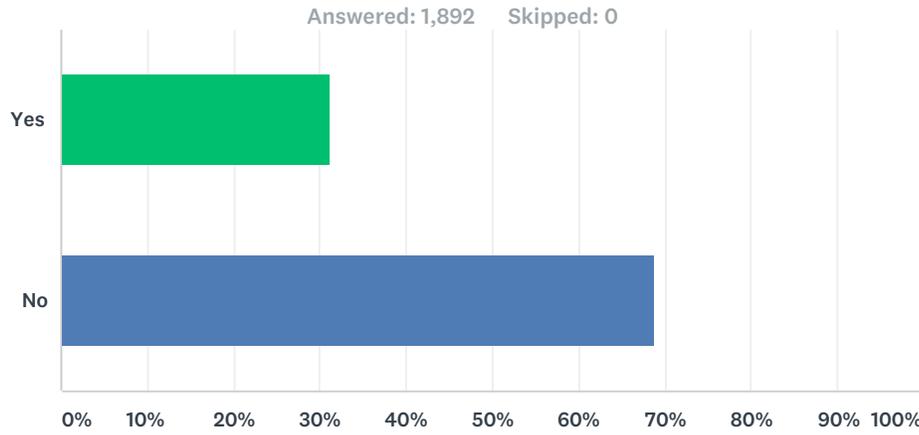
Q1 Where do you live?

Q1



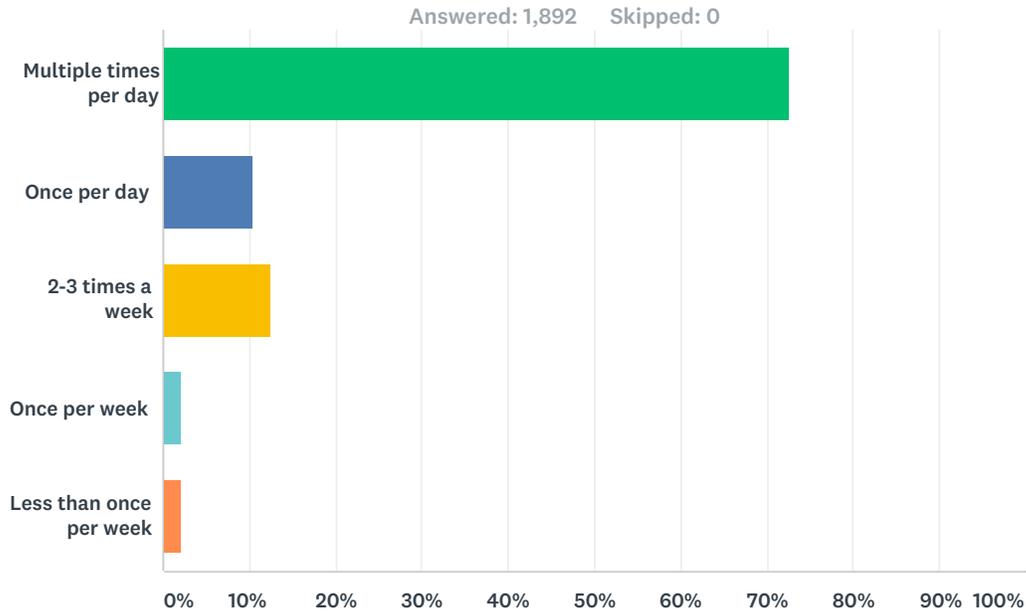
Answer Choices	Responses	
Town of Victor	52.22%	988
Village of Victor	16.07%	304
I live outside Victor	31.71%	600
TOTAL		1,892

Q2 Do you work in Victor?



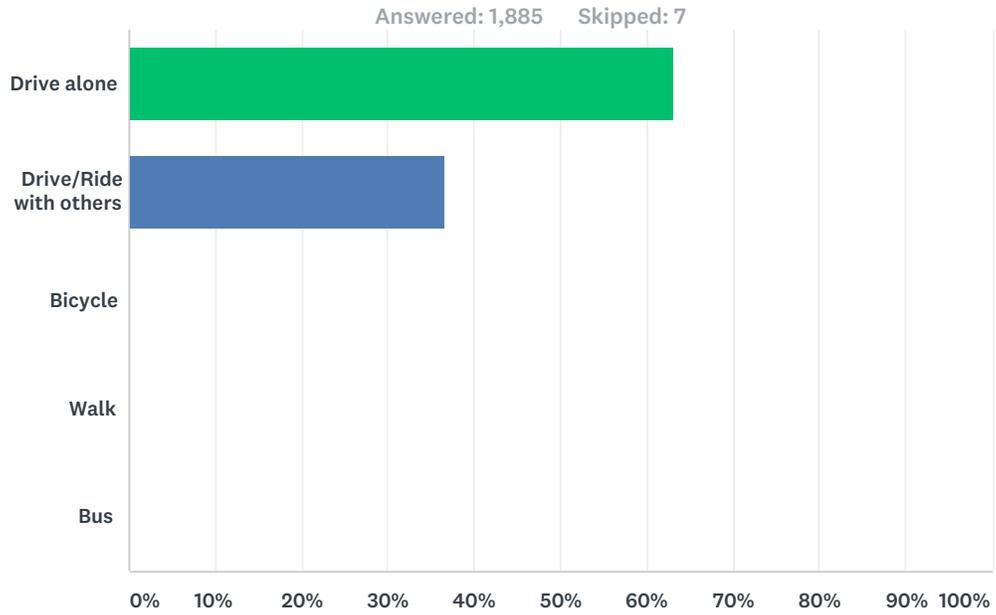
Answer Choices	Responses
Yes	31.08% 588
No	68.92% 1,304
TOTAL	1,892

Q3 How often do you use Route 96?



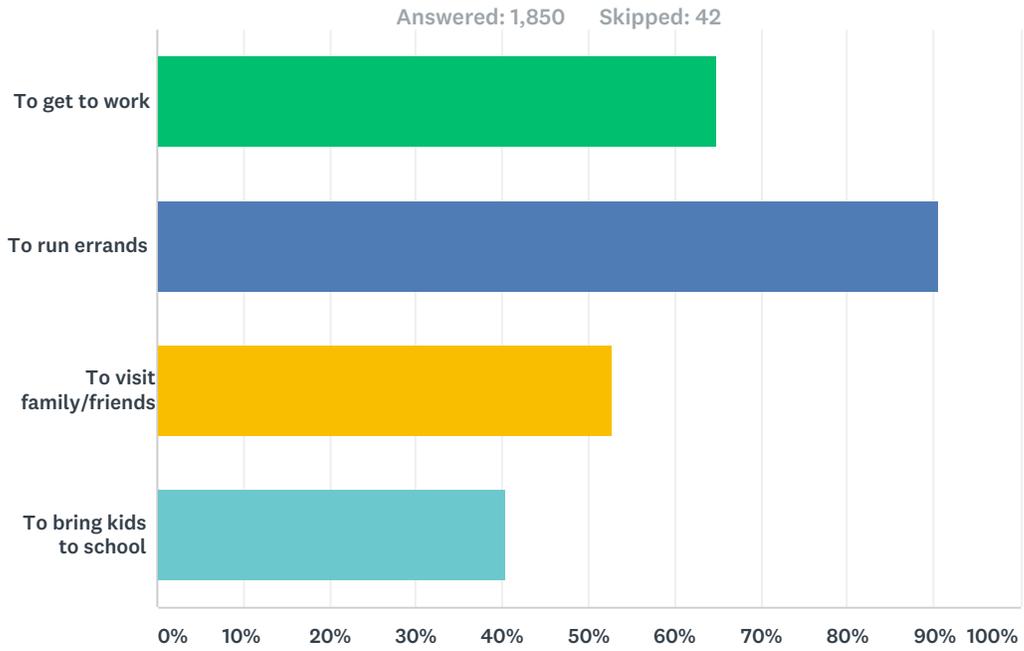
Answer Choices	Responses
Multiple times per day	72.57% 1,373
Once per day	10.52% 199
2-3 times a week	12.63% 239
Once per week	2.11% 40
Less than once per week	2.17% 41
TOTAL	1,892

Q4 How do you most often travel along Route 96?



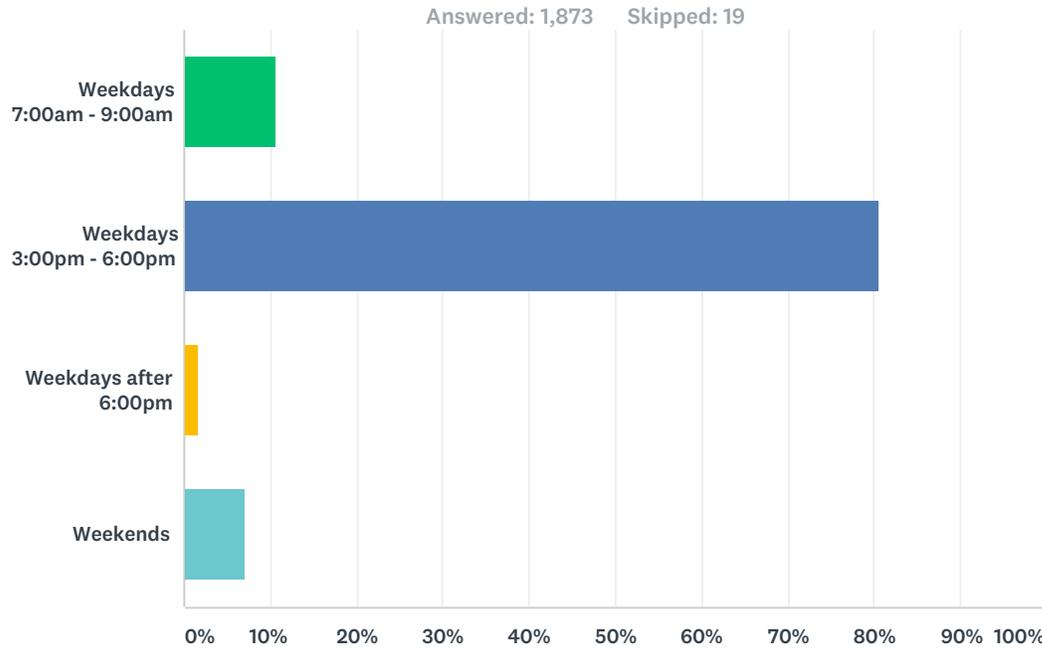
Answer Choices	Responses
Drive alone	63.08% 1,189
Drive/Ride with others	36.60% 690
Bicycle	0.11% 2
Walk	0.05% 1
Bus	0.16% 3
TOTAL	1,885

Q5 For what reasons do you use Route 96? (Please select all that are applicable)



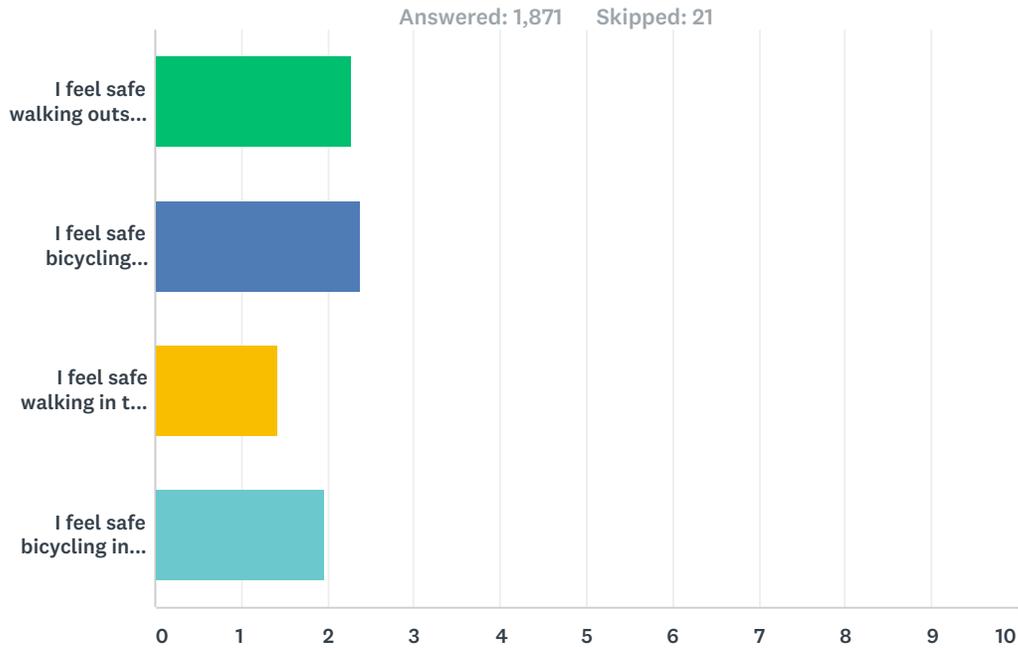
Answer Choices	Responses
To get to work	64.81% 1,199
To run errands	90.49% 1,674
To visit family/friends	52.81% 977
To bring kids to school	40.43% 748
Total Respondents: 1,850	

Q6 When do you find the most traffic on Route 96?



Answer Choices	Responses	
Weekdays 7:00am - 9:00am	10.57%	198
Weekdays 3:00pm - 6:00pm	80.51%	1,508
Weekdays after 6:00pm	1.71%	32
Weekends	7.21%	135
TOTAL		1,873

Q7 Do you agree or disagree with the following statements about traveling along Route 96?



	Agree	Neutral	Disagree	Total	Weighted Average
I feel safe walking outside the Village	21.00% 391	31.47% 586	47.53% 885	1,862	2.27
I feel safe bicycling outside the Village	13.44% 247	34.22% 629	52.34% 962	1,838	2.39
I feel safe walking in the Village	67.83% 1,265	22.04% 411	10.13% 189	1,865	1.42
I feel safe bicycling in the Village	31.08% 570	41.60% 763	27.32% 501	1,834	1.96

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Corridor Segment
Eastview
On and off ramps for the mall!
Underpass (I-90) for Rowley Road extension designated specifically for I-490 westbound. Traffic on Main St. Fishers could not only turn left on 96 to get to 490, but could go straight at 96 to get to designated underpass to I-490
Exits and entrances to 490
Add lanes from 490 into Eastview Mall to go eastbound & westbound. Will relieve traffic at holiday time too
Additional connection to Eastview Mall @ the existing Walmart intersection to alleviate traffic to mall entrances
Rebuild Thruway bridges to accommodate 3rd lane from Main St. Fishers and bikeway
Congestion all along #96 from Walmart to Perinton li+B42ne. Light Synch to Traffic weekends & rush hour particularly bad
Consideration should be given to destination of traffic. Better utilization of the Thruway would reduce mall traffic from Farmington area
Eastview Mall should have an exit onto 490. The old rest areas already have driveways
Explore extending to willow brook to take pressure off M. Street Fishers
Protected left on High St. approach.
Off-ramp into Eastview off 490
Turk Hill & Rt. 96 by Eastview - L turns on Turk Hill from 96 but no L into Mall
People fly off 490 onto 96. Please remove the 50 mph sign! A right hand turn lane would be helpful. I always turn my directional signal on in plenty of time for the right hand turn to Benson yet lay on the horn. I don't want to be rear-ended.
Only one exit from this mall area - very congested at times (line of cars - takes 15 minutes to exit during peak times - e.g.. Christmas week)
No advance left turning south from High Street to 96S
Sync traffic lights on 96
How can we get hotel guests to travel to the Village via foot and/or bike?
Encourage use of Thruway to bypass 96 through Victor Village
Only one advance left into Eastview Mall going North on Route 96
Difficult getting from 490 onto 96 just before Thruway
Wait sign on time through Victor so eastbound go around Victor on Thruway like at Buffalo-Niagara Falls
Wait sign posting time through Victor like at Buffalo Niagara-Falls
Turning right onto Benson Road is very dangerous. I don't want to be a statistic. People speed off 490 onto 96 and don't pay attention to people trying to turn
The timing on the lights on 96 through Bushnell's Basin needs to be adjusted. It backs up terribly

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Corridor Segment
Eastview (continued)
If Moseley Road (Route 250) were extended west across Route 96 to the former I-490 rest area, this could be turned into a new ramp 490 off-ramp for westbound traffic. This could improve access to the mall area and reduce congestion on Route 96
A "reliever" road along the back side of the mall (along 490) could be connected to 96 to provide another point of access to Eastview
Main Street Fishers/Victor Mendon Rd.
Review the water courses that are near Cork, Route 96, Route 251 for sections that need to be reconstructed. Various roadways have ponds and creeks that are beginning to encroach. Miss = Current alternatives for Route 96
Sidewalks - bike trails - non-car methods to get to parks, amenities home, village.
In front of the RV Dealership heading East on 96 - merge lane needs to end sooner and have arrows painted in lane. Traffic/vehicles force themselves into the lane and will often ride along in the center lane. People have also passed me many times along that stretch using the center lane.
Turning out of Hadley Circle - Doodle bug. Left is impossible and right is BAD
Entrance & exit from Railside Market
Moratorium on development - especially Fishers Ridge
Align Willowbrook and Omnitech Parkway to add cross access North & South and more access points on 96
Eliminate Center 2-way left turn lane to gain more space
Picking children up at Doodlebugs is so very dangerous trying to make it back onto 96. Please consider a stop light! Someone is going to get killed.
Cars exiting I-490 are traveling at high speed, often run red light at Main St. Fishers
South on Lane to turn east on 96 - No center lane or it is hatched
Dangerous people turn red from railway onto 96. Trying to pull out from Planet Fitness so you can get onto 96 to turn right sometimes is easier to pull onto Main St. Fishers and go down to 251 and back to 96
Why is part of Lower Fishers Road not paved? I would take it to avoid 96 but don't want to knock my fillings out.
Add additional lamp posts with flowers for aesthetics on Main St. Fishers. Create 2 lanes on Main Street Fishers in both directions & the same for Phillips Road (eventually Rt. 251)
Protected bike lanes under bridge
Incentivize traffic heading through Victor to use Thruway by waiving tolls between 44 & 45 both directions.

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Corridor Segment
The Village and Western Approach
Need a left turn signal on 96 westbound at the intersection @251
Like to see light rail system going in both directions to Pittsford, Rochester, etc. to the West, then East and South to Canandaigua. Think of the traffic after a CMAC concert. This would take cars off the road.
Left turn onto 96 - impossible at times. Right turns to 96 difficult if vehicles are on your left. More Development = more cars. Idea - moratorium on development until traffic issues are attacked.
Lynaugh Road & Church Road Roundabout . No disruption of property. General one way circulations.
Concerns with traffic patterns in High School (School Entrance - #77) and Lane (School Entrance and Bus Garage - #78). During start and end of school = problems are there now.
No more townhouses
Regarding "The Village" and "The Western Area" - if the old Railside area can be turned into a side street/alt. route much like the Canandaigua "Roseland Waterpark, Denny's, "Rite Aid" road" is like now...This will give drivers another choice to take and split-up some congestion.
Signals are not synchronized, long waits through Victor
Take out the railroad tracks from 251 to Brace Road
School Road - Dangerous for pedestrians! People use this as alternate routes - no shoulder - please widen shoulder. Also, access to hiking trails.
Can't safely access by foot - defeats the purpose.
Narrowing of 96 to 2 lanes - a problem at peak traffic times
This section of Main Street between School and Maple is SO congested. Private parking lots are being used as a cut-through- resulting in accidents and wear and tear on private small business resources. Emergency Personnel also use these lots to handle violations & accidents again - clogging up parking for private land of small businesses impacting our ability to conduct business and earn a living.
Railside needs better access
Signal timing already with pedestrian activation, throws off the signal timing and coordination
Victor-Mendon Road intersection (Route 251) is of increasing importance with housing development, alternative routes to Canandaigua & and Victor FLCC Campus. This intersection will become MAJOR with the new shopping development (Bass Pro)
Have Park N Ride for certain categories going to the school campus - students - parents. Restrict access AM/PM to School bus and staff
Cars coming from north continue to speed along Church in spite of 25mph limit then back up the line trying to get out on 96. More development = more cars= more congestion.
Route east bound traffic around the south of town (e.g., A widened Adams St.)

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Corridor Segment
The Village and Western Approach (continued)
<p>City Rd 9 (Church St) and Lynaugh/Lane Rd - should have roundabout</p> <p>General Comment: Improve outside routes before 96 improvements</p> <p>Need to improve village intersection/signal control - church street-Maple Ave-School St-High St- SR251/Lane Rd</p> <p>Widen road between Thruway and Main St. Fishers</p> <p>The Bypass around Victor should involve development of the current railroad right of way. If the current highway trend continues after Maple Ave. reopens then the use of Pittsford-Mendon Cork Road will need a weight restriction and lower speed limits to insure the safety of residents living on or adjacent to Cork, Dyer Road.</p> <p>South on Lane to turn east on 96 - No center lane or it is hatched</p> <p>Left turn signal on 96 to 251 can't turn when there is no arrow heading away from Village</p> <p>Align 251 and Lane Road - dangerous intersection when crossing from 251 to Lane</p> <p>How do we balance new buildings, open space, and access to residential on the corridor? What % of open space is planned for the corridor with fully occupied?</p> <p>School St/High St off school light through High St. during rush hour</p> <p>Trying to turn left out of Salvatore's I almost got hit. A car let me out but some one was flying down the other lane and almost hit me</p> <p>Immediate: X-walk signage/controllers at non-traffic light intersection (including Mead Square) [Mead - Church - Lynaugh]</p> <p>We own this land at the corner of Lane and Route 96 maybe signage on our land could help?</p> <p>Turning left from Lynaugh Road onto 96. Turning left from Church onto 96</p> <p>Winter is very dangerous here. The steep hill has thrown many drivers (even those cautious ones) sliding across 96. Not sure how that can be changed but a safer situation must exist.</p> <p>Congestion coming into the village at about 5PM is terrible! How about re-routing prior to this area?</p> <p>Lower speed limit on 444 between village and county route 41 (flashing light)</p> <p>Timing of light on High St. should be explored</p> <p>To get in & out of Lucca & El Basha difficult because of light @school street & traffic</p> <p>Difficult to turn into CNB from 96 - school street between yield land from 96 and traffic sitting at light - can not turn left into CNB</p> <p>Rt 96 to Main St, Route 96 to other lanes - from Rt 251 going on Rt 96 southbound put additional lanes to carry additional overflow traffic where the railroad lanes are currently</p> <p>No left turn signals from Lynaugh or Church Street onto 96S</p>

Route 96 Transformative Corridor Strategic Infrastructure Plan

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Corridor Segment
The Village and Western Approach (continued)
Cork Road is the unofficial bypass for Victor because people do not want to get stuck in traffic crawls on 96. This pushing of traffic onto secondary residential roads is a safety and quality of life issue for residents. As long as the Town continues to build, build, build this problem will only continue to get worse & worse.
From the Village to Railside Market there should be a sidewalk
Railside Grocery Store patrons have a difficult time getting in and out - doesn't help business. It's the type we need, also. And I LOVE that store.
Time traffic lights, seems like we need to stop at each light
Heading east from Monroe Muffler - can not turn right due to traffic volume. Timeframe 5-5:30PM. I believe center lane is an issue near there.
Put one of those stop for pedestrians signs in the crosswalk
Should use rail right of way to provide rail, car/truck and bike traffic use
Close School St @ 96 and eliminate that signal light
A left turn signal, at least during high volume
96@251 - Hard to turn left on 251 from 96 with back up traffic from Village
Turning onto 96 from Lynaugh 3-6PM is difficult
Main Street - I will not stop at businesses on Main street. It is too hard to get back into traffic.
The Railroad and rail line should be a shared-use ROW - there is enough room
Bye-Pass 96 from 251 to Brace Road to alleviate congestion in the Center of Town
Eastern End
From bridge at Mud Creek at Rt. 332 - have more left and right turn lanes (there is a nice turn lane at 96 near Auction Direct)
Sidewalks - bike trails - non-car methods to get to parks, amenities home, village.
East Victor Road - Speed limit is 45 which is 5 miles more on a winding road than Mertensia and Rt. 96. They often come thru at speeds higher than that and 45 is much too high. Also, light needed on end of Scudder Mills which intersects with 96 - huge backups!
Too many cars waiting to turn left. 10 in line is not uncommon
Open Road Tolling @ exit 44 & 45
Lynaugh Road & Church Road Roundabout . No disruption of property. General one way circulations.
This intersection is time-consuming and hazardous. More development will only worsen these conditions. Suggest: 1) Moratorium on development until traffic is controlled; 2) construct a traffic circle (at State expense)
Speeding along Lynaugh has always been a problem. Add more developments - more cars. People take Lynaugh to avoid Main St - more cars.

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Corridor Segment
Eastern End (continued)
DO something about speeding - 30 mph seems to mean 50-60 mph for cars using Lynaugh road as a bypass
Property I own - 6484 96, has been for sale for years in a floodplain. It won't sell in a floodplain and you will never build on it. Only once did the creek overflow - went towards the garage and back into the creek
Very difficult to make (L) from Lynaugh onto 96. Perhaps another light?
Light at Lynaugh. Way too many accidents
Increasing traffic (& Accidents!!) at this location with new housing with off McMahon - needs a light! I own the antique shop on the corner. My fence has been knocked down three times.
Lynaugh Road & Route 96 - Stop light - that is trigger during high traffic periods
East Main St. near Lynaugh Road - a roundabout would slow traffic down. A west route would speed up people to and from work and traffic could stop to shop at will. A east route would speed up people to and from work. All of the above would help to keep Main St. from the bridge to West Main moving on a regular time basis.
Should use rail right of way to provide rail, car/truck and bike traffic use (See 308&309) intersection Brace Road and then light at 96 or roundabout
Lynaugh and 96 needs a roundabout
On Lynaugh Road - which seems to be a bypass - Make the speed limit 35 mph presently 50 mph from Victor Egypt Road to Village limit. Then becomes 30 mph which no one obeys. Then get the state to put a stop light at Lynaugh and RTE 96
Otto Tomatto's Plaza - hard to turn left out of that plaza
Turning left out of doctors offices across from Auction Direct is very dangerous
Lynaugh Road - Need light or way to control turns off Lynaugh
General Comment: Widen 96 similar to West End on East End to 332
Plaster Mill Road - consider reopening the corridor over the RR tracks - would help people get to Farmington
Multi-Segment/Corridor-Wide
There are two ways to deal with the traffic: reduce/maintain the current number of cars, and manage the flow more efficiently. An effective solution would be to encompass both. The Town and Village must put a moratorium on development while a solution is worked out. Otherwise you are shooting at a moving target that you will never hit.
Rt. 96 needs ITS to encourage people to use the Thruway when the corridor is experiencing major slowdowns
Warrensburg MO, Hwy 13 as an example

Route 96 Transformative Corridor Strategic Infrastructure Plan

Public Input Workshop #1 - August 3, 2017

Corridor Segment
<p>Multi-Segment/Corridor-Wide (continued)</p>
<p>General Comment about all of 96 corridor: Any and all improvements to our streets need to consider the needs of all users of the road - including cyclists and pedestrians. Improvements must facilitate movement.</p>
<p>Toll free between Thruway exist 45 & 44. if not toll free - tolls benefit Victor directly.</p>
<p>Career Firefighter - Fishers Fire District - Assigned as Driver-Ladder Truck. Traffic preemption system for traffic lights. Studies show systems can save 30% of response time to emergencies. Systems could also be used for public transit . Systems to make more cost effective and promote fast service.</p>
<p>Rt. 96 Cultural corridor idea - 5 counties along 96 from Rochester to Ithaca and Owego@1-86. Idea of a state-sponsored cultural corridor</p>
<p>Church St - Cancel the Development at top of Church. Never should have been considered. Traffic (and Schools). Church & Lynaugh are already problems at morning and evening times. Developments on Plaster Mill don't help either. STOP</p>
<p>Rt. 96 is a route for Canadians to get to NYC. Victor is a gateway to the Finger Lakes region from the north/west. What happens in the corridor impacts other part of the corridor/region</p>
<p>Boughton Road - replace stop signs with a traffic light - the old temporary light worked very well.</p>



Town of Victor added an event.

July 27 at 11:13am · 🌐

The Town and Village of Victor are developing an action plan with realistic solutions to traffic congestion and safety issues on Route 96. We want to know what problems you've experienced and hear your ideas for solutions. Tell us what you think at www.surveymonkey.com/r/VictorRoute96 and share your thoughts at our public input open house on Thursday, Aug. 3, 6-9 pm at Victor Town Hall. Learn more about the project at www.victoryny.org/index.aspx?nid=292.



Route 96 Transformative Corridor Strategic Infrastructure Plan

The Town and Village of Victor are holding their 1st corridor infrastructure plan public open house. We encourage you to attend and pass along this invitation to anyone who would be interested in attending. *WE WANT YOUR INPUT!*

- ◆ Time & Location: August 3, 2017, 6:00-9:00 PM - Victor Town Hall, 85 E. Main Street
- ◆ Project Limits: Route 490 (Exit 28) to Route 332 (Rochester Rd)
- ◆ Children Welcome: Bring the kids - we will have activities just for them!
- ◆ Light Refreshments & Snacks will be provided.
- ◆ Can't make it? Take our survey: www.surveymonkey.com/r/VictorRoute96



AUG 3 **Route 96 Corridor Study Public Input O...**

Thu 6 PM · Town of Victor · Victor
Katie likes this place

★ Interested

👍 Like 💬 Comment

👍 Katie Evans and 13 others



Alan Ramsey If someone's looking to access Rt. 332 from I-490 they can already take the Thruway for 20 cents - there is no better bargain, and the taxpayers don't have to pay a dime. Rt. 96 is our Main Street - don't turn it into another Rt. 441 in Penfield with 4... See More
Like · Reply · July 27 at 3:18pm · Edited



Patti Donadio Why the heck would you have road stripers doing the road in the village at 5:30pm? Traffic backed up. CRAZY
Like · Reply · July 27 at 8:03pm



Norma Skelly Halbleib You've been getting my family's input for the past 37 years; doesn't seem to have helped. Hard to believe you really want to hear from us.
Like · Reply · July 28 at 12:31am 1

Email or Phone

Password

Sign Up

Log In

Forgot account?



Victor, NY shared a link.

July 31 at 4:55pm ·



Victor commuters' dilemma: wait 15 minutes or pay 15 cents

The Town of Victor is leading an initiative to improve traffic congestion on a six mile stretch of Route 96

DEMOCRATANDCHRONICLE.COM

44 Likes · 24 Comments · 33 Shares

Share

Kathy Blaisdell, Nelson Coleman, Chelsea Love-Griswold and 41 others like this. [Top Comments](#)

33 shares



Eirual Nna First: get Ezpass Commuter plan(\$88/ yr and the toll between Canadagaia/Victor is \$0... (oh and there are other savings 😊) second: or a bypass road for those who really need to bypass to just get to work/school in am/pm!

2 · August 1 at 4:19pm

[2 Replies](#)



Kate Rivera This is a complicated problem - Ontario county is exploding in housing development from Victor to Farmington to Canandaigua. This portion of the article troubles me: "Following Thursday's meeting, the steering committee, which includes two New York Sta... [See More](#)

4 · July 31 at 5:19pm

[1 Reply](#)



Suzen Greene Sorry to say but "They" talk about this issue all the time and that's about it. Been talking for 30 years. The real fix would be a bypass corridor and that would take millions and years.. love Victor but this has been going on for decades.

1 · July 31 at 7:32pm

[1 Reply](#)



Amanda Elizabeth People should have their kids take the bus- that could help during the school year ? I live on 96 at the corner of lynaugh- it gets pretty crazy, but nothing too bad. Just have to be patient I guess.

2 · July 31 at 6:37pm

[1 Reply](#)



Kelsey Zahn Probably shouldn't shut down 4 or 5 roads at a time because that has definitely impacted the heavy traffic the past few months because people are now forced to use 96

8 · July 31 at 7:29pm



Norma Skelly Halbleib 😞 if the village was really concerned with the traffic problem they wouldn't be the building a retail and apartment complex on the very spot that this picture was taken from.

1 · July 31 at 8:43pm

[1 Reply](#)

English (US) · Español · Português (Brasil) · Français (France) · Deutsch

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-  **Dawn Whalen** The toll works if you need to get to the mall or the city But to get from one side of town to the other no. And 15 minutes? Where is that number coming from because when there's actual traffic I'm stuck there for over half an hour most times
I'm on Plaster Mill
1 · July 31 at 8:14pm
-  **Katrina Keefe** Yeah it's sad the person who wrote this article didn't realize the cost was .20 cents and not .15cents. Love my EZPass and learned the times of days to avoid 96.
Some people just pinch the cents and can't or won't pay.
4 · July 31 at 6:19pm
-  **Richard Crowley** I live in the village, right at the top of Church Street. I simply avoid the Village altogether, by either taking back roads or trying to time my drives at non peak traffic hours. It is very easy, if you are familiar with the back roads, to avoid 96 ... [See More](#)
August 1 at 3:08am
-  **Dawn Whalen** New PROJECT: The real reason I'm sure for the topic of this discussion...located right at the intersection light at High St. And 96 COMING SOON....
<https://rochester.craigslist.org/.../sf.../6244067554.html>
August 2 at 10:07pm · Edited
-  **Caelin Cunningham** ... except it's been 20 cents for the last five years or so.
4 · July 31 at 5:09pm
1 Reply
-  **Lynn Mauler-Friefeld** Look into a yearly pass. Might come out cheaper that way.
2 · July 31 at 5:19pm
1 Reply
-  **Charity Moore** I pay almost everyday to avoid Victor's rush hour. Love my Ez Pass!
5 · July 31 at 5:10pm
-  **Elizabeth Harvey** Please! Spare us who live in victor and pay the .15 cents on the thruway ! 96 traffic is ridiculous. Takes me 20 minutes to get my kids to daycare in victor!
3 · July 31 at 5:09pm
-  **Amanda Elizabeth** Also what did we expect after all the housing developments being put in????
3 · July 31 at 6:37pm
-  **Mark A. Rider** Buy the annual commuter pass for \$88. then you can use up to two exits in each direction under the plan for a year.
3 · July 31 at 6:35pm
-  **Michelle Crum Amadio** I pay the \$ all the time...ugh, hate Route 96 and wish I lived on the western side of Victor.
July 31 at 5:15pm
-  **Mary Marty Holm** The commuter pass is much cheaper than paying the toll every day. Maybe people aren't aware that's an option?
1 · July 31 at 5:41pm
-  **Timothy Maher** 15 min. someone out there is telling stories, the problem is that people do not want to be inconvenienced with any kind of delay..
August 1 at 9:48am
-  **Mark Hartmann** Back roads.
3 · July 31 at 5:20pm
-  **Samantha Schulmerich** It's 20 cents btw...
1 · July 31 at 5:55pm
-  **Joanna Dychton** Victor is busy all day long!
2 · July 31 at 5:23pm
-  **Alex Raplee** I go around. Takes 5 mins. Although ezpass is great.
July 31 at 5:57pm
-  **Seana Mckinney** Diffidently pay 15 cents ...
July 31 at 5:29pm