

# Church Street Municipal Lot Access Assessment

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## EXECUTIVE SUMMARY

The Syracuse Metropolitan Transportation Council (SMTC) has agreed to assist municipalities within our Metropolitan Planning Area (MPA) with transportation-related elements of their planning processes under a “Comprehensive Plan Assistance Block” as requested by the Syracuse-Onondaga County Planning Agency (SOCPA).

The Village of North Syracuse (Village) requested that the SMTC study traffic impacts on the Route 11/Church Street intersection based on the following changes and improvements:

- consolidate several parking lots into a municipal lot
- eliminate two driveways on Route 11
- primary driveway via Church Street
- maintain movements at Route 11/Church Street intersection, and
- extend Church Street as a right-out only at South Bay Road.

SOCPA agreed to have SMTC advance this assessment under the assistance block for the 2018-2019 program year.

The assessment is summarized as a technical memo, which will serve as an addendum to the 2016 Church Street Access Study (prepared by SMTC).

### **2016 Access Study**

In 2016, the SMTC released an Access Study that assessed the impact of several different Church Street extension alternatives on surrounding area

intersections. The Village identified a preferred alternative based on the findings and has since received funding to extend Church Street to South Bay Road as a right-out only while maintain existing movements at Church Street/Route 11. The funded extension presents a new scenario that was not studied by SMTC in 2016. Additionally, the Village now wishes to consolidate several private parking lots into a municipal lot with primary access via Church Street. As a result of these changes, the Village requested the SMTC to analyze impacts on the Church Street/Route 11 intersection.

### **Findings**

The SMTC found that Route 11 operates well under all seven scenarios. However, left turns from Church Street (Village-owned) onto Route 11 experience excessive delay under ‘future build’ conditions – i.e., when it redevelops as a business district and connects to South Bay Road.

### **Conclusions**

The assessment considers a worst case scenario and is therefore very conservative in its assumptions. As a local road, the Village may decide what level of delay is reasonable given their desire to extend Church Street and consolidate several private lots into a municipal lot. Therefore, the Village could choose to proceed and monitor traffic conditions. If necessary, the village could mitigate future delay by restricting westbound lefts and permitting southbound rights (from South Bay Road).