

# Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study

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Final Report  
November 2007

**Syracuse Metropolitan Transportation Council**



**SMTC**

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# **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**

*Final Report  
November 2007*

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# **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**

## **EXECUTIVE SUMMARY**

### **Introduction**

As part of the 2005-2006 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study on behalf of the Town of Manlius. The purpose of this project was to determine the feasibility of installing a pedestrian facility or accommodation along Fayetteville-Manlius Road/Route 257 between the Villages of Fayetteville and Manlius. The project would also establish cost estimates of said facility and gauge the local public sentiment on its appropriateness for this corridor.

The study area for this project ran along Fayetteville-Manlius Road (Route 257) between the Village line of Fayetteville in the north, and the Village line of Manlius in the south. More specifically, the study area primarily lies between Franklin Street along Route 257 in the Village of Fayetteville moving south to where the sidewalk begins in the Village of Manlius (0.1 miles south of Kelly Drive). For the purpose of this study, those parcels that front Route 257 between the two village lines define the width of the study area. Two schools are located at the northern end of the study area (Fayetteville Elementary and Wellwood Middle Schools). The study area is depicted in Figure 1-1 in Chapter 1.

A Public Involvement Plan (PIP) was developed for this study, as engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws that apply to Metropolitan Planning Organizations such as the SMTC. The PIP for this project included three main components: 1) establishing a Study Advisory Committee (SAC) that provided input and guidance to the study overall; 2) establishment of a stakeholders list to keep those living along the corridor informed regarding study progress; and 3) informing and soliciting comments/suggestions from the stakeholders and general public through two public meetings held on November 1, 2005 and June 26, 2007. All input/comments received from the stakeholders and general public throughout the study has been documented within this final report.

### **Gauging Public Sentiment**

Through public meetings, comments received, and newspaper editorials reviewed, the SMTC ascertained the varying public opinions surrounding the possible development of a pedestrian connection between the Villages of Fayetteville and Manlius. In general, the SMTC has found that the majority of individuals that live directly on F-M Road are opposed to installing a pedestrian facility along F-M Road. There is a small handful of those also residing directly on F-M Road that are supportive of installing some type of pedestrian accommodation along F-M Road. However, in general, most Town residents that support the building of some type of

pedestrian facility on Route 257 reside off of Route 257 on its side streets, or within one of the villages.

## **Existing Transportation Conditions**

To gain a complete understanding of the Route 257 corridor, existing transportation conditions data were collected (and analyzed). Information on the roadway itself, transit (both Centro and school bus), and an inventory of bicycle and pedestrian facilities was compiled and reviewed.

### *Roadway*

Route 257 within the study area is functionally classified as an urban minor arterial. There are fifteen (15) intersecting streets within the study area, which extends approximately 1.3 miles. In addition, there are numerous driveways along the study area, which are primarily residential in nature.

### *Transit*

Centro, a subsidiary of the Central New York Regional Transportation Authority (CNYRTA), provides transit services within the study area. The three routes that travel Fayetteville-Manlius Road (Route 257) within the study area are 162, 262 and 262X Express. There are twenty-three (23) Centro bus stops within the study area (between Franklin Street in the north and 0.1 mile south of Kelly Drive); all designated with a blue Centro sign. All of the bus stops within the study area are unsheltered. In addition, all of the bus stop locations lack a lead walk paved surface and the majority are located on grass or gravel surfaces. As a result, individuals are often forced to walk and/or stand within the road shoulder or on muddy, wet or snow-covered ground.

Two schools in the Fayetteville-Manlius (F-M) school district are located on Route 257 within the project study area, Fayetteville Elementary and Wellwood Middle Schools. The school district provides buses to these schools, as well as to students attending Immaculate Conception School, a private school located just east of the study area. As of spring 2007, the school district does not have a record of how many children walk or bike to Fayetteville Elementary and Wellwood Middle Schools.

### *Bicycle/Pedestrian Facilities*

There are seven bicycle route signs posted along Route 257 within the study area. The corridor is not a designated/specific bike route; however, the signs have been posted by the New York State Department of Transportation primarily for safety reasons to remind motorists that bicyclists are allowed to travel on Route 257. In addition, there is shoulder space on each side of Route 257 in which bicyclists may travel.

There are limited sidewalks available to pedestrians in the study area. Sidewalks are only present on the east side of Route 257 between Franklin Street and Sheffield Lane. The sidewalk in this block was evaluated in May 2006 as being in good condition as it showed few signs of wear. There are no sidewalks that run along Route 257 between Sheffield Lane to just south of Kelly Drive in Manlius. Sidewalks begin again south of the project study area on the east side of Route 257 (just south of Kelly Drive), and are available into the Village of Manlius. North of the project study area sidewalks are present from the Village of Fayetteville heading south towards

the school grounds on the west side of Route 257. Just south of the intersection of Route 257 and Lincoln Avenue, students have the option of continuing on the sidewalk that runs between Lincoln Avenue and Franklin Street, or continuing on the sidewalk that runs through Beard Park. In addition, after students cross Route 257 from the east to west side at the Franklin Street crosswalk, a sidewalk is then available to take students onto school property.

The sidewalk that runs between Lincoln Avenue and Franklin Street is paved and in fair condition, meaning it is showing signs of wear such as pitting and unevenness. The sidewalks that run through Beard Park towards school property, and from the west side of the Route 257/Franklin Street intersection onto school property, are in good condition and showing few signs of wear.

An informal/unofficial cut-through and pathway also exists, both of which are utilized by students to reach school property. There are also two crosswalks within the study area, at Route 257 with Franklin Street, and Route 257 with Wheeler Avenue. Although there is a crosswalk at Wheeler Avenue, there is no sidewalk connecting to the crosswalk on either side of Route 257 at Wheeler Avenue. There is no crossing guard present at this location. The crosswalk at Franklin Street is primarily utilized by students that want to reach Fayetteville Elementary and Wellwood Middle Schools. A crossing guard is present at the Franklin Street intersection in the AM and PM hours when school is in session. A crossing guard is also stationed at the intersection of the school entrance/Sheffield Lane with Route 257. This crossing guard focuses on stopping traffic to enable the buses to enter and exit the school property.

### **Existing Traffic Conditions**

Existing traffic conditions were also studied, including traffic volumes and speed.

The New York State Department of Transportation (NYSDOT) provided Annual Average Daily Traffic (AADT) volumes, including vehicle classification, at three locations along the study area in late March/early April 2006. Speed data was also collected at these locations. Chapter 3 of the report provides the details of the traffic volume and speed data.

Vehicle classification was also recorded while AADT volumes were collected along Route 257. Vehicle classification counts examine and record the difference between specific vehicle types, such as motorcycles; cars; pick-up trucks; and heavy vehicles, including buses and larger trucks (larger trucks are those that have 2 axles with 6-tires; or 3-axles and above). According to the NYSDOT, the average percentage of heavy vehicles in the NYSDOT Region 3 urban area for minor arterial highways is 5.6%. The percentages determined for the Route 257 study area compare directly to the Regional average.

The NYSDOT also completed turning movement counts, including pedestrian and bicycle counts (which were counted together -- bicycles plus pedestrians), at two locations in May 2006: the intersections of Route 257 with Franklin Street, and Route 257 with Sheffield Lane/school entrance. The counts were taken during the AM peak (between 7:00 a.m. and 9:00 a.m.) and PM peak (between 2:30 p.m. and 4:30 p.m.) while school was in session to be certain that school traffic was accounted for.

A complete set of the AADT volumes (including classification counts), turning movement counts, and speed counts for the study area are included in Appendix C.

### **Traffic Control Devices**

An examination of Traffic Control Devices was also completed as part of this study. Speed limit signs, traffic signals and stop signs and pavement markings were reviewed.

There are several speed limit signs posted throughout the length of the Route 257 corridor. The speed limit varies from 30 to 40 miles per hour (MPH) within the study area, with the exception of the area near Fayetteville Elementary and Wellwood Middle Schools where the speed limit is 20 MPH on school days from 7:00 a.m. until 6:00 p.m.

There are no signalized intersections within the study area, and no stop signs that control traffic traveling north and south along Route 257. However there are stop signs that control traffic moving from the east and west onto Route 257 from all of the fifteen (15) intersecting streets within the study area

Pavement markings within the study area consist of lane and centerline markings, crosswalks and stopbars (at each of the 15 intersecting streets). Route 257 is striped as a two-lane street with passing allowed along some segments.

### **Accident Analysis**

The SMTC also completed an accident analysis for the Route 257 corridor using accident reports for the years 1999 through 2004. Due to difficulty in obtaining all the necessary accident reports from the Department of Motor Vehicles in a timely fashion, the SMTC requested the actual accident reports from the local police entities that have jurisdiction over Route 257 within the study area. The majority of accident reports received were obtained from the Town of Manlius Police Department, as they typically respond to the majority of calls along Route 257. Upon receipt of the accident reports, each location for which complete reports were available was analyzed. Accident summary sheets and diagrams were prepared for each of the locations analyzed and are included in Appendix D.

A total of 40 reported accidents for the period of January 1999 through December 2004 were examined. The analysis revealed that the most frequently occurring accident types were as follows:

1. Collisions with animals – 47.5%;
2. Rear end – 20%;
3. Fixed object/out of control – 15%;
4. Left turn – 10%.

Based on the SMTC's analyses of the accident reports, the presence of deer was *the* major contributing factor in the majority of the accidents that occurred along Route 257. Out of the 40 collisions analyzed, 8 (20%) were rear end collisions. These rear end collisions primarily

occurred at intersecting streets along the study area where vehicles were stopped in the travel lane waiting to make a turn off of Route 257 and were hit from behind. The fixed object/out of control accidents occurred when a vehicle slid out of control (most of these accidents occurred in snowy weather) and hit either a fixed object (a sign or fence) or another vehicle. Left turn accidents primarily occurred for motorists turning into or out of the side streets along Route 257 and did not leave enough time or room to make the turn. Almost half of the accidents analyzed between 1999 and 2004 involved collisions with deer. None of the collisions that occurred during this time frame were fatal, and there were no reported vehicle/pedestrian collisions during this time frame.

## **Existing Facility Conditions**

As part of the study process, SMTC retained assistance from Clark Patterson Associates (CPA) to complete several key components of the study. The first task undertaken by CPA was to diagram/map the existing Right-of-Way (ROW) along the Route 257 study area for possible infringements to the ROW and diagram it accordingly.

In the summer of 2006, the consultants performed a series of site visits to gather information in the corridor. Geographic Information System (GIS) data, such as property boundaries, road centerlines and shoulders, aerial photographs, and municipal boundaries were collected from various sources for the study area. This data was then field checked to more accurately determine the dimensions and location of the public ROW. Features in or near the edge of the ROW were identified and organized into a series of corridor maps. These features included trees, driveways, utility poles, posted signage, fences, and stone walls.<sup>1</sup> Figures 3.3-1 through 3.3-3 within the report depict the existing facilities and features along the Route 257 corridor. A preliminary analysis involved the documentation of all objects<sup>2</sup> within the entire ROW corridor along Route 257. These objects are summarized in Table 3.3-1 within the report.

### *Pavement*

Pavement conditions of State owned facilities are assessed using the NYSDOT Pavement Condition Rating Manual. The surface rating scale ranges from very poor to excellent. According to New York State's 2005 Highway Sufficiency Ratings Manual for Region 3, the asphalt pavement of Route 257 between Route 92 in the Village of Manlius and the Fayetteville Village Line is rated as being 7, meaning it is in good condition however distress symptoms are beginning to show. The dominant distress located along this corridor is isolated alligator cracking (less than 20% gets an "isolated" description). The majority of the study area falls within this section of pavement.

Route 257 from the Fayetteville village line to Route 5 is rated as being 6, meaning it is in fair condition and distress is clearly visible. The dominant distress located along this corridor is isolated alligator cracking (less than 20% gets an "isolated" description). The portion of the study area that falls within this section of road (from the Fayetteville village line to Route 5) includes the area between Sheffield Lane and Franklin Street.

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<sup>1</sup> *Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study*, Clarke Patterson Associates (with SRF Associates) for the Syracuse Metropolitan Transportation Council, February 2007, p. 1.

<sup>2</sup> Mailboxes and driveway markers were not included. No underground utilities were identified.

### *Drainage Facilities*

Existing visible drainage facilities in the study area include sewer grates. The sewer grates are located in the shoulders of Route 257. A concern noted via public comments is the potential for any new facilities (including pedestrian accommodations) to impact the drainage on various properties along F-M Road/Route 257. Although detailed discussion and evaluation of drainage facilities is beyond the scope of this study, drainage issues could be a key concern along this corridor. Should the Town of Manlius or NYSDOT choose to implement any type of new facility along Route 257 between the Villages of Fayetteville and Manlius, the SMTC highly recommends that these entities undertake the necessary steps to research any potential drainage impacts and complete the appropriate engineering analyses relative to drainage.

### *Pavement Markings*

Pavement markings within the study area were evaluated by the SMTC to determine whether they were in good, fair or poor condition. A good rating indicates that the markings are intact, reflective, and easy to comprehend. A fair rating indicates that the markings are intact but are faded, and a poor rating indicates that the markings are not intact, faded, and difficult to comprehend.

The markings, including lane markings (centerline and shoulder), crosswalks (hatched) and stop bars were evaluated in late May 2006. The rating represents the overall worst condition for each location. The crosswalk markings at the intersections of Franklin Street with Route 257 and Wheeler Avenue with Route 257 were in fair condition. The centerline and shoulder markings along the length of the study area were in good to fair condition. They were intact, but did not appear to be very reflective. Overall, the stop bars on twelve (12) of the fifteen (15) intersecting streets were considered to be in fair condition. Stop bars at the intersections of Sheffield Lane and Franklin Street (on the east side of Route 257) were considered to be in poor condition because they were not visible.

## **Demographics and Land Use**

When planning for new bicycle and pedestrian facilities, or upgrading or reconstructing existing roadways to accommodate bicyclists and pedestrians, one of the items for transportation planners and engineers to consider is the typical trip length of pedestrians and bicyclists. With the majority of bicycle and pedestrian trips covering short distances, land use patterns play a critical role in the current and future development and use of bicycle and pedestrian facilities.

As noted within the Final Report, because pedestrians will typically travel one-quarter to one-half mile, the SMTC chose to buffer the centerline of the road by both one-quarter, and one-half mile. The census block groups within this buffered area were then selected for demographic analysis (because the SMTC generated buffer area does not correspond exactly to Census geography, block group data was interpolated to develop the demographic information that falls within the buffer area). This results in the population of people that are potential pedestrians on the Route 257 corridor. This method yields synthesized results that may be in error.



The SMTC examined the following demographics for this study within both a quarter-mile and half-mile of the study area: population, senior citizen population (those individuals 65 years of age and older), population of workers (16 years of age and older), population of workers with less than a 10 minute commute to work, and the population of school aged children (children between 5 years of age and 18 years of age).

The demographic review (using 2000 Census data) noted above examined the number of residents living with a quarter mile and half mile of the study area. The SMTC choose these parameters because most people will walk up to a half mile for transportation purposes. This review resulted in the number of people that are potential pedestrians on Route 257. There is a population of nearly 4,500 people living within a half mile of the project study area. From this analysis, it is evident that there is enough of a population base within the study area to justify some type of pedestrian facility for transportation purposes along Route 257. The maps can be found in Chapter 4.

Assessed land use within the study area and surrounding areas was examined and is primarily residential with business and commercial districts located on either end of the corridor (to the north and south) in the villages. There are a few scattered smaller businesses along the study area itself. In addition, two schools front Route 257 between the Villages of Fayetteville and Manlius with a third school located just east of the corridor. Town and village offices and park areas can be found on either end of the Route 257 corridor. Assessed land use to both the east and west of the study area is mostly residential.

### **Existing Regulations, Development Controls, and Guidance**

There are a variety of methods used to regulate and control what property owners are allowed to do with their land. Discussed within the report are zoning and other pertinent documents (the SMTC Bicycle and Pedestrian Plan, Onondaga County 2010 Development Guide, and the Onondaga County Settlement Plan) created for Onondaga County to assist with development guidance.

### **Planned Improvements or Development**

There are minimal planned improvements and/or developments scheduled for planning, design or construction along Route 257 between the Villages of Fayetteville and Manlius. As far as transportation improvements are concerned, the NYSDOT is scheduled to complete a paving project on Route 257 between Routes 92 and 290 in 2010. This paving project would “restore the pavement to a good condition with milling of 40 mm and a single course overlay of 40 mm.”<sup>3</sup> The NYSDOT also plans to reconstruct the Route 5 and Route 257 intersection, located north of the study area in the Village of Fayetteville in 2010.

### **Issues**

Through the course of completing the existing conditions inventory and analysis, and the public involvement process, several transportation issues were identified along the Route 257 corridor

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<sup>3</sup> New York State Department of Transportation, 2007-2012 TIP Highway Project Application, 11/14/2006.

study area. This task involved reporting known transportation issues facing those who utilize Route 257 between the Villages of Fayetteville and Manlius. In general, pedestrian access is limited to on-road travel within the shoulders of the roadway between the two villages, and this was the underlying issue examined within this study.

The following *vehicular travel issues* were identified along the Route 257 study area:

- One of the travel issues noted along the corridor is the queue of vehicles created along Franklin Street that extends onto Route 257 by parents and guardians trying to access the Wellwood Middle School parking lot to pick up their children after school. In addition, sometimes vehicles coming from the south become queued so that these vehicles cannot make a left hand turn onto Franklin Street. At times, this causes traffic to queue a block or more south (past Henschke Drive) making it very difficult for the crossing guard located at Sheffield Lane/Route 257 to move the busses out of the school grounds.
- Although the speeds recorded along the Route 257 corridor indicate that on average, vehicles were traveling below the speed limit, speeding vehicles *were* present along the corridor. In some instances, motorists were traveling 10 miles over the speed limit. A summarization of speeding vehicles is noted below:
  - Between Route 5 and Henschke Drive where the speed limit is 30 miles per hour (MPH), approximately 26.5% of *northbound* vehicles and 20% of *southbound* vehicles were traveling between 30.1 and 35.0 MPH. Approximately 6% of *northbound* and *southbound* vehicles were traveling between 35.1 and 45.0 MPH.
  - From Henschke Drive to Marangale Lane where the speed limit is 40 MPH, approximately 21% of *northbound* vehicles, and 17% of *southbound* vehicles were traveling between 40.1 and 45.0 MPH. Approximately 2% of *northbound* vehicles and 1.5% of *southbound* vehicles were traveling between 45.1 and 50 MPH.
  - Between Marangale Lane and Route 92 where the speed limit is 40 MPH, approximately 43% of *northbound* vehicles and 27% of *southbound* vehicles were traveling between 40.1 and 45.0 MPH. Approximately 12% of *northbound* vehicles and 4% of *southbound* vehicles were traveling between 45.1 and 50.0 MPH.
- One unpredictable safety issue at hand within this corridor involves vehicle/deer collisions. Almost half of the 40 accidents analyzed between 1999 and 2004 involved collisions with deer. The breakdown of accident types is as follows:
  1. Collisions with animals – 47.5%;
  2. Rear end – 20%;
  3. Fixed object/out of control – 15%;
  4. Left turn – 10%.
- The pavement between Sheffield Lane and Franklin Street within the study area was rated as being “6” by NYSDOT, meaning it is in fair condition and distress is clearly visible. The 2004 Highway Sufficiency Manual indicates that the dominant distress at this location is isolated alligator cracking (less than 20% gets an “isolated” description).
- Some pavement markings within the corridor are in fair to poor condition. A fair rating indicates that the markings are intact but are faded, and a poor rating indicates that the markings are not intact, faded, and difficult to comprehend (the rating represents the

overall worst condition for each location). The specific locations of the pavement markings that are in fair to poor condition are as follows:

- Crosswalk markings at the intersections of Franklin Street with Route 257 and Wheeler Avenue with Route 257 were in fair condition.
- Centerline and shoulder markings along the length of the study area were in good to fair condition. They were intact, but did not appear to be very reflective.
- Stop bars on twelve (12) of the fifteen (15) intersecting streets were in fair condition.
- Stop bars at the intersections of Sheffield Lane and Franklin Street (on the east side of Route 257) were considered to be in poor condition because they were not visible.

The following *pedestrian and bicycle travel issues* were identified within the Route 257 study area:

- Although there is a crosswalk at the intersection of Wheeler Avenue with Route 257, the safety of pedestrians crossing at this location is called into concern as there is no sidewalk connecting to the crosswalk on either side of Route 257 at Wheeler Avenue. Additionally, there is no crossing guard present at this location during school arrival/dismissal times to assist children crossing the street at this location.
- There are no sidewalks or specific pedestrian accommodations from Sheffield Lane to just south of Kelly Drive in Manlius (across from the driveway into Bank of America) on either side of Route 257. The majority of the study area is lacking pedestrian accommodations, which poses safety concerns for individuals currently using the roadway shoulders for walking. The lack of pedestrian accommodations also presents safety concerns for the children that attend either Fayetteville Elementary School or Wellwood Middle School at the northern end of the study area.
- The sidewalk that runs between Lincoln Avenue and Franklin Street (one block north of the study area) is in fair condition, meaning it is showing signs of wear such as pitting and unevenness.
- The sidewalk ramp located on one corner of the intersection of Franklin Street/Route 257 is in fair condition, meaning it is showing signs of wear, such as pitting and unevenness.
- Sewer grates located in the shoulders of Route 257 have drainage holes that run parallel to the direction of travel, which can make it difficult for bicyclists traveling in the shoulder. Their bicycle tires can get wedged or stuck in the grates causing a possible accident.
- The corridor is not a designated specific bike route; however, bike route signs have been posted by the NYSDOT primarily for safety reasons to remind motorists that bicyclists are allowed to travel on Route 257. This can provide confusion for bicyclists as this stretch of road is not an officially designated bike route.

The following *transit travel issues* were identified within the Route 257 study area:

- There are numerous (23) Centro bus stops within study area, which seems excessive given the 1.3 mile length of the study area.
- All of the bus stops within the study area are unsheltered. In addition, all of the bus stop locations lack a lead walk paved surface and the majority are located on grass or gravel

surfaces. As a result, individuals are often forced to walk and/or stand within the road shoulder or on muddy, wet or snow-covered ground.

Another concern noted through public comments is the potential impact that any new facilities (including pedestrian accommodations) could have on drainage to various properties along F-M Road/Route 257. According to public comment, in the past, modifications to embankments have caused the creek to overflow. Although detailed discussion and evaluation of drainage facilities is beyond the scope of this study, drainage issues could be a key concern along this corridor. Should the Town of Manlius or NYSDOT choose to implement any type of new facility along Route 257 between the Villages of Fayetteville and Manlius, the SMTC highly recommends that these entities undertake the necessary steps to research any potential drainage impacts and complete the appropriate engineering analyses relative to drainage.

### **Alternatives Analysis and Recommendations**

Chapter 8 of the Final Report presents a series of preliminary pedestrian accommodation alternatives for the F-M Road/Route 257 study area. The alternatives discussed were derived from an assessment of baseline information collected, noted public comments, and discussions amongst the hired consultant, and the member's of the project's SAC (including the Town of Manlius, the SMTC, and the NYSDOT) regarding the overall reasonableness of design concepts and possible courses of action for improvements. The preliminary alternatives listed were not intended to represent an exhaustive compilation of fully developed designs or approaches for pedestrian improvements along Route 257 within the study area. They served as a starting point of discussion for determining the resulting recommendations. The recommended alternatives include planning level cost estimates, right-of-way acquisition costs (if/where necessary), and estimated maintenance costs.

As the SMTC is not an implementing agency, it is the sponsor's (Town of Manlius) responsibility along with consultation from the New York State Department of Transportation (Route 257 is a State Route and NYSDOT owns Route 257 within the project study area) to implement report recommendations if deemed necessary and as appropriate. The alternatives and recommendations examined are preliminary planning level recommendations, which could potentially improve pedestrian safety and mobility along the corridor. Please note that the majority of alternatives and recommendations would require further engineering analysis prior to implementation. Final report recommendations also include suggestions to alleviate additional transportation issues noted along the corridor.

Seven preliminary alternatives for accommodating pedestrians in the study area were developed and examined. These alternatives were developed by the Study Advisory Committee (SAC) and the consultant team. The SAC consisted of several agencies lending their expertise in the field of transportation, planning, and land use, including the NYSDOT, OCDOT, SOCPA, and the SMTC. Additionally, the SAC included local Town and municipal representatives, as well as an F-M School District representative. All of the SAC representatives shared their expertise and guidance in developing and choosing the best and most appropriate set of alternatives to examine in further detail based on the nature of the Route 257 corridor. Please note that the examination

of accommodations off Route 257 (i.e., not along Route 257) were not within the scope of this study. The seven alternatives included:

**Alternative 0:** *No new installation of pedestrian facilities. Keep current conditions.*

**Alternative 1:** *Sidewalks on both sides of the road along entire length of study area.*

**Alternative 2A:** *Sidewalk on the **west** side of the road along entire length of study area with increased shoulder space on the east side.*

**Alternative 2B:** *Sidewalk on the **east** side of the road along entire length of study area with increased shoulder space on the west side.*

**Alternative 3:** *Shared use path on both or one side of Route 257 along entire length of corridor.*

**Alternative 4:** *Stone dust path on both or one side of Route 257 along entire length of corridor.*

**Alternative 5:** *Increased shoulder space on both sides of Route 257.*

Detailed explanations of the seven alternatives are included within the Final Report. Of the seven alternatives identified, three have been recommended to the Town of Manlius for further consideration (1, 2A, and 4 both sides/west side). Brief summaries and cost estimates for each of the recommended alternatives follow. Cross sections and maps that show the potential locations of the facilities are included within the Final Report.

**Alternative 1:** *Sidewalks on both sides of the road along entire length of study area.*

This alternative addresses pedestrian safety by creating a comfortable buffer from vehicular traffic. Therefore placing sidewalks on both sides of Route 257 is seen as a feasible and prudent option, as well as the safest option. It also provides ample access for people walking to residences, businesses, and other pedestrian generators. A field survey and GIS analysis revealed that there is ample room for a sidewalk within the ROW throughout the corridor. A certain number of objects will be impacted, and this would have to be weighed against the benefits of having the pedestrian facility on both sides of Route 257 to serve the community.

There was only one instance where an easement onto private property would need to be considered. The case involves the preservation of two large, mature trees, and would require an easement onto the Wellwood Middle School property. Approximately 347 square feet of space would need to be negotiated, a relatively small area considering it is located in an open field. Additionally, it was determined that there is only one instance where a stone wall would need to be reset out of the public ROW to accommodate the sidewalk. Approximately 125 feet of the wall would need to be moved.

**Cost Estimate:** The total estimated project cost for placing sidewalks on both sides of Route 257

is \$869,069.50. Details of the breakdown of this cost can be found in Appendix E.

*Sidewalk Maintenance Cost Estimate:* Assuming 50 days per year for snow removal at \$75 a day, the annual cost for sidewalk maintenance would be \$3,750. Annual sidewalk repairs would cost approximately \$1,500.

*Right-of-Way Acquisition Fees (for Wellwood School property):* The only portion of the corridor that would potentially require the negotiation of ROW acquisition is located in front of the school property (on the west side of Route 257) across the street from Sheffield Lane. Approximately 347 square feet would need to be acquired from the school in order to build a seven-foot wide sidewalk around two large mature trees. There are no structures on this part of the school property, as it is part of the front lawn that is often used as a recreational space for the schools.

Land values in the Town of Manlius and the Villages of Fayetteville and Manlius typically range from \$10,000 to \$75,000 per acre. Conversations with local realtors indicated that a more precise range is \$30,000 to \$60,000. This range is based on properties that have sold recently, properties that are for sale, and the professional experience of the realtors. For the purposes of estimating ROW acquisition fees in the Route 257 corridor, a median figure of \$45,000 per acre was used. This translates to \$1.03 per square foot.

Based on a rate of \$1.03 per square foot, the 347 square feet of school property would be priced at about \$358. A more conservative estimate would round that figure to \$400.

***Alternative 2A: Sidewalk on the west side of the road along entire length of study area with increased shoulder space on the east side.***

Although other alternatives are feasible and should remain considerations, *a sidewalk on the west side of the roadway represents the preferred recommendation.* There is ample space to support the walkway, it provides a necessary transportation option for area residents, and it would be less expensive and have less of an impact on existing objects than a sidewalk on the east side. Also, increased shoulder width on the side opposite the sidewalk is *not* recommended.

There is one instance where an easement onto private property would need to be considered. The case involves the preservation of two large, mature trees, and would require an easement onto the Wellwood Middle School property. Approximately 347 square feet of space would need to be negotiated, a relatively small area considering it is located in an open field.

*Cost Estimate:* The total estimated project cost for placing sidewalks on the **west** side of Route 257 is \$424,082.75. Details of the breakdown of this cost can be found in Appendix E.

*Sidewalk Maintenance Cost Estimate:* Assuming 50 days per year for snow removal at \$75 a day, the annual cost for sidewalk maintenance would be \$3,750. Annual sidewalk repairs would cost approximately \$1,500.

*Right-of-Way Acquisition Fees (for Wellwood School property):* See narrative under same

heading for Alternative 1 above.

***Alternative 4: Stone dust path on both or the west side of Route 257 along entire length of corridor.***

Construction of a stone dust path is a common alternative to a concrete or asphalt sidewalk. It is sometimes used for aesthetic reasons, as it has a more rural or rustic appearance. Similar to sidewalks, a stone dust path designed to accommodate two-way pedestrian traffic should be five feet wide or seven feet wide in school zones. Per the analysis presented in Alternatives 1, 2A and 2B, a stone dust path on both sides of the road would be the safest and would accommodate the most users. If it were necessary to choose one side or the other, installation on the west side of Route 257 would be less expensive and have fewer impacted objects than the east side. Stone dust paths in general require regular maintenance as the surface material is subject to erosion and greater wear and tear than a standard sidewalk. This alternative is recommended for further consideration, although cost and regular maintenance may prove to offset any aesthetic advantages. The additional investment provides limited advantages over sidewalks in the context of Route 257.

*Cost Estimate (both sides):* The total estimated project cost for placing a stone dust path on the both sides of Route 257 is \$448,033.27. This figure includes ADA-compliant stone dust.

*Cost Estimate (west side):* The total estimated project cost for placing a stone dust path on the west side of Route 257 is \$199,321.67. This figure includes ADA-compliant stone dust. Details of the breakdown of the costs for a stone dust path can be found in Appendix E.

*Stone Dust Maintenance Cost Estimate:* Assuming approximately 5% of stone dust material would need replacement/rehabilitation every year, maintenance costs would be \$20,678.46 per year. Some savings can be achieved by performing maintenance every 3-4 years vs. every year. Snow removal is not typically done on stone dust paths, hence this path would become seasonal if the Town decided to install a stone dust path.

*Right-of-Way Acquisition Fees (for Wellwood School property):* See narrative under same heading for Alternative 1 above.

Each of these aforementioned alternatives identifies either a sidewalk or stone dust path on one or both sides of Route 257. The potential locations for each of the three alternatives for further consideration can be found within the Final Report along with cross sections of two specific locations that show more detail for these potential alternatives.

## **Preliminary Implementation Plan**

Alternative pedestrian options recommended from Chapter 8 are included on the next pages in a tabular format (Table 9-1) including some corridor wide improvements based on the issues noted within Chapter 7 as well as public input. This preliminary implementation plan of the study's recommendations includes potential time frames (i.e., short and medium/long term) for completion, potential range of costs and potential responsible agencies.



Programmed short-term actions (0-5 years) would include additional planning, community education, and enforcement activities along the corridor, as well as lower cost capital projects to improve mobility and access along Route 257. Medium/long-term actions (5-10 years and beyond), if determined to be financially feasible, would focus on installation of a pedestrian accommodation and associated upgrades/maintenance efforts.

A range of recommendations was developed for addressing the various items identified. Where applicable and appropriate, these recommendations are grouped/classified according to the associated level of effort and/or capital investment necessary for implementation, as follows:

- **Low**, meaning items primarily associated with management, enforcement, or procedures;
- **Medium**, indicating a middle range of effort, such as larger measures of management or enforcement, possible further examination through more detailed or focused future studies, and/or lower cost capital investments; and
- **High**, indicating a major change of policy, regulations, and/or high level of capital investment and time for approvals/funding.

**Table 9-1  
Preliminary Implementation Plan**

<b>Action</b>	<b>Range of Costs</b>	<b>Potential Responsible Agencies</b>
<b>Short-Term (0 to 5 years)</b>		
Refresh corridor-wide pavement markings (Route 257 and side streets)	Low	NYSDOT, Town of Manlius
Replace existing school pedestrian signage with bright yellow green fluorescent signs to improve visibility	Low	NYSDOT
Improve existing pavement, sidewalks, and the ramp that are in fair condition	Low	NYSDOT, Town of Manlius
Establish a priority list of potential projects for Safe Routes to Schools funding and/or establish a Safe Routes to School Program	Low	Town of Manlius, F-M School District
Consider establishing a school Transportation Safety Committee to work on transportation issues/concerns of students and their parents	Low	F-M School District
Continued monitoring of speed and education of motorists relative to speeding, especially during school year	Low	Town of Manlius Police Department
Examine the possibility of constructing lead walks & shelters at key locations	Medium	CNYRTA
Examine possibility of consolidation of transit stops	Medium	CNYRTA
Consider installation of Deer Warning signs (over half of the reported accidents were vehicle/deer collisions)	Low	NYSDOT

<b>Action</b>	<b>Range of Costs</b>	<b>Potential Responsible Agencies</b>
Consider installation of sign at Wheeler Ave./Route 257 pointing children to school crosswalk/crossing guard at intersection of Franklin St./Route 257	Low	NYSDOT
Replace Bike Route signs with Share the Road signs along the corridor	Low	NYSDOT
Replacement of sewer grates so that the grooves run perpendicular to bicycle travel	Low	NYSDOT
Conduct a study to examine the traffic flow during school arrival/dismissal times (queued traffic is created along Franklin Street and extends onto Route 257 by parents/guardians trying to access the school parking lot to pick up their children at Wellwood Middle School)	Medium	F-M School District, Town of Manlius, NYSDOT, SMTC
<b>Medium/Long Term (5 to 10 years and beyond)</b>		
Thoroughly examine drainage implications to any potential construction projects completed within corridor	Medium	NYSDOT
Maintain and upgrade pedestrian facilities as necessary	Low-Medium	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 1:</b> Install sidewalks on both sides of the road along entire length of study area	High	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 2A:</b> Sidewalk on the <i>west</i> side of the road along entire length of study area with increased shoulder space on the east side	High	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 2B:</b> Sidewalk on the <i>east</i> side of the road along entire length of study area with increased shoulder space on west side	High	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 4:</b> Stone dust path on both or one side of Route 257 along entire length of corridor	High	NYSDOT, Town of Manlius

Various monetary resources for assisting a community with the development of a pedestrian accommodation are briefly mentioned in the final chapter of this document, including the Transportation Improvement Program (TIP), Transportation Enhancement Program (TEP), Safe Routes to School Funding (SRTS), and local funding options. Further research by the Town of Manlius may show that other funding sources beyond those highlighted are available for pedestrian related projects, such as community development grants and other state or federal grants.

# **Chapter 1 – Introduction**

## **1.1 Purpose of Study**

As part of the 2005-2006 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study on behalf of the Town of Manlius. The purpose of this project is to determine the feasibility of installing a pedestrian facility or accommodation along Fayetteville-Manlius Road/Route 257 between the Villages of Fayetteville and Manlius. The project will also establish cost estimates of said facility and gauge the local public sentiment on its appropriateness for this corridor. The goals and objectives for this study are limited to establishing the feasibility of a pedestrian connection between these two villages along Route 257 only. Alternative corridors or pedestrian routes will not be examined as part of this study.

Fayetteville-Manlius Road (Route 257) runs in a north-south direction and provides a direct connection between the Villages of Fayetteville and Manlius in the Town of Manlius. This section of Route 257 is primarily residential, with business and commercial districts located on either end of the corridor in the villages. In addition, two schools front Route 257 between the Villages of Fayetteville and Manlius with a third school located just east of the corridor.

The study has a multi-modal perspective with a primary goal of determining the best alternatives for developing a pedestrian connection between the Villages of Fayetteville and Manlius.

## **1.2 Study Process**

The following tasks were finished in order to complete this study:

- Task 1: Define the study's purpose;
- Task 2: Establish a Study Advisory Committee (SAC)/Public Involvement Plan (PIP);
- Task 3: Establish study area limits and identify relevant networks (roadways, sidewalks, etc.);
- Task 4: Complete data collection and analysis;
- Task 5: Identify existing conditions;
- Task 6: Identify transportation issues;
- Task 7: Develop and evaluate alternative solutions; and
- Task 8: Prepare recommendation and implementation plan

This report is generated to document the efforts of this study. Upon completion, the report will be submitted to the SMTC Planning and Policy Committees for their acknowledgement that staff has completed the task.

### **1.3 Public Involvement Plan**

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws that apply to Metropolitan Planning Organizations such as the SMTC. The goals of the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study Public Involvement Plan (PIP) are to:

- Create public awareness relative to the study goal(s), objectives, and process, as well as publicize the public participation opportunities and activities throughout the study; and
- Involve the public throughout the planning process.

As detailed below, the PIP included the formation of two groups to assist the SMTC in completing the project as well as identify various outreach activities to be undertaken. A copy of the PIP for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study is included in Appendix A. In addition, copies of news articles, press releases and materials sent to stakeholders throughout this study can be found in Appendix A.

#### **Study Advisory Committee (SAC)**

A Study Advisory Committee (SAC) consisting of selected representatives from affected local and state governments and agencies met several times throughout the project.

The SAC provided input and guidance to the SMTC Project Manager, the study process, study documentation and public meetings. See Appendix A for a listing of the SAC members and the agencies and/or organizations they are affiliated with.

#### **Stakeholders Group**

In addition to the SAC, a list of interested “Stakeholders” (individuals having significant interest in the study) has been maintained by the SMTC. The Stakeholders were sent pertinent study information, kept apprised of significant study developments, and were notified of all public meetings (see Appendix A for copies of pertinent study materials sent to the stakeholders throughout this study).

As a stakeholder, an individual may provide general information to the SMTC, such as their viewpoint(s) relative to the study. A stakeholder may also have provided suggestions to the SMTC, which may then have been acted upon per SAC recommendation. All input/suggestions from the stakeholders have been documented as part of the final document. This will assist the Town of Manlius in gauging the public sentiment towards the possibility of constructing a pedestrian facility along Route 257 between the Villages of Fayetteville and Manlius.

#### **Public Meetings**

Throughout the course of the project, two public meetings were held. The public meetings were held either within the study area itself, or within close proximity to the study area.

### *Public Meeting #1: November 2005*

The first public meeting for this project was held on November 1, 2005 at Wellwood Middle School, located at the northern end of the study area on Route 257, to introduce the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study to the public. There were approximately one-hundred individuals in attendance. The SMTC presented an outline of the Route 257 Pedestrian Study process and solicited public input. The minutes from this meeting document the input received and can be found in Appendix A.

As indicated in the minutes, many individuals expressed their concerns about installing a sidewalk along Route 257. The most often stated comment was that residents did not want a sidewalk placed along Route 257. They felt that the removal of trees and old stone fences would have to occur in order for a sidewalk to be placed along the corridor. The SMTC pointed out numerous times that this study was looking at more than just sidewalks and that the agency would examine several pedestrian accommodation options.

### *Public Meeting #2: June 2007*

A second and final public meeting for this project was held on June 26, 2007 in the Matt Tardio Community Room at the Village of Manlius Offices in Manlius, NY. As with the first public meeting, approximately one-hundred individuals were in attendance. At this meeting, the SMTC shared an overview of the existing conditions and analyses as well as the issues within the study area. All of the alternatives that were developed in tandem with the consultant were reviewed within the SMTC's presentation. The SMTC also identified the study's preferred alternatives and provided cost estimates for construction, snow removal and maintenance for the preferred alternatives. The meeting also afforded the public the opportunity to once again share their comments and voice their concerns relative to the study.

Following the presentation, the Project Manager invited those in attendance to express their concerns, ask questions, and provide comments. The Town Supervisor was also available to answer questions relative to the Town, while SMTC staff answered study-pertinent questions.

As indicated in the minutes (see Appendix A), many individuals expressed their concerns about installing a pedestrian facility on one or both sides of F-M Road. Several residents were concerned about busing children to school and whether this option would continue to be available if a pedestrian accommodation is built. Many questions were directed toward the Town of Manlius, including those relating to snow removal, maintenance costs, whether or not sidewalk districts would be developed, drainage concerns and liability. Some residents also inquired as to who would be responsible for relocating existing stone walls and removing/replanting trees should a pedestrian accommodation be constructed. Many individuals that are opposed to a pedestrian facility are primarily concerned with these items.

A handful of residents also spoke in support of a sidewalk. A few individuals noted that a pedestrian facility would benefit all and would not be utilized solely by school children. The SMTC also reminded the audience that in addition to supporting good transportation planning practices, the agency plans for all modes of transportation and all types of users. In addition,

much of the public that is supportive of adding a pedestrian accommodation along F-M Road believes that it would provide a necessary connection between two villages that are about 1.5 miles apart, noting that people in either village could walk to various businesses if a pedestrian connection was made. Some residents also felt a pedestrian accommodation would be an asset to the community that could potentially increase property values along Route 257.

### **Gauging Public Sentiment**

Through this study the SMTC was also charged by the Town of Manlius with assessing the public sentiment regarding the possibility of constructing a sidewalk or other pedestrian facility along Route 257 between the Villages of Fayetteville and Manlius. Through public meetings and comments received, the SMTC ascertained the varying public opinions surrounding the possible development of a pedestrian connection between the two villages. In addition, the SMTC has fielded phone calls relative to the study. Correspondence received from stakeholders and other interested individuals regarding this study can be found in Appendix B.

Through review of the comments received and newspaper editorials reviewed, in general, the SMTC has found that the majority of individuals that live directly on F-M Road are opposed to installing a pedestrian facility along F-M Road. There is a small handful of those also residing directly on F-M Road that are supportive of installing some type of pedestrian accommodation along F-M Road between the Villages of Fayetteville and Manlius. However, in general, most Town residents that support the building of some type of pedestrian facility on Route 257 reside off of Route 257 on its side streets, or within one of the villages.

One of the more prominent concerns voiced at the second public meeting (of those individuals opposed to a pedestrian facility being built) for this study is the relative safety of busing students versus allowing students to walk or bike to school. Many residents attending the second public meeting believed that transporting students by bus is safer than biking or walking. The SMTC noted that the F-M School District was represented on the Study Advisory Committee for this study. The SMTC and the SAC (including the F-M School District) did not examine if the school district's policy of busing children would change should a pedestrian facility be built.<sup>1</sup> The SMTC indicated that this would have to be a school district decision.

Many of the questions and concerns about potentially installing a sidewalk along Route 257 between the two villages would have to be answered by the Town of Manlius. These concerns include snow removal, such as who (the property owner, the Town or another entity) is

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<sup>1</sup> If the F-M School District desires to change the distance(s) used for determining school bus pick-up eligibility, it would have to be done via vote: "In all school districts, except Buffalo, Rochester, Syracuse, Yonkers and New York City, the distances used for determining eligibility can only be changed by a separate proposition, passed by a majority of the voters of the district. In the above five cities, the board of education itself has the authority to change the distances." University of the State of New York State Education Department: Elementary, Middle, Secondary, and Continuing Education. School Operations and Management Services, Parents/Citizen Information, Changing A School District's Transportation Policy  
<[http://www.emsc.nysed.gov/schoolbus/Parents/htm/changing\\_a\\_school\\_district\\_transportation\\_policy.htm](http://www.emsc.nysed.gov/schoolbus/Parents/htm/changing_a_school_district_transportation_policy.htm)>  
(August 6, 2007).

responsible for completing the removal and who will pay for it; maintenance costs, such as who is responsible for maintaining the facility and who pays for it; whether or not sidewalk districts would be developed and how these districts would work (how is it determined which property owners are included within the sidewalk district and who pays for maintaining the sidewalks, etc.); the potential relocating of stone walls and removing/replanting trees (who pays for this and how will it work); drainage issues; and liability (who is responsible should someone get injured on the sidewalk in front of my house). Many individuals that are opposed to a pedestrian facility are primarily concerned with these items.

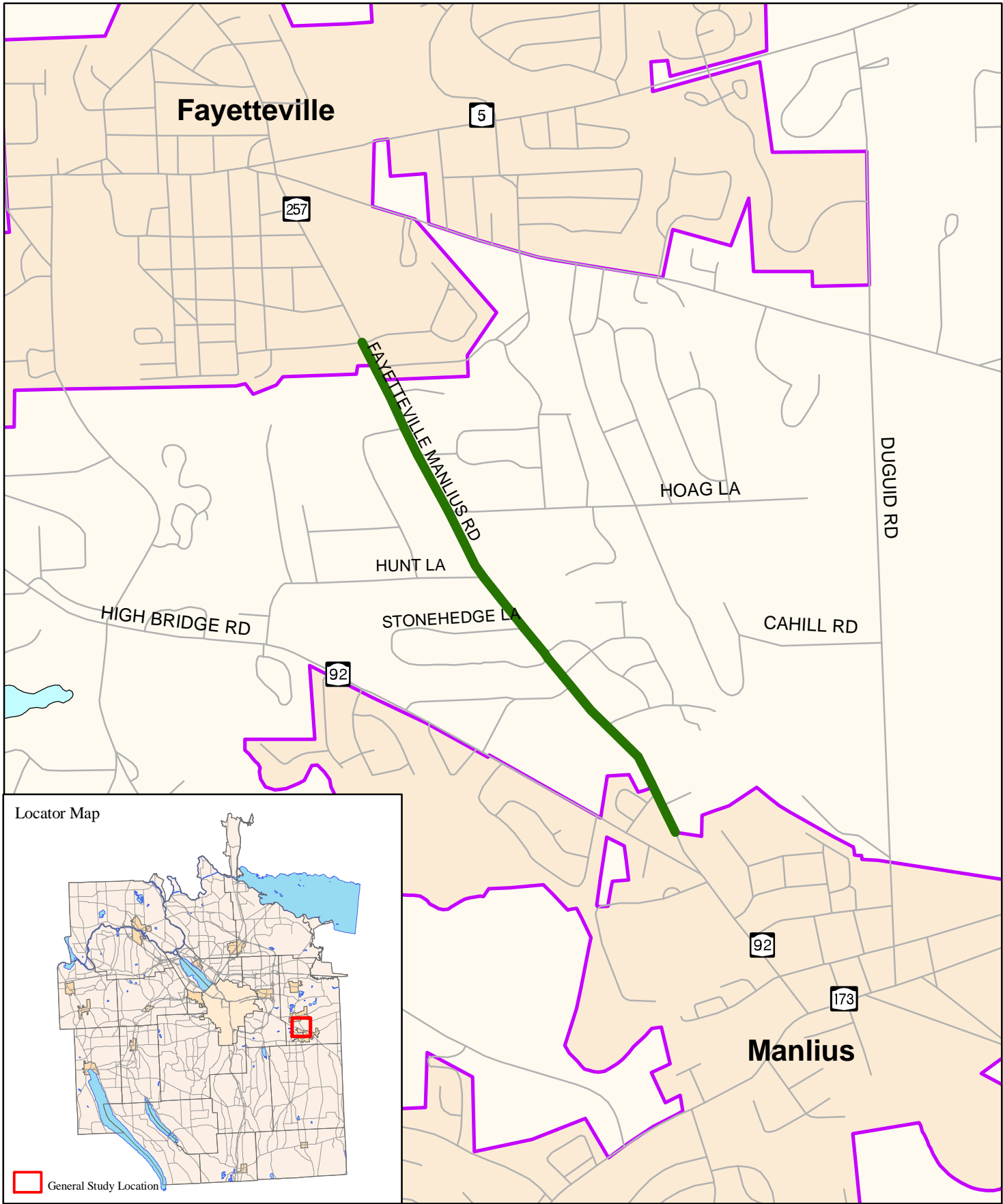
As noted previously, the majority of Town residents that support the installation of some type of pedestrian facility along Route 257 do not reside directly on Route 257 itself. Several of these individuals have noted that a pedestrian facility would benefit all - not just those living directly on Route 257, and not just school children. At the second public meeting, the SMTC also reminded the audience that in addition to supporting good transportation planning practices, the agency plans for all modes of transportation and all types of users. Much of the public that is supportive of adding a pedestrian accommodation along F-M Road believes that a pedestrian connection is long overdue between two villages that are approximately 1.5 miles apart. Those that support a pedestrian accommodation feel it would be an asset to the community that could increase property values.

#### **1.4 Study Area Boundaries**

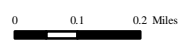
The study area for this project is in the Town of Manlius along Fayetteville-Manlius Road (Route 257) between the Village line of Fayetteville in the north, and the Village line of Manlius in the south. More specifically, the study area primarily lies between Franklin Street along Route 257 in the Village of Fayetteville moving south to where the sidewalk begins in the Village of Manlius (0.1 miles south of Kelly Drive across from the Bank of America driveway).

For the purpose of this study, those parcels that front Route 257 between the two village lines define the width of the study area. However, it is fully understood that other Town of Manlius property owners will be interested parties in this study. Their input will also be captured throughout the study process. This stretch of Route 257 is located in a residential area consisting of old growth trees lining the street, along with old field stone fences differentiating some properties. See Figure 1-1 for a map of the study area.





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This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

# Route 257 Study Area FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 1-1

Base map Copyrighted by NYSDOT  
 Data Sources: SMTC, NYSDOT, 2001  
 Prepared by SMTC, 08/2006

- Town of Manlius
- Villages
- Water
- Roads
- Study Area

## **Chapter 2 - Previously Examined Pedestrian Connections**

### **2.1 Ledyard Canal Trail Proposal**

In December 1995, the Villages of Manlius and Fayetteville applied for funding through the Intermodal Surface Transportation Efficiency Act (ISTEA) Transportation Enhancement Program in an effort to obtain financing to assist in the development of the Ledyard Canal Trail, connecting the Limestone Creek Greenway Trail and the Fayetteville Heritage Trail. This proposed project was to provide a pedestrian walkway and bikeway along Limestone Creek and the Ledyard Canal between the Villages of Manlius and Fayetteville.

The completed trail was planned to be over four miles long directly linking numerous destinations including schools, ball fields, village parks, village offices, libraries, residential housing, and business and industrial districts. Destinations beyond Fayetteville, such as Green Lakes State Park, would have become more accessible, as the proposed trail would provide a connection with the existing Feeder Canal and the Erie Canal State Park trails. The proposed trail paralleled Route 257, which would have provided alternative access to the two villages by area residents.<sup>2</sup>

The proposed trail was designed to predominately follow along Limestone Creek and the Village of Manlius streets south of Route 92 and the Ledyard Canal north of Route 92. In Manlius, the trail would have extended the existing Limestone Creek Greenway Trail, which originates in Mill Run Park. In anticipation of the Greenway Trail extension, a pedestrian crossing light was installed where the trail was to cross Route 173. The trail would then pass through Centre Pond Park and Candy Lane Park. The trail would head north and cross Route 92 using guidelines as required by the NYSDOT. From this point the trail would have encountered a widewaters area and follow the banks of the Ledyard Canal into Fayetteville. The trail would have passed through the school property of the Fayetteville-Manlius School District and through Beard Park. From the park, the trail was to follow the Ledyard Canal using Fayetteville Village sidewalks to Limestone Creek, joining the Feeder Canal and the Erie Canal trail system.<sup>3</sup>

This enhancement project was selected and did receive funding in 1996. However, the project was withdrawn because of public opposition to it, and the two Villages returned the funds to New York State.

### **2.2 Other Previously Examined Connections**

The Route 257 corridor between the Villages of Fayetteville and Manlius has been previously examined for possible sidewalk connections via cursory reviews by the New York State Department of Transportation. No formal study resulted from these reviews.

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<sup>2</sup> Villages of Manlius and Fayetteville, NY, *Ledyard Canal Trail Connecting the Limestone Creek Greenway Trail and the Fayetteville Heritage Trail Application for Funding – New York State ISTEA Enhancement Program*, December 1995, excerpt from application.

<sup>3</sup> Ibid.

## Chapter 3 – Existing Transportation Conditions

This chapter examines the existing transportation conditions within the study area.

### 3.1 Transportation Network

#### 3.1.1 History of Route 257/Fayetteville-Manlius Road

The following is a summary of the history of the Route 257/Fayetteville-Manlius Road corridor provided by the Manlius Town Historian for this study:

*The Route 257 corridor is part of the oldest north-south connecting road in the Town of Manlius. It has been the route for the settlers and early commerce, eventually being used by the electric trolley, bus, and today's automobiles.*

*It is known by a variety of names – in Manlius Village it is the Fayetteville Road, in Fayetteville, it is South Manlius Street and the Fayetteville-Manlius Road, as well as the State's designation of Route 257. The short southern section in the Village of Manlius is Fayette Street, which carries the State designation of Route 92.*

*The basic route was described in 1794 on page five of the first Manlius Town road book describing a road going from "Mr. Cunningham's house" (Manlius Village) to "the Salt Springs Road south of Cyrus Kinney, Esq." (Fayetteville) – from the Seneca Turnpike (Route 173) north to Manlius Four Corners (Fayetteville) at Salt Springs Street. The right of way was 66 feet wide in this southern section and narrowed to 49 feet for the northern section from Manlius Four Corners (Fayetteville) north to Oneida Lake at Bridgeport on what has become North Manlius Road.*

*There were slight alterations to the 1794 route between Manlius and Fayetteville in 1818 and 1847, but the corridor remained essentially the same. For most of its years, this road had an unpaved, rutted, dirt surface – muddy in rain and dusty in summer's dry spells. As a public road, it was the responsibility of the town to annually call on adjoining property owners to "work off" their share of road maintenance costs with physical labor or by providing shovels and/or horses.*

*To improve the early road conditions, private investors formed companies to grade, ditch and maintain turnpike or toll roads that frequently paralleled a public road. In the 1850s, the turnpike section along this route became a plank road for about 10 years. The turnpike right-of-way evolved into the route for the electric trolley in 1898 with tracks on the north side of the unpaved highway. This eventually was absorbed into the public highway, but remains the regular route for buses that followed the trolley line.*

*Route 257 became a State road around 1918<sup>4</sup> and may have been paved at that time. Parts of several of the houses along the Manlius to Fayetteville portion of Route 257 date at least back to the 1840s when the countryside was rural and farm homesteads clung to the road. The limestone walls along the road in 2006 are similar to the earlier farm stone walls.*

*Other landmarks along Route 257 are Hoag Lane and McDermott Road which once led to limestone quarries on the hillside to the east. The streets in Cherry Manor – Burlington, Sherbrook, Adah, Eaton and Cherry – are part of the Oliver Hazard Perry Cherry Orchard, New York State's largest in 1912. Berkshire and Somerset lanes fill the farm fields where once asparagus, beans and other table crops grew. The Perry canning factory was on the east side of F-M Road near McDermott.*

*The early turnpike toll collector's gate and house, once near Hunt Lane, was moved to the side of the road around 1900 and enlarged for a residence.*

*In 1852, the New York State Legislature authorized the Highway Commissioners of the Town of Manlius "should they deem it expedient" to build sidewalks for a mile outside the village limits on highways leading to Fayetteville which had plank roads in use. There is no record of the impact of this law.<sup>5</sup>*

### **3.1.2 Roadway**

Fayetteville-Manlius Road (F-M Road), designated State Touring Route 257 within the study area, is a two-lane paved roadway that runs in a north-south direction. In the Village of Fayetteville, Route 257 is known as South Manlius Street, and in the Village of Manlius, as Fayette Street. Route 257 provides a direct connection between the Villages of Fayetteville and Manlius.

Route 257 is owned and maintained by the New York State Department of Transportation (NYSDOT). The NYSDOT Right-of-Way (ROW) width is 66 feet for the entire corridor based on the Highway Center Line (HCL). Each side of the HCL consists of 33 feet consisting of an 11 foot travel lane, approximately 6 foot wide shoulder, and 16 feet from the edge of pavement to the ROW extent. However, after years of paving, the existing HCL may not match up to the original HCL and could be off by up to two feet. The original road dates back to 1794, formerly known as Manlius Plank Road (ROW being 4 rods at that time). The road came into the NYS system in 1918 (the most thorough ROW maps/plan date to 1918). It was repaved in the 1980's as a Maintenance by Contract (MBC) project. According to the NYSDOT's Highway Sufficiency Rating manual, the last pavement work was completed in 1995 and consisted of a single course overlay (from 1"-1 1/2"). This may have included Micro-Surfacing and thin coat paving applications.

Route 257 within the study area is functionally classified as an urban minor arterial. The purpose of urban minor arterials is to connect and augment the principal arterials that serve major traffic flows between important activity centers. Although Route 257 provides a major

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<sup>4</sup> Date (1918) provided by NYSDOT, April 2006.

<sup>5</sup> Barbara Rivette, Manlius Town Historian, July 12, 2006.

connection between residential and commercial land uses that exist along Routes 5 and 92, it also serves local land uses throughout the corridor and at the corridor's terminuses.

There are fifteen (15) intersecting streets within the study area, which extends approximately 1.3 miles. In addition, there are numerous driveways along the study area, which are primarily residential in nature.

### **3.1.3 Transit**

#### **Centro**

Centro, a subsidiary of the Central New York Regional Transportation Authority (CNYRTA), provides transit services within the study area. The transit system is primarily based on a hub and spoke system where the bus service originates and ends in downtown Syracuse. The Fayetteville-Manlius bus routes travel between Downtown Syracuse, DeWitt, Fayetteville, and Manlius. Many trips now extend beyond Downtown to the Regional Transportation Center and Carousel Center. The three routes that travel Fayetteville-Manlius Road (Route 257) within the study area are 162, 262 and 262X Express. The bus routes are shown in Figures 3.1.3-1, 3.1.3-2, and 3.1.3-3, respectively.



*Centro Bus Traveling on Rt. 257*

#### *Bus Stop Locations*

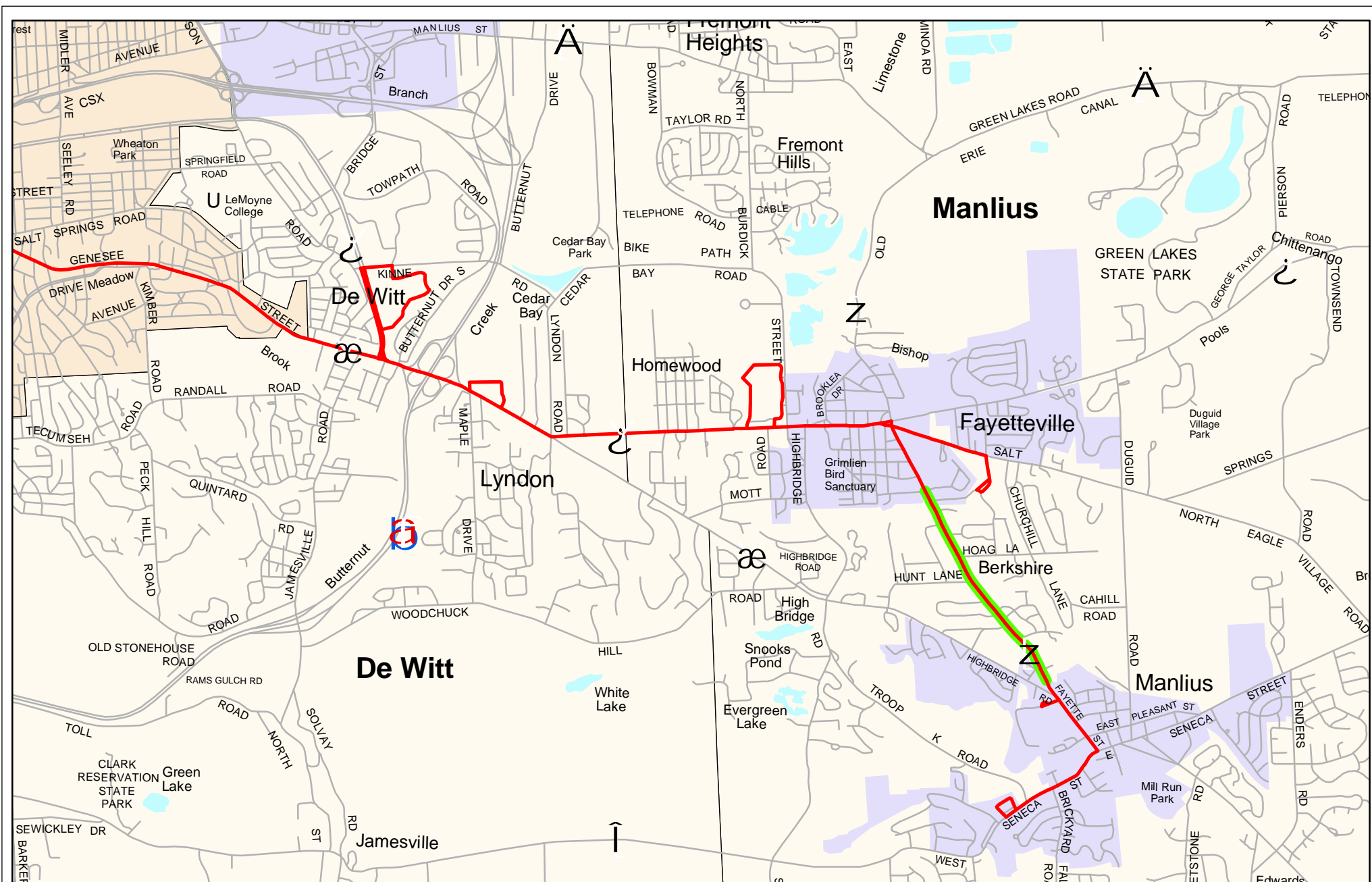
There are twenty-three (23) Centro bus stops within the study area (between Franklin Street in the north and 0.1 mile south of Kelly Drive); all designated with a blue Centro sign. Eleven stops are located on the west side of Route 257 and twelve stops are located on the east side. Centro bus stop locations are shown in Figure 3.1.3-4.

#### *Ridership Information*

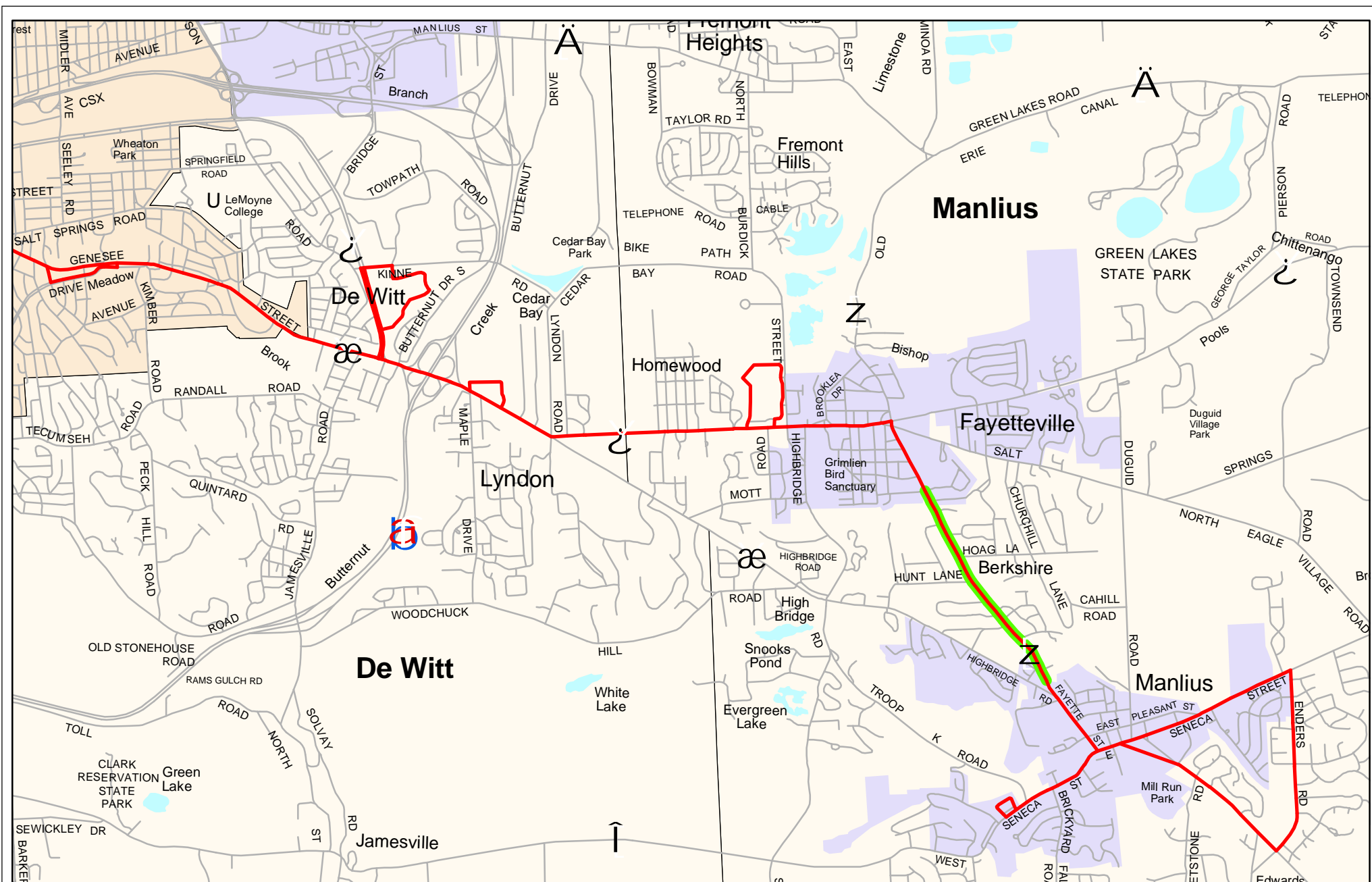
Centro operates 18 bus trips per weekday in each direction (to Syracuse & to Manlius) on Route 257 between the Villages. There are 77 boardings or alightings on those 36 trips per weekday. On Saturdays, Centro operates 9 bus trips in each direction (18 total bus trips) and there were 18 boardings or alightings and on Sundays there are 4 bus trips in each direction (8 total bus trips) and 16 boardings or alightings. On a weekly basis, there are 111 boardings or alightings on Centro services on Route 257.<sup>6</sup>

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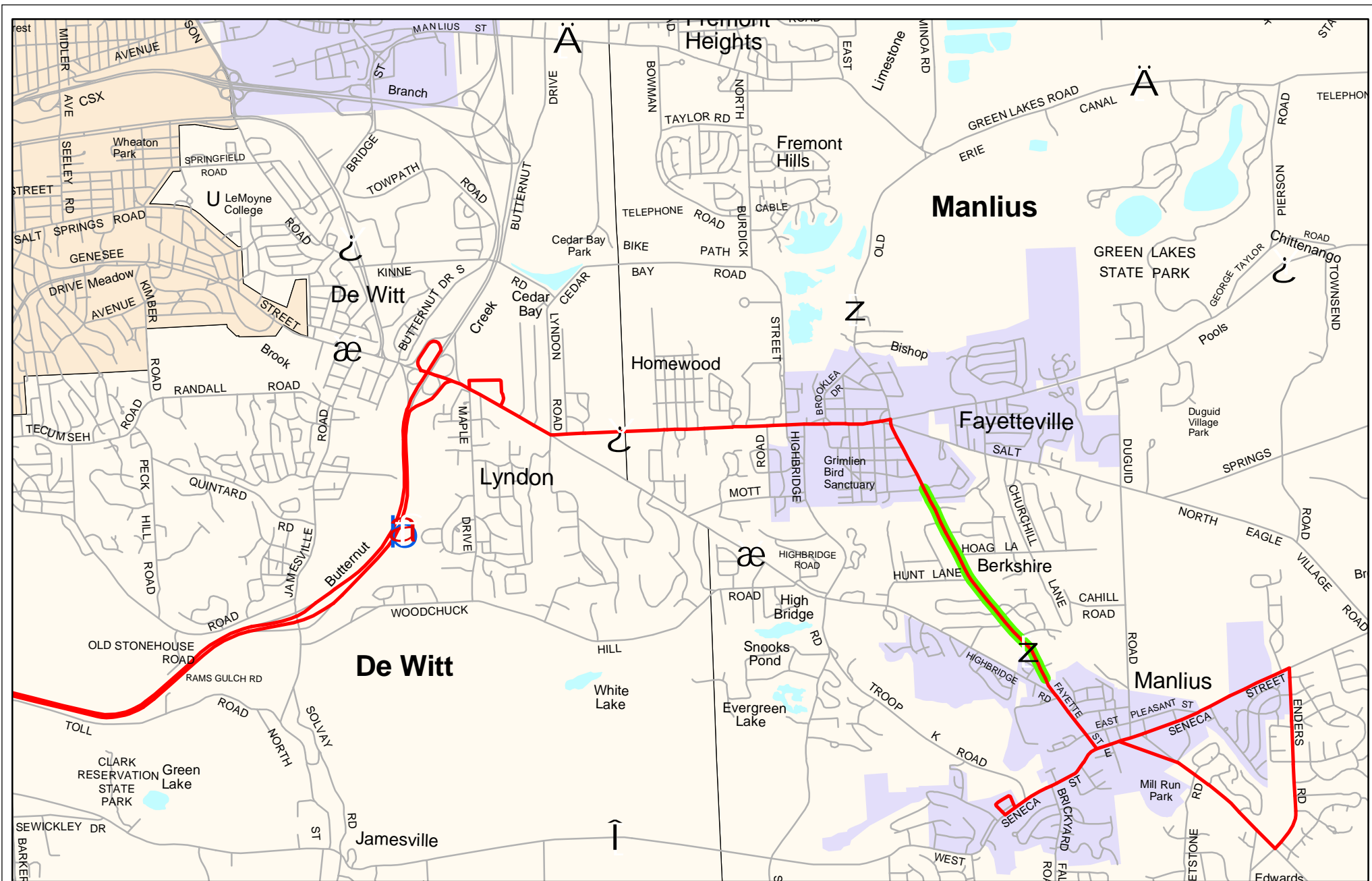
<sup>6</sup> Centro, 2006.

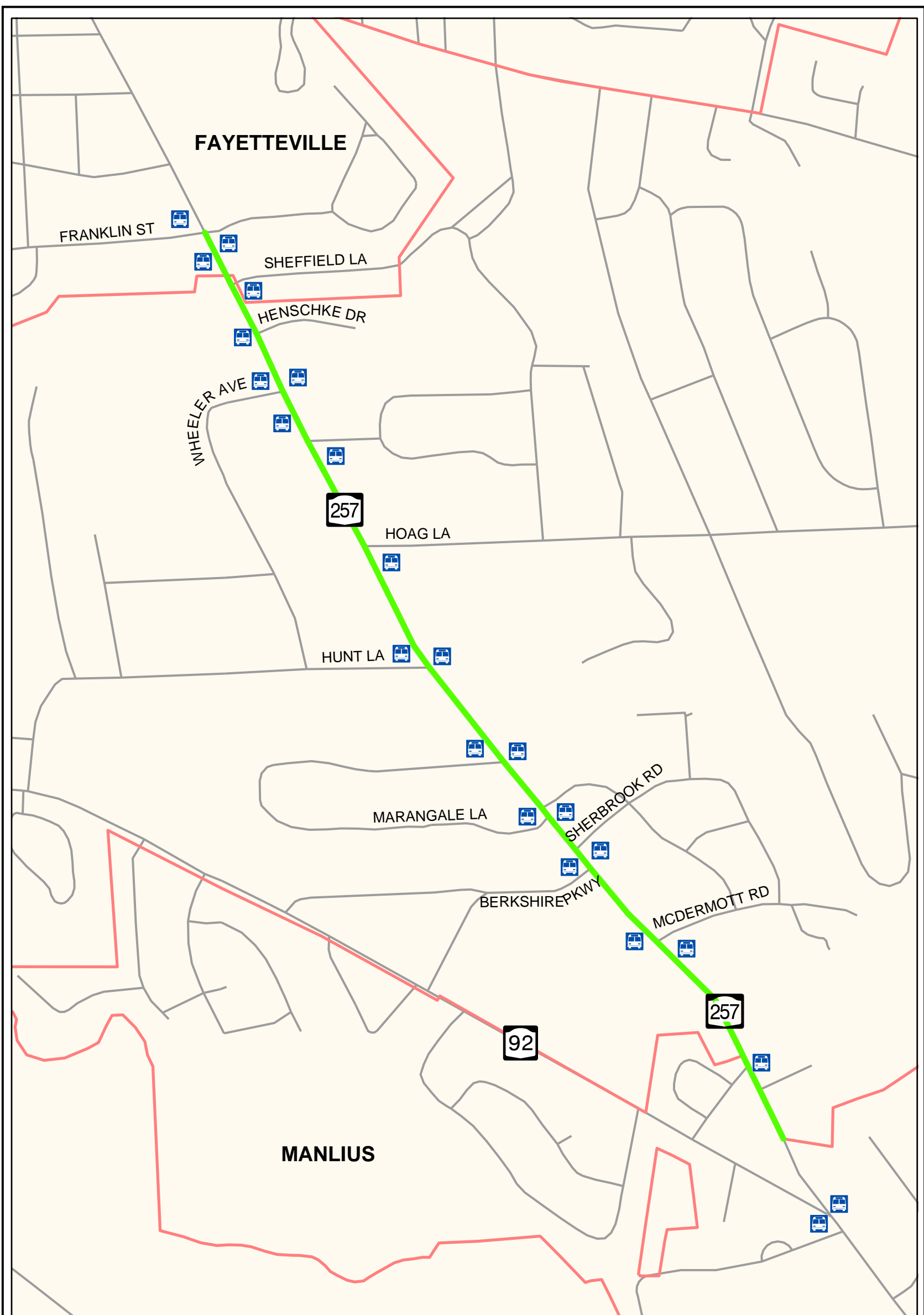












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# Centro Bus Stop Locations

F-M RD/Rt 257 Pedestrian Accommodation Feasibility Study

Figure 3.1.3-4

0 0.06 0.12 Miles

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.



Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
Prepared by SMTC, 08/2006

- Villages
- Study Area
- Roads
- Bus Stop

## School Buses

Two schools in the Fayetteville-Manlius (F-M) school district are located on Route 257 within the project study area, Fayetteville Elementary and Wellwood Middle Schools. The school district provides buses to these schools, as well as to students attending Immaculate Conception School, a private school located just east of the study area.



*School bus traffic on Route 257 near Franklin Street*

A School Bus Information packet is provided on the F-M Schools website and includes transportation information for all F-M students in Kindergarten through Twelfth Grade (K-12) traveling to and from public and private schools in the district. The policy of the school district is that “all students may walk up to one half of a mile to the nearest designated bus stop”. The bus routes have been determined to include all K-12 students eligible for transportation and the buses pick up and drop off students at designated bus stops.<sup>7</sup> The packet lists the school bus routes and bus stop locations (stops are designated by the house number where the bus stops to pick up the students).

The packet also includes a listing of designated one-way roads, meaning that students are picked up at their home and may not cross the road. Route 257 (F-M Road) in the study area is listed as a designated one-way road and may not be crossed by elementary students (older students are allowed to cross).

Fayetteville Elementary School includes students in Kindergarten through Fourth Grade. The buses drop off the students at 8:45 a.m. in the morning at the school. The school day ends at 3:25 p.m. with the buses departing at 3:30 p.m. to take students home. Wellwood Middle School includes students in Fifth through Eighth Grades. The buses drop off the students at the middle school between 7:50 a.m. and 8:00 a.m. (the school day begins at 8:10 a.m.). The school day ends at 2:40 p.m. and bus departure time is 2:50 p.m.

As of spring 2007, the school district does not have a record of how many children walk or bike to Fayetteville Elementary and Wellwood Middle Schools. In addition, there is not an existing transportation safety committee for parents/guardians of students attending these schools.

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<sup>7</sup> *School Bus Information*, F-M News, Fayetteville-Manlius School District, September 2005, pg 1.

### 3.1.4 Bicycle/Pedestrian Facilities and Curbs/Curb Ramps

#### Bicycle Facilities



There are seven bicycle route signs posted along Route 257 within the study area (*photo left: typical bike route sign on Route 257*). Three signs are located on the west side of Route 257, while four signs are located on the east side. The corridor is not a designated/specific bike route; however, the signs have been posted by the New York State Department of Transportation primarily for safety reasons to remind motorists that bicyclists are allowed to travel on Route 257. In addition, there is shoulder space on each side of Route 257 in which bicyclists may travel. According to New York State Vehicle and Traffic Law, cyclists and in-line skaters can ride in the shoulder, as well as the travel lane itself:

“Upon all roadways, any bicycle or in-line skate shall be driven either on a usable bicycle or in-line skate lane or, if a usable bicycle or in-line skate lane has not been provided, near the right-hand curb or edge of the roadway or upon a usable right-hand shoulder in such a manner as to prevent undue interference with the flow of traffic except when preparing for a left turn or when reasonably necessary to avoid conditions that would make it unsafe to continue along near the right-hand curb or edge. Conditions to be taken into consideration include, but are not limited to, fixed or moving objects, vehicles, bicycles, in-line skates, pedestrians, animals, surface hazards or traffic lanes too narrow for a bicycle or person on in-line skates and a vehicle to travel safely side-by-side within the lane.”<sup>8</sup>

It is also important to point out that the law requires that bicyclists and in-line skaters ride with traffic. “Bicycling and skating against traffic are leading causes of crashes. Moving with traffic makes bicyclists and in-line skaters more visible, and their movements more predictable to motorists. Riding or gliding with traffic also prevents interference with the flow of traffic and pedestrians.”<sup>9</sup>

#### Pedestrian Facilities

Prior to discussing existing pedestrian facilities within the study area, it is important to define what a pedestrian is. According to *Designing Sidewalks and Trails for Access*, the Best Practices Design Guide developed by the United States Department of Transportation’s Federal Highway Administration; a pedestrian is defined as “a person who travels on foot or who uses assistive devices, such as a wheelchair, for mobility.”<sup>10</sup> Detailed on the following page are the definitions for various pedestrian facilities, as noted by the aforementioned Best Practices Design Guide:

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<sup>8</sup> Article 34 Operation of Bicycles and Play Devices, New York State Vehicle and Traffic Law, Section 1234 (a), 2003-2004, p. 535.

<sup>9</sup> Bikes and Wheel Sport Safety- Frequently Asked Questions, NYS Department of Motor Vehicles, Governor’s Traffic Safety Committee <<http://www.nysgtsc.state.ny.us/bike-faq.htm>> Revised: March 03, 2006, Accessed July 18, 2006.

<sup>10</sup> Beneficial Designs, Inc., *Designing Sidewalks and Trails for Access, Part I of II: Review of Existing Guidelines and Practices*, U.S. Department of Transportation Federal Highway Administration, July 1999, p. 13.



Curb Ramp: A combined ramp and landing to accomplish a change in level at a curb. This element provides street and sidewalk access to pedestrians using wheelchairs.

Ramp: A slope transition between two elevation levels.

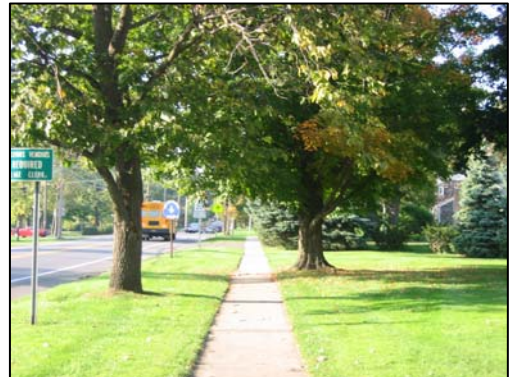
Sidewalk: The portion of a highway, road, or street intended for pedestrians.

Shared Use Path: A trail that permits more than one type of user, such as a trail designated for use by both pedestrians and bicyclists.

Trail: A path of travel for recreation and/or transportation within a park, natural environment, or designated corridor that is not classified as a highway, road, or street.<sup>11</sup>

The above definitions are the basic pedestrian facilities that are discussed in this F-M Road/Route 257 Pedestrian Accommodation Feasibility Study. For definitions of more specific and detailed pedestrian facilities, please refer to the Glossary in the *Designing Sidewalks and Trails for Access*, the Best Practices Design Guide developed by the United States Department of Transportation's Federal Highway Administration. This document can be found via the following web address: <http://www.fhwa.dot.gov/environment/bikeped/access-1.htm>.

Sidewalks separate pedestrians from the roadway and are associated with reductions in pedestrian collisions with motor vehicles. There are limited sidewalks available to pedestrians in the study area. Along the corridor within the study area, sidewalks are only present on the east side of Route 257 between Franklin Street and Sheffield Lane (*photo at right*). There are no sidewalks that run along Route 257 between Sheffield Lane to just south of Kelly Drive in Manlius (across from the driveway into Bank of America). Sidewalks begin again south of the project study area on the east side of Route 257 (just south of Kelly Drive), and are available into the Village of Manlius.



North of the project study area sidewalks are present from the Village of Fayetteville heading south towards the school grounds on the west side of Route 257. Just south of the intersection of Route 257 and Lincoln Avenue, students have the option of continuing on the sidewalk that runs between Lincoln Avenue and Franklin Street, or continuing on the sidewalk that runs through Beard Park (*see photo left – sidewalk to the left runs along Route 257; sidewalk to the right travels through Beard*

<sup>11</sup> Beneficial Designs, Inc., *Designing Sidewalks and Trails for Access, Part I of II: Review of Existing Guidelines and Practices*, U.S. Department of Transportation Federal Highway Administration, July 1999, Glossary pp. 113-20.

*Park*). In addition, after students cross Route 257 from the east to west side at the Franklin Street crosswalk, there is then a sidewalk available to take students onto school property (see photo of Pedestrian crossing guard, at bottom of this page, to see this sidewalk).

An informal/unofficial cut-through and pathway also exists, both of which are utilized by students to reach school property. The first is a small cut-through (*shown right*) that is found on the west side of Route 257 between Sheffield Lane and Henschke Drive. Students utilize this path as a short-cut to school property when coming from the south to attend school.



*Photo: Cut-through to school property from Route 257.*

In addition, a pathway leading to Fayetteville Elementary exists off of the bend in Wheeler Avenue. Wheeler Avenue extends west off of Route 257, and bends south to connect with Hunt Lane. This is another shortcut utilized by students as they travel to and from school. The path is primarily worn grass and is not paved. One side is lined with a chain link fence. The pathway is not kept clear in the winter.



*Looking from school grounds towards Wheeler Avenue (left). Looking onto school grounds from pathway (right).*

There are also two crosswalks within the study area, at Route 257 with Franklin Street, and Route 257 with Wheeler Avenue. Although there is a crosswalk at Wheeler Avenue, there is no sidewalk connecting to the crosswalk on either side of Route 257 at Wheeler Avenue. There is no crossing guard present at this location.



*Photo: Pedestrian crossing guard at Franklin Street/Route 257*

The crosswalk at Franklin Street is primarily utilized by students that want to reach Fayetteville Elementary and Wellwood Middle Schools. A crossing guard is present at the Franklin Street intersection in the AM and PM

hours when school is in session. A crossing guard is also stationed at the intersection of the school entrance/Sheffield Lane with Route 257. This crossing guard focuses on stopping traffic to enable the buses to enter and exit the school property.

The crossing guard stationed at the intersection of Route 257 and the school entrance/Sheffield Lane is employed by the Town of Manlius. This guard is stationed at this location on school day afternoons from approximately 2:00 p.m. until almost 4:00 p.m. and is there primarily to stop traffic so that school buses can move in/out of the school entrance. Occasionally the crossing guard will assist an adult pedestrian that is trying to cross Route 257. However, if a student approaches, the guard will send the student to the intersection of Franklin Street and Route 257 where the crosswalk and another crossing guard are located, for safe crossing. The crossing guard indicated that a few people jog through the area while he is stationed there, but does not typically see adults just walking from one place to another.

The bus crossing guard believes that the biggest issue at this location is speeding. Another issue noted by the crossing guard is the queuing of vehicles along Franklin Street that extends onto Route 257 by parents and guardians trying to get into the school parking lot to pick up students at Wellwood Middle School. The guard noted that sometimes vehicles coming from the south are queued so that the vehicles cannot make a left hand turn onto Franklin. This sometimes causes traffic to queue a block or more south (past Henschke Drive) behind the guard making it very difficult for him to get the busses out of the school grounds. The guard suggests that perhaps Franklin could be made a one-way street out (towards Route 257) and the next street up one-way in, at least during school hours. Or, perhaps not allow any left-hand turns onto Franklin at all.

### *Curbs/Curb Ramps*

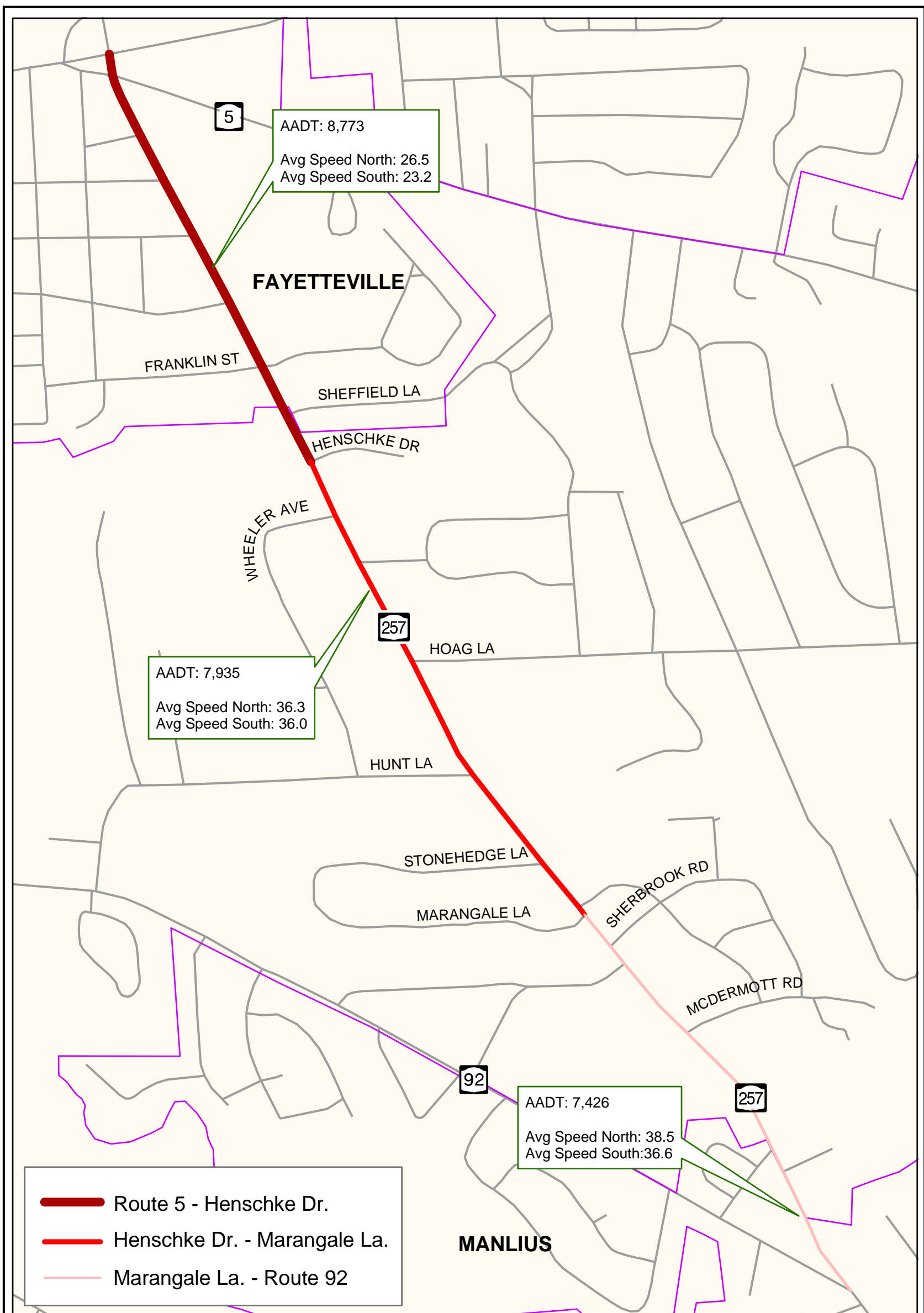
There are no curbs that exist within the study area. For the sidewalk that meets the road at the corners of Franklin Street with Route 257, the sidewalk is flush with the road surface, as there is no curb. There is a slight ramp up to the sidewalk located on one corner of this intersection, to the east of Route 257 on the southern side of Franklin Street.

## **3.2 Existing Traffic Conditions**

### **3.2.1 Traffic Volumes and Speed Data**

#### **AADT Volumes and Speed**

The New York State Department of Transportation (NYSDOT) provided Annual Average Daily Traffic (AADT) volumes, including vehicle classification, at three locations along the study area in late March/early April 2006. Speed data was also collected at these locations. The chart on the following page broadly summarizes the traffic and speed data, and Figure 3.2.1-1 (Traffic Volume and Speed Data) shows the traffic volume and average speed for the various segments. Overall, approximately 8,000 vehicles (bi-directional) are traveling daily along Route 257. In 2003, approximately 6,000 vehicles (bi-directional: 3,052 northbound and 2,949 southbound) traveled daily along Route 257. The SMTC did not research why the average number of daily vehicles has increased since 2003.



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# Traffic Volume and Speed Data

FM RD/Rt 257 Pedestrian Accommodation Feasibility Study

Figure 3.2.1-1

0 0.06 0.12 Miles

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.



Villages  
Roads

Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2006  
Prepared by SMTC, 08/2006



ANNUAL AVERAGE DAILY TRAFFIC (AADT) and AVERAGE SPEED				
Location on F-M Rd	AADT (bi-directional and NB/SB)	Average NB Speed	Average SB Speed	Speed Limit at Count Location
Between Route 5 & Henschke Drive <sup>1</sup>	8,773 (bi-directional) 4,633 (NB) 4,140 (SB)	26.5 MPH	23.2 MPH	30 MPH
Between Henschke Drive & Marangale Lane <sup>2</sup>	7,935 (bi-directional) 4,020 (NB) 3,915 (SB)	36.6 MPH	36.0 MPH	40 MPH
Between Marangale Lane & Route 92 <sup>3</sup>	7,426 (bi-directional) 3,797 (NB) 3,629 (SB)	38.5 MPH	36.6 MPH	40 MPH
1) Counter placement: 0.1 miles south of Lincoln Ave. 2) Counter placement: 0.1 miles north of Stonehedge Ln. 3) Counter placement: 0.4 miles north of RT 92/257 intersection.				

Although the average speeds noted in the chart above indicate that vehicles were traveling below the speed limit, these were the average speeds recorded along the corridor, which indicates that the majority of vehicles were traveling at or below the speed limit. However, speeding vehicles were present along the corridor.

Between Route 5 and Henschke Drive where the speed limit is 30 miles per hour (MPH), approximately 26.5% of *northbound* vehicles and 20% of *southbound* vehicles were traveling between 30.1 and 35.0 MPH. Approximately 6% of *northbound* and *southbound* vehicles were traveling between 35.1 and 45.0 MPH.

From Henschke Drive to Marangale Lane where the speed limit is 40 MPH, approximately 21% of *northbound* vehicles, and 17% of *southbound* vehicles were traveling between 40.1 and 45.0 MPH. Approximately 2% of *northbound* vehicles and 1.5% of *southbound* vehicles were traveling between 45.1 and 50 MPH.

Between Marangale Lane and Route 92 where the speed limit is 40 MPH, approximately 43% of *northbound* vehicles and 27% of *southbound* vehicles were traveling between 40.1 and 45.0 MPH. Approximately 12% of *northbound* vehicles and 4% of *southbound* vehicles were traveling between 45.1 and 50.0 MPH.

### Vehicle Classification

Vehicle classification was also recorded while AADT volumes were collected along Route 257. Vehicle classification counts examine and record the difference between specific vehicle types, such as motorcycles; cars; pick-up trucks; and heavy vehicles, including buses and larger trucks (larger trucks are those that have 2 axles with 6-tires; or 3-axles and above). Between Route 5 and Henschke Drive, there were approximately 5% heavy vehicles. Between Henschke Drive and Marangale Lane, approximately 5.3% heavy vehicles were recorded, and approximately 6.6% heavy vehicles were counted between Marangale Lane and Route 92. According to the NYSDOT, the average percentage of heavy vehicles in the NYSDOT Region 3 urban area for

minor arterial highways is 5.6%. The percentages determined for the Route 257 study area compare directly to the Regional average.

## Turning Movement Counts

The NYSDOT also completed turning movement counts, including pedestrian and bicycle counts (which were counted together, bicycles plus pedestrians), at two locations in May 2006: the intersections of Route 257 with Franklin Street, and Route 257 with Sheffield Lane/school entrance. The counts were taken during the AM peak (between 7:00 a.m. and 9:00 a.m.) and PM peak (between 2:30 p.m. and 4:30 p.m.) while school was in session to be certain that school traffic was accounted for.

Figure 3.2.1-2 indicates that approximately 762 vehicles (both cars and heavy vehicles) traveled through this intersection at the AM peak hour (i.e., 7:30-8:30) on the day the count was taken. Thirty-five (35) bicyclists and pedestrians in the AM peak hour traveled from the Route 257 northbound approach, while 10 bicyclists and pedestrians traveled from the southbound approach. Twenty-four (24) heavy vehicles were observed moving through this intersection during the AM peak hour.

Figure 3.2.1-2 (RT 257/Franklin Street AM Peak Hour Data)

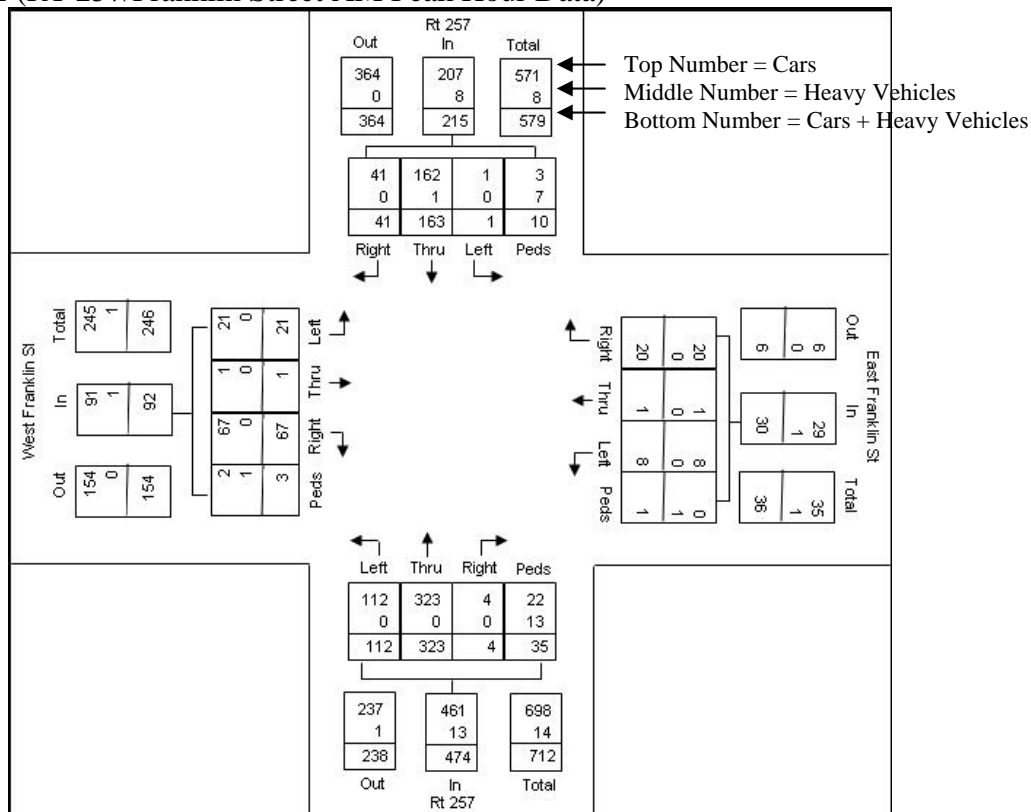
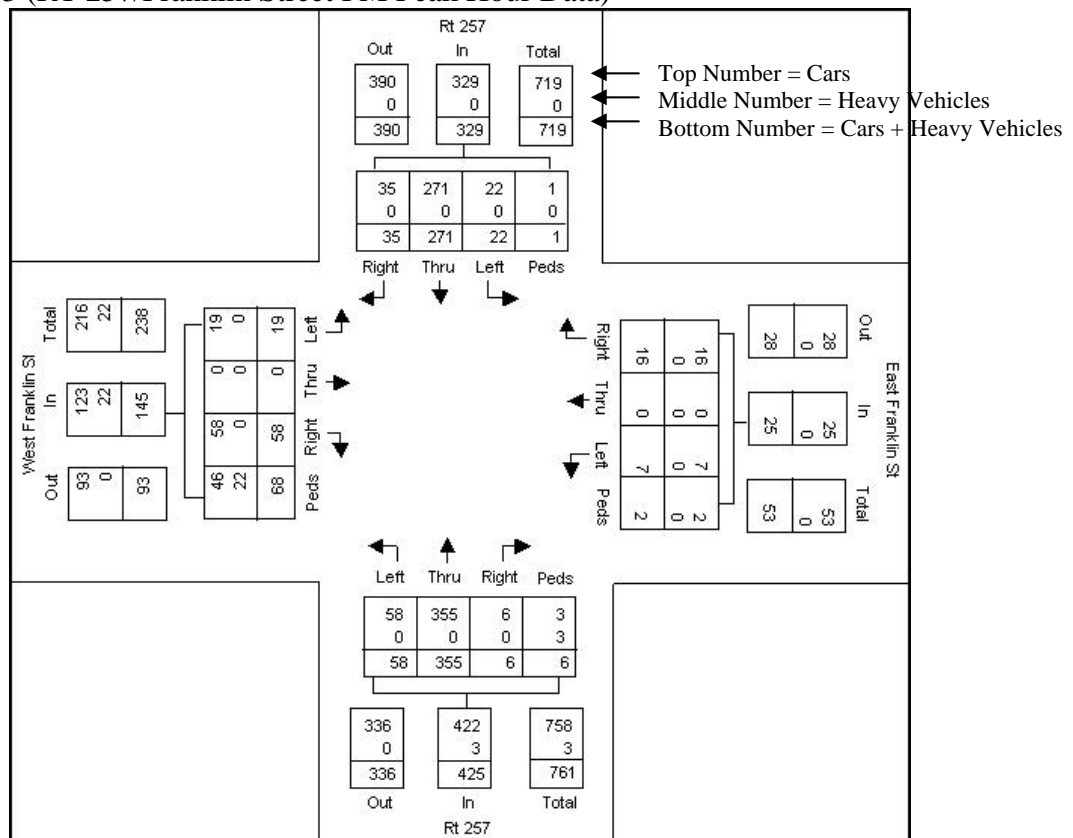


Figure 3.2.1-3 indicates that during the PM peak hour (i.e., 3:15-4:15) a total of 847 vehicles (cars and heavy vehicles) traveled through the intersection. Based on the PM peak hour data, the West Franklin Street approach had 68 bicyclists and pedestrians entering the intersection, with another 9 bicyclists/pedestrians entering the intersection from the remaining approaches. Note that this is the intersection where the crosswalk is located for the elementary and middle schools. According to the field technician, the vehicle and bussing traffic were “typical for a school setting with all general traffic following posted speed limits.”<sup>12</sup> He further noted that there is one crosswalk at the intersection “while .2 miles south on Rte 257 there was no crosswalk forcing students to walk .2 miles north” to the crosswalk at Franklin Street.

Figure 3.2.1-3 (RT 257/Franklin Street PM Peak Hour Data)



<sup>12</sup> Field technician correspondence, 5/12/2006

Figure 3.2.1-4 indicates that 845 vehicles (both cars and heavy vehicles) traveled through this intersection during the AM peak hour (i.e., 7:45-8:45) on the day the count was gathered. The majority of vehicles entering the intersection came from the Route 257 northbound approach (395). Six (6) pedestrians and bicyclists were observed traveling through this intersection during the AM peak.

Figure 3.2.1-4 (RT 257/Sheffield La/entrance to school AM Peak Hour Data)

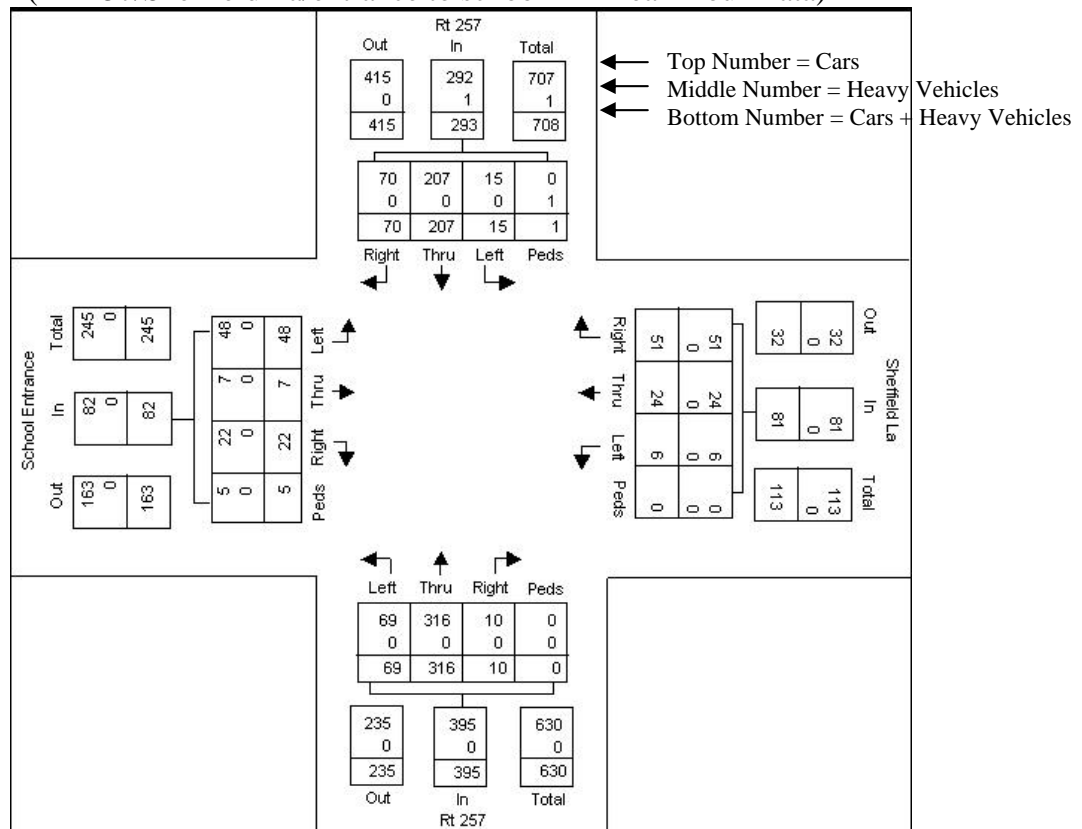
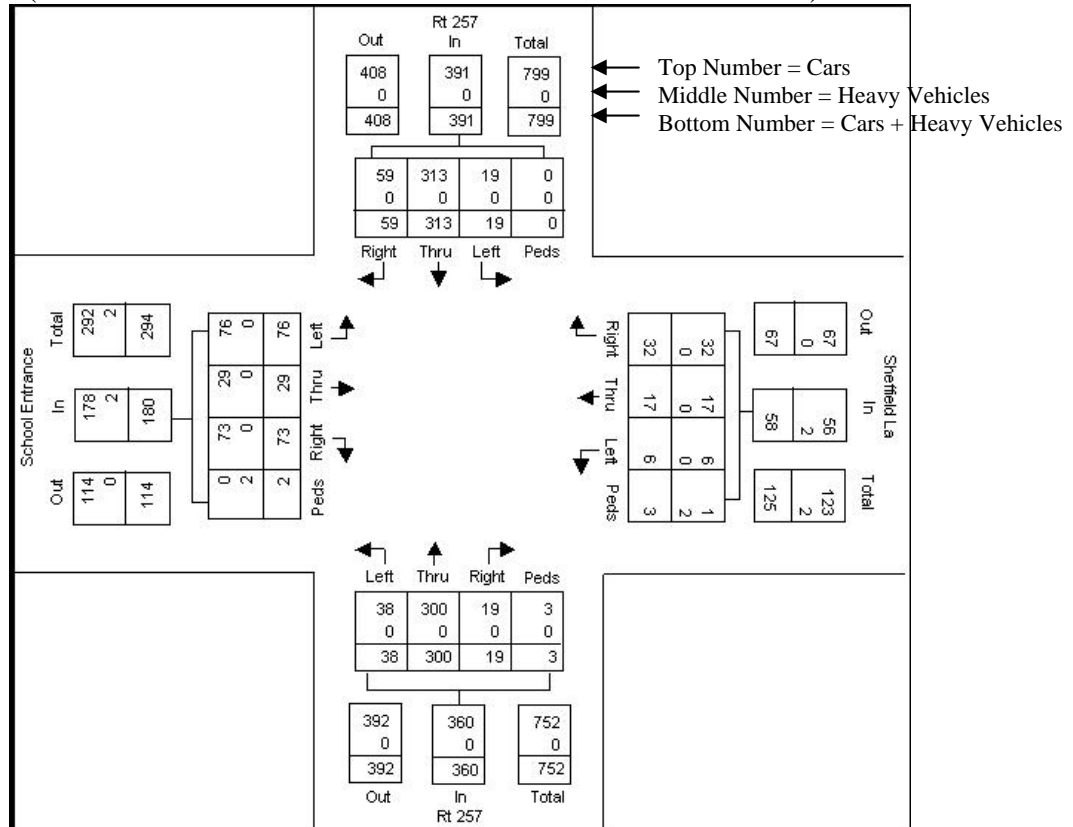


Figure 3.2.1-5 (RT 257/Sheffield La/entrance to school PM Peak Hour Data) indicates that during the PM peak hour (i.e., 3:00-4:00) a total of 981 vehicles (including cars and heavy vehicles) traveled through the intersection. According to the PM peak hour data, the Route 257 southbound approach sent the most vehicles into the intersection (391 vehicles).

Figure 3.2.1-5 (RT 257/Sheffield La/entrance to school PM Peak Hour Data)



Additional bicyclists and pedestrians were counted at this intersection in both the AM and PM (for the AM count at this intersection, another 36 bicyclists and pedestrians were counted; during the PM peak, another 46 bicyclists and pedestrians were counted). According to the traffic count technician's observation, these bicyclists and pedestrians "came up Sheffield in the AM and turned north up the sidewalk. In the PM they all came down the sidewalk and turned east to walk down Sheffield Lane."<sup>13</sup> These additional bicyclists/pedestrians noted by the count technician did not actually move through the Rt. 257/Sheffield Lane/entrance to school intersection.

A complete set of the AADT volumes (including classification counts), turning movement counts, and speed counts for the study area are included in Appendix C.

<sup>13</sup> Field technician correspondence, 5/12/2006.

### 3.2.2 Traffic Control Devices

#### Speed Limit Signs

There are several speed limit signs posted throughout the length of the Route 257 corridor. The speed limit varies from 30 to 40 miles per hour (MPH) within the study area, with the exception of the area near Fayetteville Elementary and Wellwood Middle Schools where the speed limit is 20 MPH on school days from 7:00 a.m. until 6:00 p.m.

Traveling south along Route 257 and approaching the intersection of Franklin Street, just prior to reaching Fayetteville Elementary and Wellwood Middle Schools, there is a posted speed limit sign that notes “School 20 MPH 7:00AM – 6PM School Days”. This same sign also exits for northbound motorists at the intersections of Henschke Drive and Franklin Street with Route 257, prior to reaching school grounds. In addition, a “School Speed Zone Ahead” is located for northbound motorists at the intersection of Wheeler Avenue and Route 257.



*Photo: School Speed Limit sign near Franklin St.*

Once past the F-M School grounds, the speed limit becomes 30 MPH at the intersection of Route 257 with Henschke Drive and stays at 30 MPH until the intersection with Old Farm Road. Between Old Farm Road and the Village of Manlius line, the speed limit is 40 MPH. Once in the Village of Manlius, the speed once again returns to 30 MPH. Speed zone information is summarized in the table below:

<b>SPEED ZONES IN STUDY AREA (ROUTE 257)</b>				
<b>FROM</b>	<b>TO</b>	<b>SPEED LIMIT</b>		
		<b>20 MPH*</b>	<b>30 MPH</b>	<b>40 MPH</b>
Fayetteville Village Line	Franklin St		X	
Franklin St	Henschke Dr	X		
Henschke Dr	Old Farm Rd		X	
Old Farm Rd	Manlius Village Line			X
Manlius Village Line	Into Village of Manlius		X	
<i>*The 20 MPH speed limit is in effect between 7:00 a.m. and 6:00 p.m. on school days. During non-school hours the speed limit is 30 MPH.</i>				

#### Traffic Signals and Stop Signs

There are no signalized intersections within the study area, and no stop signs that control traffic traveling north and south along Route 257. However there are stop signs that control traffic moving from the east and west onto Route 257 from all of the fifteen (15) intersecting streets

within the study area. The Manual on Uniform Traffic Control Devices (MUTCD) describes STOP signs (R1-1), including applications and placement. STOP signs are used to assign right-of-way at an intersection.<sup>14</sup>

“Intersections must have one or more of the following conditions for two-way STOP (where only the minor street is stopped) signs to be installed:

- An intersection of a minor and major road, where the application of the normal right-of-way-rule would be hazardous;
- A street enters a highway;
- An unsignalized intersection in a signalized area; and
- Locations where there is a combination of high speed traffic, restricted view, and a previous crash record that indicates a need for STOP sign control.

The advantage of a two-way stop is that the major flows do not have to stop and they incur almost no delay at the intersection (i.e., the majority of the traffic does not have to stop).<sup>15</sup> This is true for the fifteen intersecting streets located within the study area along Route 257.

*Photo: Typical intersecting street along Route 257 controlled by stop sign (Old Farm Road/Rt. 257)*



## **Pavement Markings**

Pavement markings within the study area consist of lane and centerline markings, crosswalks and stopbars (at each of the 15 intersecting streets). Route 257 is striped as a two-lane street with passing allowed along some segments. Traveling southbound along the study area, the passing/no passing zones are as follows (see chart on following page):

---

<sup>14</sup> *Stop Signs*, Signs, US Department of Transportation - Federal Highway Administration, Institute of Transportation Engineers,  
<http://www.ite.org/library/IntersectionSafety/Stop.pdf#search='MUTCD%20stop%20signs'>, April 2004, p.1.

<sup>15</sup> Ibid.

PASSING ZONES IN STUDY AREA (ROUTE 257)					
FROM	TO	PASSING ALLOWED FOR			NO PASSING ZONE
		NB/SB Traffic	NB Traffic	SB Traffic	
Franklin St	South of Henschke Dr				X
South of Henschke Dr	Old Farm Rd			X	
Old Farm Rd	South of Hoag Ln	X			
Hoag Ln	Hunt La		X		
Hunt Ln	Stonehedge La			X	
Stonehedge Ln	McDermott Rd	X			
McDermott Rd	Manlius Village Line		X		
Manlius Village Line	Kelly Drive				X

Pavement markings are discussed further in *Section 3.3.2, Pavement Markings*.

### 3.2.3 Accident Analysis

A request was made through the NYSDOT to obtain actual Department of Motor Vehicle (DMV) Police Accident Reports for the years 1999 through 2004 for Route 257 (Fayetteville-Manlius Road) between Franklin Street and Kelly Drive in the Town of Manlius within Onondaga County. The SMTC requested both reportable and non-reportable accident data over the listed years. At the time of the request (December 2005) the complete set (including non-reportable accidents) was only available through May 2002, while those that were reportable were available through mid-2004.

Due to difficulty in obtaining all the necessary reports in a timely fashion, the SMTC requested the actual accident reports from the local police entities that have jurisdiction over Route 257 within the study area: the Onondaga County Sheriff's Office, New York State Police, and the Town of Manlius Police Department. Consequently, Police Accident Reports were received and evaluated for the period January 1999 through December 2004 from these police agencies. The majority of accident reports received were obtained from the Town of Manlius Police Department, as they typically respond to the majority of calls along Route 257. Upon receipt of the accident reports, each location for which complete reports were available was analyzed. Accident summary sheets and diagrams were prepared for each of the locations analyzed and are included in Appendix D.

A total of 40 reported accidents for the period of January 1999 through December 2004 were examined. The analysis revealed that the most frequently occurring accident types were as follows:

1. Collisions with animals – 47.5%;
2. Rear end – 20%;
3. Fixed object/out of control – 15%;
4. Left turn – 10%.



The Institute of Transportation Engineers (ITE) *Traffic Engineering Handbook* states that while human error contributes to 70% - 90% of all accidents, road and vehicle improvements can greatly reduce the likelihood of human error or the consequences of the accident.

Based on the SMTC's analyses of the accident reports, the presence of deer was *the* major contributing factor in the majority of the accidents that occurred along Route 257. However, as noted above, human error as well as street geometry and physical features can play a role. Out of the 40 collisions analyzed, 8 (20%) were rear end collisions. These rear end collisions primarily occurred at intersecting streets along the study area where vehicles were stopped in the travel lane waiting to make a turn off of Route 257 and were hit from behind. The fixed object/out of control accidents occurred when a vehicle slid out of control (most of these accidents occurred in snowy weather) and hit either a fixed object (a sign or fence) or another vehicle. Left turn accidents primarily occurred for motorists turning into or out of the side streets along Route 257 and did not leave enough time or room to make the turn. Almost half of the accidents analyzed between 1999 and 2004 involved collisions with deer. None of the collisions that occurred during this time frame were fatal, and there were no reported vehicle/pedestrian collisions during this time frame. Table 3.2.3-1 provides a summary of the type of road segment accidents.

**Accident Type Summary by Road Segment**

Road Segments	Property Damage Only	Injury	Fatal	Total	Right Angle	Rear End	Head On	Side Swipe	Left Turn	Right Turn	Over-taking	Animal	Bike	Ped	Fixed Object/ Out of Control	Backing	Un-known	Total
Franklin St./Wheeler Ave.	6	1	0	7	0	4	0	0	2	0	0	1	0	0	0	0	0	7
Wheeler Ave./Hunt Ln.	12	1	0	13	0	0	0	1	2	0	0	5	0	0	5	0	0	13
Hunt Ln./Sherbrooke Rd.	9	1	0	10	0	2	1	0	0	0	0	6	0	0	1	0	0	10
Sherbrooke Rd./Kelly Dr.	10	0	0	10	0	2	0	0	0	0	0	7	0	0	0	1	0	10
Totals	37	3	0	40	0	8	1	1	4	0	0	19	0	0	6	1	0	40

Source: SMTC compiled data from:  
Town of Manlius Police Department, Onondaga County Sheriff's Office, New York State Police Department

### 3.3 Existing Facility Conditions

As part of the study process, SMTC retained assistance from Clark Patterson Associates (CPA) to complete several key components of the study. The first task undertaken by CPA was to diagram/map the existing Right-of-Way (ROW) along the Route 257 study area for possible infringements to the ROW and diagram it accordingly.

In the summer of 2006, the consultants performed a series of site visits to gather information in the corridor. Geographic Information System (GIS) data, such as property boundaries, road centerlines and shoulders, aerial photographs, and municipal boundaries were collected from various sources for the study area. This data was then field checked to more accurately determine the dimensions and location of the public ROW. Features in or near the edge of the ROW were identified and organized into a series of corridor maps. These features included trees, driveways, utility poles, posted signage, fences, and stone walls.<sup>16</sup> Figures 3.3-1 through 3.3-3

<sup>16</sup> *Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study*, Clarke Patterson Associates (with SRF Associates) for the Syracuse Metropolitan Transportation Council, February 2007, p. 1.

(following the sheet index map) depict the existing facilities and features along the Route 257 corridor. A preliminary analysis involved the documentation of all objects<sup>17</sup> within the entire ROW corridor along Route 257. Table 3.3-1 summarizes this information.

Cursory review of the consultant diagrams show that the majority of infringements in the ROW are trees, shrubbery and other soft landscaping materials. Several of the hardscape materials (i.e., wood fences and field stone fences) have also been identified as being within or abutting the ROW. However, with the exception of the soft landscaping materials, it appears preliminarily that there is space available to accommodate some form of a pedestrian facility with little impact to the existing hardscape objects.

**Table 3.3-1  
Right-of-Way Characteristics**

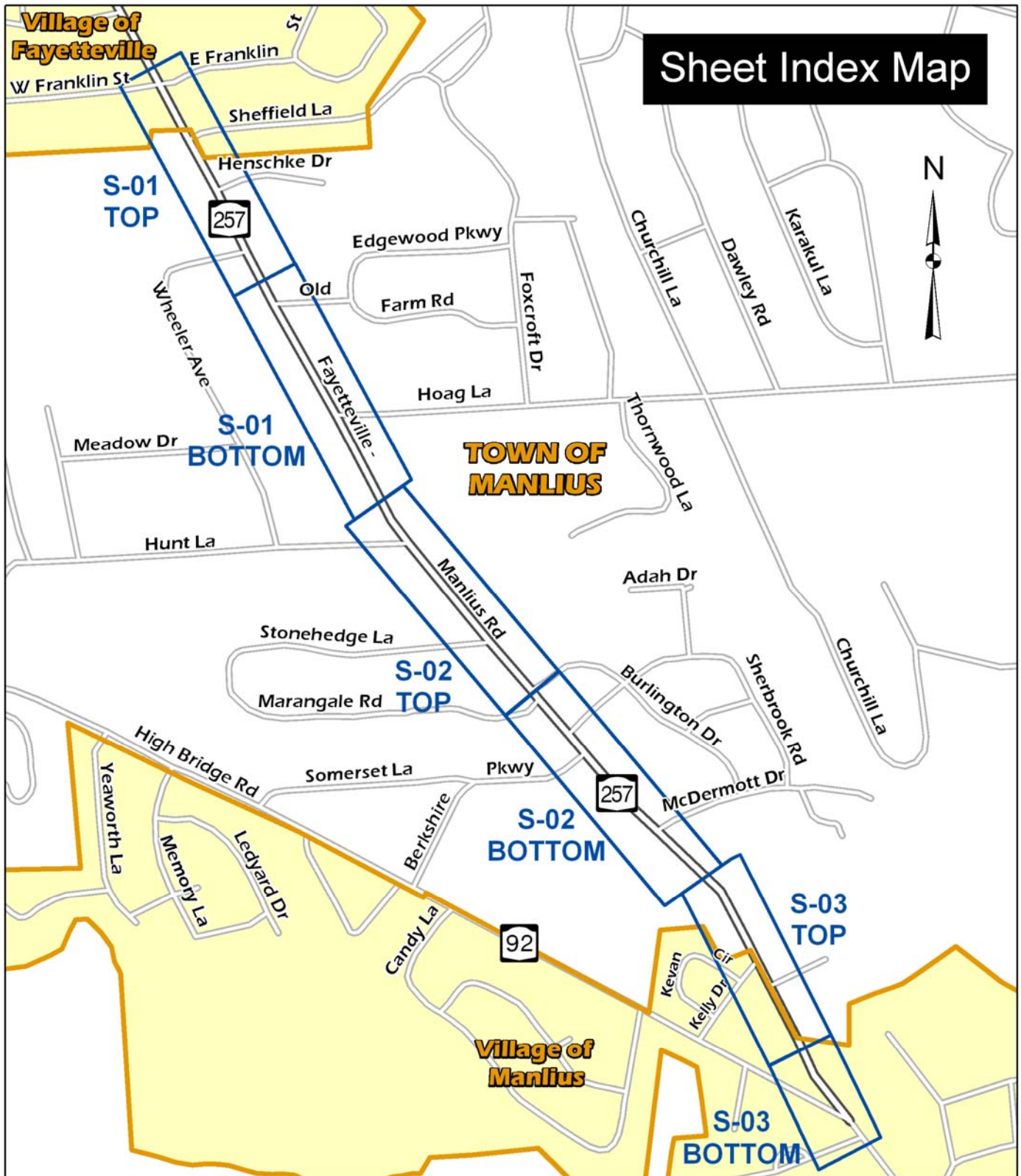
<b>Objects Within Right-of-Way</b>	<b>W side</b>	<b>E side</b>
Intersecting streets	6	8
Intersecting driveways	41	57
Bus stops	9	11
Large trees*	20	23
Utility poles	68	19
Fire hydrants	2	2
Streets signs	46	47
<b>Total # of obstacles</b>	<b>190</b>	<b>165</b>
Units w/primary access to 257	180	230

\*Over 24" approximate diameter

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<sup>17</sup> Mailboxes and driveway markers were not included. No underground utilities were identified.

Illustration I (Sheet Index Map)



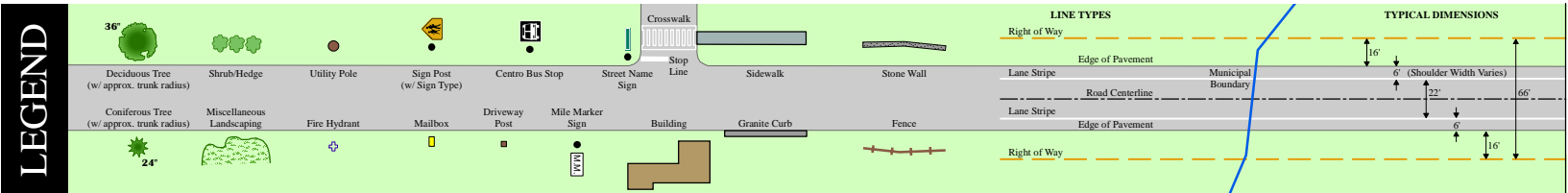






# SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

**ROUTE 257 PEDESTRIAN ACCOMMODATION STUDY**  
TOWN OF MANLIUS, NEW YORK



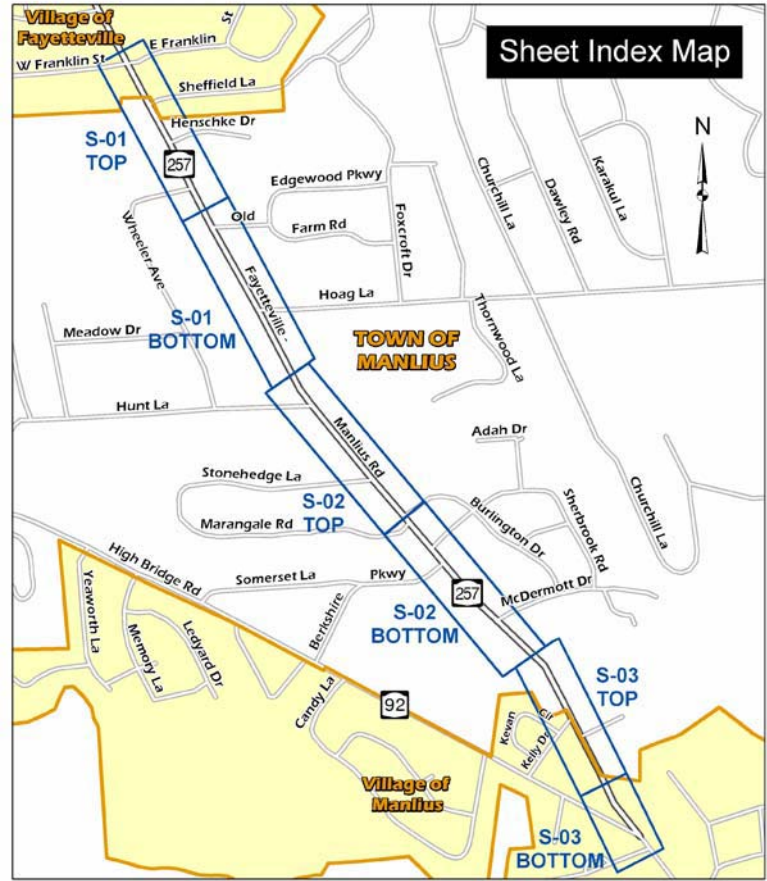
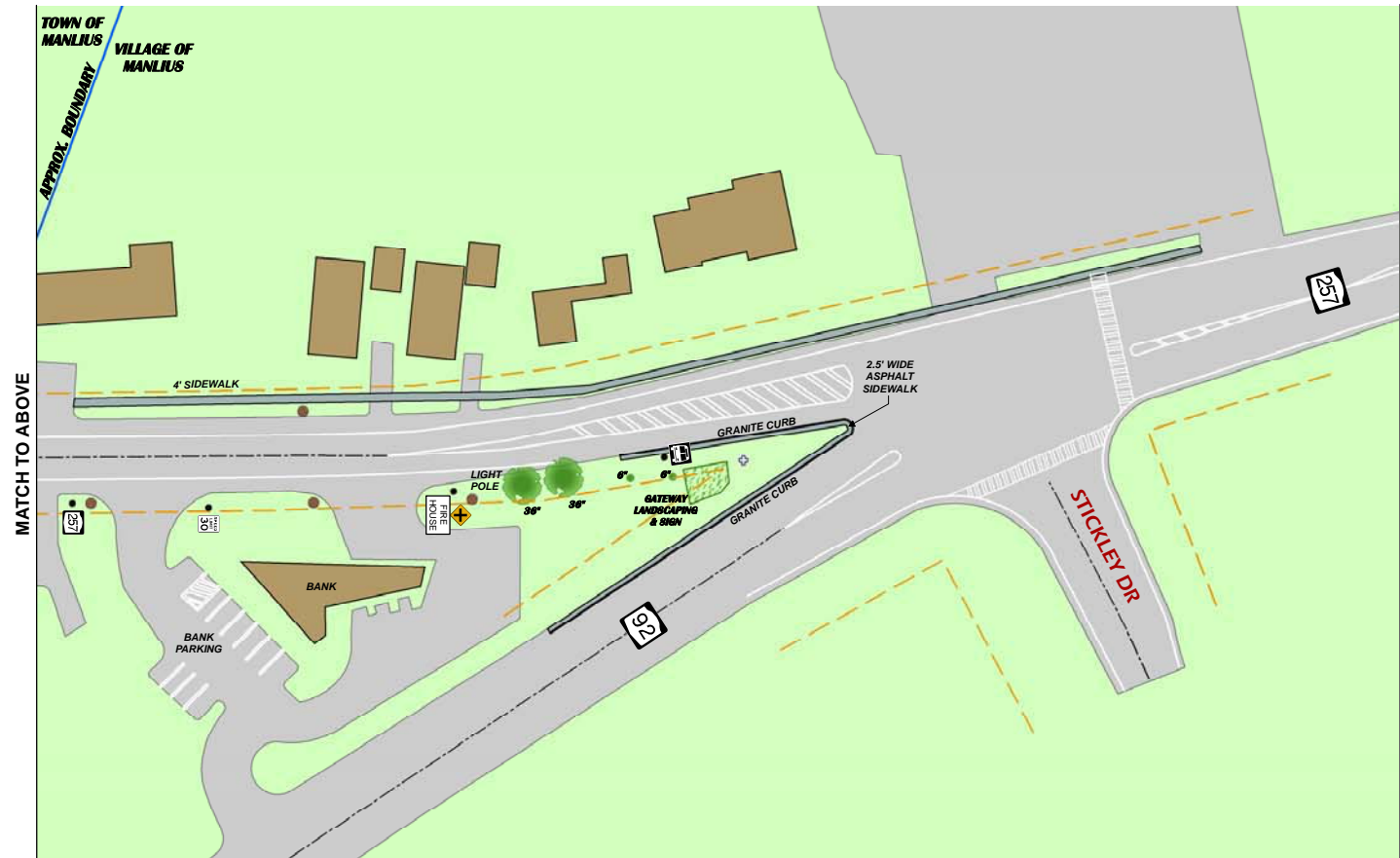
**CLARK PATTERSON ASSOCIATES**

Design Professionals  
186 North Water St  
Rochester, NY 14604

011050.00

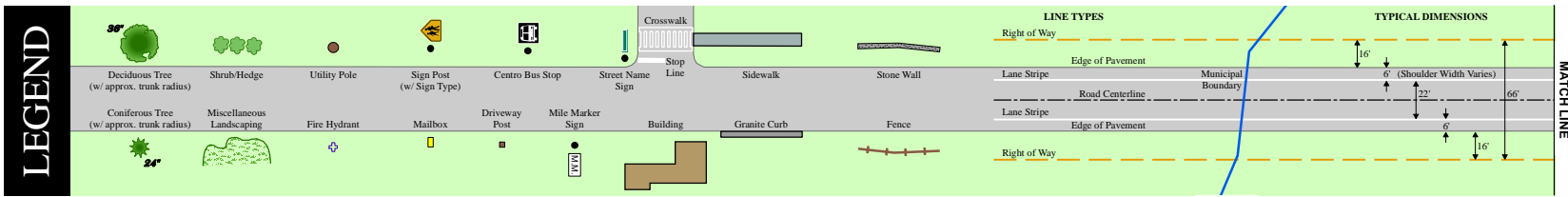
Figure 3.3-2





# SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

**ROUTE 257 PEDESTRIAN ACCOMMODATION STUDY**  
TOWN OF MANLIUS, NEW YORK



CLARK PATTERSON ASSOCIATES

Design Professionals  
186 North Water St  
Rochester, NY 14604

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Figure 3.3-3

### 3.3.1 Pavement

Pavement conditions of State owned facilities are assessed using the NYSDOT Pavement Condition Rating Manual. The surface rating scale ranges from very poor to excellent. According to New York State's 2005 Highway Sufficiency Ratings Manual for Region 3, the asphalt pavement of Route 257 between Route 92 in the Village of Manlius and the Fayetteville Village Line is rated as being 7, meaning it is in good condition however distress symptoms are beginning to show. Although not noted in the 2005 Highway Sufficiency Manual, the 2004 Manual indicates that the dominant distress located along this corridor is isolated alligator cracking (less than 20% gets an "isolated" description). The majority of the study area falls within this section of pavement.

Route 257 from the Fayetteville village line to Route 5 is rated as being 6, meaning it is in fair condition and distress is clearly visible. Once again, although not noted in the 2005 Highway Sufficiency Manual, the 2004 Manual indicates that the dominant distress located along this corridor is isolated alligator cracking (less than 20% gets an "isolated" description). The portion of the study area that falls within this section of road (from the Fayetteville village line to Route 5) includes the area between Sheffield Lane and Franklin Street.

### Drainage Facilities

Existing visible drainage facilities in the study area include sewer grates. The sewer grates are located in the shoulders of Route 257. The sewer grate drainage holes run parallel to the direction of travel, which can make it difficult for bicyclists as their tires can get stuck in the grates (*Photo right: typical drainage grate on Rt. 257*).



A concern noted via public comments is the potential for any new facilities (including pedestrian accommodations) to impact the drainage on various properties along F-M Road/Route 257. According to public comment, in the past, modifications to embankments have caused the creek to overflow. Although detailed discussion and evaluation of drainage facilities is beyond the scope of this study, drainage issues could be a key concern along this corridor. Should the Town of Manlius or NYSDOT choose to implement any type of new facility along Route 257 between the Villages of Fayetteville and Manlius, the SMTC highly recommends that these entities undertake the necessary steps to research any potential drainage impacts and complete the appropriate engineering analyses relative to drainage.

### 3.3.2 Pavement Markings

Pavement markings within the study area were evaluated by the SMTC to determine whether they were in good, fair or poor condition. A good rating indicates that the markings are intact, reflective, and easy to comprehend. A fair rating indicates that the markings are intact but are



faded, and a poor rating indicates that the markings are not intact, faded, and difficult to comprehend.

The markings, including lane markings (centerline and shoulder), crosswalks (hatched) and stop bars were evaluated in late May 2006. The rating represents the overall worst condition for each location. The crosswalk markings at the intersections of Franklin Street with Route 257 and Wheeler Avenue with Route 257 were in fair condition. The centerline and shoulder markings along the length of the study area were in good to fair condition. They were intact, but did not appear to be very reflective. Overall, the stop bars on twelve (12) of the fifteen (15) intersecting streets were considered to be in fair condition. Stop bars at the intersections of Sheffield Lane and Franklin Street (on the east side of Route 257) were considered to be in poor condition because they were not visible.



*Photos: Crosswalks in fair condition at Wheeler Ave. (top left) and Franklin St. (top right). Stop bars in fair condition at Old Farm Rd. (bottom left) and poor condition at Sheffield Ln. bottom (right).*

### **3.3.3 Type and Condition of Bus Stops**

There are twenty-three (23) Centro bus stops within the study area that are designated with a blue Centro sign.

All of the bus stops within the study area are unsheltered. In addition, all of the bus stop locations lack a lead walk paved surface and the majority are located on grass or gravel surfaces. As a result, individuals are often forced to walk and/or stand within



*Photo: Typical Centro Bus Stop*



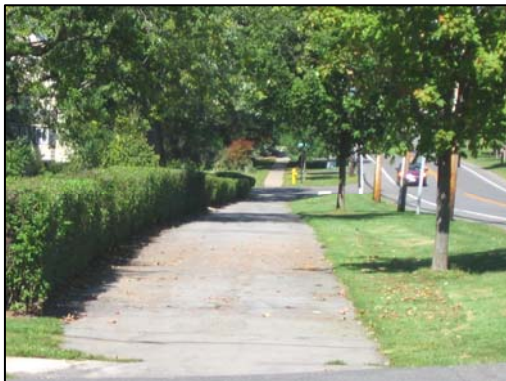
the road shoulder or on muddy, wet or snow-covered ground.

### 3.3.4 Sidewalks/Curb Ramps/Curbs

There is one small area of sidewalk that exists within the corridor on the east side of Route 257 between Franklin Street and Sheffield Lane. The sidewalk in this block was evaluated in May 2006 as being in good condition as it showed few signs of wear (*Photo right: sidewalk discontinuity; where the sidewalk ends at Sheffield Lane looking south*).



From Sheffield Lane to just south of Kelly Drive in Manlius (across from the driveway into Bank of America) there are no sidewalks. South of the study area, sidewalks begin again on the east side of Route 257 just south of Kelly Drive, and are present into the Village of Manlius. This stretch of sidewalk is located outside the project study area and was therefore not evaluated.



The sidewalk that runs between Lincoln Avenue and Franklin Street is just one block north of the study area (*Photo at left*). This sidewalk is paved and is in fair condition, meaning it is showing signs of wear such as pitting and unevenness. The sidewalks that run through Beard Park towards school property, and from the west side of the Route 257/Franklin Street intersection onto school property, are in good condition and showing few signs of wear.

As noted previously, there are no existing curbs within the study area. However, there is a slight sidewalk ramp located on one corner of the intersection of Franklin Streets with Route 257, to the east of Route 257 on the southern side of Franklin Street. Evaluated in May 2006, this small sidewalk ramp was in fair condition, meaning it was beginning to show signs of wear, such as pitting or unevenness.

## Chapter 4 - Demographics and Land Use

### 4.1 Demographics

When planning for new bicycle and pedestrian facilities, or upgrading or reconstructing existing roadways to accommodate bicyclists and pedestrians, one of the items for transportation planners and engineers to consider is the typical trip length of pedestrians and bicyclists. According to the *Transportation Planning Handbook*, published by the Institute of Transportation Engineers, “bicycle and pedestrian trips are typically characterized by short trip distances: approximately one-quarter mile to one mile for pedestrian trips and one quarter-mile to three miles for bicycle trips.”<sup>18</sup> In addition, the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* notes that “the pedestrian most likely will not walk over 1 mile to work or over 0.5 mile to catch a bus, and about 80% of the distances traveled by the pedestrian will be less than 0.5 mile.”<sup>19</sup>

With the majority of bicycle and pedestrian trips covering short distances, land use patterns play a critical role in the current and future development and use of bicycle and pedestrian facilities.

The following demographic maps and information are based on Summary Files from the 2000 Census. As noted above, because pedestrians will typically travel one-quarter to one-half mile, the SMTC chose to buffer the centerline of the road by both one-quarter, and one-half mile. The census block groups within this buffered area were then selected for demographic analysis (because the SMTC generated buffer area does not correspond exactly to Census geography, block group data was interpolated to develop the demographic information that falls within the buffer area). This results in the population of people that are potential pedestrians on the Route 257 corridor. This method yields synthesized results that may be in error.

The SMTC examined the following demographics for this study within both a quarter-mile and half-mile of the study area: population, senior citizen population (those individuals 65 years of age and older), population of workers (16 years of age and older), population of workers with less than a 10 minute commute to work, and the population of school aged children (children between 5 years of age and 18 years of age).

According to the 2000 US Census the total population of the Town of Manlius is approximately 31,872 persons. The population within the Village of Manlius is 4,819, while the population in the Village of Fayetteville is 4,190. Fiscal Year 2005 population estimates are as follows: 1) Town of Manlius: 32,431 persons, 2) Village of Manlius: 4,695 persons and 3) Village of Fayetteville: 4,171 persons.<sup>20</sup> Note that these are population estimates only; the growth or decline in population cannot be verified without a complete and accurate census of the town.

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<sup>18</sup> John D. Edwards, Jr., P.E., Editor, *Transportation Planning Handbook*, 2d ed., Institute of Transportation Engineers, Washington, D.C., 1999, p. 604.

<sup>19</sup> American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, AASHTO, Washington, D.C., 2001, p. 96.

<sup>20</sup> US Census Bureau 2000 Census.

## **Quarter-Mile Buffer Zone**

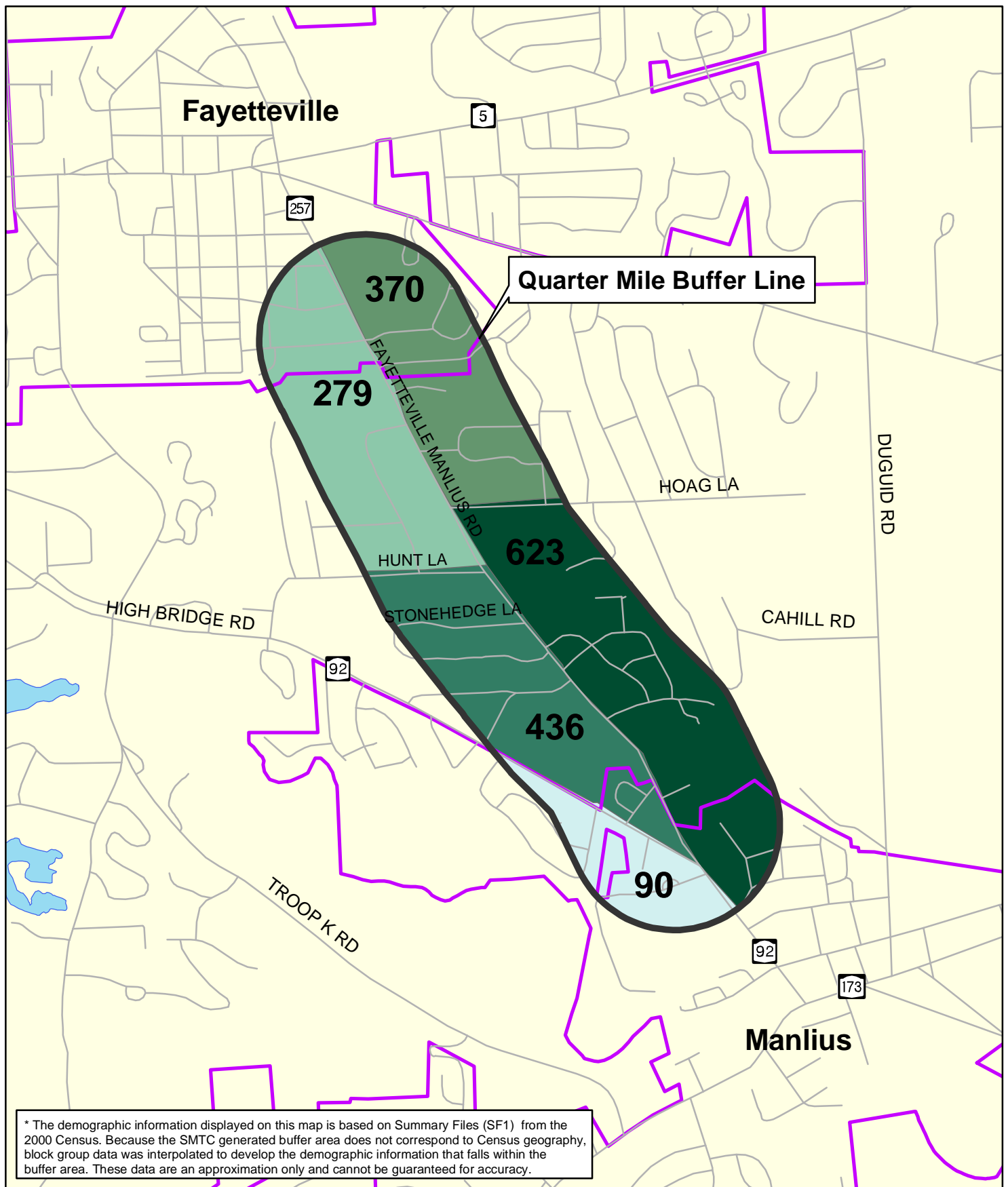
The following figures represent data summarized at a quarter mile of the study area. Overall, 5 partial block groups were analyzed according to the quarter mile buffer. Figure 4.1-1 displays the approximate total population of each block group within a quarter mile of the study area. Population values range from 90 persons in the southwest block group to a high value of 623 persons in the southeast block group. Figure 4.1-2 shows the approximate senior citizen population within a quarter mile of the study area. A low value of 9 is located in the southwest block group while an upper value of 129 is located in the southeast block group aggregate. Figure 4.1-3 (*Population of Workers within a Quarter Mile of Study Area*) has a low value of 46 in the southwest aggregate and a high value of 314 in the southeast aggregate. Figure 4.1-4 (*Population of Workers with less than a 10 minute Commute to Work*) indicates that the southwest aggregate has the lowest value (i.e., 9), while the southeast aggregate has the highest value (i.e., 58). Figure 4.1-5 shows the approximate school aged children population within a quarter mile buffer of the study area. The southwest aggregate contains the smallest number of 5-18 year olds (i.e., 15) while the southeast geography contains the largest number of 5-18 year olds (i.e., 99). Note that the same geographic locations (i.e., southwest and southeast) at the quarter mile buffer consistently contained the low and high values.

## **Half Mile Buffer Zone**

The following figures were created utilizing a half mile buffer around the study area. Six (6) partial block groups were analyzed at the half mile buffer. Figure 4.1-6 depicts the total population of each block group within a half mile of the study area. The northeast partial block group in the Village of Fayetteville contains the smallest number of persons (i.e., 209) while the southwest aggregate contains the largest number of persons (i.e., 1,259). Figure 4.1-7 shows the senior citizen population within the half mile buffer. The northeast location has the low value with 20 senior citizens, while the southeast locality has the high value with 214 senior citizens. Figure 4.1-8 displays the number of workers. The low value is located within the northeast block group while the upper value of 664 workers is located in the southwest block group. Figure 4.1-9 portrays that the highest value of workers with less than a 10 minute commute to work is located within the southwest location. The low of 9 workers is located in the partial block group immediately north of the upper value. Figure 4.1-10 shows the number of children between 5 and 18 years of age within a half mile of the study area. The small value of 41 children between the ages of 5 and 18 is located in the northeast area, while the large value of 217 is located in the southwest area.

## **Summary/Results**

The demographic review (using 2000 Census data) noted above examined the number of residents living with a quarter mile and half mile of the study area. The SMTC choose these parameters because most people will walk up to a half mile for transportation purposes. This review resulted in the number of people that are potential pedestrians on Route 257. There is a population of nearly 4,500 people living within a half mile of the project study area. From this analysis, it is evident that there is enough of a population base within the study area to justify some type of pedestrian facility for transportation purposes along Route 257.



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## Population within a Quarter Mile of Study Area

FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-1

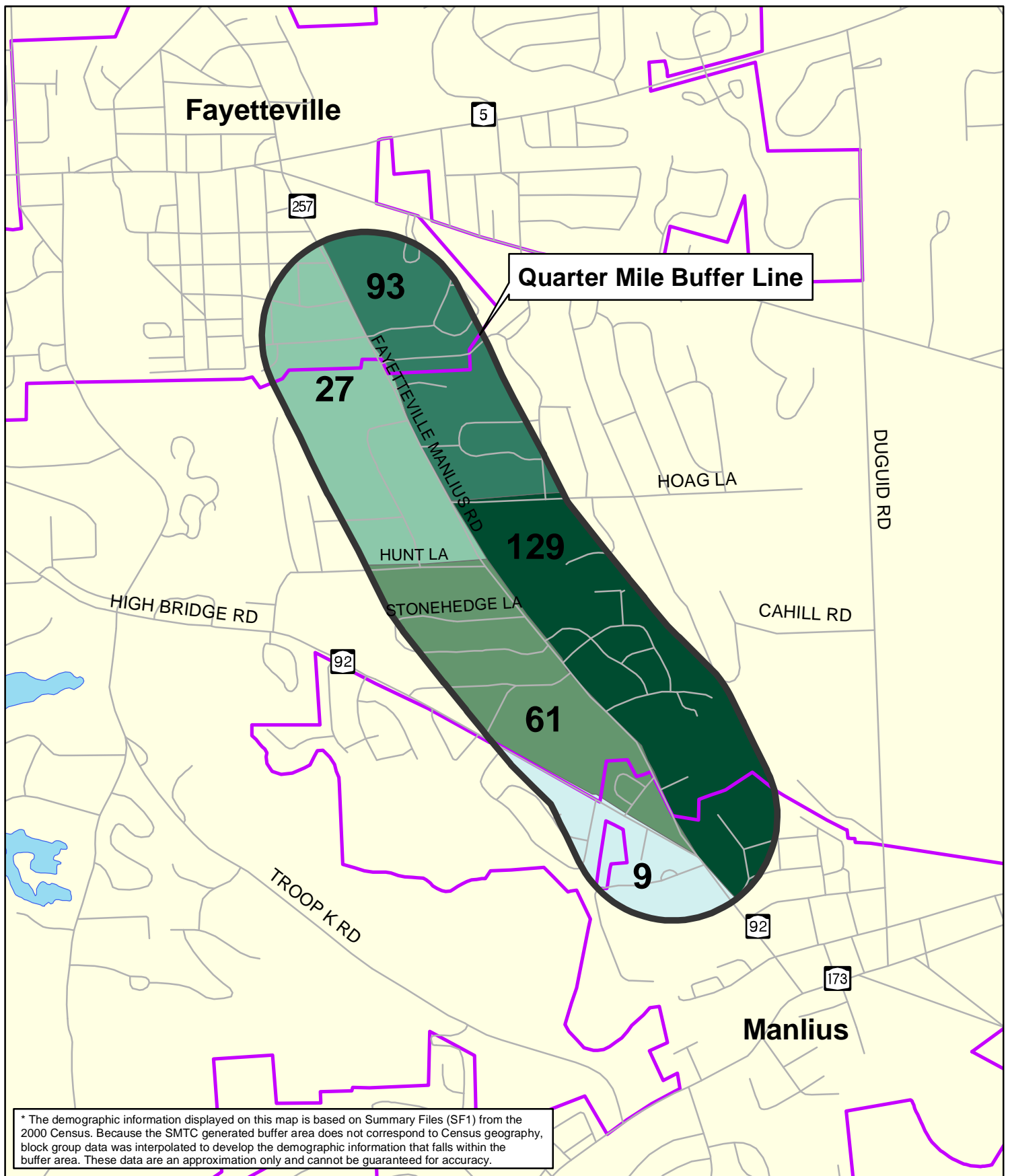
0 0.1 0.2 Miles

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
Census 2000  
Prepared by SMTC, 09/2006

Number of People

- 90
- 279
- 370
- 436
- 623
- Villages
- Quarter Mile Buffer
- Roads



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## Senior Citizens (65+) within a Quarter Mile of Study Area

### FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-2

0 0.1 0.2 Miles

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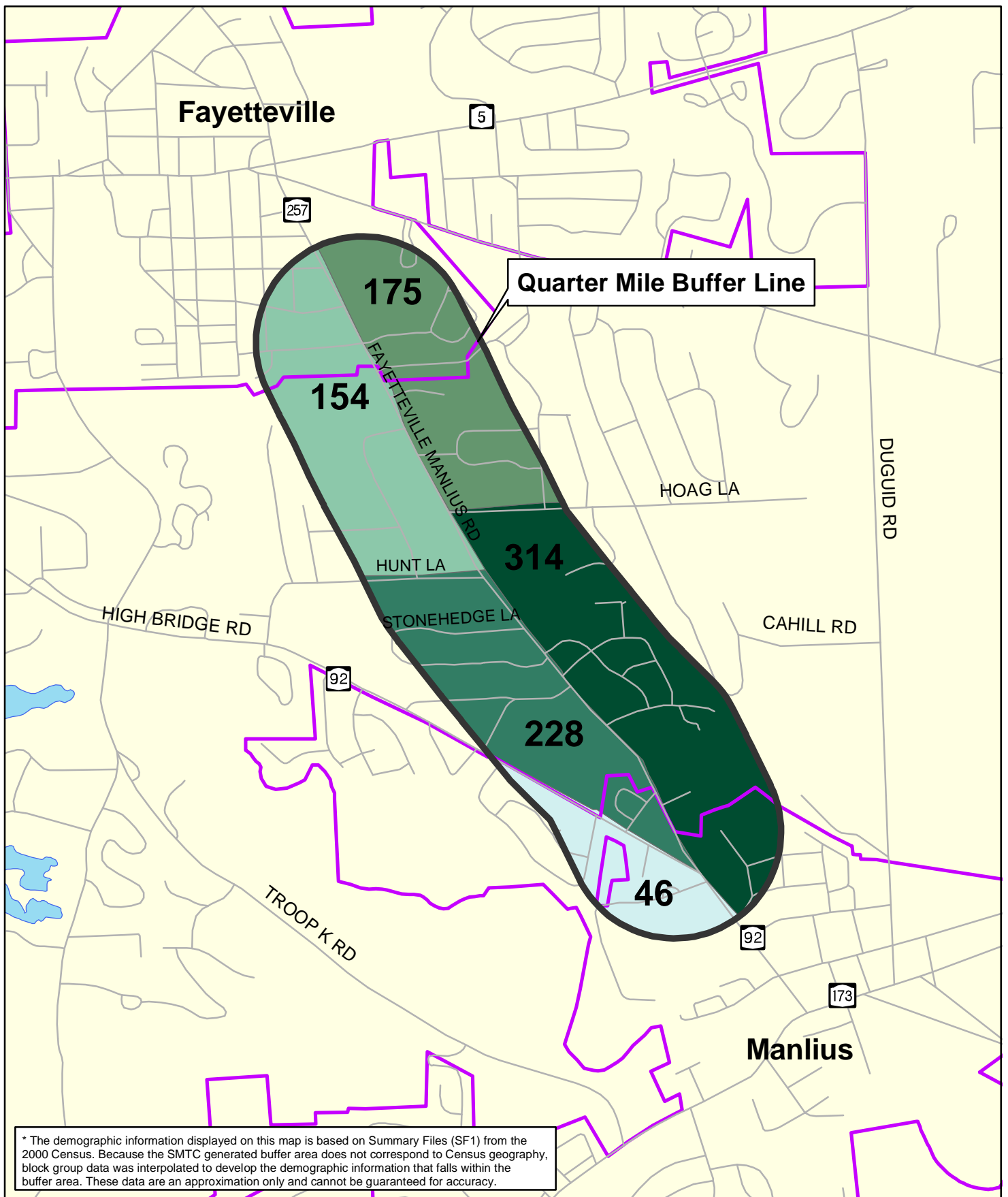
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Data Sources: SMTC, NYSDOT, 2001  
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**Number of People**

9
27
61
93
129

**Legend:**

- Villages
- Quarter Mile Buffer
- Roads



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## Population of Workers within a Quarter Mile of Study Area

FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-3

0 0.1 0.2 Miles

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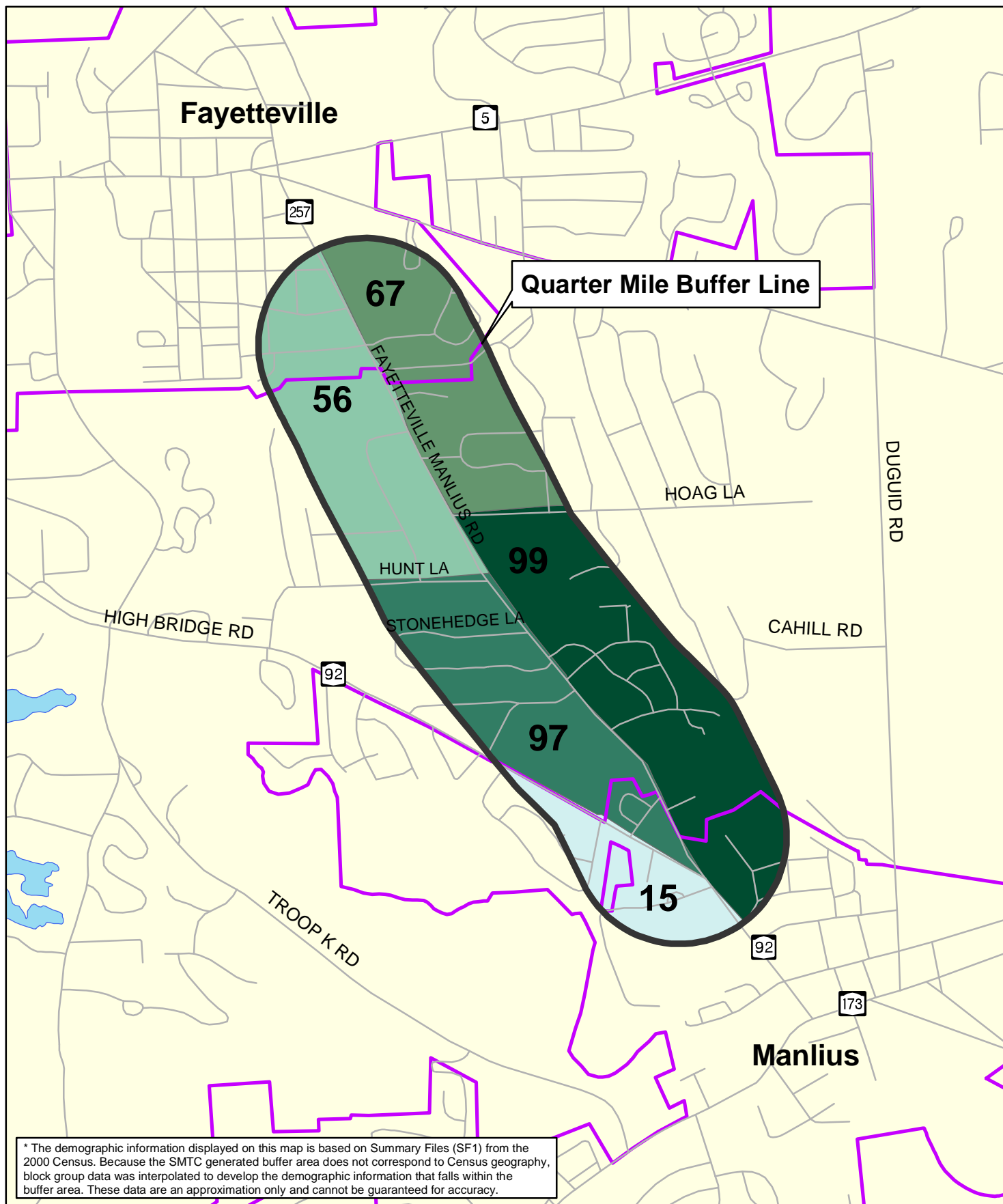
Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
Census 2000  
Prepared by SMTC, 09/2006

Number of People

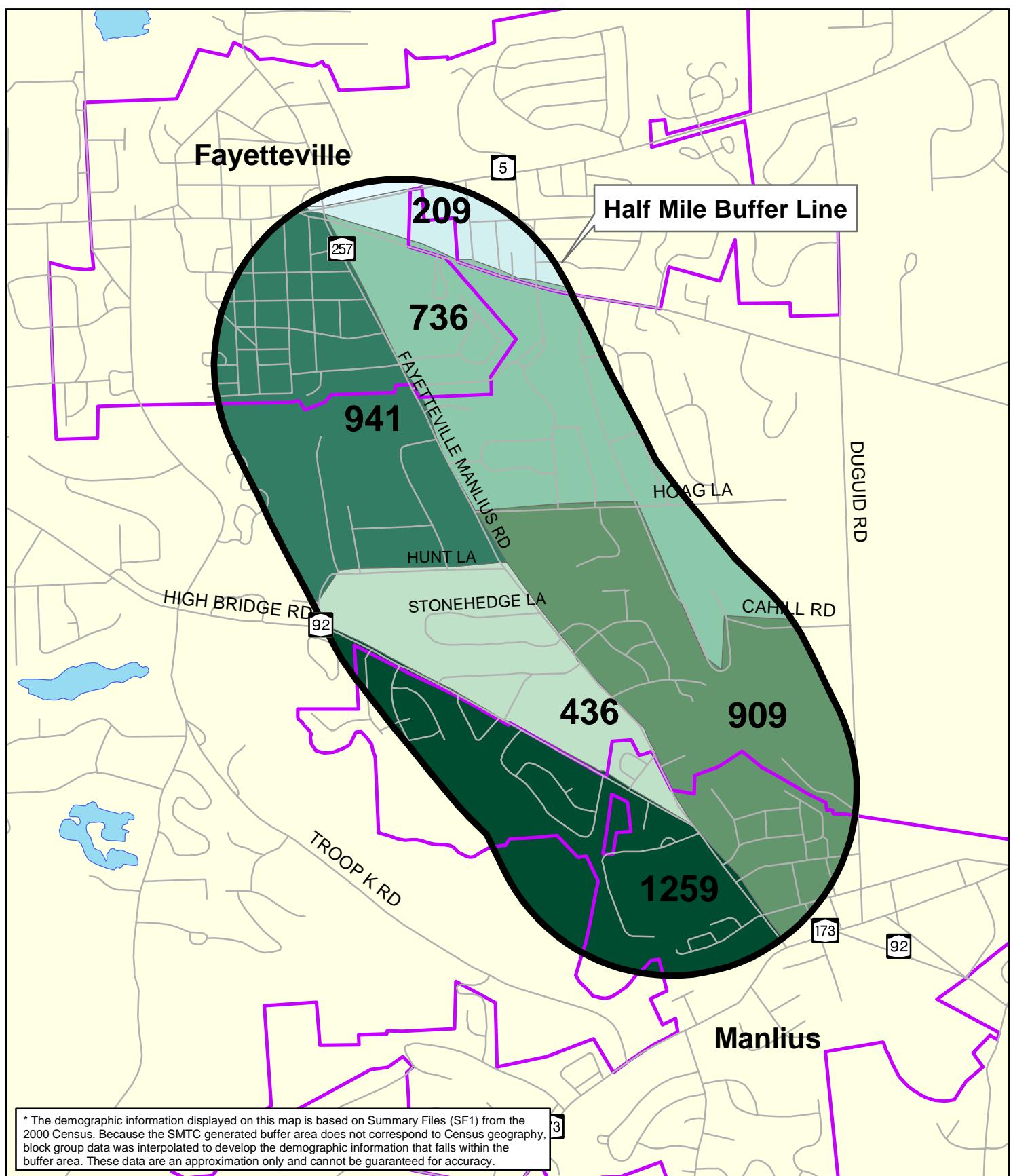
- 46
- 154
- 175
- 228
- 314
- Villages
- Quarter Mile Buffer
- Roads









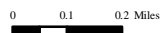


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### Population within a Half Mile of Study Area

FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-6












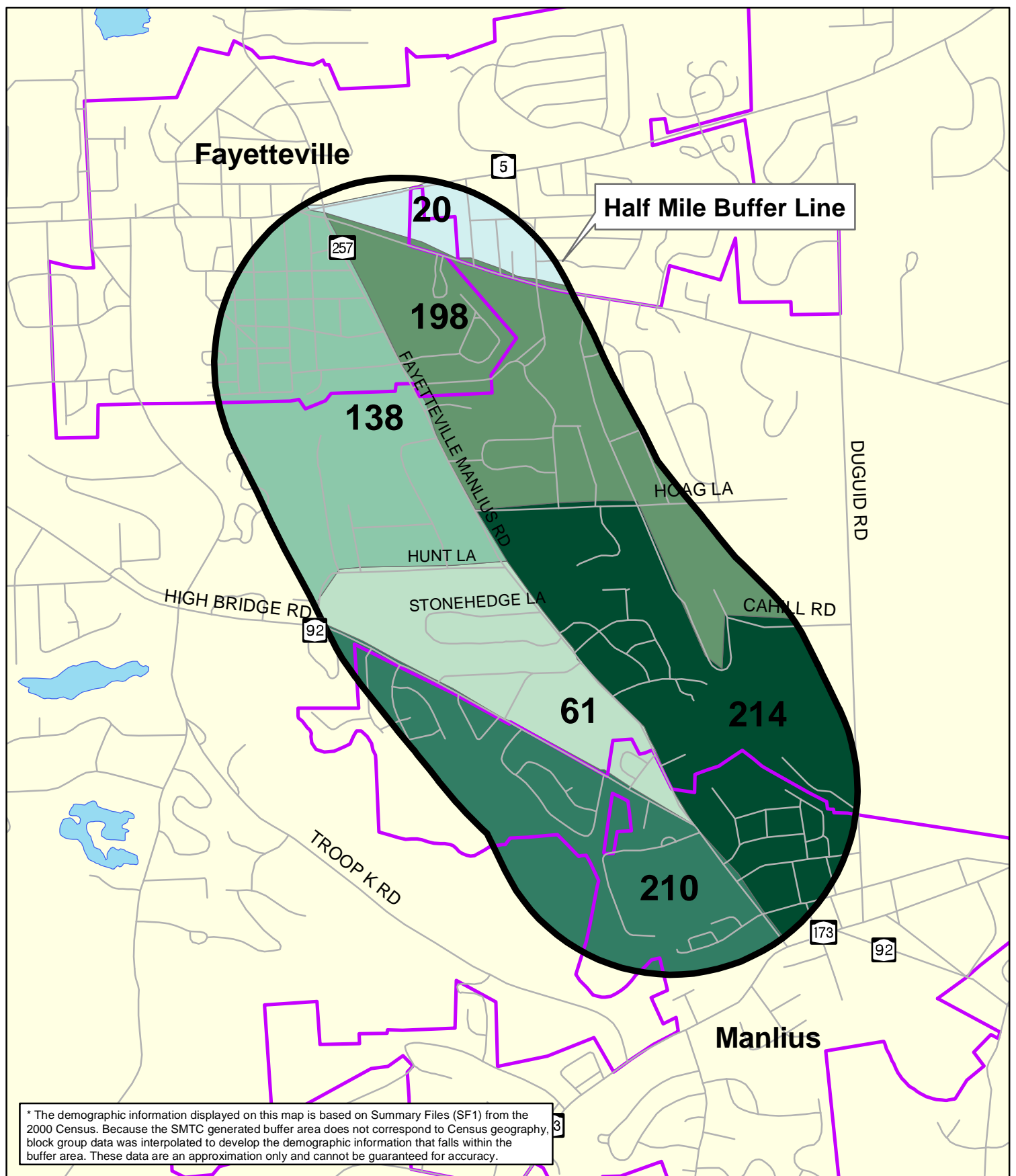
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Census 2000  
Prepared by SMTC, 09/2006

Number of People

	209
	436
	736
	909
	941
	1259
	Villages
	Half Mile Buffer
	Roads



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## Senior Citizens (65+) within a Half Mile of Study Area

FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-7

0 0.1 0.2 Miles

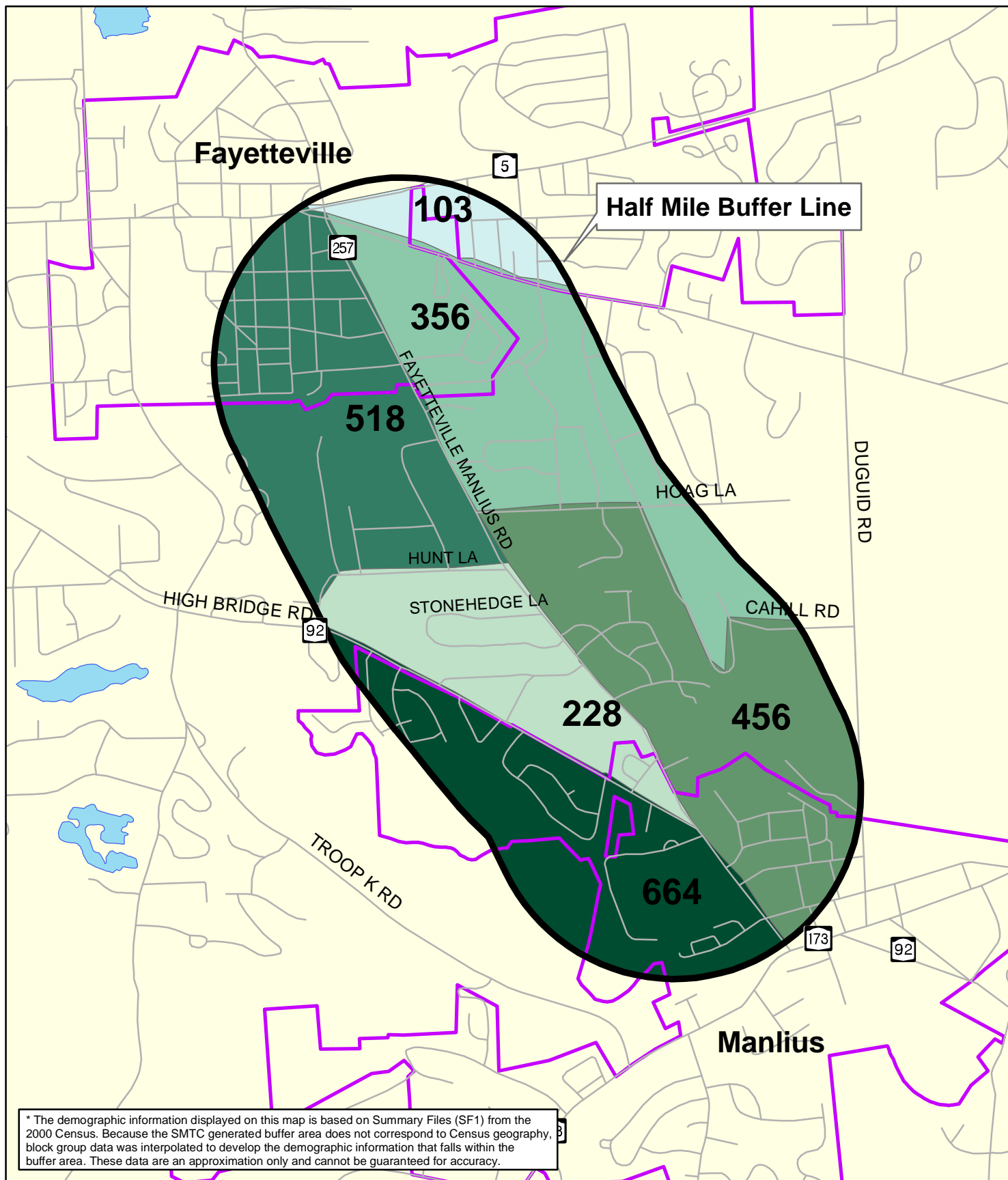
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**Number of People**

- 20
- 61
- 138
- 198
- 210
- 214
- Villages
- Half Mile Buffer
- Roads



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## Population of Workers within a Half Mile of Study Area

FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-8

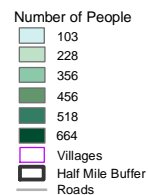
0 0.1 0.2 Miles

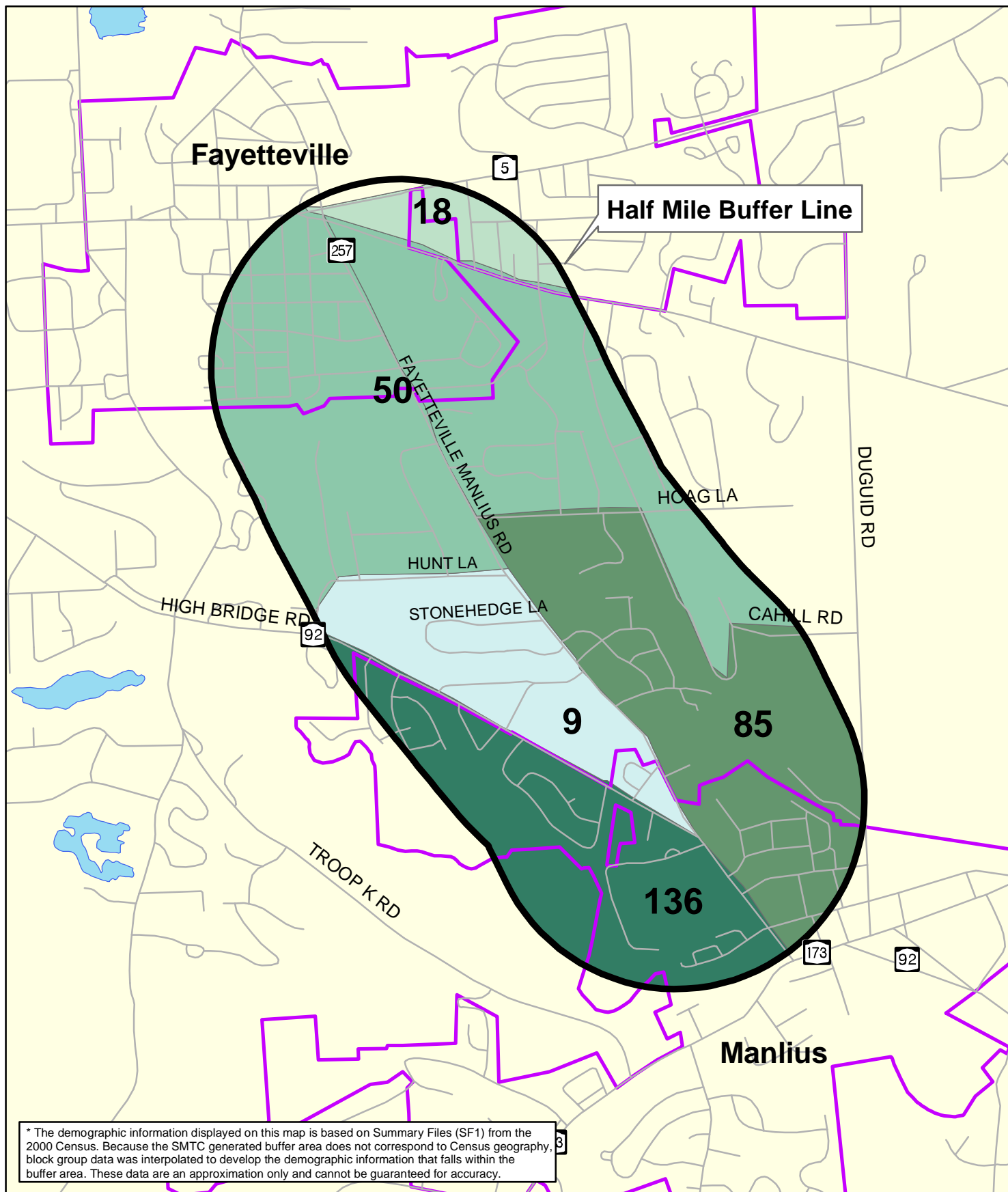


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**Population of Workers with <10 Min. Commute to Work within a Half Mile of Study Area**  
**FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study**

Figure 4.1-9

0 0.1 0.2 Miles

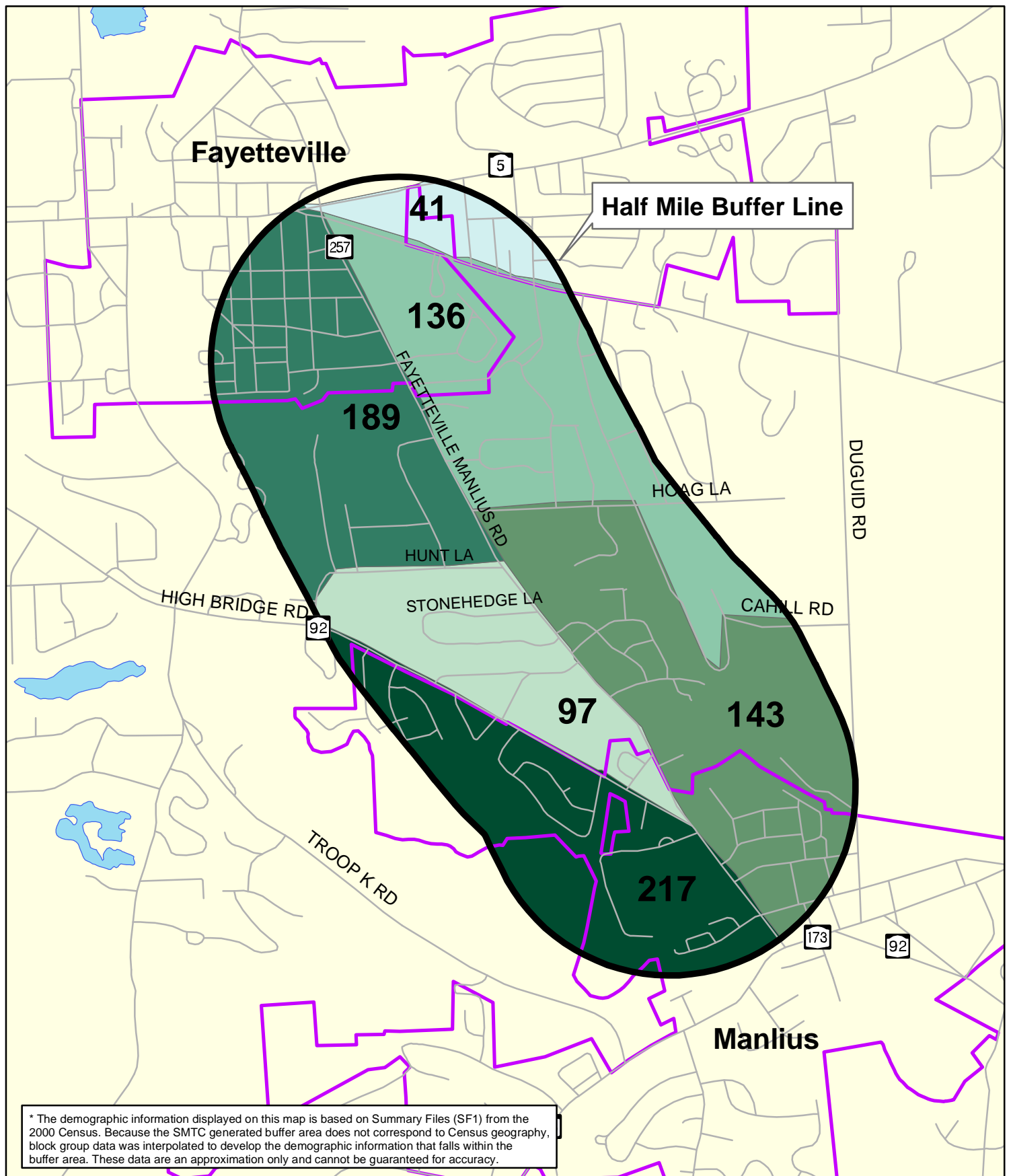
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Base Map Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
Census 2000  
Prepared by SMTC, 09/2006

**Number of People**

- 9
- 18
- 50
- 85
- 136
- Villages
- Half Mile Buffer
- Roads



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## Population of School Aged Children within a Half Mile of Study Area

FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.1-10

0 0.1 0.2 Miles



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Base Map Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
Census 2000  
Prepared by SMTC, 09/2006

Number of People

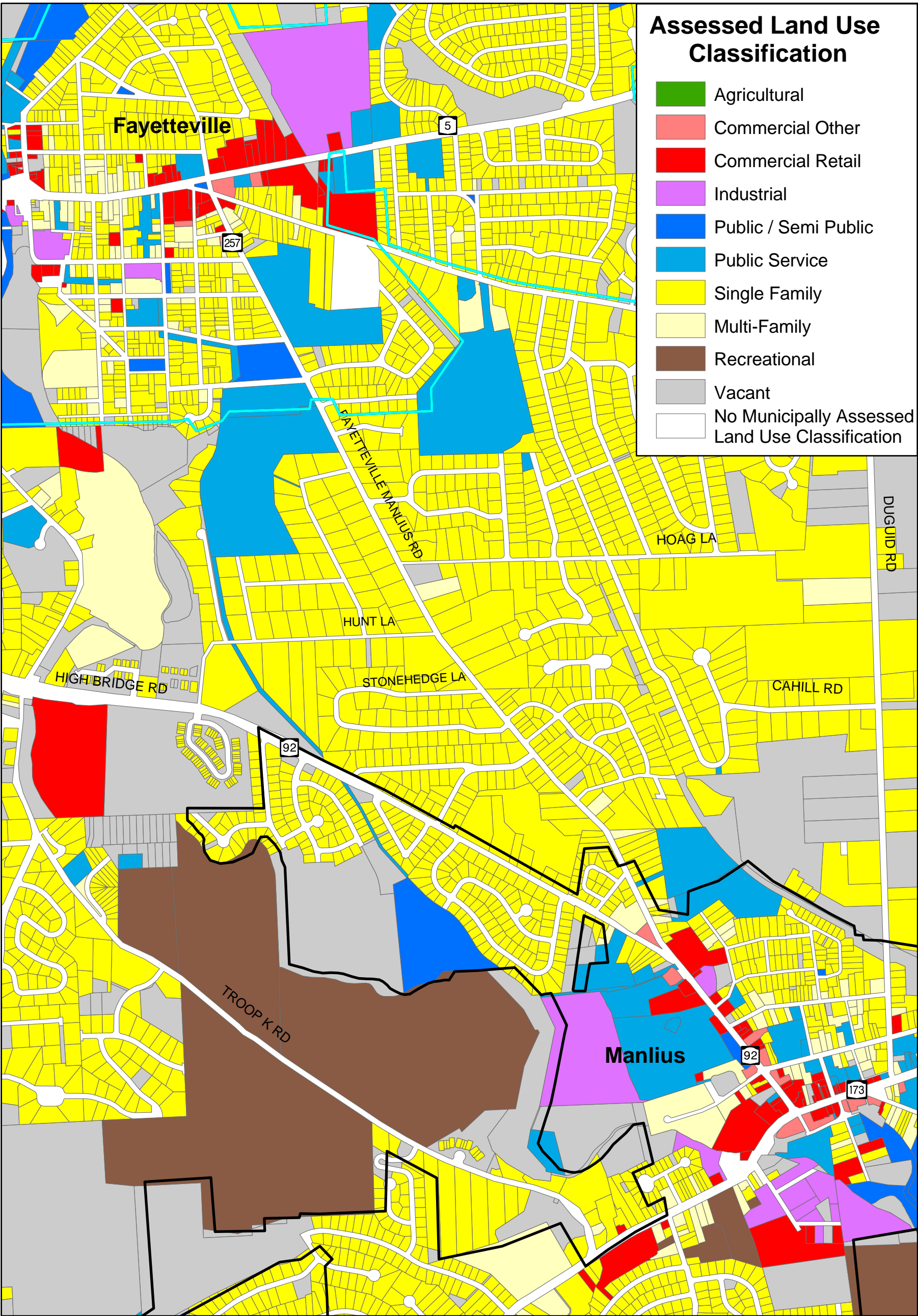
- 41
- 97
- 136
- 143
- 189
- 217
- Villages
- Half Mile Buffer
- Roads

## **4.2 Land Use**

Assessed land use within the study area and surrounding areas is shown in Figure 4.2-1 (Assessed Land Use Classifications). Assessed land use within the study area is primarily residential with business and commercial districts located on either end of the corridor (to the north and south) in the villages. There are a few scattered smaller businesses along the study area itself. In addition, two schools front Route 257 between the Villages of Fayetteville and Manlius with a third school located just east of the corridor.

Town and village offices and park areas can be found on either end of the Route 257 corridor. Assessed land use to both the east and west of the study area is mostly residential.





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## Assessed Land Use Classifications

### FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 4.2-1

0 0.09 0.18 Miles

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Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
SOCPA, T/Manlius, 2006  
Prepared by SMTC, 09/2006

## **Chapter 5 - Existing Regulations, Development Controls, and Guidance**

There are a variety of methods used to regulate and control what property owners are allowed to do with their land. Discussed below are zoning and other pertinent documents created for Onondaga County to assist with development guidance.

### **5.1 Zoning**

One of the most well known forms of land-use control is zoning. All properties within the Town of Manlius are subject to zoning ordinances, with those parcels contained in the three villages (Fayetteville, Manlius, and Minoa) subject to village ordinances. For each of the different zone districts there are controls over allowable uses of the property, such as parking, signs, location of buildings on the lot, fences, swimming pools, garages, and home occupations. The Route 257 corridor is primarily zoned residential with commercial districts located on either end in the Villages of Manlius and Fayetteville.

Zoning along the corridor is shown in Figure 5.1-1 (Zoning Classifications), and a description of each of the zoning types represented in Figure 5.1-1 follows. The Town of Manlius, Village of Fayetteville and Village of Manlius each have their own classes of use districts or zones. More detail on each zoning district can be found by contacting the appropriate municipality.

#### **TOWN of MANLIUS ZONING:**

##### ***Residential District R-1 (R1)***

Residential District R-1 provides for areas with single-family dwellings. In addition, certain home occupations are allowed in the R-1 district. Bed-and-breakfast establishments are also permitted in certain instances with an accessory use permit.

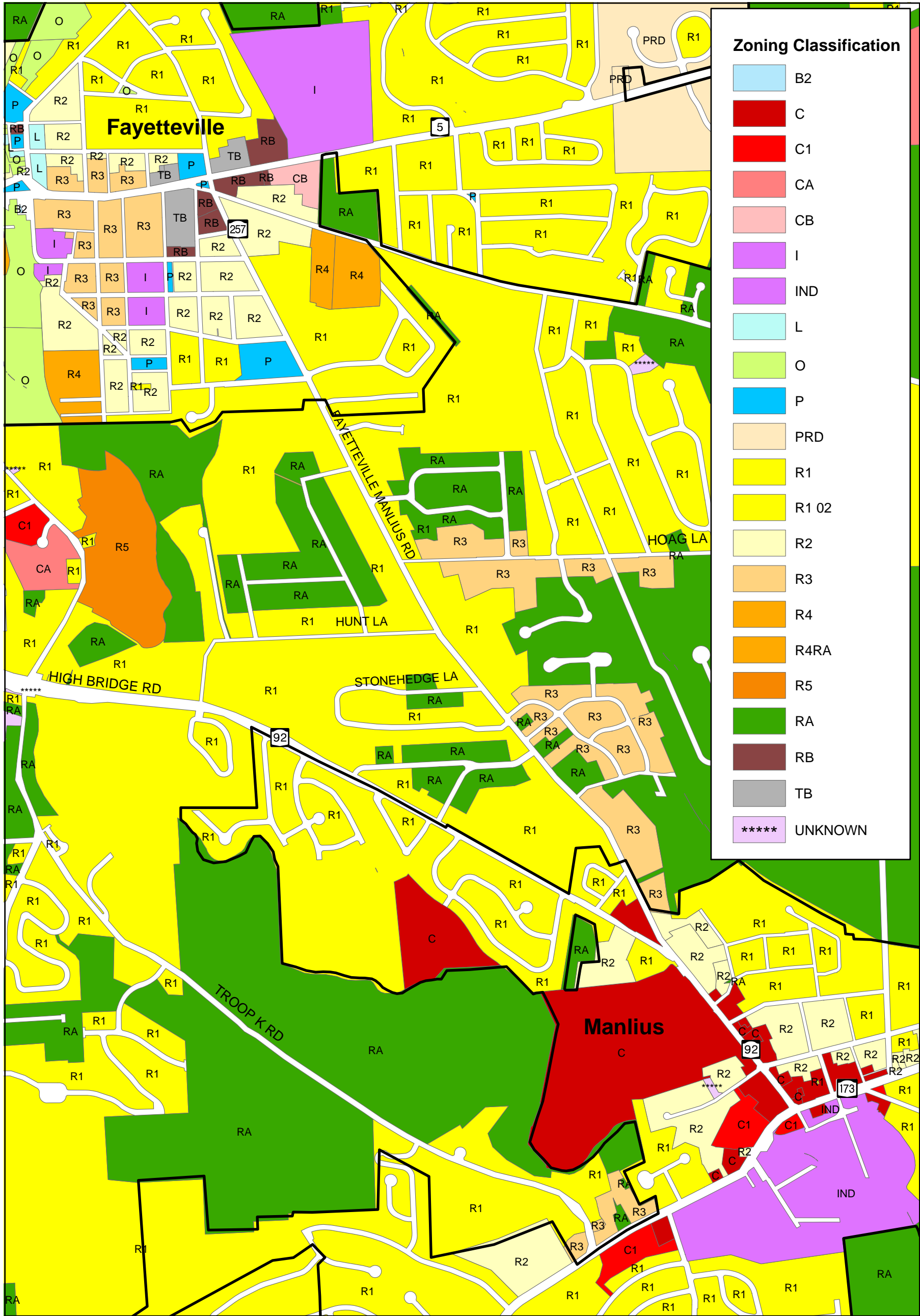
##### ***Residential District R-2 (R2)***

This district provides for similar uses as the R-1 district, however, bed-and-breakfast establishments are not permitted. The minimum frontages and yard depths are smaller than what is required within R-1 districts, making this district slightly higher in density than R-1.

##### ***Residential District R-3 (R3)***

Residential District R-3 allows any use permitted in the R-1 district, but with smaller minimum frontages and lot sizes required. Two-family dwellings are also permitted in this district, as are public/private schools, churches and other places of worship, public libraries, municipal buildings, parks, playgrounds, community centers or recreational grounds. Upon special permit of the Town Board, these uses may be allowed: hospitals, hospices, homes for elderly adults, convalescent homes, nursing homes and similar facilities, as well as cemeteries, landing fields and greenhouses.





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## Generalized Zoning Classifications

### FM Rd/Rt. 257 Pedestrian Accommodation Feasibility Study

Figure 5.1-1

0 0.1 0.2 Miles

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.



Basemap Copyrighted by NYSDOT  
Data Sources: SMTC, NYSDOT, 2001  
T/Manlius, V/Fayetteville, 2006  
Prepared by SMTC, 08/2006

Villages

***Residential District R-4 (R4)***

This district allows any use permitted in the R3 district, with the addition of certain home occupations being allowed (only upon receipt of an accessory use permit).

***Residential District R-5 (R5)***

This district provides for areas within the Town of Manlius which permit multiple-family dwellings. Greater setbacks, wider side yards, screening of parking areas and adjacent properties, adequate off-street parking, recreation areas and other features are compensating features required as additional regulations since the concentration of population will normally be greater for multiple-family dwelling units than for adjacent single-family dwellings.

***Restricted Agricultural Districts R-A (RA)***

Restricted Agricultural Districts allow any use permitted in the R-1 district, according to the same restrictions, or a two-family dwelling. In addition, any use permitted in R-3, according to the same restrictions, is also permitted. Farms, farm structures and farming are permitted in this district, as is the sale of products raised or produced only on the farm itself. Certain public utility structures necessary for servicing of the area for general town use is also permitted with the issuance of a special permit. Other uses allowed via the issuance of a special permit and/or pursuant to other requirements include the use of lands for one or more public or private golf courses, mobile home sites, bed-and-breakfast establishments, and rural occupations.

***Neighborhood Shopping Districts N-S (NS)***

Neighborhood Shopping Districts are intended to permit the development of small-scale commercial, retail and personal service establishments in convenient proximity to residential neighborhoods while at the same time minimizing potential impact and disruption that the uncontrolled introduction of such uses into residential neighborhoods could have. The following structures and uses only are permitted in NS Districts upon the issuance of a site plan approval, along with certain restrictions: retail establishments; personal service stores; business offices; and certain indoor theaters, game rooms, and other places of entertainment and restaurants serving patrons indoors. Additional restrictions within NS Districts apply.

***Commercial District A (CA)***

Commercial District A allows for all structures and uses permitted in R-3 and Neighborhood Shopping Districts, subject to the same restrictions. In addition, the following uses would be permitted with site plan approval: hotels, certain retail businesses or personal service, banks (including drive-through services), retail establishments with associated drive-through services, and indoor theaters and restaurants serving patrons indoors.

***Commercial District B (CB)***

This district allows for all structures and uses permitted in Commercial District A, subject to the same restrictions. In addition, with site plan approval, the following would also be permitted: drive-in establishments; places of amusement, restaurants or stands; warehouses, wholesale establishments, lumberyards and farm-implement distributors' establishments; outdoor theaters, and commercial repair garages, parking lots and drive-in retail fuel stations with certain restrictions.

### ***Industrial District ID (ID)***

This district allows for all structures and uses permitted in Commercial District B. However, no residential use is allowed in an ID without a special permit. In addition, certain manufacturing, industrial establishments and uses are permitted only after issuance of a special permit.

The Town of Manlius Office of Building and Zoning is responsible for administering and enforcing New York State Uniform Fire Prevention and Building Code, local zoning laws, flood plain regulations, and sign regulations; Issuing permits for any new construction, alteration, demolition, signs, swimming pools; Carrying out inspections to insure compliance with all applicable codes and laws; Investigating all complaints concerning building code, zoning, or local law violations; Issuing Notice of Violation and Court Appearance tickets when necessary; Processing applications for Zoning Variances, Special Use Permits, Flood Plain Permits, and Accessory Use Permits and submitting same to appropriate boards; Inspecting industrial and commercial sites, daycare centers, multiple dwellings, hotels, and places of public assembly for fire safety compliance with the New York State Uniform Fire Prevention and Building Code; Responding to structure fires and other emergency situations.<sup>21</sup>

## **VILLAGE of MANLIUS ZONING:**

### ***Residential District R-1 (R1)***

Permitted uses in Residential District R-1 include one-family dwellings, accessory uses or buildings or other structures (including swimming pools) upon approval, churches, public elementary and high schools, and public parks and playgrounds. Upon the issuance of a special permit, the following uses are permitted: private elementary and high schools; home occupations; parks, playgrounds, private recreational clubs/swimming pools maintained by homeowners associations; utilities' substations; and garages for public/private schools accessory to school property.

### ***Residential District R-2 (R2)***

The following uses are permitted in R-2 Districts: all uses permitted in R-1 Districts and two-family dwellings. With a special use permit, the following uses are also allowed: multiple dwellings and accessory uses; membership clubs operated by membership organizations; philanthropic and not-for-profit institutions; nursery schools; hospitals, sanatoriums, nursing homes and housing for the well aged; public service structures; and boarding houses.

### ***Residential Multiple Use District R-M (RM)***

The Residential Multiple Use District is designed to retain the existing residential character of established neighborhoods while permitting unobtrusive uses of a commercial nature. All uses permitted in an R-2 District are allowed in an R-M District. The following uses are also permitted in an R-M District upon receipt of site development plan approval by the Planning Board: Offices of religious and educational institutions; offices of physicians, surgeons, dentists, lawyers, architects, engineers, accountants, planners, real estate agents, public stenographers and mailing services; daycare center; community residence; teaching of music, dance or similar types of instruction when limited to five pupils at a time; bed-and-breakfast accommodations;

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<sup>21</sup> Town of Manlius Website, *Office of Building and Zoning*  
<[http://www.townofmanlius.org/Manlius\\_BuildingZoning.html](http://www.townofmanlius.org/Manlius_BuildingZoning.html)>, 2004.

dressmaker, decorator, photographer, art studio, therapist, florist, tailor, craft/antique retail shop; and other uses which in the opinion of the Village Board are consistent with the purpose and intent of the R-M District.

### ***Commercial Districts (C)***

The following uses are permitted in Commercial Districts: uses permitted in any residential districts, retail stores, personal service shops, banks, offices, indoor theaters, restaurants (serving patrons within doors only, for consumption only within the building), bus passenger stations, and funeral homes. With a special use permit, the following uses are also permitted in Commercial Districts: Uses permitted in R-1 and R-2 Districts (except multiple dwellings); hotels, motels, and tourist homes; billiard and pool parlors and bowling alleys; municipal buildings other than schools; parking garages; shopping center; automotive service station, commercial garage and car wash; motor vehicle sales agencies; drive-through use serving retail pharmacy stores and banks only; and other commercial uses which, in the opinion of the Village Board, are in the same general character as those listed as permitted or specially permitted uses.

### ***Commercial Districts C-1 (C-1)***

Upon the issuance of a special use permit, the following uses are permitted in Commercial 1 Districts: all uses permitted in Commercial Districts; Restaurants serving food and beverage for consumption other than entirely within the building; and drive-through use.

### ***Industrial Districts (I)***

This district allows for the following uses: enclosed manufacturing industry, enclosed warehouse, lumberyard, wholesale establishment, trucking and freight terminal, machinery and transportation equipment sales and service, express office, veterinarian's office (excluding outdoor kennels), and adult entertainment uses.

## **VILLAGE of FAYETTEVILLE ZONING:**

### ***One-Family Residential Districts (R-1; R-2)***

The R-1 and R-2 Districts permit, as their principal use, one-family dwellings. Permitted accessory uses include private garage, customary home occupations or professional services, and storage sheds. With a special permit, parks and playgrounds, and antennas over 10 feet in height or receiving dishes or antennas are also allowed. The difference between R-1 and R-2 Districts lies in the building height limits, required lot areas, percentage of lot coverage and yards required.

### ***Multiple-Family Residential District (R-3)***

The R-3 District permits one-family as well as multiple-family dwellings with up to three dwelling units. Permitted accessory uses include private garage, customary home occupations or professional services and storage sheds. With the issuance of a special permit, the following uses are allowed: parks and playgrounds, antennas over 10 feet in height or receiving dishes or antennas, certain group residences and certain commercial residences.

#### ***Multiple-Family Residential District (R-4)***

The R-4 District allows for one-family and two-family dwellings, as well as multiple-family dwellings. The permitted accessory uses are the same as those for R-3 Districts. With the issuance of a special permit, the following uses are allowed: parks and playgrounds; antennas over 10 feet in height or receiving dishes or antennas; certain group residences and certain commercial residences; nursing/convalescent homes; private and public nursery, daycare centers, schools and public libraries; and churches and similar places of worship.

#### ***Residential-Business Districts (R-B)***

Residential-Business Districts allow a certain range of business uses within a residentially compatible setting. One- and two-family dwellings are permitted in the R-B District. Permitted accessory uses include private garage, customary home occupations for professional services, and storage sheds. Upon issuance of a site plan approval by the Planning Board, multiple-family dwellings and offices are permitted. Upon issuance of a special permit by the Planning Board, retail and personal services as well as certain commercial residences are permitted. Prohibited uses include drive-in services, gasoline service facilities, motor vehicle sales and services and restaurants. There are also supplemental design standards for the R-B District.

#### ***Limestone Plaza District (L)***

This district is intended to promote and encourage the continued use of the nineteenth century commercial core of the Village and to ensure that redevelopment activities are compatible to the existing building patterns. Permitted uses with site plan approval by the Planning Board include apartment dwelling units, multiple-family dwellings, offices, retail and personal services, and mixed use occupancy. With a special use permit granted by the Planning Board, the following are permitted: religious institutions, restaurants, hotels, and membership clubs. Prohibited uses include one- or two-family dwellings; manufacturing, assembly, or storage; drive-in service facilities; gasoline service facilities; and motor vehicle sales and services. There are also supplemental design standards for the L District.

#### ***Traditional Business District (TB)***

The purpose of the TB District is to provide for a variety of business, residential and community uses in a relatively dense setting that maintains and enhances typical building development and pedestrian and vehicular circulation patterns characteristic to a Village core. The following uses are permitted with site plan approval by the Planning Board: multiple-family dwellings, retail/personal services, office, religious institutions, membership clubs, libraries, and mixed use occupancy. By special permits issued from the Planning Board, the following are allowed: residential uses in combination with a nonresidential use, certain commercial residences, restaurants, theaters, health-care facilities, shopping centers, and storage sheds. Prohibited uses include drive-in services; motor vehicle sales, service or repair; hotel/motel; manufacturing, assembly or storage; and gasoline service facilities. There are also supplemental design standards for this district.

#### ***Contemporary Business District (CB)***

The purpose of this district is to provide for contemporary business activities and community uses generally dependent upon access to and visibility from major roads. These uses and activities shall be designed to minimize impacts upon surrounding properties and upon the safe

and efficient movement of traffic. Permitted uses with site plan approval by the Planning Board include: retail or personal services, religious institutions, membership clubs, libraries, cemeteries, commercial residences, restaurants, theaters, health care facilities, shopping centers, and mixed use occupancy. With a special permit from the Planning Board, drive-in services; motor vehicle sales, service or repair; hotels/motels; and gasoline service facilities are allowed. Prohibited uses include residential uses and manufacturing, assembly and storage of products. There are also supplemental design standards for this district.

### ***Industrial Districts (I)***

With a special permit and site plan approval, the following uses are permitted: uses permitted in TB and CB districts (except residential uses); industrial uses employing electric power or utilizing hand labor for fabrication or assembly and which cause or omit no objectionable odors, fumes, dirt, vibration, glare, electrical interference or noise beyond the immediate site of the building(s) in which such uses are conducted; warehousing facilities; and wholesale businesses. When adjacent to a residential district, a buffer zone is required. There are several uses that are prohibited in this district.

### ***Planned Residential Development Districts (PRD)***

The intent of the PRD is to develop flexible land use and design regulations through the use of performance criteria so that small-to-large scale neighborhoods or portions thereof may be developed within the Village that incorporate residential land uses and contain both individual building site and common property which are planned and developed as a unit. Under normal circumstances, the minimum area required to qualify for a PRD is 50 contiguous acres. Permitted uses include single-family detached dwelling units, townhouses or cluster units. Customary accessory uses (private garages, storage sheds/spaces, recreational/community structures, churches, schools, parks, and playgrounds) shall be permitted as appropriate to the PRD. Certain lot areas, coverage, yards, and open space are required.

### ***Open Land Districts (O)***

This district represents land so located as to be subject to flooding conditions or other special ecological considerations and shall have no structures of a permanent nature erected on them.

### ***Public or Municipal Lands Districts (P)***

This district represents those lands located within the Village and owned by the Village or another municipality for municipal or park purposes.

**5.2 Historic Sites:** According to the Town of Manlius there are no known historic sites within the study area.

### **5.3 SMTC Bicycle and Pedestrian Plan**

The 2005 Bicycle and Pedestrian Plan was designed as a policy level plan that seeks to preserve and enhance the area's bicycling and pedestrian network and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation options within the transportation network in the SMTC MPA. The document identifies policies and guidelines to guide future bicycle and pedestrian facilities and amenities in the MPA. Key goals of the study were:

1. To encourage the use of bicycling and walking as legitimate modes of transportation;
2. To improve the safety of bicyclists and pedestrians;
3. To educate bicyclists, pedestrians, motorists, law enforcement officers, and others regarding traffic laws and safety measures;
4. To promote the improvement of travel and tourism and business opportunities along bicycle and pedestrian infrastructure; and
5. To encourage planners and municipalities to develop bicycle and pedestrian resources.

The document includes numerous recommendations for implementation by municipalities to better improve the bicycle and pedestrian network in their respective communities. The recommendations are categorized by type of facility (bicycle or pedestrian) and further sub-categorized into the "E's" of planning (i.e., economic development, encouragement, education, enforcement and engineering). The report is non-location specific so that it can be applied to the MPO region's varied communities. A copy of the final document can be viewed at [www.smtcmpo.org/bike-ped](http://www.smtcmpo.org/bike-ped).

### **5.4 Onondaga County 2010 Development Guide**

In 1998, the Syracuse-Onondaga County Planning Agency (SOCPA) presented an update to its *2010 Development Guide for Onondaga County*. The 2010 Plan's vision, goals and policies are intended to guide future individual government decisions on land use, transportation and infrastructure development, utilizing balanced goals that include economic growth, creating an attractive community, encouraging diversity and choice, and enhanced fiscal strength.<sup>22</sup>

In furthering those goals, Onondaga County's *Policies for Investment and Land Use*, as defined in the 2010 Plan, call for investment in existing communities, preservation of existing infrastructure and transportation assets, sustainable urban and suburban settlement patterns, and protection of the rural economy, agricultural land, and access to natural resources. The 2010 Plan encourages the public and private sector to make funding, permitting, and planning decisions utilizing these guiding principles, and to be cognizant of individual projects' effects on the quality of life of all residents.<sup>23</sup>

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<sup>22</sup> Syracuse Metropolitan Transportation Council, *L RTP 2004 Update*, pp. 92.

<sup>23</sup> Ibid. pp. 93.

## 5.5 Onondaga County Settlement Plan

In 1999, SOCPA enlisted the services of a nationally recognized firm in new urbanism practices to prepare the Onondaga County Settlement Plan. New Urbanism celebrates traditional neighborhood development patterns from a century ago for its efficiency of land use, transportation opportunities, social interaction and mix of incomes. The Settlement Plan for Onondaga County was designed to present a comprehensive “toolbox” of strategies to encourage the traditional neighborhood development patterned outline by New Urbanism, as an alternative to conventional zoning and suburban development patterns which many deem an inefficient use of land and a burden on transportation facilities.

Created to assist in implementing the goals of Onondaga County’s *2010 Development Guide* – to reinforce urban centers and neighborhoods and promote efficient expansion of infrastructure – the Settlement Plan both illustrates the possible utilization of New Urbanism development principles at several existing Onondaga County locations, and also provides the regulatory framework and planning tools (including transportation policies) for municipalities to foster desired development patterns. Critical to the Plan and New Urbanism is the creation and reinforcement of walkable, mixed-use, and transit supportive neighborhoods and urban centers.

Although the Settlement Plan has not been officially adopted, the policies and practices noted within the three documents serve as a tool kit to assist Onondaga County in “returning to the traditional neighborhood pattern of growth.”<sup>24</sup>

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<sup>24</sup> Duany Plater-Zyberk & Company, *Onondaga County Settlement Plan*, Onondaga County, New York, February 2001, Executive Summary.



## **Chapter 6 – Planned Improvements or Development**

### **6.1 Transportation Improvements**

There are minimal planned improvements and/or developments scheduled for planning, design or construction along Route 257 between the Villages of Fayetteville and Manlius. As far as transportation improvements are concerned, the NYSDOT is scheduled to complete a paving project on Route 257 between Routes 92 and 290 in 2010. This paving project would “restore the pavement to a good condition with milling of 40 mm and a single course overlay of 40 mm.”<sup>25</sup> The NYSDOT also plans to reconstruct the Route 5 and Route 257 intersection, located north of the study area in the Village of Fayetteville in 2010.

At this time, other than the transportation projects noted above, there are no known Town or private projects proposed along the Route 257 corridor that were examined for this study.

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<sup>25</sup> New York State Department of Transportation, 2007-2012 TIP Highway Project Application, 11/14/2006.

## Chapter 7 – Issues

### 7.1 Introduction

Through the course of completing the existing conditions inventory documented in the previous chapters, and the public involvement process, several transportation issues were identified along the Route 257 corridor study area. These issues are outlined below. This task involved reporting known transportation issues facing those who utilize Route 257 between the Villages of Fayetteville and Manlius. This task does not involve the SMTC making any judgment of those issues nor does it involve the SMTC drawing conclusions from those issues. This task is merely the summation of perceived and known bicycle, pedestrian, and vehicular issues reported to the SMTC directly or found via the study review process.

In general, pedestrian access is limited to on-road travel within the shoulders of the roadway between the two villages, and this was the underlying issue examined within this study.

### 7.2 Vehicular Travel Issues

The following vehicular travel issues were identified along the Route 257 study area:

- One of the travel issues noted along the corridor is the queue of vehicles created along Franklin Street that extends onto Route 257 by parents and guardians trying to access the Wellwood Middle School parking lot to pick up their children after school. In addition, sometimes vehicles coming from the south become queued so that these vehicles cannot make a left hand turn onto Franklin Street. At times, this causes traffic to queue a block or more south (past Henschke Drive) making it very difficult for the crossing guard located at Sheffield Lane/Route 257 to move the busses out of the school grounds.
- Although the speeds recorded along the Route 257 corridor indicate that on average, vehicles were traveling below the speed limit, speeding vehicles *were* present along the corridor. In some instances, motorists were traveling 10 miles over the speed limit. A summarization of speeding vehicles is noted below:
  - Between Route 5 and Henschke Drive where the speed limit is 30 miles per hour (MPH), approximately 26.5% of *northbound* vehicles and 20% of *southbound* vehicles were traveling between 30.1 and 35.0 MPH. Approximately 6% of *northbound* and *southbound* vehicles were traveling between 35.1 and 45.0 MPH.
  - From Henschke Drive to Marangale Lane where the speed limit is 40 MPH, approximately 21% of *northbound* vehicles, and 17% of *southbound* vehicles were traveling between 40.1 and 45.0 MPH. Approximately 2% of *northbound* vehicles and 1.5% of *southbound* vehicles were traveling between 45.1 and 50 MPH.
  - Between Marangale Lane and Route 92 where the speed limit is 40 MPH, approximately 43% of *northbound* vehicles and 27% of *southbound* vehicles were traveling between 40.1 and 45.0 MPH. Approximately 12% of *northbound*

vehicles and 4% of *southbound* vehicles were traveling between 45.1 and 50.0 MPH.

- One unpredictable safety issue at hand within this corridor involves vehicle/deer collisions. Almost half of the 40 accidents analyzed between 1999 and 2004 involved collisions with deer. The breakdown of accident types is as follows:
  1. Collisions with animals – 47.5%;
  2. Rear end – 20%;
  3. Fixed object/out of control – 15%;
  4. Left turn – 10%.
- The pavement between Sheffield Lane and Franklin Street within the study area was rated as being “6” by NYSDOT, meaning it is in fair condition and distress is clearly visible. The 2004 Highway Sufficiency Manual indicates that the dominant distress at this location is isolated alligator cracking (less than 20% gets an “isolated” description).
- Some pavement markings within the corridor are in fair to poor condition. A fair rating indicates that the markings are intact but are faded, and a poor rating indicates that the markings are not intact, faded, and difficult to comprehend (the rating represents the overall worst condition for each location). The specific locations of the pavement markings that are in fair to poor condition are as follows:
  - Crosswalk markings at the intersections of Franklin Street with Route 257 and Wheeler Avenue with Route 257 were in fair condition.
  - Centerline and shoulder markings along the length of the study area were in good to fair condition. They were intact, but did not appear to be very reflective.
  - Stop bars on twelve (12) of the fifteen (15) intersecting streets were in fair condition.
  - Stop bars at the intersections of Sheffield Lane and Franklin Street (on the east side of Route 257) were considered to be in poor condition because they were not visible.

### **7.3 Pedestrian and Bicycle Travel Issues**

The following pedestrian and bicycle travel issues were identified within the Route 257 study area:

- Although there is a crosswalk at the intersection of Wheeler Avenue with Route 257, the safety of pedestrians crossing at this location is called into concern as there is no sidewalk connecting to the crosswalk on either side of Route 257 at Wheeler Avenue. Additionally, there is no crossing guard present at this location during school arrival/dismissal times to assist children crossing the street at this location.
- There are no sidewalks or specific pedestrian accommodations from Sheffield Lane to just south of Kelly Drive in Manlius (across from the driveway into Bank of America) on either side of Route 257. The majority of the study area is lacking pedestrian accommodations, which poses safety concerns for individuals currently using the roadway shoulders for walking. The lack of pedestrian accommodations also presents safety concerns for the children that attend either Fayetteville Elementary School or Wellwood Middle School at the northern end of the study area.

- The sidewalk that runs between Lincoln Avenue and Franklin Street (one block north of the study area) is in fair condition, meaning it is showing signs of wear such as pitting and unevenness.
- The sidewalk ramp located on one corner of the intersection of Franklin Street/Route 257 is in fair condition, meaning it is showing signs of wear, such as pitting and unevenness.
- Sewer grates located in the shoulders of Route 257 have drainage holes that run parallel to the direction of travel, which can make it difficult for bicyclists traveling in the shoulder. Their bicycle tires can get wedged or stuck in the grates causing a possible accident.
- The corridor is not a designated specific bike route; however, bike route signs have been posted by the NYSDOT primarily for safety reasons to remind motorists that bicyclists are allowed to travel on Route 257. This can provide confusion for bicyclists as this stretch of road is not an officially designated bike route.

## **7.4 Transit Travel Issues**

The following transit travel issues were identified within the Route 257 study area:

- There are numerous (23) Centro bus stops within study area, which seems excessive given the 1.3 mile length of the study area.
- All of the bus stops within the study area are unsheltered. In addition, all of the bus stop locations lack a lead walk paved surface and the majority are located on grass or gravel surfaces. As a result, individuals are often forced to walk and/or stand within the road shoulder or on muddy, wet or snow-covered ground.

## **7.5 Other Issues**

Another concern noted through public comments is the potential impact that any new facilities (including pedestrian accommodations) could have on drainage to various properties along F-M Road/Route 257. According to public comment, in the past, modifications to embankments have caused the creek to overflow. Although detailed discussion and evaluation of drainage facilities is beyond the scope of this study, drainage issues could be a key concern along this corridor. Should the Town of Manlius or NYSDOT choose to implement any type of new facility along Route 257 between the Villages of Fayetteville and Manlius, the SMTC highly recommends that these entities undertake the necessary steps to research any potential drainage impacts and complete the appropriate engineering analyses relative to drainage.

## **Chapter 8 – Alternatives Analysis and Recommendations**

This chapter presents a series of preliminary pedestrian accommodation alternatives for the F-M Road/Route 257 study area. The alternatives discussed were derived from an assessment of baseline information collected, noted public comments, and discussions amongst the hired consultant, and the member's of the project's SAC (including the Town of Manlius, the SMTC, and the NYSDOT) regarding the overall reasonableness of design concepts and possible courses of action for improvements. The preliminary alternatives listed were not intended to represent an exhaustive compilation of fully developed designs or approaches for pedestrian improvements along Route 257 within the study area. They served as a starting point of discussion for determining the resulting recommendations. The recommended alternatives include planning level cost estimates, right-of-way acquisition costs (if necessary), and estimated maintenance costs.

As the SMTC is not an implementing agency, it is the sponsor's (Town of Manlius) responsibility along with consultation from the New York State Department of Transportation (Route 257 is a State Route and NYSDOT owns Route 257 within the project study area) to implement the ensuing recommendations if deemed necessary and as appropriate. The following alternatives and recommendations are preliminary planning level recommendations, which could potentially improve pedestrian safety and mobility along the corridor. Please note that the majority of alternatives and recommendations would require further engineering analysis prior to implementation.

Final recommendations also include suggestions to alleviate additional transportation issues (noted in Chapter 7) noted along the corridor. These recommended roadway improvements are noted in Chapter 9 - Implementation Plan.

## 8.1 Analysis of Alternatives

Many factors were considered in the development of the seven preliminary alternatives for accommodating pedestrians in the study area, including public input, physical characteristics of the corridor, and guidelines provided by relevant local, state, and federal agencies.

### Important Considerations

It is imperative to note there are two schools located at the north end of the study area, Fayetteville Elementary School and Wellwood Middle School; the schools are located on the west side of Route 257. Schools are major pedestrian generators and any recommendations should aim to coincide with a Safe Routes to School (SRTS) Program. The Fayetteville-Manlius School District does not yet have a SRTS plan in place.

In August 2005, federal transportation legislation devoted \$612 million for the National Safe Routes to School Program from 2005 through 2009 in which school districts can apply for grants to develop a plan. Elements of this plan aim to improve the physical walking/biking conditions to and from school, provide encouragement to the student population (and their guardians), as well as resources for marketing the SRTS plan. The goal is to increase the number of children walking/biking to school, thus decreasing the need for bus transportation. Some of the benefits of a SRTS program include:



- Decreasing transportation costs, potentially decreasing school budgets and taxpayer costs;
- Improving air quality in the vicinity of the schools, providing a healthier learning environment. Air pollutants such as carbon monoxide not only have a negative impact on the environment, but may reduce one's ability to learn; and
- Offering students a healthier means of getting to school while preparing their minds to learn. Physical exercise is known to improve brain functioning.

It is highly recommended that the Fayetteville-Manlius School District look into the possibility of developing a SRTS Plan while funding assistance is available from the State Department of Transportation and the Federal Highway Administration.

Another important consideration is the historic neighborhood characterized by stately homes, two-foot high stone walls (some possibly 200 years old), and mature trees lining Route 257. These unique characteristics contribute to the visual character and overall quality of life for this area. Pedestrian and bicycle accommodations also contribute to quality of life. It is challenging to balance factors such as walkability, historical character, and aesthetics in existing urban communities. Creative solutions should be sought that truly represent the community's priorities. This section provides a rationale for selecting the alternative that balances these factors in a cost-effective fashion.



## Review of Existing Pedestrian Network

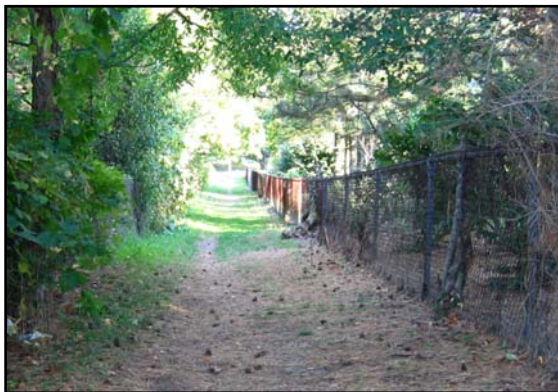
Currently, only 811 feet of sidewalk exist along Route 257 from East Franklin Street to the intersection of Route 257 and 92, a corridor that is approximately 7,229 feet (1.4 miles) in length. An eight foot sidewalk is also located along Route 257 north of the elementary school and ends at the intersection with another sidewalk along West Franklin Street. However, these are not connected with the sidewalks that lead to the school, nor the sidewalk located on the east side of Route 257 between East Franklin Street and Sheffield Lane. The existing sidewalks are located at the northern and southern portions of the study area and are four feet in width. Between Sheffield Lane and East Gate Apartments, located just south of Kelly Drive, pedestrians and bicyclists use the six foot asphalt shoulder, which varies in width along the corridor.

In addition, students are currently walking to the schools even though there are minimal sidewalks present, as evidenced by the two worn paths leading to school property within the study area. The first is a small cut-through that is found on the west side of Route 257 between Sheffield Lane and Henschke Drive. Students utilize this path as a short-cut to school property when coming from the south to attend school.



*Photo: Cut-through to school property from Route 257.*

In addition, a pathway leading to Fayetteville Elementary exists off of the bend in Wheeler Avenue. Wheeler Avenue extends west off of Route 257, and bends south to connect with Hunt Lane. This is another shortcut utilized by students as they travel to and from school. The path is primarily worn grass and is not paved. One side is lined with a chain link fence. The pathway is not kept clear in the winter.



*Looking from school grounds towards Wheeler Avenue (left). Looking onto school grounds from pathway (right).*

The following section provides an analysis of the seven preliminary alternatives for accommodating pedestrians in the study area. These alternatives were developed by the Study Advisory Committee (SAC) and the consultant team. The SAC consisted of several agencies lending their expertise in the field of transportation, planning, and land use, including the NYSDOT, OCDOT, SOCPA, and the SMTTC. Additionally, the SAC included local Town and municipal representatives, as well as an F-M School District representative. All of the SAC representatives shared their expertise and guidance in developing and choosing the best and most appropriate set of alternatives to examine in further detail based on the nature of the Route 257 corridor. Please note that the examination of accommodations off Route 257 (i.e., not along Route 257) were not within the scope of this study. The seven alternatives are:

**Alternative 0:** *No new installation of pedestrian facilities. Keep current conditions.*

**Alternative 1:** *Sidewalks on both sides of the road along entire length of study area.*

**Alternative 2A:** *Sidewalk on the **west** side of the road along entire length of study area with increased shoulder space on the east side.*

**Alternative 2B:** *Sidewalk on the **east** side of the road along entire length of study area with increased shoulder space on the west side.*

**Alternative 3:** *Shared use path on both or one side of Route 257 along entire length of corridor.*

**Alternative 4:** *Stone dust path on both or one side of Route 257 along entire length of corridor.*

**Alternative 5:** *Increased shoulder space on both sides of Route 257.*

Detailed explanations of the seven alternatives are included on the following pages.

***Alternative 0: No new installation of pedestrian facilities. Keep current conditions.***

No analysis of physical conditions is required for this option.

Regulatory agencies (NYSDOT, FHWA) agree that all arterial streets should have sidewalks along both sides of a developed or populated roadway. Users of the transportation system should have safe access to all modes of transport, including walking and biking. The absence of sidewalks discourages some people from walking because the current condition of the roadway is perceived as dangerous. Potential walkers choose to drive short distances (this stretch of road is approximately 1.4 miles) with consequences such as an increase in traffic volumes, an increase in air pollution, and a decrease in physical exercise.

This alternative represents current conditions. Based on public input, there is wide consensus that this environment is dangerous to walk in. One resident suggested (at the November 1, 2005 public meeting) that children be banned from walking along the road. However, in addition to two schools being located at the northern end of the study area, every person has the right to use the public right-of-way, regardless of which mode of travel they prefer.

Regardless of safety, 12 out of 30, or 40 percent, of the comments from the public meeting minutes (summarizing the comments received at the November 1, 2005 public meeting) are in opposition to sidewalks. Most of these arguments are based on property rights, taxpayer cost, and maintenance costs and responsibility. Therefore, if pedestrian facilities are desired, they should minimize impacts to these areas of public concern.

Municipalities often work with slim budgets and decisions need to be made not only in the context of priorities but cost-effectiveness. This option is the least costly, but depending on priorities, this may not be an effective option. If it is deemed that safety is the top priority, this option would not be cost-effective.

This alternative is not recommended, as it does not address the need to improve pedestrian safety within the corridor.

***Alternative 1: Sidewalks on both sides of the road along entire length of study area.***

If transportation agency standards for road classification were the primary factor, this would be the recommended alternative. As noted, regulatory agencies agree that arterial streets should have sidewalks along both sides of a developed roadway. AASHTO also notes, "Sidewalks on only one side of the street are not generally recommended". Sidewalks provided on only one side of the street often require pedestrians to cross streets unnecessarily.

Locating sidewalks on both sides of Route 257 is the safest option. This alternative would minimize, and eliminate in many cases, the need for pedestrians to cross this busy stretch of road. There are many pedestrian generators located on both sides of the road throughout the length of the study area, which supports placing pedestrian facilities on both sides of the road. Specific pedestrian generators include:

- the schools and the villages;
- a multitude of residences and residential side streets (see Table 8.1-1); and
- multiple Centro bus stops.

However, the purpose of this study is to analyze the impacts of installing sidewalks and/or other pedestrian/bicycle treatments along Route 257 and to identify the most feasible option, taking into consideration existing factors and areas of concern as identified by the public. In this case, an impacted object is one that is in direct conflict with the placement of the walkway and needs to be removed, relocated, or avoided.

Any public transportation facility or transportation-related objects such as transit stops and signage, as well as all public utilities, must be contained within the public ROW. However, easements may provide a possible solution in compromising the seemingly contrasting ideals of pedestrian safety/accessibility and neighborhood character. An easement is an agreement whereby the landowner grants access to another interest, such as a public utility, while retaining ownership of the land.<sup>26</sup> In areas where it is not physically feasible to locate the sidewalk entirely in the ROW, it may be more cost-effective and preferable to the community to acquire easements to accommodate a stone wall, trees, *and* the sidewalk rather than removing/relocating objects in conflict.

**Table 8.1-1**  
**Right-of-Way Characteristics**

<b>Objects Within Right-of-Way</b>	<b>W side</b>	<b>E side</b>
Intersecting streets	6	8
Intersecting driveways	41	57
Bus stops	9	11
Large trees*	20	23
Utility poles	68	19
Fire hydrants	2	2
Streets signs	46	47
<b>Total # of obstacles</b>	<b>190</b>	<b>165</b>
Units w/primary access to 257	180	230

\*Over 24" approximate diameter

Note: This table is the same table shown in Chapter 3 (Table 3.3-1)

A preliminary analysis involved the documentation of all objects<sup>27</sup> within the entire ROW corridor along Route 257 (Table 8.1-1). To determine the specific impacts of locating sidewalks on both sides of the road, using GIS, a sidewalk was digitally created on both sides of the road in order to calculate the exact number of objects that would be in direct conflict with it if it were to be constructed (see the end of this chapter for detailed maps). The precise location of the proposed sidewalk within the ROW is seen as flexible so as to minimize impacts on existing objects.

<sup>26</sup> For more information on easements, visit <http://www.dot.state.ny.us/red/property.html>.

<sup>27</sup> Mailboxes and driveway markers were not included. No underground utilities were identified.

Five feet is the minimum width allowable for a sidewalk in order to accommodate 2-way wheelchair traffic (ADAAG 4.2.2). In areas of high pedestrian traffic such as schools, and along arterials, it is recommended to have sidewalk widths of 6-8 feet with a commensurate “clear zone”. This is the 3-dimensional space along the walkway in which pedestrians occupy; no sign, vegetation, or other object should interrupt the pedestrian experience.

Additionally, according to ADA guidelines, there must be a minimum width of eight feet and a minimum length of five feet for each bus stop pad. Also note an eight foot pad the length of the bus is desirable. These dimensions were *not* taken into consideration for this analysis as there are an exorbitant number of bus stops along both sides of Route 257. Local officials may want to confer with Centro to select a few strategic locations for ADA-compliant transit stops (versus the existing nine southbound and eleven northbound locations). However, given the narrow ROW and the presence of sensitive objects (i.e., stone wall and mature trees), a five foot sidewalk was analyzed for these alternatives, except for the school zone where a seven foot sidewalk was used.

Table 8.1-2 enumerates the objects that would likely be impacted by a sidewalk. It is assumed that the proposed sidewalk would be contained within and be close to the limits of the ROW in order to maximize the width of the buffer zone between the sidewalk and the roadway. NYSDOT recommends at least a 4-foot strip between the edge of pavement and the sidewalk for snow storage.

**Table 8.1-2  
Impacted Objects**

<b>Impacted Objects</b>	<b>W side</b>	<b>E side</b>
Utility poles*	5	6
Fire hydrants	0	1
Large trees**	6	6
Small trees	5	20
Intersecting driveways	41	57
Intersecting streets	6	8
Stone wall (linear feet)	0	125
<b>Total # of objects</b>	<b>63</b>	<b>98***</b>

\*Moving utility poles within a ROW is typically the responsibility of the public utility

\*\*Over 24” approximate diameter

\*\*\*Includes one instance of resetting a stone wall

However, there may be variations to placing the sidewalk on or close to the ROW line if an object can be avoided while maintaining adequate sidewalk and buffer zone dimensions. For example, there are sections of the stone wall that encroach on the ROW line by up to 11 feet. If space allows, the sidewalk would be placed closer to the roadway so as to preserve the wall.

Other adjustments to the design of the facility may also be made to lessen the impacts. In the image below (Rochester, NY) an existing tree was preserved by designing and constructing the sidewalk around it; this is a great solution to balancing functionality and aesthetics. A similar type of treatment has been completed locally in the Village of Manlius along Route 92 where the posted speed limit is 40 MPH. The sidewalk was “cut out” to accommodate a utility pole (see photo below). A sidewalk could also be meandered to avoid utility poles and/or trees (see photo below, also along Route 92 in the Village of Manlius).



*Sidewalk built around a mature tree on University Ave. in Rochester, NY (left); Sidewalk “cut-out” to accommodate utility pole on Route 92 in Village of Manlius, NY (middle); Sidewalk meandered to avoid utility pole on Route 92 in Village of Manlius, NY (right).*

This alternative addresses pedestrian safety by creating a comfortable buffer from vehicular traffic. Therefore placing sidewalks on both sides of Route 257 is seen as a feasible and prudent option, as well as the safest option. It also provides ample access for people walking to residences, businesses, and other pedestrian generators. A field survey and GIS analysis revealed that there is ample room for a sidewalk within the ROW throughout the corridor. A certain number of objects will be impacted, and this would have to be weighed against the benefits of having the pedestrian facility on both sides of Route 257 to serve the community.

There was only one instance where an easement onto private property would need to be considered. The case involves the preservation of two large, mature trees, and would require an easement onto the Wellwood Middle School property. Approximately 347 square feet of space would need to be negotiated, a relatively small area considering it is located in an open field. Additionally, it was determined that there is only one instance where a stone wall would need to be reset out of the public ROW to accommodate the sidewalk. Approximately 125 feet of the wall would need to be moved.

***Alternative 2: Sidewalk on one side of the road along entire length of study area with increased shoulder space on the opposite side.***

When analyzing pedestrian facilities, it is common practice to determine a *Pedestrian Level of Service*. Level of Service (LOS) is a combination of quantitative and qualitative factors or



‘performance measures’ that assess the quality of the walking environment. Typical performance measures are as follows:

- presence/absence/condition of sidewalks or other pedestrian facilities
- presence/absence/number of spaces of on-street parking
- presence/absence of medians
- presence/absence of buffer zone, width of buffer zone, number and size of trees in the buffer zone
- width of outside through-lane, width of shoulder
- speed limit
- vehicular volume and composition, and
- sight distance.

The only factors listed here that may vary between the two sides are the width of the shoulder and sight-distance. These characteristics do not vary widely and should not contribute significantly to the existing LOS. The most important factor in determining pedestrian Level of Service is the amount of time that a pedestrian and a vehicle share the ROW; these are termed conflict points and typically refer to intersections with side streets and driveways.

***Alternative 2A: Sidewalk on the west side of the road along entire length of study area with increased shoulder space on the east side.***



As discussed, the presence of pedestrian generators is a significant factor in determining the location of sidewalks. The schools, which are major pedestrian generators, are on the west side of Route 257. A sidewalk on the west side would allow for some students to not have to cross the street. Those on the east side would have to cross once, but those on the west side would have a contiguous exclusive walkway. This supports placing a sidewalk on the west side.

There are 38 percent more street/driveway crossings (Table 8.1-1) on the east side of Route 257 creating more points of conflict between pedestrian and driver. There are also fewer street crossings on the west side which may result in lower construction costs if crosswalks are installed at all road crossings. This also supports placing a sidewalk on the west side.

There are 15 percent more total obstacles on the west side than on the east side. However, the number of *impacted* objects is greater on the east side, with the exception of large trees in which case both sides have six (see Table 8.1-2). Also note that there is a fire hydrant on the east side that would need to be relocated if the walkway is located on the east side; this task alone could be cost-prohibitive. This also supports putting a sidewalk on the west side.

There are no instances on the west side where a stone wall would need to be relocated. Although portions of the wall do encroach on the public ROW, there remains enough space to accommodate a five-foot sidewalk, a four-foot buffer zone, and a six-foot shoulder. On the west side there is only one instance where an easement onto private property would need to be considered. The case involves the preservation of two large, mature trees, and would require an

easement onto the Wellwood Middle School property. Approximately 347 square feet of space would need to be negotiated, a relatively small area considering it is located in an open field.

There are approximately 180 single family residential units with primary access to the area road network on the west side versus approximately 230 units on the east side; a difference of 28 percent. This is an indicator of the distribution of possible users (this factor supports locating the sidewalk on the east side).

Although other alternatives are feasible and should remain considerations, *a sidewalk on the west side of the roadway represents one of the preferred recommendations*. There is ample space to support the walkway, it provides a necessary transportation option for area residents, and it would be less expensive and have less of an impact on existing objects than a sidewalk on the east side.

***Alternative 2B: Sidewalk on the east side of the road along entire length of study area with increased shoulder space on west side.***

As discussed, there are more points of conflict between potential pedestrians and vehicles on the east side. Also, the schools (pedestrian generators) are located on the west side of Route 257. There are more potentially impacted objects on the east side including trees, linear feet of stone wall, a wood fence, and a fire hydrant. These three considerations do not support locating a sidewalk on the east side.



The existing sidewalks along Route 257 (South Manlius Street) are located on both sides of the street in the Village of Fayetteville. On the east side (southbound), the walkway ends at the cemetery and begins again at West Franklin Street, continues for a block and then ends at Sheffield Lane. The sidewalk picks up again on the east side across from the apartment complex just north of Route 257's junction with Route 92 (Highbridge Road). The sidewalk on the west side ends at West Franklin Street and picks up again south of the intersection of Routes 257/92 on Fayette Street. Although the most adjacent existing sidewalks are located on the east side of Route 257, both Villages also have facilities to the west. Therefore, the "missing link" factor does not provide strong support for locating the sidewalk on one side rather than the other. Regarding the impact on stone walls, there is one instance on the east side where a wall would need to be relocated to accommodate the sidewalk.

To estimate trip distribution, (i.e. how many people have direct access to the east side of Route 257 versus the west side) the number of housing units in the vicinity of Route 257 were counted (Table 8.1-1). There are more units located on the east side than the west. This supports placing a sidewalk on the east side, but is not a substantial factor compared to impacted objects and construction costs.

Locating a sidewalk on the west side of Route 257 is recommended over putting it on the east side, but is not as safe as having sidewalks on both sides. AASHTO and the New York State Highway Design Manual both agree that the primary concern with having sidewalks on only one side of an arterial is that it creates a situation where pedestrians may have to cross the street unnecessarily and without adequate facilities. A sidewalk on the west side would force fewer people to cross Route 257 than one on the east side, making it the next safest option behind sidewalks on both sides.

Regardless of the location of the proposed sidewalk, crosswalks should be considered at all intersections. Intersections are the physical space in which all modes of transportation share the ROW. All traffic should be carefully managed at intersections to maximize safety. Crosswalks alone (without other enhancements, such as a pedestrian signal or a crossing guard) may or may not provide a safer crossing zone, depending on roadway classification and vehicular volumes. In this case (a 2-lane roadway with a speed limit less than or equal to 40 mph and volumes less than 9,000 ADT), marked crosswalks without enhancements should be adequate. This recommendation should be re-evaluated in the context of a Safe Routes to School Program.

In addition, if any of the alternatives that would add a pedestrian facility to Route 257 are pursued by the Town, the potential need for additional marked crosswalks would have to be further examined via an engineering study so that the crosswalks and pedestrian facility adhere to the standards within the *Manual on Uniform Traffic Devices* (MUTCD).

#### *Considerations for Shoulder Width and Use (applies to Alternatives 2A and 2B)*

Increased shoulder width on the side opposite the sidewalk is *not* recommended. Currently, the shoulder is six feet wide, although it varies in specific locations due to pavement erosion. Six to eight feet is an adequate and recommended dimension for accommodating pedestrians and bicyclists. Although more space may add comfort to a pedestrian, widening the pavement excessively may actually decrease safety. Studies have shown that the majority of drivers adjust their speed according to visual cues as opposed to actual posted speed limits. If a roadway has wider than normal travel lanes and shoulders, and there are few objects immediately adjacent to the roadway, motorists tend to drive faster than the posted limit. To avoid this scenario, the shoulder should not be more than eight feet wide. If the roadway is relatively narrow, drivers tend to slow down.

Where the shoulder is more than eight feet wide, it may need to be narrowed to six or eight feet. For example, if a stone wall pushes a proposed sidewalk closer to the roadway, the shoulder may need to be reduced. Where the shoulder has eroded to less than six feet, it is recommended to restore it to the proper width.

The shoulder on the same side of the road as a sidewalk is intended to serve bicyclists. Younger or inexperienced cyclists may choose to use the sidewalk, but New York State law allows for and encourages the use of the roadway rather than the sidewalk as the proper place for cyclists (see next section for further discussion).

***Alternative 3: Shared use path on both or one sides of Route 257 along entire length of corridor.***

A shared use path is an off-road facility dedicated to non-motorist transportation. Shared use paths are designed to accommodate two-way pedestrian and bicycle traffic. AASHTO recommends a minimum width of 10 feet but a width of 12 feet is suggested in areas of high pedestrian traffic. Considering the proximity of the schools and the villages, a 12-foot wide path would be more appropriate along Route 257. Additionally, two feet of grading on both sides of the path is necessary, resulting in a total width of 16 feet.

On average, the space between the edge of the shoulder and the ROW boundary is 16 feet along Route 257. If a shared use path is installed on either side of the road, there would be little to no buffer zone. Dozens of trees would need to be removed and utility pole placement would be very problematic. Design guidelines suggest if the lateral separation between the shared use facility and the edge of the shoulder is less than five feet, physical barriers such as bollards may be used to create the perception of safety for non-motorist travelers as well as alert drivers to the presence of walkers and bikers.



The presence of a shared use path immediately adjacent to a roadway also presents concerns regarding bicyclists. Numerous studies have concluded that it is safer for bicyclists to ride in the roadway than on a sidewalk or other separate facility, provided they ride properly and are able-bodied. Young children, elderly, and inexperienced bicyclists are exceptions to this conclusion. New York State Vehicle Traffic Law, Article 34, declares that bicyclists are “granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle”.

National and state design manuals strongly caution against developing shared use pathways immediately adjacent to roadways. The AASHTO Guide for the Development of Bicycle Facilities provides numerous reasons for recommending against such facilities, the majority of which are related to safety. For example, bicycles on sidewalks or pathways encounter multiple conflict points with each driveway and street crossing, forcing riders and drivers to make frequent, split second right-of-way decisions.

Based on safety, regulations, and physical space limitations, this alternative is not recommended.

***Alternative 4: Stone dust path on both or one side of Route 257 along entire length of corridor.***

Construction of a stone dust path is a common alternative to a concrete or asphalt sidewalk. It is sometimes used for aesthetic reasons, as it has a more rural or rustic appearance. Similar to sidewalks, a stone dust path designed to accommodate two-way pedestrian traffic should be five feet wide or seven feet wide in school zones. ADA-compliant stone dust would have to be

utilized should this alternative become pursued by the Town. Per the analysis presented in Alternatives 1, 2A and 2B, a stone dust path on both sides of the road would be the safest and would accommodate the most users. If it were necessary to choose one side or the other, installation on the west side of Route 257 would be less expensive and have fewer impacted objects than the east side. Stone dust paths in general require regular maintenance as the surface material is subject to erosion and greater wear and tear than a standard sidewalk.

Stone dust paths are essentially just as safe as sidewalks. This alternative is recommended for further consideration, although cost and regular maintenance may prove to offset any aesthetic advantages. The additional investment provides limited advantages over sidewalks in the context of Route 257.

### ***Alternative 5: Increased shoulder space on both sides of Route 257.***

The width of the shoulder along this segment of Route 257 is approximately six feet with slight variations. Although it is possible to use shoulders as pedestrian facilities, it is not recommended. “Wide shoulders on both sides of a road are the minimum requirement for providing at least a possible place for people to walk. They are not as safe as paths or sidewalks, but they are better than not providing any accommodation. Shoulders are also beneficial for motorists and bicyclists, and future sidewalks or paths should be created in addition to, not to replace the shoulders.”<sup>28</sup>



A six to eight foot shoulder is more than adequate for use as a bicycle facility (AASHTO recommends a minimum width of four feet). In areas where the shoulder is more than eight feet it should be decreased in width to six or eight feet to provide more buffer space between the roadway and the sidewalk, and in areas where the shoulder is less than six feet, it should be widened. Appropriate grading is necessary to prevent bicyclists from falling off the shoulder. The shoulder should also be clearly marked with “Bike Route” and/or “Share the Road” markings. This alternative is not recommended except in cases where the shoulder is less than six feet or requires rehabilitation.

## **8.2 Recommendations**

Oftentimes, municipal budgets require officials to develop creative solutions that meet the needs and desires of the community. In this case, in this community there is a need to safely accommodate pedestrians and bicyclists wishing to travel between the Villages of Fayetteville

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<sup>28</sup> PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System, *Recommended Guidelines/Priorities for Sidewalks and Walkways*, U.S. Department of Transportation Federal Highway Administration (FHWA-RD-01-102, March 2002). <[http://www.walkinginfo.org/pedsafe/moreinfo\\_sidewalks.cfm](http://www.walkinginfo.org/pedsafe/moreinfo_sidewalks.cfm)>.

and Manlius. There is also a strong desire in this community to maintain the historic character of the area with its stately homes and stone walls. *Compromising* alternatives include a sidewalk on one side only, or a stone dust path on one side only. Alternative 0, the null alternative, and Alternative 5, widening the shoulder on both sides, do not enhance pedestrian safety and mobility; these are not recommended.

A best-case scenario with respect to pedestrian safety is clearly Alternative 1 or Alternative 4 (both sides) - a sidewalk or stone dust path on the west side of Route 257. Either alternative gives a safe walkway to the largest number of people and provides safe crossings to its users. However, this option does not satisfy all the concerns set forth by the community. It will impact many more objects in the ROW compared to a sidewalk or stone dust path on only one side, and it will be nearly twice as expensive. Therefore, the compromising alternatives include those with a sidewalk or stone dust path on just one side of Route 257.

A detailed analysis was conducted to examine the impact of locating a pedestrian facility on the east side of Route 257 versus the west side. Based on safety, location of pedestrian generators, and potential impacts on trees and the stone wall, if a pedestrian facility is to be located on one side of the road, *the west side of Route 257 is recommended.*

Of the seven alternatives identified, three are recommended to the Town of Manlius for further consideration (1, 2A, and 4 both sides/west side). Brief summaries and cost estimates are provided for each of the recommended alternatives in the following section. Cross sections and maps that show the potential locations of the facilities are included at the end of this chapter.



## 8.2.1 Alternatives Recommended for Further Consideration

### *Alternative 1: Sidewalks on both sides of the road along entire length of study area.*

This alternative addresses pedestrian safety by creating a comfortable buffer from vehicular traffic. Therefore placing sidewalks on both sides of Route 257 is seen as a feasible and prudent option, as well as the safest option. It also provides ample access for people walking to residences, businesses, and other pedestrian generators. A field survey and GIS analysis revealed that there is ample room for a sidewalk within the ROW throughout the corridor. A certain number of objects will be impacted, and this would have to be weighed against the benefits of having the pedestrian facility on both sides of Route 257 to serve the community.

There was only one instance where an easement onto private property would need to be considered. The case involves the preservation of two large, mature trees, and would require an easement onto the Wellwood Middle School property. Approximately 347 square feet of space would need to be negotiated, a relatively small area considering it is located in an open field. Additionally, it was determined that there is only one instance where a stone wall would need to be reset out of the public ROW to accommodate the sidewalk. Approximately 125 feet of the wall would need to be moved.

*Cost Estimate:* The total estimated project cost for placing sidewalks on both sides of Route 257 is \$869,069.50. Details of the breakdown of this cost can be found in Appendix E.

*Sidewalk Maintenance Cost Estimate:* Assuming 50 days per year for snow removal at \$75 a day, the annual cost for sidewalk maintenance would be \$3,750. Annual sidewalk repairs would cost approximately \$1,500.

*Right-of-Way Acquisition Fees (for Wellwood School property):* The only portion of the corridor that would potentially require the negotiation of ROW acquisition is located in front of the school property (on the west side of Route 257) across the street from Sheffield Lane. Approximately 347 square feet would need to be acquired from the school in order to build a seven-foot wide sidewalk around two large mature trees (see Map S-01). There are no structures on this part of the school property, as it is part of the front lawn that is often used as a recreational space for the schools.

Land values in the Town of Manlius and the Villages of Fayetteville and Manlius typically range from \$10,000 to \$75,000 per acre. Conversations with local realtors indicated that a more precise range is \$30,000 to \$60,000. This range is based on properties that have sold recently, properties that are for sale, and the professional experience of the realtors. For the purposes of estimating ROW acquisition fees in the Route 257 corridor, a median figure of \$45,000 per acre was used. This translates to \$1.03 per square foot.

Based on a rate of \$1.03 per square foot, the 347 square feet of school property would be priced at about \$358. A more conservative estimate would round that figure to \$400.

***Alternative 2A: Sidewalk on the west side of the road along entire length of study area with increased shoulder space on the east side.***

Although other alternatives are feasible and should remain considerations, *a sidewalk on the west side of the roadway represents the preferred recommendation.* There is ample space to support the walkway, it provides a necessary transportation option for area residents, and it would be less expensive and have less of an impact on existing objects than a sidewalk on the east side. Also, increased shoulder width on the side opposite the sidewalk is *not* recommended.

There is one instance where an easement onto private property would need to be considered. The case involves the preservation of two large, mature trees, and would require an easement onto the Wellwood Middle School property. Approximately 347 square feet of space would need to be negotiated, a relatively small area considering it is located in an open field.

*Cost Estimate:* The total estimated project cost for placing sidewalks on the **west** side of Route 257 is \$424,082.75. Details of the breakdown of this cost can be found in Appendix E.

*Sidewalk Maintenance Cost Estimate:* Assuming 50 days per year for snow removal at \$75 a day, the annual cost for sidewalk maintenance would be \$3,750. Annual sidewalk repairs would cost approximately \$1,500.

*Right-of-Way Acquisition Fees (for Wellwood School property):* See narrative under same heading for Alternative 1 in Section 8.2.1.

***Alternative 4: Stone dust path on both or the west side of Route 257 along entire length of corridor.***

Construction of a stone dust path is a common alternative to a concrete or asphalt sidewalk. It is sometimes used for aesthetic reasons, as it has a more rural or rustic appearance. Similar to sidewalks, a stone dust path designed to accommodate two-way pedestrian traffic should be five feet wide or seven feet wide in school zones. Per the analysis presented in Alternatives 1, 2A and 2B, a stone dust path on both sides of the road would be the safest and would accommodate the most users. If it were necessary to choose one side or the other, installation on the west side of Route 257 would be less expensive and have fewer impacted objects than the east side. Stone dust paths in general require regular maintenance as the surface material is subject to erosion and greater wear and tear than a standard sidewalk. This alternative is recommended for further consideration, although cost and regular maintenance may prove to offset any aesthetic advantages. The additional investment provides limited advantages over sidewalks in the context of Route 257.

*Cost Estimate (both sides):* The total estimated project cost for placing a stone dust path on the both sides of Route 257 is \$448,033.27. This figure includes ADA-compliant stone dust.

*Cost Estimate (west side):* The total estimated project cost for placing a stone dust path on the west side of Route 257 is \$199,321.67. This figure includes ADA-compliant stone dust.

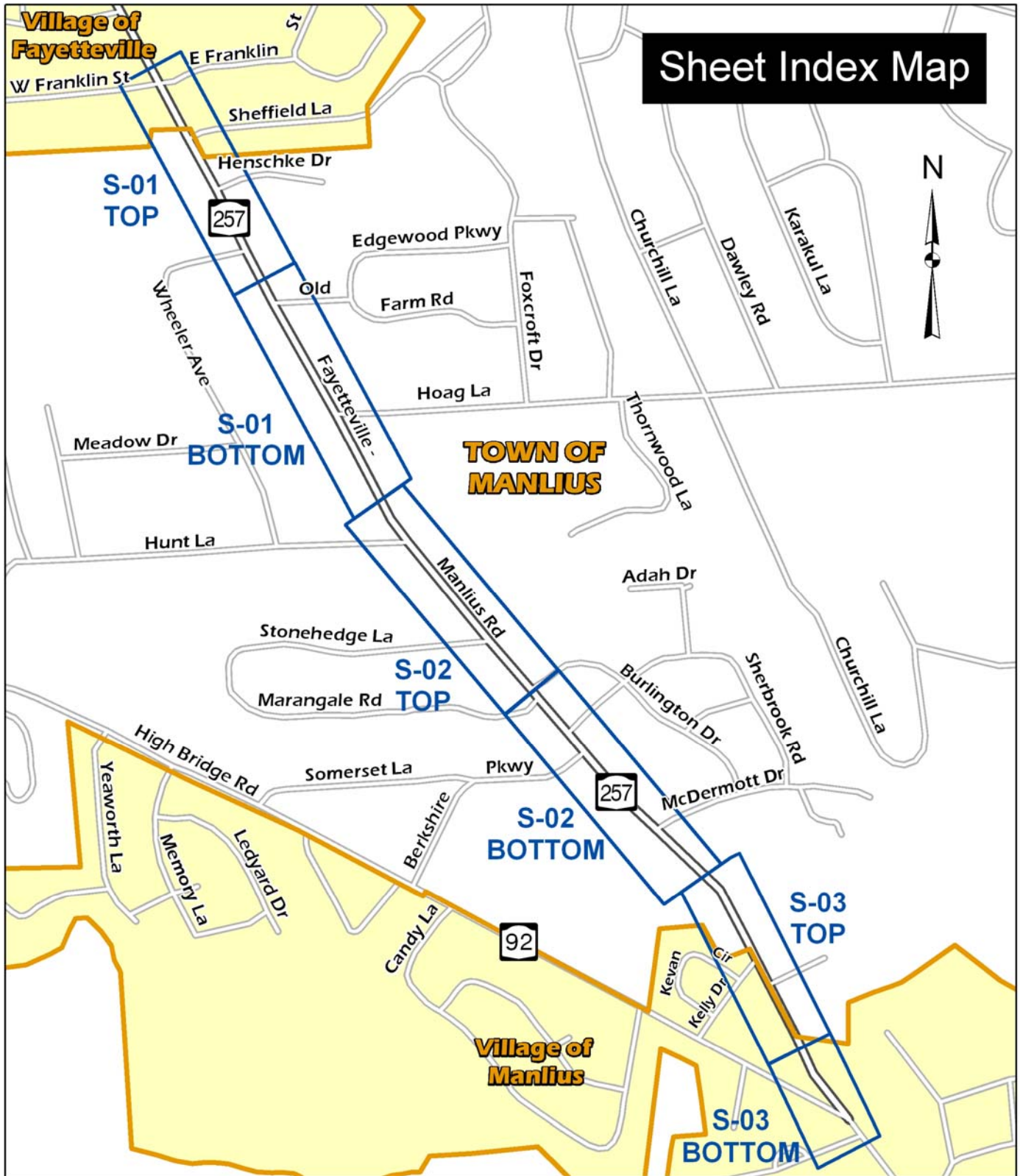
Details of the breakdown of the costs for a stone dust path can be found in Appendix E.

*Stone Dust Maintenance Cost Estimate:* Assuming approximately 5% of stone dust material would need replacement/rehabilitation every year, maintenance costs would be \$20,678.46 per year. Some savings can be achieved by performing maintenance every 3-4 years vs. every year. Snow removal is not typically done on stone dust paths, hence this path would become seasonal if the Town decided to install a stone dust path.

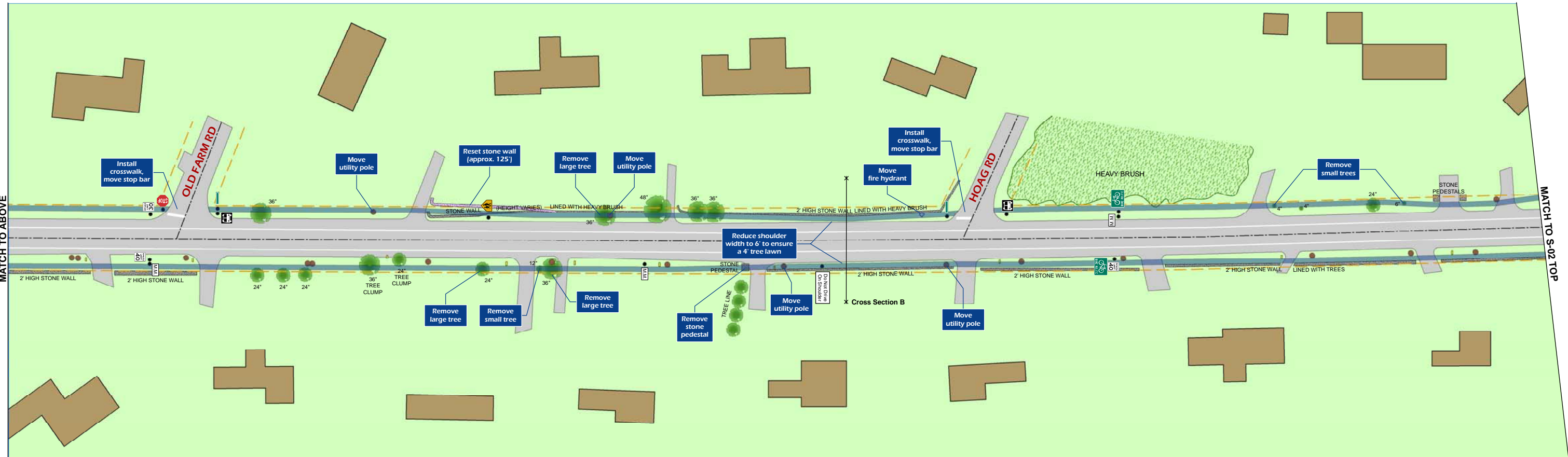
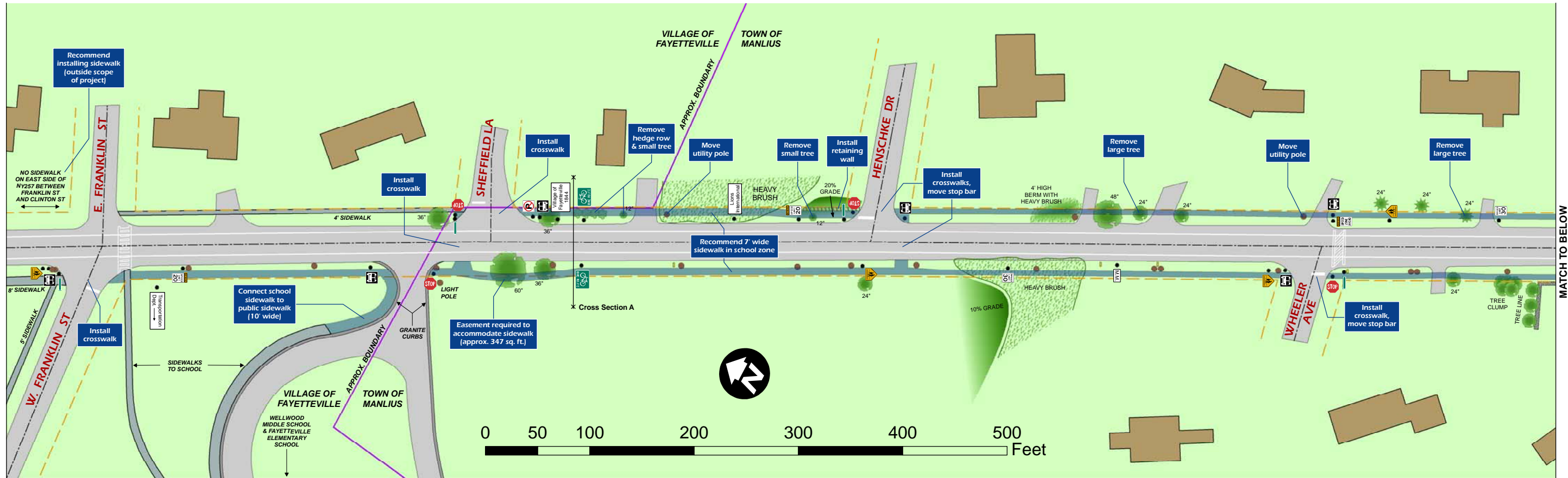
Each of these aforementioned alternatives identifies either a sidewalk or stone dust path on one or both sides of Route 257. The potential locations for each of the four alternatives for further consideration can be found on the next pages (Maps S-01, S-02 and S-03), following the sheet index map. Cross sections of two specific locations show more detail for these potential alternatives following the maps.

*Right-of-Way Acquisition Fees (for Wellwood School property):* See narrative under same heading for Alternative 1 in Section 8.2.1.

Illustration I (Sheet Index Map)

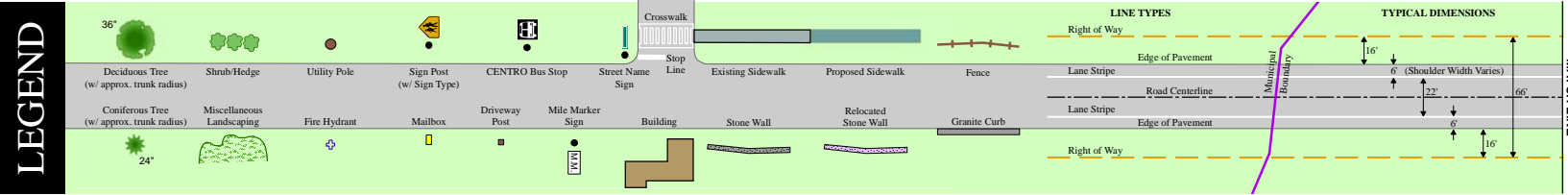






# SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

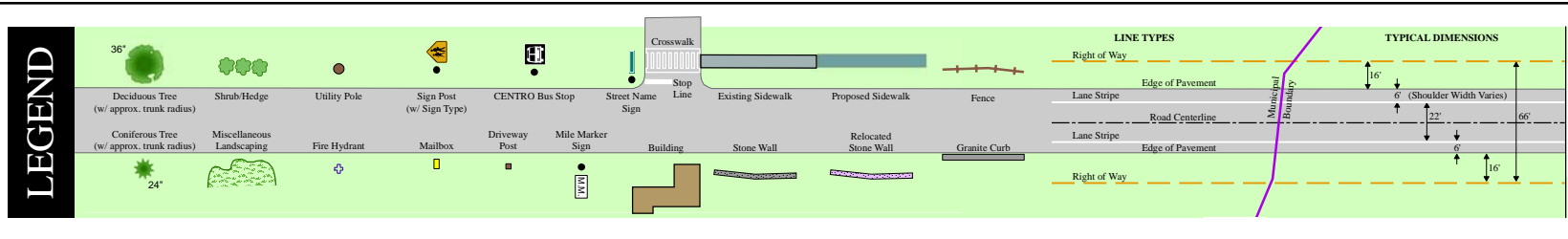
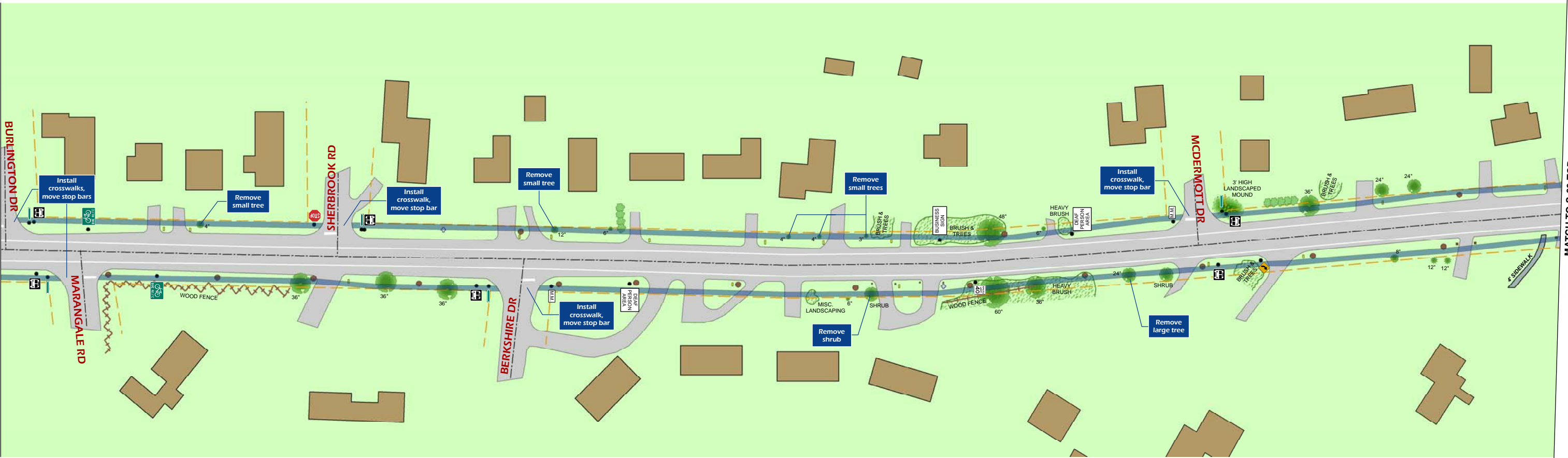
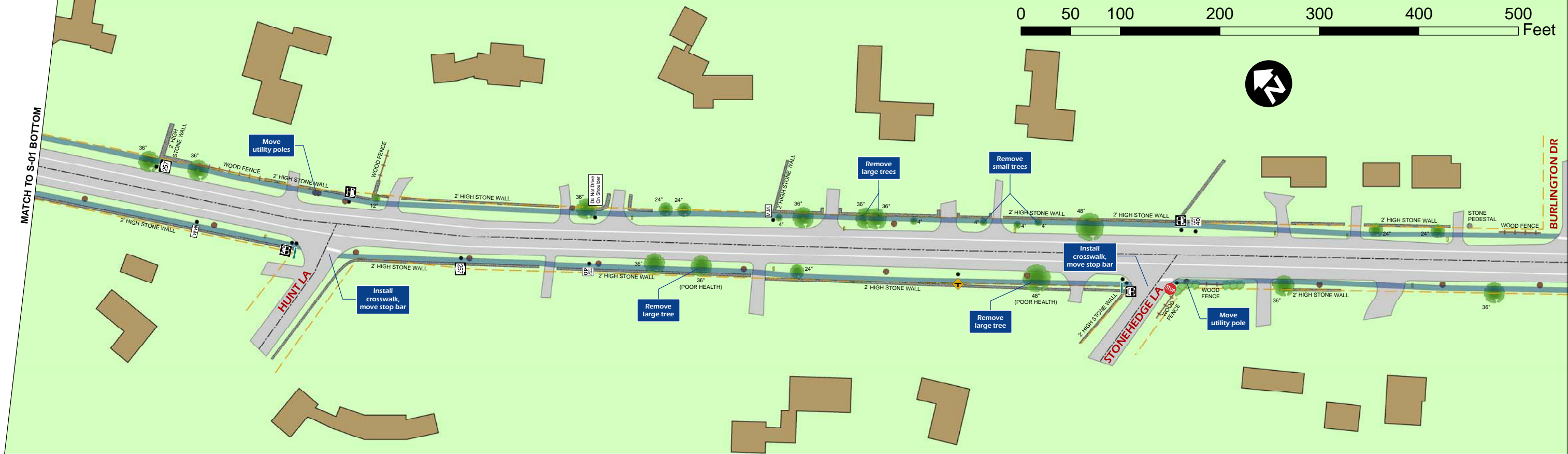
**ROUTE 257 PEDESTRIAN ACCOMMODATION STUDY**  
TOWN OF MANLIUS, NEW YORK



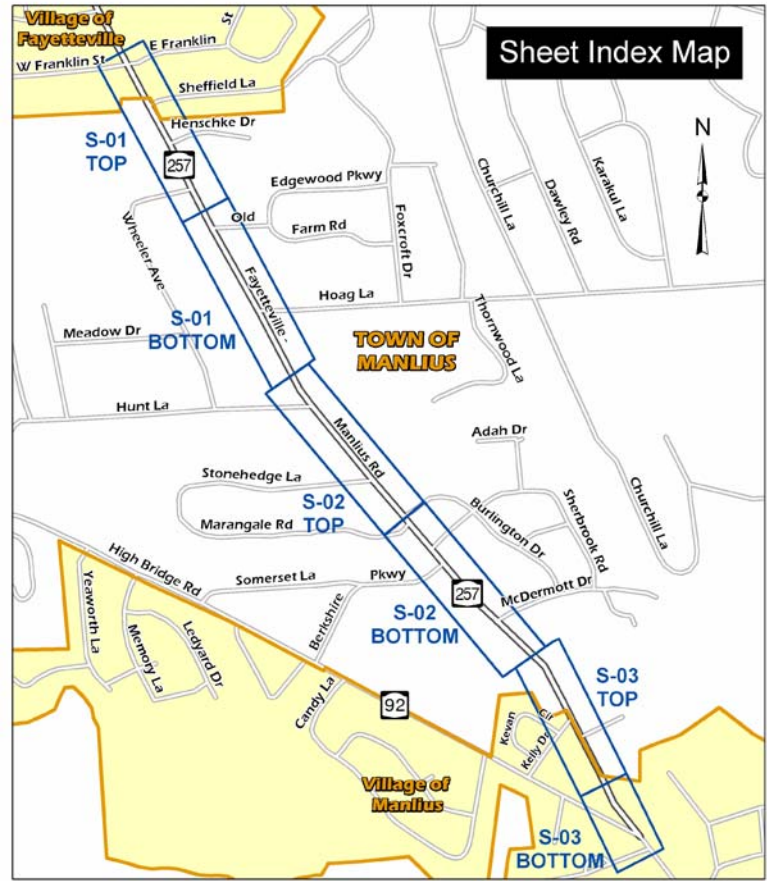
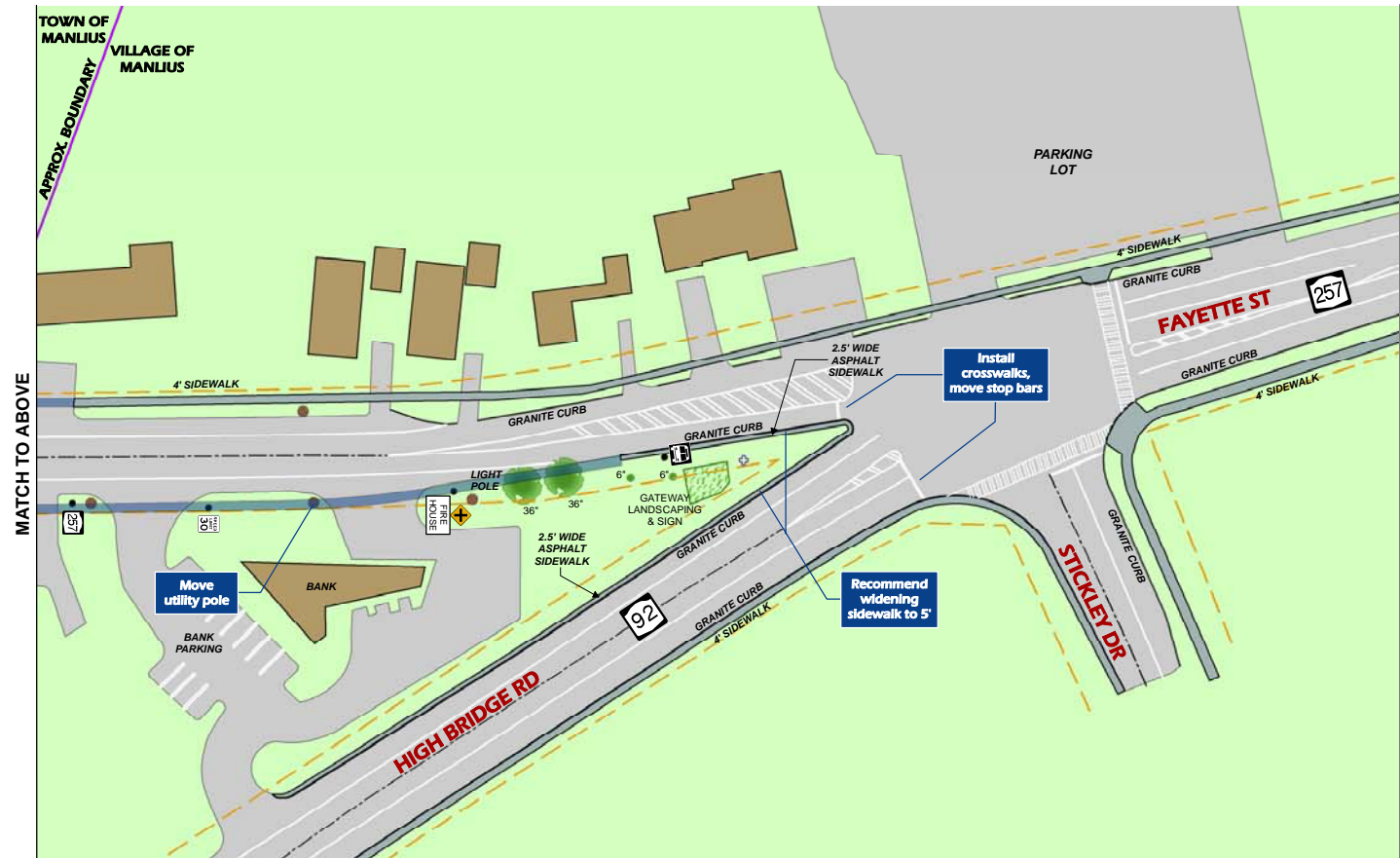
**Design Professionals**  
186 North Water St  
Rochester, NY 14604

PROJECT NUMBER  
011050.00  
DRAWING NUMBER  
**S-01**



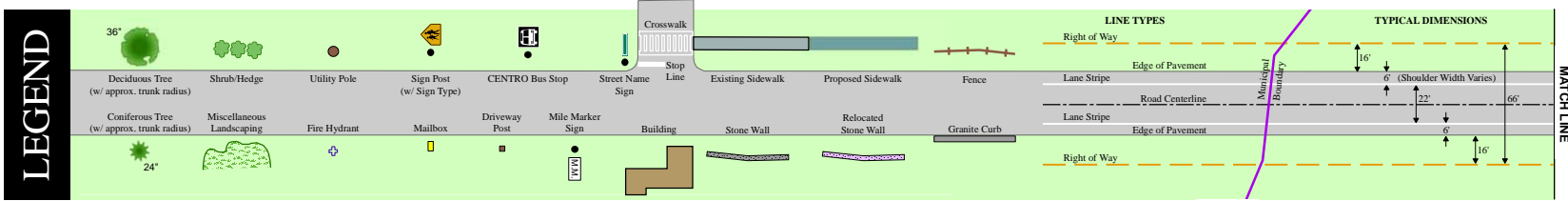






# SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

**ROUTE 257 PEDESTRIAN ACCOMMODATION STUDY**  
**TOWN OF MANLIUS, NEW YORK**

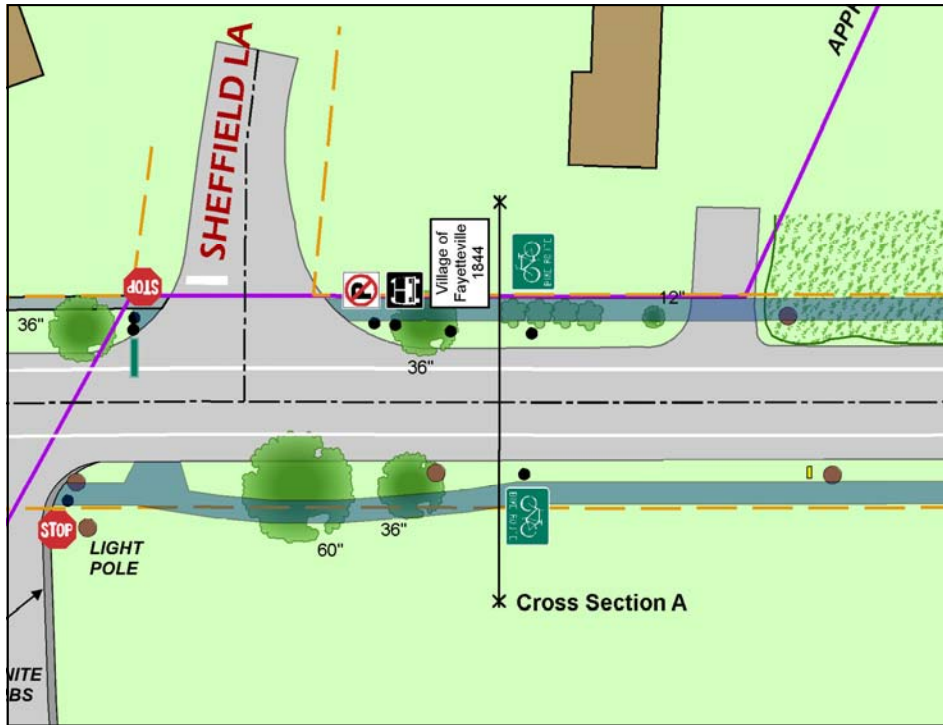


**Design Professionals**  
186 North Water St  
Rochester, NY 14604

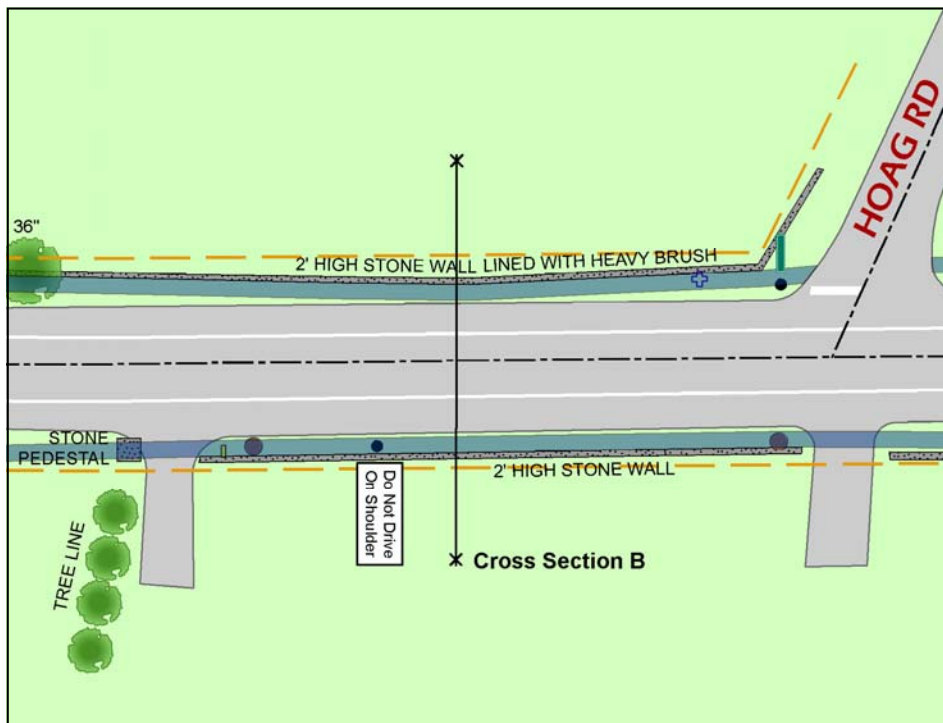
PROJECT NUMBER  
011050.00

DRAWING NUMBER  
**S-03**

## CROSS SECTION LOCATIONS



**Location A, showing sidewalks/stone dust path on both sides**

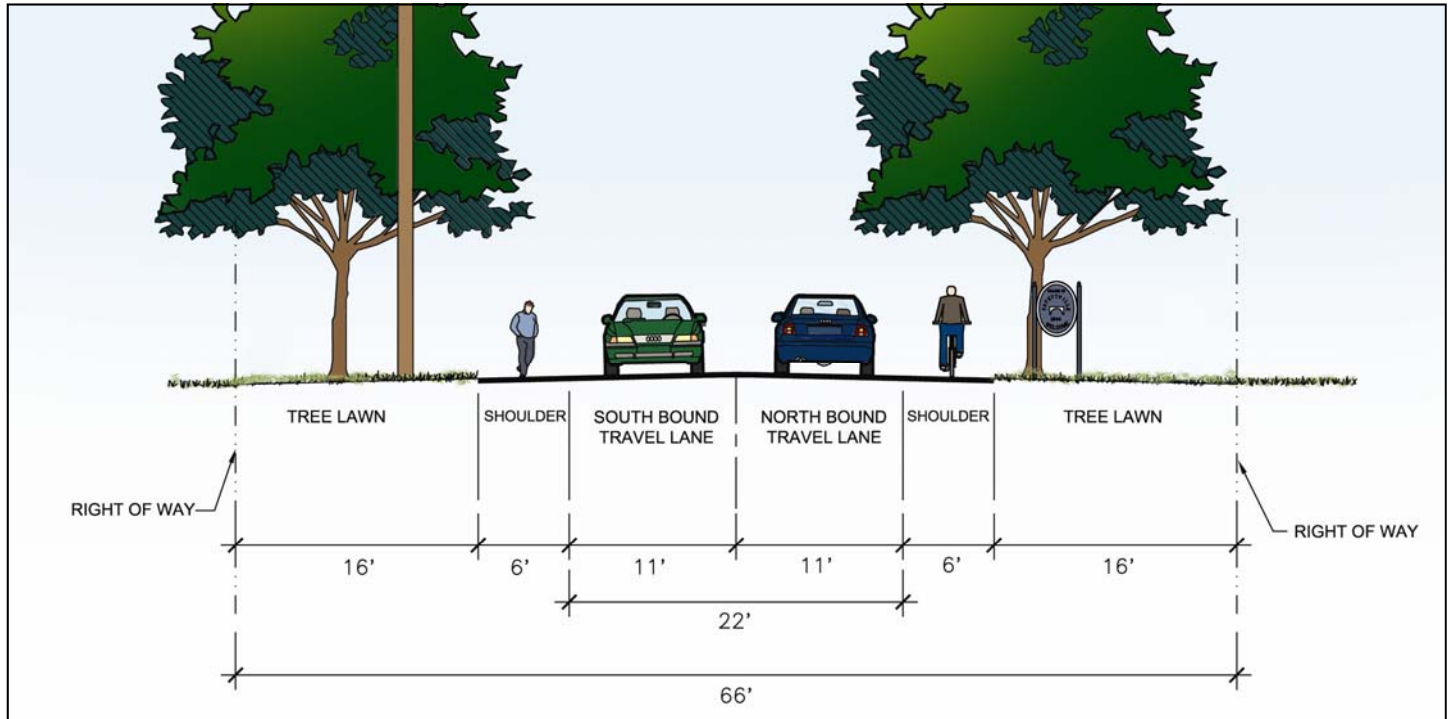


**Location B, showing sidewalks/stone dust path on both sides**

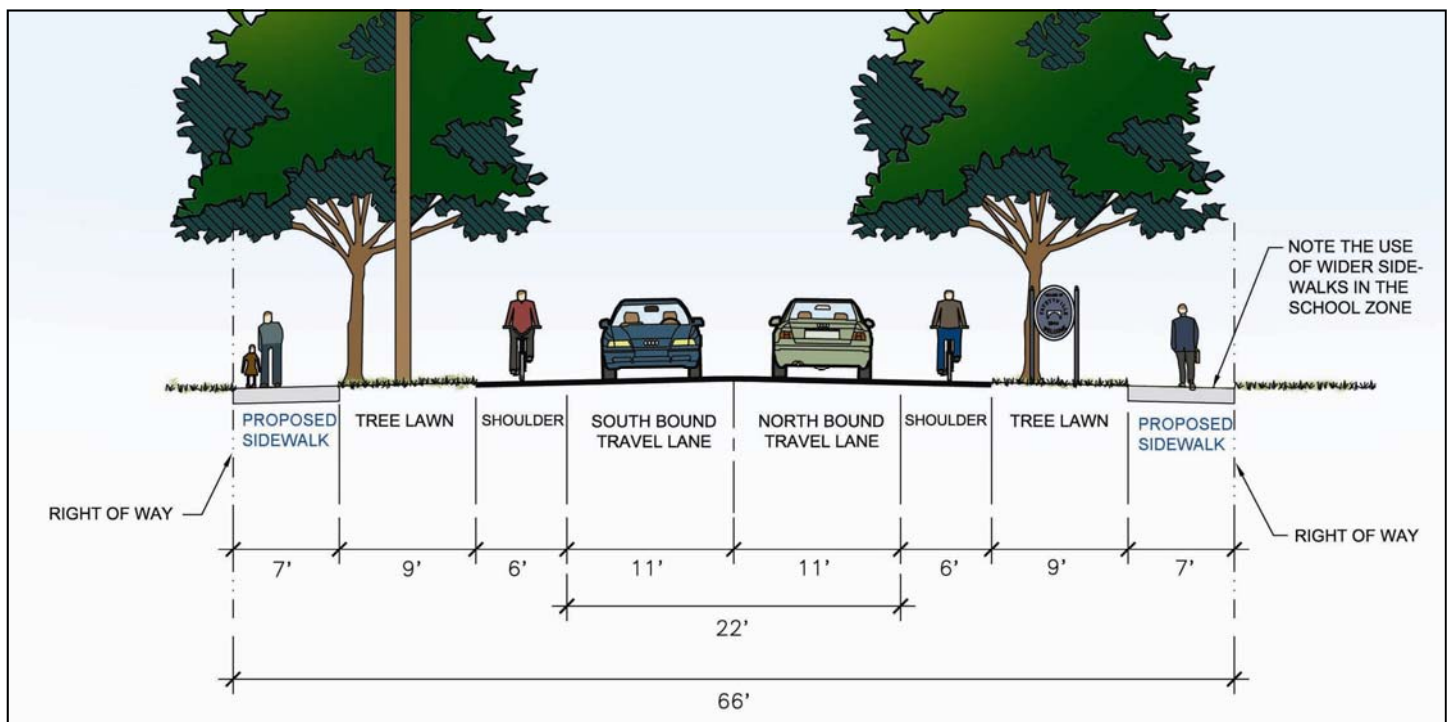


## CROSS SECTIONS

(see cross section locations identified on previous page)

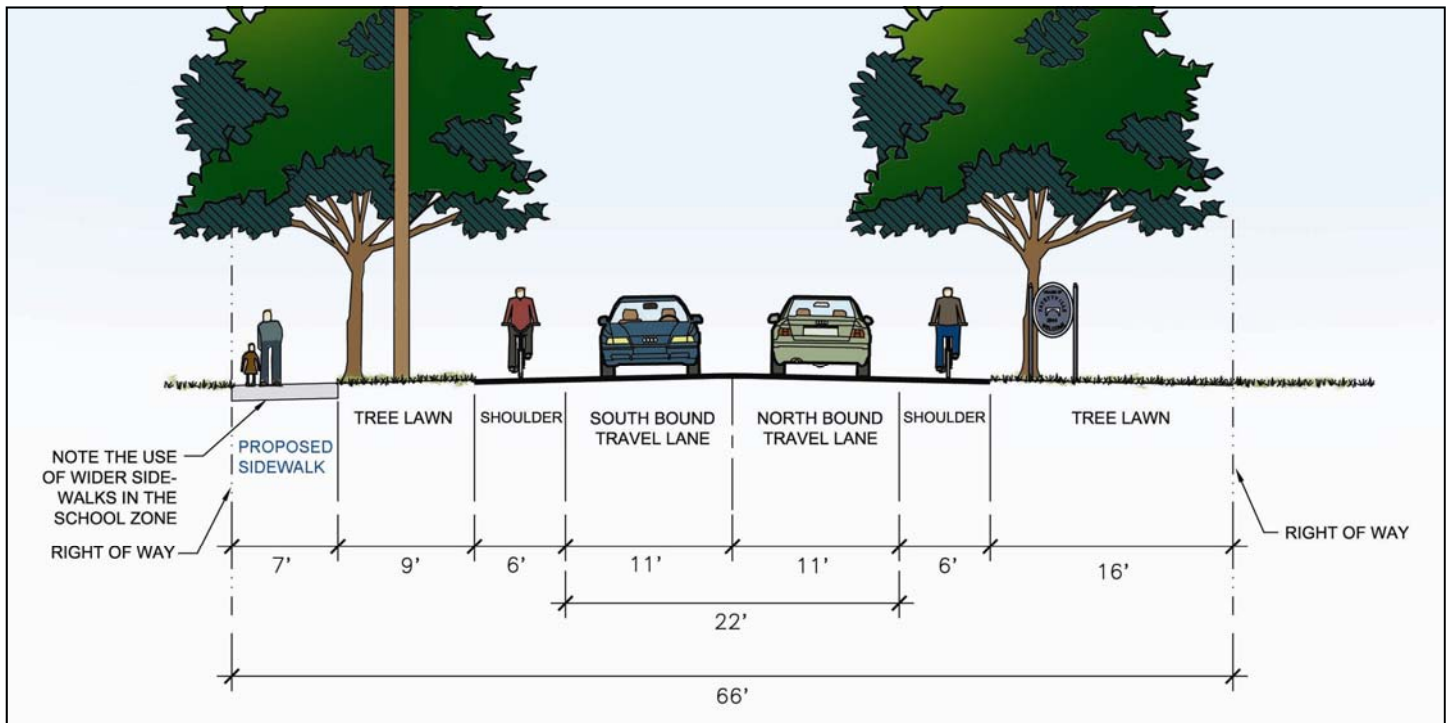


**Location A, Cross Section 1 - Existing Conditions**

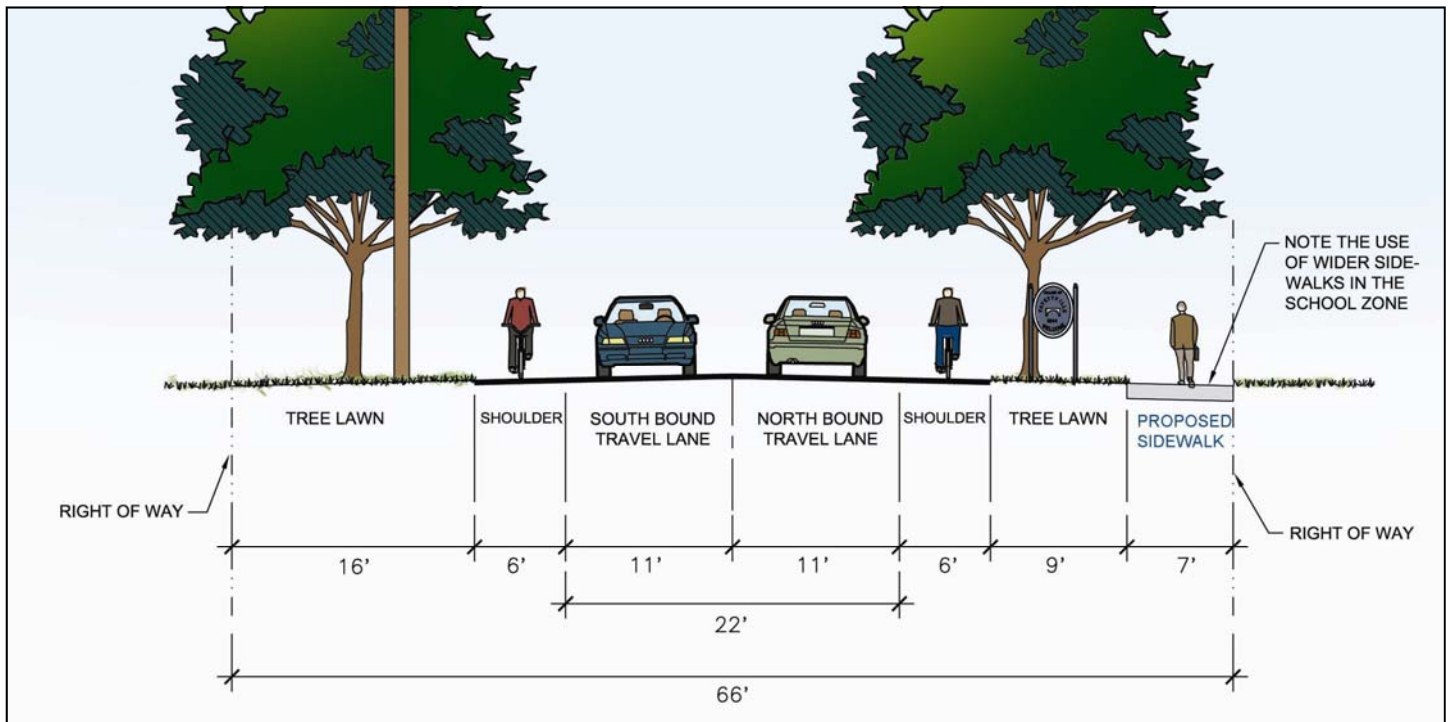


**Location A, Cross Section 2 - Alternative 1 & Alternative 4 (both sides)**

## CROSS SECTIONS (cont'd)

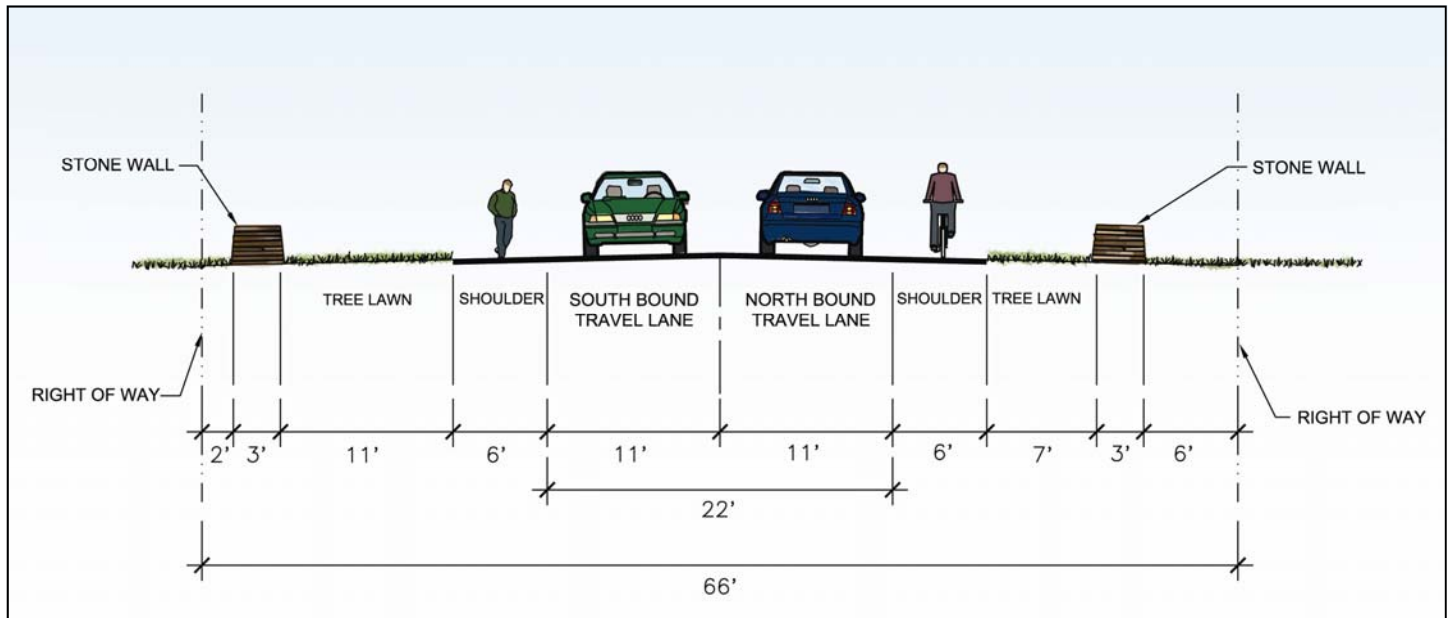


Location A, Cross Section 3 - Alternative 2A (west side) & Alternative 4 (west side)

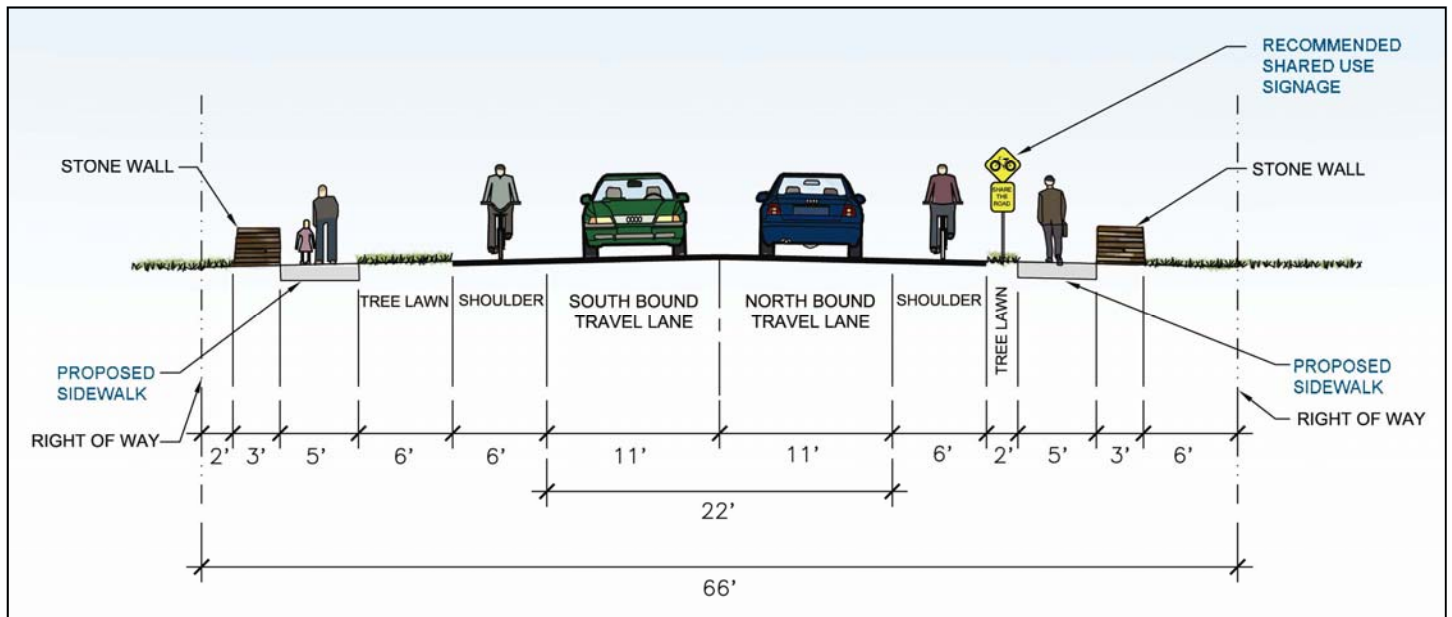


Location A, Cross Section 4 - Alternative 2B (east side) & Alternative 4 (east side)

## CROSS SECTIONS (cont'd)

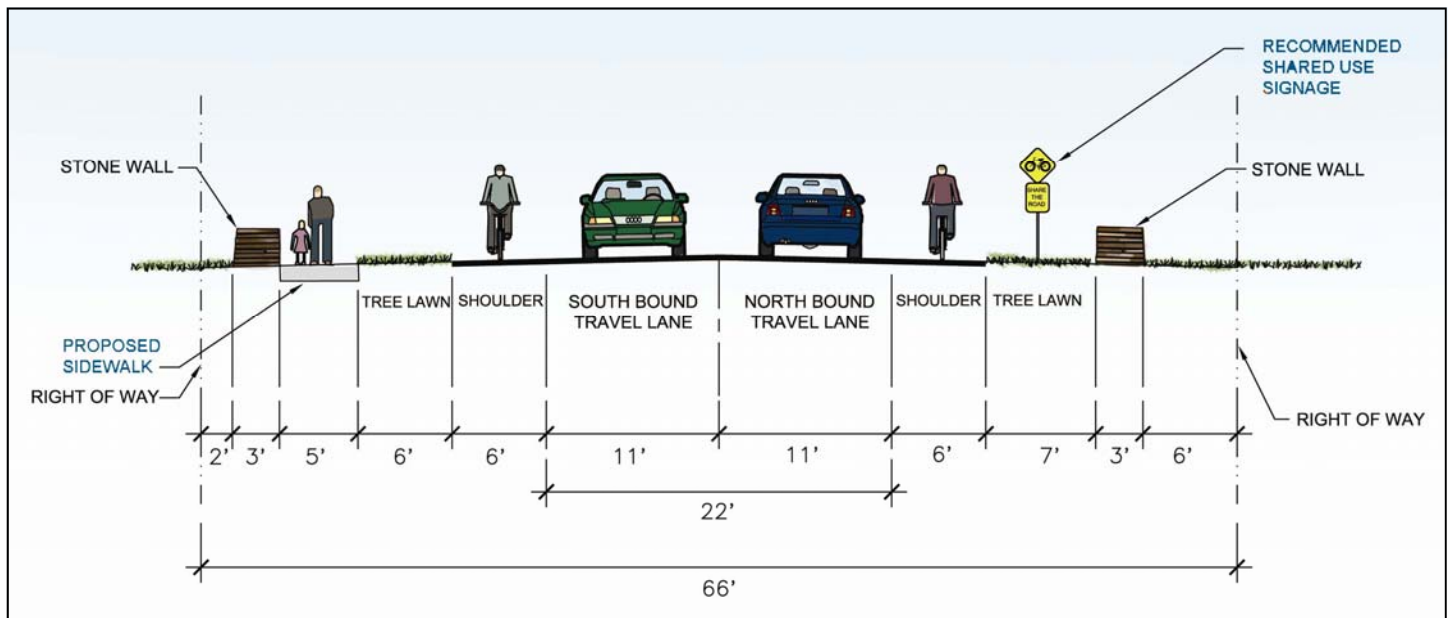


**Location B, Cross Section 1 - Existing Conditions**

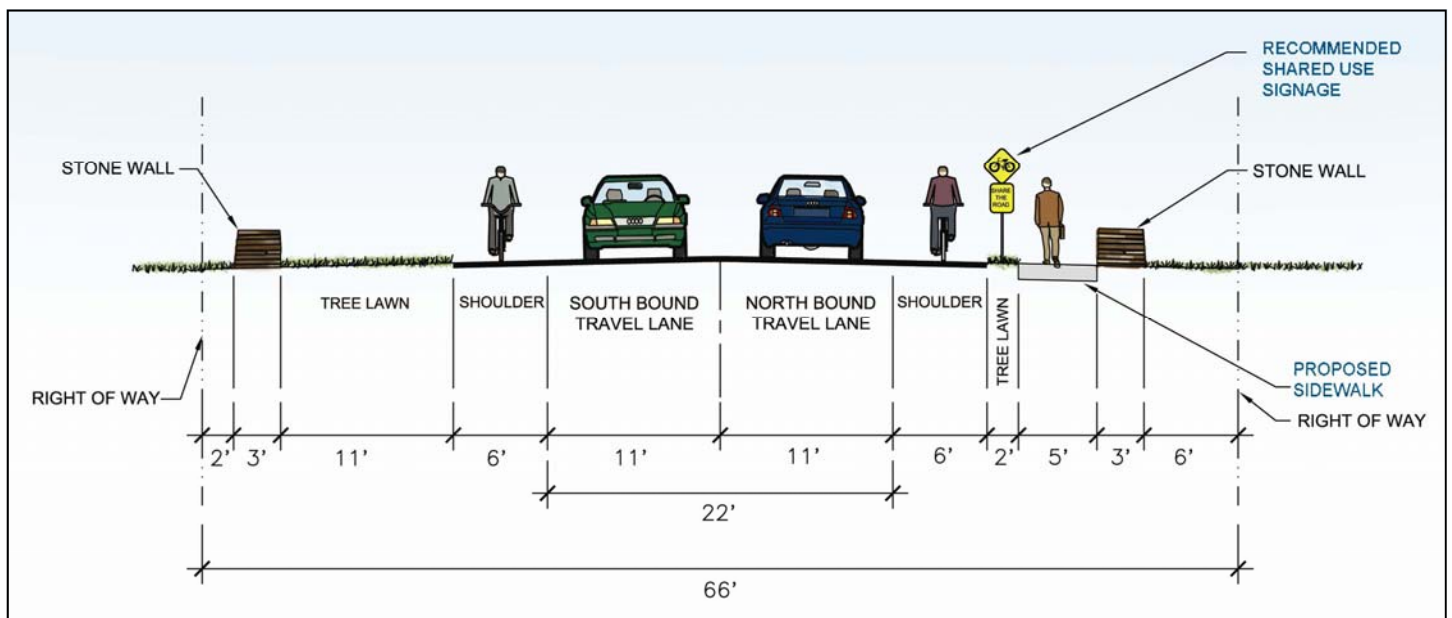


**Location B, Cross Section 2 - Alternative 1 (both sides) & Alternative 4 (both sides)**

## CROSS SECTIONS (cont'd)



**Location B, Cross Section 3 - *Alternative 2A (west side) & Alternative 4 (west side)***



**Location B, Cross Section 4 - *Alternative 2B (east side) & Alternative 4 (east side)***



## Chapter 9 – Preliminary Implementation Plan

Alternative pedestrian options recommended from Chapter 8 are included on the next pages in a tabular format including some corridor wide improvements based on the issues noted within Chapter 7 as well as public input. This preliminary implementation plan of the study's recommendations includes potential time frames (i.e., short and medium/long term) for completion, potential range of costs and potential responsible agencies.

Table 9-1 presents a preliminary plan of implementation for recommended improvements discussed in Chapter 8, as well as for improvements relating to issues identified in Chapter 7.

Programmed short-term actions (0-5 years) would include additional planning, community education, and enforcement activities along the corridor, as well as lower cost capital projects to improve mobility and access along Route 257. Medium/long-term actions (5-10 years and beyond), if determined to be financially feasible, would focus on installation of a pedestrian accommodation and associated upgrades/maintenance efforts.

A range of recommendations was developed for addressing the various items identified. Where applicable and appropriate, these recommendations are grouped/classified according to the associated level of effort and/or capital investment necessary for implementation, as follows:

- **Low**, meaning items primarily associated with management, enforcement, or procedures;
- **Medium**, indicating a middle range of effort, such as larger measures of management or enforcement, possible further examination through more detailed or focused future studies, and/or lower cost capital investments; and
- **High**, indicating a major change of policy, regulations, and/or high level of capital investment and time for approvals/funding.

**Table 9-1**  
**Preliminary Implementation Plan**

<b>Action</b>	<b>Range of Costs</b>	<b>Potential Responsible Agencies</b>
<b>Short-Term (0 to 5 years)</b>		
Refresh corridor-wide pavement markings (Route 257 and side streets)	Low	NYSDOT, Town of Manlius
Replace existing school pedestrian signage with bright yellow green fluorescent signs to improve visibility	Low	NYSDOT
Improve existing pavement, sidewalks, and the ramp that are in fair condition	Low	NYSDOT, Town of Manlius
Establish a priority list of potential projects for Safe Routes to Schools funding and/or establish a Safe Routes to School Program	Low	Town of Manlius, F-M School District
Consider establishing a school Transportation Safety Committee to work on transportation issues/concerns of students and their parents	Low	F-M School District
Continued monitoring of speed and education of motorists relative to speeding, especially during school year	Low	Town of Manlius Police Department
Examine the possibility of constructing lead walks & shelters at key locations	Medium	CNYRTA
Examine possibility of consolidation of transit stops	Medium	CNYRTA
Consider installation of Deer Warning signs (over half of the reported accidents were vehicle/deer collisions)	Low	NYSDOT
Consider installation of sign at Wheeler Ave./Route 257 pointing children to school crosswalk/crossing guard at intersection of Franklin St./Route 257	Low	NYSDOT
Replace Bike Route signs with Share the Road signs along the corridor	Low	NYSDOT
Replacement of sewer grates so that the grooves run perpendicular to bicycle travel	Low	NYSDOT
Conduct a study to examine the traffic flow during school arrival/dismissal times (queued traffic is created along Franklin Street and extends onto Route 257 by parents/guardians trying to access the school parking lot to pick up their children at Wellwood Middle School)	Medium	F-M School District, Town of Manlius, NYSDOT, SMTC
<b>Medium/Long Term (5 to 10 years and beyond)</b>		
Thoroughly examine drainage implications to any potential construction projects completed within corridor	Medium	NYSDOT
Maintain and upgrade pedestrian facilities as necessary	Low-Medium	NYSDOT, Town of Manlius

<b>Action</b>	<b>Range of Costs</b>	<b>Potential Responsible Agencies</b>
<b>Pedestrian Accommodation Alt. 1:</b> Install sidewalks on both sides of the road along entire length of study area	High	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 2A:</b> Sidewalk on the <i>west</i> side of the road along entire length of study area with increased shoulder space on the east side	High	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 2B:</b> Sidewalk on the <i>east</i> side of the road along entire length of study area with increased shoulder space on west side	High	NYSDOT, Town of Manlius
<b>Pedestrian Accommodation Alt. 4:</b> Stone dust path on both or one side of Route 257 along entire length of corridor	High	NYSDOT, Town of Manlius

## Chapter 10 – General Funding Opportunities

Various monetary resources for assisting a community with the development of a pedestrian accommodation are briefly mentioned. Further research by the Town may show that other funding sources beyond those highlighted below are available for pedestrian related projects, such as community development grants and other state or federal grants.

### Transportation Improvement Program

The Transportation Improvement Program (TIP) is the agreed-upon list of specific projects for which federal funds are anticipated. Required by federal law, the TIP represents the transportation improvement priorities of the Syracuse Metropolitan Area. The list of projects is multimodal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects.

The TIP also represents the translation of recommendations from the SMTC's Long-Range Transportation Plan (LRTP) and Unified Planning Work Program (UPWP) into a short-term program of tangible transportation improvements. All TIP projects are evaluated to assure consistency with the community goals and objectives established in the LRTP. The majority of projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation system, rather than construction of new facilities (adding capacity). In addition, all TIP projects must be in conformance with air quality requirements. Representing the culmination of the transportation planning process, the TIP signifies regional agreement on the priority of the project, and establishes eligibility for federal funding.

### Transportation Enhancement Program

The Transportation Enhancement Programs was first established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), then carried over in the Transportation Equity Act for the 21<sup>st</sup> Century and (TEA-21) and most recently continued in the latest transportation legislation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Through the TEP, innovative opportunities to improve the transportation system through the implementation of a specific list of activities intended to benefit the traveling public, increase transportation choices and access, enhance the built and natural environment, and provide a sense of place. Transportation enhancement activities offer communities funding opportunities to help expand transportation choices such as safe bicycle and pedestrian facilities, scenic routes, beautification and other investment that increase recreation, accessibility, and safety for everyone beyond traditional highway programs.<sup>29</sup> For more information on the TEP for New York State, please visit: [http://www.enhancements.org/profile\\_search.asp](http://www.enhancements.org/profile_search.asp).

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<sup>29</sup> Transportation Enhancements Program *Guidebook for Applicants and Sponsors*, New York State Department of Transportation, Rev 4/2006, pg.1.

For the latest transportation enhancement cycle, three projects within the SMTC MPA have been selected to receive federal funding. The projects include:

1. Oneida River Lighthouse Park – This project is sponsored by the Town of Hastings, and will receive \$188,000 in SAFETEA-LU transportation enhancement funds. The project will “provide for a public area/park around the Canal lighthouse, one of only three lighthouses on the entire NYS Canal System”.<sup>30</sup>
2. Nine Mile Creek Aqueduct Restoration Project – This project is sponsored by the Town of Camillus, and will receive \$1 million in SAFETEA-LU transportation enhancement funds. The project involves the “restoration of Nine Mile Creek Aqueduct to an operable condition and upgrading the condition of approximately one mile of canal bed between Warners Road and the aqueduct structure”.<sup>31</sup>
3. Erie Canal Museum Interpretive Center – This project is sponsored by the Onondaga County Department of Transportation on behalf of the Erie Canal Museum in Syracuse, NY. The project will receive \$1.2 million in SAFETEA-LU transportation enhancement funds. The enhancement allocation will be utilized for Phase 1 of the project; purchase of a vacant building and make “interior renovations in preparation for installation of new leading edge exhibitions”.<sup>32</sup>

In the last Transportation Enhancement cycle three municipalities in the SMTC MPO area received federal Transportation Enhancement funding to begin work on constructing trails in their jurisdictions. The Town of Lysander plans to begin work on constructing a trail by fall 2007/spring 2008 that will begin at the Village of Baldwinsville’s North Shore Trail and Village Center Walk, connect through Town neighborhoods along the Seneca River, and tie to the Onondaga Lake Trail at Long Branch Park. The Village of Baldwinsville and Village of Marcellus also each received Transportation Enhancement funding that will be used to complete similar trails in their jurisdictions. The South Shore East Trail project in the Village of Baldwinsville is moving forward as the Village has been working on putting easements together. As an aside, Baldwinsville’s north Shore East portion of the trail was recently completed. The Village of Marcellus’s Nine Mile Creek Walk is making progress as the Village is now going back to the architect for the final Creek Walk drawings. These trails could also eventually connect to the larger Canalway Trail.

### Safe Routes to School

The Safe Routes to School Program (SRTS) is a Federal-Aid program of the U.S. Department of Transportation’s Federal Highway Administration (FHWA). The Program was created by Section 1404 of SAFETEA-LU. The SRTS Program is funded at \$612 million over five Federal fiscal years (FY 2005-2009) and is to be administered by State Departments of Transportation (DOTs).

The Program provides funds to the States to substantially improve the ability of primary and middle school students to walk and bicycle to school safely. The purposes of the program are:

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<sup>30</sup> Project Application for Oneida River Lighthouse Park. Town of Hastings. Pg. 6. June 30, 2006.

<sup>31</sup> Nine Mile Creek Aqueduct Restoration Project. Town of Camillus. Pg. 6. June 2006.

<sup>32</sup> Erie Canal Museum Interpretive Center Project Application. Erie Canal Museum. Pg. 4. June 2006.

1. to enable and encourage children, including those with disabilities, to walk and bicycle to school;
2. to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (approximately 2 miles) of primary and middle schools (Grades K-8).<sup>33</sup>

NYSDOT is just beginning to develop an application for municipalities to apply for this funding. There is \$32 Million (\$612 M nationwide) available for NYS between 2005 and 2009. At the time of printing of this document, NYSDOT plans to have just one round of applications so that larger projects can be accomplished. Currently the plan is to distribute the \$32 Million money to each of the eleven NYSDOT Regions based on a pro-rated share of the K-8 student population, as well as on individual project needs. Municipalities that apply will have to front the money but will be reimbursed should their project be chosen.

The SRTS program in New York State will consist of both infrastructure and non-infrastructure project types. Infrastructure projects could range from sidewalks, crosswalk installation, and shared use paths among others. Non-infrastructure projects relate to educational opportunities and enforcement. For further details on the SRTS program, please refer to the web site listed at the bottom of the page and the NYSDOT program guidance once it becomes available.

As noted above in the program purposes, the funds may only be utilized on projects within a two mile radius of a primary or middle school. The federal guidelines also state that any school which houses grades K-12 or 7-12 are also eligible for project submittal. If SRTS funds were sought after around Wellwood Elementary and Fayetteville Middle School the entire Route 257 study area could conceivably implement projects. We highly recommend that the Town, in cooperation with the F-M School District, look into this program

### Locally Funded

The Town of Manlius could also choose to utilize Town funds (via taxes, a sidewalk district or some other local funding mechanism) to build a pedestrian facility along Route 257. This decision would clearly need to be made at the Town level.

As noted in this Chapter, there are several funding mechanisms available to the Town of Manlius should the decision to construct a pedestrian facility along Route 257 between the Villages of Fayetteville and Manlius be made.

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<sup>33</sup> Federal Highway Administration, *Safe Routes to School Overview*, <<http://safety.fhwa.dot.gov/saferoutes/overview.htm>> (8/2006).



# **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**

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## **Final Report APPENDICES**

**November 2007**



# **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**

*Final Report APPENDICES  
November 2007*

This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council (with assistance from Clark Patterson Associates) is solely responsible for its contents.

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[www.smtcmtpo.org](http://www.smtcmtpo.org)*

## **APPENDIX A**

### **PUBLIC INVOLVEMENT**

## **I. Introduction**

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws. Such legislation underscores the need for public involvement, calling on Metropolitan Planning Organizations (MPO) such as the Syracuse Metropolitan Transportation Council (SMTC) to provide citizens, affected public agencies, businesses, local government, and other interested parties with a reasonable opportunity to comment on transportation plans and programs.

While public participation is mandated, it is also practical. No one organization has a monopoly on good ideas – they often germinate through an open exchange of information. It is the SMTC's intention to promote the shared obligation of the public and decision makers to define the goals and objectives of the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**, to develop alternatives, and to evaluate the alternatives.

## **II. Goals**

The Public Involvement Plan (PIP) of the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study** is intended to identify and set out to:

- (1) Create public awareness relative to the study's goals, objectives, and process, as well as publicize the public participation opportunities and activities available throughout the study; and
- (2) Involve the public throughout the planning process.

## **III. Formation of Study Advisory Committee and Interested Stakeholder Group**

The PIP includes the formation of two groups to assist the SMTC in the study effort. A Study Advisory Committee (SAC) consisting of representatives from affected organizations, local and state governments and agencies (including but not limited to the Town of Manlius, Syracuse-Onondaga County Planning Agency (SOCPA), New York State Department of Transportation (NYSDOT), and selected representatives from the Villages of Fayetteville and Manlius) will meet regularly with the SMTC to assist in managing the project. The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed input and guidance throughout the project.



It is anticipated that a *minimum* of three (3) SAC meetings will be held throughout the course of the study. Securing a meeting location (facility), announcing the SAC meetings through mailings, running the SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will all be the responsibility of the SMTC.

In addition to the SAC, a list of interested “stakeholders” (a broader group of interested individuals with significant relations and interest in the study area) will be maintained by the SMTC. The stakeholders will be sent pertinent study information, kept apprised of significant study developments, notified of all public meetings, and encouraged to provide feedback and comment regarding the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**. If during the course of the study it is warranted, a “stakeholder workshop” may be held separately to further assist the study in gathering and processing public input.

The SMTC and project sponsors will determine initial representation on the SAC and Interested Stakeholders group. However, the SMTC will actively seek input at its “kick-off meeting” and throughout the course of the study regarding additional individuals who could participate in this planning activity and provide valuable input and perspective.

#### **IV. Meetings and Public Comment**

The SMTC will hold public involvement meetings/workshops at specific stages during the study. Securing a meeting location (facility), promoting the event through flyers, mailings and press releases, presenting the public meetings (including preparation of agenda, materials, presentations, etc.) and preparing the minutes of each meeting will be the responsibility of the SMTC.

The first public meeting will provide the opportunity to formally present the study to the public and will occur very early in the study’s time frame. Citizen input obtained from this meeting will be considered throughout the remaining stages of the study, and will be factored into subsequent reports, conclusions, and/or recommendations. At this meeting, some of the known and perceived issues and concerns will begin to be identified and discussed.

The second public meeting will take place following the gathering and summation of existing conditions data and information. This meeting will serve to inform the public of the existing conditions and data analysis reached through this portion of the study, as well as invite the public to speak out on the next phase of the study process, which will examine and document relative transportation and mobility issues.

An additional public meeting will serve to share the noted relative transportation and mobility issues and present the draft alternatives and recommendations to the public. Known and perceived issues, draft alternative solutions, recommendations, and an implementation plan (developed and evaluated through the public and SAC process) will be discussed at this meeting. This will be the final opportunity for the public to make comment before a Draft Final Report is prepared and presented to the SMTC Planning and Policy Committees.

The SMTC will be responsible for the scheduling and preparation of all meetings and distribution of meeting documentation. SMTC will also be responsible for presenting at all SAC and public meetings (to include preparation of agenda, materials, presentations, etc.), preparing meeting minutes that document the discussions and decisions of the committees, including the documentation of public input; and the production of technical memorandums, reports, handouts, etc.

Note: All meetings (SAC and public) will be held in a handicapped accessible facility in compliance with the Americans with Disabilities Act. The SMTC will make every effort to respond to those who need a sign language interpreter, assistive learning system, or any other accommodations to facilitate the public's participation in the transportation planning process.

To further increase its outreach to the public, the SMTC will be initiating and conducting a variety of public involvement activities:

**Introductory Flyer:** The SMTC will develop a one-page introductory flyer about the study that will serve to introduce the public to the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**. This flyer will focus on the purpose, goals and objectives of the study. It will seek to educate, inform and encourage feedback and public comment. Additional flyers (to highlight specific study development or publicize public meetings) may be distributed as the study progresses if deemed appropriate.

**Material Distribution at Locations Within Study Area:** If deemed necessary (at the discretion of the SAC and/or other appropriate SMTC committees), the SMTC may distribute miscellaneous study-specific information at sites throughout the study area (e.g. libraries, gas stations, restaurants, convenience stores, etc.). This information may include one or more of the following: introductory flyer, meeting notice, comment card, and a pre-addressed survey on a particular study issue. It is also the SMTC's intent to work with and encourage other agencies to include this information in their publications or to assist in material distribution. For example, the SMTC will be working with the Town of Manlius, seeking their assistance in "getting the word out" about the study, and helping to publicize public meetings.



All citizens (especially those who are not able to attend the public meetings or participate in direct contact with the SMTC staff) are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study's project schedule, verbally, and on all study material and publications. The public is also welcome to attend any of the publicized SMTC Executive, Planning and Policy Committee meetings in which the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study** may be on the agenda as a discussion item.

## **V. Press Releases/Media Coverage**

The SMTC will issue news releases (announcing the details of all public meetings) to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**.

If possible, all media inquiries should be directed to the SMTC staff director or project manager. However, this is not always possible. If you (e.g. SMTC committee members, SAC members, and/or interested stakeholders associated with the study) are interviewed by the media, please limit your comments to your respective agency's opinion or involvement in the study. As for speaking to the media on specific issues and questions regarding the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**, its progress and development, this is the exclusive responsibility of the SMTC.

## **VI. SMTC Publications**

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and particular studies. This newsletter is distributed to nearly 2,500 individuals, some of who include the media; local, state, and federal agencies associated with the SMTC; municipal and elected officials; community agencies and representatives; and a large number of interested citizens. It is anticipated that articles on the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study** (e.g. study development issues or the announcement or coverage of a public meeting) may be published in subsequent issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flyer/report to convey a timely study development; the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**.

## **VII. Miscellaneous Public Involvement Efforts**

To further its public involvement efforts, the SMTC will be asking the SAC members and interested stakeholders to assist them in better notifying citizens and community groups living and/or working in the study area about the public meetings and the study in general. Such a request is imperative in order to get the “grassroots community” involved. By helping to distribute flyers/announcements and speaking to the members of the community about the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**, the SAC and interested stakeholders will serve to further promote public involvement in areas (and to individuals) that were not reached through the standard outreach.

Meeting notices and study-specific material previously mentioned may also be posted at libraries, local stores, shopping centers, and/or businesses.

Approved documents, such as the study’s Final Report, may be made available at libraries within the study area. News releases will be produced to announce the availability of such items, as well as invite written comments to be submitted to the SMTC.

The SMTC web site [[www.smtcmpo.org](http://www.smtcmpo.org)] will also serve as a resource for general information about the SMTC, the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**, and any final approved reports.

If a certain need arises to get public perception/opinion on a particular topic/issue, surveys may be used at one or more of the public meetings.

## **VIII. Conclusion**

It is important for the SMTC to understand public attitudes and values in the early stages of the **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**, as well as solicit input from affected citizens and community representatives. It is the SMTC’s belief that the public involvement plan set forth, one that solicits input frequently, will bring people inside and provide the opportunity for the public to develop greater awareness and active involvement. In such a study that pays particular attention to preserving and enhancing the pedestrian and transit-oriented nature of the neighborhoods, such involvement is paramount.



# Route 257 Study SAC Members

August 15, 2007

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# Route 257 Study SAC Members

August 15, 2007

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# Route 257 Study SAC Members

August 15, 2007

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# PUBLIC MEETING!

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL



## ***F-M Road / Route 257 Pedestrian Accommodation Feasibility Study PUBLIC MEETING***

**Tuesday, November 1, 2005  
7:00 P.M.**

**Wellwood Middle School Auditorium  
700 South Manlius St., Fayetteville, N.Y.**

This first public meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study will provide the opportunity for the Syracuse Metropolitan Transportation Council (SMTC) to formally present this project to the public. The meeting will include an explanation of the project's study area, the purpose of the study, and tasks the SMTC will undertake to complete this project. Following the formal portion of the meeting, the public will be encouraged to ask questions and comment on their pedestrian and vehicular experiences, issues, and concerns along Route 257 between the Villages of Fayetteville and Manlius.

The SMTC is completing this project as part of its 2005-2006 Unified Planning Work Program on behalf of the Town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the Villages of Fayetteville and Manlius. In its final phase, the project will also establish approximate cost estimates of said facility and gauge the local public sentiment on its appropriateness for this corridor. The project is expected to take approximately twelve months to complete.

For more information, contact Danielle Krol of the SMTC at (315) 422-5716.



SMTC







**Syracuse Metropolitan Transportation Council**

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Phone (315) 422-5716  
Fax (315) 422-7753  
[www.smtcmpo.org](http://www.smtcmpo.org)

## **NEWS RELEASE**

**FOR IMMEDIATE RELEASE – October 21, 2005**

Contact: Danielle Krol, Senior Transportation Planner  
(315) 422-5716; e-mail: [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)

### ***Public Meeting Scheduled for F-M Road / Route 257 Pedestrian Accommodation Feasibility Study***

**SYRACUSE, N.Y.** – The first public meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study will provide the opportunity for the Syracuse Metropolitan Transportation Council (SMTC) to formally present this project to the public. The meeting will be held:

**Tuesday, November 1, 2005**

**7:00 p.m.**

**Wellwood Middle School Auditorium**

**700 South Manlius St.**

**Fayetteville, New York**

*The auditorium is handicapped accessible.*

The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the Villages of Fayetteville and Manlius. This meeting will include an explanation of the project's study area, the purpose of the study, and tasks the SMTC will undertake to complete this project. Following the formal portion of the meeting, the public will be encouraged to ask questions and comment on their pedestrian and vehicular experiences, issues, and concerns along Route 257 between the Villages of Fayetteville and Manlius.

In its final phase, the project will also establish approximate cost estimates of said facility and gauge the local public sentiment on its appropriateness for this corridor. The project is expected to take approximately twelve months to complete.

For more information, please contact Danielle Krol at (315) 422-5716 or [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org).

###

## **What is the SMTC?**

The Syracuse Metropolitan Transportation Council was formed in 1966 as a result of the Federal Aid Highway Act of 1962 and Urban Mass Transportation Act of 1964. Serving as the metropolitan planning organization (MPO) for the Syracuse Metropolitan area, the SMTC provides the forum for cooperative decision making in developing transportation plans and programs for Onondaga County and small portions of Madison and Oswego Counties. The SMTC is comprised of elected and appointed officials, representing local, state and federal governments or agencies having interest in or responsibility for transportation planning and programming.

**Log on to the SMTC web site for the latest in transportation  
planning in the Syracuse Metropolitan Area: [www.smtcmpo.org](http://www.smtcmpo.org)**



## MEMORANDUM

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**DATE:** November 15, 2005  
**TO:** File  
**FROM:** Danielle Krol, Senior Transportation Planner/Project Manager  
**RE:** Minutes from November 1, 2005 Public Meeting

**SMTC staff present:**

Mario Colone – Junior Transportation Planner  
James D'Agostino – Program Manager  
Danielle Krol – Senior Transportation Planner/Project Manager  
Mary Rowlands – Director

The first public meeting for the SMTC's Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study was held on Tuesday, November 1, 2005 at Wellwood Middle School on F-M Road in Manlius. Approximately 100 individuals attended. The meeting started at approximately 7:10 PM with an introduction and brief overview of the study. The presentation, conducted by Danielle Krol, consisted of the following:

- Introduction of the Syracuse Metropolitan Transportation Council (SMTC) – who the agency is and what SMTC does;
- Purpose of the study; and an
- Explanation of the study process and schedule

Following the presentation, Ms. Krol invited those that signed up to speak to express their concerns, ask questions, and provide comments. Each speaker was limited to three minutes. The following noted comments, questions, and concerns represent the SMTC's understanding and interpretation of the discussion that occurred:

- Don Casler stated that years ago, residents requested a lighting district where he lives. He noted that he has been paying taxes for it ever since. He thinks that perhaps a sidewalk district would be created if it is put to a vote, which he is opposed to.
- Philip Buff indicated that he is truly frightened of walking along F-M Road, saying that vehicles travel too close to the shoulder stripe. He values the 200-year-old trees and stonewalls, but would like to see some improvements made on the road, even if that means removing or replacing those items in order to provide a safer and healthier environment for



the community. Mr. Buff stated that there are ways to engineer anything – citing a few examples of engineering feats throughout history.

- Stephen Shapiro feels that F-M Road has turned into a very busy highway. He believes that children should be prohibited from using a sidewalk on F-M Road for safety reasons, stating that it appears that the school bus is the safest way for children to get to school. He noted that there are paths available for pedestrians behind the road. Mr. Shapiro indicated that seventy-five percent of the people that live on F-M Road do not want this project. He believes that sidewalks would destroy the overall look of the road where the old trees and stone walls are a prize and historic. He believes that there will be a tremendous financial burden placed on residents if this project goes to fruition.
- Marilyn Jeffery indicated that she is opposed to a sidewalk district or the use of taxes for constructing a pedestrian facility along F-M Road. Through her research, she has discovered various funding options that may be available to the Town of Manlius. Ms. Jeffery pointed out that sidewalks would be a huge asset to the community, noting that there is less than one mile along the road to connect the two villages and numerous amenities. She feels the road is treacherous, and that cars need to slow down and the Town needs to get creative. Ms. Jeffery believes that what is needed is a slower speed limit and some well designed sidewalks.
- Christine Robison stated that a sidewalk or other pedestrian accommodation would not only connect people on the road, but would also connect residents with other areas of the town. She sees this as the only connection between the two villages and would like to see something done to improve this connectivity. Ms. Robison indicated that sidewalks would be a huge enhancement to the road and community.
- Jon Brenizer indicated that he is opposed to sidewalks. He stated that out of the eighty-one homeowners on the road, only sixteen percent are in favor of installing sidewalks. Mr. Brenizer noted that the homeowners association circulated a petition, allowing him to provide this figure. He feels it is a misconception that sidewalks on F-M Road would make it safer for children to get to school and also create a safer route for their travels. He indicated that studies have shown that school aged bicyclists have the highest injury and fatality rate followed by school aged pedestrians. Mr. Brenizer noted that school buses have been shown to be the safest mode of transportation to school. He shared that the Transportation Research Board states that bussing children to school is far safer than children walking to school. He noted that it is a policy of the school district that children ride buses due to inherent safety concerns. Mr. Brenizer indicated that the school district has said that F-M Road is a hazardous pedestrian route for grades K-12. He believes that F-M Road sidewalks would not be used to get kids to school; rather they would be used by a few for recreation purposes.
- Susan Hartman Brenizer stated that she is opposed to the sidewalk proposition. She noted that vehicles do not travel the posted speed limit on the road, and sidewalks would not make any difference in decreasing speed or improving safety. She believes that if they don't protect the historic heritage of the road then who will.
- Doris Stoddard stated that this project is not about individual property owners along F-M Road, but that it is about safe pedestrian connections between the villages and their amenities, reducing traffic volume and speed, preserving the historic and aesthetic integrity of the neighborhood, and providing a better quality of life for the entire community.



- Barbara Flintrop indicated the shoulders along the road are currently being utilized by bikers and walkers. She feels that if anything is done, it should be widening of the shoulders. She has previously asked the New York State Department of Transportation (NYSDOT) to perform a study on the reduction of speed along the road and the possible placement of stop signs in both the northbound and southbound directions to reduce the speed of traffic. Ms. Flintrop is concerned with the infrastructure on the road, or lack thereof (i.e., sewer system, drainage). She noted that adding sidewalks may mean more work to improve drainage conditions. *SMTC response:* Ms. Krol stated that this is the beginning of the study; however, items such as drainage would be addressed if/when an engineering analysis is completed.
- Mike Flintrop noted that this is a very volatile topic, and believes it is about people's property. He is not reassured that the project will not end up as a sidewalk district where the property owners along the sidewalk would be responsible for paying maintenance costs. He is interested in safety, but is also concerned with what this could cost in twenty to thirty years. He believes that where this project is going, there will be a lot of nervous property owners.
- Dick Sykes noted that it appears that very few residents on F-M Road support the project. He stated that it seems ridiculous to do a study with such little support.
- Bob Hillers stated that the residents south of Kelly Drive are opposed to the project and should also be represented in the study area. *SMTC response:* Ms. Krol responded that the study area does include those south of Kelly Drive.
- Mike TenEyck stated that as a F-M Road homeowner, he is in support of the project. He would like to see people get out and recreate along this road. He feels that a sidewalk or other pedestrian facility would be a good thing for the community and would have the potential to increase property values.
- Mary Jane Nathan indicated that she is in favor of sidewalks for the betterment of the entire community.
- Judith Skelton noted that she is opposed to sidewalks, saying that she is in a different situation than most. Ms. Skelton stated that drainage and flooding of the creek in the back of her property is a concern. She stated that whenever something manmade is done to alter the creek or the pipe under the road, the natural flow of the water is changed. She feels that additional change may cause more problems. She wanted to know if the study would address drainage issues. *SMTC response:* Ms. Krol stated that the SMTC study would not address specific drainage issues. She noted that if the Town decides a pedestrian facility should be added to F-M Road, engineering and drainage issues would then be further examined. Ms. Mary Rowlands further added that state engineers would have to be involved with any construction work completed on F-M Road.
- Daniel Chakin noted that he is in support of sidewalks. He stated that he would never let a child walk alone to school without adequate pedestrian facilities, but would want to walk with them. He feels that this project is for the entire community, stating that "we are neighbors" and part of the same community. He implored everyone, whichever way the study goes, to stay engaged in the community.



- Senta Siuda stated that she lives in the Village of Manlius. Her primary concern is about sidewalks in front of all the schools in the F-M School District for all the children to use. She noted that the community needs safe ways to get to school on foot.
- Lee A. Jones noted that he walks along F-M Road, primarily in non-winter months. He wanted to know what the responsibilities of people living on the road would be (i.e., maintenance and liability), and asked the SMTC to think about these concerns.
- Geryle Conway noted that she walks along the road almost every week using the ample shoulder space. She wanted to know in regards to constructing sidewalks, how it would be done and where exactly the sidewalks would be placed. She stated that she never saw a need for a sidewalk on the road and is still not convinced that there is a need for them.
- John Gilligan stated that this project is about homeowner's property that will be taken and abused. He noted there are other options to sidewalk construction and feels the answers right now are very vague. He stated that homeowners along F-M Road need answers to costs and where will the money come from to do so. *SMTC response:* Ms. Krol stated that this is exactly what the SMTC study will be focusing on.
- Linda T. Cohen indicated that there are many hazards along F-M Road, particularly for those walking and crossing the road. She said she would never let a child walk to school along this road. She feels it would be a nearly impossible task placed on the homeowners along the road to maintain sidewalks in this climate. She asked that the SMTC and Town consider her fear that by placing sidewalks on this road, we would "invite calamity by pervading the illusion of safety".
- Linda Kolozsvary noted that she lives in the Village of Fayetteville. She stated that it seems that residents are stuck between the two villages and mainly have only one option, which is the automobile. She noted that she uses the sidewalks in the Village a lot and supports this project. She hopes that the people that want the sidewalks respect the concerns of the people who live on the F-M Road, and that the opposition also respect those who support sidewalks and give them an opportunity to express their concerns.
- Stan Linhurst indicated that sidewalks would increase aesthetic value of the properties along beautiful F-M Road. He feels that residents should not allow the trees and stone walls to be displaced, and that it is a privilege to live in such a community, and that sidewalks would only enhance that. He does not want to drive everywhere and feels that any type of pedestrian facility should be built to protect the health and safety of residents, saying that the shoulder is not enough. He believes there needs to be something designed that protects property rights and personal safety.
- Alan Burstein shared that he occasionally walks F-M Road. He said that vehicles need to be slowed, and that breaking up the highway that has turned into a speedway is necessary. He says that to make it sound like we would be saving the waistlines of our children is a falsity. He feels that the most economical and sensible thing to do would be to slow traffic, which may make it easier for people walking on the road. He believes that sidewalks cannot be built without taking trees and walls down. Mr. Burstein stated that the proposal does not make any sense. He said there are no answers to the questions, especially in a climate where there is six months of bad weather. He wanted to know what was going to be done about property owners' responsibility to clear sidewalks.



- Brian Stone stated that he is one of the few homeowners on F-M Road that supports the notion of sidewalks, and also cares about the aesthetic value of the road. His primary concern is speeding on the road and he does not see how a sidewalk would detract from the historical significance of anyone's house. He asked as far as destruction of property, wouldn't sidewalks be constructed in the State right of way. He is troubled by seeing so many people mobilized against a sidewalk when it has not yet been quantified what it would do to their property. He noted that everyone seems concerned about the destruction of walls and trees when they do not know what is going to happen yet. He asked everyone to wait and see what the study shows, and decide at that time. *SMTC response:* Ms. Krol responded that the SMTC may find that trees and stonewalls would not have to be displaced. She then stated that the issue of speed had been mentioned a few times. She noted that it would be unrealistic for the SMTC to suggest placement of any pedestrian facilities without further examining speed. Ms. Rowlands then responded to several previous speakers that mentioned they are not in support of "the proposal". She stated that the SMTC is not proposing anything at this time. Ms. Rowlands indicated that the agency is looking at all pedestrian facility options, and when that is completed, the study will then be handed over to the Town of Manlius.
- Carol Porter indicated that she is very concerned with speeding vehicles along F-M Road. She stated that children used to walk to school years ago, but that now it is a different time and place. She noted that the characteristics of the road have changed. Ms. Porter feels that the best thing to do for the road would be to slow traffic to 30 MPH.

At 8:50 PM, the floor was opened to general questions and comments from the audience. These questions and comments are noted below:

- One individual noted that looking at a photograph in the presentation the SMTC gave, there are some stonewalls and fences that are right along the telephone poles. She felt that it was not feasible to build a meandering path along the road in similar type locations. She stated that the proposal is about encroachment. *SMTC response:* Ms. Krol responded that at this time, the agency cannot answer if both sides of the road, or one or the other side, would be used for construction purposes. She said that these types of concerns will be examined in more detail during the study. Ms. Krol also noted that the SMTC cannot say at this time if a path, sidewalk or widened shoulder would be the best option.
- A resident was uncertain about the SMTC doing a study for a road under state ownership. *SMTC response:* Ms. Krol noted that the Town of Manlius approached the SMTC and asked the agency to complete the study. She further noted that the state is a member agency of the SMTC and is involved as a study committee member.
- An individual asked about the cost of the study. *SMTC response:* Ms. Krol stated that the study cost is \$40,000.
- As a follow up, this person wanted to know if the \$40,000 included any further engineering studies or drainage studies. *SMTC response:* Ms. Krol responded that the study does not include any further funding for an engineering study. However, if it gets to a point where some surveying work is needed on the planning level, the SMTC would bring in an engineering firm to assist.

- One individual stated that there was no mention of weather conditions. This individual feels that the safest way to get kids to school is by bus. *SMTC response:* Ms. Rowlands indicated that if the SMTC study moves forward and the Town decides to add sidewalks or widen shoulders without taking any property, it does not mean that bussing will stop. She stated that the SMTC is not proposing that bussing be stopped because sidewalks are in place. She further noted that bussing policies are up to the school and Town of Manlius to determine and alter as needed.
- One individual noted that he would not want to build something along a railroad track and feels that is what F-M Road is like.
- A resident asked if the current utilization of the road would be examined as part of this study. *SMTC response:* Ms. Krol stated that this would be examined in the study.
- A citizen wanted to know what happens after this study is complete. Manlius Town Supervisor Hank Chapman responded that the SMTC study would provide alternative options for a pedestrian facility along with associated costs. He stated that at that time, the Town would have to sit down and make a decision on whether or not to move forward with adding a pedestrian facility along F-M Road. Supervisor Chapman stated that depending on options and financing, it may very likely go to a referendum.
- Another individual wanted to know about future costs. She said there had been a few references to engineering studies, and wanted to know if this would be included as part of the SMTC study. *SMTC response:* Ms. Rowlands indicated that the SMTC is not an implementing agency and noted that approximate costs as they relate to engineering would be included in the SMTC study.
- A resident followed up and wanted to know if the engineering phase cost estimates would include maintenance? *SMTC response:* Ms. Rowlands noted that a general maintenance estimates would be included.
- One individual commented that the Town of Manlius runs from Rattlesnake Gulch to Cazenovia. He noted that the SMTC would find that not everyone in the Town would want to pay for sidewalks that are not in their general vicinity.

Once all comments had been noted, Ms. Krol thanked those present for their input. She reminded them that the SMTC staff would continue to take comments after the meeting and that the SMTC could also be contacted via the comment cards, phone, email and fax. The meeting formally ended at 9:00 PM.

Following the meeting, a few comment cards were handed to SMTC staff. Comments obtained through these cards are as follows:

- One individual noted that they would be in favor of a 30 MPH speed limit and a stop sign on F-M Road at Hunt Lane to interrupt the momentum of speed. This person is satisfied with the current conditions for cyclists, joggers and pedestrians on F-M Road and is not in favor of this sidewalk project.
- Another resident indicated they would rather have sewers than sidewalks. They noted that a sewer should be built first to lower the cost of building a sidewalk. This resident also felt that sidewalks would negatively impact property values.



- On another comment card an individual noted that they feel F-M Road would not be safe for pedestrians even with sidewalks because of the volume of traffic, increase in truck traffic, and increase in speeders. This person felt that there were fifty accidents per year on the stretch of road between the two villages. They also noted that snow plows spew snow fifty feet from the road. This person believes that it is an all around increase in danger to encourage walking on F-M Road. This individual notes that they are a long term resident with historical sidewall/stonewalls and 200-year-old trees. They further stated that all of their neighbors work hard to keep "historical heritage" and that the addition of sidewalks would damage this forever. This individual states that there are numerous safe back walks and paths and no need for sidewalks on F-M Road. This person feels that getting to school has been proven to be safest by school bus and that the buses are great in the F-M school district. They feel that sidewalks would be for recreational use only. This person further notes that there is no need for sidewalks except to benefit a small "special interest" group. This individual feels that sidewalks would not be used very much and would "tear up" the community and create liability for homeowners.

These minutes represent the SMTC's understanding and interpretation of the discussion that occurred at F-M Road/Route 257 Pedestrian Accommodation Feasibility Study on November 1, 2005 at Wellwood Middle School in Fayetteville, NY.

RECEIVED DEC 29 2005

# Town of Manlius



301 Brooklea Drive, P.O. Box 9  
Fayetteville, NY 13066

fax: 315 637-0713

website: [www.townofmanlius.org](http://www.townofmanlius.org)

## Supervisor

Henry L. Chapman  
(315) 637-3414

e-mail: [supervisor@townofmanlius.org](mailto:supervisor@townofmanlius.org)

December 23, 2005

Dear Town of Manlius Resident:

As you may be aware, the Syracuse Metropolitan Transportation Council (SMTC) has agreed to complete a pedestrian study on behalf of the Town of Manlius. The purpose of this project is to determine the feasibility of possibly installing a pedestrian facility along Fayetteville-Manlius Road (Route 257) between the Villages of Fayetteville and Manlius. The project will also establish cost estimates of such a facility, and gauge the local public sentiment on its appropriateness for this corridor.

I am writing this letter because I believe that we need to clarify the purpose of this study. The study that the SMTC is completing on the Town's behalf is a pedestrian feasibility study that will examine several different options for possibly making a pedestrian connection between the Villages of Fayetteville and Manlius. Pedestrian path(s), widening of the road shoulder(s), sidewalk(s), and other options will be examined, all with equal weight, as part of this study. It must be emphasized that this is not a sidewalk study. Once the SMTC examines a variety of options, they will hand over a final report to the Town of Manlius. At that time, it will be up to the Town to determine if and what recommendation(s) from the study to move forward with.

In summary, I want to make it very clear that this is a pedestrian accommodation feasibility study with many varied options that will be examined, not merely sidewalks.

You have received this letter if you live along F-M Road between the villages, and/or if you attended the public meeting on November 1, 2005 and signed in. Please feel free to share this letter and the attached study page with your neighbors.

## Supervisor

Henry L. Chapman  
315 637-3414

## Town Clerk

Terry A. Sloan  
315 637-3521

## Highway Superintendent

William J. Bennett  
315 656-3090

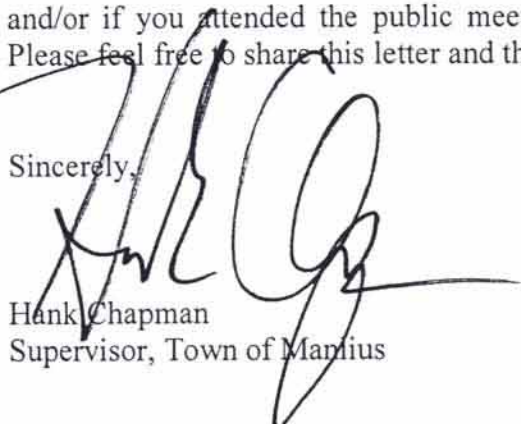
## Receiver of Taxes

Laura A. Peschel  
315 637-6481

## Town Board

John S. Curtis  
John R. Loeffler  
David M. Marnell, Sr.  
Nicholas J. Marzola  
Sandra A. Schepp  
Paul E. Susco

Sincerely,

  
Hank Chapman  
Supervisor, Town of Manlius



Fayetteville-Manlius Road/Route 257  
Pedestrian Accommodation Feasibility Study

SUMMARY OF STUDY

**STUDY PURPOSE:** Examine various possible locations for a pedestrian connection along Route 257 between the Villages of Fayetteville and Manlius.

Given the various uses of Route 257, innovative solutions that address both vehicular and pedestrian traffic are sought. The intent is **not** to limit the potential solutions to a predefined list, but to examine all feasible options that may truly address the possible development of a pedestrian connection between the two villages along Route 257.

**STUDY PROCESS:**

- **EXISTING CONDITIONS DOCUMENTATION:** All relevant existing transportation data and/or conditions inventory data along Route 257 between the Villages of Fayetteville and Manlius will be gathered and analyzed as part of the existing conditions portion of the study. These items may include, but are not limited to, identification of the following: current vehicular, bicycle and pedestrian facilities; specific bicycle and pedestrian counts; existing vehicular traffic count information (AADT); identification of bicycle, pedestrian, and vehicular (and combinations thereof) related accident locations; existing transit facilities, routes and bus stops; and Right-of-Way (ROW) information.
- **ISSUES IDENTIFICATION:** Identification of issues involves reporting known and perceived transportation (bicycle, pedestrian, vehicular, etc.) issues facing those who utilize Route 257 between the Villages of Fayetteville and Manlius as reported to the SMTC directly or found via the study review process.
- **ALTERNATIVES/RECOMMENDATIONS:** A broad listing of alternative solutions is expected to be given to the Town in a "tiered" fashion -- organized by type, magnitude of cost, and level of effort. Those alternatives that prove to be feasible will be formulated into a series of recommendations that will establish cost estimates of varying degrees for varying options of providing a pedestrian connection between the villages.
- **FUNDING STRATEGIES:** A cursory listing of possible funding options for each recommendation will be identified.
- **IMPLEMENTATION PLAN:** The SMTC is not an implementing agency. It will be the Town's responsibility to implement any recommendation(s) the Town deems appropriate and/or necessary once the SMTC study is complete and handed over to the Town.
- **SCHEDULE:** It is anticipated that the entire project will take approximately 12 months to complete from the start of the study (8/2005).

Attachment to letter  
dated 12/23/05

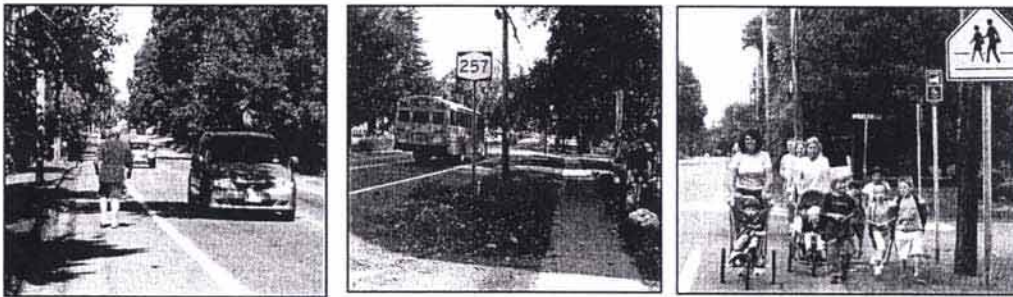


## Syracuse Metropolitan Transportation Council

100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716  
Fax: (315) 422-7753  
[www.smtcempo.org](http://www.smtcempo.org)

## PROJECT UPDATE

### Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study



As you know, the Syracuse Metropolitan Transportation Council (SMTC) is in the process of completing a pedestrian study on behalf of the Town of Manlius. The purpose of this project is to determine the feasibility of possibly installing a pedestrian facility along Fayetteville-Manlius Road (Route 257) between the Villages of Fayetteville and Manlius.

The SMTC has continued to collect data for this project through the winter and early spring, including accident data, existing traffic information, and zoning information to name a few. Some of this information has taken longer to obtain than originally anticipated. In addition, the SMTC recently retained a consultant to assist with the basic level engineering that is required before moving forward with the development of study recommendations. The consultant is anticipated to commence their work in May 2006. Once the SMTC has more substantial information to share, a public meeting will be held to report on the remaining existing conditions data and some of the consultant's initial findings prior to moving into the study's recommendations phase. Although difficult to pinpoint an exact month for the next public meeting, a likely time frame is summer 2006. Plenty of notice will be given to the public in advance of this next public meeting.

*Please see the reverse side of this flyer for additional information.*

### **The Metropolitan Planning Organization**

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • Metropolitan Development Association • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration





## **PROJECT UPDATE – July 2006**

### **Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study**

As you know, the Syracuse Metropolitan Transportation Council (SMTC) is in the process of completing a pedestrian study on behalf of the Town of Manlius. The purpose of this project is to determine the feasibility of possibly installing a pedestrian facility along Fayetteville-Manlius Road (Route 257) between the Villages of Fayetteville and Manlius.

The SMTC recently retained a consultant to assist with the basic level engineering that is required before moving forward with the development of study recommendations. The consultant was officially notified by the SMTC at the end of June 2006 to begin their work on this project.

As part of this work, the consultant will be “in the field” completing some cursory survey mapping along Fayetteville-Manlius Road/Route 257 between the Villages of Fayetteville and Manlius. The consultant’s task at hand is to determine the exact location of the Right-of-Way (ROW) initially mapped by the New York State Department of Transportation and compare it to existing features in the field, such as trees, utility poles and stone fences. Please keep in mind that the field crew is not undergoing any construction or pre-construction work – they are gathering field measurements only. **The consultant anticipates completing their survey work along Route 257 on a couple of different days within the next month.**

The consultant surveyors will be wearing appropriate safety gear and will also be carrying identification. The Town of Manlius (including the Town of Manlius Police Department) is aware that this work will be undertaken along Route 257 at some point in the coming weeks.

Following the survey work, the consultant will map the corridor and work with the SMTC on developing recommendations for a variety of pedestrian accommodation options along the Route 257 corridor. At least one to two public meetings will be held prior to the completion of this study where the public will have the opportunity to comment on study findings and draft recommendations. Once the SMTC’s Final Report on this project is complete, it will be handed over to the Town of Manlius. At that time, it will be up to the Town of Manlius to determine how to proceed, if at all, with the project’s recommendations.

Thank you for your understanding and cooperation while the surveyors complete their work. If you have any questions, please contact Danielle Krol or Mario Colone of the SMTC at (315) 422-5716.

### **The Metropolitan Planning Organization**

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • Metropolitan Development Association • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration



# PUBLIC MEETING!

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL



## ***F-M Road / Route 257 Pedestrian Accommodation Feasibility Study PUBLIC MEETING***

**Tuesday, May 1, 2007  
6:30 P.M.**

**Immaculate Conception Church (Dwyer Hall)  
400 Salt Springs Road, Fayetteville, N.Y.**

The second public meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study will take place on Tuesday, May 1, 2007 at 6:30 P.M. in Dwyer Hall at the Immaculate Conception Church on Salt Springs Road in Fayetteville, NY. The Syracuse Metropolitan Transportation Council's (SMTC) presentation will include a review of the existing conditions in the project's study area, and an explanation of the various pedestrian alternatives examined, including cost estimates for the recommended alternatives. Following the formal portion of the meeting, the public will be encouraged to ask questions about the various recommended alternatives along Route 257 between the Villages of Fayetteville and Manlius. In addition, the public will be provided the opportunity to submit written comments to the SMTC on this project, as the final report will include all of the public comments gathered throughout this study.

The SMTC is completing this project as part of its 2007-2008 Unified Planning Work Program on behalf of the Town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the Villages of Fayetteville and Manlius. For more information, contact Danielle Krol of the SMTC at (315) 422-5716.



SMTC



# **NEWS RELEASE**

**For Immediate Release – April 20, 2007**

Contact: Danielle Krol, Senior Transportation Planner

Tel: (315) 422-5716; E-mail: [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)

## ***F-M Road / Route 257 Pedestrian Accommodation Feasibility Study PUBLIC MEETING***

**Syracuse, NY:** The Syracuse Metropolitan Transportation Council (SMTC) will be hosting the second public meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study, on Tuesday, May 1, 2007 at 6:30 P.M. in Dwyer Hall at the Immaculate Conception Church on Salt Springs Road in Fayetteville, NY. The SMTC's presentation will include a review of the existing conditions in the project's study area and an explanation of the various pedestrian alternatives examined, including cost estimates for the recommended alternatives. Following the formal portion of the meeting, the public will be encouraged to ask questions about the various recommended alternatives along Route 257 between the Villages of Fayetteville and Manlius. In addition, the public will be provided the opportunity to submit written comments to the SMTC on this project, as the final report will include all of the public comments gathered throughout this study.

The SMTC is completing this project as part of its 2007-2008 Unified Planning Work Program on behalf of the Town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the Villages of Fayetteville and Manlius.

The meeting facility is handicapped accessible. Additionally, interpretation services are being provided for the hearing impaired. Please advise the SMTC of any specific accommodations required to facilitate your participation at this public meeting.

For additional information regarding the study or the May 1<sup>st</sup> meeting, contact Danielle Krol of the SMTC at (315) 422-5716 or [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org).

###



# **NEWS RELEASE**

**For Immediate Release – May 1, 2007**

Contact: Danielle Krol, Senior Transportation Planner

Tel: (315) 422-5716; E-mail: [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)

## ***PUBLIC MEETING CANCELLATION F-M Road / Route 257 Pedestrian Accommodation Feasibility Study***

**Syracuse, NY:** The Syracuse Metropolitan Transportation Council (SMTC) has cancelled the second public meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study, scheduled for tonight, Tuesday, May 1, 2007 at 6:30 P.M. in Dwyer Hall at the Immaculate Conception Church on Salt Springs Road in Fayetteville, NY, due to the tragic incident involving students from the Fayetteville-Manlius School District.

The SMTC will reschedule the meeting at a later date.

For additional information, contact Danielle Krol of the SMTC at (315) 422-5716 or [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org).

###

**F-M ROAD/ROUTE 257  
May 1<sup>st</sup> PUBLIC MEETING  
CANCELLED**



**The meeting will be rescheduled at a date to be determined. Please call Danielle Krol with the Syracuse Metropolitan Transportation Council at 422-5716 if you have any questions.**

# ***PUBLIC INFORMATION MEETING RESCHEDULED***

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SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

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## ***F-M Road / Route 257 Pedestrian Accommodation Feasibility Study***

**Tuesday, June 26, 2007**

**6:30 P.M. – 8:30 P.M.**

**Matt Tardio Community Room**

*Village of Manlius Offices  
One Arkie Albanese Ave  
Manlius, NY*



The second public information meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study has been rescheduled for Tuesday, June 26, 2007 at 6:30 P.M. in the Auditorium (Matt Tardio Community Room) at the Village of Manlius Offices, One Arkie Albanese Avenue, Manlius, NY. **The Syracuse Metropolitan Transportation Council's (SMTC) presentation will begin at 6:30 P.M.** The presentation will include a review of the existing conditions in the project's study area, and an explanation of the various pedestrian alternatives examined, including cost estimates for the recommended alternatives. Following the formal portion of the informational meeting, the public will be encouraged to ask questions about the various recommended alternatives along Route 257 between the Villages of Fayetteville and Manlius. **SMTC staff will be available until 8:30 P.M. to answer questions and take comments.** In addition, the public will be provided the opportunity to submit written comments to the SMTC on this project, as the final report will include all of the public comments gathered throughout this study.

The SMTC is completing this project as part of its 2007-2008 Unified Planning Work Program on behalf of the Town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the Villages of Fayetteville and Manlius. The meeting location is handicapped accessible. In addition, services for the hearing impaired will be provided. For more information, contact Danielle Krol of the SMTC at (315) 422-5716.



The meeting facility is handicapped accessible. Please advise the SMTC of any specific accommodations required to facilitate your participation at this public meeting.



# **NEWS RELEASE**

**For Immediate Release – June 14, 2007**

Contact: Danielle Krol, Senior Transportation Planner

Tel: (315) 422-5716; E-mail: [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)

## ***F-M Road / Route 257 Pedestrian Accommodation Feasibility Study PUBLIC INFORMATION MEETING***

**Syracuse, NY:** The Syracuse Metropolitan Transportation Council (SMTC) will be hosting the second public information meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study, on Tuesday, June 26, 2007 at 6:30 p.m. in the Matt Tardio Community Room (Auditorium) at the Village of Manlius offices on Arkie Albanese Ave., Manlius, NY. The SMTC's presentation will include a review of the existing conditions in the project's study area and an explanation of the various pedestrian alternatives examined, including cost estimates for the recommended alternatives. Following the formal portion of the meeting, the public will be encouraged to ask questions about the various recommended alternatives along Route 257 between the Villages of Fayetteville and Manlius. SMTC staff will be available until 8:30 p.m. to answer questions and take comments. In addition, the public will be provided the opportunity to submit written comments to the SMTC on this project, as the final report will include all of the public comments gathered throughout this study.

The SMTC is completing this project as part of its 2007-2008 Unified Planning Work Program on behalf of the Town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the Villages of Fayetteville and Manlius.

The meeting facility is handicapped accessible. Additionally, interpretation services are being provided for the hearing impaired. Please advise the SMTC of any specific accommodations required to facilitate your participation at this public meeting.

For additional information regarding the study or the June 26<sup>th</sup> meeting, contact Danielle Krol of the SMTC at (315) 422-5716 or [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org).

###



## M E M O R A N D U M

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**DATE:** July 2, 2007  
**TO:** File  
**FROM:** Mario Colone, Senior Transportation Planner  
**RE:** Minutes from June 26, 2007 Public Meeting

**SMTC staff present:**

Mario Colone – Senior Transportation Planner  
James D’Agostino – Director  
Jason Deshaies – Transportation Analyst  
Danielle Krol – Senior Transportation Planner/Project Manager

The second public meeting for the SMTC’s Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study was held on Tuesday, June 26, 2007 at the Manlius Village Hall in Manlius. Approximately 100 individuals attended. The meeting started at approximately 6:30 PM with an introduction and brief overview of the study by Manlius Town Supervisor Hank Chapman. The presentation, conducted by Danielle Krol, consisted of the following:

- Introduction of the Syracuse Metropolitan Transportation Council (SMTC) – who the agency is and what SMTC does;
- Purpose of the study;
- Overview of Existing Conditions and Issues;
- Alternatives reviewed;
- Preferred alternatives identified; and
- Remaining schedule

Following the presentation, Ms. Krol invited those in attendance to express their concerns, ask questions, and provide comments. She mentioned that Supervisor Chapman would be available to answer questions relative to the Town, while SMTC staff would answer other questions relative to the study. The following noted questions, comments and concerns represent the SMTC’s understanding and interpretation of the discussion that occurred subsequent to the presentation. Written comments and concerns received via provided comment cards are included within the Appendices of the Final Report:



- It was noted during the presentation that snow removal costs have been identified. This particular resident wanted to know who would pay for snow removal.
  - *SMTC Response: Ms. Krol stated that the cost estimates were determined by Clark Patterson & Associates (CPA), the engineering firm retained for this study. The numbers are based upon discussions that CPA had with local Village DPWs as well as CPA's experience of determining cost estimates in other similar studies. Ms. Krol further noted that decisions relative to maintenance and snow removal would be made locally.*
- A resident noted that the Fayetteville-Manlius (F-M) School District considers F-M Road to be a hazardous route. They were interested to know if it had been discussed or determined whether or not that designation would change if a pedestrian facility was built.
  - *SMTC Response: Ms. Krol noted that this was not determined.*
- A follow-up statement was made regarding the above question by a resident that believes it is unlikely that the district would change their policy in regards to F-M Road. Also, this same person thinks it unlikely that only 40 accidents occurred on F-M Road since the F-M Property Owners Association has discovered approximately 104 accidents. Following these statements a question relating to location of speed data was asked and this resident wanted to know if speed data was specifically taken in a one mile corridor between Henschke Drive and Kelly Drive.
  - *SMTC Response: Ms. Krol responded to the accident data question noting that SMTC received accident reports directly from the Manlius Police Department. The SMTC utilized reports from January 1999 through December 2004, and only reviewed accidents for which complete reports were available. She also noted that the 40 reports analyzed in the document fall between Franklin St and Kelly Drive (they do not include the intersection with RT 92 or the intersection with RT 5). Regarding the location of speed data, Ms. Krol stated that speed data was gathered concurrently with three volume counts along the road. However, she did not remember the exact locations where the counts were taken and noted that this information would be provided within the report.*
- Several people in attendance referenced who is liable if someone was to slip and fall.
  - *SMTC Response: Ms. Krol stated that liability is a question for the Town of Manlius.*
- It was asked if pedestrian usage was analyzed in the winter months.
  - *SMTC Response: Ms. Krol noted that pedestrian usage was not examined during the winter.*
- One attendee inquired if SMTC had spoken or consulted with the New York State Department of Transportation (NYSDOT) and if they endorsed the preferred alternatives.
  - *SMTC Response: Ms. Krol mentioned that NYSDOT is one member of the Study Advisory Committee (SAC) formed for this study. Mr. D'Agostino noted that NYSDOT is comfortable with the alternatives but does not want to dictate to local governments what they should do; the State prefers that these decisions are reached jointly.*
- Relating to trees and stone walls that are within the NYSDOT Right of Way (ROW), it was asked who would pay for the relocation of trees and stone walls and if there would be any opportunity to replace the trees.



- *SMTC Response: Ms. Krol stated that this was not a particular item examined within the planning level study. She noted that if/when a pedestrian facility was put in, this would be a decision for the Town and/or NYSDOT to make.*
- One F-M Road resident was interested to know where bicyclists would go if a sidewalk was built on one or both sides of the road.
  - *SMTC Response: Ms. Krol stated that bicyclists would remain either in the shoulder or the travel lane as required by New York State Vehicle and Traffic Law.*
- A hypothetical question was asked in relation to what would happen to a child that can walk to school, who is on the wrong side of the road and needs to cross over to what is apparently supposed to be the safer side of the road.
  - *SMTC Response: Ms. Krol noted that crosswalks would be utilized in this situation, which should be examined with an additional engineering study.*
- A resident was uncertain why any discussion on bicyclists is included in the document if this is a pedestrian study.
  - *SMTC Response: Mr. D'Agostino stated that the SMTC examines all modes of transportation, which includes bicycles and pedestrians, in every study undertaken by the agency.*
- One resident inquired if the document discusses relative safety of busing students versus walking. They further noted that transporting students by bus is much safer than biking or walking, and that we may be increasing the risk of students if a sidewalk is installed.
  - *SMTC Response: Ms. Krol stated that other than including the F-M School District bus transportation policy in the document (and having the F-M School District represented on the Study Advisory Committee), the agency did not examine with the school district if the policy would be changed should a pedestrian facility be built. In addition, if a pedestrian facility is installed, it would be installed for the benefit of all, not just for school children.*
- A question to the validity of the cost estimates was asked as this particular resident believed them to be too low.
  - *SMTC Response: Ms. Krol noted the figures were provided by Clark Patterson & Associates (CPA), the engineering firm retained to assist SMTC with this study. The numbers represent values CPA has used in other similar studies. These numbers were also reviewed by NYSDOT and NYSDOT is in agreement with the estimates. Ms. Krol noted that these figures do not include drainage work.*
- One resident asked if there are other municipalities in Onondaga County looking at connectivity. They also wanted to know if these areas were enhanced by the installation of bicycle and/or pedestrian facilities.
  - *SMTC Response: Ms. Krol mentioned that the Village of Baldwinsville is actively examining connectivity between the village and the Town of Van Buren. Ms. Krol then noted the SMTC Bicycle and Pedestrian Plan completed in March 2005, stating that the research included in that plan detailed the economic benefits of sidewalks as well as the physical benefits, and according to the research, it was shown to have increased property values.*



- One resident stated that F-M Road residents know that the road is not safe; however, both children and adults need a safe facility to get to and from the two villages.
- A general statement was made regarding the lack of connectivity between the two villages and why residents cannot encourage a project (such as the installation of a sidewalk with period lighting, planting new trees, etc.) that would/could be developed as an asset to the community. They further stated that this is a project for everyone, not just school children.
- It was asked if SMTC could provide clarification regarding adults that may bicycle on stone dust paths and if there is an age limit; similar question relative to children riding on sidewalks.
  - *SMTC Response: Ms. Krol noted that she would look into any limit or local law established for adult bicycle use on stone dust paths. Regarding children riding on sidewalks, she indicated that it is primarily a local decision to set an age limit for riding bicycles on sidewalks.*
- It was noted that people who live on the road have chosen to live there; and the same goes for those on the side streets. It was further stated that it would be nice if there was some access (i.e., pedestrian facility) from the side roads to the villages.
- The same resident that made the above comment was interested if any discussion relative to obesity in the United States is included in the document. They believe that the community has the opportunity to provide a pedestrian facility which will provide an appropriate means for healthier living and walking.
- One resident along F-M Road offered the following counterpoint to the above statement: As a resident along the road, they don't believe it's their responsibility to have to pay for other peoples' health and well being.
- One comment was provided regarding future costs of a sidewalk project. It is this individual's belief, based on discussion with Supervisor Chapman, that the Town will not provide any money toward the installation or maintenance of a sidewalk.
- A general question was asked regarding what would happen to snow when it blocks a sidewalk.
  - *SMTC Response: Ms. Krol noted that during snow removal, this certainly can happen -- a sidewalk could be cleared off, and then a road plow could come and throw snow back into the cleared sidewalk. She noted that decisions about maintenance and snow removal would have to be made at the local level, and that perhaps municipalities could discuss sharing responsibility for snow removal. She also noted that issues such as this could be addressed in an engineering study, prior to a pedestrian accommodation being built.*
- One F-M Road resident stated that based on what was presented during the meeting, if a sidewalk was put in, with the winter climate in Central New York it appears that the sidewalk would be for seasonal/recreational use only.
- One resident stated that they're looking to maintain the current aesthetic character of the road which includes the large trees and "historic" stone walls.
- A question was asked what would happen to the current small yards at the southern end of the study area should a sidewalk be installed.
  - *SMTC Response: Ms. Krol reiterated that the SMTC study looked only at the feasibility of installing a pedestrian facility within the NYSDOT ROW.*



- It was asked if the west side of RT 257 has any trees or stone walls that would be taken down.
  - *SMTC Response: Ms. Krol mentioned that based on the planning level survey completed as part of the study, there are no stone walls that would need to be moved or replaced. However, she noted that there are 6 trees that are 24 inches or greater in diameter that would be affected.*
- Another resident was interested to know how many trees in total, not just those that are 24 inches in diameter would be affected by the installation of a pedestrian facility on both sides of the road.
  - *SMTC Response: Ms. Krol noted that she did not have the exact figure, but that this type of information will be included within the final document.*
- A question was asked if the examination of relocating mailboxes was included within the study.
  - *SMTC Response: Ms. Krol mentioned that this was not examined in the study.*
- Relating to the stone dust path alternative, one resident was interested to ascertain how children would be able to ride their bikes on the stone dust.
  - *SMTC Response: Ms. Krol stated that this type of facility would use the same material that is currently used along the Erie Canal Trail. She further noted that the stone dust material utilized would have to be compliant with the American's with Disability Act of 1990 (ADA).*
- One Manlius resident indicated that they were astounded by the level of animosity involved with this study and the proposed alternatives. The main concern as stated by this resident is the volume of traffic along F-M Road, and in their personal opinion it's not difficult to envision F-M Road one day becoming four lanes. It was further noted that if a pedestrian facility is put in place, it may assist in preventing NYSDOT from perhaps someday widening the road to four lanes. This individual noted that there is nothing preventing NYSDOT from coming in and building at anytime within NYSDOT Right-of-Way.
- It was noted that the homeowners that live along the road are more affected than those that live on the side streets or outside the study area; residents along the road were not asked if they support a sidewalk project.
- It was mentioned by a resident that this is only a feasibility study and nothing has been decided at this time.
- One resident noted that liability is a large issue. They further noted that we may be giving children a false sense of security if a sidewalk is put in.
- One F-M Road resident asked that everyone please think of the whole community, not just those that live on the road.
- One resident that lives on F-M Road with a sidewalk in front of their house noted that they have not had any problems associated with the sidewalk or those that use the sidewalk.
- A statement was given pertaining to safety/security and that it (safety/security) should be an issue for the police department.
- A final comment was offered from a former school board member. The school district cannot say a child must ride or cannot ride the buses; buses have to be provided by state law. It is a

parental decision as to whether their child will walk or not and whether their child's safety is affected.

The following questions were specifically asked of Supervisor Chapman:

- An individual asked if a sidewalk district would be created by the Town if it was agreed that a sidewalk would be installed. *Supervisor Chapman* noted that if a sidewalk was installed it would be very likely that a sidewalk district would be created. He further noted that the annual upkeep and maintenance associated with a sidewalk for those in a sidewalk district would be minimal to tax payers.
- A resident asked a similar question that had been noted several times throughout the meeting: who would be held liable if a person fell along a sidewalk in front of their house on F-M Road. *Supervisor Chapman* stated that in most cases, anyone can be sued. The liability determination is up to a court to decide.
- One individual noted that drainage along the road is an issue and wanted to know how the Town is going to remedy the existing drainage problem. *Supervisor Chapman* mentioned that according to law, there has to be an engineering plan in place that will keep drainage the same or better once a facility is installed.
- The same individual stated that if it is true that 90% of residents on F-M Road are opposed to the addition of sidewalks, would it be responsible legislating by the Town Board or the Supervisor to oppose a part of the population that doesn't want the sidewalks installed. *Supervisor Chapman* stated that he, as one member of the board, will not support a project if the majority of residents who are most affected by the project on F-M Road are opposed to it. Supervisor Chapman mentioned that if consensus can be reached amongst various residents, and if there is an alternative that everyone could be happy with, then he would provide support.
- Relating to trees and stone walls that are within the NYSDOT ROW, it was again asked who would pay for the relocation of trees and stone walls and if there would be any opportunity to replace the trees. *Supervisor Chapman* noted that presumably grant or capital money could potentially cover those costs.
- One resident inquired about spending money on sewers rather than sidewalks. *Supervisor Chapman* mentioned that residents can petition the Town for sewers if they want.

Once all questions, concerns and comments were noted and received, Ms. Krol thanked those present for their attendance. She reminded them that the SMTC staff would continue to take comments through July 10, 2007, and that the SMTC could also be contacted via phone, email and fax. The meeting formally ended at 8:30 PM.

These minutes represent the SMTC's understanding and interpretation of the discussion that occurred at the second public meeting for the F-M Road/Route 257 Pedestrian Accommodation Feasibility Study on June 26, 2007 at the Village of Manlius Hall in Manlius, NY.



## **NEWS ARTICLES**



## The Post-Standard

### Manlius asks for sidewalk study for F-M Road

Town asks transportation council to study feasibility of project along Route 257.

Thursday, February 10, 2005

By Mike Fish  
Staff writer

For years, joggers, bikers and walkers who use the shoulders of busy Fayetteville-Manlius Road have dreamed of getting a new sidewalk.

Now, the town of Manlius is trying to see if that dream can become reality.

The town recently asked the Syracuse Metropolitan Transportation Council to study the feasibility of building a sidewalk along the F-M Road, also known as Route 257, which links the villages of Fayetteville and Manlius.

In its request, the town asked the SMTC to determine how much the sidewalk will cost and whether there is enough public support for the project.

Town Supervisor Hank Chapman said there have been many rough estimates of the cost, ranging from several hundred thousand dollars to about \$7 million.

The costs depend on a broad range of potential obstacles, including right-of-way acquisitions, utility poles and trees in the way, and a sidewalk's impact on drainage, which is poor in some spots along the road.

"Sidewalks in the town must be paid for by a sidewalk district, and therefore, those who are benefiting from it must pay for it," Chapman said. "The cost could be very great for a project like this, so you need to first identify the cost to see if people will want to pay for it."

Onondaga County Legislator Terry Pickard, whose district includes the town of Manlius, wrote a letter Jan. 18 urging the SMTC to tackle the sidewalk study.

"I believe that the installation of sidewalks along Route 257 would be a significant enhancement to the quality of life in the Fayetteville-Manlius area, and lead to significant utilization of the sidewalks," Pickard wrote.

In its application, the town estimated it would take one to two years to conduct the feasibility study.

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# LETTERS

## Letters in Neighbors

The deadline to submit letters for next Thursday's East Neighbors is noon Friday. Letters must be signed originals and include an address and daytime telephone number. Neighbors reserves the right to edit letters and limit the number of letters submitted by a single author. Send letters to Chris Iven, East Bureau chief, The Post-Standard, 315 Fayette St., Manlius 13104. You also may fax them to 470-3119 or e-mail to eastnews@syracuse.com.

### Time for a change in village of Manlius

To the Editor:

It is with great pleasure that I write a letter of endorsement for a slate of candidates running for office in the village of Manlius.

They are the Public Service Party and the members are: Rick Penhall, running for mayor; and Natalie Miner, Eric Krouse and Timothy Fox, running for trustee.

It has become apparent that not everyone in office has the long-term quality of life of the village as their sole mission. In some minds, any business is good business. I know that is not true.

The community has demonstrated that they feel the same way. We need leaders with a vision, not just a quick fix. It is time for a change!

I have gotten to know the people running for office in the Public Service Party, and they can and will make a difference.

Rick has been a trustee. Eric is on the architectural review board. Natalie is a neighbor and attorney and has been at meetings and hearings. Tim is a lifetime resident and a former member of the fire department.

They have expressed a desire to get Manlius going in the right direction, a direction which apparently is the desire of the entire village: growth, prosperity and quality of life for the residents and a great place to hang around and not just drive through!

Les Ryon  
Manlius

### Thanks for getting moving F-M Road sidewalk study

To the Editor:

Citizens for a Pedestrian Friendly Community would like to thank town of Manlius Supervisor Hank Chapman for his efforts to help improve our community.

Mr. Chapman has submitted an application for a feasibility study to the Syracuse Metropolitan Transportation Council to consider a sidewalk/bike path for

Route 257/Fayetteville-Manlius Road.

This route is residential in nature, heavily populated, heavily traveled, and is home to Fayetteville Elementary School, Wellwood Middle School and Immaculate Conception School. In addition, there are churches, parks, and retail establishments in close proximity.

A sidewalk/bike path on this road would immediately benefit our community by linking the two villages of Fayetteville and Manlius, and providing a safe way for our children and adult residents to travel by foot or by bicycle.

Although there is no guarantee that the SMTC will choose this application/project, CPFC is encouraged and appreciative of Mr. Chapman's support for our goals by submitting the paperwork. CPFC is committed to improving our community, the town of Manlius, by having safe ways for all of our residents to get to school, church, parks, etc. by foot or by bicycle. Having sidewalks encourages healthy habits, increases real estate values, and positively affects our quality of life.

Route 257 / Fayetteville - Manlius Road is currently a state-designated bike route. However, anyone who has walked or biked on this road knows how dangerous it is. Traffic is heavy and fast, and the shoulders of the road are potholed and uneven. Rain, standing water, and snow sometimes force children onto the road itself.

The state right of way for Route 257 is 66 feet wide, which is ample for a sidewalk/bike path. However, a conservative approach and "meandering" type of path is being considered, in order to minimize or eliminate the need to move utility poles, stone walls, trees, etc. Citizens for a Pedestrian Friendly Community is exploring various grants to help fund this project.

We look forward to hearing from the SMTC and their review of the town's application. Thank you, Mr. Chapman, for your efforts in this important project.

Christine Robison  
Manlius





## The Post-Standard

### Manlius to get F-M Road sidewalk study

**Study will determine costs to connect Fayetteville and Manlius villages.**

Thursday, April 14, 2005

**By Mike Fish**  
Staff writer

The Syracuse Metropolitan Transportation Council will spend \$40,000 to determine the feasibility of building a sidewalk along the road between the villages of Fayetteville and Manlius.

"This is an important step in deciding how and if to go ahead with this project, because there are too many unknown variables right now, most of them having to do with cost and how much public support there is for the project," said Manlius town Supervisor Hank Chapman.

The SMTC is composed of officials representing local, state and federal governments or agencies with an interest in comprehensive transportation and land-use policies.

It will determine where the sidewalk could be located along the F-M Road, also called Route 257. It will also describe how much the project could cost.

The SMTC expects to finish the study within a year, said its director, Mary Rowlands.

Joggers, bikers and walkers who use the shoulders of the busy road have dreamed of getting a new sidewalk for years, but no one has yet determined how to do it and what the cost would be.

Chapman has said there have been many rough estimates of the cost, ranging from several hundred thousand dollars to about \$7 million.

The costs depend on a broad range of potential obstacles, including right-of-way acquisitions, utility poles and trees in the way, and a sidewalk's impact on drainage, which is poor in some spots along the road.

The study will examine what changes would be needed to deal with potential obstacles and how much those changes might cost.

Christine Robison lives on Marangale Lane and often uses the shoulder of the F-M Road for biking, jogging and walking with her family. A year ago, she co-founded Citizens for a Pedestrian-Friendly Community.

Robison said the SMTC's decision to undertake the study makes her cautiously optimistic.

"We're encouraged," she said. "We're hopeful this will actually end up with a new sidewalk and a safe route to school."



A year ago, the pro-sidewalk group organized the "Scoop Loop," a Saturday walk that attracted neighbors who ventured down the F-M Road and enjoyed a scoop of ice cream along the way.

Walkers in Manlius headed northwest on Route 257, stopping for ice cream at Friendly's restaurant in the village of Fayetteville. Walkers in Fayetteville headed southeast and got cones at Sno Top, an ice cream stand in the village of Manlius.

The walkers' mission was to raise awareness about the dangers of walking on the shoulders of Route 257, which is lined with houses.

The walkers also wanted to highlight that the lack of sidewalks prevents children from walking to school, residents from getting exercise, and the two villages from connecting.

The pro-sidewalk group hopes to organize another community walk before the end of this school year, Robison said.

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# Signs, Signs...

## Everywhere there's signs

By JEREMY BOYLAN

Fayetteville businesses who have temporary signs along Route 5 and Route 257 may have to remove them soon.

"We've had numerous complaints from residents about where signs are being placed," said Fayetteville Trustee Mary Coleman. "They're in driveways. They're on sidewalks."

Most complaints have been regarding the temporary sandwich board signs. While the signs along Route 5 and Route 257 adhere to the village law in regards to size and content, they are considered to be in the state's right of way, and thus need to be moved.

"I don't want them to think we are not business friendly," Coleman said. "But a lot of Fayettevillians don't want to see signs everywhere."

The village's sign permit, which a business must get before placing a sign, states that businesses have the permission of the owner of the land on which the sign is placed. According to Village Clerk Martin Lynch, this is not always the case. Many signs are placed on state right of ways, and on sidewalks, which are owned by the village.

Village law says not-for-profit agencies are exempt from sign regulations, but that same village law contrasts with state law, which includes all signs.

"We're giving permits out for Route 5 signs, and we're not allowed to do that," said Mayor Mark Olson. "That's something we're going to have to change."

No official action was taken on the sign process. The issue was held over to the next meeting, where a letter to business owners is expected to be approved.

Edge Bulletin 4/27/05

FAYETTEVILLIANS

# News 9

Channel

## Sidewalks of Manlius

You may think of it as a prosperous place, and there are plenty of half million dollar houses on the market, but did you know that half the town of Manlius is still farmland. Way back in 1794, Manlius was founded by revolutionary war veterans, on land granted to them for their service.

Today, leaders are managing development, and trying to make Manlius even more people-friendly. Especially in the summer, there's a lot of activity at the village center and along rt. 92 there are shops and eateries.

The same is true in the village of Fayetteville. The two villages are not that far apart, within walking distance of each other, but there's no sidewalk linking them together. The town's looking to change that, to bring the villages closer together. There comes a point on rt. 257 between the village of Fayetteville and the village of Manlius where the sidewalk ends. The only walking path between the villages is rt. 257's paved shoulder.

The town's seeking a safer alternative. Elected officials have launched a study, examining the possibility of building a sidewalk between Wellwood Middle School and the village of Manlius. A focus has been placed creating a more pedestrian friendly community: a concrete sidewalk now connects neighborhoods on rt. 92 in Manlius with the village center. The town's still deciding if the proposed rt. 257 walkway would have a similar design.

A sidewalk isn't cheap; the town supervisor says the price range right now ranges from a few thousand dollars to more than a million. He says don't expect anything quite that elaborate. And before any work starts, expect plenty of public hearings. The goal is to have the study complete and plenty of taxpayer feedback within the next year.

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5/19/2005





## The Post-Standard

### Manlius police warn motorists of school reopening

Thursday, September 01, 2005

**JIM READ**  
CRIME & SAFETY WRITER

Manlius Police will soon be looking for speeders in the town's school zones.

But first, motorists will be warned.

The department will distribute flyers explaining the penalties for speeding in school zones from 7 to 9 a.m. Tuesday. Members of the department will be stationed in each of the zones to remind drivers to slow down. School resumes Wednesday.

"The biggest thing is awareness," said Lt. Jason Cassalia. "We want the willing cooperation of motorists. This is something to remind people to focus on their driving."

A week later, on Sept. 12, officers will be stationed in the zones to enforce the speed limits.

School zones with reduced speed limits are at Fayetteville-Manlius High School; Eagle Hill Middle and Enders Road Elementary schools; Wellwood Middle and Fayetteville Elementary schools in the Fayetteville-Manlius district. In the East Syracuse-Minoa district, Minoa Elementary School and Fremont Elementary School have school zones.

The maximum fine for driving 10 miles over the speed limit in a school zone is \$300 and three points on the driver's license. The fine for 30 or more miles over the school zone speed limit can be up to \$1,200, up to 11 points on the driver's license and up to 30 days in jail.

Fines for passing stopped school buses also can be as much as \$400 and up to 30 days in jail with up to five points on the driver's license.

Manlius police wrote 130 tickets during their special fall school zone blitz last year.

But the officers are not trying to write a lot of tickets. They are trying to get people to slow down while children are on the streets when school is in session.

"We want people when they are driving to be cognizant that this is a school zone," Cassalia said.

Manlius repeats the campaign in the spring when more children are walking to school, Cassalia said.

"When the weather breaks and the streets become clear of snow, the speeds rise," he said.

Officers Monday also will distribute information about Onondaga County Sheriff Kevin Walsh's notification program for parents of drivers younger than 21.



Parents who register for Project STOPPED receive a decal for the windshield of the registered vehicle. If for any reason the vehicle, when being driving by a driver younger than 21, is stopped by police, the officer will complete a notification card that is mailed to parents.

The card will note the time and location of the stop, the driver's name and the number of passengers, the reason for the stop and whether any tickets were issued.

The card is mailed to parents so they can enforce any rules they may have for operating the vehicle.

### **Last word too many**

Sometimes it's best just to let things go.

A DeWitt man ticketed for a traffic infraction Aug. 3 got into more trouble when he sent a e-mail to the officer a few hours later, DeWitt police said.

Casey T. Dellas, 18, of 5221 Leverette Lane, was charged with misdemeanor aggravated harassment Aug. 5 after police traced an anonymous e-mail sent to the private account of Officer Wayne Grecco.

Grecco, who works the midnight shift, had stopped Dellas on Maple Drive at about 11:55 p.m. Aug. 3, said DeWitt Chief Gene Conway. Dellas was driving with only one headlight, he failed to signal a turn and he ran a red light, Conway said. Grecco gave Dellas a break, though, and only wrote a ticket for insufficient turn signal, Conway said.

After finishing his shift on Aug. 4, Grecco went home and found an anonymous e-mail in his personal account, Conway said. The e-mail had been sent at 3 a.m. and made reference to a traffic stop. The e-mail implied Grecco wasn't "tough" without his badge and gun, and contained a number of derogatory statements, Conway said.

Based on the description of the traffic stop, "the officer felt Casey would make a good suspect," Conway said.

Grecco reported the e-mail to his supervisors. The Internet provider was subpoenaed and police obtained the address on Aug. 5, Conway said.

Police went to Dellas's home with a search warrant, Conway said. Dellas admitted sending the e-mail and apologized to Grecco. Dellas's parents, Kelly and Thomas Dellas, cooperated with police, Conway said.

Casey Dellas was released on his own recognizance at his arraignment before DeWitt Justice Jack Schultz, who also issued an order of protection. Dellas is to return to court Sept. 7.

"He's going to take this and learn from this," said Louis Dettor, the lawyer representing Dellas. "He's got our support and he's got his parents' support."

Jim Read covers police and fire departments in the eastern suburbs. He can be reached at eastnews@syracuse.com and at 470-2204.

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**Restaurant must move**

To the editor,

After three years at 7076 Cedar Bay Road in Fayetteville, the proprietors of Café l'Eau Vive would like to announce that they have temporarily closed while they relocate. Owners Annie and Yasha DeRegis would like to extend their deep appreciation for the unwavering support and loyalty they have received from their community.

For the many who have already signed their mailing list, there will be coupon mailers (through the USPS and email) sent out to notify customers of the date of their grand reopening. If anyone would like to be added to the list, send an email to [cafeleauvive@yahoo.com](mailto:cafeleauvive@yahoo.com) or call 449.2505 with your name, email and mailing address.

All Café Passes and Gift Certificates are still fully valid. Please note: Café l'Eau Vive is in no way affiliated with any other business operating from their former location.

ANNIE AND YASHA DEREGIS

**Thanks for your support**

To the editor,

The Central and Northern New York chapter of the Muscular Dystrophy Association would like to thank the Central New York Community for the outpouring of generosity towards the 2005 "Jerry Lewis MDA Telethon" that was broadcast on WSYR NewsChannel 9 on Sept. 4

and 5. At the conclusion of the broadcast the local Tote exceeded \$301,000 and the national Tote reached more than \$54 million. Additionally, through the Telethon relief efforts the Salvation Army raised more than one-million dollars for the victims of Hurricane Katrina in the Gulf Coast. MDA would also like to thank WSYR NewsChannel 9 for their continuous support of the Telethon broadcast, Onondaga Community College for hosting the Telethon and the countless number of volunteers that made the show possible.

Additionally, MDA thanks the following businesses for their donations: Brown Sound, Penn Traffic, Jreck Subs, Coca Cola, Paul de Lima, UAW Local 624, Wegman's, Pizza Hut, Bruegger's Bagel, DeSantis Appliance, Coleman's Florist, Godfather's Pizza and Pepsi.

The money raised at the Telethon and other fundraising events provides vital services to nearly 600 local families affected by one of more than forty forms of neuromuscular disease covered under the Association's umbrella.

JENNIFER ACKERMAN  
DISTRICT DIRECTOR

**Get ready to walk**

To the editor,

Citizens for a Pedestrian Friendly Community is a group that was formed to create the awareness of pedestrian issues in our community. Our first goal is to begin the process of

constructing sidewalks/paved pathways in the town of Manlius. Currently, there are no sidewalks in the town.

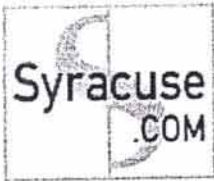
Sidewalks (and/or bikepaths) in key areas will facilitate easier access by foot and bicycle to our various community resources, including schools, businesses, churches, and parks. Sidewalks enhance safety, health, businesses and quality of life for our residents of all ages. CPFC's goal is to have sidewalks constructed on Fayetteville-Manlius Road (Route 257 - which will connect the two villages), Enders Road, a section of Mott Road and on Route 173, between Pleasant Street and the high school. These corridors have been chosen based on citizen request, the ability for children to walk to school and having the greatest positive impact on our community.

CPFC has spoken to various groups and individuals about this project and has learned that support for this endeavor is strong. In addition, we are collecting statements of support from several groups.

Oct. 7 we are Walking to School district-wide as part of Walk Your Kid to School Day. We are taking t-shirt orders and encourage parents and teachers to participate in this fun activity. There are order forms and information sheets in the elementary and middle school offices. For more information on this event go online: [walktoschool.usa.org](http://walktoschool.usa.org)

CHRISTINE ROBISON  
MANLIUS





## The Post-Standard

### Walk to School Day Oct. 7

Thursday, September 22, 2005

By Ngoc Huynh  
Staff writer

Each October, children, parents, teachers and community leaders across the globe walk to school to celebrate International Walk to School Day.

Locally, Christine Robison is organizing a walk for the Fayetteville-Manlius school district Oct. 7.

Last year, Robison organized a walk for pupils at Wellwood Middle and Fayetteville Elementary. This year, she is expanding the walk districtwide.

Robison, founder of Citizens for a Pedestrian-Friendly Community, has started a petition asking for more sidewalks in the town of Manlius.

Her petition asks for sidewalks on Fayetteville-Manlius Road, Enders Road, Mott Road, and the north side of Route 173 between Pleasant Street and the high school.

Robison said those areas are not safe for children or adults who are walking, running or riding their bikes. She said residents should have an option for a safe pedestrian way.

"The area as a whole is looking for more sidewalks," she said. "With what we pay for in taxes in this community, we should have more sidewalks."

The Syracuse Metropolitan Transportation Council has given the town of Manlius a grant for \$40,000 to do a sidewalk feasibility study along F-M Road, also called Route 257.

Town Supervisor Hank Chapman said the first public meeting on the project is Oct. 25.

In order to have sidewalks, Chapman said a key factor is to get support from residents.

"The most important thing they (Robison and organizers) can do is to convince residents and neighbors in the area to support this project," Chapman said.

Robison said her goal is to get 2,000 signatures on the petition and to present it to the town board when it meets Wednesday.

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# Residents take sides on sidewalks

Exercise and openness  
versus cost and  
community character

BY SUSAN ASHLEY

Representatives of Citizens for a Pedestrian Friendly Community presented the Manlius town board with a petition in support of sidewalks signed by 1,513 residents at the board meeting Sept. 28. The CPFC wants the town to move forward on installing sidewalks to connect Fayetteville and Manlius along F-M Road, near Enders Road and Mott Road Elementary Schools and along Route 173 near the high school.

"We are passionate about making roads and communities safe," said Christine Robison, founder of the group. The benefits of sidewalks range from creating safer, more open communities to combating childhood obesity by encouraging children to walk more.

The group has received informal endorsements for the project from several organizations and officials, including the F-M school district, Assemblyman Jeff Brown, Senator David Valesky and the Manlius Senior Centre.

The town board expressed reservations with respect to the cost of the project and the impact new sidewalks would have on homeowners. Supervisor Hank Chapman explained that sidewalks are generally funded through the creation of a sidewalk district whereby the people within the district pay for the sidewalk. The district can be limited or encompassing in scope. The larger the district, the lower the cost per property owner, but people living far from the prospective sidewalk are less likely to be in favor of paying for a facility they will rarely use.

CPFC is hopeful that the town can secure grants to cover much of the cost of construction. Robison said she believed the town could find a more creative solution than sidewalk districts to fund the sidewalks, as in Pittsford where the town, village and school district all collaborate to provide and maintain sidewalks.

"We're not standing behind a sidewalk district," Robison said.

Many residents who live on F-M Road attended the meeting to express their dismay at the activism for a sidewalk on what they feel is an street unsuited to pedestrian use. Susan Hartman Brenheiser described the situation on the road, which is the main artery between the villages of Fayetteville and Manlius. The development at Towne Center and other areas has brought on increased traffic and a more dangerous environment. Though the posted speed limit is 40, she said, cars and trucks go

Please see Sidewalk, page 8

## Sidewalks

From page 1

much faster

"We've noticed double the traffic since all the development," said Susan's husband John Brenheiser. Adding a sidewalk to mix, he warned, would bring about "more children walking along there with more cars going 60 mph."

Maintenance once the sidewalks were installed was also a concern for residents. Tom Reagan, a senior citizen who lives on F-M Road fretted about his ability to keep the sidewalk free of snow and his liability should an accident befall a pedestrian on his property.

"What is the homeowner responsibility?" he asked.

Town attorney Tim Frateschi responded that homeowners are liable and responsible once the sidewalk is built, but that the

town could arrange to do the snowblowing.

Chapman said he looked forward to continued dialogue on the issue. A public meeting is planned for Oct. 25 at a location yet-to-be-determined to discuss specifically the F-M Road sidewalk, and the other proposed sidewalks will have their own meetings too. Chapman said he is committed to hearing from all interested parties and hopes to arrive at a resolution acceptable to everyone.

"I think we can find some common ground and be able to accommodate everyone," he said. His ideas include narrowing the traffic lanes, which would have the double effect of slowing traffic and widening the shoulder for safer walking, or creating a walking path or something other than a full-fledged sidewalk.





## The Post-Standard

### Petition spurs discussion on sidewalks in Manlius

If, how, when and how much are still unanswered questions for town board.

Thursday, October 06, 2005

By Mike Fish  
Staff writer

Advocates for building a sidewalk or pedestrian pathway along the Fayetteville-Manlius Road have joined forces with other Manlius town residents to lobby for new sidewalks in several other busy spots around town.

On Sept. 28, the sidewalk backers presented petitions signed by 1,513 town residents endorsing new sidewalks along the F-M Road, Mott Road, Enders Road and a stretch of Route 173 leading to Fayetteville-Manlius High School.

Christine Robison, a founder of Citizens for a Pedestrian-Friendly Community, a grassroots organization, said what started out as a petition-drive for the F-M Road sidewalk idea naturally evolved into a broader mission to seek pedestrian pathways in other places.

After Robison presented the petitions, town board members and more than a dozen town residents engaged in a free-flowing discussion of the pros and cons of building new sidewalks, including issues about safety, costs and property taxes.

If the town was to launch a sidewalk-building program, it would probably cost millions of dollars.

If sidewalks are built, the town board will have to figure out how to pay for their construction and who will be taxed to maintain them.

The town board could establish sidewalk districts where those who directly benefit pay for the sidewalks or establish a system where taxpayers townwide - near and far - pay for some or all of the sidewalk projects.

Some residents, for example, asked the town board if it's fair to require Kirkville-area homeowners to help pay for a sidewalk clear across town.

The Syracuse Metropolitan Transportation Council, which is in the early stages of a study to determine the feasibility of building a sidewalk along the F-M Road, will host a public forum Oct. 25 on that potential project.

Town Supervisor Hank Chapman has said there have been many rough estimates of the cost of a sidewalk along that road, ranging from several hundred thousand dollars to about \$7 million.

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David Lassman / Staff photographer

**JACK GEDDES** (left) and Christopher Robison lead a group of pupils and parents on Walk Your Kid to School day Oct. 7 in the Fayetteville-Manlius school district.

# Nice Day for a Walk

## F-M parents observe second Walk Your Kid to School Day

By Elizabeth Doran  
Staff writer

Dozens of Fayetteville-Manlius parents walked their children to school Friday morning as part of "Walk Your Kid to School Day," but Rick Labs had to hustle to keep up with his 10-year-old son, Alex.

Alex, a fifth-grader at Wellwood Middle School, had an unfair advantage. He rode his unicycle to school as his dad walked beside him.

"This is just a beautiful time of day, and it was nice to keep my son compa-

ny," Rick Labs said.

Organizer Christine Robison was pleased at the turnout of parents who walked their children to school in the district Friday. She estimated that more than 200 participated. After the walk, the health office at Fayetteville Elementary School sponsored a celebratory breakfast for children and their parents to promote walking as a healthy physical activity.

Robison, who organized a walk for pupils at Wellwood and Fayetteville Elementary last year, expanded the event districtwide this year. East Syracuse-Minoa and several schools in the Syracuse city district organized similar walks

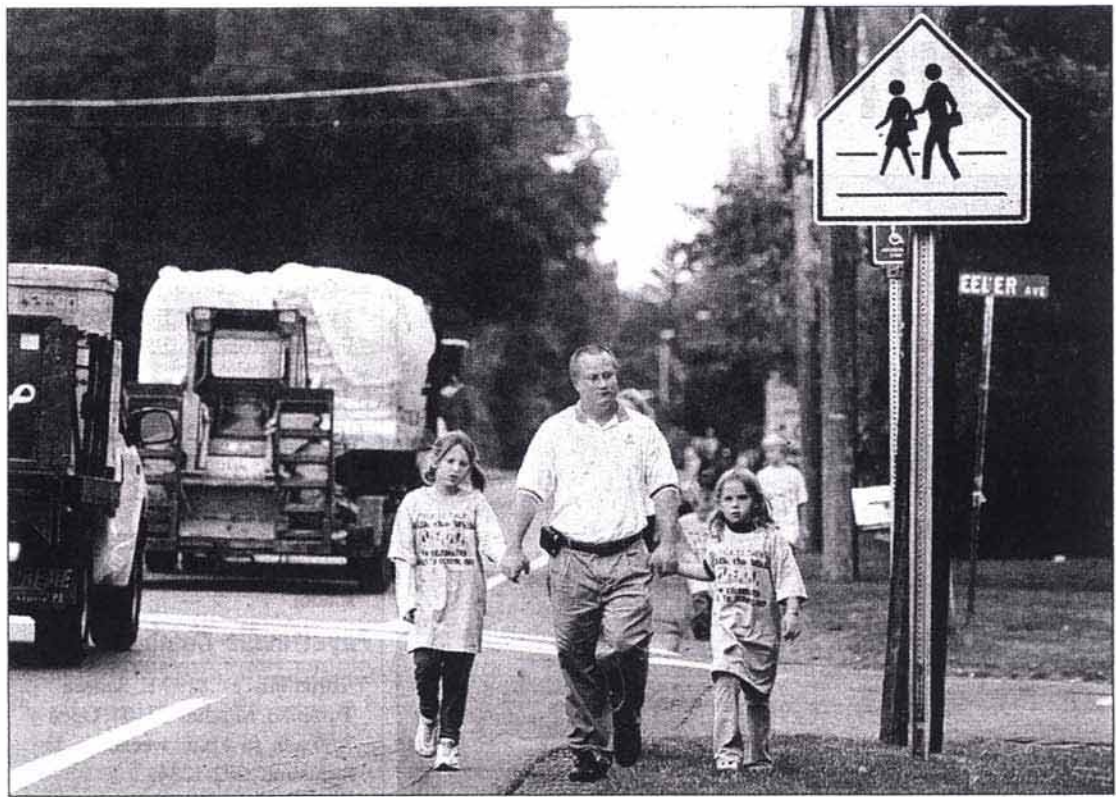
as part of "International Walk to School Day and Week."

Across the country, 1,781 schools participated in the event, which began in 1997 in Chicago. Modeled after a program in the United Kingdom, it's intended to help bring communities and children together.

Robison, founder of Citizens for a Pedestrian-Friendly Community, and many of the F-M walking parents had another goal in mind, as well. They want the town to install sidewalks along streets near the schools, and many of the parents

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David Lassman / Staff photographer

**MIKE GARVER** walks his daughters Grace (left) and Katherine to Fayetteville Elementary School along Fayetteville-Manlius Road near Wheeler Avenue.

## F-M parents, kids take day to walk to school

F-M, FROM PAGE 34

said they turned out to support her cause.

In August, federal legislation established a National Safe Routes to School program that will dedicate \$612 million from 2005 to 2009 to help create safe environments for walking and bicycling to schools.

Robison said Friday's walk illustrated how critical sidewalks are for pedestrian safety. And walking with your children to school is a superb way to get exercise, cut down on pollution and congestion, save gas money, reclaim neighborhoods and spend time with your kids.

Her group is pushing for sidewalks on Fayetteville-Manlius Road, Enders Road, Mott Road, and the north side of Route 173 between Pleasant Street and the high school.

The Syracuse Metropolitan Transportation Council has given the town of Manlius a

\$40,000 grant to do a sidewalk feasibility study along F-M Road. A public forum on the issue will be held Oct. 25.

Seven-year-old Hailey Everding said she really loved walking to school with her mom, Shelly, and 2-year-old brother, Ryan.

"I really like the fresh air," Hailey said. "And I like getting exercise and not getting on a bus or just sitting in a chair."

Shelly Everding said she wanted to walk with her kids to show her support for sidewalks. Ellen Abbott, who walked with her 7-year-old son, Jack, agreed.

"We would walk to school all the time, but there's no way to get there safely without taking a back route or going through the woods," Abbott said. "It's important to walk to school, because we already live such sedentary lives, and we're in the habit of being chauffeured everywhere."

The Post-Standard

Neighbors EAST

10/13/05

## Busing, not walking, safer for school children

To the Editor:

As reported in The Post-Standard, a group of Manlius residents have petitioned the town board to build sidewalks along Route 173, F-M Road, Enders Road and Mott Road. A public meeting on the subject is to be held sometime in the near future.

The petitioners cite providing a safe and healthy way for town children to get to school as the main reason for building sidewalks.

However, according to studies published in recent transportation safety literature (found easily through the library or the Internet), riding the school bus is, by far, the safest means of getting children to and from school.

Furthermore, the studies state that walking or riding a bicycle to school more than a few blocks is considered high-risk behavior on several levels and should be discouraged.

While the idea of sidewalks is appealing on the surface, the construction costs as well as the ever-increasing price of repair and maintenance of a project that will be used only in good weather by a small number of pedestrians (cyclists older than 12 are banned by law from sidewalks) is a luxury Manlius taxpayers may not be able to afford. We have all seen sidewalks built in other areas of the town that are almost never used.

Having lived in Manlius since 1977, we have seen the projected resale value of our house triple, while our yearly tax bill is approaching eight times what it was the first year we lived in our home.

With taxpayers currently paying nearly 4 percent of assessed value, Manlius is one of the most highly taxed communities in the country.

Understandably, we would oppose any additional new and unnecessary tax and would prefer any surplus revenue go toward alleviating the already sub-

stantial tax burden town of Manlius residents now bear.

Supervisor Chapman and the town board are diligent and hard-working, and they want taxpayer input in order to make the appropriate decision. We encourage all town of Manlius residents to contact the town for the date and location of the sidewalk meeting and attend it.

Since this project will impact all of us, the town board needs to hear all opinions, not just those of a vocal few, so that it can accurately gauge community support or lack of it for this very ambitious and possibly frivolous project.

Lynne Foster  
Manlius

## Pro-sidewalks group opposes sidewalk districts

To the Editor:

The Oct. 6 story in The Post Standard Neighbors East edition on the proposed sidewalks in the town of Manlius omitted some key information about funding.

Only sidewalk districts were mentioned, a method which obligates homeowners whose property abuts the sidewalk to bear the cost of construction and maintenance.

This practice assumes that only those few homeowners will benefit from sidewalks. On the contrary, our entire community stands to gain from having safe pedestrian access along Fayetteville-Manlius Road, Enders Road, Mott Road and Route 173.

Citizens for a Pedestrian-Friendly Community is not in favor of sidewalk districts. We feel that this would put an unfair financial burden on a few, when our community as a whole will be enhanced.

CPFC has learned that there are hundreds of millions of dollars in grants from several sources available for sidewalk construction. This should be the first route investigated.

And, according to the New York State Association of Towns, municipalities can allocate funds for projects if they benefit the greater good.

LETTERS, PAGE 16

The Post-Standard / Neighbors East  
Thus, Oct. 20, 2005 - 1



So, the town of Manlius could take the helm and begin the process of grant writing and/or budgeting for sidewalks. This should not require an increase in taxes.

Other communities, with similar demographics and nearly identical tax rates, have sidewalks, bike paths and trails.

This begs the question: Where do our tax dollars go?

CPFC would like to thank everyone in the town of Manlius who supports having sidewalks in these critical areas. With your continued interest, we will have safe pedestrian access to schools, businesses, parks, and community events for all of our residents, without the burden of sidewalk districts.

Marilyn Jeffery  
Manlius

## Too many unanswered questions on sidewalks

To the Editor:

As a property owner for 22 years on the F-M Road, I would like to take issue with the assertions made in the article on Walk to School day published in the Oct. 13 Neighbors and the letter to the editor published the previous week.

The Fayetteville-Manlius school district is very large and not densely populated. Busing children to school is here to stay. There is not a large majority of students who live within reasonable walking distance to school. One-half mile? One mile?

Rather than install sidewalks on the main road, why not install sidewalks on the side roads so that children could walk to the main road and be picked up by the bus there?

That would reduce the need for buses to meander through neighborhoods. It would streamline bus routes, making them shorter in time, and saving fuel.

It would also cut down on congestion and pollution because fewer parents would feel the need to drive their children to school since they would not have to allocate 45 minutes traveling time to school on the bus.

If the bus were really convenient, perhaps the 400 student parking spaces at the high school would no longer be needed.

The usual method of funding a sidewalk is the creation of a "district," the residents of which would have the cost of construction and maintenance added to their yearly tax bills. If

this were to be done, where would the district be located? Alternatively, is the whole town of Manlius expected to fund this sidewalk?

The cost of construction of the sidewalk on F-M Road alone has been conservatively estimated to be at least \$7 million. This is for a sidewalk on one side of the road and does not take into account the cost of replacing stone walls or trees.

If the sidewalk were to be funded by a district, this would represent a large increase in property tax for the property owners along the road, even if the district were to include many adjacent properties along the side streets. This does not include maintenance costs, which would go on indefinitely.

To put this in perspective, the total town tax income in 2005, according to information obtained from the supervisor's office, is \$9.4 million. The total allocated to the four fire departments in the town of Manlius is \$2.2 million.

Sidewalks would not address the issues of excessive speed and volume of traffic on F-M Road. I am in favor of the reduction of the speed limit on F-M Road.

Several years ago, former supervisor Tom George held an information meeting when the suggestion for a sidewalk was first proposed. A representative of the New York State Department of Transportation stated that since the road was straightened and improved, people would drive at the speed permitted by the design of the road and no amount of enforcement would be able to reduce the speed limit.

Thus no effort to do so would be made. Perhaps enforcement of the law prohibiting driving on the shoulder would make F-M Road more "pedestrian friendly."

I noticed that last week on Walk to School Day, groups of small children, most accompanied by adults (and including some riding bicycles on the wrong side of the road) walked to Fayetteville Elementary in the morning. By afternoon it was raining, and I did not notice anyone returning home on foot.

I question whether children would really use the sidewalk to get to school on a regular basis. My four children did walk to Wellwood Middle School sometimes, one fairly regularly, but they always rode the bus when there was snow on the ground.

I would not have allowed elementary-age children to walk even with sidewalks, and I question whether any other parent would.

I also question whether the 1,513 signatures on the petition presented to the town board on Sept. 28 were really those of registered voters. And, did they understand that a tax increase could be involved?

It is difficult to believe that the National Safe Routes to School program mentioned was meant to fund a project in an upscale neighborhood that would be little-used by school children.

Furthermore, bicycles ridden by people over the age of 12 are not allowed on the sidewalk.

This area does not have the population density that would make sidewalk use realistic. This amount of money could be better spent on projects that would truly benefit the citizens and improve the quality of life in this area, rather than a special interest project that benefits few and imposes on many.

I urge any resident of the town of Manlius to contact the Supervisor's office to find out the date of the next meeting on the sidewalks. Everyone in the town will be affected by the decision on this proposed project.

Elaine Dubroff  
Manlius

*The Post Standard  
Neighbors East  
Oct 20, 2005-2*



## TO THE EDITOR

### Citizens for the sidewalk

To the editor

The Oct. 6 story in the Post Standard Neighbors East edition on the proposed sidewalks in the town of Manlius omitted some key information about funding. Only sidewalk districts were mentioned, a method which obligates homeowners whose property abuts the sidewalk to bear the cost of construction and maintenance. This practice assumes that only those few homeowners will benefit from sidewalks. On the contrary, our entire community stands to gain from having safe pedestrian access along Fayetteville-Manlius Road, Enders Road, Mott Road, and Route 173.

Citizens for a Pedestrian-Friendly Community is not in favor of sidewalk districts. We feel that this would put an unfair financial burden on a few, when our community as a whole will be enhanced. CPFC has learned that there are hundreds of millions of dollars in grants from several sources, available for sidewalk construction. This should be the first route investigated. And, according to the New York State Association of Towns, municipalities can allocate funds for projects if they benefit the greater good. So, the town of Manlius could take the helm and begin the process of grant writing, and/or budgeting for sidewalks. This should *not* require an increase in taxes. Other communities, with similar demographics and nearly identical tax rates, have sidewalks, bike paths, and trails. (This begs the question: Where do our tax dollars go?)

CPFC would like to thank everyone in the town of Manlius who supports having sidewalks in these critical areas. With your continued interest, we will have safe pedestrian access to schools, businesses, parks and community events for all of our residents, without the burden of sidewalk districts.

MARILYN JEFFERY  
CITIZENS FOR A  
PEDESTRIAN FRIENDLY  
COMMUNITY

### Citizens against the sidewalk

To the Editor:

As reported in the *Eagle Bulletin*, a group of Manlius residents have petitioned the town board to build sidewalks along Route 173, F-M Road, Enders Road and Mott Road. A public meeting on the subject is to be held sometime in the near future.

The petitioners cite providing a safe and healthy way for town children to get to school as the main reason for building sidewalks. However, according to studies published in recent transportation safety literature (found easily through the library or the Internet), riding the school bus is, by far, the safest means of getting children to and from school. Furthermore, the studies state that walking or riding a bicycle to school more than a few blocks is considered high-risk behavior on several levels and should be discouraged.

While the idea of sidewalks is appealing on the surface, the construction costs as well as the ever-increasing price of repair and maintenance of a project that will be used only in good weather by a small number of pedestrians (cyclists older than 12 are banned by law from sidewalks), is a luxury Manlius taxpayers may not be able to afford. We have all seen sidewalks built in other areas of the town that are almost never used.

Having lived in Manlius since 1977, we have seen the projected resale value of our house triple, while our yearly tax bill is approaching eight times what it was the first year we lived in our home. With taxpayers currently paying nearly four percent of assessed value, Manlius is one of the most highly taxed communities in the country. Understandably, we would oppose any additional new and unnecessary tax and would prefer any surplus revenue go toward alleviating the already substantial tax burden town of Manlius residents now bear.

Supervisor Chapman and the town board are diligent and

hard-working, and they want taxpayer input in order to make the appropriate decision. We encourage all town of Manlius residents to contact the town for the date and location of the sidewalk meeting and attend it. Since this project will impact all of us, the town board needs to hear all opinions, not just those of a vocal few, so that it can accurately gauge community support or lack of it for this very ambitious and possibly frivolous project.

LYNNE FOSTER

### Fayetteville sidewalk study focus of hearing

A public hearing to introduce the Fayetteville-Manlius Road sidewalk study is set for 7 p.m. next Tuesday at Wellwood Middle School, 700 S. Manlius St., Fayetteville.

Members of the Syracuse Metropolitan Transportation Council will outline the project's study area, the purpose of the study and what the council will do to complete the study, said Danielle Krol, senior transportation planner, in a written release.

After the outline of the study is presented, the public can ask questions and comment on their traffic and pedestrian experiences. The study is expected to take about a year.

— Staff report

The Post-Standard 10/25/05



# F'ville building nears completion

Sidewalks and museums addressed at village board meeting

By SUSAN ASHLEY

Fayetteville Mayor Mark Olson and Trustee Inez Albanese led board members and those in attendance at the village board meeting Oct. 12 on a tour of the nearly completed municipal building. The project is on schedule and on budget, and Olson remains optimistic that the village can move into the new space around Christmas time.

Olson and Albanese have been picking out paint and tile colors, and their anticipation for the finishing touches is palpable. They revealed their color scheme of earth tones with the same mixture of pride and nervousness.

Though it's hard to picture the finished effect from a square-inch snatch of hue, Olson and Albanese

evoked a bright, welcoming, functional space for village residents and employees. Albanese said she immediately gravitated toward brown shades.

"Brown is masculine, but soft," she said. "I wanted the building to have authority, but also a degree of warmth."

The colors are meant to be inviting and timeless.

"I want it to be a real community building," Albanese said. "I hope in 10 years someone would say it's beautiful and it's elegant."

The colors will also bring out the building's historic grace.

"The building has a lot of nice features that have never been enhanced," Albanese said. By painting the window frames brown on the outside, for instance, Albanese and Olson hope the brick will stand out to better effect. Board members will be able to review the color choices again after the application of the first coat of paint.

Also on the board's agenda, Trustee Mary Coleman reported back from attending a meeting of

the committee considering sidewalks in the town. She expressed approval of the mission and the method, but the board declared zero village support for a town sidewalk project.

"The committee is going to be thinking outside the box," Coleman said. "There are other ways of doing pedestrian pathways and bike ways." Coleman said the main benefit for the village's participation on the committee would be to bring those creative solutions to bear on village sidewalk considerations.

Village resident Bob Duncanson voiced his concerns about village tax money going towards the project.

Olson reassured Duncanson that though the village had written a letter in support of sidewalks, that letter merely expressed the benefit the village has found sidewalks to be, and did not indicate that the village would provide any financial support to the town project.

"There will be no village money  
**Please see Fayetteville, page 10**

## Fayetteville

From page 1

spent on it," he said.

The board also discussed the changed procedure for recognizing museums in the village. In the past, museums received year-long standing from the mayor. Each year, the museum would have to apply again for the status. Olson explained the new protocol whereby a museum must go before the planning board, then participate in a public hearing, before the town board will grant the museum a permanent designation, rather than a year-to-year status.

"There's a vehicle now that museums have to go through," he said. "The process was broken and we fixed the process. We made it more stringent for the museum, but we made it better for the museum and better for the residents."

A public hearing on the Matilda Joslyn Gage House will be held Nov. 14.

Eagle Bulletin

Volume 119, No. 42  
Oct. 19 to 25, 2005



## When sidewalks make sense

To the editor:

Having grown up in the city of Syracuse, sidewalks were commonplace. They had a certain charm and created a feeling of neighborhood that I missed when I first moved to the suburbs. But I realized soon enough that a sidewalk doesn't make a neighborhood - and that I didn't miss shoveling the snow off them much at all.

So when I first heard of sidewalk districts in the Fayetteville-Manlius area it was a nostalgic look back, and they made sense in the villages where services were in walking distance and houses closer together, just like in Syracuse.

I suppose it was natural to expect the idea of sidewalks everywhere - why not spread a good thing around? But when I heard some specific plans to place sidewalks on F-M Road, I think this is more of a good thing gone bad.

F-M Road is heavily trafficked. There are bikers and joggers for sure but not many pedestrians. Maybe there would be more people walking between the villages or to schools if there were sidewalks, but I don't know any parent who would let an elementary school age child walk down that road even if there were sidewalks.

I was also surprised to hear that some proponents of sidewalks on F-M Road often site the town of Pittsford as a model saying that it's fully "sidewalked" when in reality, only the village area has sidewalks. The school district there continues to bus children to school outside of a .3 mile

radius citing a study by the National Research Board (Special Report 269) which showed that walking was one of the most hazardous mode of transportation for children to get to/from school second only to riding a bike.

That the people promoting a sidewalk in this area are telling us how much safer this would be for our children is what most concerns me. I feel the enthusiasm for this project is misdirected. If the safety of our children is their primary concern, they should look again at promoting this plan.

CHRIS CLARK

## Pedestrian friendly or pedestrian dangerous?

To the editor:

As a property owner on F-M Road for 19 years, I know intimately about the activity on F-M Road. I have raised my two children here who have attended the F-M schools K thru 12, yet neither child ever walked, jogged or biked on F-M Road.

Why? Neither one of them felt safe enough to do so. Sidewalks would not have made them safer for several reasons.

✓ They volume of traffic has gone up exponentially in recent years as all of Manlius, Cazenovia, Pompey and Fabius, use F-M Road as the main thoroughfare to get to Fayetteville. The success of many business and eateries in Fayetteville has brought not only increases in volume of traffic but in types of traffic: most notably an increase in trucks of all kinds, including tractor-trailers.

✓ The actual speed limit for approximately two miles of F-M

Road is 40 mph. Neighbors on F-M Road have estimated speeds more like 50 to 70 mph. Upon interviewing several town of Manlius police, all have agreed as thorough as they are, they cannot always be there to ticket the numerous speeders. The New York State engineers' goal is to "move traffic" after it exits the village. A reduction in speed limit would be an uphill battle indeed.

✓ F-M Road, a state road, is plowed by the state. New York State estimates that snow plows (the big heavy ones) spew snow, ice and slush 50 feet from the road. What happens to an elementary school student in this case? No one could in good conscience call this "pedestrian friendly."

✓ The F-M School Board has not supported sidewalks on F-M Road. In fact, the board has deemed F-M Road a hazardous road for school children. I was appalled that on "Walk Your Child to School Day," parents had children walking along F-M. While I sympathize with any parent's wish for a walking community, F-M Road is far from the safe place to do so. There are alternative paths and back routes that my children always used. Have well meaning parents been pulled into this agenda?

✓ The town of Manlius was voted one of the top 100 places to live by "Money" magazine. We protect development and nurture it in keeping with our historic heritage. My family and I live in one of these historical houses. I have 200-year-old trees and a 200-year-old stone wall surrounding my property, as do many of my neighbors. No, we do not want to lose our

**Please see Letters, page 5**

## Letters

From page 4

trees. No, we do not want to move or lose our stone walls, gardens and green spaces. And the cost to the individual homeowner would be an estimated \$75,000 to \$100,000. History has to be protected by us. If not by the homeowner, then who?

Please come to the Nov. 1 town of Manlius scheduled meeting at Wellwood Middle School to voice your opinions. Preserve the integrity of Fayetteville and Manlius. Help to keep our town one of the best places to live. Help keep our children safe!

SUSAN HARTMAN BRENIZER

Eagle Newspapers  
Oct. 26, 2005



## Sidling up to sidewalks: Enders Road discussed

A public forum at Manlius town hall Oct. 11 regarding the possibility of sidewalks on Enders Road resulted in the formation of a working committee to begin looking into the logistics of the construction. Town councilors Sandy Schepp and Paul Susco, along with volunteers from the school and the community, will work with engineers, the department of transportation and grant writers to determine where and how to build the sidewalks and to seek out sources of funding.

For the most part, the standing-room-only crowd was fervently supportive of sidewalks. Julia Stone, a student who attended Enders Road Elementary School and Eagle Hill Middle School, finds the trek to school a harrowing experience.

"Cars are zooming by this close to you," she said, holding her hands inches apart. "It really makes you more nervous than it should."

Corliss Kaiser, F-M superintendent said the school district runs buses that pick up every student as close to home as possible so no child has to run the risks of walking to school.

"Right now our policy is all children are transported to school," she said. "And that's primarily for reasons of safety."

Some in attendance raised objections to the sidewalks, fearing they would lose lawn space or trees to the right of way in which the sidewalk would be constructed. Others objected to any tax increase that might result from the sidewalk project.

"I can't afford more taxes," said

town resident Bob Duncanson, a senior citizen on a fixed income. "I do not want Bob Duncanson taxed one penny for sidewalks in the town of Manlius."

Christine Robinson and Marilyn Jeffries of Citizens for Pedestrian Friendly Communities, the group spearheading the sidewalks initiatives throughout the town, reassured Duncanson that grant money is available and every effort would be made to secure funding without resorting to taxpayers.

Enders Road resident Rich Jacobson was dismayed by the objections.

"To hear discussion of concerns of losing trees and paying taxes when I see kids walking a thin line, that's scary," he said.

The working committee is set to begin work immediately.

### F-M Road sidewalks on agenda

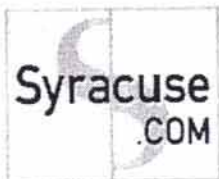
The Syracuse Metropolitan Transportation Council will hold a public meeting to discuss sidewalks along F-M Road at 7 p.m. Nov. 1 at the Wellwood Middle School auditorium. The meeting will include an explanation of the study the council has initiated to determine whether sidewalks are applicable for F-M Road.

Following a formal presentation, the public will be encouraged to ask questions and comment on their experiences on F-M Road, as well as present any concerns about the potential sidewalks. In its final phase, the project will establish cost estimates and gauge public sentiment for the project. The study is expected to take 12 months to complete.

Zagle

News papers

OCT. 26, 2005



# The Post-Standard

## Democrat makes Manlius Town Board a race

Thursday, October 27, 2005

**By Jim Read**  
Staff writer

Members of the Manlius Town Board serve four-year terms and are paid \$10,086 per year. The board is the legislative, appropriating, governing and policy determining body of the town.

Three incumbent Republicans, John Curtis, David M. Marnell Sr. and Paul E. Susco, and a Democratic challenger, Meredith Dropkin, are seeking the three seats up for election this year. Susco is running for his first full term after he was appointed in June to complete the term of Kevin Holmquist.

Holmquist was appointed to the Onondaga County legislature when longtime 10th District Legislator Terry Pickard resigned to take a job as legal counsel to the Onondaga County Water Authority.

Each of the town council candidates was asked three questions. Here are the questions and their answers: What are two key issues affecting the town of Manlius?

Curtis: This time of year, the budget is always very high on the list and takes a lot of time. Sidewalks are becoming a big issue.

Dropkin: Inconsistent customer service and no long-term plan.

Marnell: The definition of "key" really depends on your perspective. Everyone considers the issue of concern to him or her to be the "key" issue. Board members have the responsibility to listen to concerns, research solutions, prioritize and take appropriate action.

Susco: How to provide all the town services while continuing to keep taxes in check and look at all ways to consolidate that make sense. How will you deal with those issues?

Curtis: Each year the budget committee works very hard to put a fair and reasonable budget together. The taxpayers want first-class service. With the cost of everything increasing, it takes a lot of time and energy to keep the budget an affordable one that residents can handle.

Sidewalks are badly needed in some areas, but also are very costly to construct and maintain. The people are very understanding, and I think this has to be studied more to fully understand what the need really is.

Dropkin: Customer service reflects a board's professionalism, competence and approval from the community it serves. I want the town board to provide customer service that exceeds expectations. This can be accomplished with a renewed effort to be open, communicative and accessible. I will work to ensure that everyone has an opportunity to be heard, and more importantly, an opportunity to make a difference.



Lacking a long-term plan is one of our most important issues. We need to consider development based on the best mix of residential, commercial and community space to safeguard our natural resource and preserve our town's character, while implementing strategies for smart growth.

Marnell: The key issue in a broad sense is balance. The town leadership is faced with the challenge of controlling costs and minimizing tax increases while also considering the needs and wants of the citizens and prioritizing those projects and programs that contribute to the quality of life.

Susco: I will continue to examine all that we do to both provide better customer service and lower costs where we can. What have you done for the town of Manlius lately?

Curtis: I have taken over the safety program that the town has for employees. A grant was received from the state Department of Labor to set up a program to inform employees about the importance of thinking about safety in whatever they do. The town's Department of Public Works has several safety courses and the village of Minoa has joined in these classes. Everyone benefits when you talk about safety.

This being election time, I have been talking to people while going door-to-door to get comments on issues they are concerned about.

Dropkin: I decided to give Manlius residents a choice on the ballot. The board should be a microcosm of our community and not just a rite of passage for the Manlius GOP. We need balanced representation and a broader range of sensibilities. ~~I hope to be a valuable contributor in all conversations; from Three Falls Woods to sidewalks along F-M Road and everything in between.~~

Marnell: As a councilor over the past two years, I have taken a proactive approach by attempting to install systems and concepts that provide long-term solutions. We have to avoid taking the reactive approach of many municipalities that simply try to make it from one tax year to another without considering the long-term positive and negative effects of what they are doing.

Susco: I have been a good listener to all sides of the issues and will make informed decisions. The current board is a high-quality board that comes to consensus and is well informed on the issues. That is the best thing we can do for our constituents.

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## The Post-Standard

### Manlius sidewalk meeting hears pros and cons

Some 120 people turn out for first meeting in \$40,000 feasibility study.

Thursday, November 10, 2005

**By Jim Read**  
Staff writer

Transportation planners last week outlined the steps they will take for a yearlong study of Route 257 between Fayetteville and Manlius designed to produce suggestions to make the road more friendly to pedestrians.

When completed, the \$40,000 study also will estimate the costs of any projects, said Danielle Krol, senior transportation planner with the Syracuse Metropolitan Transportation Council, the agency conducting the study.

The final report will be submitted to Manlius officials, who will decide whether to pursue any of the suggestions, she said.

The council conducted a public meeting Nov. 1 at Wellwood Middle School as the first step in the study, Krol said. About 25 people spoke at the meeting, which drew about 120 people.

The council will collect information about traffic, signs, bus routes, crosswalks, shoulders, paths and cut-throughs along the street, also known as F-M Road.

Information collection is expected to take the rest of the year, Krol said. Next spring, the planners will draft a report and conduct a second public meeting. A third public meeting will follow the release of the final report, expected in about a year, she said.

The recommendations in the final report could include widening the road shoulders, creating paths or building sidewalks, she said.

The comments gathered at public meetings, including the one last week, will be noted in the final report, Krol said.

"We'll make sure everyone is in the report," she said. "We want to hear your thoughts and comments and concerns."

Speakers favoring sidewalks talked about the need to make the community more pedestrian-friendly and to unite the villages with a safe walkway.

Those against building sidewalks, many of them residents of F-M Road, questioned the safety of providing sidewalks on such a busy road, the cost of construction, maintenance and liability. They also objected to any project that would destroy trees or stone walls along the route.

Marilyn Jeffery and Christine Robison, of Citizens for a Pedestrian Friendly Community, said



their group does not favor establishing sidewalk districts that require adjacent homeowners to pay for sidewalks.

"We don't want to burden anybody," said Jeffery, of 501 Pleasant St. Grant money can be found to pay for any construction, she said.

The group also does not want to see historic stone walls and centuries-old trees removed. "We would like to preserve every stone wall," said Robison, of 125 Marangale Lane. "That's part of the planning process."

The group would like the entire town to be more pedestrian-friendly, she said. "Everything is in the villages. This is the connection between the villages."

But Jon Brenizer and Susan Hartman Brenizer, of 908 F-M Road, representing the F-M Road Property Owners Association, said nearly three-quarters of the homeowners oppose building sidewalks, citing safety concerns. "We've done our research," Jon Brenizer said.

Fayetteville-Manlius schools bus all children for safety reasons, he said. The sidewalks would be used only for recreational purposes.

Speeding cars add to safety concerns, they said. The speed limit is 30 mph in the village, and 20 mph in the school zone at Fayetteville Elementary School and Wellwood Middle School, but 40 mph between the villages.

"Cars speed on F-M Road," Hartman Brenizer said.

Mary Jane Nathan, of 101 Henschke Drive, said she fell and broke her shoulder while walking her dog along F-M Road.

She and her husband disagree on which side of the road is safer to use and she fell while crossing. She said she can't understand why there are no sidewalks in front of the schools.

"I didn't have a sidewalk to walk on to get here," she said.

Other residents said they are worried about maintaining the sidewalks and legal liability.

"It's about our property that you are going to take and abuse," said John Gilligan, of 5015 F-M Road.

"There are plenty of places to walk for recreation," said Alan Burstein, of 100 Old Farm Road.

Some questioned the need for a study, while others feel it is warranted.

"I don't see how having a sidewalk would detract" from the appearance of homes on the road, said Brian Stone, a civil engineer who lives at 4948 F-M Road.

Stone, the owner of a 100-year-old house, said he is concerned about how any construction would affect his property. "Let's see what happens when the study comes in."

Dr. Michael Fintrop, of 5020 F-M Road, said the debate is about money, and he's concerned about what any project will cost.

Dialogue is important, he said. "We need to get through this process without getting mad at each other."

# Sidewalk study begins

Residents' input solicited

By SUSAN ASHLEY

The Syracuse Metropolitan Transportation Council is undertaking a pedestrian accommodation feasibility study to look into possibilities for pedestrian access along F-M Road. About 100 people attended an informational meeting at Wellwood Middle School held by the SMTC to gauge public sentiment for the project.

The SMTC will do a comprehensive study, which will include examining data about traffic on the road, identifying issues such as drainage or speeding that would need to be addressed and estimating annual operating costs. The SMTC agreed to do the study at the request of the town, and the \$40,000 necessary to accomplish it comes fully from the federal government. The council will be able to share some findings early in 2006 and will produce a final report next summer. The report will outline several alternatives the town can consider pursuing. The recommendations could range from the construction of a full-fledged sidewalk to widening the shoulder or lowering the speed limit. Danielle Krol, senior transportation planner for the SMTC facilitated the meeting.

Residents of F-M Road came out in full force. Speaking for the F-M Road Property Owners Association, Jon Brenizer expressed the group's opposition to the project.

"We are vehemently opposed to sidewalks on F-M Road and the continuation of this study," he said. A petition circulated by the association to the 81 homeowners on the road was signed by 84 percent of residents.

The homeowners who signed the petition argued that the road was unsafe for pedestrians under any circumstances, and that installing a sidewalk would require destroying trees and moving stone walls.

Krol said the study would determine the practicability of preserving features of the road and providing a safe pedestrian route.

Stephen Shapiro, who lives on F-M Road, said, "Children should be prohibited for safety reasons from using a sidewalk (on F-M Road). It would be an undo burden on residents. It would destroy the look of the road. It is nothing but an unsafe walkway that doesn't need to be there."

Proponents of the sidewalk argued just as fervently.

"There are ways to engineer anything," said Manlius firefighter Philip Buff. "There isn't a mason who originally built those walls who wouldn't be willing to move

Please see Sidewalk, page 8

## Sidewalk

From page 1  
them back."

The F-M Road residents who support a sidewalk or other pedestrian pathway spoke up as well. Resident Michael Tenick chided his neighbors for shortsightedness.

"This is a good thing for the neighborhood, a good thing for the community," he said. "You're being selfish."

In response to concerns about drainage and engineering, Krol said the SMTC study would mention possible issues, but not address them in depth in the study.

Eagle Bulletin

Nov. 9 to 15, 2005



## No to the sidewalk

To the editor:

I am a 23-year-old graduate of F-M High School who grew up on F-M Road, where my family still resides. Since my graduation, I have graduated college and I currently work as an advertising sales director in New York City.

I am considering relocation back to upstate and may one day wish to buy a home in Fayetteville. I have always been proud to bring my friends from college home with me, and I am especially proud of F-M Road. My interest in writing now is in response to the sidewalk controversy on F-M Road.

As a child, my neighbors and I always took the back paths to Fayetteville Elementary and to Wellwood and crossed F-M only in the designated crossing area in front of Wellwood where cars go more slowly. I learned quickly how fast cars go on F-M and how many accidents there are here, as I have lived here since I was five. I really do not understand the need for a sidewalk on F-M as mostly we all took the bus to school.

The part of this special interest group promoting sidewalks that bothers me the most is that there would be no way to put in sidewalks without destroying the beauty of F-M Road and its large trees, stone walls and history. Since graduating from F-M, I attended college in Baltimore, Md., where

the Inner Harbor is based upon maintaining history; I then studied abroad in Thailand and ended up residing in New York City.

When I read a letter-to-the-editor that called the F-M Road homeowners (who do not want a sidewalk) "selfish," I was incensed. In New York City this is called historical preservation. I would think that other residents of Fayetteville and Manlius would be grateful that F-M Road homeowners have preserved these historical lots, trees, walls and beautiful homes.

Do the sidewalk proponents realize that the national trend is away from over-development and towards historical preservation? Once the look of F-M Road is destroyed, it is gone forever.

In my opinion, as a young adult who grew up here, putting in sidewalks is not only unnecessary but shortsighted and seemingly only to please a few - those who don't even live on my street.

A word of advice to the sidewalk people, with all due respect, the residents of F-M Road own their homes for decades and seem to have no intention of going away quietly. Please don't destroy the beauty of the road I grew up on in my hometown.

RACHEL HODGSON

# The Post-Standard

## Building marks the year across Eastern suburbs

**2005: Manlius debates subdivisions and sidewalks**

Thursday, December 29, 2005

**By Jim McKeever and Jim Read**  
Staff writers

To everything, there is a time.

In the eastern towns of Onondaga County, 2005 was a time for building, with several construction projects begun or completed.

The year also brought news of politicking, planning, hiring, flooding, arsons and shootings.

And debate. Residents and politicians took sides on hot local issues. One of the hottest issues of 2005 was this: How much and what kind of development should be allowed? That question is sure to be asked in 2006, as well.

Below is a town-by-town roundup of the major events in 2005 in the eastern part of the county.

### Manlius

\* It's been a year of big ideas and building projects in the town of Manlius, as citizens groups worked to preserve green space and build sidewalks.

Fayetteville and Manlius put the brakes on zoning reviews for new development. Nevertheless several significant building projects were completed and others remain under construction.

The village of Manlius elected a new mayor and three new trustees in March Richard Penhall, Tim Fox, Natalie Miner and Eric Krouse while the new mayors elected in 2004 in Minoa, Richard Donovan, and Fayetteville, Mark Olson, were busy with their programs.

And while November elections didn't change the Manlius town board, a new face was added by appointment.

Paul Susco took the seat held by Kevin Holmquist, who was appointed to the Onondaga County legislature during the summer.

He took the seat of longtime Legislator Terry Pickard, who resigned to take a job with the Onondaga County Water Authority.

Holmquist continued one task for the town, as head of a task force exploring consolidation of town and village services. The 18-member committee is continuing its work in 2006.

\* The debate over building sidewalks raged much of the year. In November, the Syracuse Metropolitan Transportation Council held a public meeting to explain the steps it will take in a yearlong study of Fayetteville-Manlius Road.

The Manlius Greenspace Coalition formed this year. The group, dedicated to creating a town-wide plan for preserving open space and developing parks, took its first aim at a proposed subdivision in a wooded area of the town that includes three waterfalls.



## We are all pedestrians

To the editor:

All the opposition letters and spokespeople I have observed in the controversy of a path on Route 257 between Fayetteville and Manlius seem to address children walking to school.

However, this past January warm spell when the temperatures were in the 50s, one morning I drove approximately one mile of that road and passed 10 adult runners or walkers and two bicyclists. This was about 10 a.m. and school was in session! This is a common

occurrence in the spring, summer and fall, but it's great to see people in the winter months. In fact, some of the very people who are against any type of safer pathway have been seen using the shoulder of the road for this purpose.

I appeal to the narrow minded who oppose this that they consider the population as a whole and not just mention school age children.

With time and cooperation it could be done as a benefit to the community and still not disrupt their property.

ROSEMARY KELLY

Eagle Bulletin 1/25/06

## FROM OUR MAILBOX

### Clarifying SMTC study

To the editor:

As you may be aware, the Syracuse Metropolitan Transportation Council has agreed to complete a pedestrian study on behalf of the town of Manlius. The purpose of this project is to determine the feasibility of possibly installing a pedestrian facility along Fayetteville-Manlius Road (Route 257) between the villages of Fayetteville and Manlius. The project will also establish cost estimates of such a facility, and gauge the local public sentiment on its appropriateness for this corridor.

I am writing this letter because I believe that we need to clarify the purpose of this study. The study that the SMTC is completing on the town's behalf is a pedestrian feasibility study that will examine several different options for possibly making a pedestrian connection between the villages of Fayetteville and Manlius. Pedestrian path(s), widening of the road shoulder(s), sidewalk(s) and other options will be examined, all with equal weight, as part of this study. It must be emphasized that this is not a sidewalk study. Once the SMTC examines a variety of options, they will hand over a final report to the town of Manlius. At that time, it will be up to the town to determine if and what recommendation(s) from the study to move forward with.

In summary, I want to make it very clear that this is a pedestrian accommodation feasibility study with many varied options that will be examined, not merely sidewalks.

HANK CHAPMAN  
SUPERVISOR, TOWN OF  
MANLIUS

## SCHOOLS

## Walking the walk

By: Evelyn Morales

International Walk Your Kid to School Day was celebrated for the third year at Wellwood Middle School and Fayetteville Elementary school last Friday, Oct. 6. The yearly walk is an opportunity to emphasize kids' health and create safe biking and walking routes to school and back for students.

Students and their parents were encouraged to walk to school together between 7:30 a.m. and 8:45 a.m. that morning. However, turn out was poor this year as opposed to last year, which featured 250 participants. This year a combination of minimal publicity and a cold fall morning may have been factors according to Christine Robison, member of Safe Kids Coalition, a global organization that stresses prevention of accidental childhood injuries. "We didn't advertise as much this year as we did last year. Last year we put a sign out in the villages of Manlius and Fayetteville," Robison stated.

Robison walked with her two children to school, along with some of their friends. Each of them was wearing a bright green shirt from last year's event. Robison provided a red wagon full of giveaways for kids



Crossing guard Terry Houghton stands with mom and safe walking advocate Christine Robison who walked her two children and their friends to school on Oct. 6.

who walked past her.

Robison, an advocate of safe walking routes for children, is concerned about adequate crosswalks for kids that walk to Wellwood Middle and Fayetteville Elementary. "The kids you see that walk the most are from Fayetteville because they have a sidewalk that goes up to the school, but the kids who

live over in Manlius don't have a pedestrian accomodation," she said.

Following the walk, the day was further celebrated with a breakfast in the cafeteria at Fayetteville Elementary. Wanda Jigham, school nurse at Fayetteville Elementary, obtained a grant from Safe Kids Coalition to pay for the breakfast.



# Second public meeting to be held for F-M pedestrian study

The Syracuse Metropolitan Transportation Council will be hosting the second public meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study. The meeting will be held at 6:30 p.m. Tuesday May 1 in Dwyer Hall at the Immaculate Conception Church on Salt Springs Road in Fayetteville.

The SMTC's presentation will include a review of the existing conditions in the project's study area and an explanation of the various pedestrian alternatives examined, including cost estimates for the recommended alternatives. Following the formal portion of the meeting, the public will be encouraged to ask questions about the various recommended alternatives along Route 257 between the villages of Fayetteville and Manlius.

In addition, the public will be provided the opportunity to submit written comments to

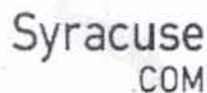
the SMTC on this project, as the final report will include all of the public comments gathered throughout this study.

The SMTC is completing this project as part of its 2007-2008 Unified Planning Work Program on behalf of the town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the villages of Fayetteville and Manlius.

The meeting facility is handicapped accessible. Additionally, interpretation services are being provided for the hearing impaired. Please advise the SMTC of any specific accommodations required in order for your participation at this public meeting.

For additional information, contact Danielle Krol of the SMTC at 422-5716 or email [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org).

Eagle Bulletin 4/25/07

The logo for Syracuse.com, featuring the word "Syracuse" in a large, serif font and ".COM" in a smaller, sans-serif font below it, all enclosed within a thin rectangular border.

## The Post-Standard

### Agency will say sidewalks feasible on F-M Road

But town of Manlius still might not approve path along Route 257.

Monday, April 30, 2007

**By Jim Read**  
Staff writer

Cement sidewalks or stone dust paths are the best way to make Route 257 between the villages of Manlius and Fayetteville more pedestrian-friendly, transportation experts say.

The Syracuse Metropolitan Transportation Council will make that recommendation during a public meeting Tuesday when it presents the findings of a 17-month study about making the route, also known as F-M Road, more accommodating to foot traffic.

"It's exciting that it's finally come to this point," said Christine Robison, of Citizens for a Pedestrian Friendly Community, a group that favors building sidewalks. "It will be interesting to hear what the recommendations are. I'm hoping they will bring examples from other communities with them."

Danielle Kroll, the council's senior transportation planner, will review the conditions along F-M Road and explain the seven alternatives examined and why the council supports building sidewalks or a path. Whether anything will happen as a result of the study will depend on the town of Manlius.

"One of the alternatives is the null alternative," Kroll said. "The town could do . . . nothing."

When the study was beginning, about 125 people attended a public meeting in November 2005 at Wellwood Middle School. Many homeowners along F-M Road were opposed to installing sidewalks, citing maintenance costs, liability and the potential destruction of stone walls and trees.

But the study found that sidewalks or paths could be installed on each side or both sides of the road without disrupting stone fences and with minimal loss of trees. Kroll said the council is still working up preliminary cost estimates and will present them at the meeting.

Jon Brenizer, of the F-M Road Property Owners Association, said his group is interested in seeing the recommendations but remains opposed to building sidewalks.

"We believe it's not a safe road" for pedestrians, he said. "With busing, kids don't really need to walk to school."

And that could end the project. Manlius Supervisor Hank Chapman said he won't support building sidewalks along F-M Road unless an outside funding source is found and F-M Road residents support the project.

"It's not going to be an easy task to get them there," Chapman said.

Jim Read can be reached at [jread@syracuse.com](mailto:jread@syracuse.com) or 470-2204.



## LETTERS

**Manlius town still stalling on sidewalks by schools**

To the Editor:

The residents living in the Mott Road School area have been waiting with much anticipation to see the direction Hank Chapman will take in regards to the Fayetteville-Manlius sidewalk. We, too, have been involved in controversy over the sidewalks (one block) to Mott Road School. The Fayetteville village, under the leadership of Mayor Mark Olson as well as the board of trustees, has been very active in getting us sidewalks all the way to the town line. Past Superintendent Phil Martin did his part by installing sidewalks across the front of Mott Road School for the eventual connection to the town line.

For the past six years, the town has been stalling. Even though the F-M sidewalk is inevitable, the town board refuses to get into the 21st century and is still stuck in the good-old-boys ways of doing business. The fact is that Fayetteville Elementary and Wellwood schools are town schools for town students and the town right of way is to provide safe access for the good of the entire town. The proposed study shows that a sidewalk can

be built around the town walls and town trees. Remember, the walls and trees are in the town access right-of-way for the benefit of all town residents.

We have heard it all before, the town seems to enjoy the controversy so it can sit back and do what it really wants to do — nothing. The problem with that is the danger will not go away but only get worse. I hate to see F-M Road turn into a Lyndon Corners or even Route 5 to the town center. Not that long ago, these were primarily residential areas. They are predominately commercial areas now. Let's face it, what family wants to live on a highway? In the past, F-M Road was the outskirts; today, it is just a cut-through to the more affluent neighborhoods being developed to the east.

We need to draw the line that this is a residential neighborhood with an elementary school and a middle school. What better way to stay a neighborhood than with a quality sidewalk-restoration project. Remember, once a neighborhood is lost, its lost forever. The sidewalks, on FM Road and by Mott Road School, are inevitable. The only question is when?

**Rick Suatoni**  
Fayetteville

# **SMTC to review pedestrian access on Route 257**

*Eagle Bulletin 6/20/07*

The Syracuse Metropolitan Transportation Council will be hosting the second public information meeting for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study at 6:30 p.m. Tuesday June 26 in the Matt Tardio Community Room (auditorium) at the Manlius Village Centre.

The SMTC's presentation will include a review of the existing conditions in the project's study area and an explanation of the various pedestrian alternatives examined, including cost estimates for the recommended alternatives. Following the formal portion of the meeting, the public will be encouraged to ask questions about the various recommended alternatives along Route 257 between the villages of Fayetteville and Manlius.

SMTC staff will be available until 8:30 p.m. to answer questions and take comments. In addition, the public will be provided the opportunity to submit written comments to the SMTC on this project, as the final report will include all of the public comments gathered throughout this study.

The SMTC is completing this project as part of its 2007-2008 Unified Planning Work Program on behalf of the town of Manlius. The overall purpose of this project is to determine the feasibility of installing a pedestrian facility along F-M Road/Route 257 between the villages of Fayetteville and Manlius.

The meeting facility is handicapped accessible. Additionally, interpretation services are being provided for the hearing impaired. Please advise the SMTC of any specific accommodations required to facilitate your participation at this public meeting.

For additional information regarding the study or the June 26 meeting, contact Danielle Krol of the SMTC at 422-5716 or [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org).



## The Post-Standard

### Aldi plans E. Syracuse supermarket

Thursday, June 21, 2007

FREDERIC PIERCE  
STAFF WRITER

An Aldi supermarket is likely to begin construction in the village of East Syracuse this summer, pending approval by village officials.

The nearly 18,000-square-foot store would be larger than the Aldi on Erie Boulevard East in Syracuse; it would be located on Manlius Center Road next to the Tractor Supply Store, said Frank Stirpe, the village director of code enforcement.

"It looks like a good proposal," Stirpe said. "It's a great location."

The property, owned by Michael Santaro, is zoned properly for the development. Plans show room for 99 parking spaces 10 more than the minimum required, Stirpe said.

Aldi Inc. must still satisfy some village planning board concerns about engineering and other issues. The board will then make a recommendation on the company's plan to the village board, which must approve it.

If approved, the developer hopes to begin work as early as next month. Aldi wants the no-frills supermarket to open by Thanksgiving, Stirpe said.

### Conservatives don't back Republican incumbents

None of the Republican incumbents on the Manlius Town Board - including town supervisor and GOP Chairman Hank Chapman - got the support of the town Conservative Party last week, which instead designated Mark Tetley, Chapman's likely Democratic opponent.

That may seem strange given the Conservative support that Chapman and the other incumbents have had in the past. But it makes some sense considering who the chairwoman of the Manlius Conservative committee is: Town Clerk Terry Sloan.

Sloan, who has run on the Republican line in the past, has long been at odds with Chapman and the board, which denied her a raise last year while giving 3 percent raises to themselves and other town employees.

"We discussed all of the people and picked the best candidates," Sloan said, noting that the committee meeting lasted more than 2 1/2 hours.

Chapman, however, said the decision was based on personal animosity. Although he and the incumbent Republicans all submitted resumes, he said none of them were invited to be interviewed by the committee.

"This is disheartening," Chapman said. "We have just about the most conservative town board anywhere."

See  
next  
page  
→

Sloan said one member of the committee received the resumes, but not until the day of its meeting.

The committee's picks are recommendations that will be sent to the Onondaga County Conservative Committee, which generally formalizes the wishes of the local group. Chapman said he plans to send a letter to the county leadership, seeking an opportunity to make the board members' case.

In addition to supporting Tetley, a former convenience store owner and chairman of the town Democratic Committee, the Manlius Conservatives voted to support maverick Republicans in three town races.

Incumbent Highway Superintendent Bill Bennett was picked for re-election over Manlius Mayor Rick Penhall, the challenger designated as the Republican candidate. Bennett is seeking to run on the Democratic Party line.

Incumbent town Justice Franklin Josef was supported for re-election. The town Republican committee had designated challenger Salvatore Pavone.

Deborah Demmon, the deputy town clerk, was designated by the Conservatives to run for the town clerk's post now held by Sloan. The Manlius GOP had picked village court clerk Allison Edsall in the race.

Sloan, who recently sold her house, is not running for re-election, and plans to move out of the area.

"I haven't decided where yet," she said. "Wherever they give me the best offer. I've been with the town for 12 years, and I think I'm ready for a change."

#### **Town looks at ways to keep tighter control over dogs**

The town is looking for ways to crack down on negligent dog owners, including a possible limit on the number of canines a person can own.

A resident's complaint about the barking and smell from about eight dogs owned by a single neighbor led the town board last week to create a committee to look at ways to make problem dog owners more responsible, DeWitt Supervisor Jim DiStefano said.

"It's really not so much the animals as the people taking care of them," DiStefano said. "Maybe there's a number that we can agree you shouldn't go beyond. Or maybe there's another solution."

Town Clerk Barbara Klim, the chairwoman of the new committee, said the recommendations are unlikely to place any limits on the number of dogs a person can own in DeWitt. They're more likely to come up with ordinance changes aimed at persuading people to keep tighter control of their pets.

The other people on the committee include the town's dog control officer, its codes enforcement officer and the town attorney.

#### **Public meeting Tuesday to address sidewalk situation**



A long-awaited - and controversial - study on the feasibility of building a pedestrian walkway between the villages of Fayetteville and Manlius will be unveiled Tuesday during a public meeting in the village of Manlius.

The Syracuse Metropolitan Transportation Council will outline the details and estimated costs of four "preferred" options for making that 1.4-mile stretch of Route 257 more friendly to school children and others traveling on foot, said Danielle Krol, the SMTC's senior transportation



planner.

The alternatives involve laying cement sidewalks or stone dust paths on one or both sides of the road, Krol said. None of them would require much disruption of the trees or old stone fences that front many of the properties along the route - one of the many concerns expressed by people who live there, she said.

Those homeowners' concerns may mean that the 17-month study won't go much farther than next week's meeting.

A sizeable majority of the involved homeowners along Route 257, also known as F-M Road, don't want a pedestrian walkway, making the likelihood of further support from the town of Manlius unlikely, Krol said.

The town asked the transportation council to do the study in 2005 at the request of residents who worried about children walking the busy road to Wellwood Middle School and Fayetteville Elementary School.

In November that year, about 125 people attended an initial meeting on the project. Most of those who spoke said they were opposed to installing sidewalks, citing maintenance costs, liability and the potential destruction of stone walls and trees.

Tuesday's meeting is scheduled for 6:30 p.m. in the auditorium in the village offices on Arkie Albanese Avenue. It had originally been scheduled for early May, but was cancelled to accommodate a prayer vigil for Joshua Davis and Kevin Goich Jr., two Fayetteville-Manlius High School seniors who were killed in a car crash.

#### **Mayor: Sidewalks could help solve safety problem**

Sidewalks became a controversial issue in Fayetteville last week, as residents on both sides of a proposal to put a walkway along Sheffield Lane voiced their opinions at a village meeting.

The sidewalk is the village's latest solution to a decades-old traffic problem on the dead-end street caused by Immaculate Conception Church. Motorists use a church gate on Sheffield Lane to cut across church property as a shortcut between Route 257 and Salt Springs Road.

"We've put in speed bumps, stop signs, we've even sued the church to close the gate," Fayetteville Mayor Mark Olson said. "We've tried everything and it just isn't working. That leaves us with sidewalks as the only option to deal with a serious safety problem."

Property owners along the road, however, aren't so sure.

Most of the 15 households that live on Sheffield Lane attended last Monday's meeting. About 60 percent of them favored installing sidewalks, and roughly 40 percent seemed to oppose it, Olson said.

No vote was taken on the proposal. If the village board eventually decides to install sidewalks, the cost will be borne by taxpayers, not the individual residents.

Next week, Olson plans to ask the board to approve the placement of flags outlining where a new sidewalk would fall along the village right-of-way. That will give residents an opportunity to visualize the walkway and trigger additional questions, Olson said.

Frederic Pierce covers the eastern suburbs. He can be reached at [fpierce@syracuse.com](mailto:fpierce@syracuse.com) or 470-6062, 2222

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Post Standard  
Neighbors East

**PAGE 6** Thursday, July 19, 2007

## Study doesn't say children extensively use F-M road

The Syracuse Metropolitan Transportation Council hasn't yet finalized its report on the feasibility of

building a walkway between the villages of Fayetteville and Manlius, but agency staffers are already getting heat from opponents of any kind of sidewalk.

Part of that was caused by an inaccurate interpretation of part of the SMTC's public presentation on the topic that ran in this space two weeks ago.

Nobody from the agency said children use this stretch of the Fayetteville-Manlius road "extensively."

The presentation noted the presence of two schools along the route, and said the size of the

surrounding population justified some kind of walkway because significant numbers of people — adults and children — would probably use it if it was built.

Once the SMTC's report on the walkway is finalized, it will be given to the Manlius Town board, which two years ago asked that the study be done.

Frederic Pierce covers the communities in the eastern suburbs of Onondaga County. He can be reached at [fpierce@syracuse.com](mailto:fpierce@syracuse.com) or 470-6062.

## TOWNS AND VILLAGES

### TOWNS, FROM PAGE 5

This year, the team will explore the site beneath what was once Gage's woodshed in preparation for the shed's reconstruction.

The Matilda Joselyn Gage Foundation wants to re-build the shed and use it as offices for staff. Before the foundation can do that, it must do an archeological survey of the site to stay within the requirements of state grants awarded for the project, Christensen said.

The archeology team hopes to complete the work within a month, and the foundation wants to begin working on the woodshed by fall, she said. Gage, who was born in Cicero, joined the women's rights movement in 1853 and was president of the National Woman Suffrage Association from 1875 to 1876.

### Proposed walkway debated

Nearly 100 people last week attended a public meeting on a proposed walkway between the villages of Fayetteville and Manlius, where speakers opposed to the project dominated the public comment period.

"Some people living along Route 275 have some very strong feelings about changing

the town board for review, D'Agostino said.

According to the council's study, the road is used extensively by children walking to one of two schools fronting the route, where traffic increased 30 percent between 2003 and 2006.

### Vilardi to seek supervisor job

Village Mayor **Melanie Vilardi** plans to run for Fabius town supervisor this fall, according to the town Republican **FABIOUS** Committee.

The committee last week designated Vilardi as its candidate to replace Fabius Supervisor **Bob DeMore**.

DeMore, chairman of the Fabius GOP, is running for the Onondaga County Legislature seat being vacated by Republican **Dale Sweetland**, one of four candidates vying to become Onondaga County executive.

Vilardi, the owner of Orchard Valley golf course, first won the village mayor's post in 1998.

The Fabius GOP also designated a slate of town Republican incumbents for this fall's election, including trustees **James Conway** and **Deborah Foster** and town Clerk **Margaret Riker**.

Frederic Pierce covers communities in Onondaga County's eastern suburbs. Reach him at [fpierce@syracuse.com](mailto:fpierce@syracuse.com) or 470-6062.

the character of the road," said **James D'Agostino**, director of the Syracuse Metropolitan Transportation Council. "It's fair to say that most of the people there fell into that category."

The transportation council hosted last Tuesday's meeting at Manlius Village Hall to present its recommendations for making Route 275, also known as F-M Road, safer for pedestrians. The council spent more than a year studying the feasibility of a walkway at the request of the town of Manlius.

The council recommended that a walkway be built, and outlined four possible options ranging from an \$870,000 plan to put sidewalks on both sides of the 1.4-mile stretch of busy road to a \$200,000 proposal to put a stone-dust path on the west side of the street.

The most desirable of the plans among nearby residents who don't flatly oppose ANY walkway is to run a stone-dust path or sidewalk along the west side of F-M road only, D'Agostino said. By doing that, none of the historic stone walls along the route, and only a handful of the roadside trees, would have to be disturbed, he said.

Once the recommendation is finalized by the transportation council's board, it will be sent to

## **APPENDIX B**

### **CORRESPONDENCE & COMMENTS RECEIVED**



From: Mary Rowlands  
Sent: Tuesday, April 05, 2005 1:38 PM  
To: Danielle Krol; James Dagostino  
Subject: FW: F-M Rd - sidewalk

FYI...

Mary

-----Original Message-----

From: syrmatthew@yahoo.com [mailto:syrmatthew@yahoo.com]  
Sent: Tuesday, April 05, 2005 1:33 PM  
To: Mary Rowlands  
Subject: RE: F-M Rd - sidewalk

Mary: Thank you for that information. In another matter, let me say that the SMTC "Bike Map" is an excellent publication. Not only is it invaluable for finding suitable biking routes, but the map is very useful for non-biking purposes as well. For example, it provides the locations of schools (most other maps of Syracuse don't). Tx. Matthew

--- Mary Rowlands <mrowlands@smtcmpo.org> wrote:

> The SMTC has just approved a work item in our  
> 2005-2006 planning program to conduct a Sidewalk  
> Feasibility Study for F-M Road requested by the Town  
> of Manlius. After the study is completed, it will  
> be up to the Town to work with the NYSDOT to pursue  
> the construction of the sidewalk, if that is what  
> they desire.

> ~~~~~  
> Mary M. Rowlands  
> Director  
> Syracuse Metropolitan Transportation Council (SMTC)  
> 126 N. Salina Street, Suite 100  
> Syracuse, New York 13202  
> Telephone: (315) 422-5716  
> Fax: (315) 422-7753  
> E-Mail: mrowlands@smtcmpo.org  
> Web Site: www.smtcmpo.org  
> ~~~~~

> -----Original Message-----

> From: syrmatthew@yahoo.com  
> [mailto:syrmatthew@yahoo.com]  
> Sent: Thursday, March 31, 2005 2:11 PM  
> To: Mary Rowlands  
> Subject: F-M Rd - sidewalk

> Ms Rowlands: F-M Rd in Manlius is in desperate need  
> of a sidewalk. How should the homeowners go about  
> getting a sidewalk constructed? Could NYS DOT

> undertake this? Are grant monies available? Thank  
> you. Matthew



## Danielle Krol

---

**From:** Barbara Flintrop [bflintro@twcny.rr.com]  
**Sent:** Thursday, April 14, 2005 1:15 PM  
**To:** Danielle Krol  
**Subject:** ROUTE 257 SIDEWALK

Dear Danielle,

You were listed on the SMTC/MPO web site as the contact for the Syracuse Metropolitan Transportation Council. I have a few questions regarding the recently initiated Sidewalk Feasibility Study for Route 257/F-M Road in Manlius. I am a Manlius homeowner on Rt 257 and have been discussing this sidewalk issue with many of my neighbors. Rumors and hearsay have generated many questions and concerns, therefore I was hoping that you would be the most logical resource to contact in order to clear up some of these concerns.

### 1. SIDEWALK DISTRICT:

What exactly is this designation and who is responsible for determining it?

Is it determined geographically to include properties/homes within a specific predetermined radius from the sidewalk area in question?

Can you tell us exactly what area it will encompass?

We are under the understanding that residents and businesses of the flanking villages are not included in this Sidewalk District?

Do village (Manlius and Fayetteville) residents and businesses have any "influence" or vote regarding the sidewalks since these proposed sidewalks are to be "outside" the village limits?

Do the members who constitute the Sidewalk District actually get to vote on the decision to have or not to have sidewalks?

We understand from a recent statement from our Manlius Town Supervisor, Hank Chapman, that the members of this Sidewalk District are ultimately responsible for the cost of installing this specific sidewalk. Is this correct?

### 2. SIDEWALK MAINTENANCE:

We understand that village sidewalks are maintained during winter months by the individual villages through their village taxes.

Since this proposed sidewalk section along Rt 257 is not within village limits, who will be ultimately responsible for keeping the sidewalks clear of snow, ice, and debris?

Who would pay for the upkeep of these sidewalks; the State, or all Manlius taxpayers, or only those taxpayers within the Sidewalk District?

### 3. LIABILITY:

Would homeowners with sidewalks running across their property be legally liable in any way for accidents that occur on that section of sidewalk?

For example, if there is ice or snow build up on the sidewalk in front of my home and a person slips and falls, who is liable?

### 4. SIDEWALK USAGE:

Rt 257 is already a designated BIKE PATH.

Is bike riding permitted on sidewalks along this state road, or should bikes be operated on streets and shoulders only?

If sidewalks are being suggested for the purpose of having children walk to Fayetteville Elementary School and Wellwood Middle School, can it be assumed that the school bus service for the children within the Sidewalk District will be eliminated, and the proportionate taxes used for supplying those school bus routes also eliminated or used toward the sidewalks?

### 5. PRESERVATION:

Many of the homes on Rt 257 have long established mature hardwood trees and old rock walls along the road in front of their properties. Does the SMTC have any existing policies regarding the preservation of these elements of man and nature?

Who would pay for the replanting of trees, the rebuilding of rock walls?

6. ALTERNATIVES:

The present speed limit that runs the brief 1.25 mile stretch of Rt 257 between the villages of Manlius and Fayetteville is 40 mph.

The most obviously efficient and ecologically friendly solution to this situation would be to just simply reduce the speed limit to 30 mph to be consistent with what is used in the villages and surrounding ancillary roads?

Hank Chapman told me in a phone conversation that the main objective of the State Department of Transportation was to "keep traffic moving." Does the SMTC have any influence regarding proposals for the reduction of speed limits along State roads?

7. SIDEWALK STUDY:

Where did the funds come from to finance this study?

When the study is completed, will it be made available to the general public or will the individuals included in the designated Sidewalk District be notified or sent a copy of the study results?

Thank you for your time and consideration in this matter. I look forward to your reply.

Sincerely,

Barbara E. Flintrop  
5020 Fayetteville-Manlius Road  
Manlius, NY 13104  
315-682-2403

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Monday, April 18, 2005 2:30 PM  
**To:** 'Barbara Flintrop'  
**Cc:** James Dagostino; Mario Colone  
**Subject:** RE: ROUTE 257 SIDEWALK

Good Afternoon Ms. Flintrop,

Thank you for your interest in the F-M Road/Route 257 Sidewalk Feasibility Study.

Before I address your email, let me give you a little background on this study. The Town of Manlius approached our agency, the Syracuse Metropolitan Transportation Council (SMTC), and requested that we complete this sidewalk feasibility study on the Town's behalf. The Town has asked us primarily for two end products:

- 1) To obtain a realistic estimate of the public sentiment in the area (if a sidewalk is determined to be feasible).
- 2) To obtain a realistic estimate of the cost of a possible sidewalk project.

The two end products noted above are the extent of the SMTC's F-M Road/Route 257 Sidewalk Feasibility Study. At the study's end, if a sidewalk is determined to be feasible, it will be up to the Town of Manlius to determine the what/who/when of paying for the sidewalk, sidewalk maintenance, liability, if there is to be a sidewalk district, construction date(s)/time(s), etc. The SMTC has been tasked only with determining if placing a sidewalk along Rt 257 between the two villages is even do-able, as well as finding out what the public sentiment is regarding said sidewalk.

The F-M Road/Route 257 Sidewalk Feasibility Study is a planning study included in the SMTC's Unified Planning Work Program (UPWP). The SMTC is a planning agency, not an implementing agency. The page in our UPWP that describes this feasibility study is attached. You can also read more about the SMTC at [www.smtcmpo.org](http://www.smtcmpo.org) (such as where our funding comes from, etc.).

We have just begun work on this study and are developing a scope of work. The scope outlines the steps we will take to determine if a sidewalk is feasible along Route 257. As with all of the studies that the SMTC undertakes, there will be a public involvement component in which we will be gathering all relevant comments and concerns from the public regarding this project. The study results will be available to the public.

The other questions you have asked would have to be answered by the Town of Manlius at a later time if the SMTC study results in a sidewalk being feasible, and if the Town chooses to move forward with the development of a sidewalk.

Since you attached your contact information, I will add you to the project stakeholders list. You'll be directly informed of public meetings and study "happenings".

Thank you again for your input and interest in this study.

- Danielle Krol, SMTC

.....  
Danielle B. (Zebley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
[dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org): Email  
.....

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## Danielle Krol

---

**From:** ABLRFOSTER@aol.com  
**Sent:** Saturday, April 16, 2005 2:23 PM  
**To:** Danielle Krol  
**Subject:** Route 257 Sidewalk

Dear Ms. Krol,

Since my phone message to you last week, our phone has been out of order; and, since we will be away next week, this seems like a more convenient way to communicate.

For several years we have been hearing rumors of a sidewalk along the Fayetteville-Manlius Road; and as a walker, the concept is appealing to me. However, as a homeowner along the road, I have some questions other than location and cost which possibly the SMTC study could address as well.

- 1) Who would pay for the sidewalk, town or state? If the town, everyone in the town or just a limited population? Would everyone get to vote on it or just the people directly affected? Would this be money that might be better spent elsewhere, such as the schools, or would it be money solely earmarked to alternative transportation? Would safety concerns require the installation of curbs as well?
- 2) Will there be a study done to determine actual usage, such as number of people a day, and number of days a year. (i.e. Last year a group sponsored an event on a beautiful Saturday to encourage support of the sidewalk. While I was away at the time, several neighbors observed the event and have said that the actual participation was less than half of what was reported in the newspaper, only six or seven adults and about ten children.) Is there a way to determine if there is real support in the community for the idea?
- 3) If a sidewalk is built, who will be responsible for maintenance, i. e. snow removal and repair, the state, the town, or individual home owners?
- 4) Who will be liable if someone is hurt using the sidewalk, the state, the town, individual homeowners, or all of the above?
- 5) Who will bear the cost of removing and replacing trees, stonewalls, etc. if necessary? If the root system of a tree is harmed during construction and dies a year

7/19/2007

later, who pays to have the tree removed and replaced, again—the state, the town, or the individual home owner?

6) How long during the summer will be the period of construction? Will it be suspended during peak commuting times during the day? Will consideration be made towards homeowners to facilitate entering and leaving their houses during the construction?

If your study cannot address these concerns, could you tell me who would be able to answer my question.

I appreciate your time and look forward to your reply.

Yours truly,  
Lynne Reed Foster  
5016 Fayetteville–Manlius Road  
Manlius, New York 13104–1019  
682–6093

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Monday, April 18, 2005 2:23 PM  
**To:** 'ABLRFOSTER@aol.com'  
**Cc:** James Dagostino; Mario Colone  
**Subject:** SMTC: F-M Road/Rt 257 Sidewalk Feasibility Study

**Attachments:** Sidewalk Study.pdf

Good Morning Ms. Foster,

Thank you for your interest in the F-M Road/Route 257 Sidewalk Feasibility Study.

Before I address your email, let me give you a little background on this study. The Town of Manlius approached our agency, the Syracuse Metropolitan Transportation Council (SMTC), and requested that we complete this sidewalk feasibility study on the Town's behalf. The Town has asked us primarily for two end products:

- 1) To obtain a realistic estimate of the public sentiment in the area (if a sidewalk is determined to be feasible).
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The two end products noted above are the extent of the SMTC's F-M Road/Route 257 Sidewalk Feasibility Study. At the study's end, if a sidewalk is determined to be feasible, it will be up to the Town of Manlius to determine the what/who/when of paying for the sidewalk, sidewalk maintenance, liability, construction date(s)/time(s), etc. The SMTC has been tasked with determining if placing a sidewalk along Rt 257 between the two villages is even do-able, as well as finding out what the public sentiment is regarding said sidewalk.

The F-M Road/Route 257 Sidewalk Feasibility Study is a planning study included in the SMTC's Unified Planning Work Program (UPWP). The SMTC is a planning agency, not an implementing agency. The page in our UPWP that describes this feasibility study is attached. You can also read more about the SMTC at [www.smtcmpr.org](http://www.smtcmpr.org).

We have just begun work on this study and are developing a scope of work. The scope outlines the steps we will take to determine if a sidewalk is feasible along Route 257. As with all of the studies that the SMTC undertakes, there will be a public involvement component in which we will be gathering all relevant comments and concerns from the public regarding this project.

The other questions you have asked would have to be answered by the Town of Manlius at a later time if the SMTC study results in a sidewalk being feasible, and if the Town chooses to move forward with the development of a sidewalk.

Since you attached your contact information, I will add you to the project stakeholders list. You'll be directly informed of public meetings and study "happenings".

Thank you again for your input,

Danielle Krol, SMTC

.....  
Danielle B. (Zebley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202

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Fayetteville-Manlius Road Property Owners Association  
811 South Manlius Street  
Fayetteville, New York 13066

May 10, 2005

Dear Fayetteville-Manlius Road Property Owner,

The Syracuse Metropolitan Transportation Council has initiated a sidewalk feasibility study along Route 257 between the villages of Manlius and Fayetteville. The study, sponsored by the Town of Manlius and believed to have been started in mid-March, will cost \$40,000 and is to be completed in approximately 12 months. The end product of this study is to be "A report that contains reasonable cost estimates of completing this project as well as gauging local public sentiment on the appropriateness for the corridor".

The purpose of this letter is, first, to encourage everyone who owns property along the F-M Road to contact Danielle Krol at the SMTC. You will then be put on a list of "project stakeholders" and be directly informed of public meetings and study "happenings".

Danielle B. (Zebbley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753 Fax  
dkrol@smtcmpo.org: Email

Second, many of your fellow property owners have questions and concerns about the proposed sidewalk that would need to be answered before forming an opinion. Some of the questions are:

- 1) Who would pay? (State, Town, or just the group of people most likely to use it, i.e. a sidewalk district, thus placing the entire cost upon those living on or near the road?)
- 2) Who would maintain it? (As a property owner, would I have to keep the sidewalk open during the winter when I have difficulty just keeping my mailbox free of snow? Would I be fined if I'm unable to do it?)
- 3) Who is liable in case of an accident? (Can I be sued if someone is hurt on the sidewalk in front of my house? Will my homeowners insurance premium go up because of increased exposure?)

**Fayetteville-Manlius Road Property Owners Association**  
811 South Manlius Street  
Fayetteville, New York 13066

Page-2

4) Can the old trees, rock walls and fences be saved? (If not, who pays to replace and move them?) Can elevation changes be kept to a minimum so that drainage problems are not initiated and the grass can be mowed easily? Can construction be limited to off-peak times to minimize traffic and accessibility problems?

5) Will there be enough usage to justify the cost or would the money be better spent elsewhere?

6) Are there other options to making walking along the road more comfortable? (i.e. a reduced speed-limit, stop signs, etc.)

Ms. Krol has stated to those of us who have contacted her that the answers to most of these questions will have to come from the Town of Manlius. So for this reason, we have formed the Fayetteville-Manlius Road Property Owners Association and we plan to take our questions and concerns to the town. At this time, the property owners association does not have an opinion about the sidewalks, either pro or con. Our purpose is merely to get answers to questions and remain informed so that "local public sentiment" is based on facts.

We would encourage you to join us; there are no dues nor any regularly scheduled meetings. We would also ask you to share with us any thoughts, pro and con, that you have about the sidewalk project as well as the names of any property owners on the road that we may have missed; and have enclosed a tear-off for that purpose. We ask you to return it as soon as possible. We will then be able to take your questions to the town as well as notify you of any information we receive from the Town of Manlius.

Thank you for your time,

Marianne and Fritz Brown  
Elaine and Lew Dubroff  
Barbara and Michael Flintrop  
Lynne and Alan Foster  
John and Carol Gilligan

Sharon and Guy Marhewka  
Carol and Bill Porter  
Mary and John Setright  
George Shaheen  
Christine and Dick Sykes

---

Name: Tel. No.: (optional)

Address: E-mail: (optional)

Questions for the town:

## Danielle Krol

---

**From:** mary langdon [antiquarian@mailstation.com]  
**Sent:** Thursday, May 12, 2005 2:02 PM  
**To:** Danielle Krol  
**Subject:** F M Property Owners Assoc. .

Dear Ms. Krol

A year or so ago I attended a meeting about the side walk issue. At that time the attendees were divided in two groups: those who did not live on the Manlius Rd. and who were all for it and those who had property on that road who were against it. Every question in the letter I just received is important to me. I would definitely like to join the association and would do whatever I can to help resolve this question in the best possible way.

Sincerely, Mary T. Langdon 714 S. Manlius Rd. Tel" 637 3265



## Danielle Krol

---

From: Danielle Krol  
Sent: Friday, May 13, 2005 1:07 PM  
To: 'mary langdon'  
Subject: RE: F M Property Owners Assoc.

Good afternoon Ms. Langdon,

Thank you for your interest in the Syracuse Metropolitan Transportation Council's (SMTC) F-M Rd/Rt 257 Sidewalk Feasibility Study.

Before I address your email, I wanted to let you know that I have been receiving a lot of phone calls about the study in the last couple of days. I believe someone that is representing the F-M Rd Property Owners Association sent a letter to the property owners along F-M Road (I just received a copy of this letter today). Unfortunately, I don't have a contact name for this Association. But, it looks like there is an address at the top of the letter (F-M Rd. Property Owners Association, 811 South Manlius St, Fayetteville, NY 13066). I would suggest contacting this Association via mail.

I also want to give you some background information on this study. The Town of Manlius approached our agency, the Syracuse Metropolitan Transportation Council, and requested that we complete this sidewalk feasibility study on the Town's behalf. The Town has asked us primarily for two end products:

- 1) To obtain a realistic estimate of the public sentiment in the area (if a sidewalk is determined to be feasible).
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We have just begun work on this study and are developing a scope of work. The scope outlines the steps we will take to determine if a sidewalk is feasible along Route 257. As with all of the studies that the SMTC undertakes, there will be a public involvement component in which we will be gathering all relevant comments and concerns from the public regarding this project. The study results will be available to the public.

Since you attached your contact information, I will add you to the SMTC's project stakeholder list. You'll be directly informed of public meetings and study "happenings" on the SMTC's F-M Rd/Rt 257 Sidewalk Feasibility Study.

Thank you again for your interest in this study.

- Danielle Krol, SMTC

\*\*\*\*\*  
Danielle B. (Zebbley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
dkrol@smtcmpo.org: Email  
\*\*\*\*\*



## SCOLARO, SHULMAN, COHEN, FETTER &amp; BURSTEIN, P.C.

ATTORNEYS AND COUNSELORS AT LAW

FRANKLIN SQUARE

507 PLUM STREET, SUITE 300

SYRACUSE, NEW YORK 13204

TELEPHONE (315) 471-8111

FAX (315) 471-1355

36 WEST 44TH STREET

NEW YORK, NEW YORK 10036

TELEPHONE (212) 809-0477

FAX (315) 425-3626

13 SOUTH FITZHUGH STREET, SUITE 350

ROCHESTER, NEW YORK 14614

TELEPHONE (585) 232-6460

FAX (315) 425-3660

WWW.SCOLARO.COM

May 16, 2005

RICHARD S. SCOLARO<sup>o</sup>  
 BARRY M. SHULMAN  
 STEPHEN H. COHEN<sup>o</sup>  
 ALAN S. BURSTEIN<sup>\*\*</sup>  
 WILLIAM B. MAGNARELLI  
 STEWART M. MCGOUGH<sup>\*</sup>  
 JEFFREY M. FETTER<sup>o</sup>  
 ANTHONY J. GRIZANTI<sup>o</sup>  
 RONALD A. MITTLEMAN  
 SUSAN FORTIN LESSER  
 RICHARD E. SCRIMALE  
 MICHAEL J. COMPAGNI  
 SHARI R. COHEN  
 CHAIM J. JAFFE  
 MARC S. BECKMAN  
 JEFFREY B. SCHEER<sup>o</sup>  
 SUSAN L. KING<sup>\*100</sup>  
 BERNARD J. LAWLER  
 (1940-1998)

MICHAEL J. HRAB  
 CAROL A. CHRISTIANSEN  
 TIMOTHY J. CAPPUCILLI  
 AMY B. EGITTON  
 JOHN R. APPLER  
 ROBERT D. SCOLARO<sup>o</sup>  
 ANN T. EALY  
 KATHLEEN WALSH BOWEN  
 ANDREW M. KNOLL, M.D.

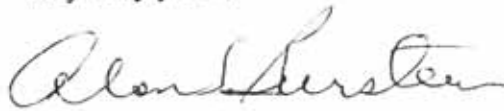
\* ALSO ADMITTED TO FL. BAR  
<sup>o</sup> ALSO ADMITTED TO PA. BAR  
<sup>\*\*</sup> ALSO ADMITTED TO MI. BAR  
<sup>†</sup> ALSO ADMITTED TO PA. AND N.J. BAR  
<sup>o</sup> ALSO ADMITTED TO MA. BAR  
<sup>oo</sup> ALSO ADMITTED TO GA. BAR

Danielle B. Krol, Senior Transportation Planner  
 Syracuse Metropolitan Transportation Council  
 100 Clinton Square  
 126 North Salina Street, Suite 100  
 Syracuse, NY 13202

Dear Ms. Krol:

My wife and I own property on the Fayetteville-Manlius Road (Route 257). Please place us on the list of "project stakeholders" and let us know about all public meetings and study "happenings."

Very truly yours,



Alan S. Burstein

ASB:clm

263199.1

cc: Fayetteville-Manlius Road Property Owners Association

Name: Alan + Margery Burstein

Address: 100 Old Farm Road  
Fayetteville, NY 13066

Questions for the town:

Tel. No.: 637-6348 (optional)

E-mail: (optional)

msburstein@aol.com

aburstein@scolaro.com

MARY M. SETRIGHT  
5024 FAYETTEVILLE - MANLIUS RD.  
MANLIUS, NY 13104



07  
Annette B. (246147) KROL  
Senior Transportation Planner  
"Syracuse Metropolitan" Council  
100 Clinton St.  
124 N. Salina St. Suite 100  
Syracuse, NY 13202

Dear Mrs. Krol,  
Please send  
me any information  
about public  
meetings on the  
Fayetteville-Manlius  
feasibility along  
Rt. 257.  
Thank you.

MARY M. SETRIGHT  
5024 FAYETTEVILLE - MANLIUS RD.  
MANLIUS, NY 13104



## Syracuse Metropolitan Transportation Council

100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, New York 13202  
Phone (315) 422-5716  
Fax (315) 422-7753  
[www.smtcmtpo.org](http://www.smtcmtpo.org)

May 25, 2005

Mr. Jack Setright  
5024 Fayetteville-Manlius Rd.  
Manlius, NY 13104

Dear Mr. Setright:

Thank you for your interest in the Syracuse Metropolitan Transportation Council's (SMTTC) F-M Road/Route 257 Sidewalk Feasibility Study. I have added your name (as well as your wife's) to the project stakeholder list so that you will be directly notified about public meetings and project "happenings" as they occur.

Enclosed please find the brochure that I mentioned in our telephone conversation on May 25, 2005. I have also attached the project page that broadly outlines the work that the SMTTC plans to complete as part of the F-M Road/Route 257 Sidewalk Feasibility Study.

Please feel free to contact me at 422-5716 or [dkrol@smtcmtpo.org](mailto:dkrol@smtcmtpo.org) if you have additional questions. Thank you again for your interest in this study.

Sincerely,

A handwritten signature in cursive script that reads "Danielle Krol".

Danielle B. Krol  
Senior Transportation Planner

### The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • Metropolitan Development Association • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration

Comment received via telephone from Ms. Judith Skelton on 10/18/05:

Ms. Skelton lives on F-M Road and would like to be listed as a stakeholder for this study. She is concerned with drainage.

There is a pipe running under the road on her property where the creek has backed up. The creek runs between her property and her neighbors, through the inlet, under the State road and out. She indicated that flooding has only been caused by people changing "it". There is water everywhere when it backs up and it doesn't recede until the problem is taken care of. The only time the creek overflows is when it is changed by humans.

She has lived there for 20 years. In 1999 a new home was built next to hers. This caused flooding. Now there is a metal pipe there (placed there by NYSDOT) with big stones along it. She is concerned that constructing a sidewalk or new pedestrian facility would once again cause major drainage issues to her property.

I encouraged Ms. Skelton to provide her comments pertaining to drainage to the SMTC in writing to be certain that her concerns are captured correctly.

- DK



## Danielle Krol

---

**From:** ABLRFOSTER@aol.com  
**Sent:** Friday, June 03, 2005 4:36 PM  
**To:** Danielle Krol  
**Subject:** Fayetteville-Manlius Road Sidewalks

Hello Mrs. Krol,

As you know there are a number of property owners along the FM Road who have questions and concerns about a proposed sidewalk along the road. In order to get answers and disseminate information, several of us formed the Fayetteville-Manlius Road Property Owners Association. The following is the letter that organization sent out to those owning property along the road.

Dear Fayetteville-Manlius Road Property Owner,

The Syracuse Metropolitan Transportation Council has initiated a sidewalk feasibility study along Route 257 between the villages of Manlius and Fayetteville. The study, sponsored by the Town of Manlius and believed to have been started in mid-March, will cost \$40,000 and is to be completed in approximately 12 months. The end product of this study is to be "A report that contains reasonable cost estimates of completing this project as well as gauging local public sentiment on the appropriateness for the corridor".

The purpose of this letter is, first, to encourage everyone who owns property along the F-M Road to contact Danielle Krol at the SMTTC. You will then be put on a list of "project stakeholders" and be directly informed of public meetings and study "happenings".

Danielle B. (Zebley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753 Fax  
[dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org): Email

Second, many of your fellow property owners have questions and concerns about the proposed sidewalk that would need to be answered before forming an opinion. Some of the questions are:

- 1) Who would pay? (State, Town, or just the group of people most likely to use it, i.e. a sidewalk district, thus placing the entire cost upon those living on or near the road?)
- 2) Who would maintain it? ( As a property owner, would I have to keep the sidewalk open during the winter when I have difficulty just keeping my mailbox free of snow? Would I be fined if I'm unable to do it? )
- 3) Who is liable in case of an accident? ( Can I be sued if someone is hurt on the sidewalk in front of my house? Will my homeowners insurance premium go up because of increased exposure? )

4) Can the old trees, rock walls and fences be saved? (If not, who pays to replace and move them?) Can elevation changes be kept to a minimum so that drainage problems are not initiated and the grass can be mowed easily? Can construction be limited to off-peak times to minimize traffic and accessibility problems?

5) Will there be enough usage to justify the cost or would the money be better spent elsewhere?

6) Are there other options to making walking along the road more comfortable? ( i.e. a reduced speed-limit, stop signs, etc.)

Ms. Krol has stated to those of us who have contacted her that the answers to most of these questions will have to come from the Town of Manlius. So for this reason, we have formed the Fayetteville-Manlius Road Property Owners Association and we plan to take our questions and concerns to the town. At this time, the property owners association does not have an opinion about the sidewalks, either pro or con. Our purpose is merely to get answers to questions and remain informed so that "local public sentiment" is based on facts.

We would encourage you to join us; there are no dues nor any regularly scheduled meetings. We would also ask you to share with us any thoughts, pro and con, that you have about the sidewalk project as well as the names of any property owners on the road that we may have missed; and have enclosed a tear-off for that purpose. We ask you to return it as soon as possible. We will then be able to take your questions to the town as well as notify you of any information we receive from the Town of Manlius.

Thank you for your time,

Marianne and Fritz Brown	Sharon and Guy Marhewka
Elaine and Lew Dubroff	Carol and Bill Porter
Barbara and Michael Flintrop	Mary and John Setright
Lynne and Alan Foster	George Shaheen
John and Carol Gilligan	Christine and Dick Sykes

-----  
Name:    Tel. No.:    (optional)

Address:    E-mail:    (optional)

Questions for the town:

After some research and a meeting with Hank Chapman we are currently composing a follow-up letter containing the information we have received so far. Also, responses from the property owners have raised some addition questions. Some of these that might have to be answered by your study are as follows:

- 1) Will sidewalks be constructed on both sides of the road? If not, how many cross walks will there be and how will they be made safe? Would lowering the speed limit and making the entire road a no-passing zone be helpful?
- 2) Will curbing be installed concurrent with the sidewalk construction?
- 3) What provisions will be made for bicycles if there is a sidewalk?
- 4) Will sidewalks affect mail routes and the type of delivery along the road?
- 5) Would a wider shoulder or narrower driving lanes on both sides of the road serve the same or a similar purpose at a much lower cost.

We are hoping that these questions can be answered if the information is already available; or, if not, that they will be addressed in your study.

We will send you a copy of our second mailing when it is available; and forward to you any future questions from our members.

Thank you for your time.

Lynne Foster

Fayetteville-Manlius Road Property Owners Association

## Danielle Krol

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**From:** Danielle Krol  
**Sent:** Wednesday, September 21, 2005 9:26 AM  
**To:** 'Doris Stoddard'  
**Cc:** James Dagostino; Mario Colone; Pat Wortley  
**Subject:** RE: F-M Road sidewalk feasibility study

Hi Doris:

Yes -- the SMTC is planning to hold a public meeting on October 25th at the Manlius Town Hall (we expect to start the meeting at 7pm). We're just getting the meeting organized, so we'll send fliers out once the details are finalized.

The meeting is being held solely to introduce the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study to the public. We'll be there to answer questions on what the study is about, and we anticipate that Supervisor Hank Chapman will be answering many questions as well. Because I already have you on our stakeholder list for this project, you will receive a direct notice of this meeting through the mail. We'll also make sure that we have the Town of Manlius and Villages of Manlius and Fayetteville help us get the word out.

Once we have the flier ready, I'll also email it to you so that you can pass it along too.

-----Original Message-----

**From:** Doris Stoddard [mailto:dorisstoddard@yahoo.com]  
**Sent:** Tuesday, September 20, 2005 7:46 PM  
**To:** Danielle Krol  
**Subject:** F-M Road sidewalk feasibility study

Hi Danielle:

I have heard rumor that some meeting is supposed to take place about the F-M Road sidewalk study on October 25. Is that an SMTC meeting? Where and what time would it take place? What is the agenda? Please advise. Thank you.

Doris Stoddard  
5012 F-M Road

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Yahoo! Mail - PC Magazine Editors' Choice 2005 <http://mail.yahoo.com>



## Danielle Krol

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**From:** Danielle Krol  
**Sent:** Thursday, September 29, 2005 4:33 PM  
**To:** 'Barbara Flintrop'  
**Cc:** James Dagostino; Mario Colone  
**Subject:** RE: F-M ROAD SIDEWALK STUDY

Good Afternoon Ms. Flintrop,

Once the exact location and time for the Public Meeting are determined, the SMTC will promote the October 25th Public Meeting (on the F-M Road/Route 257 Pedestrian Accommodation Feasibility Study) through several means.

We'll send direct fliers to those individuals that have previously called and/or emailed me to ask about the study (you are already on this list, along with approximately 23 other individuals). In addition, once the location is secured, the Town of Manlius will assist us in getting the word out. The Town will also most likely help us get the word out to those individuals living directly on F-M Road/Route 257. We will not run a television ad, however, the SMTC always notifies the media (television, radio, newspapers) of all of our Public Meetings.

If you have any suggestions for additional promotion of the upcoming meeting, please let me know. My contact information is below.

Thank you,

Danielle, SMTC

-----Original Message-----

**From:** Barbara Flintrop [mailto:bflintro@twcny.rr.com]  
**Sent:** Thursday, September 29, 2005 4:09 PM  
**To:** Danielle Krol  
**Subject:** F-M ROAD SIDEWALK STUDY

Dear Danielle,

It was brought to the attention of the few people at our Town of Manlius Board meeting, that there will be a Public Informational Meeting on October 25, 2005 (location and time TBD) regarding the Sidewalk Feasibility Study being conducted for Route #257/ Fayetteville-Manlius Road.

How will the SMTC be promoting this public meeting? Will the SMTC be placing ads in our local papers, or do you plan to run a TV ad announcing this meeting to the people of the Town Of Manlius? Will you be sending any letters or e-mails to interested property owners who would be directly impacted by the F-M Road sidewalks?

I look forward to the meeting on October 25th.

Sincerely,

Barbara Flintrop  
5020 F-M Road  
Manlius, NY 13104

7/19/2007

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Tuesday, October 11, 2005 4:21 PM  
**To:** 'Barbara Flintrop'  
**Subject:** Follow Up: Riding Bikes on Sidewalks

Good Afternoon Ms. Flintrop,

I just wanted to follow up with you on your question about riding bicycles on sidewalks.

I spoke with the Town of Manlius Police Chief (Chief Fran Marlowe) on October 6th. That agency has jurisdiction over the Villages of Fayetteville, Manlius and Minoa. Chief Marlowe indicated that there are currently not any laws or regulations about riding a bike on a sidewalk in the Town of Manlius (including the villages).

I also looked through the New York State Vehicle and Traffic Law manual to see what I could find. There does not appear to be a specific law about riding a bike on a sidewalk. However, I was able to find a little information. The link below will bring you to the web site that I copied/pasted the little "blurb" on '*On what roads is bicycling permitted?*' from. The last two sentences of the paragraph below will probably be of most interest to you.

[http://www.dot.state.ny.us/pubtrans/share.html#1621\(a\)](http://www.dot.state.ny.us/pubtrans/share.html#1621(a))

### On what roads is bicycling permitted?

- Bicyclists have the legal right to share the road on most public highways, but it is prohibited on interstate highways and expressways (Sec. 1229-a <<http://www.dot.state.ny.us/pubtrans/share.html>> of the Vehicle and Traffic Law and Sec. 316 <<http://www.dot.state.ny.us/pubtrans/share.html>> of the Highway Law). In addition, authorities with jurisdiction over other controlled-access highways may prohibit bicycles (Sec. 109 <<http://www.dot.state.ny.us/pubtrans/share.html>>, and Sec. 1621(a)(2), 1641(1) and 1660(12) <<http://www.dot.state.ny.us/pubtrans/share.html>>). Localities often prohibit bicycling on sidewalks. However, some local ordinances do permit children to bicycle on sidewalks. For your safety and that of pedestrians, however, you should avoid busy city sidewalks whether or not restricted by law.

I also wanted to let you know that **the public meeting date is most likely going to change**. We were having some difficulty securing a large enough location. Our agency will still send direct meeting notices to individuals that live on F-M Road. I will also email you directly once we have the final date and location.

If you have any other questions between now and the public meeting, please give me a call, or send me an email.

Thank you,

Danielle Krol, SMTC

.....  
Danielle B. (Zebley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307

## Danielle Krol

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**From:** Danielle Krol  
**Sent:** Wednesday, October 12, 2005 3:33 PM  
**To:** 'ABLRFOSTER@aol.com'  
**Subject:** RE: Sidewalk meeting

Hello Ms. Foster,

We are still in the process of determining the location and date for the public meeting. Originally we had planned to hold it at the Manlius Town Hall, but we determined that their meeting room is too small. I've been calling around to the schools to find a date/time/location that works -- it's been difficult.

So, the meeting will not be held on Oct 25th.

We should know the meeting date/time/location by the end of this week. Once that is determined I will send a meeting notice directly to each of the property owners along F-M Road between the two villages. Since I have your email address, I will also email you once I know the details.

Thanks for your continued interest in this project!

- Danielle, SMTC

\*\*\*\*\*  
Danielle B. (Zebley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
dkrol@smtcmpo.org: Email  
\*\*\*\*\*

-----Original Message-----

**From:** ABLRFOSTER@aol.com [mailto:ABLRFOSTER@aol.com]  
**Sent:** Wednesday, October 12, 2005 3:18 PM  
**To:** Danielle Krol  
**Subject:** Sidewalk meeting

Hello Mrs. Krol,

I hope you are well.

Could you tell me the location of the sidewalk meeting currently scheduled for October 25, and is that date firm.

Thank you for your help.

Lynne Foster

7/19/2007



From: Danielle Krol  
Sent: Friday, October 21, 2005 10:15 AM  
To: 'ABLRFOSTER@aol.com'  
Subject: Riding Bicycles on Sidewalks - Question

Hello Ms. Foster,

I just read your Letter to the Editor that was published in Thursday's (10/20/05) edition of *The Post Standard - Neighbors East* paper. Because I have been looking for this information myself, I was curious as to where you found information on the law stating that "cyclists older than 12 are banned by law from sidewalks." I believe this information was also in another letter to the editor as well. I figured I would contact you since we have emailed back and forth a few times.

On October 6, I spoke with the Town of Manlius Police about this very topic. That agency has jurisdiction over the Villages of Fayetteville, Manlius and Minoa. The person I spoke with indicated that they were not aware of any local laws or local regulations about riding a bike on a sidewalk in the Town of Manlius (including the villages).

I also looked through the New York State Vehicle and Traffic Law manual to see what I could find. There does not appear to be a specific law about riding a bike on a sidewalk. However, I was able to find a little information. The link below will bring you to the web site that I copied/pasted the little "blurb" on 'On what roads is bicycling permitted?' from. The last two sentences of the paragraph below will probably be of most interest to you.

[http://www.dot.state.ny.us/pubtrans/share.html#1621\(a\)](http://www.dot.state.ny.us/pubtrans/share.html#1621(a))

#### On what roads is bicycling permitted?

- Bicyclists have the legal right to share the road on most public highways, but it is prohibited on interstate highways and expressways (Sec. 1229-a <<http://www.dot.state.ny.us/pubtrans/share.html>> of the Vehicle and Traffic Law and Sec. 316 <<http://www.dot.state.ny.us/pubtrans/share.html>> of the Highway Law). In addition, authorities with jurisdiction over other controlled-access highways may prohibit bicycles (Sec. 109 <<http://www.dot.state.ny.us/pubtrans/share.html>>, and Sec. 1621(a)(2), 1641(1) and 1660(12) <<http://www.dot.state.ny.us/pubtrans/share.html>>). Localities often prohibit bicycling on sidewalks. However, some local ordinances do permit children to bicycle on sidewalks. For your safety and that of pedestrians, however, you should avoid busy city sidewalks whether or not restricted by law.

In any case, if you would be able to help me out and let me know where you found the information on the cycling-on-sidewalks law, I would very much appreciate it. Maybe I was just mis-informed and need to give a call to the local police department again -- I'm not sure. I would appreciate any help you can provide.

Also - the public meeting for the F-M Road/Route 257 Pedestrian Accommodation Feasibility Study is set for Tuesday, November 1, 2005 at 7:00 p.m. in the auditorium at Wellwood Middle School.

Thank you for your time,

Danielle Krol, SMTC

.....  
Danielle B. (Zebley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square



## Danielle Krol

---

**From:** ABLRFOSTER@aol.com  
**Sent:** Friday, October 21, 2005 10:43 PM  
**To:** Danielle Krol  
**Subject:** Re: Riding Bicycles on Sidewalks - Question

Hi Danielle,

There does seem to be a lot of conflicting information out there; but I will tell you what I know.

I looked back on my notes of the first meeting we had with Hank Chapman about side walks back in April; and in it I wrote " No bicycles on sidewalks." However, I think as the conversation continued, he said that it is usually not enforced for children under 12 and thats where I got that concept. Also, I spoke with another FMPOA member today who had been speaking to a Town of Manlius police officer this morning about something else and the subject of sidewalks and bicycles came up. He told her that all bicycles were banned from sidewalks; but that they tried to ignore young children because they really didn't want them in the street. (I was somewhat distressed as I had written something that wasn't totally accurate in my letter to the editor.) The officer was very specific, however, that, legally, sidewalks were for pedestrians only. He also gave her a list of reasons as to why bicycles on the side walk were dangerous. I don't have the officer's name; but my friend might be able to get it for you.

I hope this helps.

Lynne Foster

## Danielle Krol

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**From:** Danielle Krol  
**Sent:** Monday, October 24, 2005 9:19 AM  
**To:** 'ABLRFOSTER@aol.com'  
**Subject:** Thank you: Riding Bicycles on Sidewalks - Question

Hi Lynne,

Thank you very much for getting back to me. Oh boy -- I apologize if I caused you to worry about your letter -- I didn't mean for that. I know that with this topic there is a lot of varying info out there - I am just looking to find out what the rules and regulations in the Town of Manlius are. Yes, the officer is correct - legally, sidewalks are only for pedestrians, and as the officer mentioned, there are several reasons why it's dangerous to ride a bike on sidewalks. Usually though, as you found out, children are allowed to ride their bikes on sidewalks in most situations.

I think what I'll do is call over to the police department again -- you don't need to ask your friend. I just want to make sure that when I'm asked about this topic again, I have the correct information to share.

Thanks again for your assistance -- I appreciate you getting back to me.

Thanks,

Danielle, SMTC



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Meeting – November 1, 2005

- (1) What particular concerns along Route 257 between the villages of Fayetteville and Manlius would you like us to be aware of? (1) WOULD RATHER HAVE SEWERS ~~THAN~~ SIDEWALK (2) SEWERS SHOULD BE FIRST - TO LOWER COST OF REBUILDING SIDEWALK (3) PUT AT ON EAST SIDE - DO NOT NEED ON BOTH SIDES
- (2) Additional thoughts/comments: (4) WILL NEGATIVELY IMPACT PROPERTY VALUES

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_

**Thank you for your participation!**



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Meeting – November 1, 2005

- (1) What particular concerns along Route 257 between the villages of Fayetteville and Manlius would you like us to be aware of? I would be in favor of a 30 mph speed limit & a stop sign on F-M Rd to interrupt the momentum of speed on F-M Rd. Other <sup>at Hunt Rd</sup> than that, I am satisfied with the conditions for cyclists, joggers, & pedestrians on F-M Rd.
- (2) Additional thoughts/comments: I am not in favor of this sidewalk project - I feel that the 5' wide shoulder is a wonderful aspect that already exists on F-M Road. It provides ample room for cyclists, joggers, & pedestrians.

Name (optional) Barb Elintrop  
Address (optional) 5020 F-M Rd Manlius NY

**Thank you for your participation!**

(use the back of this form for additional comments)





**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Meeting - November 4, 2005

RECEIVED NOV 9 2005

- (1) What particular concerns along Route 257 between the villages of Fayetteville and Manlius would you like us to be aware of? (A) Not safe for pedestrians even with sidewalks at volume of traffic, increase in truck traffic, increase in speeders. At 50 accidents per year on 2 m. stretch, many would go over sidewalks bicyclists have to ride in road who may start out walking - danger for older, middle school students, snow plows spray snow 50 ft. from road.
- (2) Additional thoughts/comments: All around increase in danger to encourage walking on F-M Road. (B) I am long term resident with Historical sidewalk - stone walls & 200 yr. old trees. All of neighbors work hard to keep "Historical Heritage" - sidewalks would damage this forever. (C) There are numerous safe back walks and paths - no need for it (D) Our buses are great in F-M - never a complaint. This would be for recreational use only. Getting to school has been proven to be safest by school bus (I can produce studies that show fatality rates by walking, bikes, cars and buses.) No need for sidewalks except small "special interest" group. Won't be used very much and will tear up community and create liability for homeowners!
- Thank you for your participation!**  
(use the back of this form for additional comments)





**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Meeting - November 1, 2005

- (1) What particular concerns along Route 257 between the villages of Fayetteville and Manlius would you like us to be aware of? *1. ruining the historic character by removal of stone walls and trees - also the cost of specific homeowner of ~~the~~ trees 2. The cost to taxpayers of the installation of sidewalks on 257 3. The legal liability of homeowners on F-M Rd and the snow removal liability*
- (2) Additional thoughts/comments: *responsibility and cost. I am against sidewalks on 257 because of the above concerns. I do not believe it is safe for children to walk to school. I much prefer walking in safety - both personal and traffic safety.*

Name (optional)

*Marianne Brown*

Address (optional)

*911 S. Manlius St, (F-M Rd)  
Fayetteville, NY 13066*

**Thank you for your participation!**

(use the back of this form for additional comments)

*People speed constantly on 257 where the limit is 40 - people often go 50 mph. People often pass on the shoulder - especially at Hunt Lane and F-M Rd intersection. People who go around ~~the~~ cars turning left onto Hunt Lane go onto the shoulder to pass them.*

## Danielle Krol

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**From:** Bill Little [wrlittle@deltamarketingdynamics.com]  
**Sent:** Wednesday, November 02, 2005 5:13 PM  
**To:** Danielle Krol  
**Subject:** FM Sidewalk Meeting

Danielle -

Thank you for your time and presentation last evening. Although I could not attend the entire meeting, I did hear numerous comments from both sides. I was favoring those supporting the sidewalk construction but wanted to keep an open mind. As I think through the comments as well as the general principle of having transportation freedom beyond a car, I now firmly support the sidewalk proposal.

Without rehashing all of the arguments brought forth by opponents (who appear to be those residing on FM Road), I just do not agree with their points. The basic three arguments against the sidewalk seem to be one of liability and maintenance, disturbing the trees/walls/property, and fear of reduced safety. Again, I did not attend the entire meeting, so I may have missed other points. Regardless, it appears that the committee FOR the sidewalk has addressed each issue satisfactorily. Undoubtedly then, this whole opposition may come down to one of vision for the community. I think the untold bottom line - and they are certainly entitled to have their position - is that they want LESS foot/bike traffic down *their* road, not more. Whereas the supporters have a vision of connecting two villages and espousing the freedom to walk, exercise, or bike throughout and between with children having the option to walk to school (like mine), etc., opponents like it as is and are willing to live with the cars driving above the proposed speed limit. Again, this is my guess, but I wonder after it is built if those opposed will find themselves using it to safely walk to Dunkin Donuts for a coffee some cool fall morning....

Good luck in this effort. Thank you.

Bill Little  
114 Marangale Road  
Manlius

7/19/2007

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Thursday, November 03, 2005 3:20 PM  
**To:** 'Doris Stoddard'  
**Subject:** RE: from Doris Stoddard

Hi Doris,

Thank you for the compliments! We had such a big (and passionate) crowd at the meeting on Tuesday night -- all told, I think it went well.

I want to reassure you that as far as the "data" that other folks brought in or shared (the maps, the percentage of people for/against a sidewalk project, etc.) at the meeting, the SMTC won't use it. Any data that we utilize in our studies is collected through the SMTC (and our member agencies, such as NYSDOT, etc.).

Please continue to share your thoughts, ideas, and comments with me on this study - and if you have questions, give me a shout. It's going to be a great (and interesting) learning process for many people I think!

Thanks again for your kind words.

- Danielle

\*\*\*\*\*  
Danielle B. (Zebbley) Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
dkrol@smtcmpo.org: Email  
\*\*\*\*\*

-----Original Message-----  
From: Doris Stoddard [mailto:dorisstoddard@yahoo.com]  
Sent: Wednesday, November 02, 2005 2:35 PM  
To: Danielle Krol  
Subject: from Doris Stoddard

Danielle:  
Thank you again for the meeting last night for F-M Road. Your patience and grace are extremely admirable. I just wanted to reiterate that the sidewalk opposition had colored my house without asking me what I thought or where I stood on the issue. I certainly wonder how many other properties were colored in (in their favor) who also were never contacted. They are quite a crew. Thank you for the chance to comment.  
Doris



## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Friday, November 04, 2005 11:09 AM  
**To:** 'Doris Stoddard'  
**Subject:** RE: from Doris Stoddard

Hi again Doris,

The traffic count we shared at the public meeting was taken on September 22, 2003 by NYSDOT. The northbound Annual Average Daily Traffic (AADT) was 3052; southbound AADT was 2949, for a total of 6001 vehicles on FM Road.

This was just one of the counts we were able to get ahold of prior to the Nov 1st public meeting. We'll certainly be obtaining additional traffic data for this study.

Have a nice weekend,  
Danielle

-----Original Message-----

**From:** Doris Stoddard [mailto:dorisstoddard@yahoo.com]  
**Sent:** Thursday, November 03, 2005 8:24 PM  
**To:** Danielle Krol  
**Subject:** from Doris Stoddard

Danielle:  
I did think of one other thing. You said there were 6,000 vehicles a day (3,000 north and 3,000 south) on FM Road. When was that count taken? We seem to have a lot more traffic since the Towne Center, Target, Kohl's, the YMCA, etc. have opened in the last two years or so. I just wanted to be sure the count was current. Please advise. Thanks.  
Doris

---

Yahoo! Mail - PC Magazine Editors' Choice 2005 <http://mail.yahoo.com>



## Danielle Krol

---

**From:** Barbara Flintrop [bflintro@twcny.rr.com]  
**Sent:** Friday, November 04, 2005 12:28 PM  
**To:** Danielle Krol  
**Subject:** F-M ROAD STUDY

Greetings Danielle and Staff,

We appreciated the opportunity to hear your plans for the feasibility study, and for the opportunity to voice our concerns in a well organized forum. Your group "held it together" despite the emotionally charged tenor of the audience. I had no idea that working at the SMTTC could be so exciting; I'm sure you didn't either!

We look forward to learning more about the results of your study.

Sincerely,

Michael and Barbara Flintrop  
5020 Fayetteville-Manlius Road  
Manlius NY 13104

7/19/2007

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Monday, November 21, 2005 2:53 PM  
**To:** 'ABLRFOSTER@aol.com'  
**Subject:** RE: Strength of FM Road sidewalk opposition

Hi Lynne,

It was a pleasure speaking with you this afternoon.

The PowerPoint presentation that I shared at the November 1, 2005 public meeting for the F-M Rd./Rt. 257 Pedestrian Accommodation Feasibility Study is now posted to the SMTC's web site, [www.smtcmpo.org](http://www.smtcmpo.org). You can go to our web site and click on the *Meetings* tab, or you can access that page directly at: <http://www.smtcmpo.org/meetings.asp>. There are a couple of viewing options to choose from.

Thank you again for taking the time to speak with me earlier. Down the road, please feel free to call or email me if/when you have questions.

I hope you and your family enjoy your Thanksgiving.

Thanks again,

Danielle, SMTC

.....  
Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
dkrol@smtcmpo.org: Email  
.....

-----Original Message-----

**From:** ABLRFOSTER@aol.com [mailto:ABLRFOSTER@aol.com]  
**Sent:** Friday, November 18, 2005 4:20 PM  
**To:** Danielle Krol  
**Subject:** Strength of FM Road sidewalk opposition

Hi Danielle,

I regret missing the SMTC meeting on November 1 of this year as I had looked forward to meeting you in person. However, we had made travel plans thinking the meeting would be in October and they couldn't be changed.

I wanted to give you a little more information about the sidewalk opposition petition that the FMRPOA circulated in October and presented at the meeting. As you know, 84% of the households on the road signed, showing their opposition to the project. However, there were several households that we could either not contact or were still undecided. We counted these households as pro-sidewalk by default, when, in fact, these people may also eventually be against sidewalk construction making the percentage closer to 90%. Also, several of our members have since been contacted by people living on the roads adjacent to the FM Road saying that they too are against any sort of sidewalk construction on the road and want to help us fight the project, so the opposition is growing.

7/19/2007

An FMRPOA member attending the meeting reported to me that one of the few residents of the road who favors sidewalks got up at the meeting and said that this project was not about individual homeowners but about building community spirit. If that is the case, then the mission has been accomplished and the sidewalk proposal is a completely unnecessary project. Our community spirit is alive and well; and it is adamantly opposed to the construction of sidewalks.

It is unclear to me whether local public opinion is something you factor into your assessment of the feasibility of sidewalks; but it would seem only reasonable that you would want to know the strength of the opposition of the people whose lives you will be affecting, possibly in a negative way, thus the above report. I hope it is helpful.

I was happy to hear that your husband is in the transportation business, and not a physicist. I'm sure he's a lot more fun than someone who fixes PET scanners. I hope you both have a very happy holiday; and I look forward to meeting you at the next meeting.

Yours truly,  
Lynne Foster  
Fayetteville-Manlius Road Property Owners Association

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Wednesday, December 14, 2005 11:18 AM  
**To:** 'Carol Porter'  
**Subject:** RE: FM Rd.

Hi Carol,

There is no need to apologize -- I realize that this is a very emotional (and sometimes heated) topic. I also want to thank you for your compliments.

I certainly appreciate the offer to view FM Road from your property. Another family has also offered, however, I am going to have to decline. This planning project can be done accurately without having to step onto anyone's property at this time. If for some reason the need arises, I will let you know.

I expect that our next public meeting will be held probably sometime in February or March 2006. The SMTC likes to give at least three weeks notice before a public meeting -- and since you're on our mailing list, you will be directly notified. In the meantime, if you have any concerns, please do not hesitate to contact me.

I hope you and your family enjoy the holidays as well!

Thank you,

Danielle, SMTC

.....  
Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
dkrol@smtcmpo.org: Email  
.....

-----Original Message-----

**From:** Carol Porter [mailto:cwporter11@yahoo.com]  
**Sent:** Tuesday, December 13, 2005 6:30 PM  
**To:** Danielle Krol  
**Subject:** FM Rd.

Hello Danielle,

Sorry I was so emotional at the meeting at Wellwood. I hope you didn't take offense. I realize that you are doing your job. You do it well, and its not easy.

You are welcome to take a look at the FM Rd. from our property at any time that is convenient for you. I'll even provide a chair and a warm or cold drink, depending upon the season.

My best wishes to you for a very enjoyable holiday.

Sincerely,  
Carol Porter

---

7/19/2007



Comment received via telephone from Ms. Susan Hartman-Brenizer 12/16/05:

Ms. Hartman-Brenizer wanted to invite SMTC to look at how far the snow plow throws snow over the stone wall in her yard. She indicated that she spoke with Town Police Chief Marlowe about this. Ms. Hartman-Brenizer wants to be sure that we're looking at weather conditions along F-M Road year-round. I stated that we definitely examine and consider weather conditions year-round and that as transportation planners; we do so in all of our studies.

- DK

---

**Danielle Krol**

**From:** Danielle Krol  
**Sent:** Friday, December 16, 2005 11:29 AM  
**To:** 'sharthodg@aol.com'  
**Subject:** Rt 257 Pedestrian Study - Follow up to phone call

Hi Susan,

I finished speaking with you just a few moments ago, and realized that I failed to mention that we do (and will) take pictures of winter weather situations for many of our transportation planning studies. I wanted to reassure you that we will definitely be out there doing the same for the F-M Rd/Rt 257 Pedestrian Accommodation Feasibility Study. So, the results of a snow plow coming through and throwing snow over the stone walls along Route 257 will be captured for this study.

Winter weather is something that we have to consider in all of our transportation studies, so it will definitely be examined in this study as well. As always, if you have additional questions or concerns, please feel free to call or email me with them.

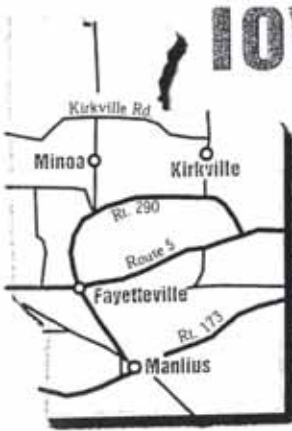
Enjoy the holidays!

Thank you,

- Danielle, SMTC

\*\*\*\*\*  
Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
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dkrol@smtcmpo.org: Email  
\*\*\*\*\*

# Town of Manlius



301 Brooklea Drive, P.O. Box 9  
Fayetteville, NY 13066

fax: 315 637-0713

website: [www.townofmanlius.org](http://www.townofmanlius.org)

## Supervisor

Henry L. Chapman

(315) 637-3414

e-mail: [supervisor@townofmanlius.org](mailto:supervisor@townofmanlius.org)

December 23, 2005

Dear Town of Manlius Resident:

As you may be aware, the Syracuse Metropolitan Transportation Council (SMTC) has agreed to complete a pedestrian study on behalf of the Town of Manlius. The purpose of this project is to determine the feasibility of possibly installing a pedestrian facility along Fayetteville-Manlius Road (Route 257) between the Villages of Fayetteville and Manlius. The project will also establish cost estimates of such a facility, and gauge the local public sentiment on its appropriateness for this corridor.

I am writing this letter because I believe that we need to clarify the purpose of this study. The study that the SMTC is completing on the Town's behalf is a pedestrian feasibility study that will examine several different options for possibly making a pedestrian connection between the Villages of Fayetteville and Manlius. Pedestrian path(s), widening of the road shoulder(s), sidewalk(s), and other options will be examined, all with equal weight, as part of this study. It must be emphasized that this is not a sidewalk study. Once the SMTC examines a variety of options, they will hand over a final report to the Town of Manlius. At that time, it will be up to the Town to determine if and what recommendation(s) from the study to move forward with.

In summary, I want to make it very clear that this is a pedestrian accommodation feasibility study with many varied options that will be examined, not merely sidewalks.

You have received this letter if you live along F-M Road between the villages, and/or if you attended the public meeting on November 1, 2005 and signed in. Please feel free to share this letter and the attached study page with your neighbors.

Sincerely,

Hank Chapman  
Supervisor, Town of Manlius

## Supervisor

Henry L. Chapman  
315 637-3414

## Town Clerk

Terry A. Sloan  
315 637-3521

## Highway Superintendent

William J. Bennett  
315 656-3090

## Receiver of Taxes

Laura A. Peschel  
315 637-6481

## Town Board

John S. Curtis  
John R. Loeffler  
David M. Marnell, Sr.  
Nicholas J. Marzola  
Sandra A. Schepp  
Paul E. Susco

## SUMMARY OF STUDY

**STUDY PURPOSE:** Examine various possible locations for a pedestrian connection along Route 257 between the Villages of Fayetteville and Manlius.

Given the various uses of Route 257, innovative solutions that address both vehicular and pedestrian traffic are sought. The intent is **not** to limit the potential solutions to a predefined list, but to examine all feasible options that may truly address the possible development of a pedestrian connection between the two villages along Route 257.

### STUDY PROCESS:

- **EXISTING CONDITIONS DOCUMENTATION:** All relevant existing transportation data and/or conditions inventory data along Route 257 between the Villages of Fayetteville and Manlius will be gathered and analyzed as part of the existing conditions portion of the study. These items may include, but are not limited to, identification of the following: current vehicular, bicycle and pedestrian facilities; specific bicycle and pedestrian counts; existing vehicular traffic count information (AADT); identification of bicycle, pedestrian, and vehicular (and combinations thereof) related accident locations; existing transit facilities, routes and bus stops; and Right-of-Way (ROW) information.
- **ISSUES IDENTIFICATION:** Identification of issues involves reporting known and perceived transportation (bicycle, pedestrian, vehicular, etc.) issues facing those who utilize Route 257 between the Villages of Fayetteville and Manlius as reported to the SMTC directly or found via the study review process.
- **ALTERNATIVES/RECOMMENDATIONS:** A broad listing of alternative solutions is expected to be given to the Town in a "tiered" fashion -- organized by type, magnitude of cost, and level of effort. Those alternatives that prove to be feasible will be formulated into a series of recommendations that will establish cost estimates of varying degrees for varying options of providing a pedestrian connection between the villages.
- **FUNDING STRATEGIES:** A cursory listing of possible funding options for each recommendation will be identified.
- **IMPLEMENTATION PLAN:** The SMTC is not an implementing agency. It will be the Town's responsibility to implement any recommendation(s) the Town deems appropriate and/or necessary once the SMTC study is complete and handed over to the Town.
- **SCHEDULE:** It is anticipated that the entire project will take approximately 12 months to complete from the start of the study (8/2005).

Attachment to letter  
dated 12/23/05

Comment received via telephone from Mr. Pasternak of Fayetteville on 1/3/06:

He received the letter from Supervisor Chapman. He thinks there is one important item missing from the summary of the study: weather conditions. He wanted to know if we were going to look at the conditions on Route 257 year-round (including in inclement weather). I assured him that we would.

- DK



## Danielle Krol

---

From: sharthodg@aol.com  
Sent: Tuesday, January 10, 2006 8:50 PM  
To: Danielle Krol  
Cc: supervisor@townofmanlius.org  
Subject: Re: Rt 257 Pedestrian Study - Follow up to phone call

Hello Danielle....Susan and Jon Brenizer here. What I wanted and needed you to see is the difference between someone "reporting" that the huge snowplows spew ice and snow 50 feet and actually SEEING for yourself how fast the plows go, how big the state plows are and just how far 50 feet of snow, ice, salt and sand really go....it is a sight to behold and no one, let me repeat NO ONE would be safe walking FM road on a "typical" winter day in this, the snowball capital of the US.

As you know, winter starts end or mid November and goes until April, fully half of the year here. The sidewalks are not only a "luxury" recreational item for a few but also a half time "user friendly" and unnecessary expense at best. I truly wish you had taken me up on my offer to just observe and I would very much like to know the dates that you actually DO come on this road to observe what we homeowners already know. Please let me know the actual dates as you have said that you would include the homeowners in your studies of the road. Thank you very much. Sincerely, Susan and Jon Brenizer 908 FM Road, Fayetteville NY 13066

---Original Message---

From: Danielle Krol <dkrol@smtcmpo.org>  
To: sharthodg@aol.com  
Sent: Fri, 16 Dec 2005 11:28:14 -0500  
Subject: Rt 257 Pedestrian Study - Follow up to phone call

Hi Susan,

I finished speaking with you just a few moments ago, and realized that I failed to mention that we do (and will) take pictures of winter weather situations for many of our transportation planning studies. I wanted to reassure you that we will definitely be out there doing the same for the F-M Rd/Rt 257 Pedestrian Accommodation Feasibility Study. So, the results of a snow plow coming through and throwing snow over the stone walls along Route 257 will be captured for this study.

Winter weather is something that we have to consider in all of our transportation studies, so it will definitely be examined in this study as well. As always, if you have additional questions or concerns, please feel free to call or email me with them.

Enjoy the holidays!

Thank you,

- Danielle, SMTC

\*\*\*\*\*  
Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
(315) 422-5716, ext. 307  
(315) 422-7753: Fax  
dkrol@smtcmpo.org: Email  
\*\*\*\*\*



Welcome, **mgreer47**  
[[Sign Out](#), [My Account](#)]

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**To:** [supervisor@townofmanlius.org](mailto:supervisor@townofmanlius.org), [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)

**Subject:** Sidewalk proposal for F-M Road

**Attach Files**

**B** *I* U Stationery

Dear Sir/Madam;

Please be advised that my husband and myself, as property owners on F-M Road, (911 South Manlius Street) are opposed to any sidewalks being constructed on the road. We have various concerns regarding this proposal, all of which have been brought to your attention by the FM Road Property Owners Association. If you have any comments regarding our stance please feel free to contact us at the above address.

Thank you.  
Marianne Greer Brown

☐ Use my signature

**Send**

**Save as a Draft**

**Cancel**

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## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Monday, March 20, 2006 1:41 PM  
**To:** 'Doris Stoddard'  
**Subject:** RE: from Doris Stoddard

Hi Doris,

Yes -- you are correct. Back in November 2005, the SMTC had anticipated holding another public meeting in the spring of 2006 (March or so) on the Route 257 Pedestrian Study. It is now looking like the next public meeting won't take place until this summer, and at this point, I cannot be more specific than that.

The SMTC does not want to hold another public meeting until we have some substantial information to share with the public. We recently received all of our accident data (from 1999 through 2004) and just started the process of analyzing those reports. The SMTC also recently received the majority of zoning information that we need for this project and will begin the process of examining that as well. Both the accident data and zoning information take time to obtain, and this time-frame is typical for most SMTC studies.

We are also in the process of retaining a consultant for engineering assistance on this project. It will probably take a good two months to hire a consultant, get them on board, and begin work. We are planning to have the consultant assist with detailed mapping of the corridor, suggestions for pedestrian connections, and associated cost estimates of these connections.

In fairness to everyone involved in and concerned with this project, we do not plan to hold another public meeting until we have more information to share. However, we will definitely give plenty of notification to the public through direct mailings and the news when it is time to hold the next public meeting.

Thanks for your continued interest!

- Danielle, SMTC

\*\*\*\*\*  
Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org  
\*\*\*\*\*

-----Original Message-----

From: Doris Stoddard [mailto:dorisstoddard@yahoo.com]  
Sent: Monday, March 20, 2006 10:40 AM  
To: Danielle Krol  
Subject: from Doris Stoddard

Dear Danielle:  
Now that it is March 20, I think I'm remembering that the SMTC was going to hold another informational meeting on the FM Road sidewalk study in February(?).  
Any updates on the study or plans for a meeting?  
Thanks much.  
Doris

---

Do You Yahoo!?

Tired of spam? Yahoo! Mail has the best spam protection around <http://mail.yahoo.com>

Judith A. Skelton  
4926 Fayetteville Manlius Road  
Manlius, NY 13104  
(315) 682-5370

September 15, 2006

Mr. Mario Colone  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, NY 13202

Dear Mr. Colone:

Regarding the building of sidewalks on FM Road, I share many of the concerns that other residents have expressed.

I had previously spoken to Danielle Krol about a concern that is unique to my property. She instructed me to send a letter explaining it. My concern is regarding the creek that runs the length of my property (4926) and my neighbor's property (4930). It flows under the road and into the pond across the street.



4926 FM Rd.

Inlet  
Side

Outlet  
Side



I have lived here for twenty-two years, and the only times the creek has overflowed its banks have been when people have done something to cause a change in the natural flow of the water.

When the creek has overflowed, the water backs up into the back of my duplex, flooding both garages and both cellars. The water level continues to rise until whatever caused the problem is taken care of. Then the water drains out of my house, in the creek, and flows out the inlet pipe and under FM Road.

The first time occurred on March 22, 1994 when the people across the street, who have the pond, had a new wall built at the outlet end. Large stones from the top of it gradually fell and blocked the outlet, causing the water to back up into my garages and cellars.



The wall was "repaired" the same way it was previously, so the next year in October 1995, the exact same thing happened. Finally, it was repaired properly.

The third time was in 1999 when the house at 4930 FM Road was being built. Niagara Mohawk shot an underground line that hit the pipe that is under the road. The hole in the pipe prevented the water from flowing to the outlet side, causing the creek to overflow and back up.

Previously, each time when the creek backed up, the state DOT attempted to clear out the inlet side using a backhoe. Each time, this caused further damage to the inlet wall which was already old and in poor condition. So once more, the water backed up, causing flooding.

After the fourth flooding, the state engineer had a large metal half pipe put at the inlet opening, rocks put on one bank to hold the soil, and rocks put on the bank that is over the outlet opening below.

Also, I keep a vigil out for plastic bags, cups, etc. that might go into the pipe. Every Fall I thoroughly clean out the area by raking and clearing both banks and the creek itself of twigs, leaves, weeds, etc.

With the above things done, there has been no more flooding. However, the pipe that runs under FM Road is very old and has been repaired at least twice that I know of between 1994 and 2000. I have no idea what the true condition of it really is.

These floodings have caused damage to my property and that of tenants, a lot of expenses, much frustration, aggravation and work, and devalued my property both for renting and selling.

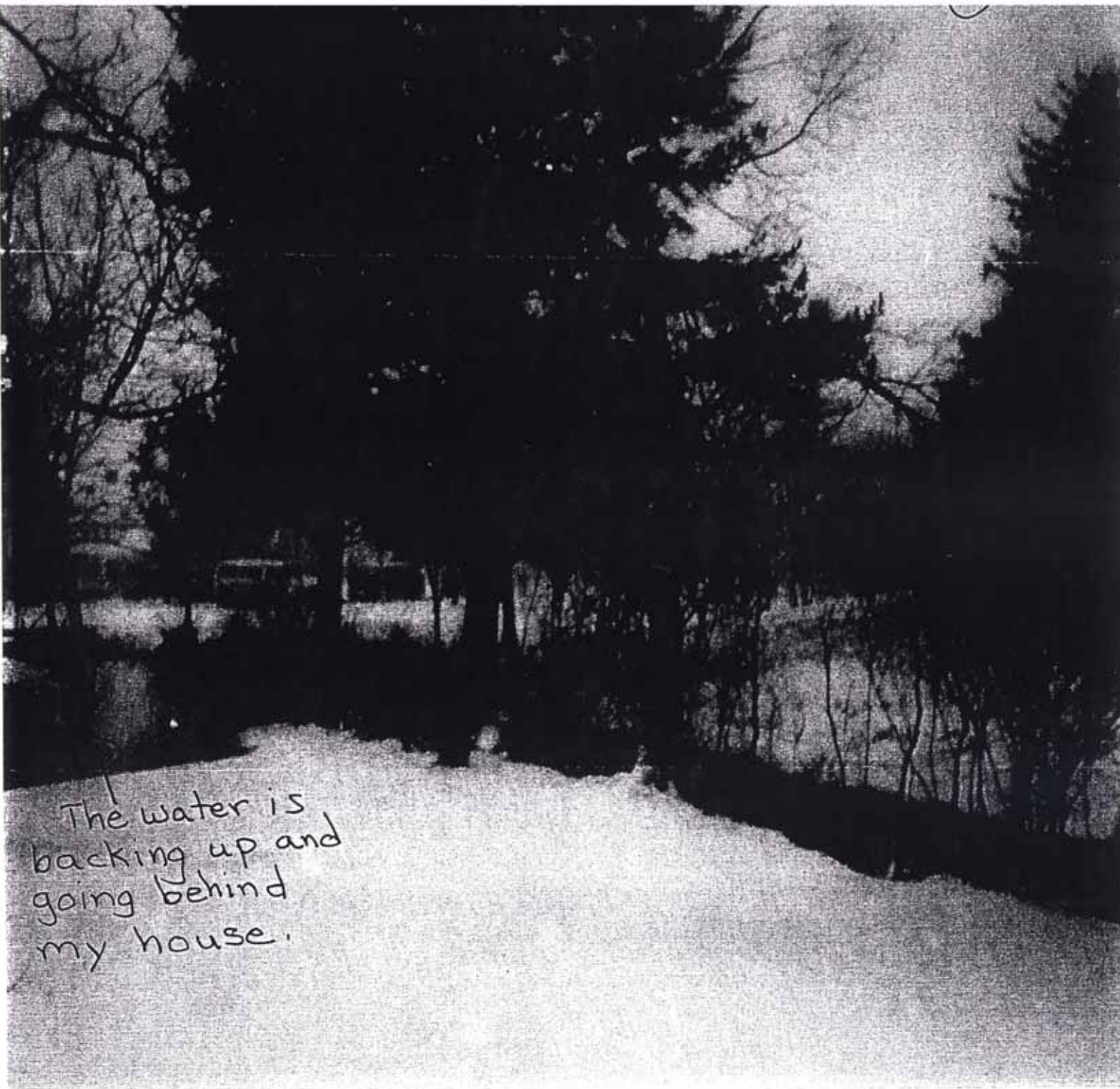
I am very concerned about the building of a sidewalk along the road by my house. There is not much distance between the road and the inlet area. I fear that any kind of disruption such as removing the lilac trees that hold the soil, any change in elevation, erosion, rocks from above the inlet pipe being caused to fall and block the flow of the water, etc. could cause problems such as I have previously had.

In conclusion, I hope that anyone involved in gathering and reporting information or making decisions about the sidewalk issue will please take into consideration my concerns.

Sincerely,

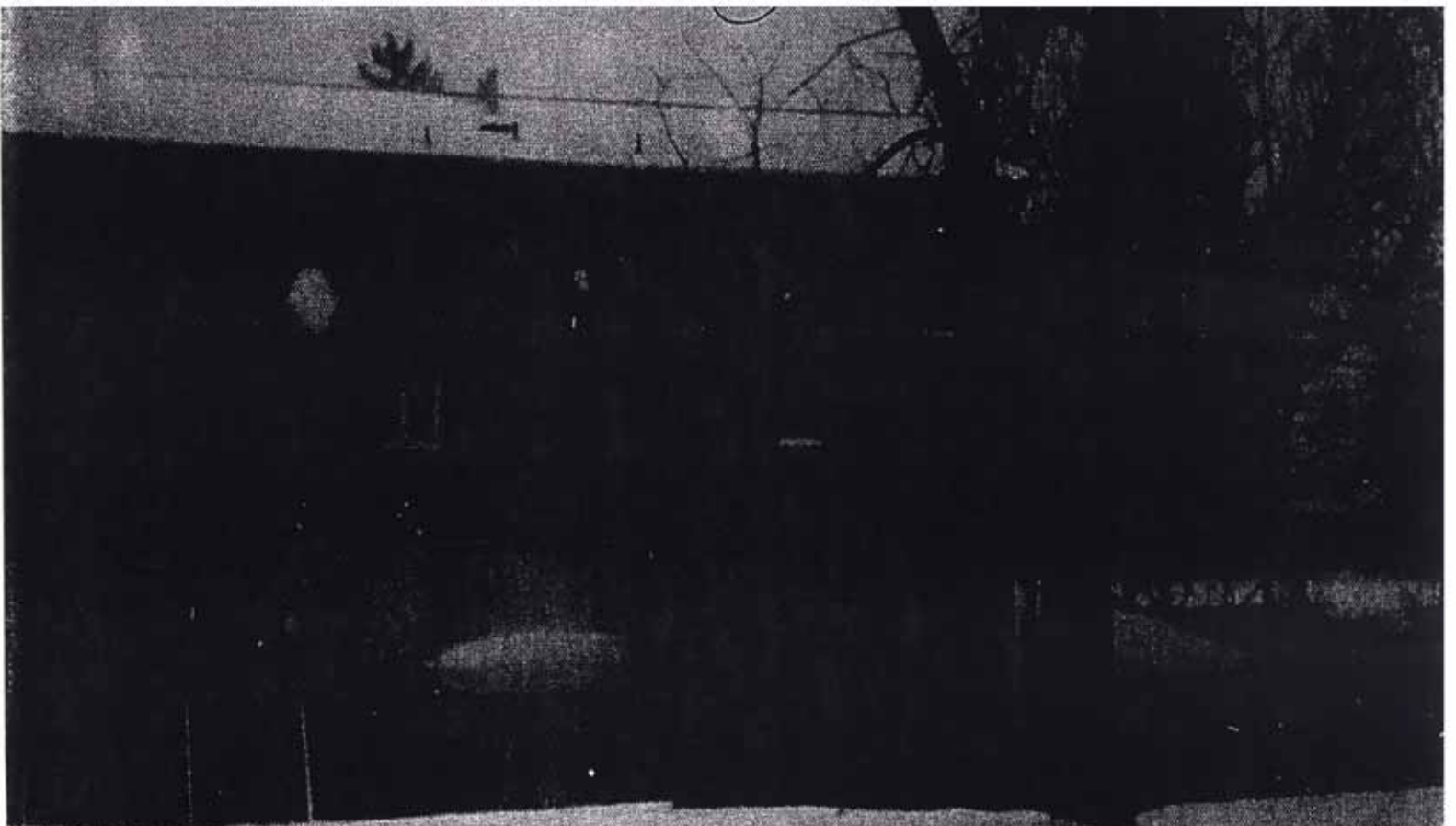
A handwritten signature in cursive script that reads "Judith A. Skelton". The signature is written in dark ink and is positioned above the printed name.

Judith A. Skelton



The water is  
backing up and  
going behind  
my house.





This picture shows how the water backs up behind my house. The water flows under the two garage and two cellar doors, flooding both garages and both cellars. The water continues to rise inside until the problem is fixed and the water can drain out.



This picture shows the water backed up at the inlet pipe.





This picture shows the inlet side after the water drained out. This was the last time there was flooding.



This picture shows the inlet side  
after the state DOT made repairs.





100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, New York 13202  
Phone (315) 422-5716  
Fax (315) 422-7753

October 2, 2006

Ms. Judith A. Skelton  
4926 Fayetteville Manlius Road  
Manlius, NY 13104

Dear Ms. Skelton:

Thank you for your letter of concern regarding drainage and associated impacts to property along Fayetteville-Manlius Road/Route 257. Although it is understood that modifications to embankments in the past have caused the creek to overflow, the issue of drainage implications is beyond the Scope of Work for the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study that the Syracuse Metropolitan Transportation Council is completing on behalf of the Town of Manlius (Town).

However, when the final document is completed it will recommend that the Town or the New York State Department of Transportation, if they choose to implement any type of facility for the road, undertake the necessary steps to complete an engineering analysis and research any potential drainage impacts.

Once again, thank you for your letter. If you any further questions regarding the study please fell free to contact me at (315) 422-5716.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mario A. Colone", written in a cursive style.

Mario A. Colone  
Transportation Planner

cc: Mary Rowlands, SMTC Director  
James D'Agostino, SMTC Program Manager  
Louis Ferrone, NYSDOT Region 3

### **The Metropolitan Planning Organization**

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • Metropolitan Development Association • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration



## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Tuesday, February 20, 2007 9:11 AM  
**To:** 'Nancy Shapiro'  
**Subject:** RE: Status of Route 257 study

Hello Ms. Shapiro,

The Syracuse Metropolitan Transportation Council (SMTC) is currently reviewing the work of the consultant hired to assist with this study. At this point, the SMTC is anticipating a March public meeting to share the alternatives (for various pedestrian accommodation options) put forth by the consultant. We will be sure to "get the word out" about the upcoming public meeting once it is scheduled.

Thank you for your interest in this study.

- Danielle, SMTC

Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org

-----Original Message-----

**From:** Nancy Shapiro [mailto:nshapiro@twcny.rr.com]  
**Sent:** Wednesday, February 14, 2007 1:44 PM  
**To:** Danielle Krol  
**Subject:** Status of Route 257 study

Would you kindly update me as to the status of the Route 257 study regarding sidewalks.

Thank you.

Nancy Shapiro



## Danielle Krol

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**From:** Danielle Krol  
**Sent:** Tuesday, March 20, 2007 2:03 PM  
**To:** 'Doris Stoddard'  
**Subject:** RE: F-M Road feasibility study

Hi Doris,

I'm working to schedule the public meeting for April -- I'm aiming to get that set up soon so that we can give everyone plenty of notice (we'll send out a flyer announcing the meeting like we have done in the past).

At the public meeting, we plan to share the alternatives put forth by the consultant for possible pedestrian accommodations along Route 257 (the SMTC is just about done with our review of the consultant's work).

Thanks!  
- Danielle, SMTC

Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: [dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)

-----Original Message-----

From: Doris Stoddard [<mailto:dorisstoddard@yahoo.com>]  
Sent: Tuesday, March 20, 2007 11:38 AM  
To: Danielle Krol  
Subject: F-M Road feasibility study

Hi Danielle:  
I have read that the SMTC is supposed to have a meeting about F-M Road in March. Any news or date yet?  
Thanks,  
Doris

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Don't pick lemons.  
See all the new 2007 cars at Yahoo! Autos.  
[http://autos.yahoo.com/new\\_cars.html](http://autos.yahoo.com/new_cars.html)

## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Thursday, April 12, 2007 10:19 AM  
**To:** 'Marilyn & Kent Jeffery'  
**Cc:** James Dagostino; Mario Colone  
**Subject:** RE: F-M Rd

Tracking:	Recipient	Read
	'Marilyn & Kent Jeffery'	
	James Dagostino	Read: 4/12/2007 10:26 AM
	Mario Colone	Read: 4/12/2007 10:36 AM

Hi Marilyn,

Thank you for your email. You pose some good questions. Town Supervisor Hank Chapman has been participating in every aspect of the F-M Road/Route 257 Pedestrian Accommodation Feasibility Study to date. He has attended all of the meetings of the Study Advisory Committee (SAC) for this project. So I'm not certain if any additional preparation is necessary.

However, if you want to speak to anyone at the Town beforehand, Supervisor Chapman would be the one to speak with, as he has been engaged in the entire study process. I believe that the questions most Town of Manlius residents will have deal with liability (both civil and financial), and I also feel that that questions relative to this liability will likely remain unanswered until the Town chooses an implementation strategy (if they choose to move forward with any of the recommendations).

Thanks again for your comments and questions. I will see you on May 1<sup>st</sup>.

- Danielle, SMTc

*Danielle B. Krol*  
*Senior Transportation Planner*  
*Syracuse Metropolitan Transportation Council*  
*100 Clinton Square*  
*126 North Salina Street, Suite 100*  
*Syracuse, New York 13202*  
*Phone: (315) 422-5716, ext. 307*  
*Fax: (315) 422-7753*  
*Email: dkrol@smtcmpo.org*

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**From:** Marilyn & Kent Jeffery [mailto:kmjeff@alltel.net]  
**Sent:** Wednesday, April 11, 2007 8:33 PM  
**To:** Danielle Krol  
**Subject:** F-M Rd

Hi Danielle-

It's good to hear from you! Thank you for the information on the upcoming meeting. Are there any questions or concerns that you anticipate, that we could get answers from our town leaders beforehand? In other words, how can we help prepare the Town for the meeting?

Our experience has been that the opposition often have legitimate concerns that the Town isn't prepared

7/19/2007

to answer. Having the answers ready can help get everyone comfortable with the facts, defuse sticky situations, address the homeowners' concerns, and help everyone work together toward a common goal/benefit instead of polarizing the various sides. If you can shed any light on this, it would be immensely helpful.

Thank you so much, and welcome back.

Marilyn Jeffery

7/19/2007

Comment received via telephone from Art Yates, 4/12/07, who lives on F-M Road:

He is opposed to the study, opposed to any type of pedestrian accommodation – he doesn't like it. He believes the study is a waste of time and money. He believes so strongly that the study shouldn't have been done that he feels someone should be fired over it.



## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Monday, April 16, 2007 4:23 PM  
**To:** 'Sharon Marhewka'  
**Cc:** Chapman, Hank; James Dagostino  
**Subject:** RE: FM Road Public Meeting

Hi Sharon,

Thanks for your email. To answer your questions, the public meeting notice was mailed to those who signed up and provided their mailing addresses to us at the first public meeting (in November 2005). In addition, the Town also provided us with the mailing addresses of individuals living on Route 257/ F-M Road within the study area.

Fliers were also emailed to individuals that had emailed me within the last month asking when the next public meeting would be held.

As a reminder this is not a public hearing, but a public informational meeting -- it's somewhat more informal than what the Town might hold for a specific action. Our objective is to educate the community on what the SMTC has studied and answer questions relative to our examination of various pedestrian alternatives.

Also, we do not video record our public meetings.

Written comments are certainly appreciated that evening at the public meeting, but we will also be accepting them for a few weeks beyond the public meeting (I'll be sure to note a "closing date" for comments at the meeting on May 1st). We'll provide comment sheets to write on, but we will also accept comments that people bring with them to the meeting (perhaps someone has already written down or typed up their thoughts).

We anticipate the project to be completed over this summer and transmitted to the Town in that same timeframe. At that point, the SMTC's role in this project will be complete.

After the SMTC hands the completed report over to the Town, it will then be up to the Town to decide which (if any) recommended alternatives they want to move forward with.

Thanks again,  
Danielle, SMTC

Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council 100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org

-----Original Message-----

From: Sharon Marhewka [mailto:SMarhewk@twcnny.rr.com]  
Sent: Monday, April 16, 2007 4:03 PM  
To: Danielle Krol  
Cc: Chapman, Hank  
Subject: FM Road Public Meeting

Hi Danielle,  
I was wondering who got the mailing about the public meeting? Did it go out to all residents on FM Road or only the folks who signed up on your e-mail list?

Also, I was wondering if you will be doing a video or audio recording of the meeting?

I would like to know how the process is going to work. I understand that there will be a

formal presentation made and that the public can ask questions. I'm a little confused about what you mean by providing the opportunity to submit written comments to the SMTC. Do you mean once the public has had the opportunity to digest the suggestions? Or do you mean written comments have to be submitted that evening? When will the final report be submitted to the Town Board? What happens once you do that?

Thanks in advance for taking the time to answer all my questions.

Sharon Marhewka

**Tracking:**

**Recipient**

**Read**

'Sharon Marhewka'

Chapman, Hank

James Dagostino

Read: 4/16/2007 4:25 PM

## Danielle Krol

---

**From:** Marilyn & Kent Jeffery [kmjeff@alltel.net]  
**Sent:** Friday, June 01, 2007 9:41 AM  
**To:** Danielle Krol  
**Subject:** Re: F-M Rd

Thanks, Danielle. How interesting that some people would object to holding a meeting in a church!! Aren't there bigger concerns out there?

Thanks for all your hard work on this.

Marilyn

----- Original Message -----

**From:** Danielle Krol  
**To:** Marilyn & Kent Jeffery  
**Sent:** Friday, June 01, 2007 9:32 AM  
**Subject:** RE: F-M Rd

Hi Marilyn,

We are still in the process of rescheduling the meeting. We had some complaints about holding the meeting in a church facility (even though our federal regulations allow us to do so), so we have been looking at other options so that we don't upset people. Right now we are waiting to hear back from the Village of Manlius – we're trying to get into the community room that they have...we should know in a day or two.

As soon as we find out that we can use the room, we'll be sending a meeting flyer to everyone again. If all goes well, the meeting will be held on Tuesday June 26<sup>th</sup> at 6:30PM in the Community Room at the Village of Manlius offices (on Arkie Albanese Ave).

Thanks for continuing to keep involved in this project! Hope you have a great weekend too!

- Danielle, SMTC

*Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org*

---

**From:** Marilyn & Kent Jeffery [mailto:kmjeff@alltel.net]  
**Sent:** Friday, June 01, 2007 6:35 AM  
**To:** Danielle Krol  
**Subject:** F-M Rd

Hi Danielle-

Has the public meeting for Fayetteville-Manlius Rd been rescheduled?

Thanks, and enjoy the weekend.

Marilyn Jeffery

7/19/2007



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? Yes  
If yes, which pedestrian facility do you prefer? If no, why?  
Sidewalks would increase the overall health & obesity issues within our community. It is very inhibiting to walk/run/walk dog on the shoulder of the road. The shoulder has rocks, debris etc & is dangerous!
- (2) Additional thoughts/comments: Walking is a simple way to enhance our health. If people are worried about liability issues of sidewalks aren't we already liable if people are walking on our lawns to avoid walking to close to the traffic?

Name (optional) Carolee Dornay  
Address (optional) 4936 FM Rd

**Thank you for your participation!**

(Please use the back of this form for additional comments)



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No  
If yes, which pedestrian facility do you prefer? If no, why?

- (2) Additional thoughts/comments: PLEASE!  
NO Sidewalks  
Bill Pontey  
4611 FM Rd
- Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_

**Thank you for your participation!**

(Please use the back of this form for additional comments)





**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No  
If yes, which pedestrian facility do you prefer? If no, why?

WHY CAN'T SPEED LIMIT BE LOWERED TO 30 MPH?  
WHAT WOULD BE DONE FOR THOSE WHO MUST CROSS THE RD.  
BECAUSE US PO HAS OUR MAIL BOXES ARE THERE?

- (2) Additional thoughts/comments: THIS IS A HUGE UNNECESSARY EXPENSE!

Name (optional) CAROL PORTER

Address (optional) 311 S. MANLIUS ST.

**Thank you for your participation!**

(Please use the back of this form for additional comments)



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No!  
If yes, which pedestrian facility do you prefer? If no, why?

F.M. School District has deemed F.M. Road a pedestrian hazardous route for  
children 12 and under. Our district's policy is to bus children to school to ensure  
their safety. F.M. Road is not a safe road onto which pedestrian traffic should be  
introduced, especially that of children.

- (2) Additional thoughts/comments:

Nearly 90% of property owners on the F.M. Road corridor  
are against any form of sidewalk on this road.

Name (optional) JOHN W. BRENIER

Address (optional) 908 S. MANLIUS ST.  
FAVETTEVILLE, N.Y. 13066

**Thank you for your participation!**

(Please use the back of this form for additional comments)



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No  
If yes, which pedestrian facility do you prefer? If no, why?

- (2) Additional thoughts/comments: SEWERS WOULD BE A MUCH NEEDED IMPROVEMENT AT MUCH LOWER COST - NOT NECESSARY TO MOVE STONE WALLS OR MOVE TREES - IN ADDITION TO THE ASTRONOMICAL COSTS, IT IS A VERY BUSY THOROUGHFARE WHICH IS INAPPROPRIATE FOR USE AS A "PLAYGROUND". THE VERY WIDE SHOULDERS THAT EXIST CURRENTLY ARE ADEQUATE - I KNOW, BECAUSE I USE THEM FREQUENTLY TO WALK AND BIKE.

Name (optional) ARLENE ANDERSON

Address (optional) 112 MARANGALE ROAD  
MANLIUS, NY 13104

**Thank you for your participation!**

(Please use the back of this form for additional comments)



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? NO  
If yes, which pedestrian facility do you prefer? If no, why?

SAFETY HAS BEEN EMPHASIZED BUT IN YOUR RESEARCH STUDY THERE WERE NO PEDESTRIAN ACCIDENTS OVER 3-4 YEARS. IN MY 12 YEARS HERE, I'VE NOT HEARD OF ANY

- (2) Additional thoughts/comments:

ALSO, YOU POINT OUT THAT TRAFFIC HAS INCREASED BY 33% OVER 2-3 YEARS. AS LONG AS ZONING CONTINUES TO HAVE OUR BUILDING PERMITS LIKE CANDY @ HALLOWEEN, TRAFFIC CONGESTION WILL BE A LARGER ISSUE THAN SIDEWALK BUILDING IN THE NEAR FUTURE

Name (optional) J MALONE

Address (optional) \_\_\_\_\_

**Thank you for your participation!**

(Please use the back of this form for additional comments)





**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? Yes  
If yes, which pedestrian facility do you prefer? If no, why?

I like the presentation of a stone dust path on west side of roadway. A less invasive "look" to allow for pedestrian safety. Obviously nice weather promotes walking. Study of use might warrant a year round concrete walkway at a later time depending on use.

- (2) Additional thoughts/comments:

I would like to see the street scape of trees & rock walls kept and preserved no matter what the path is made of. We should be promoting a more green community to live in.

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_

**Thank you for your participation!**

(Please use the back of this form for additional comments)



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? NO  
If yes, which pedestrian facility do you prefer? If no, why?

I have been a homeowner on F-M Rd (S. Mantius St) for 17 years. It has been proven that busing is the safest way to transport school children. (2) I do not want to have the cost of maintaining a sidewalk remove trees or stone walls - it would also ruin the charm of this road (3) I do not want our taxes to be raised in order to cover all the costs involved in installing a pedestrian facility

- (2) Additional thoughts/comments:

I do not want the cost to remove trees or stone walls - it would also ruin the charm of this road (3) I do not want our taxes to be raised in order to cover all the costs involved in installing a pedestrian facility

Name (optional) Marianne Brown  
Address (optional) 94 S. Mantius St  
Fayetteville NY 13066

**Thank you for your participation!**

(Please use the back of this form for additional comments)

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? NO  
If yes, which pedestrian facility do you prefer? If no, why?  
THERE HAVE NOT BEEN ENOUGH ANSWERS TO QUESTIONS ASKED.. IE. ENGINEERING STUDIES AND OTHERS TO SEE IF THIS PROJECT IS EVEN FEASIBLE.
- (2) Additional thoughts/comments: I DO NOT WANT A SIDEWALK OR PEDESTRIAN PATH IN FRONT OF MY HOME. I'M PERFECTLY HAPPY WITH THE GREEN SPACE IN MY FRONT YARD.

Name (optional) ANTHONY VIATRAS  
Address (optional) 4918 F-M ROAD

**Thank you for your participation!**  
(Please use the back of this form for additional comments)

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? \_\_\_\_\_  
If yes, which pedestrian facility do you prefer? If no, why?  
Sidewalk on each side. Street is fine, too.

- (2) Additional thoughts/comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name (optional) Lisa Slack  
Address (optional) 815 S. Marilee St.

**Thank you for your participation!**  
(Please use the back of this form for additional comments)





**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? YES

If yes, which pedestrian facility do you prefer? If no, why?

Sidewalks (not just) on both sides of the Road.

- (2) Additional thoughts/comments:

The town must develop the esthetic and safety improvements the study raises. I believe my property values will rise if such is done.

Name (optional)

JAMES J. STACK

Address (optional)

815 S. MARCUS ST (Rte 257)

**Thank you for your participation!**

(Please use the back of this form for additional comments)



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? Absolutely Not!!

If yes, which pedestrian facility do you prefer? If no, why?

- (2) Additional thoughts/comments: There are many reasons! This is a dangerous highway which increases in volume of traffic exponentially. It is not "pedestrian friendly". The school board is against it as FM is a "hazardous road" and walking + biking to school have most fatalities. There is one vehicle accident per week on 5 m. stretch. Cars go 55-60 MPH in front of my home - there is no 'safe' walking or biking. It is only for recreational use of a few

Name (optional)

Susan H. Brenizer

Address (optional)

908 FM Road

Fayetteville (315) 637-6264

**Thank you for your participation!**

(Please use the back of this form for additional comments)

We have retained Shuman, Centin, Grunder & Regan, P.C. We will fight as far as we need



**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting – June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? Yes.  
If yes, which pedestrian facility do you prefer? If no, why?

I prefer the sidewalk on the west side.

- (2) Additional thoughts/comments: \_\_\_\_\_

Name (optional) Stan Linkhorst  
Address (optional) 7659 Stonehedge Lane, Marlus, N.Y. 13104

**Thank you for your participation!**  
(Please use the back of this form for additional comments)

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? \_\_\_\_\_  
If yes, which pedestrian facility do you prefer? If no, why?

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- (2) Additional thoughts/comments: \_\_\_\_\_

See Back

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Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

\_\_\_\_\_

**Thank you for your participation!**

(Please use the back of this form for additional comments)

Comment verbally given to SMTC staff:

Gentleman commented that 50 years ago the (Town or Village)  
put in a light district that he is still paying for,  
He doesn't want to pay for sidewalk - If  
town/village or someone else wants to pay they can.

6/26/07 - public mtg #2





(rec'd 6-26-07)  
SUSAN HARTMAN BRENIKER, M.A., LMFT  
Licensed Marriage and Family Therapist

(1)

- Susan ~~Hartman~~ Brenizer, 908 F-M Road
- I'm in unique position as <sup>my</sup> family ~~of~~ owned Mildred Hunt's original house, the <sup>historic</sup> ~~former~~ Toll Gate House that sits exactly 1/2 way between 2 villages of F-ville and Manlius. I know F-M Road as intimately as anyone.
- We have lived there for 20 years and I have raised two children there, the last of whom graduated H.S. 3 yrs. ago.
- Am I vehemently opposed to sidewalks along F-M road because it would change the whole character of this historic area? Yes.
- Is this the main reason I'm vehemently opposed to a sidewalk on either side? Absolutely not!
- As most of us know by now, this sidewalk "special interest group" is not made up of anyone who resides on F-M Road. In fact, we were never even asked by them to read or sign a petition for it.

At "Brighton Office Park"

892 East Brighton Ave. • Syracuse, NY 13205 • Ph: (315) 446-9646



SUSAN HARTMAN BRENIKER, M.A., LMFT  
Licensed Marriage and Family Therapist

(2)

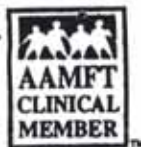
(rec'd 6-26-07)

- Why?
- Because no one who lives on this road, especially right in the center as I do, where the speed limit is 40 MPH but where cars regularly go 50-60 MPH, would ever have initiated this project.
- We know the facts:
  - (#1) The School board is not in favor of sidewalks on F-M as it has been deemed a "hazardous road" for school children.
  - (#2) Useage of the road has increased from 6,000 vehicles a day to 8,000 per day in 2 yrs, and that is still growing exponentially.
  - (#3) That the school's policy is that children ~~not~~ should be bussed to school; that statistics show that walking is the most dangerous mode.

At "Brighton Office Park"

892 East Brighton Ave. • Syracuse, NY 13205 • Ph: (315) 446-9646





③

SUSAN HARTMAN BRENIZER, M.A., LMFT  
Licensed Marriage and Family Therapist

Rec'd 6-26-07

④ That F-M road has become THE major thoroughfare/highway from all the new construction to the east to all the new businesses + eateries in the ever expanding Fayetteville area.

⑤ That 2 yrs. ago there was an avg. 1 vehicle accident per day <sup>on a 2 m. stretch</sup> according to Town of Manlius Police. Ph center that will increase exponentially as well.

⑥ That the big State Plows that plow F-M road spew snow and ice 50 ft - up over the top of my mailbox + ~~front~~ <sup>yard</sup> stone wall well into my front yard.

⑦ That homeowners would have liability  
At "Brighton Office Park"

802 East Brighton Ave. • Syracuse, NY 13205 • Ph: (315) 446-9646



④

SUSAN HARTMAN BRENIZER, M.A., LMFT  
Licensed Marriage and Family Therapist

Rec'd 6-26-07

and the Town would share in a liability that Homeowners don't want! This is not Pleasant St. This is not <sup>those are the residences</sup> Marquette Rd; ~~no residents~~ of the "sidewalk special interest group".

— Are these facts important? Absolutely! Why? Because This is not a pedestrian friendly street; because this entire project flies in the face of protection of children; and that it is solely Seasonal Recreational Use of a few - putting families and children at risk. Our Properties Owner

At "Brighton Office Park"

892 East Brighton Ave. • Syracuse, NY 13205 • Ph: (315) 446-9646



5

SUSAN HARTMAN BRENIZER, M.A., LMFT

Licensed Marriage and Family Therapist

Rec'd 6-26-07

Association remains vehemently  
opposed to this project. ~~and~~  
~~we are not going away.~~  
~~we will fight this with all~~  
~~the means we have~~  
~~available.~~

Our homes do not turn  
over often. Most residents  
are here 20, 30, 40 years.  
Note to "sidewalk special  
interest group" — we are  
not going away! We  
will continue to fight  
this project with all the  
means we have available.

Thank you.

At "Brighton Office Park"

807 East Brighton Ave. • Syracuse, NY 13205 • Ph: (315) 446-9646

SHULMAN CURTIN GRUNDNER & REGAN, P.C.

Attorneys at Law

C. Daniel Shulman  
Paul J. Curtin, Jr.  
Charles H. Grundner  
Paul M. Regan  
Stephen G. Etoll  
Christian J. Danaher

250 South Clinton Street, Suite 502  
Syracuse, New York 13202-1262  
(315) 424-8944 FAX: (315) 424-8205

June 26, 2007

Honorable Henry L. Chapman  
Supervisor  
Town of Manlius  
4890 Ledyard Drive  
Manlius, New York 13104

Honorable Richard Penhall  
Mayor  
Village of Manlius  
One Arkie Albanese Avenue  
Manlius, New York 13104

Honorable Mark A. Olson  
Mayor  
Village of Fayetteville  
425 East Genesee Street  
Fayetteville, New York 13066

***Re: Sidewalk Initiative, Fayetteville-Manlius Road***

Gentlemen:

Our office has been retained to represent the interests of Homeowners whose properties are contiguous to the Fayetteville-Manlius Road and who comprise approximately ninety percent (90%) of the owners of record within that corridor.

Our clients and their properties would, in our opinion, be primarily adversely impacted by the proposed sidewalk plan, if it is undertaken. It is for that reason, as well as those contained in this letter, that we state that none of our clients are in favor of this proposal.

Although the Fayetteville-Manlius Road serves as a vehicular connective corridor between the Villages of Fayetteville and Manlius, it was not designed to accommodate pedestrians. The road design all but encourages vehicles to exceed the posted speed limit. The roadway is, for the most part, wide, flat, straight and open. This, in and of itself, creates a condition that is not conducive to introducing pedestrians, joggers, and most importantly, children to an area that is inherently unsafe.



SHULMAN CURTIN GRUNDNER & REGAN, P.C.

Honorable Henry L. Chapman

Attorneys at Law

Honorable Richard Penhall

Honorable Mark A. Olson

June 26, 2007

Page 2

It has been noted by representatives of "SMTC" that the traffic count on the Fayetteville-Manlius Road was approximately 6,000 vehicles a day in 2003 and at the present time the count has increased over thirty percent (30%) to 8,000 vehicles a day. Additionally, it is noted by traffic experts that the average speed of the vehicles is five to ten miles per hour above the posted speed limit. The situation, as it exists today, is not safe for pedestrians, even if a sidewalk was available. With increased traffic contemplated in the future, the potential for injury increases exponentially.

Another consideration that needs attention is the cost of construction and the cost of ongoing maintenance of a sidewalk. Even though grant funds may be available for a portion of the proposed improvements, the cost of maintenance, repair and replacement will fall on the taxpayers of this Town. This is an additional financial burden that our clients are unwilling to bear and they are concerned about the potential liability that they may be subject to if the proposed walkway is not properly maintained, especially during our extended winter months. To invite the public to use a connective corridor and not provide for ongoing care is not, in our clients' judgment, a sound proposal. Moreover, if the municipalities fail to provide for snow removal and maintenance, they will neither assume the obligation, nor have the responsibility imposed upon them.

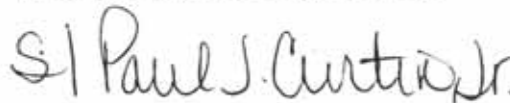
Additionally, some attention should be given to the method of snow removal practiced by the New York State DOT. The snow is thrown to each side of Fayetteville-Manlius Road by large plows. That practice, in and of itself, would put pedestrians in harms way during a significant portion of the year.

In summary, our clients are absolutely opposed to the further consideration of this proposal and are unanimous in their resolve to make sure that it is not implemented. When all of the relevant facts are exposed and the reality of the situation is properly discerned, it is our belief that this project should not be undertaken.

Respectfully submitted.

Very truly yours,

SHULMAN CURTIN  
GRUNDNER & REGAN, P.C.



Paul J. Curtin, Jr.

PJC/jmm





**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting - June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? YES!  
If yes, which pedestrian facility do you prefer? If no, why?  
PAVED SIDEWALKS - BOTH SIDES. WITH THE POPULARITY OF THIS ROADWAY WITH BIKERS, RUNNERS AND WALKERS COMBINED WITH THE EVER INCREASING VOLUME OF TRAFFIC, A SAFE ACCOMMODATION IS DESPERATELY NEEDED!
- (2) Additional thoughts/comments: ASIDE FROM SAFETY, THE MAJOR ENHANCEMENT/IMPROVEMENT THIS PEDESTRIAN CONNECTION WOULD MAKE TO BUILD A BETTER/SAFER COMMUNITY MUST ALSO BE CONSIDERED.

Name (optional) KERSTIN SPINA  
Address (optional) 7647 SOMERSET LA. MANLIUS  
RESIDENT OFF ROUTE 257 17 YEARS

**Thank you for your participation!**

(Please use the back of this form for additional comments)

\* YOUR WORK REGARDING THIS ISSUE IS APPRECIATE  
THE PRESENTATION WAS VERY PROFESSIONAL!



RECEIVED JUN 28 2007

6/26/07

**F-M Road / Route 257 Pedestrian Accommodation Feasibility Study**  
Public Information Meeting - June 26, 2007

- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No  
If yes, which pedestrian facility do you prefer? If no, why?

- (2) Additional thoughts/comments: Your alternatives are reasonable but construction material should be asphalt + design should be meandering around permanent objects rather than "straight line." Weather conditions should be examined more thoroughly. I also suggest a special meeting with the F-M School Board re use of walkway by children en route from school & the current problem with parental transportation.

Name (optional)  
Address (optional) Doug Cottrell - Route 143, Manlius  
Member F-M School Board.

**Thank you for your participation!**

(Please use the back of this form for additional comments)



- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No

If yes, which pedestrian facility do you prefer? If no, why?

*Any comment re the "sidewalk" composition + placement. On Route 173 in Valley of Manlius at Stoneledge Hills Subdivision, there is a meandering asphalt "path" which winds between trees, shrubs, planters etc. It is not 5 feet wide, does not cause drainage problems + does not follow a straight path.*

- (2) Additional thoughts/comments: *Is too expensive for the use it will provide for the number of people who will travel over it. This is not a "walking society". We park as close to a destination place as possible so we won't have to walk any distance. Outside running is the chosen exercise of a very few, who is going to choose to walk to the post office, store or other destination in this day + age. The amount of time necessary is a deterrent in itself.*

Name (optional)

*Dawn Cottrell*

Address (optional)

*Route 173 - Manlius*

**Thank you for your participation!**

(Please use the back of this form for additional comments)

(over)

*It would be much cheaper to construct, would destroy less landscaping and would be easier + less costly to maintain. So much money is proposed to be spent on additional studies that the final price tag is going to be exorbitant to benefit very few.*

*Relative to school children use - State law requires districts to provide buses for children. The option to use them is a parental decision. Greater numbers of parents are providing their own transportation. This is creating traffic problems at all of the school grounds. Building sidewalks will cause more parents to provide their own transportation rather than send a child off alone. Parents are paranoid in this day + age not only for safety reasons but also inclement weather, fear of abduction or harm, fear of other children but most of all the "over protective nukes" they wish to provide. There are N.Y.S. laws regarding school transportation districts which should be examined. There are also school district policies which are always subject to change. These laws + policies will govern how many children walk to school + how many are provided private transportation. A far worse problem can be created by sidewalks.*

## Danielle Krol

---

**From:** Doris Stoddard [dorisstoddard@yahoo.com]  
**Sent:** Saturday, June 30, 2007 10:06 AM  
**To:** Danielle Krol  
**Subject:** FM Road

Hi Danielle,  
Thank you again for a great job and wonderful presentation. Pass on thanks also the Jim and Mario.

In the final draft, would you include an artist's rendering of a portion of side walk which would show that the properties will actually be enhanced rather than destroyed by it.

Also, could the power point slides on the hard copy available at public locations be made somewhat larger, maybe four to a page. One slide that is very hard to make out is the Planning Diagram, one that seems quite important.

In 2000, when I originally contacted the State and Town, the State basically deferred to the Town since they "weren't doing any reconstruction and had no money" I was told. It they could do this project without the Town as the stumbling block, any ideas how to approach them again. Any contacts, anything to help us after all of your hard work.

Thanks much,  
Doris Stoddard

---

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## Danielle Krol

**From:** JohnPatane@ongov.net  
**Sent:** Monday, July 02, 2007 9:38 AM  
**To:** Danielle Krol  
**Subject:** Re: phone message

Hi Danielle:

I didn't want to bother you that evening to introduce myself...I saw that you had your hands full.

I noticed you and Jim both employed excellent audience control techniques such as "you have a good point to make, but we can't address it here...". Good job.. I sensed that it was a potentially volatile situation early on. Nice try on trying to "divide and conquer" by trying to split them into 3 groups for discussion....I guess those techniques only can go so far. That was a new one on me...I'll have to remember it...could be quite effective if followed.

It seems we may have seen the development of a new phrase: the opposite of NIMBY, that being NIMFY...."Not in My Front Yard" !

I could understand the viewpoint of the landowners on 257. Years back, as a young planner I probably wouldn't have. However, having been on that road, I've noticed that in many instances the trees or stone fences, or both, already provide a visual and physical separation from most of the yards of the homeowners. In fact, my brother totally rebuilt the stone wall at Dr. Shapiro's front yard (west side).

There were times when I wanted to stand up and rebut some of the homeowner's comments. I thought some of the "pro" comments were excellent....and I especially enjoyed Dr. Stack's comments and pleas. I gained a new respect and admiration for her, as a result. Prior to that I only knew her as Dr. Stack's wife. The couple are Dr. Stack and Dr. Stack !!

While the emphasis was on the children walking to school, it should have been noted that the children in the area do walk along Rte. 257 at the other times that they are not in school, which means weekends, afternoons and evenings, and all summer long. I have only been on that route a couple of times this year, but one of those times I saw three young boys walking together along the east side near the Town road that enters from the east.

The "cons" had a good point about the effectiveness of snow removal on the walkway. Not only is there the problem of snow plow throw...but also of drifting in, as the orientation of the walkway is almost directly perpendicular to the prevailing winds, and with a snow pile on its windward side, is susceptible to constant drifting in whenever the conditions are right for drifting snow.

I took a ride along 257 on my way home that night. I noticed a jogger on the Village of Manlius sidewalks that appears to have come from along the east side of 257. I saw a couple walking along the west side, facing traffic.

One thing that I did notice was the presence of power poles on the west side of the road, right where a path or trail would go. I don't remember hearing about them in the Hearing, though I may have missed that. They seem to present a major obstacle to placing a walkway within the Hwy ROW on that side.

Have you seen the new crosswalk on Genesee St. in Chittenango ? The one with yellow lights in the pavement to warn motorists when someone is in the crosswalk ? It's quite interesting...and would definitely be helpful on 257 crosswalks...some of these also have a small traffic light or flashing yellow light on a pole at roadside. This lighted crosswalk is button activated.....it seems to me that one that is infrared activated would be more effective....some folks just don't like to stop traffic, and won't push the button....scampering across instead when

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they think they'll be able to make it (I even have that type of mentality myself). Additionally, the infrared ones can sense when someone is still in the crosswalk, like a handicapped person, and will extend the time the warning lights are on.

I just attended a day long session put on by the Cornell Local Roads Program and Lois Chaplin, who is an avid bicyclist. The topic was pedestrian and bicycle safety. It was well attended by City Traffic folks, Dewitt folks, a couple of us from the County and a few others.

I trust you are well aware of this Cornell program already, but if you're not I can provide more information. It coincides exactly with the message of your Pedestrian and Bicycle Plan.

Have a good vacation...or have a good vacation ? You probably won't get this until you return.

John

"Danielle Krol" <dkrol@smtcmpo.org>

To <JohnPatane@ongov.net>

cc

06/29/2007 12:41 PM

Subject phone message

Hi John,

I received your phone message the other day about mailing the SMTC's Bike/Ped Plan and Bike Map to Robin Dropkin of Parks and Trails New York. I just wanted to let you know that I sent those items out to her today.

Thanks for coming to the Route 257 meeting on Tuesday night (I saw that you signed in). What did you think?

I'm heading out today for vacation (in about 5 minutes!) and I'll be back on July 9<sup>th</sup> in case you needed anything else relating to the Safety Board.

Thanks and have a great weekend and a great July 4<sup>th</sup>.

- Danielle, SMTC

*Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202*

7/19/2007

## Danielle Krol

**From:** Mario Colone  
**Sent:** Tuesday, July 03, 2007 11:35 AM  
**To:** ecrobison@prodigy.net  
**Cc:** James Dagostino; Danielle Krol  
**Subject:** re:Thanks

Christine,

Danielle asked that I respond to your email sent last Friday. To answer your questions, if you would like to provide the SMTC a copy of the 1,600 signatures you have assembled, we will consider that as general public participation and include within the Appendices along with other emails, letters, comments received for the F-M Road/Route 257 Pedestrian Accommodation Feasibility Study. Please keep in mind that all comments received through Tuesday, July 10 will be included in the final report.

As far as what information should be provided to the SMTC, Town of Manlius, or NYSDOT to have the "loudest voice or greatest impact", we have fulfilled our responsibility as requested by the Town of Manlius to determine the feasibility of installing a pedestrian facility and gauging the local public sentiment. Once the final document is handed over to the Town, it is their decision (with consultation/coordination with NYSDOT) to implement any of the preferred alternatives. Residents should continue dialogue with their appointed/elected officials, as it appears community advocates are already doing such by providing the signatures to the Town, and also continue to reach out to the various levels of government to achieve your goals.

Thank you for all your assistance throughout the course of this study. We will be watching for any final decision the Town may make.

Thank you,

-Mario

~~~~~  
**Mario A. Colone**  
**Senior Transportation Planner**  
**Syracuse Metropolitan Transportation Council**  
**100 Clinton Square**  
**126 North Salina St., Suite 100**  
**Syracuse, NY 13202**  
**Phone: (315) 422-5716, ext. 306**  
**Fax: (315) 422-7753**

-----  
On Friday, June 29, 2007 ecrobison@prodigy.net wrote:

I just got your packet in the mail...THANK YOU! I know of people who were at the meeting and also those who could not make it that would like to send in comments. (I too have several of my own). I also have 1,600 signatures (and the Town has the originals) of a cross section of people in the Town of Manlius who support sidewalks and pedestrian pathways. Is that something that would be worth getting to you? Without "taking sides", what would be the most important information to give to the SMTC, State DOT or Town to have the "loudest voice or greatest impact"?

Have a great time on your vacation..I am sure you need it after the meeting this week.

Christine

7/19/2007

## Danielle Krol

**From:** Danielle Krol  
**Sent:** Thursday, July 12, 2007 4:40 PM  
**To:** 'ALAN FOSTER'  
**Cc:** James Dagostino  
**Subject:** RE: F-M Road Sidewalks  
**Attachments:** Rt 257 Ped Study\_Neighbors East PS article\_Reed Foster.pdf

| Tracking: | Recipient       | Read                    |
|-----------|-----------------|-------------------------|
|           | 'ALAN FOSTER'   |                         |
|           | James Dagostino |                         |
|           | Mario Colone    | Read: 7/12/2007 4:48 PM |

Good Afternoon Ms. Foster,

Thank you for your email dated July 5, 2007 regarding the article in the Neighbors East Section of The Post Standard about the Route 257 Pedestrian Study. Attached please find the SMTC's response to your email.

Thank you,

Danielle Krol, SMTC

*Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org*

**From:** ALAN FOSTER [mailto:ablrfoster@yahoo.com]

**Sent:** Thursday, July 05, 2007 8:51 PM

**To:** James Dagostino

**Cc:** Danielle Krol

**Subject:** F-M Road Sidewalks

*Rec'd July 5*

Dear Mr. D'Agostino,

Regrettably, I was away for the SMTC meeting on June 26; but I was given a copy of the summary of your study that recommends building a sidewalk on the west side of Route 257. I live on the east side; and will, therefore, be relatively unaffected by any such construction.

However, since helping form the Fayetteville Manlius Road Property Owners Association in 2005, I have learned a lot about the ramifications of building a side

7/19/2007



walk along a busy state road. I have come to the conclusion that the basic concept of a "safe" sidewalk along 257 is flawed and such a project is not in the public interest. Such a sidewalk would actually make the road more dangerous for pedestrians because it would give the illusion of safety thus watering down the natural caution of walkers and runners without providing any real protection. Every year residents of the FM Road are repairing walls and fences and replacing mailboxes due to the inability of cars and trucks to stay on the road and off the right of way, the location of a possible future "safe" sidewalk. With the ever increasing volume of traffic on the road due to new construction in Manlius and the Towne Center in Fayetteville, such incidents will only increase.

I read with interest today the Neighbors East article that states your study found that "the road is used extensively by children walking to" school at Fay-El or Wellwood. I don't know where you got your information; but that statement is absolutely the opposite of the truth. It is extremely rare for any children except those coming from the village of Fayetteville to walk to school; and they use existing village sidewalks and do not walk on the FM Road. In fact, FM school district policy discourages children from walking along the road and want them to take a bus. All during their elementary and middle school years, my children were picked up at the end of our driveway. Even in high school, they only had to cross the road and were picked up on Stonehedge Lane. Once school starts I invite you to sit in my driveway several school days and count the children that come and go. I'm afraid you will have a very boring day.

It seems obvious then that, knowing the FM school district wants students to use the school buses, that the huge expense and on-going maintenance costs would only benefit a small number of people, and that over 85% of the residents of the road are opposed to building a side walk, constructing such a project would be foolish at best. Therefore, I think you and the town board should be aware that opposition to a sidewalk in any form on either side of the road continues to be very strong; and that, if proposed, there are a number of residents who will feel the need to use every resource available for as long as necessary to prevent construction of this dangerous project .

Respectfully yours,  
Lynne Reed Foster

7/19/2007





## Syracuse Metropolitan Transportation Council

100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716  
Fax: (315) 422-7753  
[www.smtcmpl.org](http://www.smtcmpl.org)

July 12, 2007

Ms. Lynne Reed Foster  
5016 F-M Road  
Manlius, NY 13104

Dear Ms. Foster:

As noted in your e-mail to the Syracuse Metropolitan Transportation Council (SMTC) dated July 5, 2007, the Neighbors East section of the Post-Standard dated Thursday, July 5, 2007 contained an article (*Proposed Walkway Debated*) on page 6 that summarized the SMTC's June 26<sup>th</sup> public meeting regarding the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study.

While the majority of this article is accurate, the last statement, "According to the council's study, the road is used extensively by children walking to one of two schools fronting the route, where traffic increased..." was not made by the SMTC, and was not an SMTC given quotation. We agree that it is factually incorrect and can assure you that this information is not stated or contained within the SMTC's study. We believe that this statement is a reflection of the reporter's interpretation of the slide presentation that the SMTC gave on Tuesday, June 26<sup>th</sup> at the Village of Manlius. This presentation can be found on the SMTC's website at <http://www.smtcmpl.org/meetings.asp>.

In addition, Mr. Frederic Pierce, the reporter that authored this article, indicated that he would be available to discuss any concerns about the article if desired. He can be reached at 470-6062 or via email at [fpierce@syracuse.com](mailto:fpierce@syracuse.com).

We appreciate your comments and will be adding them to the appendix of the final study document. This letter will also be forwarded to you via postal mail.

Sincerely,

Danielle Krol

cc: James D'Agostino, SMTC Director

### The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • Metropolitan Development Association • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration



- (1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor?  
If yes, which pedestrian facility do you prefer? If no, why?

*NO*

- (2) Additional thoughts/comments:

*See Attached*

Name (optional)

Address (optional)

**Thank you for your participation!**

(Please use the back of this form for additional comments)



This project( FM road, pedestrian feasibility study) has not yet been correctly evaluated for the short term or long term impact that it would have on the residents, their property or the town of Manlius.

If we are to believe the sketches shown to the tax payers, on June 26 07, the work would mean destroying greenery , flower beds, relocating power & light poles, fire hydrants , & damaging historic stone walls.

Regardless of what man made materials were to be used, it would be of seasonal use only to pedestrians .

It would not improve the safety of our children, adults, or seniors,that might walk it occasionally.

Such a footpath would require continual maintenance, would be a further source of litigation to both residents & the town of Manlius. It would ad further cost to maintenance of services such as CATV, Gas , Electricity, underground telephone connections .

During the meeting of June 26 07, The SMTC team went to great length to assure the residents involved, that no trees or stone walls would be removed. I would be pleased to walk the West side of Rt. 257 that is in question & point out where I dispute such statements.

The SMTC team appears to have ignored the cost of winter maintenance, & instead inserted fairy tail figures, (\$1800.00 yr for snow removal for the west side). My driveway for example cost \$400.00 a season for snow removal ( perhaps if the members of SMTC actually lived in the town of Manlius they would have a more realistic idea of the costs involved in winter maintenance)

The SMTC people spent time promoting footpaths in Rochester & other far away cities, While ignoring the foot path in the village Manlius that runs from Yeaworth Lane, to the Village.

Constructed nearly five years ago, with tax payers money, it is for the most part, deserted, summer & winter of pedestrians.



I find it confusing, that the members of SMTC team addressing the meeting, enthusiastically supported the footpath project, while at the same time apologizing for the fact that the report on the feasibility study, the town of Manlius requested, would not be completed until later this year? How can they, or anyone else, support such a project without all the pertinent facts? What was the point of the meeting?

Finally, while we debated the merits of a footpath for a few selfish adults, the same day June 26, The City of Syracuse Education dept. announced the termination of up to sixty teachers from the school system due to lack of funds. This speaks volumes regarding our priorities

John Gilligan

5015 FM Road

A handwritten signature in cursive script, appearing to read "John Gilligan". The signature is written in dark ink and is positioned below the printed name and address.



Law Offices  
**MACHT, BRENIZER & GINGOLD, P.C.**  
 STATE TOWER BUILDING  
 109 SOUTH WARREN STREET  
 SUITE 510  
 SYRACUSE, NEW YORK 13202  
 (315) 422-2255  
 FAX (315) 422-6360

**JON W. BRENIZER**  
**HARLAN B. GINGOLD**

**MILTON MACHT**  
 1908-2002

**ARLENE BRADSHAW**

July 6, 2007

Email: [jdagostino@smtcmpo.org](mailto:jdagostino@smtcmpo.org)

Mr. James D'Agostino, Director  
 Syracuse Metropolitan Transportation Counsel

**RE: FM ROAD SIDEWALK FEASIBILITY STUDY**

Dear Mr. D'Agostino:

As a resident on FM Road and a member of the Fayetteville Manlius Road Homeowners Association, I was greatly disturbed to read in yesterday's edition of the Neighbors East Section of the Post Standard that, "according to the counsel study the road is used extensively by children walking to one of two schools fronting the route." If such a statement is in fact representative of your study it is not factual and is false and misleading.

I live at 908 South Manlius Street (FM Road) which is midway between the Villages of Fayetteville and Manlius. Absolutely no children walk to school in front of my house during the school year. It was especially disturbing to me to see in your video presentation at the meeting attended on June 26, the photos of children and adults walking on FM Road, because these photos were in fact staged. The individuals in these photos were carrying green balloons and wearing green t-shirts for the "walk your children to school day," that occurred on only one occasion during the school year and which was organized by the sidewalk special interest group consisting primarily of people who do not live on FM Road.

Your study cannot possibly include any factual basis to support the statement that on a daily basis children walk "extensively" on this road to school.

The article in yesterday's Neighbors East section accurately portrayed the meeting as being attended by a majority of people opposed to sidewalks on FM Road. With almost 90% of the homeowners on FM Road being opposed to such sidewalks, I am requesting

Page Two  
July 6, 2007  
Mr. James D'Agostino, Director

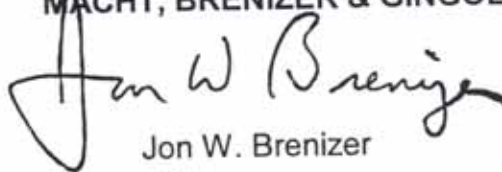
in the interest of truth and fairness that your office issue a statement to be printed in the Neighbors East publication correcting this factually incorrect statement that children use this road "extensively" to walk to school.

I am also requesting that a copy of this email be included with your report to the Manlius Town Board.

Thank you for your immediate attention to correct this obviously false misrepresentation.

Very truly yours,

**MACHT, BRENIZER & GINGOLD, P.C.**

A handwritten signature in black ink, appearing to read "Jon W Brenizer". The signature is fluid and cursive, with a large initial "J" and "B".

Jon W. Brenizer

JWB/jb  
cc: Neighbors East Section of Post Standard emailed: [eastnews@syracuse.com](mailto:eastnews@syracuse.com)

## Danielle Krol

**From:** Danielle Krol  
**Sent:** Thursday, July 12, 2007 12:50 PM  
**To:** 'jbren@twcny.rr.com'  
**Cc:** James Dagostino; Mario Colone; 'fpierce@syracuse.com'; 'eastnews@syracuse.com'  
**Subject:** SMTC Route 257 Pedestrian Study  
**Attachments:** Rt 257 Ped Study\_Neighbors East PS article.pdf

| Tracking: | Recipient               | Read                     |
|-----------|-------------------------|--------------------------|
|           | 'jbren@twcny.rr.com'    |                          |
|           | James Dagostino         |                          |
|           | Mario Colone            | Read: 7/12/2007 12:51 PM |
|           | 'fpierce@syracuse.com'  |                          |
|           | 'eastnews@syracuse.com' |                          |

Good Afternoon Mr. Brenizer,

Thank you for your letter dated July 6, 2007 regarding the article in the Neighbors East Section of The Post Standard about the Route 257 Pedestrian Study. Attached please find the SMTC's response to your letter.

Thank you,

Danielle Krol, SMTC

*Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org*

7/19/2007



## Syracuse Metropolitan Transportation Council

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Phone: (315) 422-5716  
Fax: (315) 422-7753  
[www.smtcmpo.org](http://www.smtcmpo.org)

July 12, 2007

Mr. Jon Brenizer  
Macht, Brenizer & Gingold, P.C.  
State Tower Building  
109 South Warren Street  
Suite 510  
Syracuse, New York 13202

Dear Mr. Brenizer:

As noted in your letter to the Syracuse Metropolitan Transportation Council (SMTC) dated July 6, 2007, the Neighbors East section of the Post-Standard dated Thursday, July 5, 2007 contained an article (*Proposed Walkway Debated*) on page 6 that summarized the SMTC's June 26<sup>th</sup> public meeting regarding the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study.

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In addition, Mr. Frederic Pierce, the reporter that authored this article, indicated that he would be available to discuss any concerns about the article if desired. He can be reached at 470-6062 or via email at [fpierce@syracuse.com](mailto:fpierce@syracuse.com).

We appreciate your comments and will be adding them to the appendix of the final study document. This letter will also be forwarded to you via postal mail.

Sincerely,

Danielle Krol

cc: James D'Agostino  
via e-mail to Jon Brenizer  
Frederic Pierce, [fpierce@syracuse.com](mailto:fpierce@syracuse.com) (The Post Standard - Neighbors East)  
Neighbors East Section of The Post Standard e-mail: [eastnews@syracuse.com](mailto:eastnews@syracuse.com)

### The Metropolitan Planning Organization

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## Danielle Krol

---

**From:** Barbara Flintrop [bflintro@twcny.rr.com]  
**Sent:** Monday, July 09, 2007 5:19 PM  
**To:** Danielle Krol  
**Cc:** HANK CHAPMAN  
**Subject:** Fw: sidewalk letter

**Attachments:** July 8, 2007.doc



July 8, 2007.doc  
(66 KB)

Dear Ms. Krol-

We respectfully request that you include the following attached letter in your final report of the SMTC F-M ROAD/ROUTE257 PEDESTRIAN ACCOMMODATION FEASIBILITY STUDY. Please notify us if you have difficulty opening this letter in time to reach the submission deadline of 7/10/07.

Sincerely,  
Michael and Barbara Flintrop  
315-682-2403

----- Original Message -----

**From:** <BFLINTRO@twcny.rr.com>  
**To:** <bflintro@twcny.rr.com>  
**Sent:** Monday, July 09, 2007 5:08 PM  
**Subject:** sidewalk letter

> see attached  
>

Danielle Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, NY 13202

July 8, 2007

Dear Ms. Krol,

This letter is in response to the recent SMTC presentation of the *F-M / Route 257 Pedestrian Accommodation Feasibility Study* presented to the public on Tuesday, June 26, 2007. My husband and I are property owners on F-M Road, and even though your study touched on a few issues concerning us, we have many questions and concerns that remain unanswered. We understand that our Manlius Town Board may be better suited to answer some of our questions, but we wanted all our concerns included as part of the public record and in your final SMTC report.

We believe that the installation of a sidewalk structure would be of minimal use to the few people who already use F-M Road on a regular basis (myself included), and of seasonal use at best. We believe that a sidewalk will not change the F-M Board of Education's rating of F-M Road as a "pedestrian hazard route" (*F-M Schools Administrative Regulation 7100*), thus continuing the policy of supplying school bus transportation to all children in the district. We cannot abide by the supposition that we continue to hear, that the installation of a sidewalk would make F-M Road a *safe route to school*. School bus transportation will always be safer than having our elementary and middle school age children walking and riding their bikes to school (*National Research Board, TRB SPECIAL REPORT 269: The relative Risks of School Travel; A National Perspective and Guidance for Local Community Risk Assessment, June 2002*).

The SMTC's study did not address the improvement of the traffic safety issues that exist on F-M Road, and will continue despite the existence of a sidewalk. Installation of a sidewalk is a band-aide approach to the real issues. These issues are:

1. **Drivers exceed the 40 mph speed limit.** In 2001, the Town of Manlius Board petitioned the state to lower the speed limit and was denied (*Manlius Town Board Minutes, June 27, 2001*). Does the SMTC have any suggestions or influence with the NYSDOT in reducing the speed limit on F-M Road?
2. **Passing zones:** We cannot understand why passing is permitted on F-M Road when it is mainly residential. Most of the automobiles and tractor-trailers (*yes, tractor-trailers!*) who are passing other vehicles daily on F-M Road are doing it in excess of the 40 mph speed limit. This is unsafe for everyone using the road including motorists. The passing zones should be eliminated, and F-M Road should have a double yellow line down its entirety. Can the SMTC influence the NYSDOT in changing this to increase everyone's safety?

3. **Cross walks:** Our initial thought was that if a sidewalk was installed on the west side of F-M Road there would have to be more crosswalks created to accommodate the east side pedestrians, but now we think it just invites disaster when considering the lack of obedience to traffic laws on F-M Road. There now exists one cross walk on F-M Road outside the village boundaries near Wheeler Drive, and I can tell you from my personal daily experience that automobiles do not stop for pedestrians in the crosswalk. I walk on F-M Road with two other women, five days a week during the calendar year, and on the weekday mornings when we stand in that crosswalk between 8:00am and 9am, 99% of the vehicles, including school busses and Manlius Police cars, do not stop for us! Only one female school bus driver consistently stopped to allow us to cross, but most weeks not even one-vehicle stops to allow us to cross! There are signs posted near the crosswalk, and every licensed driver (*especially school bus drivers and local Police*) knows the NYS law regarding pedestrians in a crosswalk. What influence does the SMTC have regarding this hazard?
4. **Illegal passing in the shoulder:** If a sidewalk is proposed, it will never be safe while drivers consistently use the shoulder and the grass areas of F-M Road to pass illegally vehicles waiting to turn onto adjacent side roads and driveways. Would the installation of a granite curb be included in the SMTC's sidewalk proposal to keep the shoulder at the fixed six foot width, thus making it impossible for vehicles to squeeze into the shoulder to pass illegally, thus keeping cyclists, joggers, and motorists safer?
5. **Increased traffic:** From your study, you have found a marked increase in traffic on F-M Road. Some of this can be explained by the housing growth south of the villages, and from the development of the Fayetteville Town Center, but we have another obvious reason for the increase . . . the increase of parents driving their children to school. As soon as the school year has ended, we see not only the predicted lack of the daily school bus traffic, but an amazing decrease in automobile traffic during the beginning and end of what would be a school day! To reduce traffic on F-M Road, and increase the safety of the road for everyone, people should use the school bus service provided by our school district and supported by our tax dollars; also helping to reduce those toxic emissions, everyone is so eager to eliminate. Does the SMTC have any influence with our Board of Education and /or the public in educating parents of school age children on these issues?

We have questions and concerns regarding the proposed sidewalk logistics, and its impact on us as individual property owners on F-M Road.

1. **Ecological Impact:** The SMTC study only mentioned that of the largest trees on F-M Road (those above 24" in diameter) six would be lost to the construction of the proposed sidewalk on the west side of F-M Road. How many trees of every size total would be lost? We feel responsible for the trees on F-M Road even though they are not technically *ours*, and stand in the NYSDOT Right of Way. Whether these trees are trees in the Right of Way in front of our house or in front of my neighbors' homes, they still need our protection. In addition, for the trees

that are left which *interrupt* the flow of the proposed sidewalk, you suggested wrapping the sidewalk around them. Does the SMTC have an arborist on the study team, who could tell us how this would affect the health of the remaining trees, i.e.: interruption of root systems, future growth, etc. Even if public grant money may be available for the replanting of trees lost to the installation of the proposed sidewalk, we will never see trees of this grand size again in most of our lifetimes. Installation of a sidewalk on F-M Road would impact drainage on the road and the on adjacent properties. Since your study did not address this issue, where will the money come from to pay for the additional engineering survey needed to assess the necessity/feasibility and costs of creating and maintaining a drainage system on F-M Road? Who will pay for the maintenance . . . will it be the F-M Road residents who will be forced into a Drainage District? We doubt if the non F-M Road residents supporting this sidewalk would be willing to share in the ongoing drainage expense.

2. **Rock walls/fences:** Your study diagrams show the proposed sidewalk running along the outermost limit of the 33' NYSDOT Right of Way, which bumps directly up against just about every stone wall and fence along the west side of F-M Road. Since the fences and walls are private property, will public grant money be available for the rebuilding/replacement of these private structures or will that financial burden be the responsibility of the individual homeowners affected? We doubt if the non F-M Road residents supporting this sidewalk would be willing to share in the expense.
3. **Financial impact:** It's all well and good to say that there may be grant money available for the installation of this proposed sidewalk (as there was for this SMTC Study), but the reality is that there are many more cost factors involved than this SMTC Study estimates. Our concern is how this proposed sidewalk will create an increased financial burden on the F-M Road property owners not reflected in this study, or clearly outlined by our Town Board.:

1. Sidewalk District: This as yet to be proposed Sidewalk District, of an unknown size, would share in the annual expense of maintenance of the sidewalk, but does it also include sharing in all of the additional expenses: rock wall rebuilding, snow removal, liability insurance, future engineering survey costs and drainage expenses?
2. Snow Removal District: How will snow be removed from this proposed sidewalk? Will our increased tax dollars be paid to the Town of Manlius to remove the snow? Who will be financially responsible for the snow removal equipment since, now, the Town of Manlius does not have sidewalks to clear? Are F-M Road property owners to be a separate tax district for the removal of the snow from the sidewalk in front of our homes or will this be part of the Sidewalk District's responsibility?
3. Drainage District: Since it seems obvious to us that the installation of a sidewalk would create increased drainage issues for F-M Road and for the properties, abutting the proposed sidewalk, will a Drainage District be created to shoulder these drainage expenses or will the Sidewalk District absorb these costs? We cannot imagine that non F-



M Road residents supporting this sidewalk will want to help share in drainage expenses, thus leaving the F-M Road property owners burdened with this expense.

4. Liability: Will the Sidewalk District have to carry insurance for this proposed sidewalk? Alternatively, if we are paying taxes to the Town of Manlius to maintain and repair the sidewalks, is the Town legally liable for its upkeep as opposed to the individual property owner adjacent to the sidewalk or the Sidewalk District? We also understand that under NYS Law, if a pedestrian sustains an injury on the sidewalk, the individual property owner is liable if the landowner created the defective condition. The most obvious example of this would be regarding snow plowing: i.e.; if the sidewalks have been plowed by the Town or service provider for the Sidewalk District, and my neighbor later has her own driveway plowed causing the snow to pile up at the sides, crossing the sidewalk. It seems that my neighbor would be at fault if anyone trips over the snow mound created by her personal snowplow service. How can this be fair to the individual property owners on F-M Road, to be expected to clear away the snow from the sidewalk along their driveways every time their driveway is plowed? It would be impossible to expect the sidewalks to be plowed as often as the highway, or after every property owner has a plow clear their driveway! This is an unfair burden for the individual property owners on F-M Road. It is an unrealistic expectation to think that a sidewalk along F-M Road can be kept clear and passable all winter long. A proposed sidewalk on F-M Road would be for seasonal use at best.

We also have concerns regarding information we feel to be a misrepresentation of the facts.

1. On many occasions, including this latest SMTC public meeting, the suburbs of Rochester have been held up as models for sidewalk development, saying that they have hundreds of miles of sidewalk, and earlier Pittsford, NY was specifically cited at a Manlius Town Board meeting. I spoke with Mary Caldicott, Director of Transportation for the Pittsford Central School District, and she stated that the Town of Pittsford does not have sidewalks; the Village of Pittsford has some sidewalks, and not all of their "Child Safety Walk Zones" have sidewalks. In actuality, they seem to be no different from our local towns and villages. Short of calling every suburb of Rochester, we feel that the record of such examples should be more clearly represented in the future.
2. The photographs in many of the SMTC fliers, and those that appear in the newspapers show parents and children walking to school in large groups. These specific group photo opportunities were conducted during an organized event, this does not represent the normal pedestrian traffic on F-M Road, which is generally sparse and made up of adult joggers, adult pedestrians, some adult cyclists, and only a handful of school age children being walked by an adult. Some of the families shown in the photos are from Candy Lane on the other side of Rt. 92, in the Village of Manlius who would not be benefiting from this sidewalk or be

sharing in its financial responsibilities (THE POST STANDARD/NEIGHBORS EAST, Thursday, December 29, 2005, p. 7.).

3. We found it interesting and rather biased that the Town of Manlius Board has solicited support for sidewalks on F-M Road from our local village Boards, who as we well know can have no financial involvement in these sidewalks and would only benefit by having other Manlius property owners provide sidewalks to connect their villages. In a Village of Manlius Board of Trustees Meeting, Mayor Richard A. Penhall stated, "They (Town of Manlius) are not asking the Village of Manlius for financial support, but for a letter of support. Economic Development to review and give their recommendation for the sidewalk plan." (*Village of Manlius Board of Trustees Meeting, September 27, 2005, and Village of Manlius letter to Hank Chapman/Town of Manlius Supervisor, September 28, 2005*). How can we who are opposed to this sidewalk proposal ever feel that we are being given serious consideration when our Town Board is soliciting sources for support of sidewalks beyond the proposed F-M Road sidewalk area? The Town of Manlius Board's solicitation indicates to us that this sidewalk proposal is to benefit more than just the local non-village residents who live adjacent to F-M Road, creating a larger issue, suggesting that we should forget a Sidewalk District and put this issue to a town wide referendum, thus opening a veritable Pandora's Box.

We appreciate your time and consideration and look forward to the SMTC's final report later this summer, and look forward to hearing more complete information from our Manlius Town Board regarding the future of this F-M Road sidewalk proposal.

Sincerely,

Michael J. Flintrop  
Barbara E. Flintrop  
5020 Fayetteville-Manlius Road  
Manlius, NY 13104

c: Manlius Town Board  
Hank Chapman/ Supervisor  
James D'Agostino/Director/SMTC

## Danielle Krol

**From:** Judy Calogero [jcalogero2@twcny.rr.com]  
**Sent:** Monday, July 09, 2007 1:42 PM  
**To:** Danielle Krol  
**Subject:** F-M Road Pedestrian Study

When our small group of neighbors first proposed a sidewalk on F-M Road, it was with the idea that it would certainly be safer, easier, more attractive and much more pleasant to have a nice sidewalk. At that point we were simply wondering if it could be done without too much trouble. And so I was very gratified to see that idea was in fact completely feasible and desirable and was very encouraged by your presentation. I was originally surprised to find any F-M Road residents against the plan, and after the presentation, was flabbergasted by the passionate negative response to the study results.

The three main points that seem to get lost in the discussion are

1. The land in question belongs to the state, thereby belonging to all the state's residents, not just the few of us that live along the road. I know that if a sidewalk went in on my side, I'd lose a viburnum bush, three rose bushes, and a Japanese spirea. But I knew when I planted them, that they were on the state right of way, and I was lucky to get away with using state land to enhance my garden. But if they have to go, fine. They're just bushes. I also feel that the state has been remiss all these years in allowing the right of way to deteriorate to such an extent that it is unsightly and difficult to traverse.
2. A sidewalk would be in the best interests of the whole community. I don't understand how a local government could, in all good conscience, block such a project because of the objections of some of the homeowners when the land we're talking about doesn't even belong to them.
3. The F-M Road corridor is a unique situation – a short distance that connects two vibrant and upscale villages- unlike other area sidewalk projects that don't actually go anywhere. For instance, the sidewalk in Cazenovia that ends in a field, and the one in Jamesville that does the same thing, ends in a field next to the Penitentiary, or the Route 92 sidewalk that connects just one neighborhood to one village.

I personally use the Route 92 sidewalk regularly while walking my three grandchildren in the strollers and it is such a pleasure to be able to maneuver the strollers on a sidewalk, as opposed to struggling through the potholes and ditches along F-M Road. But it also takes quite a roundabout course to get to the sidewalk and then it only goes to Manlius, when clearly, Friendly's is in the other direction.

At the Feasibility Study meeting, I didn't hear concern or logic or reasoned thought in the comments from folks opposed to the project. I heard fear, and I wonder, what are you afraid of, really?

**From:** ayates [mailto:ayates@twcny.rr.com]  
**Sent:** Mon 7/9/2007 1:50 PM  
**To:** James Dagostino  
**Subject:** Transportation in Greater Syracuse (submit comment)

> In Thursday's Neighbors East section there was a summary of the meeting that  
> the SMTC held on 6/26/07. In the article, James D'Agostino, director of the  
> SMTC, was quoted as saying that "the road is used extensively by children  
> walking to one of two schools fronting the route, where traffic increased 30  
> percent between 2003 and 2006".

These statements are simply not true.

Any survey that says the road is used extensively by children is flawed.  
A small part of the road near the schools is used by children, the other 90%  
of the road is not.  
How many families within walking distance of the school have school-aged  
children that go to that school?  
How many children walk to school?

The photos of children and adults walking on FM to school were  
"staged" by the sidewalk special interest group for  
the one day a year "Walk your children to school day"  
that was NOT sanctioned by the School district.

Your study is flawed, your results are wrong.  
Given the poor quality of work done by SMTC, why should we believe anything you say?

Who regulates the SMTC?

Art Yates



## Danielle Krol

**From:** Danielle Krol  
**Sent:** Thursday, July 12, 2007 4:26 PM  
**To:** 'ayates'  
**Cc:** James Dagostino  
**Subject:** SMTC's Route 257 Pedestrian Study RE: James D'Agostino  
**Attachments:** Rt 257 Ped Study\_Neighbors East PS article\_Yates.pdf

| Tracking: | Recipient       | Read                     |
|-----------|-----------------|--------------------------|
|           | 'ayates'        |                          |
|           | James Dagostino | Read: 7/16/2007 11:52 AM |
|           | Mario Colone    | Read: 7/12/2007 4:48 PM  |

Good Afternoon Mr. Yates,

Thank you for your e-mail dated July 9, 2007 regarding the article in the Neighbors East Section of The Post Standard about the Route 257 Pedestrian Study. Attached please find the SMTC's response to your e-mail.

Thank you,

Danielle Krol, SMTC

*Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org*

**From:** ayates [mailto:ayates@twcnny.rr.com]  
**Sent:** Monday, July 09, 2007 1:35 PM  
**To:** Danielle Krol  
**Subject:** James D'Agostino

> In Thursday's Neighbors East section there was a summary of the meeting  
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> the SMTC held on 6/26/07 In the article, James D'Agostino, director of  
> the  
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His statements are simply not true.

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7/19/2007

of the road is not.

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Your study is flawed, your results are wrong.

Given the poor quality of work done by SMTC, why should we believe anything you say?

Art Yates



## Syracuse Metropolitan Transportation Council

100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716  
Fax: (315) 422-7753  
[www.smtcmtpo.org](http://www.smtcmtpo.org)

July 12, 2007

Mr. Arthur Yates  
4985 F-M Road  
Manlius, NY 13104

Dear Mr. Yates:

As noted in your e-mail to the Syracuse Metropolitan Transportation Council (SMTC) dated July 9, 2007, the Neighbors East section of the Post-Standard dated Thursday, July 5, 2007 contained an article (*Proposed Walkway Debated*) on page 6 that summarized the SMTC's June 26<sup>th</sup> public meeting regarding the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study.

While the majority of this article is accurate, the last statement, "According to the council's study, the road is used extensively by children walking to one of two schools fronting the route, where traffic increased..." was not made by the SMTC, and was not an SMTC given quotation. We agree that it is factually incorrect and can assure you that this information is not stated or contained within the SMTC's study. We believe that this statement is a reflection of the reporter's interpretation of the slide presentation that the SMTC gave on Tuesday, June 26<sup>th</sup> at the Village of Manlius. This presentation can be found on the SMTC's website at <http://www.smtcmtpo.org/meetings.asp>.

In addition, Mr. Frederic Pierce, the reporter that authored this article, indicated that he would be available to discuss any concerns about the article if desired. He can be reached at 470-6062 or via email at [fpierce@syracuse.com](mailto:fpierce@syracuse.com).

We appreciate your comments and will be adding them to the appendix of the final study document. This letter will also be forwarded to you via postal mail.

Sincerely,

Danielle Krol

cc: James D'Agostino, SMTC Director

## The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • Metropolitan Development Association • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration

July 9, 2007

Mr. James D'Agostino  
Syracuse Metropolitan Transportation Council  
126 North Salina Street, 100 Clinton Square, Suite 100  
Syracuse, New York 13202

Dear Mr. D'Agostino:

I am writing you because of several comments that you made in the 7/5/07 Neighbors East regarding Route 257/FM Road.

The first quote "Some people living along Route 257 have some very strong feelings about changing the character of the road". While the character of the road is indeed important to many residents, it is not the only reason for the opposition. I would say that those of us who live on the road know how heavily traveled the road is, how drivers consistently exceed the speed limit, pass cars at high speeds and drive in the shoulder of the road.

I also have to take issue with your comment that the road is "used extensively by children walking to one of two schools fronting the route, ...". That is simply not true. If that is your official finding from the study, I would appreciate knowing where you got the data. The only time that I have seen a group of children walking to school on FM Road is during Walk Your Children to School day. There is one child who walks from Old Farm (with his mother), crosses FM Road and goes down Wheeler to the school. You did show some statistics in your presentation of the Franklin and Sheffield Street areas, which are directly across from the schools and have a connecting sidewalk. But, as far as walking on FM Road, it just doesn't happen. If you do not have the data to support your statement, I hope that you will not include that in your report. It would also be appropriate to send a correction to the paper.

Lastly, you stated that by positioning the sidewalk on the west side of the road, "none of the historic stone walls along the route, and only a handful of the roadside trees, would have to be disturbed". If only that were correct! I live on the west side so this greatly impacts me. I was unable to attend the public meeting but Danielle sent me a copy of the presentation. If I am reading the diagram correctly, the driving lane would remain at 11' wide, the shoulder at 6' wide, the grass (currently 11' wide) at 6' wide and the sidewalk 5' wide (which totals 28', leaving 5' of ROW). That would put the sidewalk 2-3' **PAST** my wall. I would lose 5 small trees, 3 larger maples and perhaps a large pine tree along with my stone wall. Please tell me that I am not calculating correctly! And, if I am, how can you publicly make a statement mentioned above?

It is most important that the Town of Manlius Board get accurate data from which to make a decision. I also believe that the taxpayers should have access to the data that you are presenting.

Thank you for taking the time to read about my concerns.

Sincerely,

Sharon S. Marhewka



## Danielle Krol

---

**From:** Danielle Krol  
**Sent:** Thursday, July 12, 2007 4:36 PM  
**To:** 'Sharon Marhewka'; James Dagostino  
**Subject:** SMTC response to your email regarding Neighbors East article FM Road

**Attachments:** Rt 257 Ped Study\_Neighbors East PS article\_Marhewka.pdf



Rt 257 Ped  
udy\_Neighbors Eas.

Good Afternoon Ms. Marhewka,

Thank you for your e-mailed letter dated July 9, 2007 regarding the article in the Neighbors East Section of The Post Standard about the Route 257 Pedestrian Study. Attached please find the SMTC's response to your e-mailed letter.

I will also be sending an email to respond to some of your additional questions in the next few days.

Thank you,  
Danielle, SMTC

Danielle B. Krol  
Senior Transportation Planner  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716, ext. 307  
Fax: (315) 422-7753  
Email: dkrol@smtcmpo.org

-----Original Message-----

From: Sharon Marhewka [mailto:SMarhewk@twcny.rr.com]  
Sent: Monday, July 09, 2007 5:28 PM  
To: James Dagostino  
Cc: Danielle Krol  
Subject: Neighbors East article FM Road

Please find attached letter regarding your comments in the newspaper.

**Tracking:**

**Recipient**  
'Sharon Marhewka'  
James Dagostino

**Read**

Read: 7/16/2007 11:53 AM



## Syracuse Metropolitan Transportation Council

100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716  
Fax: (315) 422-7753  
[www.smtcmto.org](http://www.smtcmto.org)

July 12, 2007

Ms. Sharon Marhewka  
7683 Hunt Lane  
Fayetteville, NY 13066

Dear Ms. Marhewka:

As noted in your e-mailed letter to the Syracuse Metropolitan Transportation Council (SMTC) dated July 9, 2007, the Neighbors East section of the Post-Standard dated Thursday, July 5, 2007 contained an article (*Proposed Walkway Debated*) on page 6 that summarized the SMTC's June 26<sup>th</sup> public meeting regarding the Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study.

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We appreciate your comments and will be adding them to the appendix of the final study document. This letter will also be forwarded to you via postal mail.

Sincerely,

Danielle Krol

cc: James D'Agostino, SMTC Director

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## Danielle Krol

**From:** Marilyn & Kent Jeffery [kmjeff@alltel.net]  
**Sent:** Monday, July 09, 2007 10:39 PM  
**To:** Danielle Krol  
**Subject:** Route 257

I would like to add my comments to the document that will be provided to the Town of Manlius.

In the summer of 2006, the Village of Manlius conducted a series of public meetings on various topics, including Zoning, Traffic and Parking, Economic Development, Greenspace, and Parks and Recreation. Residents of the Village and the Town attended these meetings and participated in round table discussions. At every meeting, regardless of the topic, the overwhelming theme was the desire for pedestrian and bicycle connections between communities, neighborhoods, parks, businesses, and service areas. It struck a chord with the Village, who hosted the events, because this need was expressed consistently at every meeting by people of various ages and backgrounds.

The Town of Manlius currently has no sidewalks, and yet its residents have made it clear by a 96% margin of their desire for all that pedestrian accommodations offer. A pathway on Route 257/Fayetteville-Manlius Road would effectively connect two villages, several densely populated neighborhoods, schools, businesses, churches, parks, and service areas. The proposed pedestrian accommodation would be within the state right of way, and would enhance the safety, health, and well-being of all who use it, while increasing home values in the area.

People of all ages use this corridor for a variety of reasons: for exercise, to get to school, work, or church, and to patronize businesses and services. As a state road, we all use this route, provide financial support for its maintenance, and should have a say in how it is used. In its current state, this road is unsafe and is not meeting the needs of the taxpayers. In this time of obesity, high gas prices, pollution, and global warming, the citizens of this community should have pedestrian accommodations to better meet their needs. A sidewalk in some form on Fayetteville-Manlius Road is fifty years overdue. The citizens and taxpayers of the Town of Manlius deserve to have leadership who will take action on this issue and provide our community with a basic necessity that has been overlooked for far too long.

Marilyn Jeffery



## Danielle Krol

---

**From:** Stone, Brian [Brian.Stone@arcadis-us.com]  
**Sent:** Tuesday, July 10, 2007 1:47 PM  
**To:** Danielle Krol  
**Subject:** Comments on SMTC's Feasibility Study of the FM Road Pedestrian Facility

Ms. Krol,

I wanted to take this opportunity to thank SMTC for their efforts on the feasibility study for a pedestrian corridor along FM Road between the villages of Manlius and Fayetteville. I am a property owner along this portion of the road and am excited about the prospect improving pedestrian access and safety along the road. I was unable to attend the recent public meeting that the SMTC held but have reviewed the slides that were presented during that meeting. Based on those slides, it appears that some form of a sidewalk on one or both sides of the road is feasible from a technical and financial standpoint and that there are literally thousands of citizens that would potentially benefit from its existence.

I am aware that a large group of my neighbors are opposed to the construction of any type of pedestrian corridor along the road. As a fellow property owner, I understand their sensitivity but do not believe that their concerns are justified. Although SMTC's final report has not yet been released, the information contained in the presentation material from the recent public meeting invalidates the majority of their concerns in my opinion. Below are several concerns that have been voiced by opponents to the pedestrian corridor and my response based on review of the SMTC's presentation material and my technical background as a licensed professional engineer practicing civil engineering for the last 8 years:

**Concern #1:** Construction of sidewalks will result in the damage/loss of many mature trees, stone walls, and other landscaping.

**Response #1:** SMTC's study is suggesting the use of a portion of the NYSDOT's right-of-way for the pedestrian facility. Although property owners may have installed and/or maintained landscaping in the right-of-way, this is not their private property. Technically, permanent structures such as fences and stone walls should not have been built within the right-of-way to begin with. If they exist there today, they do so at the mercy of the NYSDOT who could literally remove them at any point as they see fit. SMTC has reviewed conditions along both sides of the road and reports that a pedestrian facility would not be nearly as invasive as some have feared. According to SMTC, "... there is space available to accommodate some type of pedestrian facility with minimal impact to fence and large trees."

**Concern #2:** Construction of sidewalks will be costly and result in higher taxes to support their construction and maintenance.

**Response #2:** Depending on the approach, SMTC estimates construction costs ranging from \$200,000 to \$900,000. While not an insignificant sum, these estimates are far less than the multi-million dollar estimates some opponents have suggested. As SMTC has pointed out, there are other funding sources available besides tax revenue to support the construction. Even if the entire cost were to be covered with tax revenue, the annual cost to each property owner in terms of a tax increase would be very small due to the large number of property owners in the town and the longevity of a concrete sidewalk (the longer an improvement exists, the less costly it is when amortized over time). SMTC estimates annual maintenance costs ranging from \$1,500 to \$20,000, depending on the nature of the pedestrian facility. The design that SMTC considers most effective is a traditional concrete sidewalk and that design's annual maintenance costs is at the low end of this range (i.e., \$1,500). A properly installed concrete sidewalk has a conservative lifespan of 50 years and could last as long as 100 years. Maintenance on a design such as this would be minimal.

**Concern #3:** Sidewalks will increase the liability of homeowners whose property is adjacent to the sidewalk.

**Response #3:** If the sidewalks were to be built as SMTC is suggesting, they would not be located on private property. In that sense, it is unclear why there would be increased liability to the homeowner because the

7/19/2007



sidewalk is not within their property limits.

Concern #4: Sidewalks will have to be cleared of snow continually and that would represent a physical and/or financial burden on homeowners adjacent to the sidewalks.

Response #4: This concern is predicated on the assumption that each homeowner would be responsible for their own snow removal. While this is the case in some villages, it would not necessarily be the case here. At one point, it was mentioned in a newspaper article that the Village of Fayetteville's sidewalk-clearing tractor could be used to clear the snow from the FM Road sidewalk. If this idea were implemented, the cost for snow removal is trivial- reportedly less than \$10 per property per year. At any rate, there are reasonable methods to deal with snow removal and this alone is not a reason to abandon the idea of a pedestrian facility altogether.

Concern #5: FM Road is a busy and dangerous road and a pedestrian corridor would endanger more lives by promoting use of the road by pedestrians.

Response #5: FM Road is indeed busy. Nevertheless, many pedestrians can be seen using the road's shoulder on a daily basis. The SMTC's pedestrian count indicates that upwards of 80 pedestrians/bicyclists were documented traveling along the road in a 1-hour period. It is important to note this because it demonstrates a desire by many to travel along the road even with less-than-desirable conditions. It is just common sense that walking on a dedicated pedestrian facility further from the traffic lanes will improve pedestrian safety when compared to walking along the shoulder.

Concern #6: Sidewalks will negatively impact the aesthetics of the houses along the road.

Response #6: As discussed in item #1, the sidewalks could be built with little impact to existing landscaping. In many cases, the area in which the sidewalks would be constructed are a combination of roadway subbase (crushed stone) and weeds. It is unclear how a professionally installed sidewalk could detract further from existing conditions. In terms of historical concerns, it should be noted that sidewalks are not exactly a new idea- they have been in use for a hundred years or more. Many historically important communities are lined with sidewalks.

From my perspective as both a homeowner and practicing civil engineer, there are very few, if any, valid reasons why a pedestrian facility should not be constructed along FM Road. We have two beautiful villages only 1 mile apart but that currently may as well be 10 miles apart because of the lack of a safe and enjoyable way to travel between them (other than by car). The presence of popular businesses in each village and a substantial resident population along the road in between means that the pedestrian facility would see frequent use and could help increase business for local merchants. I commend the Town of Manlius for asking SMTC to perform this study. Now I can only hope that the Town acts on the recommendations in the study and proceeds with the design and construction of the pedestrian facility. It is vital that our elected representatives remember that they serve the community as a whole and that there will be always be some citizens who are resistant to change or improvements. In this case, the pedestrian facility is clearly feasible to build and maintain, has the support of many members of the community, and, contrary to the opinion of some, would enhance, not detract from, properties along FM Road.

Brian M. Stone, P.E.  
4948 FM Road  
Manlius, NY 13104

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(1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? No

If yes, which pedestrian facility do you prefer? If no, why? I had previously sent a letter explaining flooding problems I have had with the creek that runs along my property & under FM Road. I am concerned that whether paths or sidewalks are built on the east or west side, future flooding could occur as the flooding has occurred when someone has changed the natural flow of the water

(2) Additional thoughts/comments:

From The intersection of Hoag Lane & FM Road, heading toward the Manlius village, the depth of the front yards from the road to the front of the houses is already very small for many of the properties. If more land is taken, the depth of the front yards would obviously be even

Name (optional)

Judith A. Skelton

Address (optional)

4926 Fayetteville Manlius Road  
Manlius, NY 13104

smaller and Thank you for your participation!  
 could appreciate (Please use the back of this form for additional comments)  
 the value of the properties.

RECEIVED JUN 11 2007

(1) Do you believe a pedestrian facility is appropriate for the Route 257 corridor? Yes

If yes, which pedestrian facility do you prefer? If no, why?

Any type of walkway feasible to enable pedestrians safer access from Fayetteville to Manlius.

(2) Additional thoughts/comments:

I believe we still have the right to walk in this country. 33 feet from the center of the road is set by the property owners, therefore, enabling pedestrians this safe access would improve the town of Manlius.

Name (optional)

Rita G. Cannamatta

Address (optional)

7833 Myers Road Kirkville, N.Y. 13082

(Life resident of town of Manlius)

**Thank you for your participation!**  
 (Please use the back of this form for additional comments)

RECEIVED JUN 10 2007



Syracuse Metropolitan Transportation Council  
100 Clinton Square - 126 N. Salina St.  
Syracuse, N.Y. 13202  
Suite 100  
(not dated)

Att: Danielle KROL

RE: Feasibility of Installing Sidewalks on  
F.M. ROAD

Dear Mrs. Krol,

We, residents on F.M. ROAD, have done some research about this proposition.

First, we wonder if your organization in investigating "feasibility," have considered pedestrian safety, especially that of school children.

We did, and found that by far the safest means of transporting children to school is by school bus, and that walking to school is dangerous. (See study, <sup>by</sup> David A. HENSTER, entitled "School Bus Safety," pages 3-6-attached.

And it is obvious that the provision of a sidewalk for probably hundreds of elementary and middle school age <sup>children</sup> is an invitation to them (and their mothers, some of whom precipitated this process) to expose young kids to unnecessary peril, especially on a busy street whose speed limits are routinely ignored. It is our information that the school district and police would prefer the kids

2.

to be safe on a school bus rather than unprotected on this road.

Since your Citizens Guide says you consider "safety and security... for ... non motorized users" of highways a planning factor, it would seem that this factor should play a large part in determining the feasibility of this particular proposal, especially when young children are involved, and when much safer means of transportation of the kids is readily available on a heavily travelled road.

Thank you for your attention.

Sincerely,

Mary M. Setright.

MARY M. SETRIGHT

John C. Setright

JOHN C. SETRIGHT



Table 2. Accidents, casualties, type of accident, degree of accident, degree of casualty by mode, NSW, 2000

| Type of Accident <sup>1</sup> | Degree of Accident <sup>2</sup> |             |               |              |               |              | Degree of Casualty <sup>3</sup> |            |                        |
|-------------------------------|---------------------------------|-------------|---------------|--------------|---------------|--------------|---------------------------------|------------|------------------------|
|                               | F                               |             | IA            |              | N             |              | Total Accidents                 | K          | Total Killed & Injured |
| Car Accident                  | 421                             | (1%)        | 18,818        | (39%)        | 29,119        | (60%)        | 48,458 (100%)                   | 478        | 25,442                 |
| Light Truck Accident          | 93                              | (1%)        | 2,723         | (39%)        | 4,176         | (60%)        | 6,992 (100%)                    | 97         | 3,717                  |
| Heavy Truck Accident          | 104                             | (3%)        | 1,213         | (40%)        | 1,720         | (57%)        | 3,037 (100%)                    | 122        | 1,611                  |
| Heavy Rigid Truck Accident    | 37                              | (2%)        | 598           | (39%)        | 906           | (59%)        | 1,541 (100%)                    | 40         | 792                    |
| Articulated Truck Accident    | 69                              | (4%)        | 643           | (41%)        | 842           | (54%)        | 1,554 (100%)                    | 84         | 870                    |
| <b>Bus Accident</b>           | <b>13</b>                       | <b>(2%)</b> | <b>387</b>    | <b>(48%)</b> | <b>398</b>    | <b>(50%)</b> | <b>798 (100%)</b>               | <b>13</b>  | <b>569</b>             |
| Emergency Vehicle Accident    | 1                               | (0%)        | 152           | (46%)        | 176           | (53%)        | 329 (100%)                      | 1          | 231                    |
| Motorcycle Accident           | 62                              | (3%)        | 1,966         | (87%)        | 233           | (10%)        | 2,261 (100%)                    | 64         | 2,192                  |
| Pedal Cycle Accident          | 6                               | (0%)        | 1,227         | (99%)        | 3             | (0%)         | 1,236 (100%)                    | 6          | 1,261                  |
| Pedestrian Accident           | 113                             | (4%)        | 2,871         | (96%)        | 3             | (0%)         | 2,987 (100%)                    | 114        | 3,076                  |
| <b>All Types of Accidents</b> | <b>543</b>                      | <b>(1%)</b> | <b>21,863</b> | <b>(40%)</b> | <b>30,508</b> | <b>(58%)</b> | <b>52,914 (100%)</b>            | <b>803</b> | <b>28,812</b>          |

Note: Percentages of all accidents involving those traffic type units are shown in brackets.

<sup>1</sup> Accident categories listed are those involving at least one traffic unit of that type.

<sup>2</sup> F – Fatal Accident, IA – Injury Accident, N – Non-Casualty Accident

<sup>3</sup> K – Killed, I – Injured

**IMPORTANT:** The 'Type of Accident' categories in this table are not mutually exclusive and must therefore not be added together.

For example, an accident involving both a car and a motorcycle will be included in both 'Car Accident' and 'Motorcycle Accident' categories.

Source: Roads and Traffic Authority of NSW (2001) Road Traffic Accidents in NSW – 2000 Road Safety Bureau, Sydney, June.

One has to be extremely careful in interpreting the statistics in Table 2, since all casualties associated with a particular mode involved in an accident cannot be assumed to be travelling in that mode. An accident between a bus and a car, for example, as reported in the statistics is unable to identify whether the injured were travelling in the bus or in the car. Nevertheless even under the less favourable assumption for buses, less than 2% of all casualties are associated with an accident in which a bus is involved.

The data above is not appropriate for studying the risk profile of each mode for school children. To map exposure with casualty to establish risk for the population as a whole and for school children, we need to seek out other data. We have been able to put together some statistics from the NSW Transport Data Centre's Household Travel Survey for Sydney (purchased by ITS), extrapolated to all of NSW based on the earlier 1995 data. The TDC data (Table 3) needs some revision in order to map it into the modes of interest. Table 4 summarizes the data reported by the TDC for risk factors for each mode.

Table 3 1999 HTS data - average weekday - GMR - Kms travelled by Mode for Unlinked trips

| Mode                                   | Total trips        |              | Trips made by 5-16 yr olds |              |
|----------------------------------------|--------------------|--------------|----------------------------|--------------|
|                                        | Total kms          | Percent      | Total kms                  | Percent      |
| Vehicle driver (including m/cycles)    | 98,544,579         | 57.3         | 40,497                     | 0.2          |
| Vehicle passenger (including m/cycles) | 38,186,707         | 22.2         | 11,737,683                 | 61.7         |
| Train                                  | 16,016,281         | 9.3          | 3,206,271                  | 16.9         |
| Walking (including pram)               | 9,199,325          | 5.3          | 2,204,905                  | 11.6         |
| <b>Bus</b>                             | <b>7,972,360</b>   | <b>4.6</b>   | <b>1,369,912</b>           | <b>7.2</b>   |
| Taxi                                   | 767,760            | 0.4          | 242,506                    | 1.3          |
| Bicycle                                | 537,713            | 0.3          | 112,631                    | 0.6          |
| Ferry                                  | 437,971            | 0.3          | 50,013                     | 0.3          |
| Other                                  | 304,113            | 0.2          | 48,024                     | 0.3          |
| <b>Total</b>                           | <b>171,966,810</b> | <b>100.0</b> | <b>19,012,443</b>          | <b>100.0</b> |

Table 4. Casualties by mode and age. Figures subject to rounding error. RRFI = relative risk factor index. (\*) = not able to separate so treat as one mode. We exclude trucks

| Mode                      | Casualties:<br>5-16<br>year old (%)<br>(1) | Total pkm's<br>5-16 yrs (%)<br>(2) | Casualties:<br>Total (%)<br>all ages<br>(3) | Total<br>pkm's (%)<br>(4) | RRFI<br>all ages<br>(=3/4) | RRFI<br>5-16 yrs<br>(=1/2) |
|---------------------------|--------------------------------------------|------------------------------------|---------------------------------------------|---------------------------|----------------------------|----------------------------|
| <b>Bus/coach</b>          | <b>3.83</b>                                | <b>7.20</b>                        | <b>1.97</b>                                 | <b>4.60</b>               | <b>0.43</b>                | <b>0.53</b>                |
| Car driver                | 2.49                                       | 0.20                               | 42.82                                       | 56.89                     | 0.75                       | 12.46                      |
| Car passenger (incl taxi) | 46.46                                      | 63.09                              | 25.20                                       | 22.50                     | 1.12                       | 0.74                       |
| Train and ferry           | 0.18                                       | 17.20                              | 5.15                                        | 9.60                      | 0.54                       | 0.01                       |
| M/cycle rider             | 1.89                                       | 0.15                               | 7.14                                        | 0.51                      | 14.01                      | 12.58                      |
| M/cycle passenger         | 0.83                                       | 0.16                               | 0.63                                        | 0.30                      | 2.09                       | 5.17                       |
| Bicycle                   | 17.66                                      | 0.60                               | 5.38                                        | 0.30                      | 17.93                      | 29.43                      |
| Pedestrian                | 26.66                                      | 11.40                              | 11.71                                       | 5.30                      | 2.21                       | 2.34                       |
| <b>Total</b>              | <b>100.00</b>                              | <b>100.00</b>                      | <b>100.00</b>                               | <b>100.00</b>             | <b>-</b>                   | <b>-</b>                   |

Source: Transport Data Centre, February 2002. The advice of Tim Hammond is very much appreciated. A casualty is an accident in which at least one person was injured or killed

The last two columns of Table 4 are the most useful. They indicate the contemporary record of *all casualties* relative to the exposure to the transport system as measured by passenger kilometres (from unlinked trips). The higher the index, the greater the risk. As you can see, for road-based transport, motor cycle riders have the highest risk factor, and bus passengers the lowest risk factor. Car drivers and passenger have a higher risk factor than bus.

*For all passengers:* bus passengers contribute 4.6% of total passenger kilometres yet only 1.97% of casualties; in contrast pedestrians contribute only 5.3% of passenger kilometres yet are the source of 11.71% of casualties. Motorcycle riders undertake 0.51% of passenger kilometres yet contribute 7.14% to casualties.

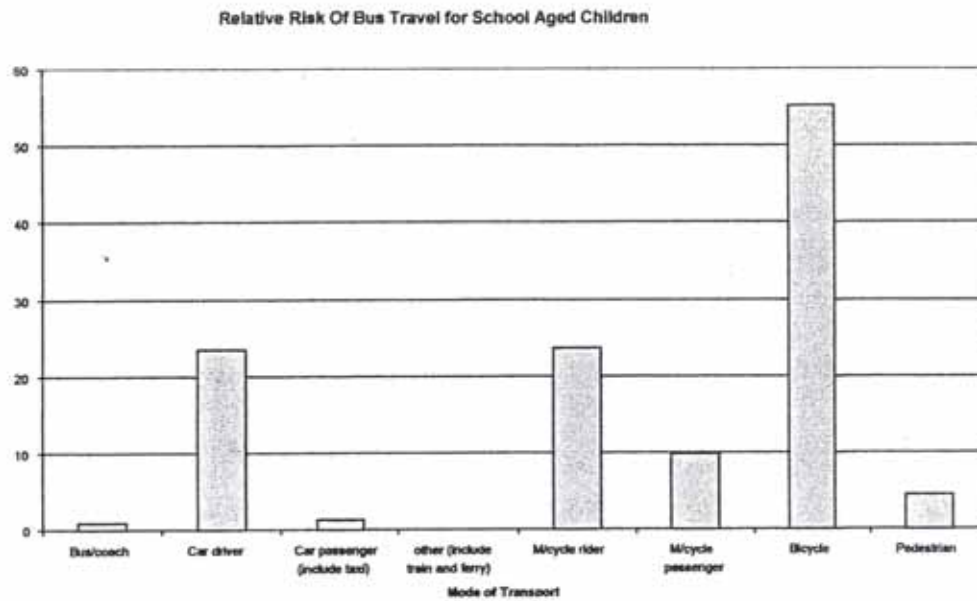
*However, for the carriage of school children, buses are overwhelmingly safer than any other road mode (including walking which is usually along the side of a road). Train is the only safer mode.*

*For school children:* bus passengers contribute 7.2% of all passenger kilometres yet only 3.83% of all school children casualties; in contrast car passengers contribute 63.09% of pkm's but 46.46% of school children casualties. For bicycle riders they contribute .6% of pkm's but 17.66% of school children casualties.

*Comment:* bus travel is overall, the safest form of land passenger transport for all passengers and the safest for school children between 5 and 16 years old if we exclude train (Table 5). It is 23 times safer than driving, 1.38 times safer than being driven in a car, 23 times safer than driving a motorbike, 55 times safer than using a bicycle and 4.4 times safer than walking.

Table 5. Relative Risk of Children Aged 5-16 years old travelling by bus

| Mode                         | Relative Risk of Bus |
|------------------------------|----------------------|
| Bus/coach                    | 1.00                 |
| Car driver                   | 23.41                |
| Car passenger (include taxi) | 1.38                 |
| Train and ferry              | 0.02                 |
| M/cycle rider                | 23.62                |
| M/cycle passenger            | 9.71                 |
| Bicycle                      | 55.27                |
| Pedestrian                   | 4.39                 |



### 3. References

Roads and Traffic Authority of NSW (2001) *Road Traffic Accidents in NSW –2000* Road Safety Bureau, Sydney, June.





**MICHAEL S. TEN EYCK**

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mtteneyck

Michael S. TenEyck  
4915 Fayetteville-Manlius Rd  
Manlius, NY 13104  
315.682.7230

(not dated)

Town Supervisor  
Town Board  
Town of Manlius  
301 Brooklea Drive  
Fayetteville, NY 13066

Dear Supervisor and Board Members,

I am writing this letter in an attempt to influence you and the town board to install a sidewalk on Fayetteville-Manlius Road. I realize that this issue died as of a few years ago, but with great respect, I am asking you and the board to re-open the issue. While I was traveling on business through Ballston Spa, New York, I came across an ingenious, yet simple solution way to solve the sidewalk concern. The road that I traveled on was Ballston Avenue which was extremely similar to the configuration of Fayetteville-Manlius Road. They both are a heavily traveled two lane road with residential housing on both sides. Ballston Ave also had two separate schools adjacent to one another much like Fayetteville Elementary and Wellwood Middle School. Ballston Ave had a sidewalk that was constructed on one side of the road utilizing the shoulder area. I have enclosed a copy pf the

I humbly suggest to use the Balston Spa sidewalk by using the width of the roadway we have and construct one side walk that lies on the shoulder of the road. First, I realize that ideally, a side walk should have a green area between it and the road. That's easy to say when your dealing with a newly constructed neighborhood, but our neighborhood was developed over a century ago. The traveled portion of the roadway can be shifted over creating a smaller shoulder on the opposite side. A concern before was that many of the residents along Fayetteville-Manlius Road did not want the side walk to go on their property and possibly interfere with their trees, landscaping or stone walls. The Ballston Spa approach would alleviate that problem as the front yards stay untouched.

The following are reasons why my family feels that a side walk on Fayetteville-Manlius Road would benefit both the Fayetteville and Manlius residents:

1. It would link the two villages together. Not just the Fayetteville-Manlius Road residents, but the residents that live on streets such as Hoag Lane and even the entire residents that live in both villages. It would effect thousands of residents.
2. It would increase our property values and make other communities envious of the Town of Manlius. It shows that the Town Board had enough foresight to give the community a long term

tangible item that would last for decades.

3. There would be a certain stigma about living in a town that promotes a healthy life style. Progressive communities are now realizing that living in the suburbs forces you to drive to the store, to the play ground, to the park, to school, to the library, etc.. That described community regrettably reflects ours. In the long term, studies show that people who live in the suburbs have live a more sedentary life style causing health related diseases which in turn increase the cost of medical expenses. Do we want our child in front of the television or outside at the park or library? Americans are not getting and the typical suburb town is a contributing factor.

4. We would all would like to say that we support the environment and make future decisions that would benefit the environment. Constructing a side walk would not increase our traffic and might very well decrease it. Just think, our children would have an excellent opportunity to walk or ride their bicycles to school.

5. The cost. Yes it would cost the taxpayers money. In my opinion, the cost would be worth while. That is why I suggest that you only build one side walk on the existing roadway instead of tearing up a yard and replacing their stone walls. I can think countless ways to have the town save money. A number of my friends that live in the town had their road re-paved in the previous years. The one that I know did not even have a pot hole on the road. And if they did, I am sure they would opt to have a pot hole filled in order to save more for a side walk that would benefit both villages.

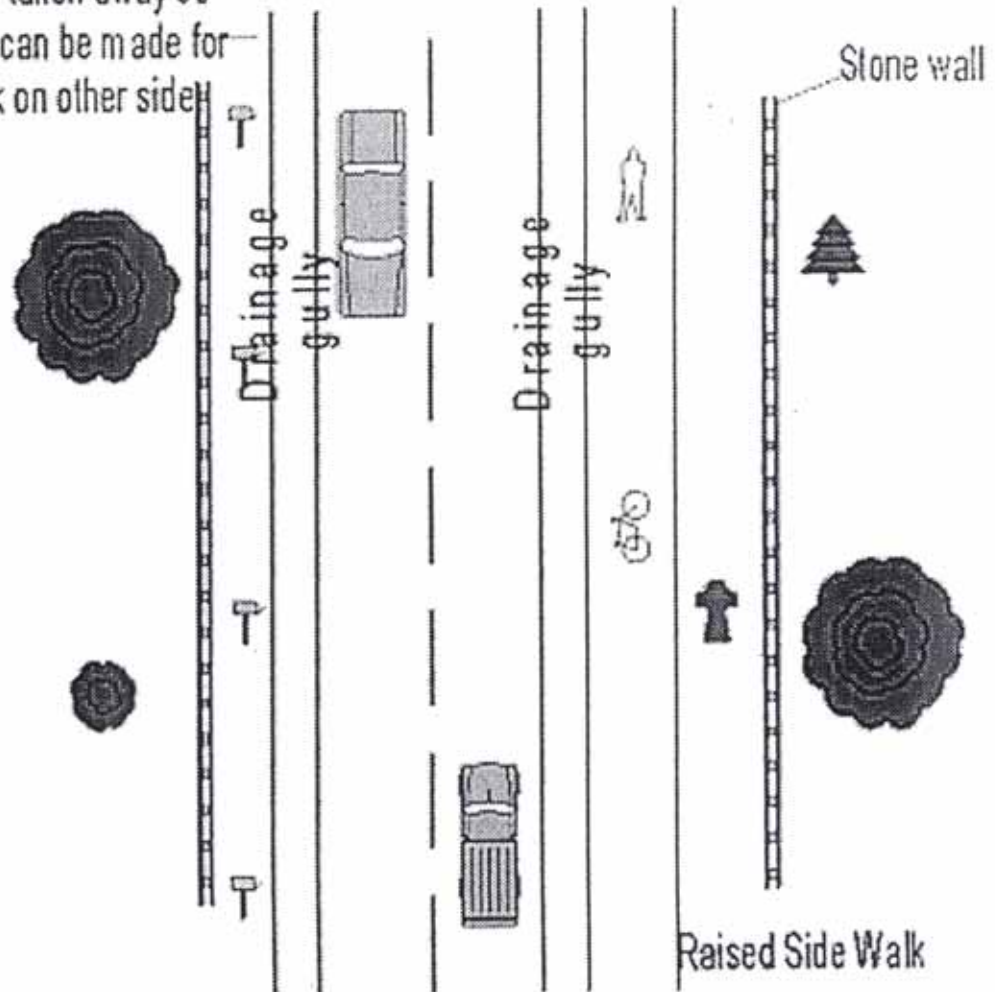
I place you with your elected task to make the community a better place to live, work, and raise children. If this succeeds, fifty years from now, town residents will be thankful of the insight that this town broad had. It would be a wonderful legacy! I would greatly appreciate the town broads comments and look forward to hearing from you.

Respectfully Submitted,

Michael S. TenEyck

# State Route 257/ Fayetteville Manlius Rd

Shoulder taken away so  
that room can be made for  
sidewalk on other side





# MANLIUS GREENSPACE COALITION

P.O. Box 131  
Manlius, NY 13104

ManliusGreenspace@earthlink.net

(not dated)

Danielle Krol  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 N. Salina Street, Suite 100  
Syracuse NY 13202

Dear Ms. Krol:

The Manlius Greenspace Coalition supports the construction of a pedestrian walkway, along 257, between the villages of Fayetteville and Manlius and the construction of a walkway along Ender's Road for the following reasons:

**Commercial and residential growth is putting more vehicles on the road.**

What was once a leisurely stroll along 257 with few cars to consider is now a tense traffic filled walk. We need a pedestrian walkway to decrease the strain that traffic is putting on the pedestrians along 257.

**Our community was once walkable, but with development, our walkable areas are decreasing.** We need to save some of these walking areas to preserve some of our community character. The walkway between the villages is a great example of an area in need of preservation.

**Our students and residents need areas to exercise.**

Walking is great exercise, and we should find ways to encourage our students and older residents to walk whenever possible. Creating a walkway between the villages would be a great way to encourage these groups to exercise.

**Walking saves gas and helps the environment.**

While most town residents probably won't use the walkway to do errands and shopping, having the walkway safe and available will ensure future generations an option to walk or bike to shopping and appointments.

**Walkways support Planning Objectives**

Many of us participated in the Vision Manlius workshops, in the Village of Manlius, last year and we concur with the vast majority of citizens who consider *connectivity* a major community objective. Not only would connectivity through sidewalks enhance safety, convenience, and recreation, it would provide access to public greenspaces for the benefit of the entire community.

Sharon Lindberg  
Secretary  
Manlius Greenspace Coalition



Name: JAMES & KATHY REYNOLDS

Tel. No.: 682-7834 (optional)

Address: 4914 F.M RD  
MANHUS NY 13104

E-mail: (work) (optional)

jreynolds@empirecu.org

Questions for the town:

- POSSIBLE SPEED REDUCTION TO 30-35 MPH?
- WHAT SIDE OF THE ROAD IS BEING CONSIDERED FOR THE SIDEWALK?

(not dated)

## **APPENDIX C**

### **TRAFFIC COUNTS** ***(AADT, Speed, and Turning Movement)***

## **AADT/Speed Counts**

STATION: 330179

# New York State Department of Transportation

## Traffic Count Hourly Report

Page 1 of 2

ROUTE #: NY 257 ROAD NAME: 257  
 DIRECTION: Northbound FACTOR GROUP: 30  
 STATE DIR CODE: 1 WK OF YR: 13  
 DATE OF COUNT: 03/30/2006  
 NOTES LANE 1: Week 13-Nb

FROM: RT 92 MANLIUS  
 REC. SERIAL #: 7427  
 PLACEMENT: 257  
 @ REF MARKER: 257 33011004  
 ADDL DATA: Class Speed  
 COUNT TYPE: VEHICLES  
 PROCESSED BY: ORG CODE: MJL INITIALS: JML

TO: RT 5 FAYETTEVILLE  
 FUNC. CLASS: 16  
 NHS: no  
 JURIS: State  
 CC Stn:  
 BATCH ID: MJL-r3ww13

COUNTY: Onondaga  
 TOWN: MANLIUS  
 BIN:  
 RR CROSSING:  
 HPMS SAMPLE: 69330100

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

|      |     | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | DAILY<br>TOTAL | DAILY<br>HIGH<br>COUNT | DAILY<br>HIGH<br>HOUR |  |
|------|-----|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|------------------------|-----------------------|--|
| DATE | DAY | AM            |              |              |              |              |              |              |              |              |               |                |                | PM            |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |  |
| 30   | T   |               |              |              |              |              |              |              |              |              |               |                | 218            | 254           | 261          | 237          | 241          | 311          | 298          | 335          | 253          | 164          | 97            | 76             | 27             | 20             |                        |                       |  |
| 31   | F   | 15            | 3            | 14           | 3            | 11           | 28           | 101          | 271          | 310          | 228           | 266            | 289            | 278           | 249          | 259          | 283          | 308          | 315          | 276          | 178          | 135          | 69            | 46             | 34             | 3969           | 315                    | 17                    |  |
| 1    | S   | 24            | 14           | 9            | 2            | 6            | 15           | 43           | 87           | 182          | 247           | 306            | 334            | 287           | 263          | 207          | 199          | 222          | 184          | 180          | 131          | 81           | 75            | 77             | 39             | 3214           | 334                    | 11                    |  |
| 2    | S   | 19            | 7            | 5            | 6            | 10           | 9            | 64           | 108          | 165          | 200           | 245            | 255            | 272           | 236          | 213          | 225          | 207          | 125          | 138          | 102          | 53           | 22            | 9              | 6              | 2701           | 272                    | 12                    |  |
| 3    | M   | 7             | 3            | 5            | 3            | 22           | 105          | 264          | 291          | 226          | 211           | 234            | 237            | 240           | 279          | 304          | 290          | 292          | 236          | 133          | 111          | 60           | 22            | 16             | 5              | 3596           | 304                    | 14                    |  |
| 4    | T   | 5             | 12           | 2            | 9            | 22           | 92           | 269          | 292          | 203          | 193           | 235            | 251            | 245           | 209          | 299          | 290          | 299          | 234          | 141          | 119          | 70           | 29            | 15             | 10             | 3545           | 299                    | 14                    |  |
| 5    | W   | 6             | 10           | 2            | 7            | 23           | 88           | 270          | 259          | 226          | 230           | 223            |                |               |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |  |

| AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) |                      |                         |                      |                        |          |                         |                                           |                            |     |     |     |     |     |              |     |     |     |     |     |    |    |    | ADT |      |
|------------------------------------------------------------|----------------------|-------------------------|----------------------|------------------------|----------|-------------------------|-------------------------------------------|----------------------------|-----|-----|-----|-----|-----|--------------|-----|-----|-----|-----|-----|----|----|----|-----|------|
| 9                                                          | 8                    | 6                       | 6                    | 19                     | 69       | 226                     | 278                                       | 241                        | 216 | 235 | 258 | 249 | 242 | 281          | 297 | 296 | 268 | 176 | 131 | 76 | 42 | 19 | 12  | 3660 |
| <u>DAYS Counted</u>                                        | <u>HOURS Counted</u> | <u>WEEKDAYS Counted</u> | <u>WEEKDAY Hours</u> | <u>AVERAGE WEEKDAY</u> |          | <u>Axle Adj. Factor</u> | <u>Seasonal/Weekday Adjustment Factor</u> | <u>ESTIMATED (one way)</u> |     |     |     |     |     |              |     |     |     |     |     |    |    |    |     |      |
|                                                            |                      |                         |                      | High Hour              | % of day |                         |                                           |                            |     |     |     |     |     |              |     |     |     |     |     |    |    |    |     |      |
| 6                                                          | 145                  | 3                       | 79                   | 297                    |          | 8%                      | 1.000                                     | 0.964                      |     |     |     |     |     | AADT<br>3797 |     |     |     |     |     |    |    |    |     |      |

ROUTE # NY 257 ROAD NAME: 257  
 STATION: 330179 STATE DIR CODE: 1

FROM: RT 92 MANLIUS  
 PLACEMENT: 257

TO: RT 5 FAYETTEVILLE

COUNTY: Onondaga  
 DATE OF COUNT: 03/30/2006



STATION: 330179

# New York State Department of Transportation Traffic Count Hourly Report

Page 2 of 2

ROUTE #: NY 257 ROAD NAME:  
DIRECTION: Southbound FACTOR GROUP: 30  
STATE DIR CODE: 2 WK OF YR: 13  
DATE OF COUNT: 03/30/2006  
NOTES LANE 1: Week 13-Sb

FROM: RT 92 MANLIUS  
REC. SERIAL #: 0316  
PLACEMENT:  
@ REF MARKER:  
ADDL DATA: Class Speed  
COUNT TYPE: VEHICLES  
PROCESSED BY: ORG CODE: MJL INITIALS: JML

TO: RT 5 FAYETTEVILLE  
FUNC. CLASS: 16  
NHS: no  
JURIS: State  
CC Strn:  
BATCH ID: MJL-r3ww13

COUNTY: Onondaga  
TOWN: MANLIUS  
BIN:  
RR CROSSING:  
HPMS SAMPLE: 69330100

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

|      |     | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | DAILY<br>TOTAL | DAILY<br>HIGH<br>COUNT | DAILY<br>HIGH<br>HOUR |  |
|------|-----|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|------------------------|-----------------------|--|
| DATE | DAY | AM            |              |              |              |              |              |              |              |              |               |                |                | PM            |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |  |
| 30   | T   |               |              |              |              |              |              |              |              |              |               |                | 177            | 214           | 279          | 256          | 234          | 324          | 298          | 293          | 270          | 219          | 158           | 120            | 67             | 35             |                        |                       |  |
| 31   | F   | 23            | 9            | 6            | 1            | 10           | 19           | 71           | 169          | 169          | 234           | 199            | 219            | 254           | 261          | 285          | 336          | 292          | 320          | 273          | 195          | 189          | 113           | 108            | 53             | 3808           | 336                    | 15                    |  |
| 1    | S   | 26            | 16           | 13           | 7            | 3            | 19           | 36           | 62           | 103          | 161           | 190            | 248            | 228           | 219          | 239          | 235          | 227          | 200          | 190          | 158          | 141          | 96            | 84             | 55             | 2956           | 248                    | 11                    |  |
| 2    | S   | 24            | 10           | 9            | 9            | 3            | 12           | 23           | 96           | 111          | 162           | 159            | 245            | 248           | 227          | 270          | 243          | 212          | 169          | 169          | 125          | 82           | 44            | 18             | 8              | 2678           | 270                    | 14                    |  |
| 3    | M   | 11            | 4            | 3            | 5            | 14           | 62           | 176          | 181          | 221          | 165           | 201            | 225            | 211           | 233          | 330          | 280          | 286          | 258          | 216          | 177          | 104          | 43            | 21             | 10             | 3437           | 330                    | 14                    |  |
| 4    | T   | 5             | 2            | 3            | 4            | 13           | 67           | 148          | 162          | 178          | 199           | 213            | 205            | 214           | 254          | 285          | 275          | 296          | 282          | 169          | 158          | 116          | 63            | 24             | 5              | 3340           | 296                    | 16                    |  |
| 5    | W   | 9             | 2            | 4            | 8            | 18           | 72           | 162          | 181          | 204          | 202           | 198            |                |               |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |  |

| AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) |                      |                         |                      |                        |          |                         |                                           |                            |      |     |     |     |     |     |     |     |     |     |     |     |    |    | ADT |      |
|------------------------------------------------------------|----------------------|-------------------------|----------------------|------------------------|----------|-------------------------|-------------------------------------------|----------------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|-----|------|
| 12                                                         | 4                    | 4                       | 4                    | 14                     | 53       | 139                     | 173                                       | 193                        | 200  | 198 | 216 | 235 | 248 | 283 | 293 | 293 | 278 | 218 | 185 | 126 | 75 | 37 | 17  | 3498 |
| <u>DAYS Counted</u>                                        | <u>HOURS Counted</u> | <u>WEEKDAYS Counted</u> | <u>WEEKDAY Hours</u> | <u>AVERAGE WEEKDAY</u> |          | <u>Axle Adj. Factor</u> | <u>Seasonal/Weekday Adjustment Factor</u> | <u>ESTIMATED (one way)</u> |      |     |     |     |     |     |     |     |     |     |     |     |    |    |     |      |
|                                                            |                      |                         |                      | High Hour              | % of day |                         |                                           | AADT                       | ADT  |     |     |     |     |     |     |     |     |     |     |     |    |    |     |      |
| 6                                                          | 145                  | 3                       | 79                   | 293                    | 8%       | 1.000                   | 0.964                                     | 3629                       | 3629 |     |     |     |     |     |     |     |     |     |     |     |    |    |     |      |

ROUTE # NY 257  
STATION: 330179

ROAD NAME:  
STATE DIR CODE: 2

FROM: RT 92 MANLIUS  
PLACEMENT:

TO: RT 5 FAYETTEVILLE

COUNTY: Onondaga  
DATE OF COUNT: 03/30/2006

**New York State Department of Transportation  
Classification Count Average Weekday Data Report**

ROUTE #: NY 257  
COUNTY NAME: Onondaga  
REGION CODE: 3  
FROM: RT 92 MANLIUS  
TO: RT 5 FAYETTEVILLE  
REF-MARKER: 257 33011004  
END MILEPOINT: 0110199  
FUNC-CLASS: 16  
STATION NO: 0179  
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV  
PROCESSED BY: ORG CODE: MJL INITIALS: JML

ROAD NAME: 257

NO. OF LANES: 2  
HPMS NO: 69330100

YEAR: 2006  
MONTH: March

STATION: 330179

| DIRECTION                   | North  | South  | TOTAL  |
|-----------------------------|--------|--------|--------|
| NUMBER OF VEHICLES          | 3661   | 3493   | 7154   |
| NUMBER OF AXLES             | 7393   | 7068   | 14461  |
| % HEAVY VEHICLES (F4-F13)   | 7.32%  | 5.90%  | 6.63%  |
| % TRUCKS AND BUSES (F3-F13) | 32.64% | 25.88% | 29.34% |
| AXLE CORRECTION FACTOR      | 0.99   | 0.99   | 0.99   |

BATCH ID: MJL-r3ww13

| VEHICLE CLASS        | F1    | F2    | F3   | F4  | F5  | F6 | F7 | F8  | F9 | F10 | F11 | F12 | F13  | TOTAL |
|----------------------|-------|-------|------|-----|-----|----|----|-----|----|-----|-----|-----|------|-------|
| NO. OF AXLES         | 2     | 2     | 2    | 2.5 | 2   | 3  | 4  | 3.5 | 5  | 6   | 5   | 6   | 8.75 |       |
| ENDING HOUR          | 1:00  | 0     | 7    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 8     |
|                      | 2:00  | 0     | 5    | 2   | 0   | 0  | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 8     |
|                      | 3:00  | 0     | 4    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 5     |
|                      | 4:00  | 0     | 4    | 2   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 6     |
|                      | 5:00  | 0     | 12   | 4   | 1   | 2  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 19    |
|                      | 6:00  | 1     | 40   | 20  | 2   | 7  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 70    |
|                      | 7:00  | 1     | 145  | 57  | 6   | 15 | 1  | 0   | 0  | 0   | 0   | 0   | 0    | 225   |
|                      | 8:00  | 1     | 175  | 72  | 18  | 11 | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 277   |
|                      | 9:00  | 1     | 150  | 72  | 7   | 10 | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 241   |
|                      | 10:00 | 0     | 142  | 58  | 3   | 11 | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 214   |
| DIRECTION North      | 11:00 | 0     | 154  | 66  | 5   | 9  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 236   |
|                      | 12:00 | 0     | 166  | 71  | 5   | 14 | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 257   |
|                      | 13:00 | 0     | 172  | 62  | 6   | 14 | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 255   |
|                      | 14:00 | 1     | 165  | 57  | 5   | 12 | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 242   |
|                      | 15:00 | 1     | 188  | 68  | 11  | 11 | 1  | 0   | 2  | 1   | 0   | 0   | 0    | 283   |
|                      | 16:00 | 0     | 201  | 67  | 15  | 12 | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 297   |
|                      | 17:00 | 1     | 208  | 70  | 8   | 10 | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 296   |
|                      | 18:00 | 0     | 197  | 61  | 2   | 9  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 269   |
|                      | 19:00 | 0     | 121  | 48  | 2   | 4  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 175   |
|                      | 20:00 | 0     | 92   | 34  | 1   | 3  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 130   |
|                      | 21:00 | 0     | 55   | 18  | 1   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 75    |
|                      | 22:00 | 1     | 33   | 8   | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 43    |
|                      | 23:00 | 0     | 14   | 5   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 19    |
|                      | 24:00 | 0     | 8    | 3   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 11    |
| TOTAL VEHICLES       | 8     | 2458  | 927  | 96  | 156 | 5  | 0  | 10  | 1  | 0   | 0   | 0   | 0    | 3661  |
| TOTAL AXLES          | 16    | 4916  | 1854 | 240 | 312 | 15 | 0  | 35  | 5  | 0   | 0   | 0   | 0    | 7393  |
| ENDING HOUR          | 1:00  | 0     | 11   | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 12    |
|                      | 2:00  | 0     | 3    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 4     |
|                      | 3:00  | 0     | 4    | 0   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 4     |
|                      | 4:00  | 0     | 2    | 2   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 4     |
|                      | 5:00  | 0     | 8    | 5   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 13    |
|                      | 6:00  | 0     | 31   | 12  | 7   | 2  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 52    |
|                      | 7:00  | 0     | 92   | 24  | 16  | 6  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 138   |
|                      | 8:00  | 0     | 113  | 40  | 12  | 6  | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 172   |
|                      | 9:00  | 0     | 140  | 42  | 3   | 6  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 192   |
|                      | 10:00 | 0     | 138  | 48  | 3   | 8  | 2  | 1   | 0  | 0   | 0   | 0   | 0    | 200   |
|                      | 11:00 | 0     | 135  | 47  | 5   | 8  | 1  | 2   | 1  | 0   | 0   | 0   | 0    | 199   |
| DIRECTION South      | 12:00 | 0     | 152  | 48  | 6   | 7  | 2  | 0   | 0  | 0   | 0   | 0   | 0    | 215   |
|                      | 13:00 | 0     | 173  | 49  | 8   | 7  | 1  | 0   | 2  | 0   | 0   | 0   | 0    | 240   |
|                      | 14:00 | 1     | 166  | 51  | 20  | 7  | 2  | 0   | 1  | 0   | 0   | 0   | 0    | 248   |
|                      | 15:00 | 0     | 208  | 48  | 20  | 5  | 1  | 0   | 0  | 0   | 0   | 0   | 0    | 282   |
|                      | 16:00 | 0     | 218  | 63  | 6   | 4  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 291   |
|                      | 17:00 | 1     | 232  | 55  | 3   | 2  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 293   |
|                      | 18:00 | 0     | 228  | 44  | 2   | 3  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 277   |
|                      | 19:00 | 0     | 174  | 40  | 1   | 2  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 217   |
|                      | 20:00 | 0     | 147  | 37  | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 185   |
|                      | 21:00 | 0     | 106  | 20  | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 127   |
|                      | 22:00 | 0     | 61   | 13  | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 75    |
|                      | 23:00 | 0     | 32   | 5   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 37    |
|                      | 24:00 | 0     | 13   | 3   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 16    |
| TOTAL VEHICLES       | 2     | 2587  | 698  | 112 | 76  | 9  | 0  | 7   | 2  | 0   | 0   | 0   | 0    | 3493  |
| TOTAL AXLES          | 4     | 5174  | 1396 | 280 | 152 | 27 | 0  | 24  | 10 | 0   | 0   | 0   | 0    | 7068  |
| GRAND TOTAL VEHICLES | 10    | 5045  | 1625 | 208 | 232 | 14 | 0  | 17  | 3  | 0   | 0   | 0   | 0    | 7154  |
| GRAND TOTAL AXLES    | 20    | 10090 | 3250 | 520 | 464 | 42 | 0  | 60  | 15 | 0   | 0   | 0   | 0    | 14461 |

**VEHICLE CLASSIFICATION CODES:**

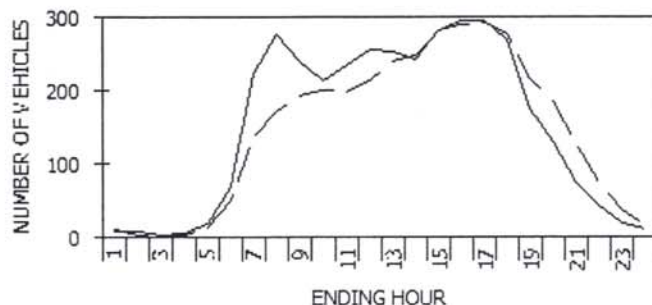
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

**FUNCTIONAL CLASS CODES:**

- |       |       |                               |
|-------|-------|-------------------------------|
| RURAL | URBAN | SYSTEM                        |
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 19    | LOCAL SYSTEM                  |

**TRAFFIC FLOW BY DIRECTION**



--- North

- - - South

**PEAK HOUR DATA**

| DIRECTION | HOUR | COUNT | 2-WAY A.M. | HOUR | COUNT |
|-----------|------|-------|------------|------|-------|
| North     | 16   | 297   |            | 12   | 472   |
| South     | 17   | 293   |            | 17   | 589   |

**New York State Department of Transportation  
Speed Count Average Weekday Report**

Page 1 of 2  
Date: 05/16/2006

Station: 330179  
Route #: NY 257 Road name: 257  
From: RT 92 MANLIUS  
To: RT 5 FAYETTEVILLE  
Direction: North

Start date: Thu 03/30/2006 10:00  
End date: Wed 04/05/2006 11:45  
County: Onondaga  
Town: MANLIUS  
Speed limit: 40

Count duration: 146 hours  
Functional class: 16  
Factor group: 30  
Batch ID: MJL-r3ww13  
Count taken by: Org: TST Init: JSV  
Processed by: Org: MJL Init: JML

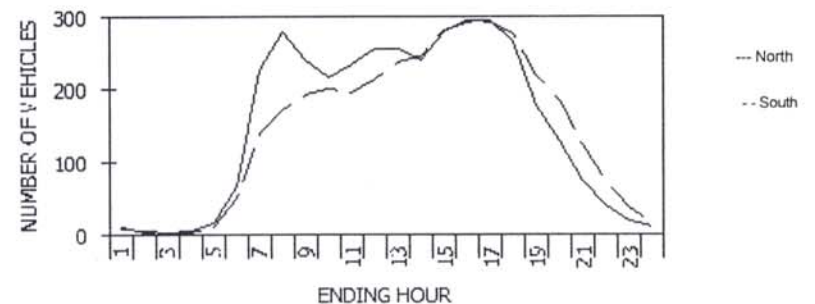
|                  |       | Speeds, mph  |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |               |      |       |       |       |  |  |  |  |  |  |
|------------------|-------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|-------|-------|-------|--|--|--|--|--|--|
|                  | Hour  | 0.0-<br>20.0 | 20.1-<br>25.0 | 25.1-<br>30.0 | 30.1-<br>35.0 | 35.1-<br>40.0 | 40.1-<br>45.0 | 45.1-<br>50.0 | 50.1-<br>55.0 | 55.1-<br>60.0 | 60.1-<br>65.0 | 65.1-<br>70.0 | 70.1-<br>75.0 | 75.1-<br>95.0 | % Exc<br>45.0 | % Exc<br>50.0 | % Exc<br>55.0 | % Exc<br>60.0 | % Exc<br>65.0 | Avg  | 50th% | 85th% | Total |  |  |  |  |  |  |
|                  | 1:00  | 1            | 0             | 0             | 0             | 2             | 3             | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 33.3          | 11.1          | 0.0           | 0.0           | 0.0           | 34.6 | 42.6  | 49.2  | 9     |  |  |  |  |  |  |
|                  | 2:00  | 0            | 0             | 0             | 0             | 2             | 2             | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 42.9          | 14.3          | 0.0           | 0.0           | 0.0           | 43.3 | 43.8  | 49.9  | 7     |  |  |  |  |  |  |
|                  | 3:00  | 0            | 0             | 0             | 0             | 1             | 3             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 20.0          | 0.0           | 0.0           | 0.0           | 0.0           | 42.3 | 42.6  | 46.3  | 5     |  |  |  |  |  |  |
|                  | 4:00  | 1            | 0             | 0             | 0             | 1             | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 1             | 33.3          | 16.7          | 16.7          | 16.7          | 16.7          | 33.1 | 42.6  | 908.6 | 6     |  |  |  |  |  |  |
|                  | 5:00  | 1            | 0             | 0             | 1             | 5             | 8             | 2             | 0             | 1             | 0             | 0             | 0             | 0             | 16.7          | 5.6           | 5.6           | 0.0           | 0.0           | 37.0 | 41.3  | 45.8  | 18    |  |  |  |  |  |  |
|                  | 6:00  | 4            | 2             | 0             | 1             | 15            | 32            | 12            | 2             | 0             | 0             | 0             | 0             | 0             | 20.6          | 2.9           | 0.0           | 0.0           | 0.0           | 36.5 | 41.9  | 46.6  | 68    |  |  |  |  |  |  |
|                  | 7:00  | 3            | 5             | 4             | 6             | 62            | 103           | 38            | 5             | 2             | 0             | 0             | 0             | 0             | 19.7          | 3.1           | 0.9           | 0.0           | 0.0           | 39.4 | 41.7  | 46.5  | 228   |  |  |  |  |  |  |
|                  | 8:00  | 8            | 4             | 5             | 31            | 81            | 110           | 36            | 4             | 1             | 0             | 0             | 0             | 0             | 14.6          | 1.8           | 0.4           | 0.0           | 0.0           | 37.3 | 40.6  | 45.0  | 280   |  |  |  |  |  |  |
|                  | 9:00  | 4            | 2             | 8             | 37            | 75            | 83            | 30            | 2             | 0             | 0             | 0             | 0             | 0             | 13.3          | 0.8           | 0.0           | 0.0           | 0.0           | 37.4 | 39.7  | 44.8  | 241   |  |  |  |  |  |  |
|                  | 10:00 | 2            | 2             | 9             | 31            | 66            | 79            | 25            | 1             | 1             | 0             | 0             | 0             | 0             | 12.5          | 0.9           | 0.5           | 0.0           | 0.0           | 37.9 | 39.9  | 44.7  | 216   |  |  |  |  |  |  |
|                  | 11:00 | 4            | 1             | 3             | 25            | 82            | 99            | 18            | 1             | 1             | 0             | 0             | 0             | 0             | 8.5           | 0.9           | 0.4           | 0.0           | 0.0           | 38.0 | 40.2  | 44.3  | 234   |  |  |  |  |  |  |
|                  | 12:00 | 6            | 1             | 2             | 26            | 102           | 100           | 18            | 1             | 0             | 0             | 0             | 0             | 0             | 7.4           | 0.4           | 0.0           | 0.0           | 0.0           | 37.4 | 39.6  | 44.1  | 256   |  |  |  |  |  |  |
|                  | 13:00 | 8            | 2             | 3             | 23            | 88            | 107           | 22            | 3             | 0             | 0             | 0             | 0             | 0             | 9.8           | 1.2           | 0.0           | 0.0           | 0.0           | 37.2 | 40.2  | 44.4  | 256   |  |  |  |  |  |  |
|                  | 14:00 | 4            | 3             | 5             | 15            | 81            | 108           | 22            | 2             | 1             | 0             | 0             | 0             | 0             | 10.4          | 1.2           | 0.4           | 0.0           | 0.0           | 38.3 | 40.6  | 44.5  | 241   |  |  |  |  |  |  |
|                  | 15:00 | 7            | 3             | 3             | 18            | 88            | 127           | 33            | 2             | 0             | 0             | 0             | 0             | 0             | 12.5          | 0.7           | 0.0           | 0.0           | 0.0           | 38.0 | 40.9  | 44.8  | 281   |  |  |  |  |  |  |
|                  | 16:00 | 3            | 3             | 3             | 15            | 102           | 135           | 32            | 4             | 0             | 0             | 0             | 0             | 0             | 12.1          | 1.3           | 0.0           | 0.0           | 0.0           | 39.2 | 40.9  | 44.7  | 297   |  |  |  |  |  |  |
|                  | 17:00 | 4            | 1             | 0             | 14            | 82            | 150           | 42            | 3             | 0             | 0             | 0             | 0             | 0             | 15.2          | 1.0           | 0.0           | 0.0           | 0.0           | 39.8 | 41.6  | 45.1  | 296   |  |  |  |  |  |  |
|                  | 18:00 | 1            | 3             | 1             | 12            | 83            | 133           | 31            | 4             | 0             | 0             | 0             | 0             | 0             | 13.1          | 1.5           | 0.0           | 0.0           | 0.0           | 40.1 | 41.3  | 44.9  | 268   |  |  |  |  |  |  |
|                  | 19:00 | 1            | 1             | 1             | 11            | 63            | 76            | 20            | 3             | 1             | 0             | 0             | 0             | 0             | 13.6          | 2.3           | 0.6           | 0.0           | 0.0           | 39.7 | 40.8  | 44.9  | 177   |  |  |  |  |  |  |
|                  | 20:00 | 1            | 1             | 0             | 4             | 41            | 64            | 17            | 3             | 0             | 0             | 0             | 0             | 0             | 15.3          | 2.3           | 0.0           | 0.0           | 0.0           | 40.2 | 41.5  | 45.2  | 131   |  |  |  |  |  |  |
|                  | 21:00 | 1            | 0             | 0             | 3             | 21            | 35            | 13            | 1             | 0             | 0             | 0             | 0             | 0             | 18.9          | 1.4           | 0.0           | 0.0           | 0.0           | 40.1 | 41.8  | 46.2  | 74    |  |  |  |  |  |  |
|                  | 22:00 | 1            | 0             | 0             | 1             | 10            | 21            | 6             | 1             | 1             | 0             | 0             | 0             | 0             | 19.5          | 4.9           | 2.4           | 0.0           | 0.0           | 39.8 | 42.1  | 46.6  | 41    |  |  |  |  |  |  |
|                  | 23:00 | 0            | 1             | 0             | 2             | 5             | 7             | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 25.0          | 5.0           | 0.0           | 0.0           | 0.0           | 39.4 | 41.5  | 47.6  | 20    |  |  |  |  |  |  |
|                  | 24:00 | 1            | 0             | 0             | 1             | 2             | 3             | 2             | 0             | 1             | 1             | 0             | 0             | 0             | 36.4          | 18.2          | 18.2          | 9.1           | 0.0           | 36.0 | 42.6  | 56.8  | 11    |  |  |  |  |  |  |
| Avg. Daily Total | 66    | 35           | 47            | 277           | 1160          | 1590          | 429           | 45            | 10            | 1             | 0             | 0             | 0             | 1             | 13.3          | 1.6           | 0.3           | 0.1           | 0.0           | 38.5 | 40.8  | 44.9  | 3661  |  |  |  |  |  |  |
| Percent          | 1.8%  | 1.0%         | 1.3%          | 7.6%          | 31.7%         | 43.4%         | 11.7%         | 1.2%          | 0.3%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          |               |               |               |               |               |      |       |       |       |  |  |  |  |  |  |
| Cum. Percent     | 1.8%  | 2.8%         | 4.0%          | 11.6%         | 43.3%         | 86.7%         | 98.4%         | 99.7%         | 99.9%         | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        |               |               |               |               |               |      |       |       |       |  |  |  |  |  |  |
| Average hour     | 3     | 1            | 2             | 12            | 48            | 66            | 18            | 2             | 0             | 0             | 0             | 0             | 0             | 0             |               |               |               |               |               |      |       |       | 153   |  |  |  |  |  |  |

**TRAFFIC FLOW BY DIRECTION**

|       |  | Avg. Speed | 50th% Speed | 85th% Speed |
|-------|--|------------|-------------|-------------|
| North |  | 38.5       | 40.8        | 44.9        |
| South |  | 36.6       | 38.1        | 43.1        |

| Peak Hour Data |      |       |       |      |       |
|----------------|------|-------|-------|------|-------|
| Direction      | Hour | Count | 2-way | Hour | Count |
| North          | 16   | 297   | A.M.  | 12   | 471   |
| South          | 16   | 292   | P.M.  | 16   | 589   |





**New York State Department of Transportation  
Speed Count Average Weekday Report**

Page 2 of 2  
Date: 05/16/2006

Station: 330179  
Route #: NY 257 Road name: 257  
From: RT 92 MANLIUS  
To: RT 5 FAYETTEVILLE  
Direction: South

Start date: Thu 03/30/2006 10:00  
End date: Wed 04/05/2006 11:45  
County: Onondaga  
Town: MANLIUS  
Speed limit: 40

Count duration: 146 hours  
Functional class: 16  
Factor group: 30  
Batch ID: MJL-r3ww13  
Count taken by: Org: TST Init: JSV  
Processed by: Org: MJL Init: JML

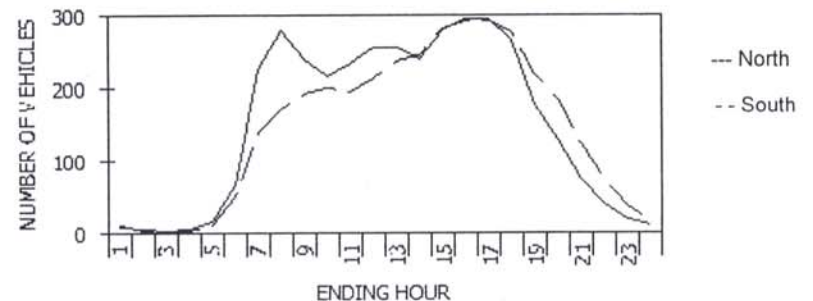
|                  |       | Speeds, mph |           |           |           |           |           |           |           |           |           |           |           |           |            |            |            |            |            |      |       |       |       |  |  |  |  |  |  |
|------------------|-------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|------------|------------|------------|------|-------|-------|-------|--|--|--|--|--|--|
|                  | Hour  | 0.0-20.0    | 20.1-25.0 | 25.1-30.0 | 30.1-35.0 | 35.1-40.0 | 40.1-45.0 | 45.1-50.0 | 50.1-55.0 | 55.1-60.0 | 60.1-65.0 | 65.1-70.0 | 70.1-75.0 | 75.1-95.0 | % Exc 45.0 | % Exc 50.0 | % Exc 55.0 | % Exc 60.0 | % Exc 65.0 | Avg  | 50th% | 85th% | Total |  |  |  |  |  |  |
|                  | 1:00  | 0           | 0         | 0         | 1         | 7         | 3         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 8.3        | 0.0        | 0.0        | 0.0        | 0.0        | 38.8 | 38.6  | 43.7  | 12    |  |  |  |  |  |  |
|                  | 2:00  | 0           | 0         | 0         | 0         | 2         | 2         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0.0        | 0.0        | 0.0        | 0.0        | 0.0        | 39.8 | 40.0  | 43.6  | 4     |  |  |  |  |  |  |
|                  | 3:00  | 1           | 0         | 0         | 0         | 2         | 1         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 20.0       | 0.0        | 0.0        | 0.0        | 0.0        | 28.9 | 38.8  | 46.3  | 5     |  |  |  |  |  |  |
|                  | 4:00  | 1           | 0         | 0         | 0         | 2         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 0         | 0.0        | 0.0        | 0.0        | 0.0        | 0.0        | 26.3 | 37.6  | 42.0  | 4     |  |  |  |  |  |  |
|                  | 5:00  | 0           | 0         | 0         | 1         | 5         | 5         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 8.3        | 0.0        | 0.0        | 0.0        | 0.0        | 39.6 | 40.0  | 44.2  | 12    |  |  |  |  |  |  |
|                  | 6:00  | 1           | 1         | 1         | 7         | 27        | 12        | 3         | 0         | 0         | 0         | 0         | 0         | 0         | 5.8        | 0.0        | 0.0        | 0.0        | 0.0        | 36.2 | 38.0  | 43.0  | 52    |  |  |  |  |  |  |
|                  | 7:00  | 0           | 1         | 2         | 15        | 63        | 48        | 10        | 1         | 0         | 0         | 0         | 0         | 0         | 7.9        | 0.7        | 0.0        | 0.0        | 0.0        | 38.7 | 39.2  | 44.0  | 140   |  |  |  |  |  |  |
|                  | 8:00  | 4           | 2         | 5         | 24        | 70        | 58        | 9         | 0         | 0         | 0         | 0         | 0         | 0         | 5.2        | 0.0        | 0.0        | 0.0        | 0.0        | 36.4 | 38.7  | 43.6  | 172   |  |  |  |  |  |  |
|                  | 9:00  | 4           | 8         | 23        | 38        | 71        | 41        | 9         | 0         | 0         | 0         | 0         | 0         | 0         | 4.6        | 0.0        | 0.0        | 0.0        | 0.0        | 34.0 | 36.7  | 42.6  | 194   |  |  |  |  |  |  |
|                  | 10:00 | 4           | 6         | 16        | 40        | 83        | 46        | 5         | 0         | 0         | 0         | 0         | 0         | 0         | 2.5        | 0.0        | 0.0        | 0.0        | 0.0        | 34.6 | 37.1  | 42.3  | 200   |  |  |  |  |  |  |
|                  | 11:00 | 0           | 3         | 14        | 45        | 86        | 41        | 7         | 0         | 0         | 0         | 0         | 0         | 0         | 3.6        | 0.0        | 0.0        | 0.0        | 0.0        | 36.1 | 37.1  | 42.3  | 196   |  |  |  |  |  |  |
|                  | 12:00 | 1           | 4         | 12        | 46        | 96        | 48        | 8         | 0         | 0         | 0         | 0         | 0         | 0         | 3.7        | 0.0        | 0.0        | 0.0        | 0.0        | 36.1 | 37.4  | 42.5  | 215   |  |  |  |  |  |  |
|                  | 13:00 | 3           | 2         | 9         | 41        | 113       | 60        | 10        | 1         | 0         | 0         | 0         | 0         | 0         | 4.6        | 0.4        | 0.0        | 0.0        | 0.0        | 36.4 | 37.9  | 43.0  | 239   |  |  |  |  |  |  |
|                  | 14:00 | 2           | 1         | 6         | 44        | 115       | 71        | 8         | 0         | 0         | 0         | 0         | 0         | 0         | 3.2        | 0.0        | 0.0        | 0.0        | 0.0        | 37.0 | 38.1  | 43.0  | 247   |  |  |  |  |  |  |
|                  | 15:00 | 2           | 2         | 4         | 39        | 136       | 86        | 13        | 0         | 0         | 0         | 0         | 0         | 0         | 4.6        | 0.0        | 0.0        | 0.0        | 0.0        | 37.6 | 38.5  | 43.3  | 282   |  |  |  |  |  |  |
|                  | 16:00 | 4           | 3         | 3         | 49        | 142       | 81        | 10        | 0         | 0         | 0         | 0         | 0         | 0         | 3.4        | 0.0        | 0.0        | 0.0        | 0.0        | 36.7 | 38.1  | 43.0  | 292   |  |  |  |  |  |  |
|                  | 17:00 | 2           | 6         | 3         | 39        | 147       | 85        | 10        | 0         | 0         | 0         | 0         | 0         | 0         | 3.4        | 0.0        | 0.0        | 0.0        | 0.0        | 37.2 | 38.3  | 43.1  | 292   |  |  |  |  |  |  |
|                  | 18:00 | 6           | 4         | 5         | 33        | 141       | 80        | 7         | 1         | 0         | 0         | 0         | 0         | 0         | 2.9        | 0.4        | 0.0        | 0.0        | 0.0        | 36.3 | 38.3  | 43.0  | 277   |  |  |  |  |  |  |
|                  | 19:00 | 1           | 3         | 4         | 37        | 105       | 57        | 10        | 2         | 0         | 0         | 0         | 0         | 0         | 5.5        | 0.9        | 0.0        | 0.0        | 0.0        | 37.2 | 38.1  | 43.2  | 219   |  |  |  |  |  |  |
|                  | 20:00 | 0           | 1         | 4         | 38        | 88        | 48        | 5         | 0         | 0         | 0         | 0         | 0         | 0         | 2.7        | 0.0        | 0.0        | 0.0        | 0.0        | 37.2 | 37.8  | 42.7  | 184   |  |  |  |  |  |  |
|                  | 21:00 | 0           | 1         | 3         | 14        | 62        | 40        | 5         | 0         | 0         | 0         | 0         | 0         | 0         | 4.0        | 0.0        | 0.0        | 0.0        | 0.0        | 38.1 | 38.6  | 43.3  | 125   |  |  |  |  |  |  |
|                  | 22:00 | 0           | 0         | 1         | 12        | 34        | 22        | 4         | 1         | 0         | 0         | 0         | 0         | 0         | 6.8        | 1.4        | 0.0        | 0.0        | 0.0        | 38.3 | 38.6  | 43.7  | 74    |  |  |  |  |  |  |
|                  | 23:00 | 0           | 1         | 1         | 4         | 14        | 14        | 3         | 0         | 0         | 0         | 0         | 0         | 0         | 8.1        | 0.0        | 0.0        | 0.0        | 0.0        | 38.2 | 39.5  | 44.1  | 37    |  |  |  |  |  |  |
|                  | 24:00 | 0           | 0         | 0         | 2         | 7         | 7         | 1         | 0         | 0         | 0         | 0         | 0         | 0         | 5.9        | 0.0        | 0.0        | 0.0        | 0.0        | 39.2 | 39.7  | 43.9  | 17    |  |  |  |  |  |  |
| Avg. Daily Total | 36    | 49          | 116       | 569       | 1618      | 957       | 140       | 6         | 0         | 0         | 0         | 0         | 0         | 0         | 4.2        | 0.2        | 0.0        | 0.0        | 0.0        | 36.6 | 38.1  | 43.1  | 3491  |  |  |  |  |  |  |
| Percent          | 1.0%  | 1.4%        | 3.3%      | 16.3%     | 46.3%     | 27.4%     | 4.0%      | 0.2%      | 0.0%      | 0.0%      | 0.0%      | 0.0%      | 0.0%      | 0.0%      |            |            |            |            |            |      |       |       |       |  |  |  |  |  |  |
| Cum. Percent     | 1.0%  | 2.4%        | 5.8%      | 22.1%     | 68.4%     | 95.8%     | 99.8%     | 100.0%    | 100.0%    | 100.0%    | 100.0%    | 100.0%    | 100.0%    | 100.0%    |            |            |            |            |            |      |       |       |       |  |  |  |  |  |  |
| Average hour     | 2     | 2           | 5         | 24        | 67        | 40        | 6         | 0         | 0         | 0         | 0         | 0         | 0         | 0         |            |            |            |            |            |      |       |       | 145   |  |  |  |  |  |  |

**TRAFFIC FLOW BY DIRECTION**

|       |  | Avg. Speed | 50th% Speed | 85th% Speed |
|-------|--|------------|-------------|-------------|
| North |  | 38.5       | 40.8        | 44.9        |
| South |  | 36.6       | 38.1        | 43.1        |

|           |      | Peak Hour Data |       |      |       |
|-----------|------|----------------|-------|------|-------|
| Direction | Hour | Count          | 2-way | Hour | Count |
| North     | 16   | 297            | A.M.  | 12   | 471   |
| South     | 16   | 292            | P.M.  | 16   | 589   |





STATION: 339304

# New York State Department of Transportation

## Traffic Count Hourly Report

Page 1 of 2

ROAD #: ROAD NAME: Rte 257  
 DIRECTION: Northbound FACTOR GROUP: 30  
 STATE DIR CODE: 1 WK OF YR: 13  
 DATE OF COUNT: 03/29/2006  
 NOTES LANE 1: Week 13-Nb

FROM: Route 5  
 REC. SERIAL #: 3356  
 PLACEMENT: .1 S of Lincoln Ave  
 @ REF MARKER:  
 ADDL DATA: Class Speed  
 COUNT TYPE: VEHICLES

TO: Henschke Drive  
 FUNC. CLASS: 16  
 NHS: yes  
 JURIS: Village  
 CC Str:  
 BATCH ID: DOT-r3ww13

COUNTY: Onondaga  
 VILLAGE: FAYETTEVILLE  
 BIN:  
 RR CROSSING:  
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV

PROCESSED BY: ORG CODE: DOT INITIALS: JAB

|      |     | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | DAILY<br>TOTAL | DAILY<br>HIGH<br>COUNT | DAILY<br>HIGH<br>HOUR |
|------|-----|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|------------------------|-----------------------|
| DATE | DAY | AM            |              |              |              |              |              |              |              |              |               |                |                | PM            |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |
| 29   | W   |               |              |              |              |              |              |              |              |              |               |                |                | 276           | 297          | 237          | 377          | 343          | 313          | 260          | 173          | 116          | 66            | 29             | 18             |                |                        |                       |
| 30   | T   | 12            | 5            | 23           | 3            | 7            | 31           | 104          | 295          | 386          | 312           | 249            | 282            | 274           | 264          | 266          | 369          | 343          | 347          | 269          | 186          | 117          | 66            | 25             | 25             | 4260           | 386                    | 8                     |
| 31   | F   | 10            | 4            | 15           | 3            | 10           | 35           | 109          | 280          | 395          | 292           | 308            | 328            | 308           | 268          | 286          | 353          | 331          | 365          | 309          | 227          | 148          | 86            | 49             | 38             | 4557           | 395                    | 8                     |
| 1    | S   | 22            | 11           | 12           | 4            | 7            | 14           | 52           | 89           | 188          | 271           | 345            | 365            | 299           | 303          | 246          | 210          | 213          | 191          | 253          | 133          | 86           | 65            | 76             | 34             | 3489           | 365                    | 11                    |
| 2    | S   | 17            | 10           | 4            | 6            | 10           | 11           | 35           | 143          | 146          | 244           | 291            | 276            | 355           | 268          | 232          | 236          | 250          | 126          | 136          | 96           | 51           | 24            | 8              | 5              | 2980           | 355                    | 12                    |
| 3    | M   | 6             | 6            | 5            | 4            | 21           | 110          | 289          | 358          | 324          | 271           | 255            | 247            | 262           | 277          | 374          | 329          | 830          | 91           | 34           | 17           | 6            | 4             | 13             | 7              | 4140           | 830                    | 16                    |
| 4    | T   | 5             | 12           | 42           | 154          | 391          | 351          | 221          | 232          | 261          |               |                |                |               |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |

| AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) |                      |                         |                      |                        |          |                         |                                           |                            |     |     |     |     |     |     |     |     |     |     |     |    |    |    | ADT |      |
|------------------------------------------------------------|----------------------|-------------------------|----------------------|------------------------|----------|-------------------------|-------------------------------------------|----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|----|-----|------|
| 9                                                          | 7                    | 27                      | 53                   | 136                    | 139      | 181                     | 291                                       | 342                        | 292 | 271 | 286 | 271 | 279 | 292 | 358 | 505 | 250 | 188 | 125 | 80 | 45 | 22 | 17  | 4466 |
| <u>DAYS Counted</u>                                        | <u>HOURS Counted</u> | <u>WEEKDAYS Counted</u> | <u>WEEKDAY Hours</u> | <u>AVERAGE WEEKDAY</u> |          | <u>Axle Adj. Factor</u> | <u>Seasonal/Weekday Adjustment Factor</u> | <u>ESTIMATED (one way)</u> |     |     |     |     |     |     |     |     |     |     |     |    |    |    |     |      |
|                                                            |                      |                         |                      | High Hour              | % of day |                         |                                           | AADT                       |     |     |     |     |     |     |     |     |     |     |     |    |    |    |     |      |
| 6                                                          | 141                  | 3                       | 75                   | 505                    | 11%      | 1.000                   | 0.964                                     | 4633                       |     |     |     |     |     |     |     |     |     |     |     |    |    |    |     |      |

ROAD #: ROAD NAME: Rte 257  
 STATION: 339304 STATE DIR CODE: 1

FROM: Route 5  
 PLACEMENT: .1 S of Lincoln Ave

TO: Henschke Drive

COUNTY: Onondaga  
 DATE OF COUNT: 03/29/2006

STATION: 339304

# New York State Department of Transportation

## Traffic Count Hourly Report

Page 2 of 2

ROAD #: ROAD NAME: Rte 257  
 DIRECTION: Southbound FACTOR GROUP: 30  
 STATE DIR CODE: 2 WK OF YR: 13  
 DATE OF COUNT: 03/29/2006  
 NOTES LANE 1: Week 13-Sb

FROM: Route 5  
 REC. SERIAL #: 3357  
 PLACEMENT: .1 S of Lincoln Ave  
 @ REF MARKER:  
 ADDL DATA: Class Speed  
 COUNT TYPE: VEHICLES  
 PROCESSED BY: ORG CODE: DOT INITIALS: JAB

TO: Henschke Drive  
 FUNC. CLASS: 16  
 NHS: yes  
 JURIS: Village  
 CC Stn:  
 BATCH ID: DOT-r3ww13

COUNTY: Onondaga  
 VILLAGE: FAYETTEVILLE  
 BIN:  
 RR CROSSING:  
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV

|      |     | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 |                |                        |                       |    |
|------|-----|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|------------------------|-----------------------|----|
|      |     | AM            |              |              |              |              |              |              |              |              |               |                |                | PM            |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |    |
| DATE | DAY |               |              |              |              |              |              |              |              |              |               |                |                |               |              |              |              |              |              |              |              |              |               |                |                | DAILY<br>TOTAL | DAILY<br>HIGH<br>COUNT | DAILY<br>HIGH<br>HOUR |    |
| 29   | W   |               |              |              |              |              |              |              |              |              |               |                |                | 254           | 264          | 259          | 344          | 305          | 381          | 310          | 244          | 219          | 111           | 51             | 32             | 46             | 4043                   | 360                   | 15 |
| 30   | T   | 6             | 4            | 7            | 5            | 9            | 14           | 98           | 172          | 230          | 212           | 202            | 220            | 306           | 283          | 255          | 360          | 333          | 344          | 291          | 238          | 192          | 147           | 69             | 46             | 4312           | 368                    | 17                    |    |
| 31   | F   | 22            | 9            | 4            | 3            | 9            | 23           | 92           | 156          | 237          | 238           | 207            | 249            | 286           | 281          | 333          | 365          | 332          | 368          | 320          | 226          | 219          | 147           | 125            | 61             | 3208           | 287                    | 12                    |    |
| 1    | S   | 27            | 17           | 15           | 6            | 3            | 18           | 31           | 53           | 87           | 156           | 209            | 262            | 287           | 250          | 257          | 264          | 245          | 249          | 190          | 164          | 142          | 113           | 101            | 62             | 2845           | 292                    | 14                    |    |
| 2    | S   | 21            | 10           | 11           | 9            | 4            | 13           | 45           | 61           | 108          | 148           | 160            | 284            | 266           | 256          | 292          | 260          | 239          | 187          | 169          | 141          | 91           | 49            | 17             | 4              | 2845           | 292                    | 14                    |    |
| 3    | M   | 11            | 7            | 3            | 4            | 16           | 88           | 154          | 230          | 218          | 180           | 230            | 276            | 248           | 249          | 360          | 305          | 334          | 341          | 245          | 184          | 106          | 50            | 22             | 14             | 3875           | 360                    | 14                    |    |
| 4    | T   | 9             | 2            | 5            | 5            | 17           | 89           | 127          | 234          | 198          | 212           | 238            |                |               |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |    |

| AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) |                      |                         |                      |                        |          |                         |                                           |                            |     |     |     |     |     |     |     |     |     |     |     |     |     |    | ADT |      |
|------------------------------------------------------------|----------------------|-------------------------|----------------------|------------------------|----------|-------------------------|-------------------------------------------|----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|------|
| 12                                                         | 5                    | 5                       | 4                    | 12                     | 42       | 118                     | 198                                       | 221                        | 210 | 219 | 248 | 269 | 265 | 291 | 336 | 324 | 355 | 282 | 222 | 172 | 103 | 47 | 31  | 3991 |
| <u>DAYS Counted</u>                                        | <u>HOURS Counted</u> | <u>WEEKDAYS Counted</u> | <u>WEEKDAY Hours</u> | <u>AVERAGE WEEKDAY</u> |          | <u>Axle Adj. Factor</u> | <u>Seasonal/Weekday Adjustment Factor</u> | <u>ESTIMATED (one way)</u> |     |     |     |     |     |     |     |     |     |     |     |     |     |    |     |      |
|                                                            |                      |                         |                      | High Hour              | % of day |                         |                                           | AADT                       |     |     |     |     |     |     |     |     |     |     |     |     |     |    |     |      |
| 6                                                          | 143                  | 3                       | 77                   | 355                    | 9%       | 1.000                   | 0.964                                     | 4140                       |     |     |     |     |     |     |     |     |     |     |     |     |     |    |     |      |

ROAD #: ROAD NAME: Rte 257  
 STATION: 339304 STATE DIR CODE: 2

FROM: Route 5  
 PLACEMENT: .1 S of Lincoln Ave

TO: Henschke Drive

COUNTY: Onondaga  
 DATE OF COUNT: 03/29/2006

**New York State Department of Transportation  
Classification Count Average Weekday Data Report**

ROAD #: Onondaga  
COUNTY NAME: 3  
REGION CODE: Route 5  
FROM: Henschke Drive  
TO:  
REF-MARKER:  
END MILEPOINT:  
FUNC-CLASS: 16  
STATION NO: 9304  
COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV  
PROCESSED BY: ORG CODE: DOT INITIALS: JAB

ROAD NAME: Rte 257

YEAR: 2006  
MONTH: March

STATION: 339304

NO. OF LANES: 2  
HPMS NO:

BATCH ID: DOT-r3ww13

| DIRECTION                   | North  | South  | TOTAL  |
|-----------------------------|--------|--------|--------|
| NUMBER OF VEHICLES          | 4467   | 3995   | 8462   |
| NUMBER OF AXLES             | 9011   | 8092   | 17103  |
| % HEAVY VEHICLES (F4-F13)   | 4.61%  | 5.63%  | 5.09%  |
| % TRUCKS AND BUSES (F3-F13) | 18.80% | 22.80% | 20.69% |
| AXLE CORRECTION FACTOR      | 0.99   | 0.99   | 0.99   |

| VEHICLE CLASS        | F1    | F2    | F3   | F4  | F5  | F6 | F7 | F8  | F9 | F10 | F11 | F12 | F13  | TOTAL |
|----------------------|-------|-------|------|-----|-----|----|----|-----|----|-----|-----|-----|------|-------|
| NO. OF AXLES         | 2     | 2     | 2    | 2.5 | 2   | 3  | 4  | 3.5 | 5  | 6   | 5   | 6   | 8.75 |       |
| ENDING HOUR          | 1:00  | 0     | 8    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 9     |
|                      | 2:00  | 0     | 6    | 0   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 6     |
|                      | 3:00  | 0     | 21   | 4   | 1   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 27    |
|                      | 4:00  | 0     | 39   | 9   | 5   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 54    |
|                      | 5:00  | 0     | 106  | 22  | 4   | 3  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 135   |
|                      | 6:00  | 0     | 115  | 19  | 1   | 2  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 137   |
|                      | 7:00  | 0     | 137  | 26  | 10  | 5  | 0  | 1   | 1  | 0   | 0   | 0   | 0    | 180   |
|                      | 8:00  | 0     | 232  | 40  | 9   | 8  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 289   |
|                      | 9:00  | 0     | 270  | 56  | 5   | 8  | 1  | 0   | 2  | 0   | 0   | 0   | 0    | 342   |
|                      | 10:00 | 0     | 235  | 42  | 3   | 10 | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 292   |
| DIRECTION            | 11:00 | 0     | 213  | 43  | 5   | 8  | 1  | 0   | 0  | 0   | 0   | 0   | 0    | 270   |
| North                | 12:00 | 0     | 221  | 48  | 4   | 11 | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 285   |
|                      | 13:00 | 0     | 220  | 44  | 5   | 7  | 1  | 0   | 2  | 0   | 0   | 0   | 0    | 279   |
|                      | 14:00 | 0     | 222  | 38  | 6   | 10 | 1  | 0   | 2  | 0   | 0   | 0   | 0    | 279   |
|                      | 15:00 | 0     | 229  | 45  | 10  | 5  | 1  | 0   | 1  | 1   | 0   | 0   | 0    | 292   |
|                      | 16:00 | 0     | 280  | 62  | 6   | 7  | 1  | 0   | 2  | 1   | 0   | 0   | 0    | 359   |
|                      | 17:00 | 0     | 452  | 43  | 2   | 4  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 505   |
|                      | 18:00 | 0     | 212  | 32  | 2   | 4  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 251   |
|                      | 19:00 | 0     | 159  | 25  | 1   | 3  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 188   |
|                      | 20:00 | 0     | 105  | 18  | 1   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 125   |
|                      | 21:00 | 0     | 71   | 8   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 79    |
|                      | 22:00 | 0     | 40   | 5   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 45    |
|                      | 23:00 | 0     | 19   | 2   | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 22    |
|                      | 24:00 | 0     | 15   | 2   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 17    |
| TOTAL VEHICLES       | 0     | 3627  | 634  | 80  | 102 | 7  | 0  | 14  | 3  | 0   | 0   | 0   | 0    | 4467  |
| TOTAL AXLES          | 0     | 7254  | 1268 | 200 | 204 | 21 | 0  | 49  | 15 | 0   | 0   | 0   | 0    | 9011  |
| ENDING HOUR          | 1:00  | 0     | 10   | 3   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 13    |
|                      | 2:00  | 0     | 4    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 5     |
|                      | 3:00  | 0     | 4    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 5     |
|                      | 4:00  | 0     | 4    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 5     |
|                      | 5:00  | 0     | 7    | 5   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 12    |
|                      | 6:00  | 0     | 30   | 11  | 1   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 42    |
|                      | 7:00  | 0     | 85   | 25  | 3   | 4  | 1  | 0   | 0  | 0   | 0   | 0   | 0    | 118   |
|                      | 8:00  | 0     | 138  | 35  | 10  | 10 | 2  | 0   | 2  | 1   | 0   | 0   | 0    | 198   |
|                      | 9:00  | 0     | 159  | 36  | 14  | 10 | 1  | 0   | 1  | 1   | 0   | 0   | 0    | 222   |
|                      | 10:00 | 0     | 146  | 42  | 8   | 10 | 2  | 0   | 2  | 0   | 0   | 0   | 0    | 210   |
|                      | 11:00 | 0     | 160  | 43  | 2   | 9  | 1  | 0   | 2  | 1   | 0   | 0   | 0    | 218   |
| DIRECTION            | 12:00 | 0     | 180  | 48  | 6   | 9  | 3  | 0   | 1  | 0   | 0   | 0   | 0    | 247   |
| South                | 13:00 | 0     | 205  | 50  | 6   | 8  | 1  | 0   | 2  | 0   | 0   | 0   | 0    | 272   |
|                      | 14:00 | 0     | 199  | 49  | 5   | 7  | 3  | 0   | 1  | 1   | 0   | 0   | 0    | 265   |
|                      | 15:00 | 0     | 223  | 52  | 10  | 5  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 292   |
|                      | 16:00 | 0     | 252  | 61  | 14  | 7  | 0  | 0   | 1  | 1   | 0   | 0   | 0    | 336   |
|                      | 17:00 | 0     | 253  | 52  | 13  | 4  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 323   |
|                      | 18:00 | 0     | 305  | 43  | 2   | 4  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 355   |
|                      | 19:00 | 0     | 231  | 46  | 1   | 3  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 282   |
|                      | 20:00 | 0     | 182  | 38  | 1   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 222   |
|                      | 21:00 | 0     | 151  | 20  | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 172   |
|                      | 22:00 | 0     | 89   | 13  | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 103   |
|                      | 23:00 | 0     | 42   | 5   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 47    |
|                      | 24:00 | 0     | 25   | 6   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 31    |
| TOTAL VEHICLES       | 0     | 3084  | 686  | 96  | 93  | 15 | 0  | 16  | 5  | 0   | 0   | 0   | 0    | 3995  |
| TOTAL AXLES          | 0     | 6168  | 1372 | 240 | 186 | 45 | 0  | 56  | 25 | 0   | 0   | 0   | 0    | 8092  |
| GRAND TOTAL VEHICLES | 0     | 6711  | 1320 | 176 | 195 | 22 | 0  | 30  | 8  | 0   | 0   | 0   | 0    | 8462  |
| GRAND TOTAL AXLES    | 0     | 13422 | 2640 | 440 | 390 | 66 | 0  | 105 | 40 | 0   | 0   | 0   | 0    | 17103 |

**VEHICLE CLASSIFICATION CODES:**

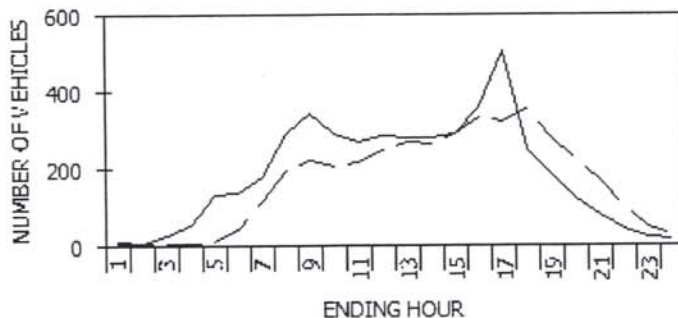
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

**FUNCTIONAL CLASS CODES:**

- | RURAL | URBAN | SYSTEM                        |
|-------|-------|-------------------------------|
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 19    | LOCAL SYSTEM                  |

**TRAFFIC FLOW BY DIRECTION**



-- North

- - South

**PEAK HOUR DATA**

| DIRECTION | HOUR | COUNT | 2-WAY | HOUR | COUNT |
|-----------|------|-------|-------|------|-------|
| North     | 17   | 505   | A.M.  | 9    | 564   |
| South     | 18   | 355   | P.M.  | 17   | 828   |



**New York State Department of Transportation  
Speed Count Average Weekday Report**

Page 1 of 2  
Date: 04/21/2006

Station: 339304  
Road #: Road name: Rte 257  
From: Route 5  
To: Henschke Drive  
Direction: North

Start date: Wed 03/29/2006 12:00  
End date: Tue 04/04/2006 11:45  
County: Onondaga  
Town: FAYETTEVILLE  
Speed limit: 30

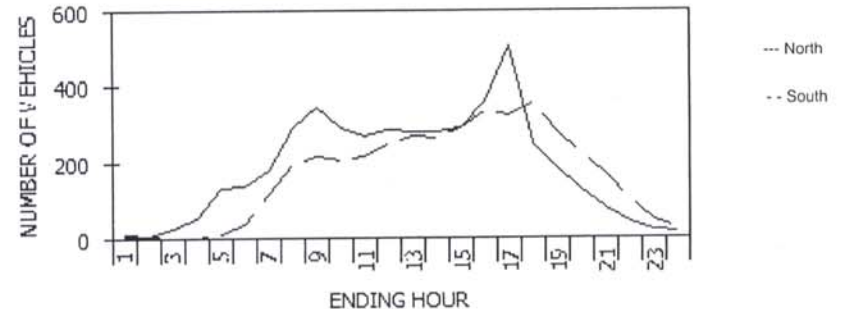
Count duration: 144 hours  
Functional class: 16  
Factor group: 30  
Batch ID: DOT-r3ww13  
Count taken by: Org: DOT Init: JSV  
Processed by: Org: DOT Init: JAB

**Speeds, mph**

| Hour             | 0.0-<br>20.0 | 20.1-<br>25.0 | 25.1-<br>30.0 | 30.1-<br>35.0 | 35.1-<br>40.0 | 40.1-<br>45.0 | 45.1-<br>50.0 | 50.1-<br>55.0 | 55.1-<br>60.0 | 60.1-<br>65.0 | 65.1-<br>70.0 | 70.1-<br>75.0 | 75.1-<br>95.0 | % Exc<br>45.0 | % Exc<br>50.0 | % Exc<br>55.0 | % Exc<br>60.0 | % Exc<br>65.0 | Avg  | 50th% | 85th% | Total |
|------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|-------|-------|-------|
| 1:00             | 0            | 0             | 2             | 4             | 1             | 1             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 11.1          | 0.0           | 0.0           | 0.0           | 0.0           | 33.7 | 33.2  | 43.3  | 9     |
| 2:00             | 0            | 0             | 2             | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.6 | 31.3  | 33.9  | 6     |
| 3:00             | 0            | 1             | 9             | 10            | 3             | 3             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 3.7           | 0.0           | 0.0           | 0.0           | 0.0           | 31.7 | 31.8  | 40.0  | 27    |
| 4:00             | 2            | 8             | 23            | 12            | 7             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 27.6 | 28.6  | 35.1  | 53    |
| 5:00             | 4            | 36            | 63            | 30            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.2 | 27.3  | 32.2  | 136   |
| 6:00             | 2            | 31            | 65            | 34            | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 27.1 | 27.8  | 32.9  | 138   |
| 7:00             | 4            | 34            | 84            | 43            | 12            | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.6           | 0.0           | 0.0           | 0.0           | 0.0           | 27.4 | 28.1  | 33.7  | 180   |
| 8:00             | 7            | 77            | 138           | 60            | 8             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.3 | 27.3  | 32.2  | 291   |
| 9:00             | 13           | 82            | 159           | 74            | 12            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.2 | 27.4  | 32.5  | 342   |
| 10:00            | 5            | 78            | 136           | 63            | 10            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.6 | 27.4  | 32.4  | 293   |
| 11:00            | 4            | 59            | 128           | 69            | 9             | 0             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.4           | 0.0           | 0.0           | 0.0           | 0.0           | 27.1 | 27.9  | 32.8  | 270   |
| 12:00            | 6            | 66            | 137           | 61            | 14            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.8 | 27.6  | 32.8  | 285   |
| 13:00            | 4            | 64            | 122           | 76            | 12            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 27.2 | 28.0  | 33.2  | 280   |
| 14:00            | 4            | 67            | 136           | 57            | 13            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.9 | 27.6  | 32.7  | 279   |
| 15:00            | 4            | 74            | 137           | 65            | 11            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.8 | 27.5  | 32.6  | 292   |
| 16:00            | 6            | 85            | 173           | 77            | 16            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 26.8 | 27.6  | 32.7  | 358   |
| 17:00            | 150          | 57            | 160           | 112           | 21            | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 21.3 | 26.5  | 32.8  | 505   |
| 18:00            | 4            | 33            | 93            | 97            | 21            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 28.6 | 29.8  | 34.3  | 249   |
| 19:00            | 1            | 9             | 61            | 88            | 24            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.5 | 31.3  | 35.0  | 187   |
| 20:00            | 0            | 3             | 38            | 65            | 19            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 31.1 | 31.7  | 35.3  | 126   |
| 21:00            | 1            | 2             | 21            | 43            | 11            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.8 | 31.9  | 35.1  | 79    |
| 22:00            | 1            | 0             | 15            | 23            | 5             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.3 | 31.5  | 34.9  | 45    |
| 23:00            | 0            | 0             | 7             | 10            | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 31.8 | 32.0  | 37.2  | 22    |
| 24:00            | 1            | 1             | 4             | 7             | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 28.7 | 31.5  | 36.6  | 16    |
| Avg. Daily Total | 223          | 867           | 1913          | 1184          | 244           | 33            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0.1           | 0.0           | 0.0           | 0.0           | 0.0           | 26.5 | 28.0  | 33.4  | 4468  |
| Percent          | 5.0%         | 19.4%         | 42.8%         | 26.5%         | 5.5%          | 0.7%          | 0.1%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          |               |               |               |               |               |      |       |       |       |
| Cum. Percent     | 5.0%         | 24.4%         | 67.2%         | 93.7%         | 99.2%         | 99.9%         | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        |               |               |               |               |               |      |       |       |       |
| Average hour     | 9            | 36            | 80            | 49            | 10            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |               |               |               |               |               |      |       |       | 186   |

**TRAFFIC FLOW BY DIRECTION**

|           |      |                |             |             |       |
|-----------|------|----------------|-------------|-------------|-------|
|           |      | Avg. Speed     | 50th% Speed | 85th% Speed |       |
| North     |      | 26.5           | 28.0        | 33.4        |       |
| South     |      | 23.2           | 25.8        | 33.2        |       |
|           |      |                |             |             |       |
|           |      | Peak Hour Data |             |             |       |
| Direction | Hour | Count          | 2-way       | Hour        | Count |
| North     | 17   | 505            | A.M.        | 9           | 562   |
| South     | 18   | 355            | P.M.        | 17          | 829   |





**New York State Department of Transportation  
Speed Count Average Weekday Report**

Page 2 of 2  
Date: 04/21/2006

Station: 339304  
Road #: Road name: Rte 257  
From: Route 5  
To: Henschke Drive  
Direction: South

Start date: Wed 03/29/2006 12:00  
End date: Tue 04/04/2006 11:45  
County: Onondaga  
Town: FAYETTEVILLE  
Speed limit: 30

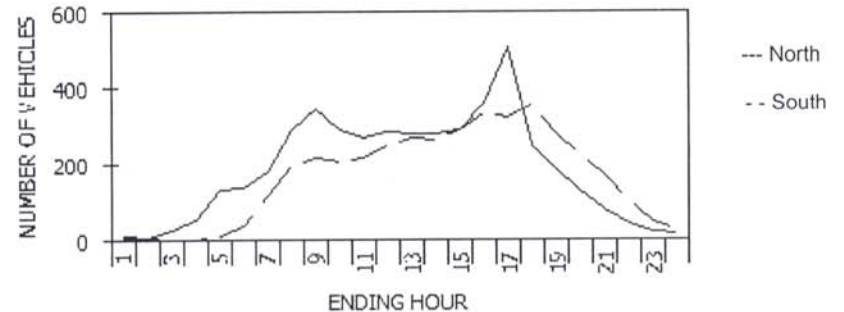
Count duration: 144 hours  
Functional class: 16  
Factor group: 30  
Batch ID: DOT-r3ww13  
Count taken by: Org: DOT Init: JSV  
Processed by: Org: DOT Init: JAB

**Speeds, mph**

| Hour             | 0.0-<br>20.0 | 20.1-<br>25.0 | 25.1-<br>30.0 | 30.1-<br>35.0 | 35.1-<br>40.0 | 40.1-<br>45.0 | 45.1-<br>50.0 | 50.1-<br>55.0 | 55.1-<br>60.0 | 60.1-<br>65.0 | 65.1-<br>70.0 | 70.1-<br>75.0 | 75.1-<br>95.0 | % Exc<br>45.0 | % Exc<br>50.0 | % Exc<br>55.0 | % Exc<br>60.0 | % Exc<br>65.0 | Avg  | 50th% | 85th% | Total |
|------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|-------|-------|-------|
| 1:00             | 0            | 1             | 4             | 5             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.2 | 31.0  | 35.6  | 12    |
| 2:00             | 0            | 0             | 2             | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 31.1 | 31.3  | 36.3  | 5     |
| 3:00             | 1            | 0             | 0             | 1             | 0             | 0             | 0             | 1             | 0             | 0             | 0             | 0             | 0             | 33.3          | 33.3          | 0.0           | 0.0           | 0.0           | 24.0 | 32.6  | 52.8  | 3     |
| 4:00             | 1            | 0             | 1             | 1             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 23.7 | 30.0  | 37.0  | 4     |
| 5:00             | 1            | 0             | 4             | 5             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 27.4 | 30.6  | 34.4  | 11    |
| 6:00             | 1            | 8             | 19            | 10            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 27.2 | 28.1  | 33.5  | 41    |
| 7:00             | 16           | 31            | 39            | 24            | 6             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 23.8 | 26.5  | 32.9  | 117   |
| 8:00             | 70           | 68            | 42            | 14            | 3             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 19.2 | 22.2  | 28.7  | 198   |
| 9:00             | 72           | 76            | 48            | 19            | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 19.6 | 22.6  | 29.1  | 220   |
| 10:00            | 44           | 80            | 48            | 29            | 6             | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 21.6 | 23.9  | 31.2  | 210   |
| 11:00            | 43           | 87            | 51            | 26            | 10            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 21.8 | 23.9  | 31.0  | 219   |
| 12:00            | 53           | 90            | 60            | 34            | 9             | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 21.6 | 24.0  | 31.3  | 249   |
| 13:00            | 41           | 100           | 80            | 37            | 12            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 22.8 | 24.8  | 31.4  | 272   |
| 14:00            | 37           | 103           | 71            | 41            | 11            | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.4           | 0.0           | 0.0           | 0.0           | 0.0           | 23.0 | 24.7  | 31.9  | 266   |
| 15:00            | 67           | 112           | 69            | 32            | 8             | 3             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.3           | 0.0           | 0.0           | 0.0           | 0.0           | 21.2 | 23.6  | 30.1  | 292   |
| 16:00            | 104          | 128           | 67            | 29            | 6             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 19.7 | 22.6  | 29.0  | 336   |
| 17:00            | 54           | 120           | 86            | 44            | 14            | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 22.5 | 24.6  | 31.8  | 324   |
| 18:00            | 33           | 97            | 115           | 83            | 22            | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.3           | 0.0           | 0.0           | 0.0           | 0.0           | 25.0 | 27.1  | 33.5  | 355   |
| 19:00            | 9            | 38            | 98            | 101           | 27            | 8             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.4           | 0.0           | 0.0           | 0.0           | 0.0           | 28.3 | 29.8  | 34.7  | 282   |
| 20:00            | 2            | 13            | 68            | 99            | 34            | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.4 | 31.5  | 36.0  | 222   |
| 21:00            | 1            | 13            | 53            | 76            | 24            | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.3 | 31.3  | 35.7  | 172   |
| 22:00            | 2            | 7             | 25            | 50            | 14            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 30.2 | 31.8  | 36.0  | 102   |
| 23:00            | 0            | 1             | 10            | 20            | 11            | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 2.1           | 0.0           | 0.0           | 0.0           | 0.0           | 32.8 | 33.2  | 39.1  | 47    |
| 24:00            | 0            | 1             | 10            | 13            | 5             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 31.4 | 31.8  | 37.4  | 31    |
| Avg. Daily Total | 652          | 1174          | 1070          | 795           | 234           | 59            | 5             | 1             | 0             | 0             | 0             | 0             | 0             | 0.2           | 0.0           | 0.0           | 0.0           | 0.0           | 23.2 | 25.8  | 33.2  | 3990  |
| Percent          | 16.3%        | 29.4%         | 26.8%         | 19.9%         | 5.9%          | 1.5%          | 0.1%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          |               |               |               |               |               |      |       |       |       |
| Cum. Percent     | 16.3%        | 45.8%         | 72.6%         | 92.5%         | 98.4%         | 99.8%         | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        |               |               |               |               |               |      |       |       |       |
| Average hour     | 27           | 49            | 45            | 33            | 10            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |               |               |               |               |               |      |       |       | 166   |

**TRAFFIC FLOW BY DIRECTION**

|                |      |            |             |             |       |
|----------------|------|------------|-------------|-------------|-------|
|                |      | Avg. Speed | 50th% Speed | 85th% Speed |       |
| North          |      | 26.5       | 28.0        | 33.4        |       |
| South          |      | 23.2       | 25.8        | 33.2        |       |
|                |      |            |             |             |       |
| Peak Hour Data |      |            |             |             |       |
| Direction      | Hour | Count      | 2-way       | Hour        | Count |
| North          | 17   | 505        | A.M.        | 9           | 562   |
| South          | 18   | 355        | P.M.        | 17          | 829   |



STATION: 339305

# New York State Department of Transportation

## Traffic Count Hourly Report

Page 1 of 2

ROAD #: ROAD NAME: Route 257  
 DIRECTION: Northbound FACTOR GROUP: 30  
 STATE DIR CODE: 1 WK OF YR: 13  
 DATE OF COUNT: 03/29/2006  
 NOTES LANE 1: Week 13-Nb

FROM: Henschke Drive  
 REC. SERIAL #: 3438  
 PLACEMENT: .1 North of Stone Hedge Road  
 @ REF MARKER:  
 ADDL DATA: Class Speed  
 COUNT TYPE: VEHICLES  
 PROCESSED BY: ORG CODE: DOT INITIALS: JAB

TO: Marangale Lane  
 FUNC. CLASS: 16  
 NHS: yes  
 JURIS: Town  
 CC Str:  
 BATCH ID: DOT-r3ww13

COUNTY: Onondaga  
 TOWN: MANLIUS  
 BIN:  
 RR CROSSING:  
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV

| DATE | DAY | 12 TO 1 | 1 TO 2 | 2 TO 3 | 3 TO 4 | 4 TO 5 | 5 TO 6 | 6 TO 7 | 7 TO 8 | 8 TO 9 | 9 TO 10 | 10 TO 11 | 11 TO 12 | 12 TO 1 | 1 TO 2 | 2 TO 3 | 3 TO 4 | 4 TO 5 | 5 TO 6 | 6 TO 7 | 7 TO 8 | 8 TO 9 | 9 TO 10 | 10 TO 11 | 11 TO 12 | DAILY TOTAL | DAILY HIGH COUNT | DAILY HIGH HOUR |
|------|-----|---------|--------|--------|--------|--------|--------|--------|--------|--------|---------|----------|----------|---------|--------|--------|--------|--------|--------|--------|--------|--------|---------|----------|----------|-------------|------------------|-----------------|
|      |     | AM      |        |        |        |        |        |        |        |        |         |          |          | PM      |        |        |        |        |        |        |        |        |         |          |          |             |                  |                 |
| 29   | W   |         |        |        |        |        |        |        |        |        |         |          |          | 265     | 262    | 212    | 303    | 296    | 331    | 258    | 176    | 125    | 75      | 29       | 21       | 3858        | 342              | 17              |
| 30   | T   | 15      | 5      | 16     | 2      | 7      | 27     | 87     | 290    | 322    | 236     | 231      | 255      | 261     | 239    | 248    | 300    | 307    | 342    | 256    | 185    | 109    | 67      | 31       | 20       | 4178        | 341              | 8               |
| 31   | F   | 11      | 4      | 14     | 4      | 8      | 29     | 103    | 287    | 341    | 254     | 266      | 297      | 292     | 249    | 261    | 302    | 312    | 332    | 306    | 214    | 134    | 82      | 45       | 31       | 3319        | 365              | 11              |
| 1    | S   | 22      | 13     | 11     | 3      | 7      | 15     | 43     | 79     | 163    | 255     | 314      | 365      | 276     | 290    | 226    | 203    | 230    | 187    | 200    | 134    | 86     | 75      | 82       | 40       | 2935        | 576              | 15              |
| 2    | S   | 19      | 8      | 4      | 7      | 8      | 6      | 66     | 104    | 167    | 231     | 255      | 286      | 292     | 264    | 217    | 576    | 125    | 127    | 90     | 44     | 19     | 10      | 3        | 7        | 3777        | 341              | 5               |
| 3    | M   | 2       | 4      | 5      | 34     | 123    | 341    | 317    | 226    | 241    | 235     | 239      | 244      | 289     | 309    | 314    | 271    | 251    | 143    | 90     | 48     | 21     | 14      | 3        | 13       |             |                  |                 |
| 4    | T   | 5       | 3      | 9      | 35     | 111    | 376    | 296    | 206    | 214    | 251     |          |          |         |        |        |        |        |        |        |        |        |         |          |          |             |                  |                 |

| AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) |                      |                         |    |                      |                        |          |               |     |                          |      |                            |      |     |     |     |     |     |     |     |    |    |    | ADT |      |
|------------------------------------------------------------|----------------------|-------------------------|----|----------------------|------------------------|----------|---------------|-----|--------------------------|------|----------------------------|------|-----|-----|-----|-----|-----|-----|-----|----|----|----|-----|------|
| 10                                                         | 4                    | 13                      | 14 | 42                   | 144                    | 201      | 252           | 280 | 244                      | 245  | 265                        | 272  | 270 | 258 | 291 | 285 | 272 | 201 | 136 | 85 | 52 | 21 | 18  | 3875 |
| <u>DAYS Counted</u>                                        | <u>HOURS Counted</u> | <u>WEEKDAYS Counted</u> |    | <u>WEEKDAY Hours</u> | <u>AVERAGE WEEKDAY</u> |          | Axle Adj.     |     | Seasonal/Weekday         |      | <u>ESTIMATED (one way)</u> |      |     |     |     |     |     |     |     |    |    |    |     |      |
|                                                            |                      |                         |    |                      | High Hour              | % of day | <u>Factor</u> |     | <u>Adjustment Factor</u> |      |                            |      |     |     |     |     |     |     |     |    |    |    |     |      |
| 6                                                          | 142                  | 3                       |    | 76                   | 291                    | 8%       | 1.000         |     | 0.964                    | AADT |                            |      |     |     |     |     |     |     |     |    |    |    |     |      |
|                                                            |                      |                         |    |                      |                        |          |               |     |                          |      |                            | 4020 |     |     |     |     |     |     |     |    |    |    |     |      |

ROAD #: ROAD NAME: Route 257  
 STATION: 339305 STATE DIR CODE: 1

FROM: Henschke Drive  
 PLACEMENT: .1 North of Stone Hedge Road

TO: Marangale Lane

COUNTY: Onondaga  
 DATE OF COUNT: 03/29/2006

STATION: 339305

# New York State Department of Transportation

## Traffic Count Hourly Report

Page 2 of 2

ROAD #:   
 DIRECTION: Southbound   
 STATE DIR CODE: 2   
 DATE OF COUNT: 03/29/2006   
 NOTES LANE 1: Week 13-Sb

ROAD NAME: 257   
 FACTOR GROUP: 30   
 WK OF YR: 13

FROM: Henschke Drive   
 REC. SERIAL #: 0445   
 PLACEMENT: .1 N of Stone Hedge Lane   
 @ REF MARKER:   
 ADDL DATA: Class Speed   
 COUNT TYPE: VEHICLES   
 PROCESSED BY: ORG CODE: DOT INITIALS: JAB

TO: Maragale Lane   
 FUNC. CLASS: 16   
 NHS: yes   
 JURIS: Town   
 CC Str:   
 BATCH ID: DOT-r3ww13

COUNTY: Onondaga   
 TOWN: MANLIUS   
 BIN:   
 RR CROSSING:   
 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: DOT INITIALS: JSV

|      |     | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | 12<br>TO<br>1 | 1<br>TO<br>2 | 2<br>TO<br>3 | 3<br>TO<br>4 | 4<br>TO<br>5 | 5<br>TO<br>6 | 6<br>TO<br>7 | 7<br>TO<br>8 | 8<br>TO<br>9 | 9<br>TO<br>10 | 10<br>TO<br>11 | 11<br>TO<br>12 | DAILY<br>TOTAL | DAILY<br>HIGH<br>COUNT | DAILY<br>HIGH<br>HOUR |
|------|-----|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|----------------|----------------|----------------|------------------------|-----------------------|
| DATE | DAY | AM            |              |              |              |              |              |              |              |              |               |                |                | PM            |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |
| 29   | W   |               |              |              |              |              |              |              |              |              |               |                |                | 242           | 250          | 261          | 343          | 319          | 342          | 331          | 228          | 179          | 91            | 52             | 28             |                |                        |                       |
| 30   | T   | 10            | 2            | 1            | 4            | 9            | 21           | 82           | 146          | 199          | 189           | 193            | 237            | 282           | 264          | 247          | 349          | 315          | 316          | 305          | 222          | 169          | 112           | 65             | 39             | 3778           | 349                    | 15                    |
| 31   | F   | 20            | 8            | 6            | 3            | 10           | 21           | 87           | 162          | 189          | 229           | 198            | 243            | 260           | 285          | 262          | 388          | 320          | 358          | 298          | 201          | 206          | 129           | 98             | 47             | 4028           | 388                    | 15                    |
| 1    | S   | 28            | 17           | 12           | 7            | 5            | 23           | 39           | 66           | 100          | 162           | 207            | 270            | 246           | 231          | 267          | 237          | 229          | 224          | 216          | 155          | 137          | 109           | 85             | 49             | 3121           | 270                    | 11                    |
| 2    | S   | 25            | 10           | 13           | 7            | 2            | 13           | 33           | 90           | 117          | 180           | 227            | 244            | 274           | 243          | 272          | 246          | 236          | 177          | 161          | 125          | 78           | 40            | 18             | 8              | 2839           | 274                    | 12                    |
| 3    | M   | 11            | 6            | 3            | 4            | 14           | 84           | 164          | 179          | 218          | 175           | 236            | 230            | 239           | 248          | 359          | 305          | 326          | 272          | 228          | 182          | 94           | 43            | 27             | 6              | 3653           | 359                    | 14                    |
| 4    | T   | 6             | 1            | 4            | 7            | 17           | 89           | 141          | 181          | 177          | 205           | 235            |                |               |              |              |              |              |              |              |              |              |               |                |                |                |                        |                       |

| AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon) |                      |                         |                      |                        |          |                  |                                    |                            |     |     |     |     |     |     |     |     |     |     |     |     |    |    | ADT |      |
|------------------------------------------------------------|----------------------|-------------------------|----------------------|------------------------|----------|------------------|------------------------------------|----------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|----|-----|------|
| 12                                                         | 4                    | 4                       | 5                    | 12                     | 44       | 118              | 167                                | 196                        | 200 | 216 | 237 | 254 | 254 | 289 | 332 | 320 | 310 | 288 | 211 | 147 | 82 | 48 | 24  | 3774 |
| <u>DAYS Counted</u>                                        | <u>HOURS Counted</u> | <u>WEEKDAYS Counted</u> | <u>WEEKDAY Hours</u> | <u>AVERAGE WEEKDAY</u> |          | Axle Adj. Factor | Seasonal/Weekday Adjustment Factor | <u>ESTIMATED (one way)</u> |     |     |     |     |     |     |     |     |     |     |     |     |    |    |     |      |
|                                                            |                      |                         |                      | High Hour              | % of day |                  |                                    | AADT                       |     |     |     |     |     |     |     |     |     |     |     |     |    |    |     |      |
| 6                                                          | 143                  | 3                       | 77                   | 332                    | 9%       | 1.000            | 0.964                              | 3915                       |     |     |     |     |     |     |     |     |     |     |     |     |    |    |     |      |

ROAD #:   
 STATION: 339305

ROAD NAME: 257   
 STATE DIR CODE: 2

FROM: Henschke Drive   
 PLACEMENT: .1 N of Stone Hedge Lane

TO: Maragale Lane

COUNTY: Onondaga   
 DATE OF COUNT: 03/29/2006



**New York State Department of Transportation  
Classification Count Average Weekday Data Report**

ROAD #: 16  
COUNTY NAME: Onondaga  
REGION CODE: 3  
FROM: Henschke Drive  
TO: Marangale Lane  
REF-MARKER:  
END MILEPOINT:  
FUNC-CLASS: 16  
STATION NO: 9305  
COUNT TAKEN BY: JSV  
PROCESSED BY: JAB

ROAD NAME: Route 257

NO. OF LANES: 2  
HPMS NO:

YEAR: 2006  
MONTH: March

STATION: 339305

| DIRECTION                   | North  | South  | TOTAL  |
|-----------------------------|--------|--------|--------|
| NUMBER OF VEHICLES          | 3872   | 3768   | 7640   |
| NUMBER OF AXLES             | 7814   | 7633   | 15445  |
| % HEAVY VEHICLES (F4-F13)   | 4.91%  | 5.60%  | 5.25%  |
| % TRUCKS AND BUSES (F3-F13) | 18.13% | 16.99% | 17.57% |
| AXLE CORRECTION FACTOR      | 0.99   | 0.99   | 0.99   |

BATCH ID: DOT-r3ww13

| VEHICLE CLASS        | F1    | F2    | F3   | F4  | F5  | F6 | F7 | F8  | F9 | F10 | F11 | F12 | F13  | TOTAL |
|----------------------|-------|-------|------|-----|-----|----|----|-----|----|-----|-----|-----|------|-------|
| NO. OF AXLES         | 2     | 2     | 2    | 2.5 | 2   | 3  | 4  | 3.5 | 5  | 6   | 5   | 6   | 8.75 |       |
| ENDING HOUR          | 1:00  | 0     | 9    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 10    |
|                      | 2:00  | 0     | 3    | 0   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 3     |
|                      | 3:00  | 0     | 11   | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 12    |
|                      | 4:00  | 0     | 11   | 2   | 1   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 14    |
|                      | 5:00  | 0     | 31   | 9   | 1   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 42    |
|                      | 6:00  | 0     | 119  | 17  | 4   | 2  | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 143   |
|                      | 7:00  | 0     | 157  | 27  | 10  | 4  | 0  | 1   | 1  | 0   | 0   | 0   | 0    | 200   |
|                      | 8:00  | 0     | 199  | 38  | 6   | 8  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 251   |
|                      | 9:00  | 0     | 227  | 36  | 10  | 4  | 2  | 0   | 0  | 0   | 0   | 0   | 0    | 279   |
|                      | 10:00 | 0     | 195  | 36  | 4   | 8  | 0  | 2   | 0  | 0   | 0   | 0   | 0    | 245   |
| DIRECTION            | 11:00 | 0     | 191  | 41  | 6   | 7  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 245   |
| North                | 12:00 | 2     | 210  | 42  | 4   | 6  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 264   |
|                      | 13:00 | 0     | 218  | 39  | 10  | 8  | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 276   |
|                      | 14:00 | 0     | 215  | 40  | 7   | 6  | 0  | 1   | 0  | 0   | 0   | 0   | 0    | 269   |
|                      | 15:00 | 0     | 210  | 32  | 10  | 4  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 258   |
|                      | 16:00 | 0     | 234  | 41  | 8   | 6  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 291   |
|                      | 17:00 | 0     | 233  | 35  | 10  | 7  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 285   |
|                      | 18:00 | 0     | 239  | 27  | 3   | 2  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 271   |
|                      | 19:00 | 0     | 178  | 18  | 1   | 3  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 200   |
|                      | 20:00 | 0     | 120  | 14  | 2   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 137   |
|                      | 21:00 | 0     | 76   | 8   | 1   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 86    |
|                      | 22:00 | 0     | 48   | 4   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 52    |
|                      | 23:00 | 0     | 18   | 2   | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 21    |
|                      | 24:00 | 0     | 16   | 2   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 18    |
| TOTAL VEHICLES       | 2     | 3168  | 512  | 98  | 79  | 4  | 0  | 7   | 2  | 0   | 0   | 0   | 0    | 3872  |
| TOTAL AXLES          | 4     | 6336  | 1024 | 245 | 158 | 12 | 0  | 24  | 10 | 0   | 0   | 0   | 0    | 7814  |
| ENDING HOUR          | 1:00  | 0     | 12   | 0   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 12    |
|                      | 2:00  | 0     | 3    | 1   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 4     |
|                      | 3:00  | 0     | 3    | 0   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 3     |
|                      | 4:00  | 0     | 2    | 2   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 4     |
|                      | 5:00  | 0     | 9    | 3   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 12    |
|                      | 6:00  | 0     | 28   | 8   | 6   | 1  | 1  | 0   | 0  | 0   | 0   | 0   | 0    | 44    |
|                      | 7:00  | 1     | 80   | 17  | 16  | 4  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 118   |
|                      | 8:00  | 0     | 123  | 24  | 11  | 6  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 166   |
|                      | 9:00  | 0     | 160  | 23  | 5   | 5  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 195   |
|                      | 10:00 | 0     | 154  | 33  | 3   | 7  | 2  | 0   | 1  | 0   | 0   | 0   | 0    | 200   |
| DIRECTION            | 11:00 | 0     | 169  | 28  | 4   | 9  | 1  | 0   | 2  | 0   | 0   | 0   | 0    | 215   |
| South                | 12:00 | 0     | 186  | 33  | 7   | 8  | 2  | 0   | 0  | 0   | 0   | 0   | 0    | 236   |
|                      | 13:00 | 0     | 207  | 30  | 8   | 6  | 2  | 0   | 2  | 0   | 0   | 0   | 0    | 255   |
|                      | 14:00 | 0     | 192  | 30  | 23  | 6  | 2  | 0   | 1  | 1   | 0   | 0   | 0    | 255   |
|                      | 15:00 | 0     | 239  | 30  | 13  | 5  | 1  | 0   | 1  | 0   | 0   | 0   | 0    | 289   |
|                      | 16:00 | 0     | 274  | 42  | 9   | 5  | 0  | 0   | 1  | 0   | 0   | 0   | 0    | 331   |
|                      | 17:00 | 1     | 283  | 30  | 3   | 2  | 1  | 0   | 0  | 0   | 0   | 0   | 0    | 320   |
|                      | 18:00 | 1     | 275  | 28  | 1   | 5  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 310   |
|                      | 19:00 | 0     | 257  | 28  | 2   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 288   |
|                      | 20:00 | 0     | 193  | 16  | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 210   |
|                      | 21:00 | 0     | 139  | 8   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 147   |
|                      | 22:00 | 0     | 72   | 8   | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 81    |
|                      | 23:00 | 0     | 44   | 4   | 0   | 1  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 49    |
|                      | 24:00 | 0     | 21   | 3   | 0   | 0  | 0  | 0   | 0  | 0   | 0   | 0   | 0    | 24    |
| TOTAL VEHICLES       | 3     | 3125  | 429  | 111 | 73  | 14 | 0  | 8   | 5  | 0   | 0   | 0   | 0    | 3768  |
| TOTAL AXLES          | 6     | 6250  | 858  | 278 | 146 | 42 | 0  | 28  | 25 | 0   | 0   | 0   | 0    | 7633  |
| GRAND TOTAL VEHICLES | 5     | 6293  | 941  | 209 | 152 | 18 | 0  | 15  | 7  | 0   | 0   | 0   | 0    | 7640  |
| GRAND TOTAL AXLES    | 10    | 12586 | 1882 | 522 | 304 | 54 | 0  | 52  | 35 | 0   | 0   | 0   | 0    | 15447 |

VEHICLE CLASSIFICATION CODES:

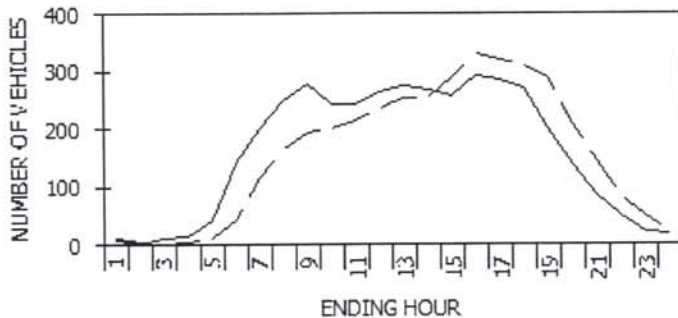
- F1. Motorcycles
- F2. Autos\*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes\*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

\* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- |       |       |                               |
|-------|-------|-------------------------------|
| RURAL | URBAN | SYSTEM                        |
| 01    | 11    | PRINCIPAL ARTERIAL-INTERSTATE |
| 02    | 12    | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02    | 14    | PRINCIPAL ARTERIAL-OTHER      |
| 06    | 16    | MINOR ARTERIAL                |
| 07    | 17    | MAJOR COLLECTOR               |
| 08    | 17    | MINOR COLLECTOR               |
| 09    | 19    | LOCAL SYSTEM                  |

**TRAFFIC FLOW BY DIRECTION**



--- North

- - - South

PEAK HOUR DATA

| DIRECTION | HOUR | COUNT | 2-WAY A.M. | HOUR | COUNT |
|-----------|------|-------|------------|------|-------|
| North     | 16   | 291   |            | 12   | 500   |
| South     | 16   | 331   | P.M.       | 16   | 622   |

SOURCE: NYSDOT DATA SERVICES BUREAU



**New York State Department of Transportation  
Speed Count Average Weekday Report**

Page 1 of 2  
Date: 04/21/2006

Station: 339305  
Road #: Road name: 257  
From: Stone Hedge Road  
To: Hunt Lane  
Direction: North

Start date: Wed 03/29/2006 12:00  
End date: Tue 04/04/2006 11:45  
County: Onondaga  
Town:  
Speed limit: 40

Count duration: 144 hours  
Functional class: 16  
Factor group: 30  
Batch ID: DOT-r3ww13  
Count taken by: Org: DOT Init: JSV  
Processed by: Org: DOT Init: JAB

**Speeds, mph**

| Hour             | 0.0-<br>20.0 | 20.1-<br>25.0 | 25.1-<br>30.0 | 30.1-<br>35.0 | 35.1-<br>40.0 | 40.1-<br>45.0 | 45.1-<br>50.0 | 50.1-<br>55.0 | 55.1-<br>60.0 | 60.1-<br>65.0 | 65.1-<br>70.0 | 70.1-<br>75.0 | 75.1-<br>95.0 | % Exc<br>45.0 | % Exc<br>50.0 | % Exc<br>55.0 | % Exc<br>60.0 | % Exc<br>65.0 | Avg  | 50th% | 85th% | Total |
|------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|-------|-------|-------|
| 1:00             | 0            | 0             | 0             | 2             | 4             | 2             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 20.0          | 0.0           | 0.0           | 0.0           | 0.0           | 38.9 | 38.8  | 46.3  | 10    |
| 2:00             | 0            | 0             | 0             | 1             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 35.7 | 36.3  | 38.9  | 3     |
| 3:00             | 0            | 0             | 0             | 1             | 5             | 5             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 8.3           | 0.0           | 0.0           | 0.0           | 0.0           | 39.6 | 40.0  | 44.2  | 12    |
| 4:00             | 1            | 0             | 0             | 5             | 6             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 32.1 | 35.9  | 40.0  | 14    |
| 5:00             | 1            | 0             | 1             | 13            | 21            | 5             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 2.4           | 0.0           | 0.0           | 0.0           | 0.0           | 34.7 | 36.5  | 40.0  | 42    |
| 6:00             | 4            | 1             | 8             | 45            | 62            | 23            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.7           | 0.0           | 0.0           | 0.0           | 0.0           | 34.0 | 36.2  | 40.6  | 144   |
| 7:00             | 1            | 2             | 8             | 58            | 86            | 42            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 2.0           | 0.0           | 0.0           | 0.0           | 0.0           | 35.9 | 36.9  | 41.9  | 201   |
| 8:00             | 3            | 3             | 6             | 68            | 114           | 53            | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 2.0           | 0.0           | 0.0           | 0.0           | 0.0           | 35.7 | 37.1  | 42.0  | 252   |
| 9:00             | 2            | 5             | 8             | 57            | 138           | 63            | 6             | 1             | 0             | 0             | 0             | 0             | 0             | 2.5           | 0.4           | 0.0           | 0.0           | 0.0           | 36.2 | 37.5  | 42.3  | 280   |
| 10:00            | 0            | 0             | 5             | 54            | 120           | 59            | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 2.1           | 0.0           | 0.0           | 0.0           | 0.0           | 37.2 | 37.7  | 42.4  | 243   |
| 11:00            | 2            | 0             | 8             | 52            | 128           | 48            | 6             | 2             | 0             | 0             | 0             | 0             | 0             | 3.3           | 0.8           | 0.0           | 0.0           | 0.0           | 36.5 | 37.4  | 42.0  | 246   |
| 12:00            | 1            | 1             | 3             | 67            | 138           | 51            | 4             | 0             | 1             | 0             | 0             | 0             | 0             | 1.9           | 0.4           | 0.4           | 0.0           | 0.0           | 36.6 | 37.3  | 41.6  | 266   |
| 13:00            | 1            | 0             | 7             | 58            | 142           | 62            | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 2.2           | 0.0           | 0.0           | 0.0           | 0.0           | 36.9 | 37.6  | 42.2  | 276   |
| 14:00            | 3            | 0             | 5             | 63            | 140           | 50            | 8             | 0             | 0             | 0             | 0             | 0             | 0             | 3.0           | 0.0           | 0.0           | 0.0           | 0.0           | 36.2 | 37.3  | 41.8  | 269   |
| 15:00            | 2            | 0             | 10            | 62            | 124           | 54            | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 2.3           | 0.0           | 0.0           | 0.0           | 0.0           | 36.2 | 37.3  | 42.0  | 258   |
| 16:00            | 2            | 3             | 7             | 54            | 148           | 73            | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 1.7           | 0.0           | 0.0           | 0.0           | 0.0           | 36.6 | 37.8  | 42.4  | 292   |
| 17:00            | 2            | 0             | 7             | 63            | 129           | 77            | 6             | 1             | 0             | 0             | 0             | 0             | 0             | 2.5           | 0.4           | 0.0           | 0.0           | 0.0           | 36.8 | 37.8  | 42.7  | 285   |
| 18:00            | 1            | 1             | 8             | 73            | 131           | 51            | 6             | 1             | 0             | 0             | 0             | 0             | 0             | 2.6           | 0.4           | 0.0           | 0.0           | 0.0           | 36.3 | 37.1  | 41.7  | 272   |
| 19:00            | 0            | 0             | 9             | 57            | 100           | 33            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 1.0           | 0.0           | 0.0           | 0.0           | 0.0           | 36.1 | 36.8  | 40.8  | 201   |
| 20:00            | 1            | 1             | 3             | 27            | 77            | 25            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 2.2           | 0.0           | 0.0           | 0.0           | 0.0           | 36.4 | 37.4  | 41.5  | 137   |
| 21:00            | 0            | 0             | 1             | 20            | 42            | 19            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 3.5           | 0.0           | 0.0           | 0.0           | 0.0           | 37.2 | 37.6  | 42.5  | 85    |
| 22:00            | 0            | 0             | 2             | 11            | 22            | 14            | 2             | 1             | 0             | 0             | 0             | 0             | 0             | 5.8           | 1.9           | 0.0           | 0.0           | 0.0           | 37.5 | 38.0  | 43.3  | 52    |
| 23:00            | 0            | 0             | 0             | 5             | 9             | 6             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 37.4 | 37.8  | 42.6  | 20    |
| 24:00            | 0            | 0             | 0             | 2             | 9             | 6             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 5.6           | 0.0           | 0.0           | 0.0           | 0.0           | 38.8 | 38.9  | 43.6  | 18    |
| Avg. Daily Total | 27           | 17            | 106           | 918           | 1897          | 823           | 83            | 6             | 1             | 0             | 0             | 0             | 0             | 2.3           | 0.2           | 0.0           | 0.0           | 0.0           | 36.3 | 37.3  | 42.1  | 3878  |
| Percent          | 0.7%         | 0.4%          | 2.7%          | 23.7%         | 48.9%         | 21.2%         | 2.1%          | 0.2%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          |               |               |               |               |               |      |       |       |       |
| Cum. Percent     | 0.7%         | 1.1%          | 3.9%          | 27.5%         | 76.5%         | 97.7%         | 99.8%         | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        |               |               |               |               |               |      |       |       |       |
| Average hour     | 1            | 1             | 4             | 38            | 79            | 34            | 3             | 0             | 0             | 0             | 0             | 0             | 0             |               |               |               |               |               |      |       |       | 162   |

**TRAFFIC FLOW BY DIRECTION**

|           |      |                |             |             |       |
|-----------|------|----------------|-------------|-------------|-------|
|           |      | Avg. Speed     | 50th% Speed | 85th% Speed |       |
| North     |      | 36.3           | 37.3        | 42.1        |       |
| South     |      | 36.0           | 37.0        | 41.1        |       |
|           |      |                |             |             |       |
|           |      | Peak Hour Data |             |             |       |
| Direction | Hour | Count          | 2-way       | Hour        | Count |
| North     | 16   | 292            | A.M.        | 12          | 502   |
| South     | 16   | 332            | P.M.        | 16          | 624   |



**New York State Department of Transportation  
Speed Count Average Weekday Report**

Page 2 of 2  
Date: 04/21/2006

Station: 339305  
Road #: Road name: 257  
From: Stone Hedge Road  
To: Hunt Lane  
Direction: South

Start date: Wed 03/29/2006 12:00  
End date: Tue 04/04/2006 11:45  
County: Onondaga  
Town:  
Speed limit: 40

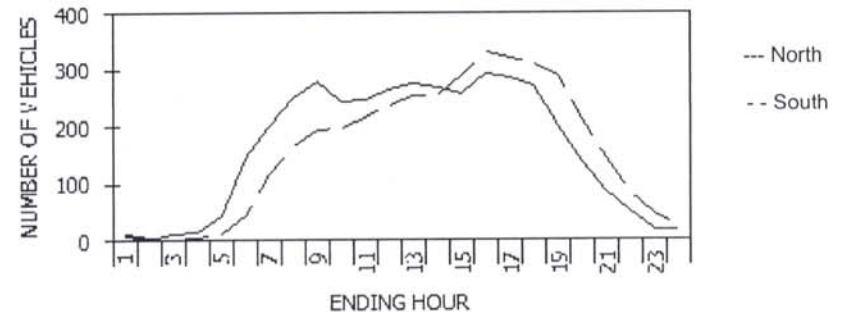
Count duration: 144 hours  
Functional class: 16  
Factor group: 30  
Batch ID: DOT-r3ww13  
Count taken by: Org: DOT Init: JSV  
Processed by: Org: DOT Init: JAB

**Speeds, mph**

| Hour             | 0.0-<br>20.0 | 20.1-<br>25.0 | 25.1-<br>30.0 | 30.1-<br>35.0 | 35.1-<br>40.0 | 40.1-<br>45.0 | 45.1-<br>50.0 | 50.1-<br>55.0 | 55.1-<br>60.0 | 60.1-<br>65.0 | 65.1-<br>70.0 | 70.1-<br>75.0 | 75.1-<br>95.0 | % Exc<br>45.0 | % Exc<br>50.0 | % Exc<br>55.0 | % Exc<br>60.0 | % Exc<br>65.0 | Avg  | 50th% | 85th% | Total |
|------------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|-------|-------|-------|
| 1:00             | 0            | 0             | 0             | 2             | 8             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 36.9 | 37.2  | 39.6  | 11    |
| 2:00             | 0            | 0             | 0             | 0             | 3             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 38.6 | 38.4  | 42.0  | 4     |
| 3:00             | 0            | 0             | 0             | 0             | 1             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 39.8 | 40.0  | 43.6  | 2     |
| 4:00             | 0            | 0             | 0             | 0             | 3             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0.0           | 0.0           | 0.0           | 0.0           | 0.0           | 38.6 | 38.4  | 42.0  | 4     |
| 5:00             | 1            | 0             | 0             | 1             | 5             | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 8.3           | 0.0           | 0.0           | 0.0           | 0.0           | 33.9 | 39.0  | 44.0  | 12    |
| 6:00             | 0            | 0             | 1             | 14            | 18            | 8             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 4.7           | 0.0           | 0.0           | 0.0           | 0.0           | 36.5 | 36.9  | 42.3  | 43    |
| 7:00             | 0            | 0             | 6             | 22            | 63            | 24            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 1.7           | 0.0           | 0.0           | 0.0           | 0.0           | 36.8 | 37.5  | 41.8  | 117   |
| 8:00             | 2            | 1             | 10            | 44            | 82            | 26            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 1.2           | 0.0           | 0.0           | 0.0           | 0.0           | 35.1 | 36.7  | 40.6  | 167   |
| 9:00             | 2            | 0             | 7             | 54            | 93            | 36            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 2.0           | 0.0           | 0.0           | 0.0           | 0.0           | 35.8 | 36.9  | 41.5  | 196   |
| 10:00            | 1            | 1             | 12            | 48            | 102           | 32            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 1.0           | 0.0           | 0.0           | 0.0           | 0.0           | 35.7 | 36.9  | 40.7  | 198   |
| 11:00            | 2            | 0             | 8             | 55            | 114           | 32            | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 2.3           | 0.0           | 0.0           | 0.0           | 0.0           | 35.8 | 36.9  | 40.8  | 216   |
| 12:00            | 1            | 0             | 7             | 57            | 131           | 39            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0.4           | 0.0           | 0.0           | 0.0           | 0.0           | 36.2 | 37.1  | 40.6  | 236   |
| 13:00            | 1            | 0             | 9             | 59            | 138           | 44            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 1.6           | 0.0           | 0.0           | 0.0           | 0.0           | 36.3 | 37.2  | 41.2  | 255   |
| 14:00            | 3            | 2             | 6             | 56            | 132           | 48            | 6             | 1             | 0             | 0             | 0             | 0             | 0             | 2.8           | 0.4           | 0.0           | 0.0           | 0.0           | 36.0 | 37.3  | 41.8  | 254   |
| 15:00            | 3            | 3             | 13            | 81            | 143           | 44            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0.7           | 0.0           | 0.0           | 0.0           | 0.0           | 35.2 | 36.6  | 40.4  | 289   |
| 16:00            | 3            | 1             | 13            | 90            | 172           | 48            | 4             | 1             | 0             | 0             | 0             | 0             | 0             | 1.5           | 0.3           | 0.0           | 0.0           | 0.0           | 35.6 | 36.8  | 40.4  | 332   |
| 17:00            | 1            | 0             | 8             | 75            | 172           | 61            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0.6           | 0.0           | 0.0           | 0.0           | 0.0           | 36.5 | 37.2  | 41.3  | 319   |
| 18:00            | 1            | 1             | 9             | 76            | 168           | 52            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 1.0           | 0.0           | 0.0           | 0.0           | 0.0           | 36.2 | 37.1  | 40.9  | 310   |
| 19:00            | 1            | 1             | 12            | 83            | 141           | 46            | 4             | 0             | 0             | 0             | 0             | 0             | 0             | 1.4           | 0.0           | 0.0           | 0.0           | 0.0           | 35.8 | 36.7  | 40.8  | 288   |
| 20:00            | 1            | 1             | 11            | 56            | 112           | 28            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 1.4           | 0.0           | 0.0           | 0.0           | 0.0           | 35.6 | 36.7  | 40.0  | 212   |
| 21:00            | 0            | 0             | 5             | 35            | 81            | 24            | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 1.4           | 0.0           | 0.0           | 0.0           | 0.0           | 36.5 | 37.1  | 40.9  | 147   |
| 22:00            | 0            | 1             | 2             | 20            | 40            | 16            | 3             | 0             | 0             | 0             | 0             | 0             | 0             | 3.7           | 0.0           | 0.0           | 0.0           | 0.0           | 36.6 | 37.3  | 42.1  | 82    |
| 23:00            | 0            | 0             | 2             | 9             | 21            | 14            | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 2.1           | 0.0           | 0.0           | 0.0           | 0.0           | 37.3 | 38.0  | 42.9  | 47    |
| 24:00            | 0            | 0             | 0             | 5             | 11            | 7             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 4.2           | 0.0           | 0.0           | 0.0           | 0.0           | 37.9 | 38.2  | 43.2  | 24    |
| Avg. Daily Total | 23           | 12            | 141           | 942           | 1954          | 637           | 54            | 2             | 0             | 0             | 0             | 0             | 0             | 1.5           | 0.1           | 0.0           | 0.0           | 0.0           | 36.0 | 37.0  | 41.1  | 3765  |
| Percent          | 0.6%         | 0.3%          | 3.7%          | 25.0%         | 51.9%         | 16.9%         | 1.4%          | 0.1%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          | 0.0%          |               |               |               |               |               |      |       |       |       |
| Cum. Percent     | 0.6%         | 0.9%          | 4.7%          | 29.7%         | 81.6%         | 98.5%         | 99.9%         | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        | 100.0%        |               |               |               |               |               |      |       |       |       |
| Average hour     | 1            | 0             | 6             | 39            | 81            | 27            | 2             | 0             | 0             | 0             | 0             | 0             | 0             |               |               |               |               |               |      |       |       | 157   |

**TRAFFIC FLOW BY DIRECTION**

|                |      |            |             |             |       |
|----------------|------|------------|-------------|-------------|-------|
|                |      | Avg. Speed | 50th% Speed | 85th% Speed |       |
| North          |      | 36.3       | 37.3        | 42.1        |       |
| South          |      | 36.0       | 37.0        | 41.1        |       |
|                |      |            |             |             |       |
| Peak Hour Data |      |            |             |             |       |
| Direction      | Hour | Count      | 2-way       | Hour        | Count |
| North          | 16   | 292        | A.M.        | 12          | 502   |
| South          | 16   | 332        | P.M.        | 16          | 624   |



## **Turning Movement Counts**

# Tri-State Traffic Data, Inc.

## (610) 255-3944

Location: Fayetteville, NY  
 Intersection: Rte 257 @ Franklin St  
 Date: Tuesday, May 9, 2006  
 Counter: TW

File Name : NY R3 Week 19 Rte 257-Franklin St Manual  
 Site Code : 00000000  
 Start Date : 5/9/2006  
 Page No : 1

### Groups Printed- Cars - Heavy Vehicles

|                  | Rte 257/Manlius St<br>Southbound |      |      |      |           | East Franklin St<br>Westbound |      |      |      |           | Rte 257/Manlius St<br>Northbound |      |      |      |           | West Franklin St<br>Eastbound |      |      |      |           |            |
|------------------|----------------------------------|------|------|------|-----------|-------------------------------|------|------|------|-----------|----------------------------------|------|------|------|-----------|-------------------------------|------|------|------|-----------|------------|
| Start Time       | Right                            | Thru | Left | Peds | App Total | Right                         | Thru | Left | Peds | App Total | Right                            | Thru | Left | Peds | App Total | Right                         | Thru | Left | Peds | App Total | Int. Total |
| 07:00 AM         | 6                                | 22   | 0    | 1    | 29        | 5                             | 0    | 1    | 1    | 7         | 1                                | 42   | 3    | 2    | 48        | 5                             | 1    | 3    | 1    | 10        | 94         |
| 07:15 AM         | 7                                | 32   | 0    | 0    | 39        | 7                             | 0    | 1    | 2    | 10        | 2                                | 44   | 6    | 0    | 52        | 8                             | 0    | 4    | 2    | 14        | 115        |
| 07:30 AM         | 12                               | 42   | 0    | 2    | 56        | 5                             | 0    | 2    | 0    | 7         | 0                                | 68   | 30   | 10   | 108       | 13                            | 0    | 5    | 0    | 18        | 189        |
| 07:45 AM         | 21                               | 50   | 0    | 2    | 73        | 5                             | 1    | 2    | 1    | 9         | 3                                | 92   | 62   | 20   | 177       | 29                            | 1    | 7    | 1    | 38        | 297        |
| Total            | 46                               | 146  | 0    | 5    | 197       | 22                            | 1    | 6    | 4    | 33        | 6                                | 246  | 101  | 32   | 385       | 55                            | 2    | 19   | 4    | 80        | 695        |
| 08:00 AM         | 6                                | 37   | 0    | 0    | 43        | 5                             | 0    | 1    | 0    | 6         | 1                                | 72   | 19   | 1    | 93        | 23                            | 0    | 9    | 2    | 34        | 176        |
| 08:15 AM         | 2                                | 34   | 1    | 6    | 43        | 5                             | 0    | 3    | 0    | 8         | 0                                | 91   | 1    | 4    | 96        | 2                             | 0    | 0    | 0    | 2         | 149        |
| 08:30 AM         | 0                                | 54   | 0    | 10   | 64        | 6                             | 0    | 3    | 0    | 9         | 1                                | 75   | 3    | 10   | 89        | 9                             | 0    | 1    | 7    | 17        | 179        |
| 08:45 AM         | 11                               | 66   | 2    | 1    | 80        | 2                             | 0    | 4    | 1    | 7         | 1                                | 111  | 29   | 1    | 142       | 5                             | 0    | 1    | 0    | 6         | 235        |
| Total            | 19                               | 191  | 3    | 17   | 230       | 18                            | 0    | 11   | 1    | 30        | 3                                | 349  | 52   | 16   | 420       | 39                            | 0    | 11   | 9    | 59        | 739        |
| 02:30 PM         | 1                                | 72   | 5    | 0    | 78        | 5                             | 0    | 0    | 0    | 5         | 0                                | 81   | 7    | 0    | 88        | 8                             | 2    | 1    | 5    | 16        | 187        |
| 02:45 PM         | 5                                | 71   | 1    | 0    | 77        | 3                             | 0    | 1    | 1    | 5         | 1                                | 66   | 5    | 1    | 73        | 5                             | 1    | 6    | 9    | 21        | 176        |
| Total            | 6                                | 143  | 6    | 0    | 155       | 8                             | 0    | 1    | 1    | 10        | 1                                | 147  | 12   | 1    | 161       | 13                            | 3    | 7    | 14   | 37        | 363        |
| 03:00 PM         | 4                                | 72   | 3    | 0    | 79        | 1                             | 1    | 3    | 0    | 5         | 3                                | 69   | 2    | 0    | 74        | 5                             | 0    | 3    | 4    | 12        | 170        |
| 03:15 PM         | 8                                | 74   | 3    | 0    | 85        | 3                             | 0    | 1    | 1    | 5         | 1                                | 64   | 16   | 3    | 84        | 8                             | 0    | 0    | 17   | 25        | 199        |
| 03:30 PM         | 13                               | 57   | 6    | 1    | 77        | 1                             | 0    | 3    | 1    | 5         | 4                                | 121  | 17   | 2    | 144       | 24                            | 0    | 8    | 47   | 79        | 305        |
| 03:45 PM         | 6                                | 69   | 8    | 0    | 83        | 7                             | 0    | 1    | 0    | 8         | 0                                | 87   | 9    | 0    | 96        | 16                            | 0    | 9    | 1    | 26        | 213        |
| Total            | 31                               | 272  | 20   | 1    | 324       | 12                            | 1    | 8    | 2    | 23        | 8                                | 341  | 44   | 5    | 398       | 53                            | 0    | 20   | 69   | 142       | 887        |
| 04:00 PM         | 8                                | 71   | 5    | 0    | 84        | 5                             | 0    | 2    | 0    | 7         | 1                                | 83   | 16   | 1    | 101       | 10                            | 0    | 2    | 3    | 15        | 207        |
| 04:15 PM         | 6                                | 56   | 3    | 0    | 65        | 1                             | 1    | 2    | 0    | 4         | 1                                | 65   | 11   | 0    | 77        | 5                             | 2    | 8    | 2    | 17        | 163        |
| Grand Total      | 116                              | 879  | 37   | 23   | 1055      | 66                            | 3    | 30   | 8    | 107       | 20                               | 1231 | 236  | 55   | 1542      | 175                           | 7    | 67   | 101  | 350       | 3054       |
| Apprch %         | 11                               | 83.3 | 3.5  | 2.2  |           | 61.7                          | 2.8  | 28   | 7.5  |           | 1.3                              | 79.8 | 15.3 | 3.6  |           | 50                            | 2    | 19.1 | 28.9 |           |            |
| Total %          | 3.8                              | 28.8 | 1.2  | 0.8  | 34.5      | 2.2                           | 0.1  | 1    | 0.3  | 3.5       | 0.7                              | 40.3 | 7.7  | 1.8  | 50.5      | 5.7                           | 0.2  | 2.2  | 3.3  | 11.5      |            |
| Cars             | 116                              | 878  | 37   | 15   | 1046      | 66                            | 3    | 30   | 7    | 106       | 20                               | 1231 | 236  | 35   | 1522      | 175                           | 7    | 67   | 69   | 318       | 2992       |
| % Cars           | 100                              | 99.9 | 100  | 65.2 | 99.1      | 100                           | 100  | 100  | 87.5 | 99.1      | 100                              | 100  | 100  | 63.6 | 98.7      | 100                           | 100  | 100  | 68.3 | 90.9      | 98         |
| Heavy Vehicles   | 0                                | 1    | 0    | 8    | 9         | 0                             | 0    | 0    | 1    | 1         | 0                                | 0    | 0    | 20   | 20        | 0                             | 0    | 0    | 32   | 32        | 62         |
| % Heavy Vehicles | 0                                | 0.1  | 0    | 34.8 | 0.9       | 0                             | 0    | 0    | 12.5 | 0.9       | 0                                | 0    | 0    | 36.4 | 1.3       | 0                             | 0    | 0    | 31.7 | 9.1       | 2          |



# Tri-State Traffic Data, Inc.

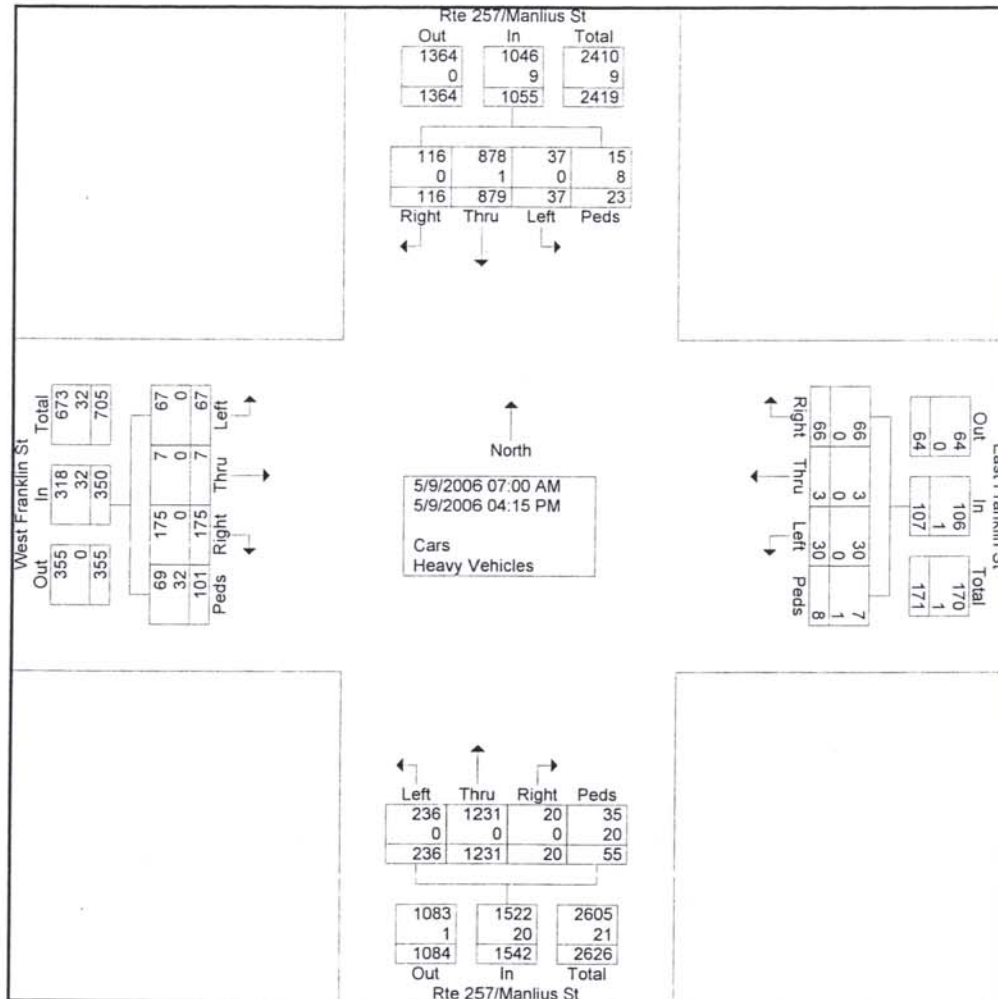
(610) 255-3944

File Name : NY R3 Week 19 Rte 257-Franklin St Manual

Site Code : 00000000

Start Date : 5/9/2006

Page No : 2

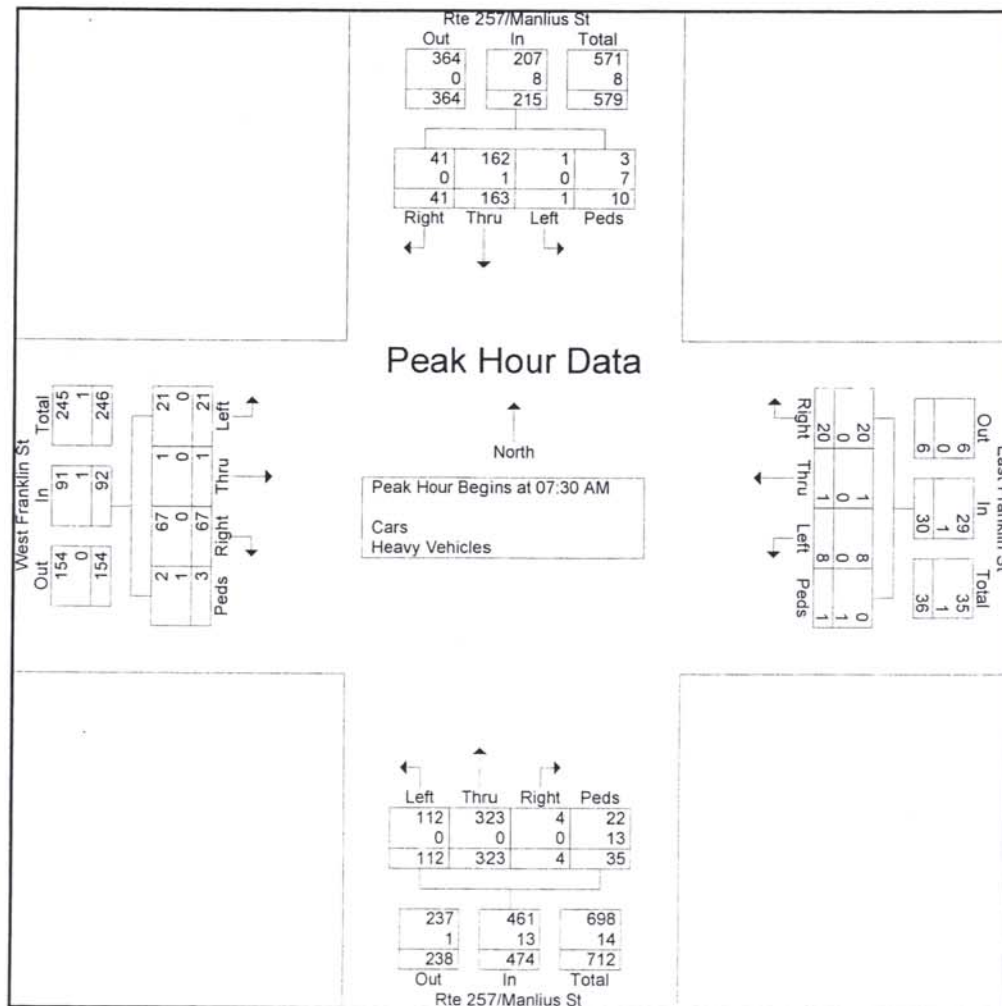


# Tri-State Traffic Data, Inc.

## (610) 255-3944

File Name : NY R3 Week 19 Rte 257-Franklin St Manual  
 Site Code : 00000000  
 Start Date : 5/9/2006  
 Page No : 3

|                                                            | Rte 257/Manlius St<br>Southbound |      |      |      |           | East Franklin St<br>Westbound |      |      |      |           | Rte 257/Manlius St<br>Northbound |      |      |      |           | West Franklin St<br>Eastbound |      |      |      |           |            |
|------------------------------------------------------------|----------------------------------|------|------|------|-----------|-------------------------------|------|------|------|-----------|----------------------------------|------|------|------|-----------|-------------------------------|------|------|------|-----------|------------|
| Start Time                                                 | Right                            | Thru | Left | Peds | App Total | Right                         | Thru | Left | Peds | App Total | Right                            | Thru | Left | Peds | App Total | Right                         | Thru | Left | Peds | App Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                                  |      |      |      |           |                               |      |      |      |           |                                  |      |      |      |           |                               |      |      |      |           |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM       |                                  |      |      |      |           |                               |      |      |      |           |                                  |      |      |      |           |                               |      |      |      |           |            |
| 07:30 AM                                                   | 12                               | 42   | 0    | 2    | 56        | 5                             | 0    | 2    | 0    | 7         | 0                                | 68   | 30   | 10   | 108       | 13                            | 0    | 5    | 0    | 18        | 189        |
| 07:45 AM                                                   | 21                               | 50   | 0    | 2    | 73        | 5                             | 1    | 2    | 1    | 9         | 3                                | 92   | 62   | 20   | 177       | 29                            | 1    | 7    | 1    | 38        | 297        |
| 08:00 AM                                                   | 6                                | 37   | 0    | 0    | 43        | 5                             | 0    | 1    | 0    | 6         | 1                                | 72   | 19   | 1    | 93        | 23                            | 0    | 9    | 2    | 34        | 176        |
| 08:15 AM                                                   | 2                                | 34   | 1    | 6    | 43        | 5                             | 0    | 3    | 0    | 8         | 0                                | 91   | 1    | 4    | 96        | 2                             | 0    | 0    | 0    | 2         | 149        |
| Total Volume                                               | 41                               | 163  | 1    | 10   | 215       | 20                            | 1    | 8    | 1    | 30        | 4                                | 323  | 112  | 35   | 474       | 67                            | 1    | 21   | 3    | 92        | 811        |
| % App. Total                                               | 19.1                             | 75.8 | 0.5  | 4.7  |           | 66.7                          | 3.3  | 26.7 | 3.3  |           | 0.8                              | 68.1 | 23.6 | 7.4  |           | 72.8                          | 1.1  | 22.8 | 3.3  |           |            |
| PHF                                                        | .488                             | .815 | .250 | .417 | .736      | 1.000                         | .250 | .667 | .250 | .833      | .333                             | .878 | .452 | .438 | .669      | .578                          | .250 | .583 | .375 | .605      | .683       |
| Cars                                                       | 41                               | 162  | 1    | 3    | 207       | 20                            | 1    | 8    | 0    | 29        | 4                                | 323  | 112  | 22   | 461       | 67                            | 1    | 21   | 2    | 91        | 788        |
| % Cars                                                     | 100                              | 99.4 | 100  | 30.0 | 96.3      | 100                           | 100  | 100  | 0    | 96.7      | 100                              | 100  | 100  | 62.9 | 97.3      | 100                           | 100  | 100  | 66.7 | 98.9      | 97.2       |
| Heavy Vehicles                                             | 0                                | 1    | 0    | 7    | 8         | 0                             | 0    | 0    | 1    | 1         | 0                                | 0    | 0    | 13   | 13        | 0                             | 0    | 0    | 1    | 1         | 23         |
| % Heavy Vehicles                                           | 0                                | 0.6  | 0    | 70.0 | 3.7       | 0                             | 0    | 0    | 100  | 3.3       | 0                                | 0    | 0    | 37.1 | 2.7       | 0                             | 0    | 0    | 33.3 | 1.1       | 2.8        |



# Tri-State Traffic Data, Inc.

## (610) 255-3944

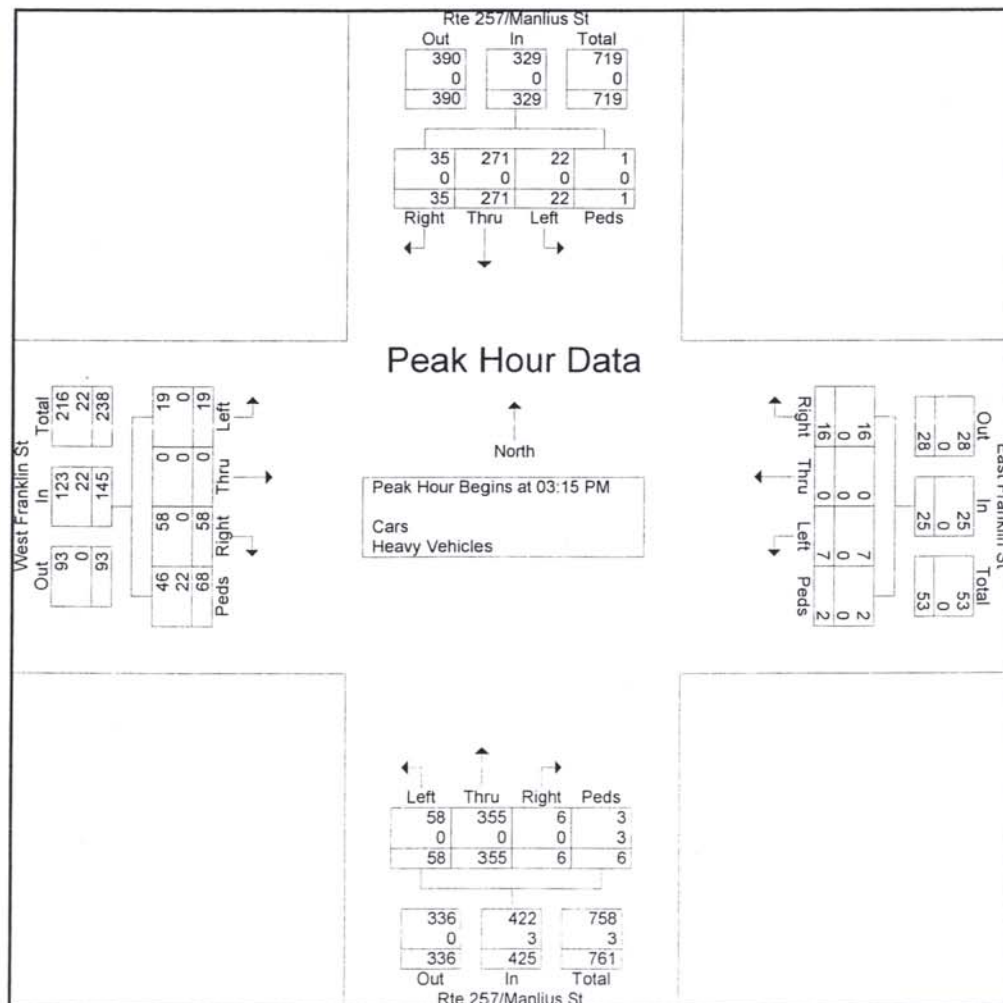
File Name : NY R3 Week 19 Rte 257-Franklin St Manual

Site Code : 00000000

Start Date : 5/9/2006

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|                                                            | Rte 257/Manlius St<br>Southbound |      |      |      |           | East Franklin St<br>Westbound |      |      |      |           | Rte 257/Manlius St<br>Northbound |      |      |      |           | West Franklin St<br>Eastbound |      |      |      |           |            |
|------------------------------------------------------------|----------------------------------|------|------|------|-----------|-------------------------------|------|------|------|-----------|----------------------------------|------|------|------|-----------|-------------------------------|------|------|------|-----------|------------|
| Start Time                                                 | Right                            | Thru | Left | Peds | App Total | Right                         | Thru | Left | Peds | App Total | Right                            | Thru | Left | Peds | App Total | Right                         | Thru | Left | Peds | App Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1 |                                  |      |      |      |           |                               |      |      |      |           |                                  |      |      |      |           |                               |      |      |      |           |            |
| Peak Hour for Entire Intersection Begins at 03:15 PM       |                                  |      |      |      |           |                               |      |      |      |           |                                  |      |      |      |           |                               |      |      |      |           |            |
| 03:15 PM                                                   | 8                                | 74   | 3    | 0    | 85        | 3                             | 0    | 1    | 1    | 5         | 1                                | 64   | 16   | 3    | 84        | 8                             | 0    | 0    | 17   | 25        | 199        |
| 03:30 PM                                                   | 13                               | 57   | 6    | 1    | 77        | 1                             | 0    | 3    | 1    | 5         | 4                                | 121  | 17   | 2    | 144       | 24                            | 0    | 8    | 47   | 79        | 305        |
| 03:45 PM                                                   | 6                                | 69   | 8    | 0    | 83        | 7                             | 0    | 1    | 0    | 8         | 0                                | 87   | 9    | 0    | 96        | 16                            | 0    | 9    | 1    | 26        | 213        |
| 04:00 PM                                                   | 8                                | 71   | 5    | 0    | 84        | 5                             | 0    | 2    | 0    | 7         | 1                                | 83   | 16   | 1    | 101       | 10                            | 0    | 2    | 3    | 15        | 207        |
| Total Volume                                               | 35                               | 271  | 22   | 1    | 329       | 16                            | 0    | 7    | 2    | 25        | 6                                | 355  | 58   | 6    | 425       | 58                            | 0    | 19   | 68   | 145       | 924        |
| % App. Total                                               | 10.6                             | 82.4 | 6.7  | 0.3  |           | 64                            | 0    | 28   | 8    |           | 1.4                              | 83.5 | 13.6 | 1.4  |           | 40                            | 0    | 13.1 | 46.9 |           |            |
| PHF                                                        | .673                             | .916 | .688 | .250 | .968      | .571                          | .000 | .583 | .500 | .781      | .375                             | .733 | .853 | .500 | .738      | .604                          | .000 | .528 | .362 | .459      | .757       |
| Cars                                                       | 35                               | 271  | 22   | 1    | 329       | 16                            | 0    | 7    | 2    | 25        | 6                                | 355  | 58   | 3    | 422       | 58                            | 0    | 19   | 46   | 123       | 899        |
| % Cars                                                     | 100                              | 100  | 100  | 100  | 100       | 100                           | 0    | 100  | 100  | 100       | 100                              | 100  | 100  | 50.0 | 99.3      | 100                           | 0    | 100  | 67.6 | 84.8      | 97.3       |
| Heavy Vehicles                                             | 0                                | 0    | 0    | 0    | 0         | 0                             | 0    | 0    | 0    | 0         | 0                                | 0    | 0    | 3    | 3         | 0                             | 0    | 0    | 22   | 22        | 25         |
| % Heavy Vehicles                                           | 0                                | 0    | 0    | 0    | 0         | 0                             | 0    | 0    | 0    | 0         | 0                                | 0    | 0    | 50.0 | 0.7       | 0                             | 0    | 0    | 32.4 | 15.2      | 2.7        |



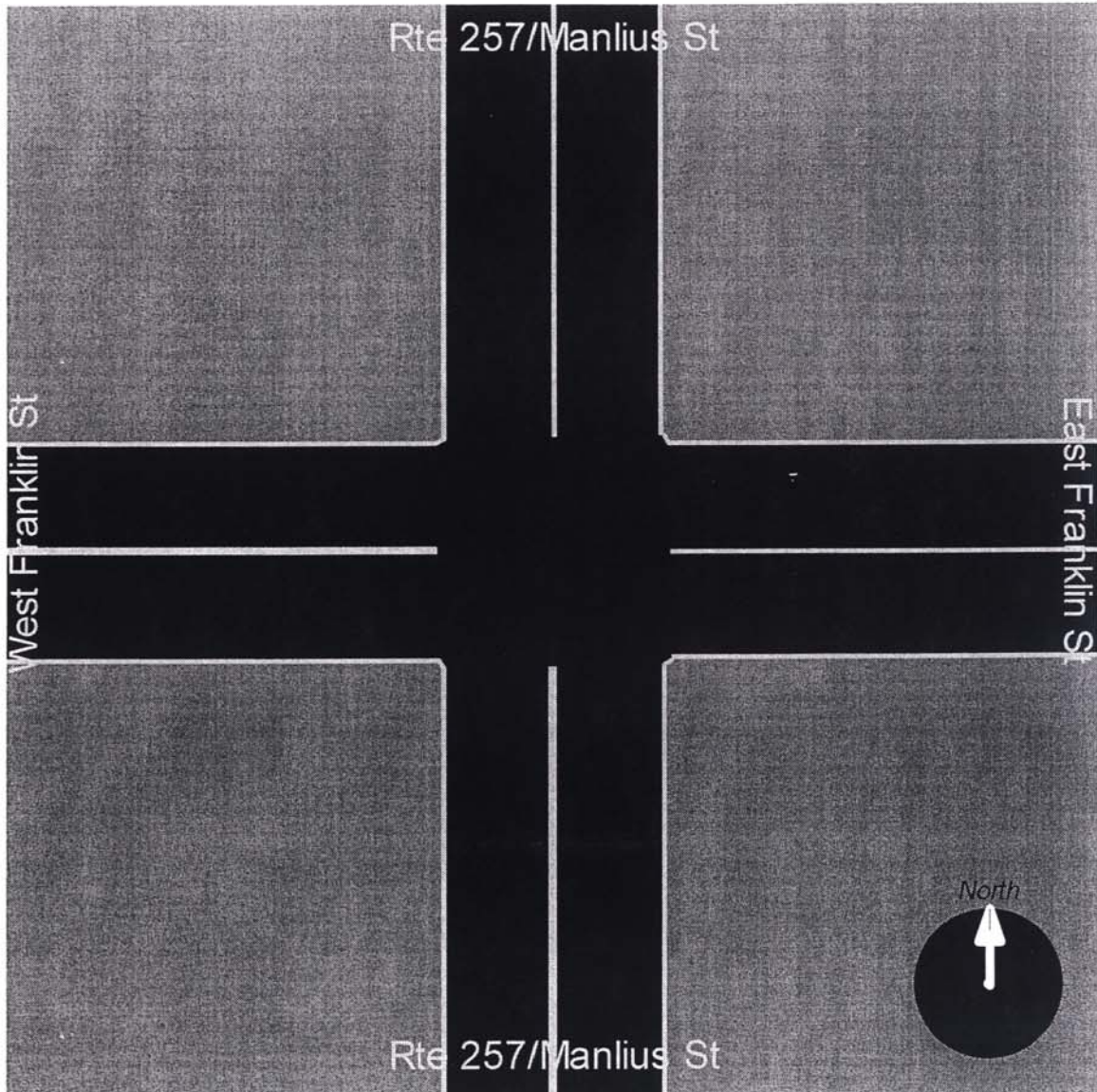
Tri-State Traffic Data, Inc.  
(610) 255-3944

File Name : NY R3 Week 19 Rte 257-Franklin St Manual

Site Code : 00000000

Start Date : 5/9/2006

Page No : 5





Subj: NY R3 Week 19 Rte 257/Franklin St Manual  
Date: 5/12/2006 8:00:07 A.M. Eastern Standard Time  
From: lykynz@twcny.rr.com  
To: TSTDJV@aol.com

**Hi Jim,**

**Being only the second time in a year of downloading a manual counter, I hope that I have provided all the required information correctly and would welcome any further instruction to ensure sending you the best data that I can. Included in this email are additional notations regarding observed conditions/situations during the count:**

**Rte 257/Franklin St:**

**Although the civilian vehicle and student bussing traffic were typical for a school setting with all general traffic following posted speed limits, I noticed that there was only one crosswalk located on what would be the south east portion of the counted intersection crossing Rte 257 from east to west while .2 miles south on Rte 257 there was no crosswalk forcing students to walk .2 miles north to the previously mentioned/existing crosswalk at Rte 257 and Franklin St.**

**Thank You,**

**Tim**

# Tri-State Traffic Data, Inc.

## (610) 255-3944

Location: Village of Fayetteville  
 Intersection: Rte 257 @ School/Sheffield  
 Date: Wednesday May 10, 2006  
 Counter: AC

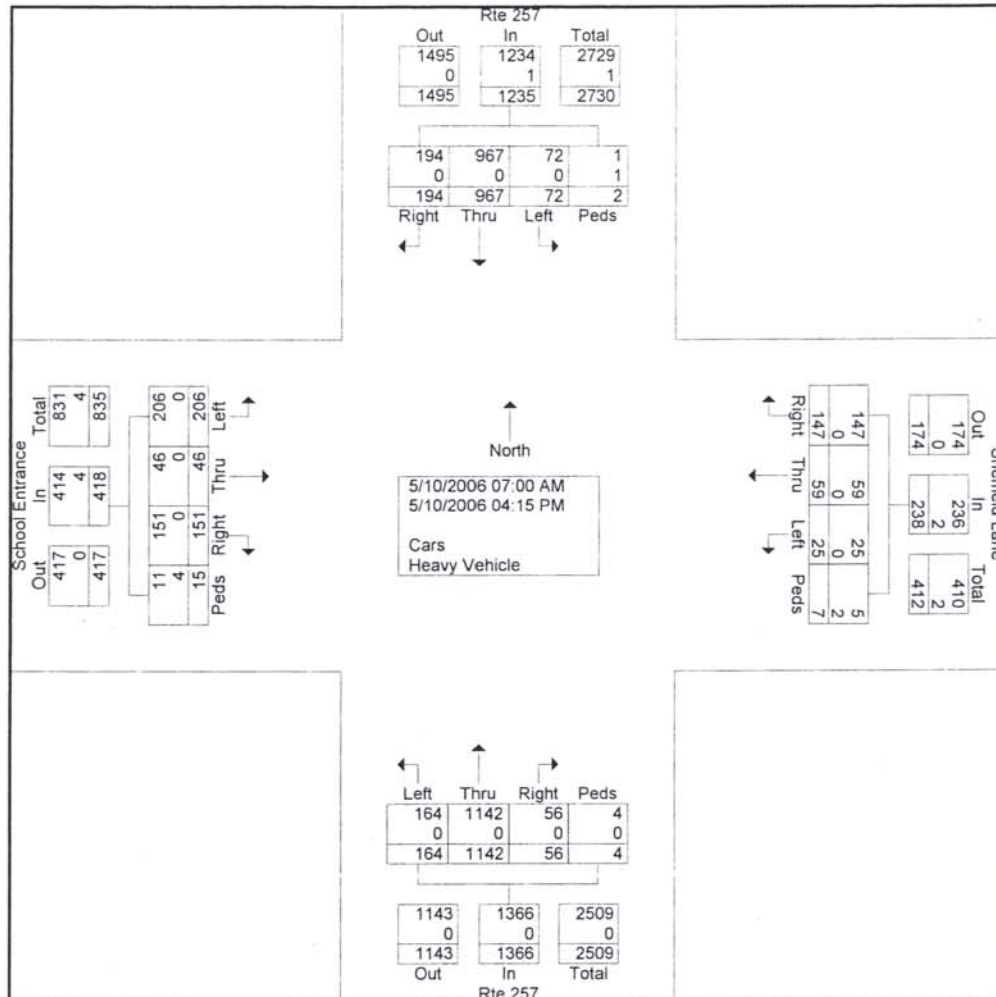
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 Site Code : 00000000  
 Start Date : 5/10/2006  
 Page No : 1

### Groups Printed- Cars - Heavy Vehicle

| Start Time      | Rte 257 Southbound |      |      |      |           | Sheffield Lane Westbound |      |      |      |           | Rte 257 Northbound |      |      |      |           | School Entrance Eastbound |      |      |      |           | Int. Total |
|-----------------|--------------------|------|------|------|-----------|--------------------------|------|------|------|-----------|--------------------|------|------|------|-----------|---------------------------|------|------|------|-----------|------------|
|                 | Right              | Thru | Left | Peds | App Total | Right                    | Thru | Left | Peds | App Total | Right              | Thru | Left | Peds | App Total | Right                     | Thru | Left | Peds | App Total |            |
| Factor          | 1.0                | 1.0  | 1.0  | 1.0  |           | 1.0                      | 1.0  | 1.0  | 1.0  |           | 1.0                | 1.0  | 1.0  | 1.0  |           | 1.0                       | 1.0  | 1.0  | 1.0  |           |            |
| 07:00 AM        | 6                  | 27   | 8    | 1    | 42        | 15                       | 3    | 5    | 0    | 23        | 5                  | 39   | 1    | 0    | 45        | 1                         | 1    | 3    | 2    | 7         | 117        |
| 07:15 AM        | 8                  | 30   | 2    | 0    | 40        | 7                        | 4    | 1    | 0    | 12        | 1                  | 46   | 4    | 0    | 51        | 0                         | 1    | 4    | 3    | 8         | 111        |
| 07:30 AM        | 13                 | 38   | 6    | 0    | 57        | 14                       | 4    | 1    | 1    | 20        | 1                  | 69   | 16   | 0    | 86        | 2                         | 0    | 2    | 0    | 4         | 167        |
| 07:45 AM        | 29                 | 73   | 8    | 1    | 111       | 25                       | 5    | 0    | 0    | 30        | 4                  | 123  | 18   | 0    | 145       | 3                         | 3    | 11   | 2    | 19        | 305        |
| Total           | 56                 | 168  | 24   | 2    | 250       | 61                       | 16   | 7    | 1    | 85        | 11                 | 277  | 39   | 0    | 327       | 6                         | 5    | 20   | 7    | 38        | 700        |
| 08:00 AM        | 7                  | 58   | 4    | 0    | 69        | 12                       | 8    | 2    | 0    | 22        | 0                  | 72   | 16   | 0    | 88        | 4                         | 0    | 6    | 3    | 13        | 192        |
| 08:15 AM        | 12                 | 36   | 3    | 0    | 51        | 4                        | 2    | 2    | 0    | 8         | 4                  | 57   | 13   | 0    | 74        | 7                         | 0    | 12   | 0    | 19        | 152        |
| 08:30 AM        | 22                 | 40   | 0    | 0    | 62        | 10                       | 9    | 2    | 0    | 21        | 2                  | 64   | 22   | 0    | 88        | 8                         | 4    | 19   | 0    | 31        | 202        |
| 08:45 AM        | 16                 | 37   | 5    | 0    | 58        | 16                       | 5    | 3    | 1    | 25        | 10                 | 71   | 20   | 1    | 102       | 15                        | 1    | 40   | 2    | 58        | 243        |
| Total           | 57                 | 171  | 12   | 0    | 240       | 42                       | 24   | 9    | 1    | 76        | 16                 | 264  | 71   | 1    | 352       | 34                        | 5    | 77   | 5    | 121       | 789        |
| 02:30 PM        | 10                 | 75   | 4    | 0    | 89        | 1                        | 1    | 1    | 0    | 3         | 2                  | 55   | 11   | 0    | 68        | 8                         | 2    | 4    | 1    | 15        | 175        |
| 02:45 PM        | 5                  | 75   | 6    | 0    | 86        | 4                        | 1    | 0    | 1    | 6         | 4                  | 57   | 2    | 0    | 63        | 20                        | 3    | 13   | 0    | 36        | 191        |
| Total           | 15                 | 150  | 10   | 0    | 175       | 5                        | 2    | 1    | 1    | 9         | 6                  | 112  | 13   | 0    | 131       | 28                        | 5    | 17   | 1    | 51        | 366        |
| 03:00 PM        | 11                 | 65   | 4    | 0    | 80        | 12                       | 4    | 3    | 0    | 19        | 4                  | 67   | 12   | 0    | 83        | 12                        | 0    | 3    | 0    | 15        | 197        |
| 3:15 PM         | 29                 | 63   | 2    | 0    | 94        | 4                        | 6    | 0    | 0    | 10        | 4                  | 70   | 15   | 0    | 89        | 9                         | 7    | 8    | 1    | 25        | 218        |
| 3:30 PM         | 13                 | 101  | 7    | 0    | 121       | 11                       | 7    | 1    | 3    | 22        | 3                  | 95   | 7    | 2    | 107       | 45                        | 19   | 49   | 0    | 113       | 363        |
| 03:45 PM        | 6                  | 84   | 6    | 0    | 96        | 5                        | 0    | 2    | 0    | 7         | 8                  | 68   | 4    | 1    | 81        | 7                         | 3    | 16   | 1    | 27        | 211        |
| Total           | 59                 | 313  | 19   | 0    | 391       | 32                       | 17   | 6    | 3    | 58        | 19                 | 300  | 38   | 3    | 360       | 73                        | 29   | 76   | 2    | 180       | 989        |
| 04:00 PM        | 5                  | 66   | 4    | 0    | 75        | 3                        | 0    | 0    | 0    | 3         | 2                  | 90   | 2    | 0    | 94        | 7                         | 0    | 11   | 0    | 18        | 190        |
| 04:15 PM        | 2                  | 99   | 3    | 0    | 104       | 4                        | 0    | 2    | 1    | 7         | 2                  | 99   | 1    | 0    | 102       | 3                         | 2    | 5    | 0    | 10        | 223        |
| Grand Total     | 194                | 967  | 72   | 2    | 1235      | 147                      | 59   | 25   | 7    | 238       | 56                 | 1142 | 164  | 4    | 1366      | 151                       | 46   | 206  | 15   | 418       | 3257       |
| Apprch %        | 15.7               | 78.3 | 5.8  | 0.2  |           | 61.8                     | 24.8 | 10.5 | 2.9  |           | 4.1                | 83.6 | 12   | 0.3  |           | 36.1                      | 11   | 49.3 | 3.6  |           |            |
| Total %         | 6                  | 29.7 | 2.2  | 0.1  | 37.9      | 4.5                      | 1.8  | 0.8  | 0.2  | 7.3       | 1.7                | 35.1 | 5    | 0.1  | 41.9      | 4.6                       | 1.4  | 6.3  | 0.5  | 12.8      |            |
| Cars            | 194                | 967  | 72   | 1    | 1234      | 147                      | 59   | 25   | 5    | 236       | 56                 | 1142 | 164  | 4    | 1366      | 151                       | 46   | 206  | 11   | 414       | 3250       |
| % Cars          | 100                | 100  | 100  | 50   | 99.9      | 100                      | 100  | 100  | 71.4 | 99.2      | 100                | 100  | 100  | 100  | 100       | 100                       | 100  | 100  | 73.3 | 99        | 99.8       |
| Heavy Vehicle   | 0                  | 0    | 0    | 1    | 1         | 0                        | 0    | 0    | 2    | 2         | 0                  | 0    | 0    | 0    | 0         | 0                         | 0    | 0    | 4    | 4         | 7          |
| % Heavy Vehicle | 0                  | 0    | 0    | 50   | 0.1       | 0                        | 0    | 0    | 28.6 | 0.8       | 0                  | 0    | 0    | 0    | 0         | 0                         | 0    | 0    | 26.7 | 1         | 0.2        |

Tri-State Traffic Data, Inc.  
(610) 255-3944

File Name : 5\_10\_06-AC  
Site Code : 00000000  
Start Date : 5/10/2006  
Page No : 2

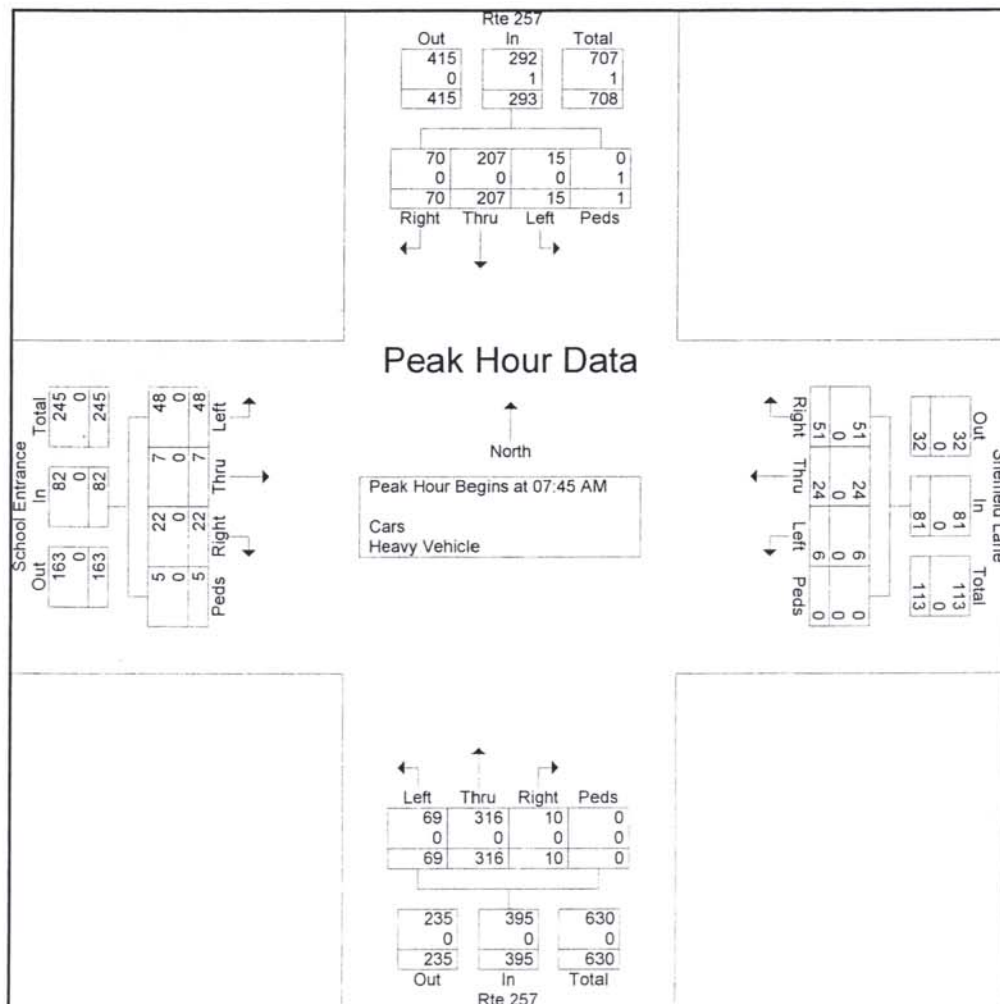


# Tri-State Traffic Data, Inc.

## (610) 255-3944

File Name : 5\_10\_06-AC  
 Site Code : 00000000  
 Start Date : 5/10/2006  
 Page No : 3

|                                                            | Rte 257 Southbound |      |      |      |           | Sheffield Lane Westbound |      |      |      |           | Rte 257 Northbound |      |      |      |           | School Entrance Eastbound |      |      |      |           |            |
|------------------------------------------------------------|--------------------|------|------|------|-----------|--------------------------|------|------|------|-----------|--------------------|------|------|------|-----------|---------------------------|------|------|------|-----------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App Total | Right                    | Thru | Left | Peds | App Total | Right              | Thru | Left | Peds | App Total | Right                     | Thru | Left | Peds | App Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 |                    |      |      |      |           |                          |      |      |      |           |                    |      |      |      |           |                           |      |      |      |           |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                    |      |      |      |           |                          |      |      |      |           |                    |      |      |      |           |                           |      |      |      |           |            |
| 07:45 AM                                                   | 29                 | 73   | 8    | 1    | 111       | 25                       | 5    | 0    | 0    | 30        | 4                  | 123  | 18   | 0    | 145       | 3                         | 3    | 11   | 2    | 19        | 305        |
| 08:00 AM                                                   | 7                  | 58   | 4    | 0    | 69        | 12                       | 8    | 2    | 0    | 22        | 0                  | 72   | 16   | 0    | 88        | 4                         | 0    | 6    | 3    | 13        | 192        |
| 08:15 AM                                                   | 12                 | 36   | 3    | 0    | 51        | 4                        | 2    | 2    | 0    | 8         | 4                  | 57   | 13   | 0    | 74        | 7                         | 0    | 12   | 0    | 19        | 152        |
| 08:30 AM                                                   | 22                 | 40   | 0    | 0    | 62        | 10                       | 9    | 2    | 0    | 21        | 2                  | 64   | 22   | 0    | 88        | 8                         | 4    | 19   | 0    | 31        | 202        |
| Total Volume                                               | 70                 | 207  | 15   | 1    | 293       | 51                       | 24   | 6    | 0    | 81        | 10                 | 316  | 69   | 0    | 395       | 22                        | 7    | 48   | 5    | 82        | 851        |
| % App Total                                                | 23.9               | 70.6 | 5.1  | 0.3  |           | 63                       | 29.6 | 7.4  | 0    |           | 2.5                | 80   | 17.5 | 0    |           | 26.8                      | 8.5  | 58.5 | 6.1  |           |            |
| PHF                                                        | .603               | .709 | .469 | .250 | .660      | .510                     | .667 | .750 | .000 | .675      | .625               | .642 | .784 | .000 | .681      | .688                      | .438 | .632 | .417 | .661      | .698       |
| Cars                                                       | 70                 | 207  | 15   | 0    | 292       | 51                       | 24   | 6    | 0    | 81        | 10                 | 316  | 69   | 0    | 395       | 22                        | 7    | 48   | 5    | 82        | 850        |
| % Cars                                                     | 100                | 100  | 100  | 0    | 99.7      | 100                      | 100  | 100  | 0    | 100       | 100                | 100  | 100  | 0    | 100       | 100                       | 100  | 100  | 100  | 100       | 99.9       |
| Heavy Vehicle                                              | 0                  | 0    | 0    | 1    | 1         | 0                        | 0    | 0    | 0    | 0         | 0                  | 0    | 0    | 0    | 0         | 0                         | 0    | 0    | 0    | 0         | 1          |
| % Heavy Vehicle                                            | 0                  | 0    | 0    | 100  | 0.3       | 0                        | 0    | 0    | 0    | 0         | 0                  | 0    | 0    | 0    | 0         | 0                         | 0    | 0    | 0    | 0         | 0.1        |



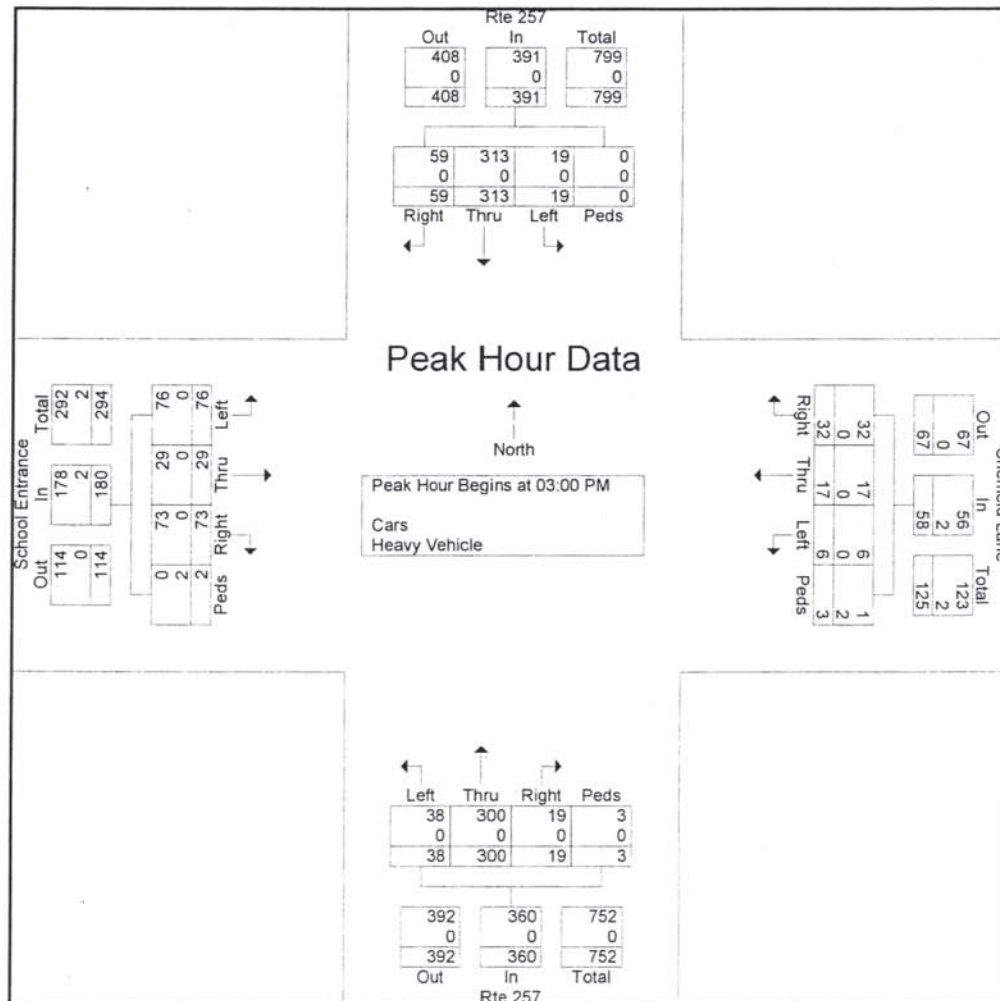


# Tri-State Traffic Data, Inc.

## (610) 255-3944

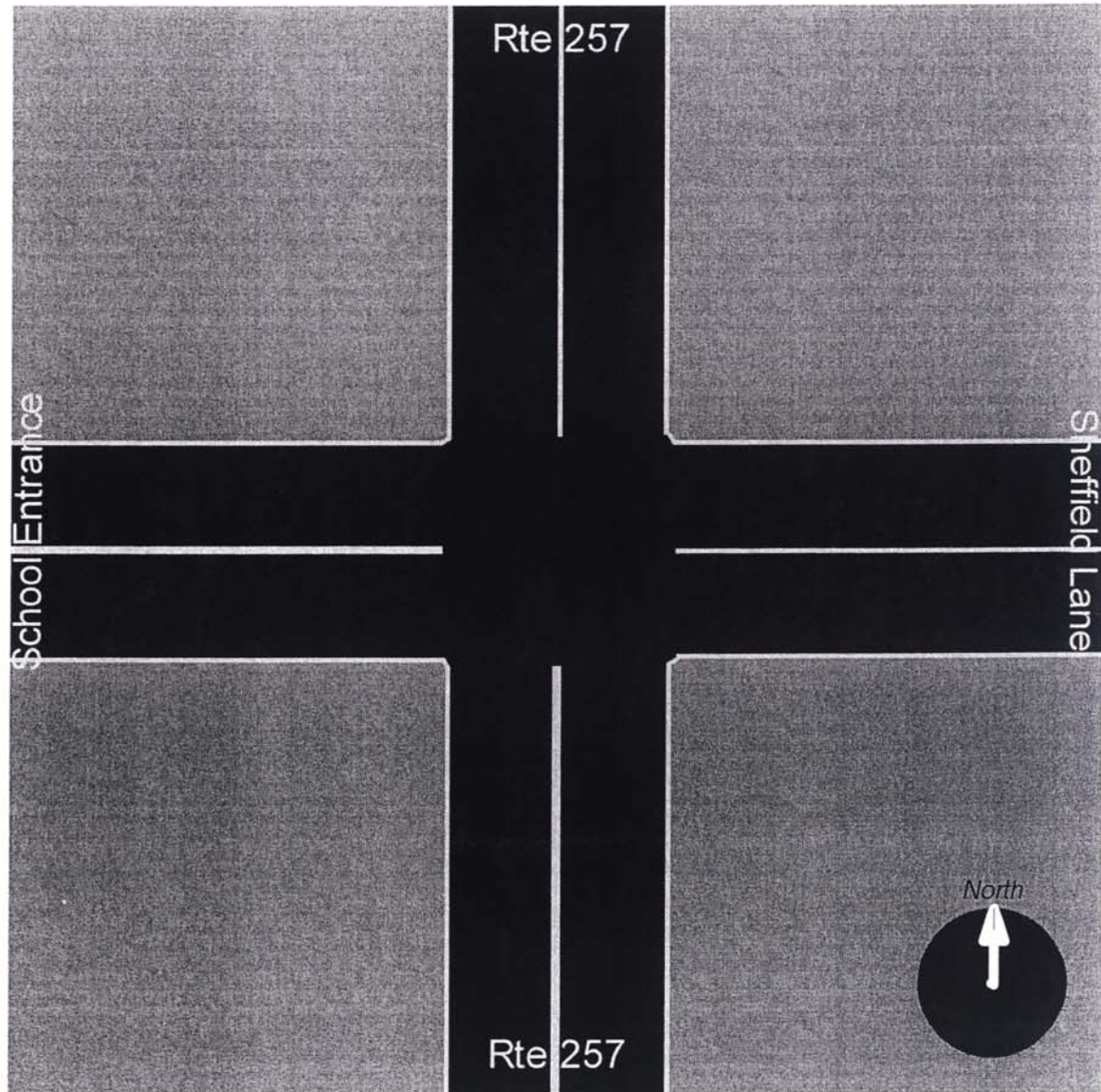
File Name : 5\_10\_06-AC  
 Site Code : 00000000  
 Start Date : 5/10/2006  
 Page No : 4

|                                                            | Rte 257 Southbound |      |      |      |           | Sheffield Lane Westbound |      |      |      |           | Rte 257 Northbound |      |      |      |           | School Entrance Eastbound |      |      |      |           |            |
|------------------------------------------------------------|--------------------|------|------|------|-----------|--------------------------|------|------|------|-----------|--------------------|------|------|------|-----------|---------------------------|------|------|------|-----------|------------|
| Start Time                                                 | Right              | Thru | Left | Peds | App Total | Right                    | Thru | Left | Peds | App Total | Right              | Thru | Left | Peds | App Total | Right                     | Thru | Left | Peds | App Total | Int. Total |
| Peak Hour Analysis From 12:00 PM to 04:15 PM - Peak 1 of 1 |                    |      |      |      |           |                          |      |      |      |           |                    |      |      |      |           |                           |      |      |      |           |            |
| Peak Hour for Entire Intersection Begins at 03:00 PM       |                    |      |      |      |           |                          |      |      |      |           |                    |      |      |      |           |                           |      |      |      |           |            |
| 03:00 PM                                                   | 11                 | 65   | 4    | 0    | 80        | 12                       | 4    | 3    | 0    | 19        | 4                  | 67   | 12   | 0    | 83        | 12                        | 0    | 3    | 0    | 15        | 197        |
| 03:15 PM                                                   | 29                 | 63   | 2    | 0    | 94        | 4                        | 6    | 0    | 0    | 10        | 4                  | 70   | 15   | 0    | 89        | 9                         | 7    | 8    | 1    | 25        | 218        |
| 03:30 PM                                                   | 13                 | 101  | 7    | 0    | 121       | 11                       | 7    | 1    | 3    | 22        | 3                  | 95   | 7    | 2    | 107       | 45                        | 19   | 49   | 0    | 113       | 363        |
| 03:45 PM                                                   | 6                  | 84   | 6    | 0    | 96        | 5                        | 0    | 2    | 0    | 7         | 8                  | 68   | 4    | 1    | 81        | 7                         | 3    | 16   | 1    | 27        | 211        |
| Total Volume                                               | 59                 | 313  | 19   | 0    | 391       | 32                       | 17   | 6    | 3    | 58        | 19                 | 300  | 38   | 3    | 360       | 73                        | 29   | 76   | 2    | 180       | 989        |
| % App. Total                                               | 15.1               | 80.1 | 4.9  | 0    |           | 55.2                     | 29.3 | 10.3 | 5.2  |           | 5.3                | 83.3 | 10.6 | 0.8  |           | 40.6                      | 16.1 | 42.2 | 1.1  |           |            |
| PHF                                                        | .509               | .775 | .679 | .000 | .808      | .667                     | .607 | .500 | .250 | .659      | .594               | .789 | .633 | .375 | .841      | .406                      | .382 | .388 | .500 | .398      | .681       |
| Cars                                                       | 59                 | 313  | 19   | 0    | 391       | 32                       | 17   | 6    | 1    | 56        | 19                 | 300  | 38   | 3    | 360       | 73                        | 29   | 76   | 0    | 178       | 985        |
| % Cars                                                     | 100                | 100  | 100  | 0    | 100       | 100                      | 100  | 100  | 33.3 | 96.6      | 100                | 100  | 100  | 100  | 100       | 100                       | 100  | 100  | 0    | 98.9      | 99.6       |
| Heavy Vehicle                                              | 0                  | 0    | 0    | 0    | 0         | 0                        | 0    | 0    | 2    | 2         | 0                  | 0    | 0    | 0    | 0         | 0                         | 0    | 0    | 2    | 2         | 4          |
| % Heavy Vehicle                                            | 0                  | 0    | 0    | 0    | 0         | 0                        | 0    | 0    | 66.7 | 3.4       | 0                  | 0    | 0    | 0    | 0         | 0                         | 0    | 0    | 100  | 1.1       | 0.4        |



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(610) 255-3944

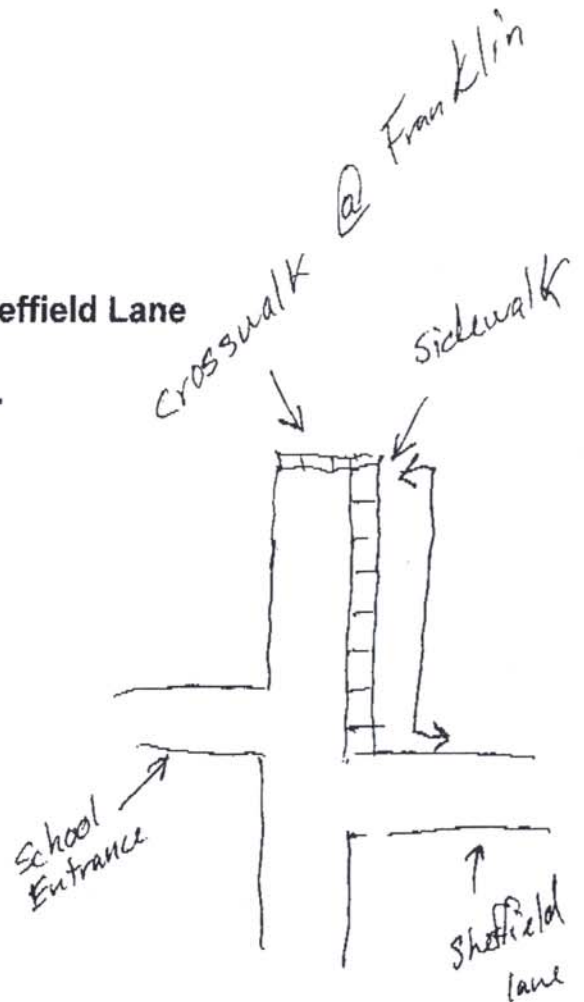
File Name : 5\_10\_06-AC  
Site Code : 00000000  
Start Date : 5/10/2006  
Page No : 5



# **Rte 257 @ School Entrance/Sheffield Lane**

## **Peds and bikes additional info-**

|      | <b>Peds</b> | <b>Bikes</b> |
|------|-------------|--------------|
| 7:00 | 0           | 0            |
| 7:15 | 1           | 0            |
| 7:30 | 1           | 3            |
| 7:45 | 11          | 2            |
| 8:00 | 0           | 0            |
| 8:15 |             | 3            |
| 8:30 | 12          | 3            |
| 8:45 | 0           | 0            |
| 2:30 | 1           | 0            |
| 2:45 | 5           | 2            |
| 3:00 | 0           | 0            |
| 3:15 | 0           | 6            |
| 3:30 | 26          | 1            |
| 3:45 | 4           | 1            |
| 4:00 | 0           | 0            |
| 4:15 | 0           | 0            |



These are the peds /bikes that used the sidewalk on the east side of the rd. They all came up Sheffield in the am. + turned north up the sidewalk. In the pm. they all came down the sidewalk and turned East walking down Sheffield lane.

## **APPENDIX D**

### **ACCIDENT SUMMARY SHEETS and DIAGRAMS**



## Collision Diagram Summary

Location: Franklin Street to Wheeler Ave\*

| Accident Type               | PDO | Injury | Fatal | Total |
|-----------------------------|-----|--------|-------|-------|
| Right Angle                 |     |        |       |       |
| Rear End                    | 4   |        |       | 4     |
| Head On                     |     |        |       |       |
| Side Swipe                  |     |        |       |       |
| Left Turn                   | 1   | 1      |       | 2     |
| Right Turn                  |     |        |       |       |
| Overtaking                  |     |        |       |       |
| Animal                      | 1   |        |       | 1     |
| Bicycle                     |     |        |       |       |
| Fixed Object/Out of Control |     |        |       |       |
| Backing                     |     |        |       |       |
| Unknown                     |     |        |       |       |
| Total                       | 6   | 1      |       | 7     |

| Month | J | F | M | A | M | J | J | A | S | O | N | D | N/A |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
|       | 1 |   | 2 |   | 1 | 1 |   |   | 1 |   | 1 |   |     |

| Day | S | M | T | W | TH | F | SA | N/A |
|-----|---|---|---|---|----|---|----|-----|
|     |   |   | 2 |   | 3  | 1 | 1  |     |

| Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11    | 12  |
|------|----|----|----|----|----|----|----|----|----|----|----|-------|-----|
|      |    |    |    |    |    |    |    |    | 1  |    | 1  |       |     |
|      | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Other | N/A |
|      |    | 1  | 2  |    |    | 1  |    |    | 1  |    |    |       |     |

| Light Condition | Day | Dawn/Dusk | Dark | Other | N/A |
|-----------------|-----|-----------|------|-------|-----|
|                 | 6   |           | 1    |       |     |

| Road Surface | Dry | Wet | Snow/Ice | Other | N/A |
|--------------|-----|-----|----------|-------|-----|
|              | 3   | 3   | 1        |       |     |

| Weather | Clear | Cloudy | Rain | Snow | Fog | Other | N/A |
|---------|-------|--------|------|------|-----|-------|-----|
|         | 2     | 2      | 2    | 1    |     |       |     |

| Factors                                       | Driver Inattention            | 1 | Turning Improperly                   | 1 |
|-----------------------------------------------|-------------------------------|---|--------------------------------------|---|
|                                               | Failure to Yield Right-of-Way |   | Passing or Lane Usage Improper       | 1 |
|                                               | Slippery Pavement             | 2 | Traffic Control Disregarded          |   |
| (each incident may have more than one factor) | Unsafe Speed                  |   | Reaction to Other Uninvolved Vehicle |   |
|                                               | Alcohol Involvement           |   | Following Too Closely                | 3 |
|                                               | Unsafe Lane Changing          |   | Animals Action                       | 1 |

\*Represents incidents that occurred on RT 257 between Franklin Street and Wheeler Avenue

# COLLISION DIAGRAM

Location

FM RD: Franklin St to Wheeler Ave\*

Drawn  
By

MC

N

Period

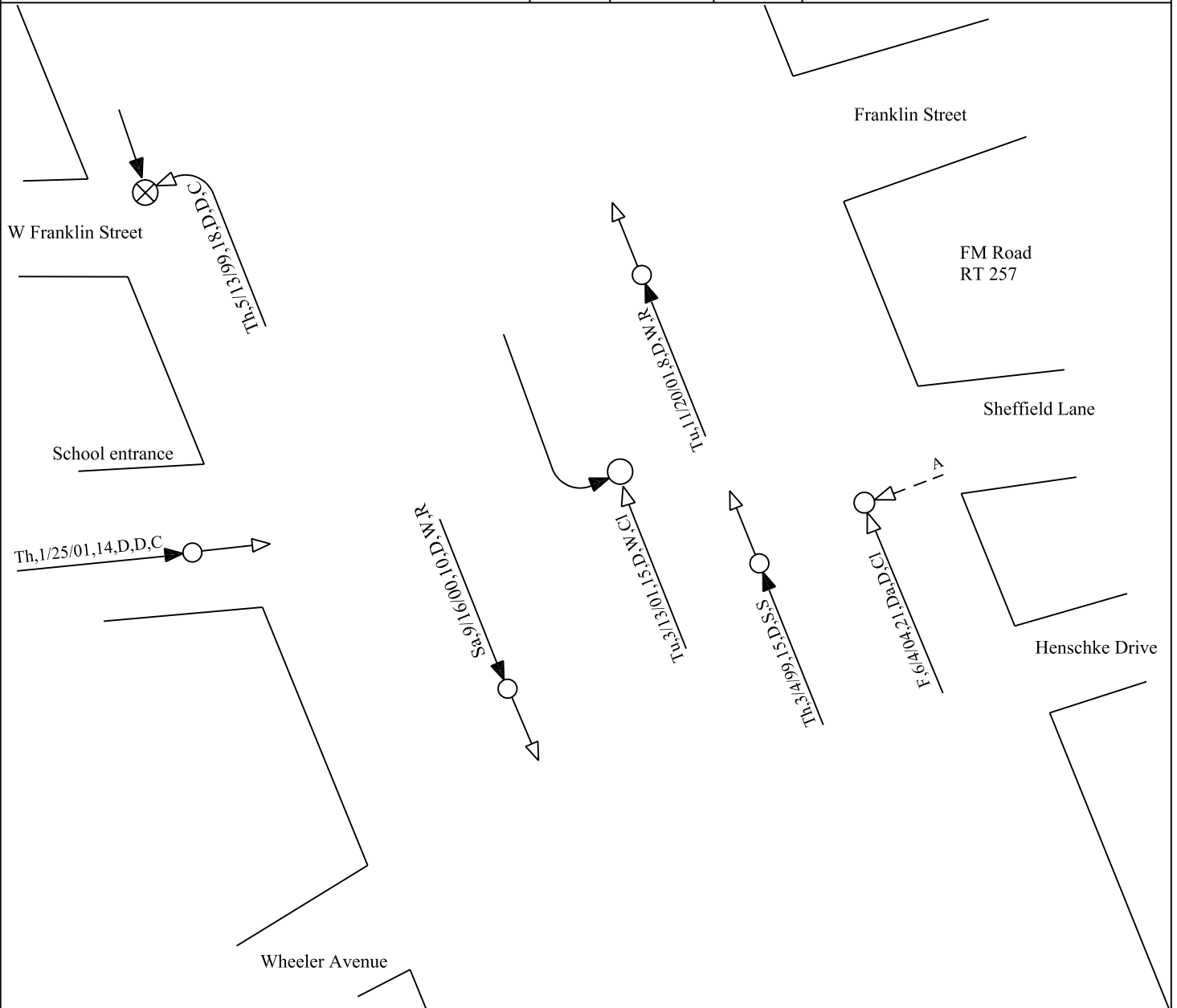
Prepared by the Syracuse Metropolitan Transportation Council  
for the F-M Rd/Rt 257 Pedestrian Accommodation Feasibility Study

Date

03/15/06



1/1999-12/2004



## Legend

- Moving Vehicle
- Backing Vehicle
- ▢ Parked Vehicle
- A Animal

- Fixed Object
- PDO
- ⊗ Injury
- Fatal

- Rear End
- Head On
- Sideswipe
- Out Of Control

- Approach Turn
- Overtaking Turn
- Right Angle

- Light
  - D = Daylight
  - Du = Dawn/Dusk
  - Da = Dark
- Pavement
  - D = Dry
  - W = Wet
  - S = Snow
  - Sl = Slush

- Weather
  - C = Clear
  - Cl = Cloudy
  - R = Rain
  - S = Snow
  - F = Fog

Note: Filled arrow denotes vehicle at fault  
Drawing not to scale  
\*Represents incidents that occurred  
on Route 257 between Franklin St and Wheeler Ave

← F, 2/12/93, 16, D, D, S

## Collision Diagram Summary

Location: Wheeler Avenue to Hunt Lane\*

| Accident Type               | PDO | Injury | Fatal | Total |
|-----------------------------|-----|--------|-------|-------|
| Right Angle                 |     |        |       |       |
| Rear End                    |     |        |       |       |
| Head On                     |     |        |       |       |
| Side Swipe                  | 1   |        |       | 1     |
| Left Turn                   | 2   |        |       | 2     |
| Right Turn                  |     |        |       |       |
| Overtaking                  |     |        |       |       |
| Animal                      | 5   |        |       | 5     |
| Bicycle                     |     |        |       |       |
| Fixed Object/Out of Control | 4   | 1      |       | 5     |
| Backing                     |     |        |       |       |
| Unknown                     |     |        |       |       |
| Total                       | 12  | 1      |       | 13    |

| Month | J | F | M | A | M | J | J | A | S | O | N | D | N/A |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
|       | 1 |   | 1 | 1 | 1 | 3 |   | 1 |   |   | 1 | 4 |     |

| Day | S | M | T | W | TH | F | SA | N/A |
|-----|---|---|---|---|----|---|----|-----|
|     | 2 | 1 | 1 | 2 | 3  | 3 | 1  |     |

| Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11    | 12  |
|------|----|----|----|----|----|----|----|----|----|----|----|-------|-----|
|      |    |    |    |    |    | 1  | 1  | 1  |    | 1  | 1  |       |     |
|      | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Other | N/A |
|      | 1  |    |    |    | 3  | 1  | 1  |    | 1  | 1  |    |       |     |

| Light Condition | Day | Dawn/Dusk | Dark | Other | N/A |
|-----------------|-----|-----------|------|-------|-----|
|                 | 7   |           | 6    |       |     |

| Road Surface | Dry | Wet | Snow/Ice | Other | N/A |
|--------------|-----|-----|----------|-------|-----|
|              | 8   | 2   | 3        |       |     |

| Weather | Clear | Cloudy | Rain | Snow | Fog | Other | N/A |
|---------|-------|--------|------|------|-----|-------|-----|
|         | 7     | 2      | 2    | 2    |     |       |     |

| Factors | Driver Inattention            |   | Turning Improperly                   |   |
|---------|-------------------------------|---|--------------------------------------|---|
|         | Failure to Yield Right-of-Way | 3 | Passing or Lane Usage Improper       | 1 |
|         | Slippery Pavement             | 3 | Traffic Control Disregarded          |   |
|         | Unsafe Speed                  | 2 | Reaction to Other Uninvolved Vehicle |   |
|         | Alcohol Involvement           | 1 | Lost Consciousness                   | 1 |
|         | Unsafe Lane Changing          |   | Animals Action                       | 5 |

(each incident may have more than one factor)

\*Represents incidents that occurred on RT 257 south of Wheeler Avenue to Hunt Lane

# COLLISION DIAGRAM

Location

FM RD: Wheeler Ave to Hunt La\*

Drawn  
By

MC

N

Period

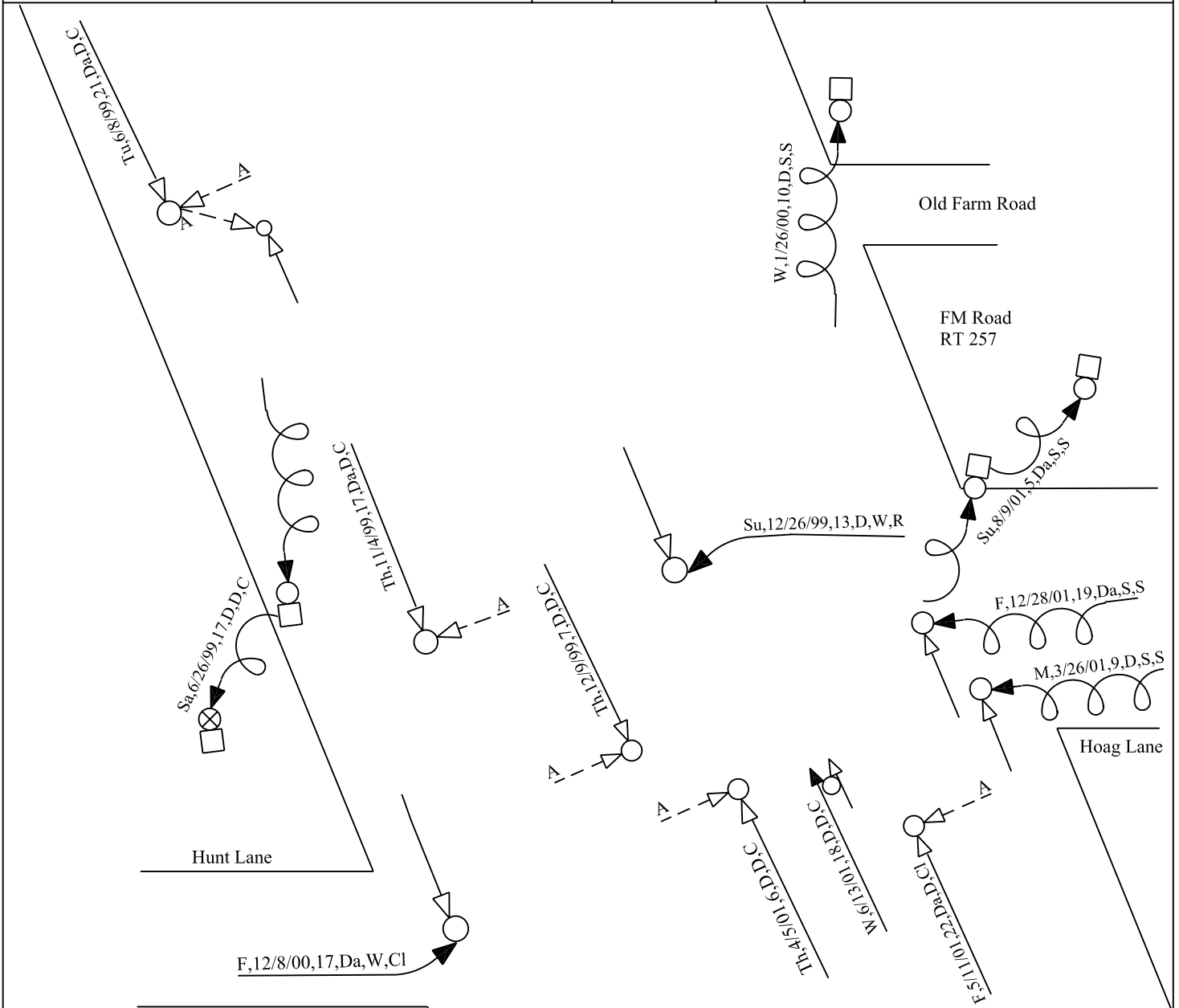
1/1999-12/2004

Date

03/15/06



Prepared by the Syracuse Metropolitan Transportation Council  
for the F-M Rd/Rt 257 Pedestrian Accommodation Feasibility Study



## Legend

- Moving Vehicle
- Backing Vehicle
- ▭ Parked Vehicle
- A Animal

- ▣ Fixed Object
- PDO
- ⊗ Injury
- Fatal

- Rear End
- Head On
- Sideswipe
- Out Of Control

- Approach Turn
- Overtaking Turn
- Right Angle

- Light
  - D = Daylight
  - Du = Dawn/Dusk
  - Da = Dark
- Pavement
  - D = Dry
  - W = Wet
  - S = Snow
  - Sl = Slush
- Weather
  - C = Clear
  - Cl = Cloudy
  - R = Rain
  - S = Snow
  - F = Fog

Note: Filled arrow denotes vehicle at fault

Drawing not to scale

\*Represents incidents that occurred  
on Route 257 south of Wheeler Ave to Hunt La

Day Date Hour Light Pavement Weather  
F, 2/12/93, 16, D, D, S



## Collision Diagram Summary

Location: Hunt Lane to Sherbrooke Road\*

| Accident Type               | PDO | Injury | Fatal | Total |
|-----------------------------|-----|--------|-------|-------|
| Right Angle                 |     |        |       |       |
| Rear End                    | 1   | 1      |       | 2     |
| Head On                     | 1   |        |       | 1     |
| Side Swipe                  |     |        |       |       |
| Left Turn                   |     |        |       |       |
| Right Turn                  |     |        |       |       |
| Overtaking                  |     |        |       |       |
| Animal                      | 6   |        |       | 6     |
| Bicycle                     |     |        |       |       |
| Fixed Object/Out of Control | 1   |        |       | 1     |
| Backing                     |     |        |       |       |
| Unknown                     |     |        |       |       |
| Total                       | 9   | 1      |       | 10    |

| Month | J | F | M | A | M | J | J | A | S | O | N | D | N/A |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
|       | 2 | 2 | 1 |   |   |   |   | 1 | 3 |   |   | 1 |     |

| Day | S | M | T | W | TH | F | SA | N/A |
|-----|---|---|---|---|----|---|----|-----|
|     | 2 | 2 |   |   | 1  | 2 | 3  |     |

| Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11    | 12  |
|------|----|----|----|----|----|----|----|----|----|----|----|-------|-----|
|      |    |    |    |    | 1  |    |    | 1  |    |    |    | 1     | 1   |
|      | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Other | N/A |
|      |    |    | 1  |    |    | 1  | 1  | 1  | 1  |    | 1  |       |     |

| Light Condition | Day | Dawn/Dusk | Dark | Other | N/A |
|-----------------|-----|-----------|------|-------|-----|
|                 | 4   |           | 6    |       |     |

| Road Surface | Dry | Wet | Snow/Ice | Other | N/A |
|--------------|-----|-----|----------|-------|-----|
|              | 9   | 1   |          |       |     |

| Weather | Clear | Cloudy | Rain | Snow | Fog | Other | N/A |
|---------|-------|--------|------|------|-----|-------|-----|
|         | 7     | 3      |      |      |     |       |     |

| Factors                                       | Driver Inattention            | 2 | Turning Improperly             |   |
|-----------------------------------------------|-------------------------------|---|--------------------------------|---|
|                                               | Failure to Yield Right-of-Way |   | Passing or Lane Usage Improper |   |
|                                               | Slippery Pavement             |   | Traffic Control Disregarded    |   |
| (each incident may have more than one factor) | Unsafe Speed                  |   | Other Human                    | 2 |
|                                               | Alcohol Involvement           | 1 | Following Too Closely          | 1 |
|                                               | Unsafe Lane Changing          |   | Animals Action                 | 6 |

\*Represents incidents that occurred on RT 257 south of Hunt Lane to Sherbrooke Road

# COLLISION DIAGRAM

Location

FM RD: Hunt La to Sherbrooke Rd\*

Drawn By

MC

N

Period

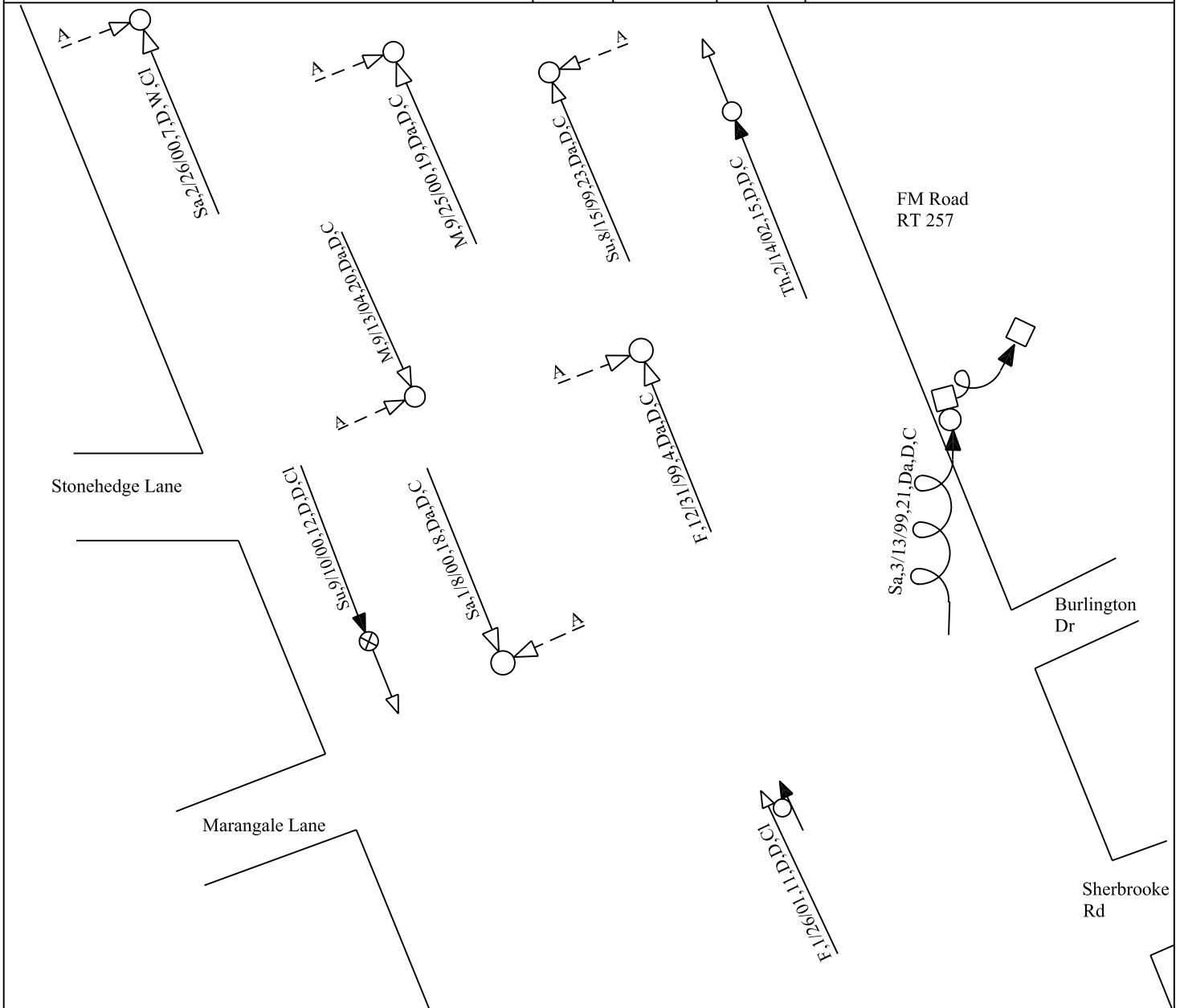
Date

03/15/06



1/1999-12/2004

Prepared by the Syracuse Metropolitan Transportation Council  
for the F-M Rd/Rt 257 Pedestrian Accommodation Feasibility Study



## Legend

- Moving Vehicle
- Backing Vehicle
- ▭ Parked Vehicle
- A Animal

- ▣ Fixed Object
- PDO
- ⊗ Injury
- Fatal

- Rear End
- Head On
- Sideswipe
- Out Of Control

- Approach Turn
- Overtaking Turn
- Right Angle

- Light
  - D = Daylight
  - Du = Dawn/Dusk
  - Da = Dark
- Pavement
  - D = Dry
  - W = Wet
  - S = Snow
  - Sl = Slush
- Weather
  - C = Clear
  - Cl = Cloudy
  - R = Rain
  - S = Snow
  - F = Fog

Note: Filled arrow denotes vehicle at fault

Drawing not to scale

\*Represents incidents that occurred  
on Route 257 south of Hunt La to Sherbrooke Rd

Day Date Hour Light Pavement Weather  
F, 2/12/93, 16, D, D, S

## Collision Diagram Summary

Location: Sherbrooke Road to Kelly Drive\*

| Accident Type               | PDO | Injury | Fatal | Total |
|-----------------------------|-----|--------|-------|-------|
| Right Angle                 |     |        |       |       |
| Rear End                    | 2   |        |       | 2     |
| Head On                     |     |        |       |       |
| Side Swipe                  |     |        |       |       |
| Left Turn                   |     |        |       |       |
| Right Turn                  |     |        |       |       |
| Overtaking                  |     |        |       |       |
| Animal                      | 7   |        |       | 7     |
| Bicycle                     |     |        |       |       |
| Fixed Object/Out of Control |     |        |       |       |
| Backing                     | 1   |        |       | 1     |
| Unknown                     |     |        |       |       |
| Total                       | 10  |        |       | 10    |

| Month | J | F | M | A | M | J | J | A | S | O | N | D | N/A |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
|       |   |   | 1 | 2 |   |   | 1 |   | 1 | 4 | 1 |   |     |

| Day | S | M | T | W | TH | F | SA | N/A |
|-----|---|---|---|---|----|---|----|-----|
|     | 1 | 1 | 4 | 1 | 1  | 2 |    |     |

| Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11    | 12  |
|------|----|----|----|----|----|----|----|----|----|----|----|-------|-----|
|      |    |    |    |    |    |    |    |    |    |    |    |       |     |
|      | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Other | N/A |
|      |    | 1  | 1  |    | 2  | 2  | 2  | 1  | 1  |    |    |       |     |

| Light Condition | Day | Dawn/Dusk | Dark | Other | N/A |
|-----------------|-----|-----------|------|-------|-----|
|                 | 4   | 1         | 5    |       |     |

| Road Surface | Dry | Wet | Snow/Ice | Other | N/A |
|--------------|-----|-----|----------|-------|-----|
|              | 7   | 3   |          |       |     |

| Weather | Clear | Cloudy | Rain | Snow | Fog | Other | N/A |
|---------|-------|--------|------|------|-----|-------|-----|
|         | 3     | 6      | 1    |      |     |       |     |

| Factors | Driver Inattention            | 1 | Backing Unsafely                     | 1 |
|---------|-------------------------------|---|--------------------------------------|---|
|         | Failure to Yield Right-of-Way |   | Passing or Lane Usage Improper       |   |
|         | Slippery Pavement             |   | Traffic Control Disregarded          |   |
|         | Unsafe Speed                  |   | Reaction to Other Uninvolved Vehicle |   |
|         | Alcohol Involvement           |   | Following Too Closely                | 2 |
|         | Unsafe Lane Changing          |   | Animals Action                       | 7 |

(each incident may have more than one factor)

\*Represents incidents that occurred on RT 257 south of Sherbrook Road to Kelly Drive

# COLLISION DIAGRAM

Location

FM RD: Sherbrooke Rd to Kelly Dr\*

Drawn By

MC

N

Period

Prepared by the Syracuse Metropolitan Transportation Council  
for the F-M Rd/Rt 257 Pedestrian Accommodation Feasibility Study

Date

03/15/06



1/1999-12/2004

Berkshire Pkwy

FM Road  
RT 257

McDermott Rd

Kelly Dr

## Legend

- Moving Vehicle
- Backing Vehicle
- ▭ Parked Vehicle
- A Animal

- Fixed Object
- PDO
- ⊗ Injury
- Fatal

- Rear End
- Head On
- Sideswipe
- Out Of Control

- Approach Turn
- Overtaking Turn
- Right Angle

- Light
  - D = Daylight
  - Du = Dawn/Dusk
  - Da = Dark
- Pavement
  - D = Dry
  - W = Wet
  - S = Snow
  - Sl = Slush
- Weather
  - C = Clear
  - Cl = Cloudy
  - R = Rain
  - S = Snow
  - F = Fog

Day Date Hour Light Pavement Weather  
 F, 2/12/93, 16, D, D, S

Note: Filled arrow denotes vehicle at fault

Drawing not to scale

\*Represents incidents that occurred  
on Route 257 south of Sherbrooke Rd to Kelly Dr



## Collision Diagram TOTALS

Location: Franklin Street to Kelly Drive\*

| Accident Type               | PDO  | Injury | Fatal | Total |
|-----------------------------|------|--------|-------|-------|
| Right Angle                 |      |        |       |       |
| Rear End                    | 7    | 1      |       | 8     |
| Head On                     | 1    |        |       | 1     |
| Side Swipe                  | 1    |        |       | 1     |
| Left Turn                   | 3    | 1      |       | 4     |
| Right Turn                  |      |        |       | 0     |
| Overtaking                  |      |        |       | 0     |
| Animal                      | 19   |        |       | 19    |
| Bicycle                     |      |        |       | 0     |
| Fixed Object/Out of Control | 5    | 1      |       | 6     |
| Backing                     | 1    |        |       | 1     |
| Unknown                     |      |        |       | 0     |
| Total                       | 37 0 | 0 3    |       | 40    |

| Month | J | F | M | A | M | J | J | A | S | O | N | D | N/A |
|-------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
|       | 4 | 2 | 5 | 3 | 2 | 4 | 1 | 2 | 5 | 4 | 3 | 5 |     |

| Day | S | M | T | W | TH | F | SA | N/A |
|-----|---|---|---|---|----|---|----|-----|
|     | 5 | 4 | 7 | 3 | 8  | 8 | 5  |     |

| Time | 00 | 01 | 02 | 03 | 04 | 05 | 06 | 07 | 08 | 09 | 10 | 11    | 12  |
|------|----|----|----|----|----|----|----|----|----|----|----|-------|-----|
|      |    |    |    |    | 1  | 1  | 1  | 2  | 1  | 1  | 2  | 1     | 1   |
|      | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | Other | N/A |
|      | 1  | 2  | 4  |    | 5  | 5  | 4  | 2  | 4  | 1  | 1  |       |     |

| Light Condition | Day | Dawn/Dusk | Dark | Other | N/A |
|-----------------|-----|-----------|------|-------|-----|
|                 | 21  | 1         | 18   |       |     |

| Road Surface | Dry | Wet | Snow/Ice | Other | N/A |
|--------------|-----|-----|----------|-------|-----|
|              | 27  | 9   | 4        |       |     |

| Weather | Clear | Cloudy | Rain | Snow | Fog | Other | N/A |
|---------|-------|--------|------|------|-----|-------|-----|
|         | 19    | 13     | 5    | 3    |     |       |     |

| Factors | Driver Inattention            | 4 | Backing Unsafely                     | 1  |
|---------|-------------------------------|---|--------------------------------------|----|
|         | Failure to Yield Right-of-Way | 3 | Passing or Lane Usage Improper       | 2  |
|         | Slippery Pavement             | 5 | Traffic Control Disregarded          |    |
|         | Unsafe Speed                  | 2 | Reaction to Other Uninvolved Vehicle |    |
|         | Alcohol Involvement           | 2 | Following Too Closely                | 6  |
|         | Unsafe Lane Changing          |   | Animals Action                       | 19 |
|         | Other Human                   | 2 | Lost Consciousness                   | 1  |
|         | Turning Improperly            | 1 |                                      |    |

(each incident may have more than one factor)

\*Represents all of the recorded incidents that occurred on RT 257 between Franklin St and Kelly Drive

## COST ESTIMATES for PREFERRED ALTERNATIVES\*\*

### Alternative 1 (Sidewalks on both sides of Route 257)

| ITEM #*                              | DESCRIPTION                                            | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | TOTAL ESTIMATED COST |
|--------------------------------------|--------------------------------------------------------|------|--------------------|---------------------|----------------------|
| 201.06                               | Clearing and Grubbing                                  | LS   | 1                  | \$3,500.00          | \$3,500.00           |
| 203.02                               | Unclassified Excavation and Disposal                   | CY   | 2981               | \$40.00             | \$119,240.00         |
| 304.12                               | Subbase Course, Type 2                                 | CY   | 1517               | \$25.00             | \$37,925.00          |
| 08520.5014                           | Sawcutting Concrete Pavement                           | LF   | 2770               | \$2.00              | \$5,540.00           |
| 560.xx                               | Remove and Reset Stone Wall                            | LF   | 125                | \$350.00            | \$43,750.00          |
| 608.0101                             | Concrete Sidewalks and Driveways                       | CY   | 910                | \$375.00            | \$341,250.00         |
| 24608.51                             | Stamped Detectable Warning                             | SY   | 28.7               | \$325.00            | \$9,327.50           |
| 611.02                               | Planting – Minor Deciduous Trees                       | EA   | 41                 | \$250.00            | \$10,250.00          |
| 613.0101                             | Topsoil                                                | CY   | 1212               | \$30.00             | \$36,360.00          |
| 614.0314                             | Tree Removal less than 24"                             | EA   | 30                 | \$200.00            | \$6,000.00           |
| 614.0314                             | Tree Removal more than 24"                             | EA   | 13                 | \$500.00            | \$6,500.00           |
| 619.01                               | Maintenance and Protection of Traffic (3%)             | LS   | 1                  | \$18,000.00         | \$18,000.00          |
| 632.15                               | Segmental Block Retaining Wall                         | SY   | 20                 | \$325.00            | \$6,500.00           |
| 685.01                               | White Epoxy Reflectorized Pavement Stripes – 4 in.     | LF   | 550                | \$2.00              | \$1,100.00           |
| 688.01                               | White Preformed Reflectorized Pavement Stripes – 4 in. | LF   | 206                | \$3.75              | \$772.50             |
| 699.01                               | Mobilization (4%)                                      | LS   | 1                  | \$26,000.00         | \$26,000.00          |
| Subtotal:                            |                                                        |      |                    |                     | \$668,515.00         |
| Contingency (30%):                   |                                                        |      |                    |                     | \$200,554.50         |
| <b>Total Estimated Project Cost:</b> |                                                        |      |                    |                     | <b>\$869,069.50</b>  |

\*Standard NYSDOT Item #s

*Cost Estimate:* The total estimated project cost for placing sidewalks on both sides of Route 257 is \$869,069.50. Drainage is not factored into this estimate.

*Sidewalk Maintenance Cost Estimate:* Assuming 50 days per year for snow removal at \$75 a day, annual cost for sidewalk maintenance would be \$3,750. Annual sidewalk repairs would cost approximately \$1,500.

*Right-of-Way Acquisition Fees (for Wellwood School property):* As noted within the text of this document, the only portion of the corridor that would potentially require the negotiation of ROW acquisition is located in front of the school property (on the west side of Route 257) across the street from Sheffield Lane. Approximately 347 square feet would need to be acquired from the school in order to build a seven-foot wide sidewalk around two large mature trees.

Based on a rate of \$1.03 per square foot, the 347 square feet of school property would be priced at about \$358. A more conservative estimate would round that figure to \$400.

\*\* Cost estimates prepared by consultant Clark Patterson Associates

## COST ESTIMATES for PREFERRED ALTERNATIVES (continued)\*\*

### Alternative 2A (Sidewalk on the west side of Route 257)

| ITEM #*                              | DESCRIPTION                                             | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | TOTAL ESTIMATED COST |
|--------------------------------------|---------------------------------------------------------|------|--------------------|---------------------|----------------------|
| 201.06                               | Clearing and Grubbing                                   | LS   | 1                  | \$1,000.00          | \$1,000.00           |
| 203.02                               | Unclassified Excavation and Disposal                    | CY   | 1581               | \$40.00             | \$63,240.00          |
| 304.12                               | Subbase Course, Type 2                                  | CY   | 813                | \$25.00             | \$20,325.00          |
| 08520.5014                           | Sawcutting Concrete Pavement                            | LF   | 1400               | \$2.00              | \$2,800.00           |
| 560.xx                               | Remove and Reset Stone Wall                             | LF   | 0                  | \$350.00            | \$0.00               |
| 608.0101                             | Concrete Sidewalks and Driveways                        | CY   | 490                | \$375.00            | \$183,750.00         |
| 24608.51                             | Stamped Detectable Warning                              | SY   | 13.3               | \$325.00            | \$4,322.50           |
| 611.02                               | Planting – Minor Deciduous Trees                        | EA   | 16                 | \$250.00            | \$4,000.00           |
| 613.0101                             | Topsoil                                                 | CY   | 654                | \$30.00             | \$19,620.00          |
| 614.0314                             | Tree Removal less than 24"                              | EA   | 9                  | \$200.00            | \$1,800.00           |
| 614.0314                             | Tree Removal more than 24"                              | EA   | 7                  | \$500.00            | \$3,500.00           |
| 619.01                               | Maintenance and Protection of Traffic (3%)              | LS   | 1                  | \$9,000.00          | \$9,000.00           |
| 685.01                               | White Epoxy Reflectorized Pavement Stripes – 8 in.      | LF   | 250                | \$2.00              | \$500.00             |
|                                      | White Preformed Reflectorized Pavement Stripes – 12 in. |      |                    |                     |                      |
| 688.01                               | Stop bar                                                | LF   | 96                 | \$3.75              | \$360.00             |
| 699.01                               | Mobilization (4%)                                       | LS   | 1                  | \$13,000.00         | \$13,000.00          |
| Subtotal:                            |                                                         |      |                    |                     | \$326,217.50         |
| Contingency (30%):                   |                                                         |      |                    |                     | \$97,865.25          |
| <b>Total Estimated Project Cost:</b> |                                                         |      |                    |                     | <b>\$424,082.75</b>  |

\*Standard NYSDOT Item #s

*Cost Estimate:* The total estimated project cost for placing sidewalks on the **west** side of Route 257 is \$424,082.75. Drainage is not factored into this estimate.

*Sidewalk Maintenance Cost Estimate:* Assuming 50 days per year for snow removal at \$75 a day, annual cost for sidewalk maintenance would be \$3,750. Annual sidewalk repairs would cost approximately \$1,500.

*Right-of-Way Acquisition Fees (for Wellwood School property):* As noted within the text of this document, the only portion of the corridor that would potentially require the negotiation of ROW acquisition is located in front of the school property (on the west side of Route 257) across the street from Sheffield Lane. Approximately 347 square feet would need to be acquired from the school in order to build a seven-foot wide sidewalk around two large mature trees.

Based on a rate of \$1.03 per square foot, the 347 square feet of school property would be priced at about \$358. A more conservative estimate would round that figure to \$400.

\*\* Cost estimates prepared by consultant Clark Patterson Associates

## COST ESTIMATES for PREFERRED ALTERNATIVES (continued)\*\*

### Alternative 4 (Stone dust on both sides of Route 257)

| ITEM #*                              | DESCRIPTION                                            | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | TOTAL ESTIMATED COST |
|--------------------------------------|--------------------------------------------------------|------|--------------------|---------------------|----------------------|
| 201.06                               | Clearing and Grubbing                                  | LS   | 1                  | \$3,500.00          | \$3,500.00           |
| 203.02                               | Unclassified Excavation and Disposal                   | CY   | 1537               | \$40.00             | \$61,480.00          |
| 560.xx                               | Remove and Reset Stone Wall                            | LF   | 125                | \$350.00            | \$43,750.00          |
| 04304.0194                           | Trailway Top Course, Stone Dust                        | CY   | 758                | \$153.00            | \$115,974.00         |
| 207.11                               | Geotextile Separation                                  | SY   | 8188               | \$1.46              | \$11,954.48          |
| 611.02                               | Planting – Minor Deciduous Trees                       | EA   | 41                 | \$250.00            | \$10,250.00          |
| 613.0101                             | Topsoil                                                | CY   | 1212               | \$30.00             | \$36,360.00          |
| 614.0314                             | Tree Removal less than 24"                             | EA   | 30                 | \$200.00            | \$6,000.00           |
| 614.0314                             | Tree Removal more than 24"                             | EA   | 13                 | \$500.00            | \$6,500.00           |
| 619.01                               | Maintenance and Protection of Traffic (3%)             | LS   | 1                  | \$18,000.00         | \$18,000.00          |
| 632.15                               | Segmental block retaining wall                         | SY   | 20                 | \$325.00            | \$6,500.00           |
| 685.01                               | White Epoxy Reflectorized Pavement Stripes – 4 in.     | LF   | 550                | \$2.00              | \$1,100.00           |
| 688.01                               | White Preformed Reflectorized Pavement Stripes – 4 in. | LF   | 206                | \$3.75              | \$772.50             |
| 699.01                               | Mobilization (4%)                                      | LS   | 1                  | \$26,000.00         | \$26,000.00          |
| Subtotal:                            |                                                        |      |                    |                     | \$344,640.98         |
| Contingency (30%):                   |                                                        |      |                    |                     | \$103,392.29         |
| <b>Total Estimated Project Cost:</b> |                                                        |      |                    |                     | <b>\$448,033.27</b>  |

\*Standard NYSDOT Item #s

*Cost Estimate:* The total estimated project cost for placing a stone dust path on the both sides of Route 257 is \$448,033.27. This figure includes ADA-compliant stone dust. Drainage is not factored into this estimate.

*Stone Dust Maintenance Cost Estimate:* Assuming approximately 5% of stone dust material would need replacement/rehabilitation every year, maintenance costs would be \$20,678.46 per year. Some savings can be achieved by performing maintenance every 3-4 years vs. every year. Snow removal is not typically done on stone dust paths, hence this path would become seasonal if the Town decided to install a stone dust path.

*Right-of-Way Acquisition Fees (for Wellwood School property):* As noted within the text of this document, the only portion of the corridor that would potentially require the negotiation of ROW acquisition is located in front of the school property (on the west side of Route 257) across the street from Sheffield Lane. Approximately 347 square feet would need to be acquired from the school in order to build a seven-foot wide sidewalk around two large mature trees.

Based on a rate of \$1.03 per square foot, the 347 square feet of school property would be priced at about \$358. A more conservative estimate would round that figure to \$400.

\*\* Cost estimates prepared by consultant Clark Patterson Associates



## COST ESTIMATES for PREFERRED ALTERNATIVES (continued)\*\*

### Alternative 4 (Stone dust on the west side of Route 257)

| ITEM #*                              | DESCRIPTION                                            | UNIT | ESTIMATED QUANTITY | ESTIMATED UNIT COST | TOTAL ESTIMATED COST |
|--------------------------------------|--------------------------------------------------------|------|--------------------|---------------------|----------------------|
| 201.06                               | Clearing and Grubbing                                  | LS   | 1                  | \$1,000.00          | \$1,000.00           |
| 203.02                               | Unclassified Excavation and Disposal                   | CY   | 813                | \$40.00             | \$32,520.00          |
| 560.xx                               | Remove and Reset Stone Wall                            | LF   | 0                  | \$350.00            | \$0.00               |
| 04304.0194                           | Trailway Top Course, Stone Dust                        | CY   | 409                | \$153.00            | \$62,577.00          |
| 207.11                               | Geotextile Separation                                  | SY   | 4416               | \$1.46              | \$6,447.36           |
| 611.02                               | Planting – Minor Deciduous Trees                       | EA   | 16                 | \$250.00            | \$4,000.00           |
| 613.0101                             | Topsoil                                                | CY   | 654                | \$30.00             | \$19,620.00          |
| 614.0314                             | Tree Removal less than 24"                             | EA   | 9                  | \$200.00            | \$1,800.00           |
| 614.0314                             | Tree Removal more than 24"                             | EA   | 7                  | \$500.00            | \$3,500.00           |
| 619.01                               | Maintenance and Protection of Traffic (3%)             | LS   | 1                  | \$9,000.00          | \$9,000.00           |
| 685.01                               | White Epoxy Reflectorized Pavement Stripes – 4 in.     | LF   | 250                | \$2.00              | \$500.00             |
| 688.01                               | White Preformed Reflectorized Pavement Stripes – 4 in. | LF   | 96                 | \$3.75              | \$360.00             |
| 699.01                               | Mobilization (4%)                                      | LS   | 1                  | \$13,000.00         | \$13,000.00          |
| Subtotal:                            |                                                        |      |                    |                     | \$153,324.36         |
| Contingency (30%):                   |                                                        |      |                    |                     | \$45,997.31          |
| <b>Total Estimated Project Cost:</b> |                                                        |      |                    |                     | <b>\$199,321.67</b>  |

\*Standard NYSDOT Item #s

*Cost Estimate (both sides):* The total estimated project cost for placing a stone dust path on the west side of Route 257 is \$199,321.67. This figure includes ADA-compliant stone dust. Drainage is not factored into this estimate

*Stone Dust Maintenance Cost Estimate:* Assuming approximately 5% of stone dust material would need replacement/rehabilitation every year, maintenance costs would be \$20,678.46 per year. Some savings can be achieved by performing maintenance every 3-4 years vs. every year. Snow removal is not typically done on stone dust paths, hence this path would become seasonal if the Town decided to install a stone dust path.

*Right-of-Way Acquisition Fees (for Wellwood School property):* As noted within the text of this document, the only portion of the corridor that would potentially require the negotiation of ROW acquisition is located in front of the school property (on the west side of Route 257) across the street from Sheffield Lane. Approximately 347 square feet would need to be acquired from the school in order to build a seven-foot wide sidewalk around two large mature trees.

Based on a rate of \$1.03 per square foot, the 347 square feet of school property would be priced at about \$358. A more conservative estimate would round that figure to \$400.

\*\* Cost estimates prepared by consultant Clark Patterson Associates