# LIVERPOOL TRANSPORTATION MODELING TECHNICAL MEMO May 2009



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# Executive Summary: Liverpool Modeling Tech Memo

The Syracuse Metropolitan Transportation Council (SMTC) completed the Village of Liverpool Transportation Modeling project on behalf of the Town of Salina and Village of Liverpool. The purpose of this project was to examine existing transportation conditions and plan for future transportation conditions through the use of the SMTC's Travel Demand Model (TDM).

This project included collection and/or verification of appropriate transportation, land use, and demographic data within the study area. The project assessed current and future transportation conditions within the Village through analysis of various transportation and/or land use alternatives. Several alternatives were run utilizing the TDM, and a technical memorandum summarized the findings. The project was completed utilizing the SMTC staff with support, input, and participation from the SMTC's member agencies.

The SMTC TransCAD travel demand model was used for this project, which is a regional model and not meant for small area detailed analysis, including intersection or road segment (link) analysis. The SMTC's model is meant to show regional impacts, not individual localized impacts. The following base and alternatives for the Liverpool Modeling project scenarios are all PM peak runs. Each of the alternatives is compared to the future base (2027).

The target for this project was to determine if there were any feasible alternate options to decrease the traffic in the Village by approximately 15%-20% as stated in the Village's Commercial Market and Retail Analysis.

## **Round 1 Results Summary**

## **Base: Current (2003) and Future (2027)**

The volume to capacity (v/c) base maps show no failing segments in the greater Liverpool area for the 2003 base map. The 2027 future base maps shows areas of concern on Oswego Street just north of Heid's and Rt. 370, north of the Village. The I-90 ramp from Rt. 57 is over capacity and other portions of I-90 southeast of the Village are nearing capacity. These areas that are at and near capacity are consistent with the rest of the v/c Alternative 1-7 maps.

## **Alternative 1: Liverpool Bypass**

The results of this alternative showed a sharp increase in traffic on the current portion of the Liverpool Bypass. The Parkway and Old Liverpool Road remain virtually unchanged. The east-west connectors in the Village decrease in traffic as well. This alternative significantly reduces traffic in parts of the Village.

## Alternative 2: Speed/Capacity/Classification Changes

The results of this alternative showed reduced traffic volumes on the Parkway by 38%. A significant amount of traffic is diverted to Old Liverpool Road. This alternative decreases

traffic in the Village in the range of 8% to 17%. This alternative has more vehicle reduction impacts than the similar Alternative 3 in the Village.

#### Alternative 3: Speed/Capacity/Classification Changes

The results of this alternative showed a significant impact on the traffic on the Parkway. More than half of the traffic is diverted to Old Liverpool Road. This decreases traffic ranging from about 6-12% in the Village. This alternative does result in a small decrease in traffic in the Village, but impacts Old Liverpool Road with a level of service E.

#### Alternative 4: Speed/Capacity/Classification Changes

This alternative moves traffic from Old Liverpool Road to the Parkway (and Buckley) with minimal reduction in volume through the Village. This alternative has a minimal impact on the Village.

#### Alternative 5: Speed/Capacity/Classification Changes

This alternative decreases traffic on Old Liverpool Road, therefore the traffic shifts to the Parkway and Buckley Road. There is an insignificant volume decrease in the Village (overall a 1% decrease). This alternative has a minimal impact on the Village.

#### Alternative 6: Traffic Calming

This alternative reduces volume on Parkway by 54%. Also, produces a large increase in the traffic on Old Liverpool Road. In the Village traffic decreases consistently around 20%. This alternative provides a decrease in traffic similar to Alternative 1: Liverpool Bypass, but without as much monetary commitment.

#### Alternative 7: Retail Changes

The results of this alternative showed not much change in the entire network, but a 12%-14% increase on Liverpool Bypass. Traffic in the Village is increased by 1%-3%.

#### **Round 2 Results Summary**

For Round 2, the SAC determined that the Thruway is an important aspect of reducing traffic in the Village. Therefore, removing tolls for the Thruway between exits 36-39 (690 and 81) was included in each Round 2 alternative. Additionally, the model was run with the same alternatives, but with the Thruway tolls in effect (Alternatives 2B, 3B, and 4B).

## Round 2, Alternative 1: No User Fees on the Thruway

The results of this alternative showed that traffic increased on the Thruway 8%-16% and decreased in the Village 3%-6%.

## Round 2, Alternative 2: Parkway Speed and Lane Reduction & Old Liverpool Rd Speed and Lane Reduction & No User Fees on the Thruway

The results of this alternative showed Old Liverpool Road is nearing capacity, but Oswego Street just north of Heid's is improved. This alternative exceeds goal of 20% reduction of traffic in the Village.

# Round 2, Alternative 2B: Parkway Speed and Lane Reduction & Old Liverpool Rd Speed and Lane Reduction

The results of this alternative showed a 20% reduction in traffic in the Village is still met, even with about a 4% increase in traffic (compared to Round 2, Alternative 2) due to the existing toll system on the Thruway.

# Round 2, Alternative 3: Traffic Calming in the Village & Parkway Speed Reduction & No User Fees on the Thruway

The results of this alternative showed significant volume reduction on Parkway, as well as significant volume increase on Old Liverpool Road and Thruway. This alternative meets goal of 20% reduction of traffic in the Village.

# Round 2, Alternative 3B: Traffic Calming in the Village & Parkway Speed Reduction

This alternative meets the goal of reducing traffic in the Village, and also does not disproportionately impact the LOS on any roads.

# Round 2, Alternative 4: Traffic Calming in the Village & Parkway Lane Reduction & No User Fees on the Thruway

The results of this alternative showed significant volume reduction on Parkway, and significant volume increase on Old Liverpool Road and Thruway. This alternative almost meets goal of 20% reduction of traffic in the Village.

# Round 2, Alternative 4B: Traffic Calming in the Village & Parkway Lane Reduction

The results of this alternative showed significant volume reduction on Parkway and significant volume increase on Old Liverpool Road. There was about a 15% reduction of traffic in the Village.

# **Conclusions**

A handful of scenarios meet the village traffic reduction goal of 15-20%. (Round 1 Alternatives 1 and 6; and Round 2 Alternatives 2, 3, 2B, 3B, 4B). In all Round 1 and 2 scenarios, many major connectors change to LOS E except for two scenarios (Round 2, Alternatives 3 and 3B). The speed decreases and loss of reserve capacity can be tolerated, but the LOS E/F is not generally acceptable. Therefore, the alternative with the most support is Round 2, Alternative 3/3B. Based on the modeling results, implementing changes in capacity on Village roads is more effective in diverting traffic than removing user fees on toll roads.

Given current circumstances, it is not likely that the Thruway would consider removing user fees for portions of local trips. Yet, this Tech Memo could result in future study to determine if it would be advantageous to pursue that option further. In addition to the question of removing user fees for portions of the Thruway, providing an incentive or guiding traffic to use the Thruway was discussed as part of this modeling effort. Overall, this study met its intended goal (to look at options to determine if further study is warranted). Liverpool Bypass (Round 1) met the traffic reduction goals, but it is the most financially expensive option. Round 2, Alternatives 3 and 3B could also possibly be considered in a future study to reduce traffic in the Village.

Member agency comments included concern regarding traffic being moved from the Village only to be concentrated on other roads in the area. If traffic is dispersed evenly on a number of roadways, the changes in volume would be manageable.

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February 28, 2008 January 26, 2009 March 2, 2009

# 1. Project Background

As part of the 2007–2008 Unified Planning Work Program (UPWP) under the Transportation Demand Modeling task, the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Village of Liverpool Transportation Modeling project on behalf of the Town of Salina and Village of Liverpool. The purpose of this project was to examine existing transportation conditions and plan for future transportation conditions through the use of the SMTC's Travel Demand Model (TDM). This project carried over to the 2008–2009 program year for completion.

This project included collection and/or verification of appropriate transportation, land use, and demographic data within the study area. The project assessed current and future transportation conditions within the Village through analysis of various transportation and/or land use alternatives. Several alternatives were run utilizing the TDM, and a technical memorandum summarized the findings. The project was completed utilizing the SMTC staff with support, input, and participation from the SMTC's member agencies. A working group was formed to guide the study.

The major project components, identified in task format, follow in this memo. The project, commenced during the 2007–2008 Unified Planning Work Program (UPWP) year, was estimated to be completed in approximately 6-8 months from the date this scope of work was approved.

Given that the result of this project is a technical memorandum and not a complete transportation study, the project outreach was limited to the working group meetings. There was not any additional public outreach or formal public meetings associated with this study. If any of the alternatives from this study require an additional study, appropriate public outreach and formal public meetings will be implemented at that time.

The SMTC TransCAD travel demand model was used for this project, which is a regional model and not meant for small area detailed analysis, including intersection or road segment (link) analysis. The SMTC's model is meant to show regional impacts, not individual localized impacts. It should be noted that the 2027 future base model includes Phase 1 (800,000 square feet) of the Destiny USA project only. The SMTC model is a 24-hour model based on a weekday and does not model weekend conditions.

The target for this project was to determine if there were any feasible alternate options to decrease the traffic in the Village by approximately 15%-20% as stated in the Village's Commercial Market and Retail Analysis.

# 2. Scope of Work

The following is the scope of work for the Liverpool Transportation Modeling Project, approved in November 2007.

# Task 1: Determination of Study Area and Base Model Verification

The area of influence or project study area will be determined by the working group and SMTC staff during the first working group meeting. With input from the working group, the SMTC will then verify and update the existing and future base TDM in and adjacent to the study area. This task will include field work and review of existing data to validate existing and future base land use and transportation data in the TDM.

# **Task 2: Develop Preliminary Alternatives**

The SMTC staff will meet with the complete working group to develop a list of potential alternatives to address the transportation related issues, needs and goals identified by the Village of Liverpool and Town of Salina. This will be a cooperative process to develop a complete list of land use and transportation alternatives. The working group will then reduce this list to a reasonable number of representative alternative scenarios.

The product of this task will be a list of alternatives to be evaluated in Task 3. This task will include the development of up to 6 preliminary transportation and/or land use alternatives. The factors used for the comparison of alternatives will be determined during a working group meeting and may include such things as directional volumes and volume to capacity ratios.

# Task 3: Preliminary Alternatives Modeling

SMTC staff will revise the existing (2003) and/or future (2027) base model to reflect each alternative scenario defined during Task 2. Since it is not necessary to complete a TDM run for each alternative for the existing and future model years the working group will determine the potential implementation time frame for each alternative. An implementation time frame will help determine the base year used to model and compare the alternatives. Each alternative will then be run for the appropriate base year and the outputs will be relatively compared to each other and the base model outputs. Mapping and/or data tables will be prepared to display and compare the alternative results.

# Task 4: Revised Alternatives Modeling

Upon completion and review of the preliminary alternatives, the SMTC and working group will revise the preliminary alternatives or generate new alternatives during a working group meeting. These additional alternatives will be dependent on the findings of the preliminary alternatives. The results from the first runs may not necessarily meet the goals of the Town and Village. Therefore, the original alternatives may need modifications. The SMTC staff will run up to 4 additional transportation and/or land use alternatives based on working group comments.

# **Task 5: Comparison of Alternatives**

A technical memorandum will be created by SMTC staff and will highlight each alternative scenario and their outputs. Maps and/or tables will be used to display the change in transportation conditions between each alternative and the 2003 and/or 2027 base model.

# Deliverables

SMTC staff will generate a technical memorandum with input from the working group. This report will include a brief narrative as well as maps, tables and charts as necessary.

# 3. Round 1: Modeling Research, Results Summary

## Research

In preparation for Round 1, background research was completed to verify and support the modeling scenarios. For example, in Alternative 7: Retail Changes, research was completed to determine the average number of employees per square foot for a big box retail store. Therefore, the decisions regarding the details of the model runs were determined with prior research in mind.

The documents reviewed for supporting information in preparation to run the scenarios included Liverpool Comprehensive Plan, Liverpool-Onondaga Lake Transportation Study, Onondaga County Settlement Plan, historical newspaper articles, and internet research. Supporting documentation was collected for traffic calming, retail changes, narrowing lanes (via reducing capacity), feasibility for new roadway connections including historical data, and lane and speed reduction.

# **Results Summary**

The following base and alternatives for the Liverpool Modeling project scenarios are all PM peak runs. Each of the alternatives is compared to the future base (2027). In reviewing the alternatives, it is important to look at the entire network changes and less specifically at individual road changes. Please remember that the SMTC travel demand model is meant for analyzing regional changes and not specific road or intersection functionality. The target for this project was to determine if there are any feasible alternate options to decrease the traffic in the Village by approximately 20%.

## Base: Current (2003) and Future (2027)

*Description:* These base runs are to be used as a comparison to the other scenarios. The future base conditions were determined by community representatives during model development.

## Results: N/A

*Notes:* The volume to capacity (v/c) base maps show no failing segments in the greater Liverpool area for the 2003 base map. The 2027 future base maps shows areas of concern on Oswego Street just north of Heid's and Rt. 370, north of the Village. The I-90 ramp from Rt. 57 is over capacity and other portions of I-90 southeast of the Village are nearing capacity. These areas that are at and near capacity are consistent with the rest of the v/c Alternative 1-7 maps.

# Alternative 1: Liverpool Bypass

*Description:* Creating a connection from Vine Street to Rt. 370 (about 2 miles). Functional Classification of the Bypass is Minor Arterial, speed is 55 mph, 24 hour capacity = 12,000 per lane.

# Results:

- There is a sharp increase in traffic on the current portion of the Liverpool Bypass. Therefore, upgrades to this portion of the road may be necessary.
- The total volumes on the new west and east portions of the Liverpool Bypass are 1516 and 2059 respectively. The eastern segment of the new bypass is already nearing capacity.
- Many other east-west connectors increase in traffic also, including West Taft Road (28%), Hopkins Road (21%), and Long Branch Road (69%).
- The Parkway and Old Liverpool Road remain virtually unchanged.
- The portion of Vine Street through the Village increases significantly (43%), while the remaining portion up to Henry Clay decreases significantly (65%).
- This alternative significantly reduces traffic in parts of the Village (6% on Oswego Street, 16% on Tulip Street, 22% on 2<sup>nd</sup> Street). The east-west connectors in the Village drop as well (30%-50%).
- V/C map for Alternative 1: the current Liverpool Bypass is at LOS F, as well as Rt. 370 north of the Village. Also, there is LOS E on Oswego Street just north of Heid's.

*Notes:* If building a connector is feasible, this option may produce significant changes to the traffic pattern in the area of the Village. This option did not include a feasibility study of building the new connector (i.e. ROW, land use, etc.). Onondaga County never purchased the right-of-way for the complete bypass.

# Alternative 2: Speed/Capacity/Classification Changes

*Description*: Decrease speed to 35 mph year round on Onondaga Lake Parkway. Speed reduction was on the Parkway from 55 mph to 35 mph.

Results:

- Reduces traffic volumes on Parkway by 38% (1,200+ vehicles).
- A significant amount of traffic is diverted to Old Liverpool Road (42%-77%).
- Also increases on Buckley, I-81/481/I-690/I-90, though the traffic is dispersed fairly evenly onto these roads (which had the capability for increased capacity).
- This alternative decreases traffic in the Village in the range of 8% to 17%.
- V/C is acceptable on Old Liverpool Road and the Parkway. No other significant changes.

*Notes:* This alternative has more vehicle reduction impacts than the similar Alternative 3 (Parkway = 1 lane) in the Village.

## Alternative 3: Speed/Capacity/Classification Changes

*Description:* Decrease number of lanes on Onondaga Lake Parkway (1 lane each direction). No speed reduction.

Results:

• This scenario has a significant impact on the traffic on the Parkway.

- More than half of the traffic is diverted to Old Liverpool Road (36%-63% increase), and some traffic also goes to Buckley as well as I-690/I-90/481.
- This decreases traffic ranging from about 6%-12% in the Village.
- V/C is acceptable in the Village. The Parkway decreases to a LOS E due to the lane reduction.

*Notes:* This alternative does result in a small decrease in traffic in the Village, but impacts Old Liverpool Road with a LOS E.

# Alternative 4: Speed/Capacity/Classification Changes

*Description:* Decrease speed to 35 mph on Old Liverpool Road. Speed reduction from 40 mph to 35 mph.

Results:

- Moves traffic from Old Liverpool Road to the Parkway and Buckley with minimal reduction in volume through the Village (2%).
- V/C is acceptable in the Village (except for the portion of Oswego Street just north of Heid's) as well as the Parkway and Old Liverpool Road.

*Notes:* This alternative has a minimal impact on the Village.

# Alternative 5: Speed/Capacity/Classification Changes

*Description:* Decrease number of lanes on Old Liverpool Road (1 lane each direction). No speed reduction.

Results:

- Decreases traffic on Old Liverpool Road (20%), therefore the traffic shifts to the Parkway and Buckley Road.
- Insignificant volume decrease in the Village (overall a 1% decrease).
- V/C is acceptable in the Village as well as the Parkway and Old Liverpool Road.

*Notes:* This alternative has a minimal impact on the Village.

# Alternative 6: Traffic Calming

*Description:* Reduce number of lanes on Oswego Street in Village of Liverpool (1 lane each direction), reduce number of lanes and speed on Onondaga Lake Parkway (1 lane each direction, 35 mph), narrow lanes on Oswego Street and Tulip Street. Narrowing lanes on Oswego Street and Tulip Street (results in a capacity reduction by 7%). Assumption of narrowing lanes from 12 feet to 10 feet.

Results:

- Reduces volume on Parkway by 54% (approximately 1,700 vehicles).
- This alternative produces a large increase in the traffic on Old Liverpool Road (48%-74%).

- Traffic is also distributed to Buckley Road, 81/481, Henry Clay Blvd., and 690. Decreases in traffic occur on Morgan Road as well as Rt. 57 and Rt. 370.
- In the Village, including the CBD, traffic decreases consistently around 20% (11%-32%).
- V/C is acceptable in the Village as well as the Parkway and Old Liverpool Road. Due to the lane reduction, Oswego Street north of Heid's is over capacity.

*Notes:* This alternative provides a decrease in traffic similar to Alternative 1: Liverpool Bypass, but without as much monetary commitment.

# Alternative 7: Retail Changes

*Description:* Add big box retail on corner of Rt. 57 and Liverpool Bypass. The big box that s modeled is approximately 220,000 square feet and 400 employees (1.81 employees per 1,000 square feet retail).

Results:

- Not much change in the entire network, but a 12%-14% increase on Liverpool Bypass.
- Not much change on Route 57, but the traffic increases on Tulip and Commerce (increase is split between the two).
- No significant changes in v/c from the 2027 base.

*Notes*: Traffic in the Village is increased by 1%-3%.

# 4. Round 1 Modeling Maps

The following section includes the maps from Round 1.

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Alternative 7 – Volume to Capacity Ratios







































# 5. Round 2: Modeling Results Summary

# **Round 2 Results Summary**

The following alternatives for the Liverpool Modeling project scenarios are all PM peak runs. Each of the alternatives is compared to the future base (2027). In reviewing the alternatives, it is important to look at the entire network changes and less specifically at individual road changes. Please remember that the SMTC travel demand model is meant for analyzing regional changes and not specific road or intersection functionality. The target for this project is to determine if there are any feasible alternate options to decrease the traffic in the Village by approximately 20%.

For Round 2, the SAC determined that the Thruway is an important aspect of reducing traffic in the Village. Therefore, removing tolls for the Thruway between exits 36-39 (690 and 81) was included in each Round 2 alternative. Additionally, the model was run with the same alternatives, but with the Thruway tolls in effect (Alternatives 2B, 3B, and 4B).

## Round 2, Alternative 1: No User Fees on the Thruway

*Description:* No user fees from exit 36 (I-81) to exit 39 (I-690). Remove Thruway user fee for *all* trips between Exits 36 and 39. Funding mechanisms for this alternative are not determined.

Results:

- Thruway use increased 8%-9% between 690 and Rt. 57 and 12%-13% between Rt. 57 and I-81. Ramp use increased even more.
- Parkway and Old Liverpool Road decreased 1%-4%.
- Village traffic: decreased 2%-6% overall, Oswego Street just north of Heid's decreased 3%, Vine Street and other east-west roads in Village increased 1%-6%.
- Very small changes in other areas.
- V/C ratios (similar to future 2027 base): reaching/at capacity for ramps (Thruway and other); LOS E: just north of Heid's, Rt. 370 north of Longbranch, Morgan north of Wetzel, 81 at 90 and 690 at 695. Differences from the future 2027 base include Commerce Blvd and Liverpool Bypass decreases in traffic, and increases on Thruway (near 81) and ramps.

Notes: Traffic increased on the Thruway 8%-16% and decreased in the Village 3%-6%.

# Round 2, Alternative 2: Parkway Speed and Lane Reduction & Old Liverpool Rd Speed and Lane Reduction & No User Fees on the Thruway

Description:

-Onondaga Lake Parkway- 35 mph year round and 1 lane each direction

-Old Liverpool Road- 35 mph and 1 lane each direction

AND

-Round 2, Alternative #1 conditions

Reduce speed on the Parkway from 55 mph to 35 mph; reduce speed on Old Liverpool Road from 40 mph to 35 mph; remove Thruway user fee for *all* trips between Exits 36 and 39.

# Results:

- Major impacts to the Village transportation network for this alternative.
- Decreases in traffic: 20%-30% in Village, 43%-46% on Parkway.
- Increases in traffic: 8% on Thruway between 690 and Rt. 57, 15%-16% between Rt. 57 and 81, and the ramps had significant increases. LOS E on Old Liverpool Road.
- V/C ratios: Ramps are at/over capacity; Thruway is at acceptable levels except for ramps and 81/90 interchange, Oswego Street just north of Heid's is acceptable (a change from the future base), portions of Rt. 370 over capacity, portions of I-690 over capacity, Morgan north of Wetzel over capacity, Van Buren and Rt. 48 over capacity.

*Notes:* Old Liverpool Road is nearing capacity, but Oswego Street just north of Heid's is improved. Exceeds goal of 20% reduction of traffic in the Village.

# Round 2, Alternative 2B: Parkway Speed and Lane Reduction & Old Liverpool Rd Speed and Lane Reduction

# Description:

-Onondaga Lake Parkway- 35 mph year round and 1 lane each direction -Old Liverpool Road- 35 mph and 1 lane each direction

Reduce speed on the Parkway from 55 mph to 35 mph; reduce speed on Old Liverpool Road from 40 mph to 35 mph.

Results:

- Major impacts to the Village transportation network for this alternative.
- Decreases in traffic: 12%-26% in Village, 41% on Parkway.
- Increases in traffic: 35% on Buckley between Parkway & 7<sup>th</sup> North, 21% 7<sup>th</sup> North, 31% Old Liverpool Road between Electronics and the Village. LOS D and E on Old Liverpool Road.
- V/C ratios: Parkway, Old Liverpool Road, some of 690 and some ramps are reaching or at capacity (in addition to the normal high v/c ratios in the network).

*Note:* The 20% reduction in traffic in the Village is still met, even with about a 4% increase in traffic (compared to Round 2, Alternative 2) due to the existing toll system on the Thruway.

## Round 2, Alternative 3: Traffic Calming in the Village & Parkway Speed Reduction & No User Fees on the Thruway

Description:

-Reduce number of lanes by 1 on Oswego St in the Village of Liverpool
-Reduce speed to 35 mph on Onondaga Lake Parkway
-Narrow lanes on Oswego Street and Tulip Street
AND
- Round 2, Alternative #1 conditions

Reduce speed on the Parkway from 55 mph to 35 mph; remove Thruway user fee for *all* trips between Exits 36 and 39; Narrowing lanes on Oswego Street and Tulip Street (results in a capacity reduction by 7%).

Results:

- Major impacts to the Village transportation network for this alternative.
- Increases in traffic: 8%-9% on Thruway between 690 and Rt. 57, 14%-16% between Rt. 57 and 81, and the ramps had significant increases.
- V/C ratios: over capacity on Thruway ramps, Thruway between Electronics and 81 ramps, and on Oswego Street just north of Heid's.

*Notes:* Significant volume reduction on Parkway. Significant volume increase on Old Liverpool Road and Thruway. Meets goal of 20% reduction of traffic in the Village.

# Round 2, Alternative 3B: Traffic Calming in the Village & Parkway Speed Reduction

Description:

-Reduce number of lanes by 1 on Oswego St in the Village of Liverpool

-Reduce speed to 35 mph on Onondaga Lake Parkway

-Narrow lanes on Oswego Street and Tulip Street

Reduce speed on the Parkway from 55 mph to 35 mph. Narrowing lanes on Oswego Street and Tulip Street (results in a capacity reduction by 7%).

Results:

- Major impacts to the Village transportation network for this alternative.
- Increases in traffic: 35%-46% on Old Liverpool Road, ramps.
- Decreases in traffic: 42% on the Parkway, 18% on Morgan Road.
- V/C ratios: very few roads are at/nearing capacity (mostly locations that show up on the 2027 base).

*Notes:* This meets the goal of reducing traffic in the Village (Route 370 is the exception with only 5-10% reduction), and also does not disproportionately impact the LOS on any roads.

# Round 2, Alternative 4: Traffic Calming in the Village & Parkway Lane Reduction & No User Fees on the Thruway

# Description:

- -Reduce number of lanes by 1 on Oswego Street in the Village of Liverpool
- -Reduce to 1 lane each direction on Onondaga Lake Parkway
- -Narrow lanes on Oswego Street and Tulip Street

AND

- Round 2, Alternative #1 conditions

Remove Thruway user fee for *all* trips between Exits 36 and 39. Narrowing lanes on Oswego Street and Tulip Street (results in a capacity reduction by 7%). Assumption of narrowing lanes from 12 feet to 10 feet.

Results:

- Though there were significant decreases in Village traffic for this alternative, it was not as significant as Alternatives 2 and 3.
- Traffic decreased by 31% on the Parkway, and increased by 23%-29% on Old Liverpool Road.
- V/C ratios: nearing capacity on the Parkway, Rt. 370 north of Longbranch and 7<sup>th</sup> North Street; over capacity on some Thruway ramps; Oswego Street just north of Heid's.

*Notes:* Significant volume reduction on Parkway. Significant volume increase on Old Liverpool Road and Thruway. Almost meets goal of 20% reduction of traffic in the Village.

# Round 2, Alternative 4B: Traffic Calming in the Village & Parkway Lane Reduction

# Description:

-Reduce number of lanes by 1 on Oswego Street in the Village of Liverpool -Reduce to 1 lane each direction on Onondaga Lake Parkway -Narrow lanes on Oswego Street and Tulip Street

Narrowing lanes on Oswego Street and Tulip Street (results in a capacity reduction by 7%). Assumption of narrowing lanes from 12 feet to 10 feet.

# Results:

- Major impacts to the Village transportation network for this alternative, but not as much impact as Round 2, Alternatives 2/2B and 3/3B.
- Traffic decreased by 31% on the Parkway, and increased by 27% on Old Liverpool Road.
- V/C ratios: nearing capacity on the Parkway, Rt. 370 north of Longbranch and portions of 7<sup>th</sup> North Street; Oswego Street just north of Heid's.

*Notes:* Significant volume reduction on Parkway. Significant volume increase on Old Liverpool Road. About a 15% reduction of traffic in the Village.

# 6. Round 2 Modeling Maps

The following section includes the maps from Round 2.

List of Maps:

Round 2, Alternative 1 – Traffic Volumes Round 2, Alternative 1 – Volume to Capacity Ratios Round 2, Alternative 2 – Traffic Volumes Round 2, Alternative 2B – Traffic Volumes Round 2, Alternative 2B – Volume to Capacity Ratios Round 2, Alternative 3 – Volume to Capacity Ratios Round 2, Alternative 3 – Traffic Volumes Round 2, Alternative 3 – Volume to Capacity Ratios Round 2, Alternative 3B – Traffic Volumes Round 2, Alternative 3B – Volume to Capacity Ratios Round 2, Alternative 4B – Volume to Capacity Ratios Round 2, Alternative 4B – Traffic Volumes Round 2, Alternative 4B – Traffic Volumes Round 2, Alternative 4B – Traffic Volumes Round 2, Alternative 4B – Traffic Volumes





























# 7. Conclusions

# Summary

A handful of scenarios meet the village traffic reduction goal of 15-20%. (Round 1 Alternatives 1 and 6; and Round 2 Alternatives 2, 3, 2B, 3B, 4B). In all Round 1 and 2 scenarios, many major connectors change to LOS E except for two scenarios (Round 2, Alternatives 3 and 3B). The speed decreases and loss of reserve capacity can be tolerated, but the LOS E/F is not generally acceptable. Therefore, the alternative with the most support is Round 2, Alternative 3/3B. Based on the modeling results, implementing changes in capacity on Village roads is more effective in diverting traffic than removing user fees on toll roads.

Given current circumstances, it is not likely that the Thruway would consider removing user fees for portions of local trips. Yet, this Tech Memo could result in future study to determine if it would be advantageous to pursue that option further. In addition to the question of removing user fees for portions of the Thruway, providing an incentive or guiding traffic to use the Thruway was discussed as part of this modeling effort.

Overall, this study met its intended goal (to look at options to determine if further study is warranted). Liverpool Bypass (Round 1) met the traffic reduction goals, but it is the most financially expensive option. Round 2, Alternatives 3 and 3B could also possibly be considered in a future study to reduce traffic in the Village.

# Member Agency Comments

Some SAC members had specific comments on the results of Rounds 1 and 2, as noted below.

The Onondaga County Department of Transportation (OCDOT) does not want traffic moved from the Village only to be concentrated on other roads in the area. If traffic is dispersed evenly on a number of roadways, the changes in volume would be manageable. Also, OCDOT does not support increasing capacity to LOS E or F on any of their roads. OCDOT does support Round 2, Alternatives 3 and 3B.

The City DPW was concerned with truck traffic that needs to use the Village or surrounding area as a through route or a destination route. Most likely truck traffic will be slowed down (a less dangerous option) or deferred to other routes.

The Town of Salina did not support any results with Old Liverpool Road nearing capacity (LOS E or F) as a result of other changes to the surrounding road network.

# **Next Steps**

If a member agency or municipality wants to pursue a related project further, it should be submitted with a letter of support for the SMTC's UPWP. Significant support would be needed; a major sponsor, such as NYSDOT or OCDOT, should be on board. This technical memorandum is a technical analysis as a precursor to a possible future planning effort.

# **Appendix A: SAC Meeting Summaries**

#### February 28, 2008

Attendees:	
Name	<u>Organization</u>
Sean Murphy	NYSDOT
Megan Costa	Syracuse/Onondaga County Planning Agency
Tony DeStefano	OCDOT
Robert Geraci	Onondaga County Parks
Nick Kochan	Village of Liverpool
Mark Nicotra	Town of Salina
Pete O'Connor	City of Syracuse
Jack Silvia	City of Syracuse, DPW
Mark Territo	Town of Clay, Planning and Development
James D'Agostino	SMTC
Jason Deshaies	SMTC
Ahmed Ismail	SMTC

This was the first Study Advisory Committee (SAC) meeting for the Liverpool Transportation Modeling Project. The purpose of this meeting was to introduce the SAC members, review the scope, determine a geographic project area and develop preliminary scenarios to be modeled with the SMTC Travel Demand Model for the project.

## SAC Member Introductions

The SAC members introduced themselves. Mr. D'Agostino thanked everyone for participating in this project.

## Study Purpose, Scope, Status

Mr. Deshaies provided a brief overview of the project scope. The project is being done at the request of the Village of Liverpool and Town of Salina. The purpose of the project is to examine existing transportation conditions and plan for future transportation conditions through the use of the SMTC's Travel Demand Model (TDM).

Mr. Deshaies began the presentation, which explained generally what a TDM is, how it is developed, where it is used, and what types of inputs and outputs are associated with such a model. (Note: The Power Point presentation is available to SAC members upon request.)

Mr. O'Connor asked if the model used includes truck and commercial traffic. Mr. D'Agostino responded by explaining the model does not differentiate types of vehicles, but rather gives a total volume output. Mr. Kochan suggested looking at the new land use plans in Van Buren and Lysander for land use inputs into the model. Mr. Kochan and Mr. D'Agostino both mentioned that any corrections or improvements made to the model during this project provide a more accurate and reliable model for future projects.

Mr. Deshaies then conducted the presentation about the Village of Liverpool specifically. Members of the SAC agreed to the project study area as proposed by Mr. Deshaies. Further discussion between members was mostly centered on developing preliminary alternatives. Mr. Kochan suggested adding several local roads into the model to account for cut-through traffic. The group agreed to include Myers Road from Route 370 to Route 57, 7<sup>th</sup> Street from Tulip Street to Vine Street, as well as 6<sup>th</sup> Street from Route 57 to Tulip Street in the model.

Alternatives discussed included the Liverpool Bypass, NYS Thruway, modification of Onondaga Lake Parkway, and various road widening/narrowing at various points north and south of the Village of Liverpool. Mr. Kochan suggested a cost-benefit analysis on the bypass extension/NYS Thruway Alternatives. He also mentioned that the whole idea behind this project was basically to "shave" some of the peak hour traffic off the Village roads. Mr. Geraci noted that the Parkway seems to be the root of the traffic problem in the Village. Mr. Kochan responded by stating that the Village is not looking to eliminate traffic congestion entirely, but to reduce peak hour traffic volumes by 15%-20% as stated in the Village's Commercial Market and Retail Analysis.

While members generally agreed it might take upwards of six years, development of the Liverpool Bypass from Route 370 to Henry Clay Boulevard may be a possibility and should be looked at in the model. Mr. DeStefano mentioned that the county never purchased the right-of-way for the complete bypass.

Mr. D'Agostino suggested that a potential "big-box" retail north of Liverpool be considered in the model for one of the alternative scenarios. The SAC members agreed that it should be modeled independently and any additional volumes created by such development noted. Mr. Kochan mentioned that Liverpool has recently promoted mixed-use development, and they are only looking to sustain the bicycle-pedestrian activities currently in their jurisdiction. Both Mr. Geraci and Mr. Murphy suggested that even if the Onondaga Lake Parkway had a reduced speed or lower capacity, exit 36 off of the NYS Thruway, Old Liverpool Road and many surrounding local roads would have to be closely watched in the model.

Mr. Nicotra asked if Destiny USA was at all considered in the model. Mr. D'Agostino responded by noting that the 2027 future base model includes Phase 1 (800,000 square feet) of the Destiny USA project but nothing else due to the lack of plans. Ms. Costa mentioned that traffic issues on the weekends may be different than typical issues during the weekdays. Mr. D'Agostino responded by mentioning that the model is a 24-hour model based on a weekday and does not model weekend conditions.

Mr. Deshaies concluded the meeting by reviewing the potential preliminary scenarios with the group including:

- 1. Change the attributes of Onondaga Lake Parkway and potentially Old Liverpool Road (e.g. lower speeds and capacity)
- 2. Encourage use of Thruway (e.g. no user fees)
- 3. Complete the Liverpool Bypass (from Route 370 to Henry Clay Blvd)
- 4. Traffic calming in the Village (e.g. lane reduction)
- 5. Addition of "big-box" retail north of Village on the corner of Route 57 and Liverpool Bypass

(Note: These are general descriptions of the preliminary scenarios. SMTC will produce maps and written details for each scenario. SMTC may combine scenarios if necessary. All scenarios will be discussed at the next SAC meeting.)

## Informational Maps

SAC members were provided with maps showing the potential project area, current and projected traffic count and volume/capacity information for selected roads in the area. Information provided was for both the 2003 year as well as the projected data for 2027.

#### Data Requests

Mr. D'Agostino offered to send a digital copy of the Onondaga Lake Parkway Transportation Study to members of the SAC. Also, Mr. Deshaies agreed to create a graphic representing the potential modifications to the Liverpool Bypass and to send that graphic to Mr. DeStefano for review. The PowerPoint presentation on Travel Demand Modeling is also available to SAC members upon request.

#### Next Steps

SMTC staff will be setting up another meeting time, possibly in two weeks. By then, the Liverpool Bypass Alternative will have been looked at by Mr. Deshaies and Mr. DeStefano. The purpose of the next SAC meeting will be to review the existing conditions data and review the proposed scenarios to be modeled.

The meeting concluded at 11:30 a.m.

#### Actions:

- o Mr. DeStefano will look for previous John Glenn Boulevard and Liverpool Bypass plans.
- o Mr. Deshaies will prepare preliminary scenario mapping with transportation and/or land use modification details for SAC member review.
- o Mr. Deshaies will provide an electronic copy of the Onondaga Lake Parkway Transportation Study to SAC members that have requested it.

#### January 26, 2009

#### Attending:

John Eallonardo, Onondaga County Parks James D'Agostino, SMTC Jennifer Deshaies, SMTC Jason Deshaies, SMTC Tony DeStefano, OCDOT Lori Dietz, MDA Nick Kochan, Village of Liverpool Sean Murphy, NYSDOT Region 3 Mark Nicotra, Town of Salina Jack Silvia, City of Syracuse, DPW Ms. Deshaies began the meeting with an overview of the purpose (goals) of the SAC meeting. She asked the SAC to think about options for Round 2 scenarios (Are there any alternatives that are attractive? Feasible? That the SAC wants to combine? Eliminate?) as the group reviewed the Round 1 results, and if there was a need to run any scenarios for Round 2 at all.

Ms. Deshaies also gave an update on a Thruway Alternative that was not modeling in Round 1 as scheduled. She explained that the model is not accurately reflecting the Thruway use because the user fees are not appearing. This doesn't null data; it just doesn't penalize Thruway trips. Although we don't anticipate much change, we will fix the user fees issue and run it in Round 2. If the difference is more than 10%, we will let SAC know and redo all of Round 1.

The SAC then reviewed scenarios in detail and discussed issues regarding the results. The results were summarized in the document that was mailed to the SAC prior to the meeting.

Volume to capacity (v/c) ratio maps were also completed for each scenario and shown at the meeting. The v/c ratio maps were e-mailed to the SAC after the meeting.

Alternative 1, Liverpool Bypass, shows a sharp increase in traffic on the current portion of the Liverpool Bypass, and the new portions of the Bypass are already nearing capacity. Many other east-west connectors also increase in traffic. This alternative significantly reduces traffic in parts of the Village.

Alternative 2, Onondaga Lake Parkway to 35 mph, reduces traffic volumes on Parkway by 38%, and a significant amount of traffic is diverted to Old Liverpool Road (42%-77%). This alternative decreases traffic in the Village in the range of 8% to 17%.

Alternative 3, decreases the number of lanes by one on Onondaga Lake Parkway, has a significant decrease on the traffic on the Parkway. It decreases traffic ranging from about 6%-12% in the Village.

Alternative 4, decreases speed to 35 mph on Old Liverpool Road, moves traffic from Old Liverpool Road to the Parkway and Buckley with minimal reduction in volume through the Village (2%).

Alternative 5, decreases number of lanes on Old Liverpool Road (1 lane each direction), has an insignificant volume decrease in the Village (about 1% decrease).

Alternative 6, traffic calming, includes reducing number of lanes on Oswego Street in Village of Liverpool (1 lane each direction), reducing number of lanes and speed on Onondaga Lake Parkway (1 lane each direction, 35 mph), and narrowing lanes on Oswego Street and Tulip Street. This scenario reduces volume on Parkway by 54%, and much of the traffic is moved to Old Liverpool Road (48%-74%). In the Village, traffic decreases consistently around 20%.

Alternative 7 adds "big box" retail on a corner of Rt. 57 and Liverpool Bypass. This doesn't create much change in the entire network, but does increase traffic on Liverpool Bypass 12%-14%.

Traffic in the Village is increased by 1%-3%, therefore if this retail change occurs, there may be a need for additional traffic mitigation.

After reviewing the Round 1 scenarios in detail, the SAC determined that there were enough options to pursue Round 2. The following scenarios were outlined:

Part A Thruway Alternative from Round 1

## Part B\*

1. Onondaga Lake Parkway – 35 mph year round and 1 lane each way *AND* Old Liverpool Road-35 mph and 1 lane each way (*Group 3- combine A and B*)

2. Reduce number of lanes by 1 on Oswego Street. in the Village of Liverpool AND reduce speed to 35 mph on Onondaga Lake Parkway AND narrow lanes on Oswego Street and Tulip Street (Group 5- Traffic Calming minus the lane reduction on the Parkway)

3. Reduce number of lanes by 1 on Oswego Street in the Village of Liverpool AND reduce to 1 lane each way on Onondaga Lake Parkway AND narrow lanes on Oswego Street and Tulip Street (Group 5-Traffic Calming minus the speed reduction on the Parkway)

\*For Part B, then add in the Thruway Alternative

Ms. Deshaies noted that she would e-mail the summary of scenarios for Round 2 by Wednesday, and any comments would be due by Friday (1/30/09).

The next steps for this project will include a SAC meeting to review the results of Round 2 modeling, and then a technical memo summarizing the procedure and results. There will be no recommendations as part of the tech memo, and no public participation process for this project. If anyone wants to pursue any of these, it will have to be a separate project, with support, to be submitted for the next UPWP. The next SAC meeting was tentatively scheduled for either March 2 or March 4 at 2:00 p.m.

# March 2, 2009

## Attending:

John Eallonardo, Onondaga County Parks James D'Agostino, SMTC Jennifer Deshaies, SMTC Jason Deshaies, SMTC Tony DeStefano, OCDOT Rob Dressing, NYSTA Robert Geraci, Onondaga County Parks Nick Kochan, Village of Liverpool Pete O'Connor, City of Syracuse, DPW John Reichert, NYSDOT Region 3 Jack Silvia, City of Syracuse DPW

#### Introduction

Ms. Deshaies opened the meeting at 2:00 p.m. After introductions, she gave an update on the results of the Thruway Alternative from Round 1. User fees are working correctly in the model now. In the Round 1 re-run, there was a change of around 3% in network adjacent to the Thruway, and 10% on Thruway. Maps are available to view; please contact Ms. Deshaies if you would like to see them. In the Base Updates, Longbranch Road now reflects a one-way bridge.

#### Review of Round 2 (including 2B, 3B, 4B) Scenarios:

*Round 2, Alternative 1:* Traffic increases on the Thruway 8%-16% and decreases in the Village 3%-6%. Volume to capacity (v/c) ratios (similar to future 2027 base) are reaching or at capacity for ramps (Thruway and other); Level of Service (LOS) E occurs just north of Heid's, Rt. 370 north of Longbranch, Morgan north of Wetzel, 81 at 90 and 690 at 695. Differences from the future 2027 base include Commerce Blvd. and Liverpool Bypass decreases in traffic, and increases on Thruway (near 81) and ramps.

*Round 2, Alternative 2:* Old Liverpool Road is nearing capacity, but Oswego Street just north of Heid's is improved. It meets the goal of 20% reduction of traffic in the Village. Regarding v/c ratios, ramps are at/over capacity; Thruway is at acceptable levels except for ramps and 81/90 interchange; Oswego Street just north of Heid's is acceptable (a change from the future base); portions of Rt. 370 are over capacity; portions of I-690 are over capacity; Morgan north of Wetzel is over capacity; and Van Buren Road and Rt. 48 is over capacity.

*Round 2, Alternative 3:* A basic summary of this alternative is significant volume reduction on the Parkway and significant volume increase on Old Liverpool Road and the Thruway. It meets the goal of 20% reduction of traffic in the Village. V/C ratios are over capacity on Thruway ramps, the Thruway between Electronics and I-81 ramps, and on Oswego Street just north of Heid's.

*Round 2, Alternative 4:* A basic summary of this alternative includes significant volume reduction on the Parkway and significant volume increase on Old Liverpool Road and the Thruway. It almost meets the goal of 20% reduction of traffic in the Village. V/C ratios are nearing capacity on the Parkway, Rt. 370 north of Longbranch and 7<sup>th</sup> North Street; but over capacity on some Thruway ramps and Oswego Street just north of Heid's.

*Round 2, Alternatives 2B, 3B and 4B:* These are very similar to Alternatives 2, 3, and 4, but with user fees collected/applied on the Thruway. The 20% reduction in traffic in the Village is still met, even with about a 4% increase in traffic due to the existing toll system on the Thruway. The Thruway is not a total solution; even when no user fees, not all cars will use that – they get dispersed.

#### Comments:

Based on the modeling results, implementing changes in capacity on Village roads is more effective in diverting traffic than no user fees on toll roads.

From a social/political perspective, to take a route away is more difficult to sell than using the Thruway, but it's good to offer an alternative. The key is not the Thruway (though it helps).

The question is whether it is even feasible to remove the Thruway user fees. It seems not, in the current climate, but this study will look at if we should consider it or pursue it further. A result is it can be used and it will work, but it is not critical. Mr. Geraci questioned how people could be forced to use it, and Mr. D'Agostino responded that they couldn't. Mr. Kochan noted that an incentive is needed. A 1991 study was discussed; the media coverage was not the whole picture. The reduced cost portions were limiting (i.e. tickets needed) and were done to help with a construction project in the Village, not to decrease traffic long term. No other permanent incentive or disincentive to use another route was given.

OCDOT looked in detail at the scenarios and facilities, including Round 1, prior to the meeting (except 3B and 4B that were handed out at the meeting). Five scenarios meet the 20% goal. (Round 1 Alternatives 1 and 6; and Round 2 Alternatives 2, 3, and 2B). In all cases, a county facility goes to LOS E except for 1 scenario, that being Round 2, Alternative 3. The decreases and loss of reserve capacity can be tolerated, but the LOS E/F is not acceptable to the County. Only Round 2, Alternative 3 can be supported by the County, unless capacity improvements to be made are equitably shared, as there is a decrease in capacity on Old Liverpool Road. Buckley, Old Liverpool Road, and Bypass are the key roads in looking at options. OCDOT does not want traffic moved from the Village only to be moved somewhere else in the area.

Mr. Silvia questioned if the truck traffic was with a destination in the Village (or general area). Mr. Kochan stated that in a retail study, the State wanted an upgrade, but community consensus didn't happen. Businesses thought that more traffic was good for business, but the study (Market Analysis in Liverpool's Comprehensive Plan) showed that more traffic was actually bad. Business was improved with a decrease in traffic. Trucks are slow, and that is OK. Some truck traffic does need to go through Village, and slower speed is not as dangerous. Other trucks can take interstates or other routes.

Comments were also submitted on Round 2 from people who could not attend the meeting. The Thruway Authority would like to change the term "penalty" to "user fees". Mark Nicotra, Town of Salina, noted that though the impacts in the Village are greatly lessened, it seems that Old Liverpool Road would be maxed out. He did not support an outcome with Old Liverpool Road nearing capacity.

Overall, it was felt this study met the goal (to look at options to determine if further study is warranted). The most beneficial alternative seems to be the Liverpool Bypass (Round 1), but it is the most expensive option by far. There may be other feasible options, if further study occurs.

## Next Steps

A technical memo summarizing the procedure and results (which will not include public participation or recommendations) will be e-mailed to the SAC for comments, and completed by the end of the month. There will be no further meetings, unless a member of the SAC requests another meeting for discussion purposes. If anyone wants to pursue a project further, it should be submitted with a letter of support for the next UPWP. Significant support would be needed; a

major sponsor, such as NYSDOT or OCDOT, should be on board. The technical memorandum is not a public document. It is a technical analysis as a precursor to a possible further planning effort.

The meeting was adjourned at 2:45 p.m.