Syracuse Metropolitan Transportation Council

February 2018

CONNECTIONS TO TOWNSHIP 5: BICYCLE & PEDESTRIAN ASSESSMENT (TOWN OF CAMILLUS)

CONNECTIONS TO TOWNSHIP 5

BICYCLE & PEDESTRIAN ASSESSMENT

(Town of Camillus)

Final Report
February 2018

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SMTC

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Executive Summary

The Town of Camillus – Connections to Township 5 Bicycle and Pedestrian Assessment Project (Assessment Project) was completed as part of the Syracuse Metropolitan Transportation Council's 2016-2017 and 2017-2018 Unified Planning Work Programs (UPWP) on behalf of the Town of Camillus.

In 2008, the Town of Camillus anticipated that there would be an increase in commercial development along West Genesee Street, Milton Avenue and the Township 5 Boulevard area in the coming years. With the new service destinations in the Township 5 development, and an increase in population, it was expected that there would be a need for multi-modal facilities, specifically those for pedestrians and cyclists, to keep up with demand.

The Town identified several corridors between residential neighborhoods, shopping plazas, and the Township 5 development, owned by either the Onondaga County Department of Transportation (OCDOT), the Town of Camillus, or the New York State Department of Transportation (NYSDOT), to enhance with new or improved bicycle and pedestrian facilities. Those corridors are as follows:

1. Knowell Road/Bennett Road: West Genesee Street to Township 5 Boulevard (Camillus/OCDOT/NYSDOT)
2. Township 5 Boulevard: Knowell Road/Bennett Road to Hinsdale Road (Camillus)
3. Hinsdale Road: Township 5 Boulevard to Milton Avenue (OCDOT)
4. Milton Avenue: Knowell Road to Warners Road (OCDOT)
5. Bennett Road: Township 5 Boulevard to Warners Road (OCDOT)
6. Hinsdale Road: Township 5 Boulevard to Warners Road (OCDOT).

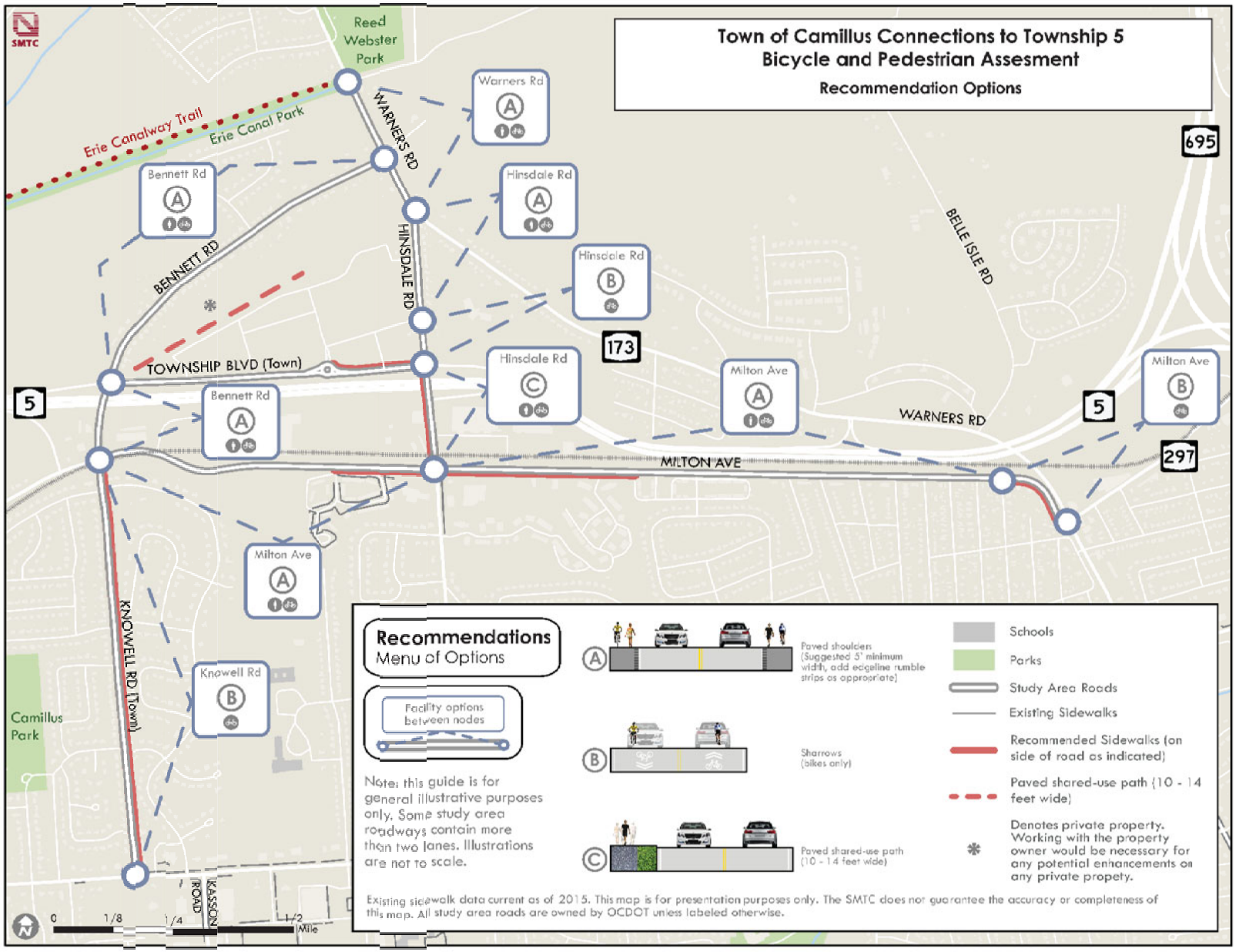
The purpose of this study was to assess the existing transportation system, identify issues related to bicycle and pedestrian access along each corridor, examine the connectivity from populated areas to destinations, close gaps in the system from adjacent pedestrian facilities, and identify potential locations for bicycle and pedestrian facilities along each corridor within their existing pavement width and/or right-of-way.

The areas surrounding these corridors are of medium population density, with many apartments and townhomes flanking Milton Avenue. As development associated with the Township 5 plaza continues (including the addition of apartments and hotels), the potential for more people to travel by foot and on bike has increased.

SMTC staff conducted this study with the advice and assistance of the Study Advisory Committee (SAC), which met four times over the course of the study. A public input session was held as part of the Town of Camillus Planning Board meeting in March 2017, and a public comment period was held from January 12 through January 31, 2018.

Study recommendations for the Assessment Project were developed in consultation with the SAC members and organized into the following categories: systemic guidelines, corridor specific, and railroad crossings. Recommendations are based on a planning-level assessment, and thus serve as guidance about what options may exist to add or improve bicycle and pedestrian amenities along study area corridors. A generalized menu of potential treatments are presented on the Recommendation Options map on the next page. An engineering assessment is suggested to help identify the most appropriate facilities and determine specific design parameters.

The Town of Camillus could initiate desired improvements by taking the lead to collaborate with the OCDOT and NYSDOT to develop a network of bicycle and pedestrian facilities to link neighborhoods within the Township 5 area. The Town of Camillus may use this Assessment Project to guide discussions, and as support to seek local, state, and federal funding resources for facility improvements.


Town of Camillus Connections to Township 5
Bicycle and Pedestrian Assesment
Recommendation Options
SMTC
Reed Webster Park
Erie Canalway Trail
Erie Canal Park
WARNERS RD
Warners Rd
A
Bennett Rd
A
BENNETT RD
HINSDALE RD
Hinsdale Rd
A
Hinsdale Rd
B
Hinsdale Rd
C
BELLE ISLE RD
695
173
TOWNSHIP BLVD (Town)
5
Bennett Rd
A
Milton Ave
A
WARNERS RD
5
Milton Ave
B
297
MILTON AVE
Milton Ave
A
KNOWELL RD (Town)
Knowell Rd
B
Camillus Park
KASSON ROAD
0
1/8
1/4
1/2
Mile
Recommendations
Menu of Options
Facility options between nodes
Note: this guide is for general illustrative purposes only. Some study area roadways contain more than two lanes. Illustrations are not to scale.
A
Paved shoulders (Suggested 5' minimum width, add edgeline rumble strips as appropriate)
B
Sharrows (bikes only)
C
Paved shared-use path (10 - 14 feet wide)
Schools
Parks
Study Area Roads
Existing Sidewalks
Recommended Sidewalks (on side of road as indicated)
Paved shared-use path (10 - 14 feet wide)
Denotes private property. Working with the property owner would be necessary for any potential enhancements on any private propety.
Existing sidewalk data current as of 2015. This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map. All study area roads are owned by OCDOT unless labeled otherwise.

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1 Introduction

1.1 Overview and Study Area

As part of the 2016-2017 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Town of Camillus – Connections to Township 5 Bicycle and Pedestrian Assessment Project (Assessment Project) on behalf of the Town of Camillus.

In 2008, the Town of Camillus anticipated that there would be an increase in commercial development along West Genesee Street, Milton Avenue and the Township 5 Boulevard area in the coming years. With these new service destinations and an increase in population, it was expected that there would be a need for multi-modal facilities to keep up with demand. The Milton Avenue corridor has experienced the anticipated growth of a new senior housing apartment complex with 119 units, while several existing apartment complexes already provide more than 500 units. In addition, this densely populated area now has two newly developed service destinations (Camillus Commons and Township 5 shopping plazas) and has already begun to experience increases in pedestrian and bicycle traffic. This increase on system demand has become a safety issue, as the existing facilities do not adequately accommodate bicyclists or pedestrians. In addition, within the study area there is an overpass and an underpass for bypassing traffic associated with NYS Route 5 as well as at-grade railroad crossings to contend with in at least three situations.

The Town has identified several corridors, between residential neighborhoods, shopping plazas, and the Township 5 development, owned by either the Onondaga County Department of Transportation (OCDOT), the Town of Camillus, or the New York State Department of Transportation (NYSDOT), to enhance with new or improved bicycle and pedestrian facilities. Those corridors are as follows:

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The purpose of this study is to assess the existing transportation system, identify issues related to bicycle and pedestrian access along each corridor, examine the connectivity from populated areas to destinations, close gaps in the system from adjacent pedestrian facilities, and identify potential locations for bicycle and pedestrian facilities along each corridor within their existing pavement width and/or right-of-way.

1.2 Study Process

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met several times over the course of the study. The SAC consists of the following organizations:

- The Town of Camillus (Highway Department)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- New York State Department of Transportation (NYSDOT)
- Onondaga County Department of Transportation (OCDOT)
- Central New York Regional Planning and Development Board (CNYRPDB)
- Other agencies as deemed appropriate by the project sponsor and the SMTC.

The SMTC provided two opportunities for the public to participate in this study:

The first opportunity was through a public meeting held as part of the Camillus Town Planning Board meeting on May 22, 2017, at the Camillus Town Hall. The SMTC introduced the project to the Board and public, sharing the project's background; existing conditions, issues and concerns in the study area; and the next steps. Five board members, as well as approximately 10 members of the public attended the meeting (see Appendix A for a meeting summary).

The second opportunity for public input was held via public comment period. The Draft Final Report, which included recommendations for enhancing bicycle and pedestrian mobility within the corridors being examined, was posted on the SMTC web site and publicized through a press release (see Appendix A) and SMTC's Facebook page from January 12 through January 31, 2018. No comments were received during this timeframe.

1.3 Background

A few projects have touched upon the need for changes to the study area in anticipation of future development. The following reports serve as background information for this Assessment Project.

1.3.1 Access Modification Report, 2006 (Revised March 2009)

An Access Modification Report, completed for the Town of Camillus in 2006, studied the transportation network in the area surrounding the Hinsdale Road and Milton Avenue corridors to evaluate safety, capacity and issues of future growth. The report also justified why it was necessary to break access.

The report reviewed the road network in the area and found heavy traffic demand on both the Milton Avenue and Hinsdale Road roadways. In preparation for anticipated future residential and commercial/industrial growth, and to address concerns over continued accident problems, a more balanced transportation network was the desired outcome of this report. The report looked at four alternatives and in the end recommended a proposed Connector Road from Hinsdale Road to Bennett Road, north of NYS Route 5. It was believed, back in 2006, that this

east-west connector road, connecting two main north-south roadways (Hinsdale Road and Bennett Road/Knowell Road), at this location, would best address the current and future traffic concerns and development opportunities in the area.

As is the case today, the proposed "Connector Road" recommended just over ten years ago in this Access Modification Report, would become Township 5 Boulevard and is now one of the several corridors being reviewed in this Bicycle and Pedestrian Assessment Project.

1.3.2 The Plan – The Comprehensive Plan for the Town of Camillus, New York, 2017

The current Comprehensive Plan ("The Plan") for the Town of Camillus was updated and adopted January 2017. The Plan is intended to be the guide for future land use and development proposals in the Town and is a document that is both flexible and under constant review. A theme throughout The Plan is balancing the old with the new. As Camillus grows, this plan puts in place policy and suggestions on how to embrace the growth without negatively affecting the existing community. To do that, policy statements encouraging the preservation of land abutting environmentally sensitive areas like Nine Mile Creek or the preservation of land for agricultural use is highlighted. When development takes place, open space and the restoration and/or rehabilitation of historic sites and structures, like that of the 2009 restoration of the Nine Mile Creek Aqueduct, are encouraged whenever possible.

The Plan makes note of the fact that there has been a migration of young adults out of the town. Yet there has been a growth in the number of housing units, in large part due to the decrease in the average number of persons per household. This increase in housing unit growth coupled with increased commercial development in recent years, notably the Township 5 shopping center and the West Genesee Street corridor, has caused concern over traffic congestion and highway safety.

With more land still left undeveloped, particularly in the "Second Ward" of the town (the area primarily located north of Milton Avenue and east of the Erie Canal), policy and restrictions on how development should occur in the future and how the land underneath it will be utilized is discussed at length in this comprehensive plan. The Town desires designs and techniques of future development to be compatible with topography, for their size to be appropriate, and they want residential development to be located with transportation systems in mind. The Town recognizes pedestrian facilities as an important element of development and takes special note of it when reviewing site plans. Stated in The Plan, the Town wants to "Establish a safe, efficient and reliable transportation system within the Town of Camillus, which will meet the needs of present and future populations." To that end, the comprehensive plan identifies policies for specific types of streets (arterial, collector and local).

In general, the following polices are noted for designated arterial streets (including Hinsdale Road, Knowell Road, and Milton Avenue):

- Strip lot development should not be allowed along arterial streets.

- Sub-division development should allow for internal local street access or from internally connecting local streets.
- Promote less dense usage for properties abutting arterial streets[1].

For the Town's designated collector streets (including Bennett Road and Warners Road), the following policies are identified in The Plan:

- New collector streets should intersect with other collector streets serving adjacent developments.
- Driveways on collector streets should be designed such that vehicles enter onto the collector street proceeding forward and if necessary, on-site driveway turnarounds should be created.
- When a corner lot fronts both a collector street and a local street the driveway should be located so that it accesses the local street.
- Side-by-side driveways which access collector streets should be encouraged so as to minimize the points along collector streets at which turning movements occur[2].

As defined in The Plan, local streets are those not designated as either an arterial street or a collector street. The following policies are noted for local streets (the study area does not include any local streets):

- Local streets should be laid out so that their use by through traffic is discouraged.
- The geometrics of local streets should promote reduced speeds[3].

Beyond the general guidelines and desires, specific elements of the comprehensive plan call out portions of the study area in more specificity.
Residential properties, in particular along Hinsdale Road between Township Boulevard and Warners Road, were identified as areas to be further examined for reclassification consideration.

In addition, Township Boulevard is noted in The Plan as functioning as a collector and as a commuter highway. This new boulevard encourages commuters coming from West Genesee Street to use Knowell Road to travel north to Township Boulevard then east to connect with the Route 5 bypass. The Town feels that the use of Township Boulevard reduces rush hour traffic at the Hinsdale Road and Milton Avenue intersections. In The Plan, the Town speculates that the increased use of Knowell Road may necessitate widening (along its eastern boundary) to increase its capacity.

[1] The Plan – The Comprehensive Plan for the Town of Camillus, New York, January 2017, p. 20.
[2] Ibid, p. 24.
[3] Ibid, p. 25.

Overall, the town does not foresee new arterial streets being developed, and that reconstruction and improvement of existing streets will be accomplished on a highway safety priority basis. It is anticipated that "existing streets will continue to become more congested as public funding for transportation projects continues to decline in the face of tightening budgets. Therefore, the Town must depend on the present network of streets to meet its transportation needs well into the future. Management of those streets by regulating the intensities and patterns of land used along them is critical to the long-term safe and efficient movement of people and good within the Town."[4]

[4] The Plan – The Comprehensive Plan for the Town of Camillus, New York, January 2017, p, 25.

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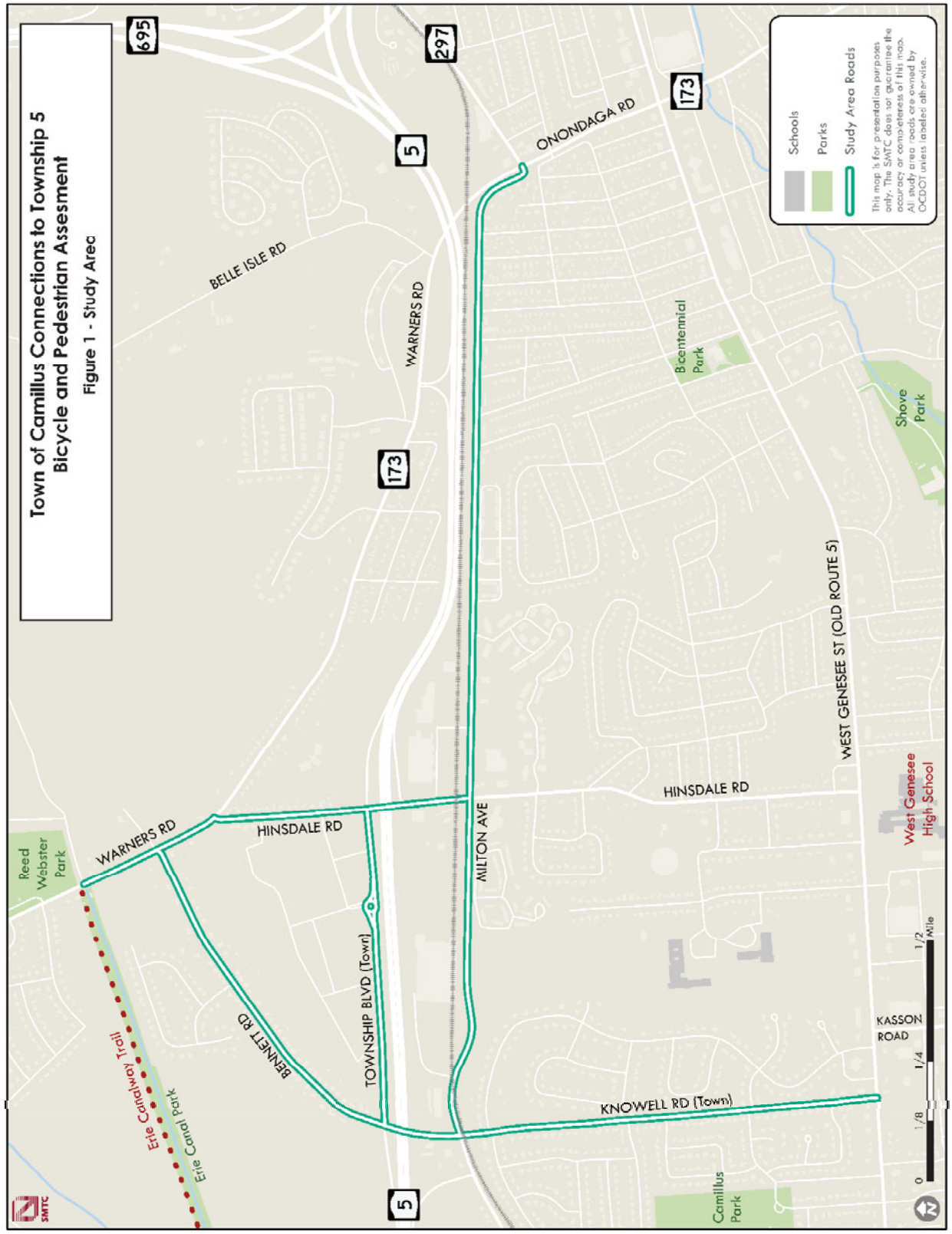
2 Existing Conditions

2.1 Demographics

This section summarizes pertinent demographic data for the area surrounding the Milton Avenue Corridor and in particular the Township 5 development. SMTC staff considered the three U.S. Census tracts immediately adjacent to the Milton Avenue corridor as the "study area" for this analysis. As shown in Figure 1, this encompasses an area approximately bounded by Airport Road and Armstrong Road to the north, the Town of Camillus's eastern boundary to the east, West Genesee Street to the south, and Thompson Road to the west.

Most of the study area has residential land uses within a mile of Milton Avenue, particularly to the south with a number of well-connected local streets, in turn fostering a reasonable "catchment area" for any future bicycle infrastructure.

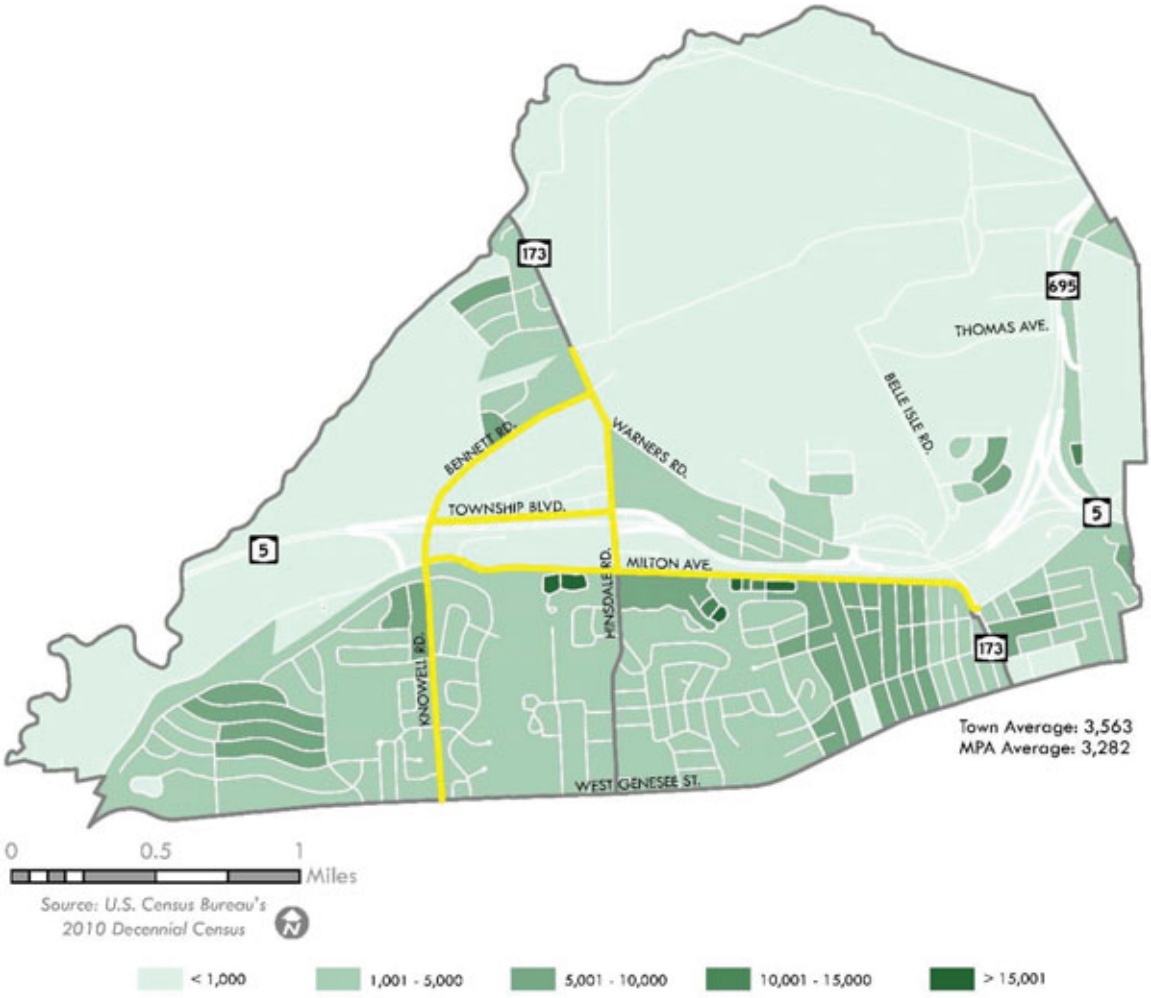
Figure 1: Study Area



2.1.1 Population Density

Figure 2 shows the population density, in persons per square mile, for Census blocks in the study area. Population density is greatest in the neighborhoods south of the Milton Avenue corridor, which consists primarily of residential neighborhoods. There are a handful of areas with high population density within close proximity to one another directly on the Milton Avenue corridor. These are areas with several apartment complexes. Population density is generally low north of Milton Avenue, primarily because this area consists largely of highways and swaths of non-developed land.

Figure 2: Population Density



2.1.2 Poverty

All of the Census tracts in the study area have a slightly higher poverty rate than the town average. However, all fall below the MPA average of 18.4% as shown in Figure 3. The area south of Milton Avenue and east of Hinsdale Road has slightly fewer individuals in poverty than the areas north and west of the corridor.

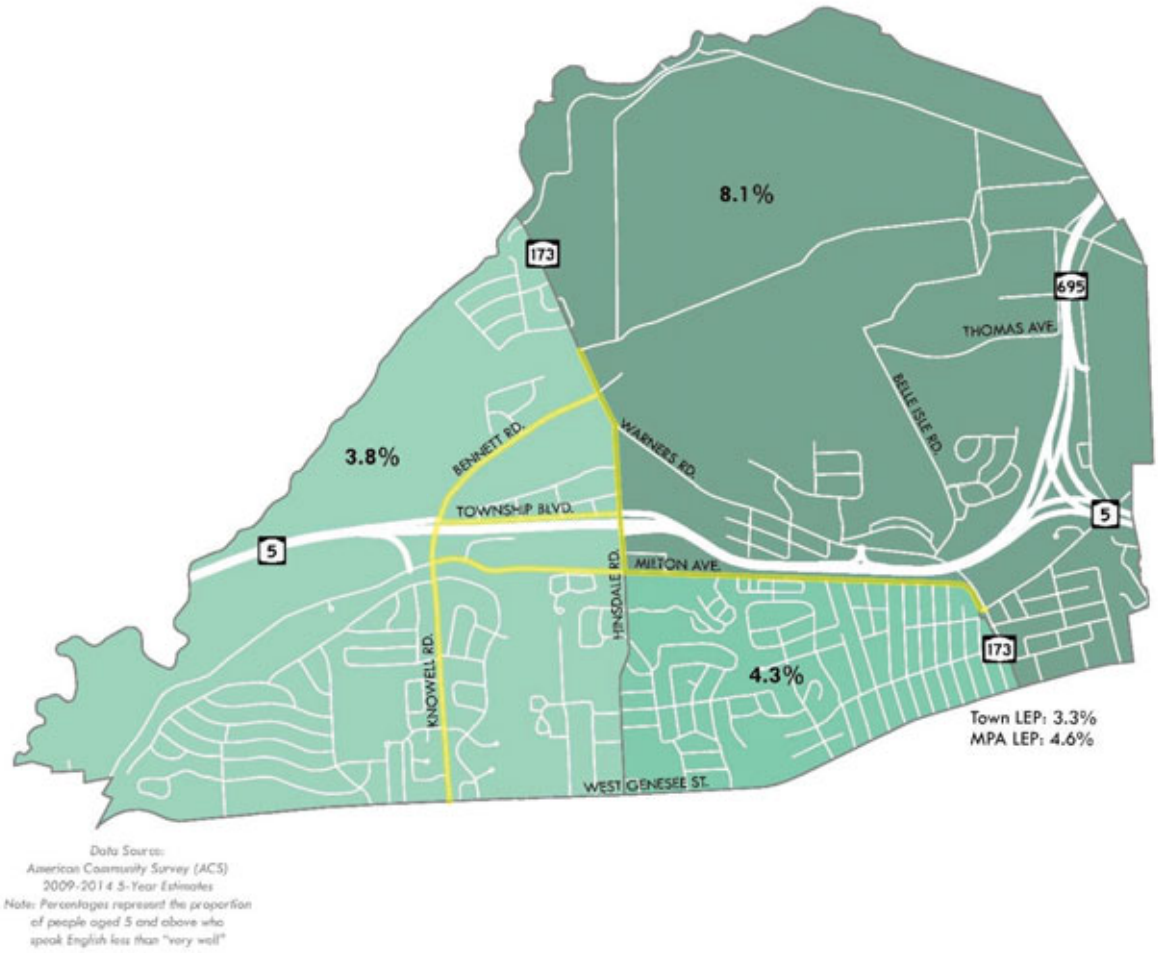
Figure 3: Percent of Individuals in Poverty

Source: U.S. Census Bureau's ACS 2014 5-year Estimate

2.1.3 Limited English Proficiency

All three Census tracts in the study area show a higher percentage of households with Limited English Proficiency (LEP) than the town average of 3.3% as shown in Figure 4. One Census tract also has a higher percentage than the MPA's average of 4.6%, the tract lying north of the Milton Avenue Corridor. Eight percent of its households are considered Limited English Proficient.

Figure 4: Households with Limited English Proficiency (LEP)



2.1.4 Environmental Justice

All of the Census tracts in the study area were identified as low priority target areas in the SMTC's Environmental Justice Report. This report identified target areas by combining information about median household income, senior citizen concentrations, and minority concentrations as shown in Figure 5.

Figure 5: Environmental Justice Status

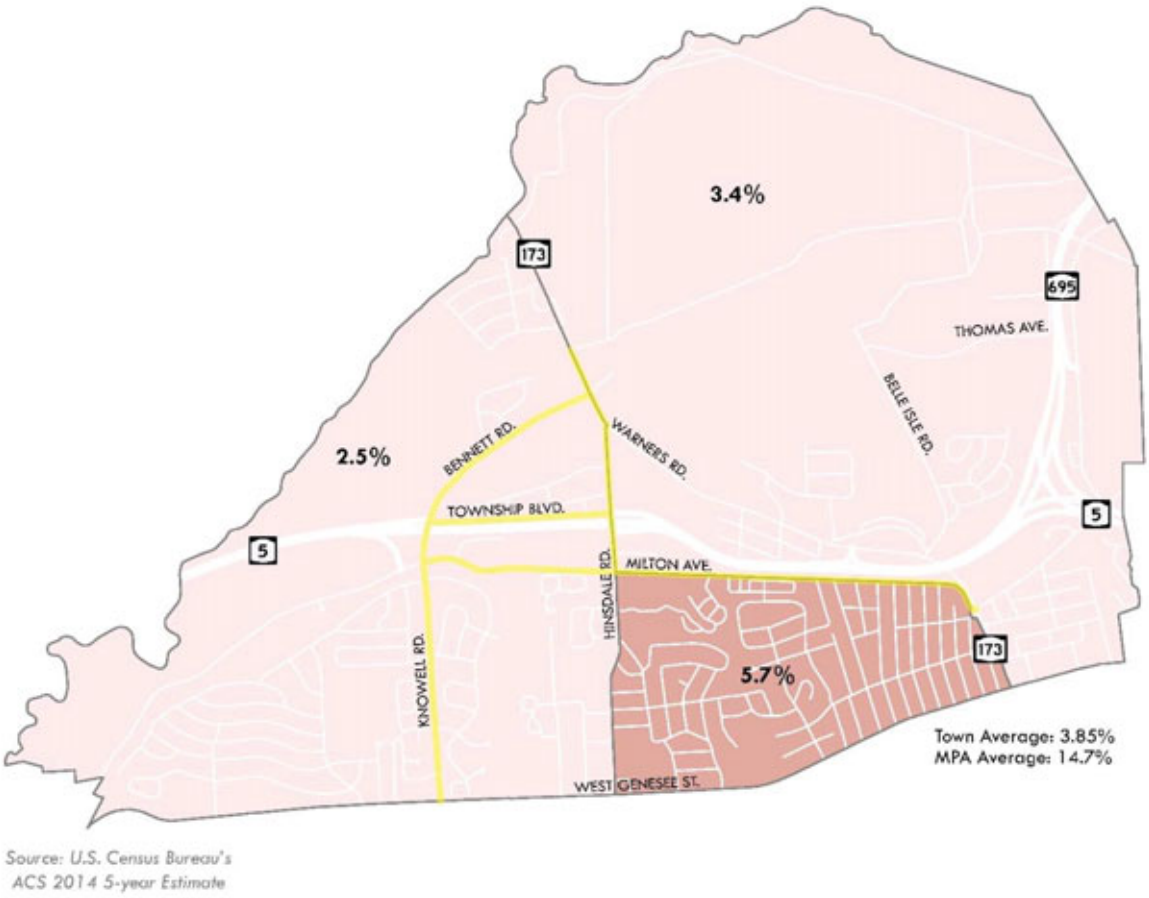
Source: U.S. Census Bureau's ACS 2014 5-Year Estimate

Note: Target areas were determined by combining information about median household income, and senior citizen and minority concentrations, following methodology used in the SMTC's 2012 Environmental Justice Report.

2.1.5 Households with No Vehicles

Nearly 4% of the households in the Town of Camillus overall do not own a vehicle. Within the study area, one Census tract has a higher percentage of households with no vehicle, when compared to the town average as shown in Figure 6.

Figure 6: Percent of Households with No Vehicles

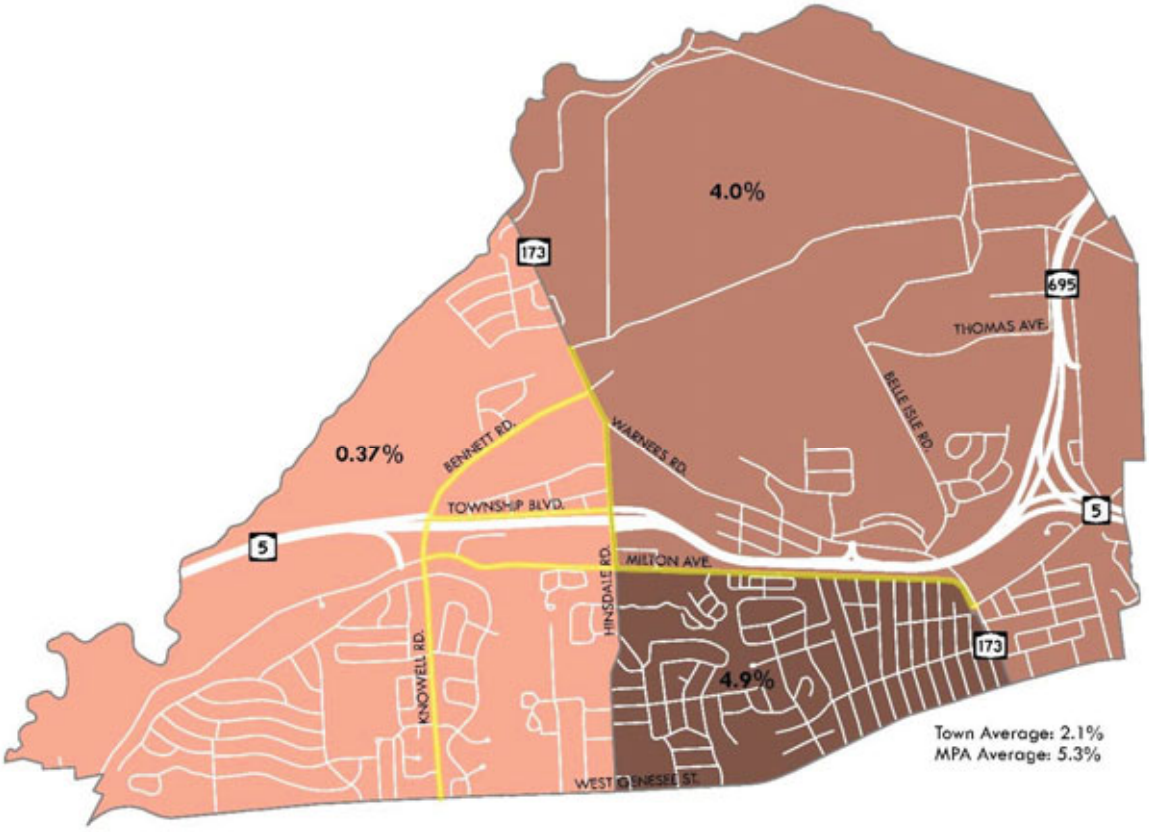


Source: U.S. Census Bureau's ACS 2014 5-year Estimate

2.1.6 Walking to Work

Town-wide, just over 2 percent of commuters walk to work. Within the study area, the two eastern-most tracts contain the higher percentage of commuters who walk to work as shown in Figure 7. Four to five percent of those who live in these tracts, east of Hinsdale Road, walk to work. Although close, neither tract is greater than the MPA average of 5.3%. It is important to note that this category only captures people that walk to work, and does not include those walking for recreation or to reach appointments, shop, purchase necessities, etc.

Figure 7: Percent of Commuters who walk to Work

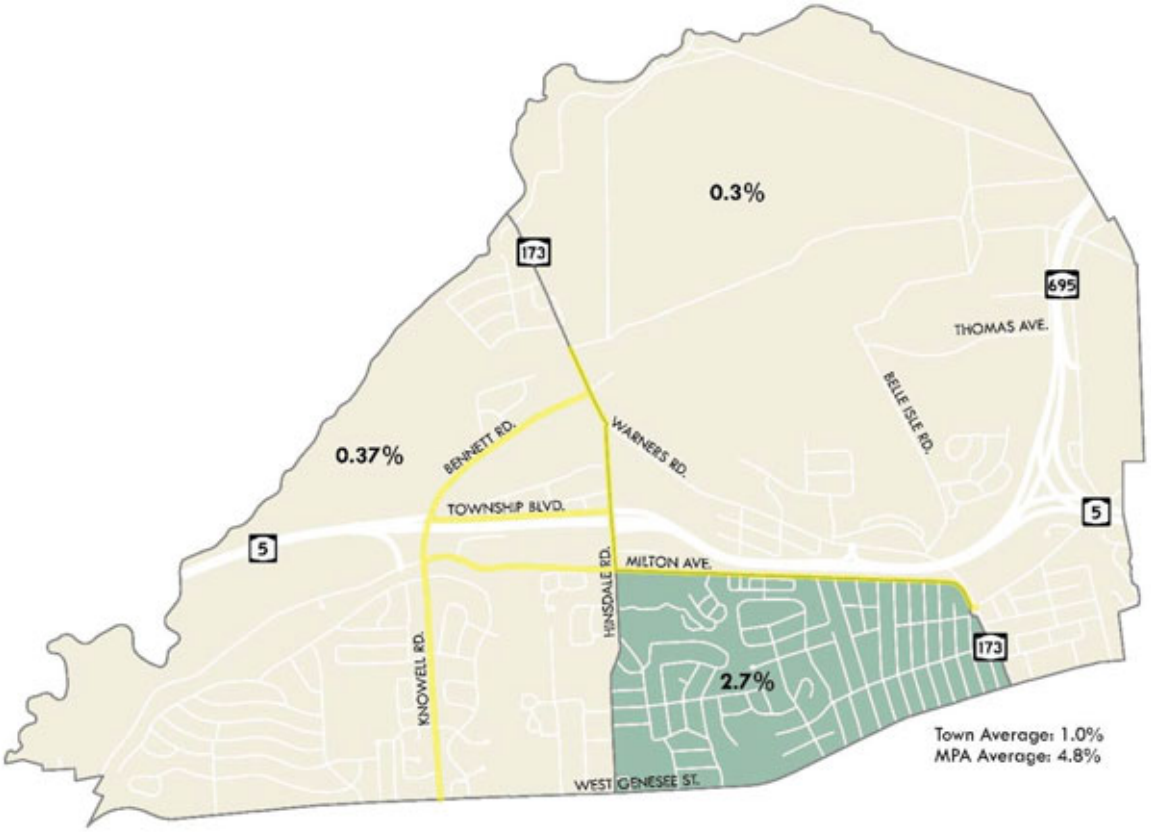


Source: U.S. Census Bureau's ACS 2014 5-year Estimate

2.1.7 Riding Transit to Work

Within the study area, only the Census tract to the south of the Milton Avenue corridor has ridership levels above the Town-wide average of 1%, while the other two tracts hover around 0.3% as shown in Figure 8. No tracts meet or exceed the MPA average of 4.8%. It is important to note that this category only captures people using transit to reach work, and does not include those using transit to shop, reach appointments, purchase necessities, etc.

Figure 8: Percent of Commuters who take Public Transit to Work



Source: U.S. Census Bureau's ACS 2014 5-year Estimate

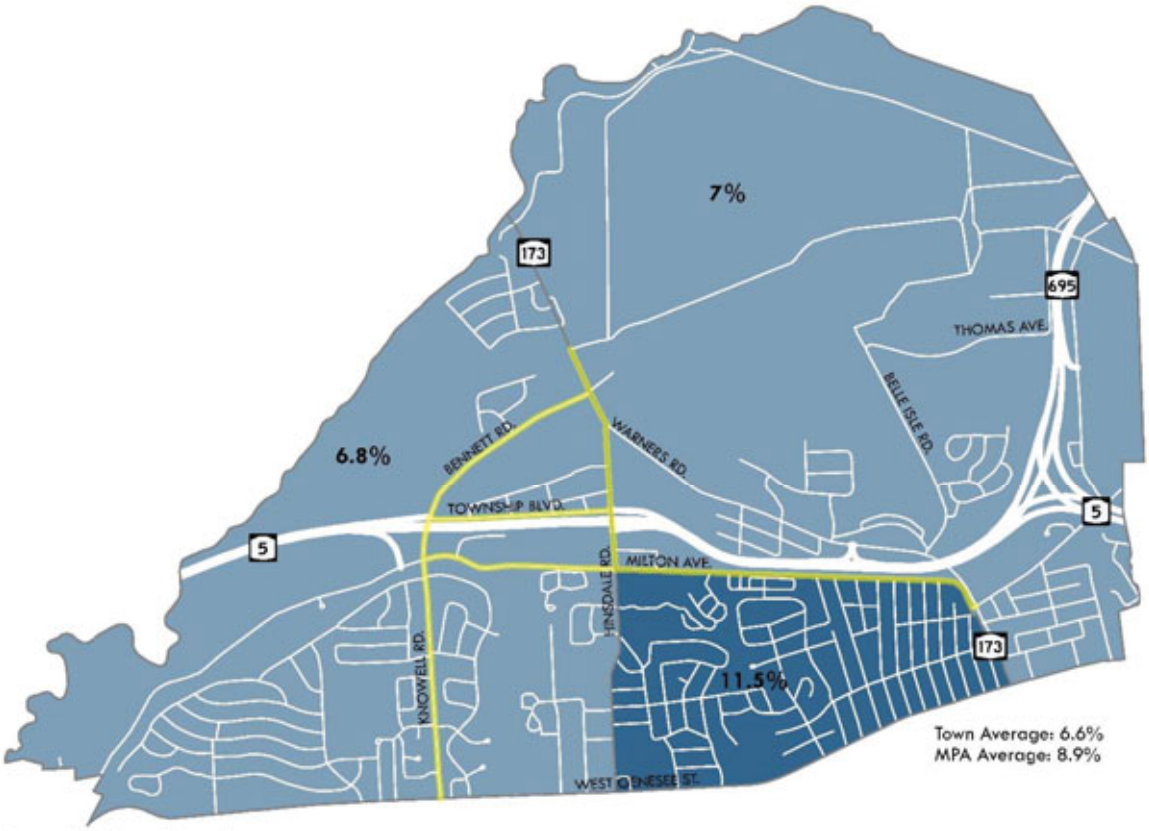
2.1.8 Biking to Work

MPA-wide, an average of 0.5% of commuters bike to work. Town-wide, the American Community Survey 2014 5-year estimate data shows an estimate of 0% of people bicycling to work, therefore no map is shown. It is important to note that this category only captures people using bicycles to commute to work, and does not include those cycling for recreation, or cycling to reach appointments, shop, purchase necessities, etc. Estimates for biking to work should be revisited once the Township 5 area is fully developed (including new apartments and hotels).

2.1.9 Unemployment

All of the tracts within the study area have above average unemployment rates compared to the Town-wide average. As shown in Figure 9, the tract to the south of the Milton Avenue corridor is the only one that shows an unemployment rate exceeding the MPA-average of 8.9%.

Figure 9: Unemployment Rate



Source: U.S. Census Bureau's ACS 2014 5-year Estimate

*Unemployment rate was not calculated using those out of the labor force.

In summary, the study area has a medium population density. Low to medium rates of poverty, Limited English Proficiency, households without a vehicle, and low-priority Environmental Justice target areas exist area wide. Although the existing percentage of commuters who walk to work varies from the eastside to the westside of the study area, population density, particularly on the south end of the study area, as well as other demographic factors, suggest the potential for a greater number of people to walk or bike to work and/or the nearby Township 5 development. Adding pedestrian and bicycle infrastructure along study corridors could encourage more pedestrians and cyclists throughout the study area.

2.2 Land Use and Development

2.2.1 Existing land use

Figure 10 shows existing land use surrounding the study area. The existing land use in the area is primarily residential. There are two clearly defined commercial corridors in the area, one being Milton Avenue which is part of the study area and one just south of the study area, West Genesee Street. The area between these two corridors is residential. Connecting these two corridors is Knowell Road and Hinsdale Road. Knowell Road is lined exclusively with residential land uses, while Hinsdale Road is lined primarily with residential uses south of Milton Avenue and largely with commercial land uses north of Milton Avenue.

The area north of Milton Avenue has a mixture of land uses. Residential and commercial are the primary land uses in this area. Two large plazas occupied mainly with retail establishments are located here, including the newly developed Township 5. In addition, NYS Route 5, which runs parallel to Milton Avenue, occupies a significant amount of land in the area between Milton Avenue and Township Boulevard. There are large swaths of vacant land on the outskirts of the study area, primarily north of Warners Road, as well as industrial and public service parcels. There is also park land located north of the Township 5 area, including Reed Webster Park and the Erie Canal Park (Erie Canalway Trail).

2.2.2 Recent and new development projects in the study area

Development in and around the Township 5 area continues to occur. At full build-out, Township 5 will occupy nearly 500,000 square feet[5] of anchor, retail, office and residential space. Part of this development includes the previously constructed Canal Crossing apartments (with 96 units), which has a trail leading to the Township 5 development. Development of a second apartment complex, Canal Crossing II, is anticipated.

In addition to the numerous apartment complexes and townhomes along Milton Avenue in the study area, in 2016, 119 apartment units for seniors (Camillus Pointe Senior Apartments) opened up on the south side of Milton Avenue (between Knowell and Hinsdale Roads, across from WestRock).

[5] Cameron Group, LLC, *Township 5 Camillus, New York, 500,000 sq. ft. Mixed-Use Center Brochure*, 2015.

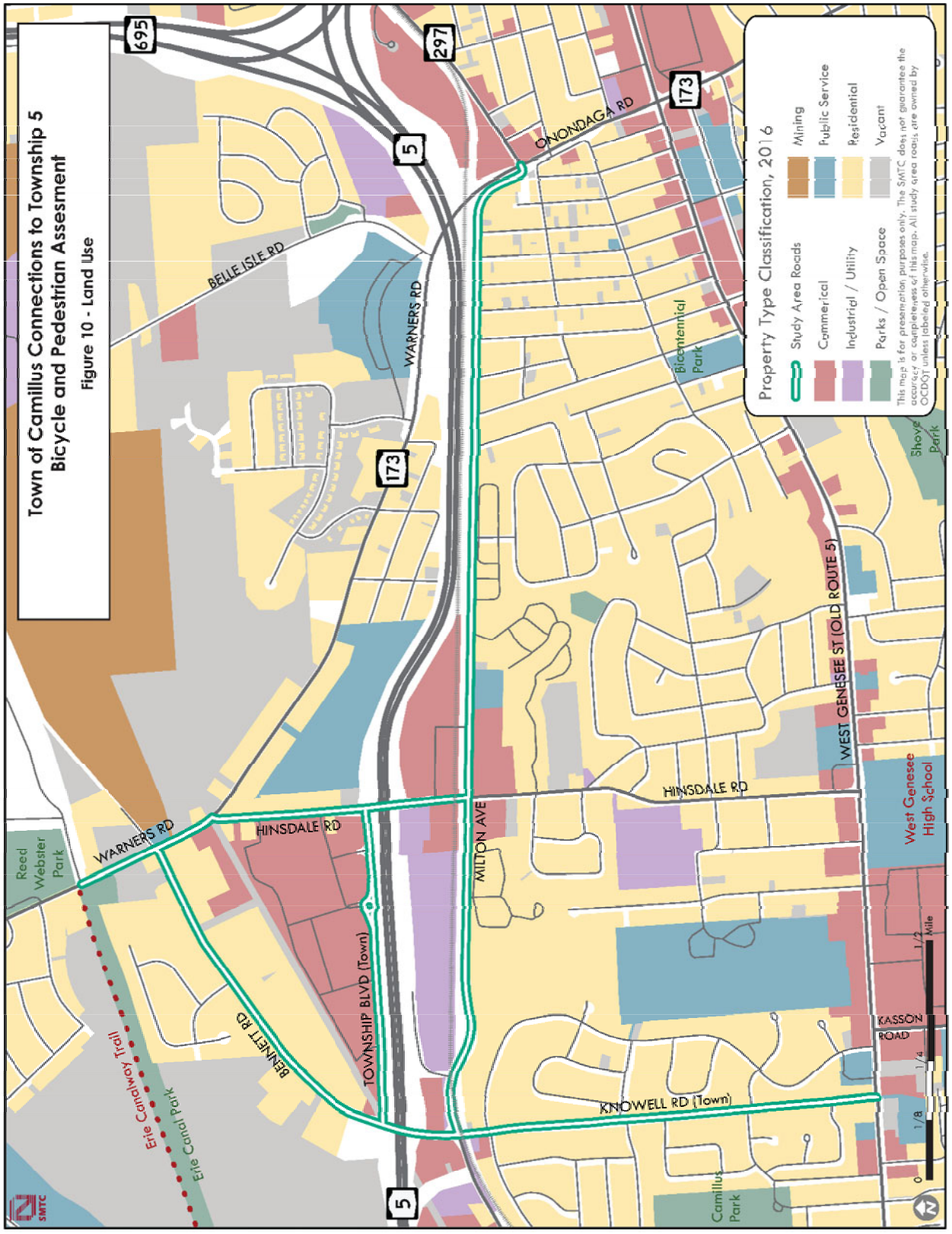
One hotel is currently under development, Tru by Hilton, expected to open summer 2018 with 92 rooms. Tru is located east of Costco.

An area on Hinsdale Road was recently rezoned from Residential (R-3) to Limited Business Office (LBO), which would allow for the conversion of residential structures to commercial uses. There are also hundreds of acres of land located just north of Township 5, which could potentially be used for development. An approximately 350-unit apartment project was recently proposed on the east side of Warners Road, but ultimately did not go through, in part for traffic/roadway impacts and conflicts at the complex intersection.

There is also the potential for Honeywell to develop the Erie Canalway Trail (Empire State Trail) through their property. As of the writing of this document, the United States Fish and Wildlife Service and New York State Department of Environmental Conservation (collectively known as the Onondaga Lake Natural Resource Damage Assessment and Restoration Trustee Council) have been conducting a Natural Resource Damage Assessment at Onondaga Lake in Syracuse, New York in cooperation with Honeywell. They are in the process of identifying potential projects to restore, replace or compensate for injuries to and lost use of natural resources caused by hazardous substances released in and around Onondaga Lake. As part of this process, the trustees are evaluating potential projects, including one involving the extension of the Erie Canalway Trail through Honeywell property east of the current trail interruption at Warners Road; however, no final decision has been made at this point (routing of the Erie Canalway Trail through this property would require permission, and/or easements from Honeywell). There may also be some potential for development on certain Honeywell lands in the future as well.

All told, because of these development projects in and around the Township 5 area, as well as available land for potential future development, there will likely be an increase in pedestrians and bicyclists traveling in and around study area roads.

Figure 10: Land Use



2.3 Roadway Conditions

To document roadway conditions, the SMTC took field notes and recorded roadway measurements at 19 locations throughout the study area (See Figure 11).

Field notes, as recorded in the Road Measurement Summary Table (See Table 1) included information such as lane, shoulder and sidewalk widths; distance of sidewalks, fire hydrants, utility poles, fencing, or other installations from the road pavement; the presence of sewer grates (noted compatibility for bicycle travel) and curbing; and other qualitative notes such as mailboxes and observed pedestrians.

Figure 11: Road Measurements

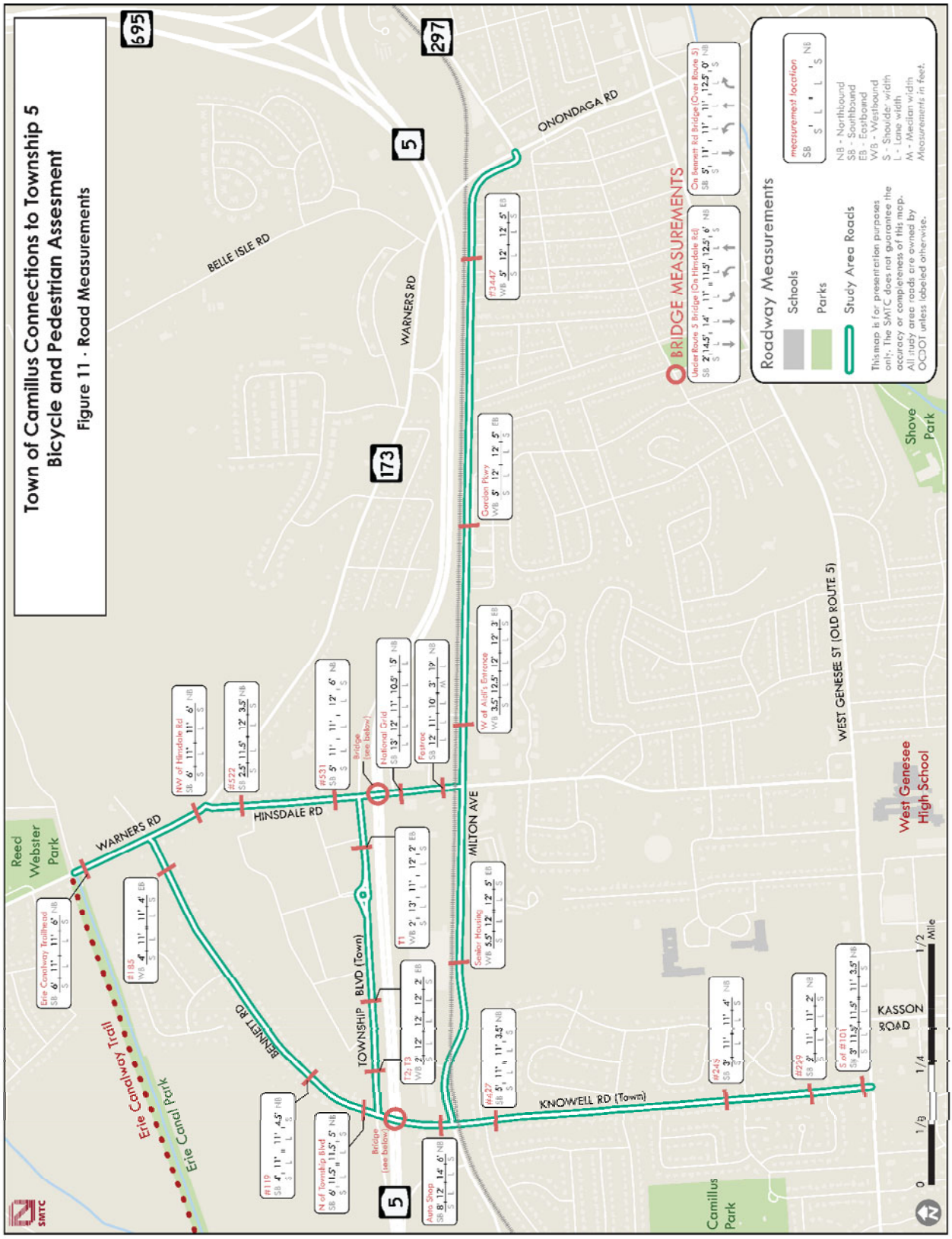


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Table 1: Roadway Measurement Summary Table

Road Name	Lane width				Shoulder width				Distance from road edge (in feet); Side of road (NS, SS, WS, and ES)												Appropriate Sewer Grates			Curb		Notes
									Sidewalk			Hydrant		Utility Pole		Fence		"Other"								
	NB	SB	WB	EB	NB	SB	WB	EB	Wide	Feet	Side(s)	Feet	Side	Feet	Side	Feet	Side	Feet	Side	Yes	No	N/A	Yes	No	
Knowell Road																									
S of #101 (b/w driveway & intersection)	11	11.5 11.5 (Left)			3.5	3												4	NB	X	X			X	Sewer grate south of 101 is inappropriate, north of 101 is appropriate "Other" = signpost, rocks also border yard
229	11	11			2	2						10	NB					4	NB			X		X	Other = signpost, also Mailbox 5 ft NB
245	11	11			4	3						10	NB	6	SB			2	SB	X				X	2.5 ft of pavement used for stormwater drainage on NB side other = mailbox
427	11	11			3.5	5								(Deep into Yard)	SB			4	SB			X		X	3.5 ft of pavement used for stormwater drainage on NB side other = mailbox
Bennett (Milton to Township Blvd)																									
Just S of driveway at Peter Kitt's automotive	14	12			6	8																X		X	
middle of bridge	11 (Left) 11 (Thru) 12.5 (Right)	11			0	5																X		X	Bridge owned by NYSDOT
Bennett (Township Blvd to Warners Rd)																									
Just N of Township	11.5	11.5			5	6												3	NB			X		X	10.5 ft median / 11 ft left turn lane SB also present other = mailbox
119	11	11			4.5	4								7	SB			3.5	SB			X		X	Other = mailbox
185			11	11			4	4						8	EB			4.5	EB			X		X	Steep drop off of WB side
Warners Rd (Rt 173)																									
At ECT	11	11			6	6									13	NB		5 5	NB SB			X		X	11 ft ladder Crosswalk Other = signpost
Just NW of Hinsdale	11	11			6	6												4.5	SB	X				X	Saw pedestrain 2.32 PM Tuesday

Table 1: Roadway Measurement Summary Table continued...

Road Name	Lane width				Shoulder width				Distance from road edge (in feet); Side of road (NS, SS, WS, and ES)										Appropriate Sewer Grates			Curb		Notes
									Sidewalk			Hydrant		Utility Pole		Fence		"Other"						
	NB	SB	WB	EB	NB	SB	WB	EB	Wide	Feet	Side(s)	Feet	Side	Feet	Side	Feet	Side	Feet	Side	Yes	No	N/A	Yes	No	
Hinsdale Road (heading S)																									
552	12	11.5			3.5	2.5												2.5	SB			X		X	2 ft drainage ditch NB other = mailbox
531	12	11 11			6	5												8.5	SB	X				X	Other = signpost 2 ft of extra pavement (drainage?) SB
under middle of bridge	12.5(Thru) 11.5(Left)	14.5(Thru) 14(ThruMid) 11(Left)			6	2																X	X		4 ft of flat area before side of bridge pitches upward (NB); Bridge owned by NYSDOT
Township Blvd																									
1 (see map)			13(Right) 11(Thru)	11.5			2	2												X			X		
2			12	12 12			2	2								10	EB					X	X		
3			12	12 12			2	2								5	EB			X			X		
Milton Ave (b/w Bennett & Hinsdale)																									
near new senior housing			12	12			5.5	5						Deep in	NB SB					X				X	
Milton Ave (b/w Hinsdale & Onondaga)																									
Just W of Aldi's entrance			12(Left) 12.5(Thru)	12			3.5	3						5	WB	4.5	WB			X			X		
Near Gordon Pkwy			12	12			5	5						7 6	WB EB			5 6	WB EB	X				X	Other = bus stop signs
3477			12	12			5	5						8	EB	12	EB	2.5	EB			X		X	Other = mailbox

In general, study area roads consist of one travel lane in each direction, except where main streets intersect with one another or where there are entrances to area shopping centers. The lane widths are no less than 11 feet and no more than 14.5 feet wide. There are no landscaped or raised medians, instead only striped portions of roadway delineating where vehicles are not permitted to enter. Nearly every roadway inventoried has a shoulder measuring between 2 to 6 feet wide and speed limits that do not exceed 40 mph. Bridges in the study area are owned by NYSDOT.

The following is a detailed summary of individual roads within the study area including ownership and functional classification (See Figure 12).

Knowell Road (Town of Camillus)

Knowell Road is functionally classified as a Minor Arterial and is owned by the Town of Camillus. It is a north/south route, in large part carrying traffic between the West Genesee Street corridor and the Milton Avenue Corridor. It has two lanes, one in each direction and lane widths of 11 feet, with shoulder widths that vary from 2 to 5 feet. Knowell Road is one of three roadways in the study area with railroad tracks crossing its path. The other two are Hinsdale Road and Milton Avenue.

Bennett Road (OCDOT)

Milton Avenue to WB Ramp Rt. 5/Township Boulevard

This segment of Bennett Road intersects with the westbound ramp to route 5 and Township Boulevard at its northern terminus and Milton Avenue at its southern terminus. It is functionally classified as a Minor Arterial and is owned by Onondaga County. This segment of Bennett Road consists largely of a bridge passing over Route 5. There are three lanes (one left only, one right only, one thru only) heading northbound over the bridge each measuring 11, 11 and 12.5 feet in width respectively. Only one lane travels in the southbound direction over the bridge, measuring 11 feet. There is no shoulder heading northbound over the bridge, but one measuring 5 feet heading southbound over the bridge. Beyond the bridge, shoulders range between 4 to 6 feet wide on both sides of the roadway. The speed limit along this segment of Bennett Road is 30 mph.

WB Ramp Rt. 5/Township Boulevard to Warners Road

Bennett Road from Township Boulevard to Warners Road continues as a Minor Arterial and is owned by Onondaga County. This segment includes travel lane widths of 11 to 11.5 feet and is one lane in each direction. Shoulder widths range from 4 to 6 feet in this section where the speed limit is 30 mph. At the intersection with Township Boulevard, there is a left turn only lane on the southbound approach.

Figure 12: Functional Classification

Warners Road (OCDOT)

Warners Road is functionally classified as a Minor Arterial and is owned by Onondaga County. It runs southeast to northwest along the northern portion of the study area. It consists of one lane in each direction, which range between 11 and 12 feet wide. Shoulders are present in each direction ranging between 2.5 feet to 6 feet wide.

Hinsdale Road (OCDOT)

Hinsdale Road is functionally classified as a Minor Arterial and is owned by Onondaga County. It serves as a main north/south route for traffic traveling through the study area from Milton Avenue to Warners Road, as well as for traffic accessing Route 5 via the on- and off-ramps. Hinsdale Road also serves as an inlet and outlet road for commercial properties within the study area, including a gas station, restaurants, and large box retail stores. Because of the varying commercial properties, there are several different lane types along Hinsdale Road in each direction, including right turn- and left turn-only lanes. Lane widths on Hinsdale Road range between 11 and 14.5 feet, and the shoulders in each direction range between 2 and 6 feet. Halfway through this segment, Hinsdale Road travels under the Route 5 bridge. Motorists are able to enter Route 5, via an onramp located south of the bridge, and exit Route 5 via an off ramp located north of the bridge. At the Route 5 off ramp intersection, vehicles can head north or south on Hinsdale Road, or west onto Township Boulevard. Hinsdale Road is one of three roadways in the study area that has railroad tracks crossing its path. The other two are Milton Avenue and Knowell Road.

Township Boulevard (Town of Camillus)

Township Boulevard is functionally classified as a local road and is owned by the Town of Camillus. It is an east/west artery used primarily to funnel traffic in and out of Township 5. Located just north of Route 5 in the center of the study area, it consists of a mixture of one or two lanes in each direction. Right turn or left turn only lanes exist at inlet and outlet roads to Township 5 and/or at termini. Lane widths along Township Boulevard range between 11 and 13 feet and have 2-foot shoulders. Of special note is a roundabout located approximately halfway down the Boulevard. It is one of two modern roundabouts in Onondaga County.

Township Boulevard Roundabout
Photo Source: Google

Milton Avenue (OCDOT)

Milton Avenue is functionally classified as a Major Collector and is owned by Onondaga County. It runs east to west through the entire study area. Its western terminus intersects with Knowell and Bennet Roads, while its eastern terminus intersects with Warners and Onondaga Roads. It is primarily one lane in each direction except for at intersections or along areas with several commercial driveways. It is at these locations where a left turn only lane may exist in addition to the thru lane. Lane widths along Milton Avenue range between 11 and 12.5 feet, while shoulders are primarily 5 feet wide (shoulder widths reduce to approximately 3-feet near intersections). Milton Avenue is one of three roadways in the study area that has railroad tracks crossing its path. The other two are Hinsdale Road and Knowell Road.

2.4 Transit

As a part of the study, transit service in the study area was examined. On study area roads, only one transit route runs: Route 374 Solvay. Originating from the Centro Transit Hub, Route 374 travels through the Near West Side, Tipp Hill, and the Village of Solvay before continuing along Milton Avenue in Camillus and terminating at Township 5. This route operates daily, including Sundays and holidays. On weekdays, buses run from approximately 5:15 in the morning until 11:30 at night. Buses on Route 374 operate with an approximately 80-minute headway in the middle of the day and late evening with more frequent service in the morning and afternoon peak hours. According to 2013 Centro data, the family of "74" routes (74/274/374) has an average of 638 riders per weekday.

On Milton Avenue, bus stops, shown in Figure 13, are spaced about one block from each other along the more residential portion closer to Onondaga Road, and then more spaced out (but still very close) on the predominantly commercial area closer to Hinsdale Road. Bus stops throughout the corridor are marked with the traditional Centro bus stop marker. There are no bus shelters on study area roadways. The Township 5 bus stops in the Costco parking lot, about halfway between the Costco and Petco buildings. There is a bus shelter at this stop.

Peak ridership to the Centro Transit Hub is from 6:00 – 8:00 in the morning. For outbound buses heading from the Centro Transit Hub, peak ridership is from 7:00 – 8:00 in the morning and 4:00 – 5:00 in the afternoon. Anecdotal evidence suggests that of the stops on study area roads, the most popular are as follows:

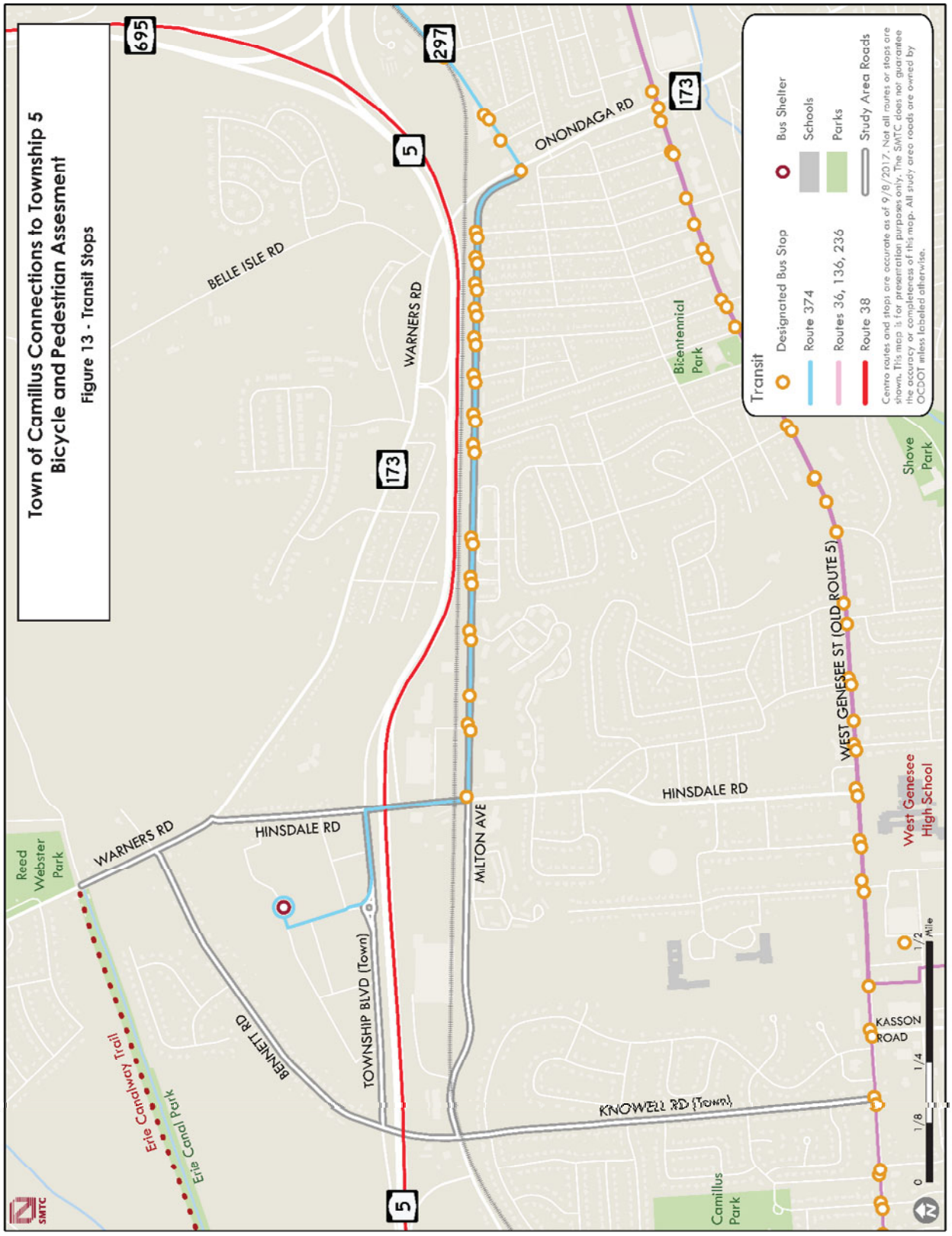
From the Transit Hub (Generally Westbound)

1) Township 5
2) Entrance to Home Depot
3) Milton Ave and Hinsdale Road.

To the Transit Hub (Generally Eastbound)

1) Township 5
2) 3711 Milton Ave
3) Milton Ave and Queens Way.

Figure 13: Transit Stops



2.5 Freight

There is one rail line that runs through the study area that is operated by the Finger Lakes Rail Corporation. The line runs along Milton Avenue and has four at-grade crossing locations in the area: Knowell Road, Milton Avenue (between Knowell and Hinsdale Roads), Hinsdale Road, and the driveway into Home Depot. The Finger Lakes Railway Corporation, headquartered in Geneva, operates from an interchange with CSX and NYS&W in Solvay through Auburn and Geneva all the way to Victor, with connections to Canandaigua, Penn Yan, and Watkins Glen.[6] The frequency of trains along this portion of the rail line varies, but on average, this area sees 2-3 through movements per day. Occasionally, trains switching to nearby sidings can also activate the gates at the at-grade crossings. The presence of the nearby Solvay Rail Yard does not account for a significant number of switches onto sidings in the area, as there is no major drop off or delivery point between Solvay and this section of the railway. This rail line only moves freight – there is no passenger service.

2.6 Pedestrian facilities

There are limited pedestrian facilities within the study area:

- The Township Boulevard approach at the Township Boulevard/Hinsdale Road intersection has curb ramps, a crosswalk, a median refuge island and pedestrian pushbuttons (across Township Boulevard only).
- Further north of the Township Boulevard/Hinsdale Road intersection on Hinsdale Road is another entrance/exit for visitors to Township 5. The design of this entrance/exit provides a small pedestrian concrete refuge in the middle of the exit lane and the entrance lane, similar to the one at Township Boulevard. Sidewalks lead from Hinsdale Road into the Township 5 development on the north side of this entry/exit road.
- There is a crosswalk on Warners Road, near the entrance to the Erie Canalway Trail (across from Reed Webster Park).
- The intersection of Knowell Road/Genesee Street has curb ramps, crosswalks, and pedestrian push buttons along three legs of the intersection.
- The intersection of Knowell Road and Fox Road has a crosswalk (and the Town of Camillus recently added shoulders to Fox Road)
- The intersection of Onondaga Boulevard.

2.7 Bicycle facilities

There are no designated bicycle facilities in the study area. However, there is a bike rack on private property at Costco.

[6] http://www.fingerlakesrail.com/freight.html

2.8 Vehicular, bicycle and pedestrian traffic

2.8.1 Annual Average Daily Traffic volumes

The most recent available traffic volume counts for the study area were conducted by the NYSDOT between 2010 and 2015. The two-way total AADT counts are shown in Table 2.

Table 2: Annual Average Daily Traffic Counts in the Study Area

Count Location		AADT (Vehicles Per Day)	Year
Milton Avenue	Between Knowell/Bennett Road and Milton Avenue	8676	2015
Knowell Road	Between West Genesee Street and Milton Avenue	7285	2011
Bennett Road	Between Milton Avenue and NYS 5 Ramps	5913	2015
Bennett Road	Between NYS 5 Ramp and Warners Road	2469	2014
Warners Road	Between Thompson Road and Rt. 5 ACC WB	4226	2015
Hinsdale Road	Between Warners Road to Milton Avenue	18,160	2015

The highest volume in the study area is on Hinsdale Road between Warners Road and Milton Avenue, with approximately 18,000 vehicles per day.

2.8.2 Intersection turning movement counts

Turning movement counts were conducted, between 2009 and 2015, at the following four intersections within the study area:

- Knowell Road/West Genesee Street
- Milton Avenue/Knowell Road
- Milton Avenue/Hinsdale Road
- Milton Avenue/Warners Road.

The turning movement counts recorded vehicles, bicyclists and pedestrians. Vehicles were counted during both the morning peak hours (7:00 a.m. - 9:00 a.m.) and evening peak hours (4:00 p.m. - 6:00 p.m.). Two of the counts, Milton Avenue/Hinsdale Road and Milton Avenue/Warners Road also were counted during the midday peak hours (11:00 a.m. - 1:00 p.m.).

Vehicular volumes

Thousands of vehicles travel in and around the study area on a daily basis. For each of the four locations listed above, the total number of vehicles entering the intersection during the morning and evening peak periods were added together to determine the total entering volume over all four hours that were counted. This information is summarized in Table 3. Appendix B includes the processed count information for each of these intersections.

Table 3: Total Entering Vehicles at Study Area Intersections, a.m. & p.m. Peak Periods

Intersection	Total Entering Vehicles during Morning & Evening Peak Periods (7-9 a.m. & 4-6 p.m.)
Knowell Road/West Genesee Street	5288
Milton Avenue/Knowell Road	3641
Milton Avenue/Hinsdale Road	7844
Milton Avenue/Warners Road	6198

Traffic volumes are lowest at the intersections within the eastern portion of the study area. The intersection of Milton Avenue/Hinsdale Road has the highest traffic volume with a total of 7,844 entering vehicles during the four hours that were counted, followed by the intersection of Milton Avenue with Warners Road, which had close to 6,200 total entering vehicles.

Although the intersections on the eastern end of the study area, Knowell Road/West Genesee Street and Milton Avenue/Knowell Road, had lower volumes there are still a considerable number of vehicles entering those intersections, 5,288 and 3,641 respectively.

Pedestrian and bicyclist movements

The study area receives a small amount of pedestrian traffic. Each of the vehicular counts performed at each intersection included bicycle and pedestrian counts. This information is summarized in the Table 4.

Note that Table 4 shows pedestrian and bicycle "movements" at each intersection. A pedestrian that crossed two legs of an intersection would be counted as two "movements." Similarly, if a bicyclist traveled for two miles along Milton Avenue, that same bicyclist may have been counted at the other Milton Avenue intersections.

Table 4: Pedestrian & Bicyclist Movements

Intersection	Number of Movements during Morning & Evening Peak Periods (7-9 a.m. & 4-6 p.m.)	
	Pedestrian	Bicyclist
Knowell Road/West Genesee Street	2	0
Milton Avenue/Knowell Road	0	0
Milton Avenue/Hinsdale Road	0	8
Milton Avenue/Warners Road	2	1

The number of pedestrians and bicyclists counted are limited. The location with the highest number of bicyclists (8), is the Milton Avenue and Hinsdale Road Intersection. No other intersection has more than one. It should be noted that the count performed at the Milton Avenue/Hinsdale Road intersection was completed prior to the opening of the Township 5 development.

Midday Counts

The Milton Avenue/Hinsdale Road and Milton Avenue/Warners Road intersections are the only two intersections in recent years that had a count performed during the midday peak hours of 11:00 a.m. to 1:00 p.m. This is important to note because a large part of the study area is made up of commercial land use where one would anticipate seeing a good deal of activity during these hours. For reference purposes, Table 5 shows the vehicular, pedestrian and bicyclist count information of these two intersections during the midday peak hours.

Table 5: Midday Peak Period Count

Intersection	Total Entering Vehicles during Midday Peak Period (11 a.m. to 1 p.m.)	Number of Movements during Midday Peak Period (11 a.m. to 1 p.m.)	
		Pedestrian	Bicyclist
Milton Avenue/Hinsdale Road	3454	Not Collected	Not Collected
Milton Avenue/Warners Road	3496	7	1

Though pedestrian and bicyclist count information was not collected for Milton Avenue/Hinsdale Road during this time frame, the other intersection on the west end of the study area was counted. The Milton Avenue/Warners Road intersection shows a slight uptick in pedestrian movements during the midday hours vs. the a.m. and p.m. peak hours noted earlier, from 2 movements to 7 movements respectively.

Although midday as well as a.m. and p.m. peak hour counts capture only a sample of the total daily volumes, these samples include the busiest hours of the day and are valid for making comparisons between intersections within the study area. Based on the count information there is a slight bit more activity in the center and western end of the study area compared to the eastern end, but not by much.

2.9 Parking

There are no signs permitting or disallowing parking along study area corridors.

2.10 Accidents

2.10.1 Accident types and severity

The New York State Department of Transportation maintains an Accident Location Information System (ALIS) database that catalogues information about crashes in the state. This assessment uses a five-year dataset, from January 1, 2011 to December 31, 2015.

Accidents, or rather, “events,” are classified as either “reportable” or “non-reportable” by the Department of Motor Vehicles. An event is classified as reportable if it results in death, personal injury, or property damage to any single motor vehicle that meets a threshold of at least $1,000.

All other events that do not meet these criteria are considered non-reportable. Thus, there are four sets into which ALIS categorizes events:

- Non-Reportable
- Injury
- Property Damage
- Property Damage and Injury.

To perform this analysis, Geographic Information Systems (GIS) software was used. Using the software, events and the road centerline network were mapped. All events occurring on study area roads were analyzed as a part of this summary. Generally, an event was considered to be on a study area road if the GPS location of the event was within 30 feet of the road centerline. Using a buffer of this size ensured events that appeared to be on the curb, instead of the centerline, were included, as well as events that occurred at intersections slightly away from the road centerline.

Additionally, events were either classified as "intersection accidents" or "non-intersection accidents." In a similar fashion, events generally falling within a 30-foot buffer of the center of an intersection were considered intersection accidents.

The data used in this report consists of summaries for each event queried, including case number, time of day, weather condition, apparent factors, and several other attributes.

Roads included in the study area include Warners Road, Bennett Road, Hinsdale Road, and Milton Avenue owned by the Onondaga County Department of Transportation; and Knowell Road and Township Boulevard owned by the Town of Camillus. It should be noted that Township Boulevard is a new construction and therefore a full five years of ALIS data on this road is unavailable.

2.10.2 Analysis – All Events

Over the course of a five-year period (2011-2015), there were 363 events on roads in the study area. Of these events, 178 were determined as occurring at intersections using the methods described above and the remaining 185 events occurred elsewhere on the study area roads. Figure 14 shows the distribution of events at intersections and Figure 15 does the same for those not at intersections.

Figure 14: Intersection Accidents

Figure 15: Road Segment Accidents

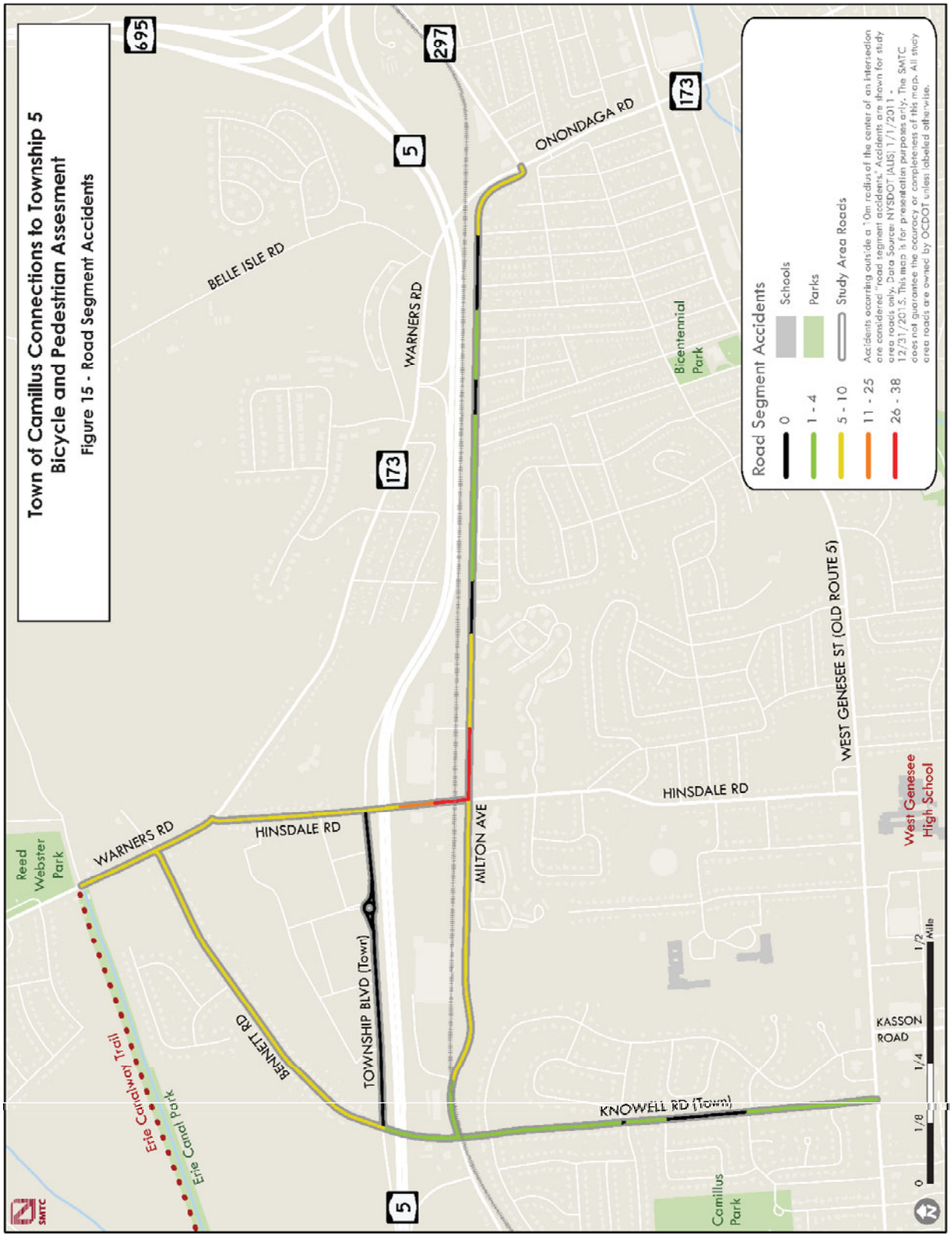


Table 6 below shows the number of events falling into each of the four DMV categories as defined previously:

Table 6: Event Type

Event Type	Number of Events
Non-Reportable	154
Injury	22
Property Damage	134
Property Damage and Injury	53

In addition to those four categories, ALIS also stores the number of injuries, serious injuries, and fatalities that occur at each event. Serious Injuries are included in the Injuries count in ALIS. As shown in Table 7 below, there were no fatalities on any of the study area roads from 2011-2015. Of the 363 total events, there were 91 injuries, 8 of which were serious. It should be noted that these numbers do not match up with the numbers shown in Table 6. Table 6 defines the event itself whereas Table 7 counts the total number of injuries, serious injuries, and fatalities occurring. Of the 75 events resulting in an injury, there were 91 injured or seriously injured people, resulting in an injury-to-event ratio[7] of 0.2507.

Table 7: Accidents with Injuries, Serious Injuries and Fatalities

Result	Total Number of Results	Number of Events with Result
Injuries	91	75
Serious Injuries	8	8
Fatalities	0	0

2.10.3 Pedestrian and bicycle accident locations

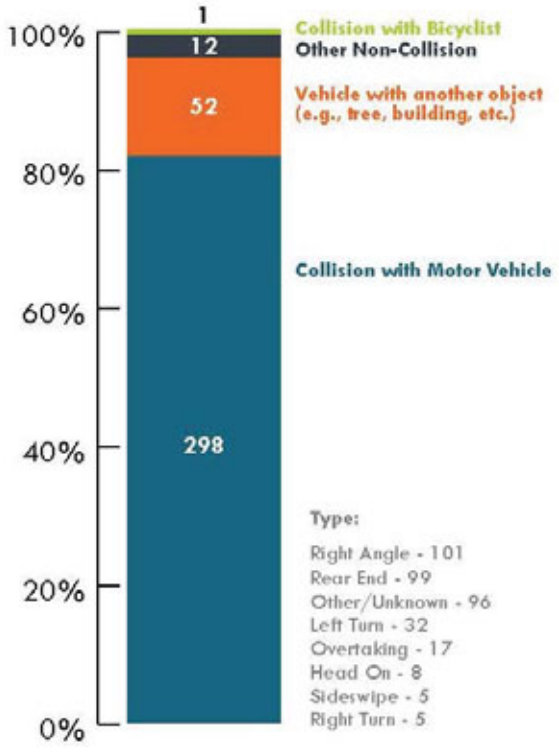
Over the five-year period studied, there was only one event involving a bicyclist and no events involving a pedestrian. The event occurred at an intersection, and resulted in an injury. The event was attributed solely to the driver.

[7] Note that the injury-to-event ratio is not the same as the percentage of events with an injury. The injury-to-event ratio is a relationship of the total number of injuries (not just incidents with an injury) compared to the total number of events.

Apparent Contributing Factors

All recorded accidents must have at least one apparent contributing factor (a "reason" for the accident – such as human, vehicular, and/or environmental), recorded on the accident report. Of these, "Failure to Yield Right of Way," "Driver Inattention," and "Following Too Closely" were the top contributing factors, respectively. These three accounted for approximately 61% of applicable[8] contributing factors entered into ALIS. Additionally, ALIS stores the type of collision – such as "collision with motor vehicle" or "collision with another object." Figure 16 shows the breakdown of events based on type of collision. Not unexpectedly, "Collision with a Motor Vehicle" was the most common type of event with 298 events, or just over 80% of the total. Figure 16 also indicates a more detailed description of each motor vehicle collision.

Figure 16: Events Based on Type of Collision



[8] An apparent contributing factor could be noted for each involved vehicle or person. In this sense, there are 726 possible contributing factors for the 363 events. However, not all parties in an event are always given a contributing factor, which is reflected as "Not Applicable" or "Not Entered" in ALIS. Some examples of this could be a single-vehicle collision with a stationary object, or a two-vehicle collision where one vehicle was not at fault at all. Removing these "Not Applicable" and "Not Entered" entries, as well as blank rows in the database, results in 373 applicable contributing factors entered for the 363 events.

2.10.4 Intersection safety improvements

It is important to note that the Onondaga County Department of Transportation (OCDOT) has made a number of safety improvements to some of the intersections included in the study area both during and after accident data was collected for these locations.

3 Identification of Issues

From the outset of this study, the Town of Camillus had expressed concerns about the safety of bicyclists and pedestrians in and along the study corridors. An increase in commercial development coupled with several apartment complexes and new senior housing has resulted in increased bicycle and pedestrian traffic, with little to no accommodations for these modes. With these concerns in mind, SMTC staff reviewed all of the existing conditions information collected for the study corridors and developed a preliminary list of study area issues. This list was then reviewed with the SAC and shared at the first public meeting. The overall study area issues and concerns are noted below, organized by topic area.

3.1 Pedestrian and bicycle amenities

- There are no dedicated bicycle facilities (bike lanes, sharrows, etc.) along any of the study area corridors.
- There are no public bike racks in the study area.
- There are very limited pedestrian facilities (sidewalks, crosswalks, curb ramps, pedestrian push buttons) within the study area. Pedestrian facilities do exist at the following locations:
    - The intersection of Hinsdale Road/Township Blvd/Route 5 off-ramp has crosswalks, curb ramps and pedestrian pushbuttons for crossing Township Boulevard only.
    - There is a crosswalk on Warners Road near the Erie Canalway Trail.
    - There are a few crosswalks within Township 5 parking lots.

3.2 Transit

- There are several bus stops along Milton Avenue between Hinsdale Road and Route 173, and one stop within Township 5.
- There are no bus shelters along any of the study area corridors.

3.3 Accidents

- Over a 5-year period (2011-2015) there were at total of 363 events (includes all study corridors). There was only one event involving a bicyclist at an intersection, which resulted in an injury (the event was attributed solely to the driver). There were no events involving a pedestrian.
    - The intersection of Hinsdale Road and Milton Avenue saw the most number of accidents (42), followed by Milton Avenue/Onondaga Road/Warners Road (31).
    - The segments with the highest number of accidents were along a portion of Milton Avenue (near the Hinsdale Road intersection) and along Hinsdale Road (near the Milton Avenue intersection).

3.4 Other

- There is an overpass and an underpass in the study area for bypassing traffic associated with NYS Route 5.
- There is no parking signage along any of the study corridors.
- The Fingerlakes Rail Corporation rail line runs along Milton Avenue and has four at-grade crossing locations in the area:
    - Knowell Road, Milton Avenue (between Knowell and Hinsdale Roads), Hinsdale Road, and the driveway into Home Depot (which is privately owned).
    - The frequency of trains along this portion of the rail line varies, but on average, this area sees 2 to 3 through movements per day.
    - The rail line only moves freight (there is no passenger service).

4 Recommendations

Study recommendations for the Assessment Project were developed in consultation with the SAC members. Recommendations are based on a planning-level assessment, and therefore serve as guidance when determining which options exist to add or improve bicycle and pedestrian amenities along study area corridors. An engineering assessment is suggested to help identify the most appropriate facility-types and determine specific design parameters for each corridor.

Whenever practicable, recommendations focus on planning-level improvements that could occur within the existing pavement width or right-of-way to minimize impacts to adjacent properties.

4.1 Systemic Guidelines

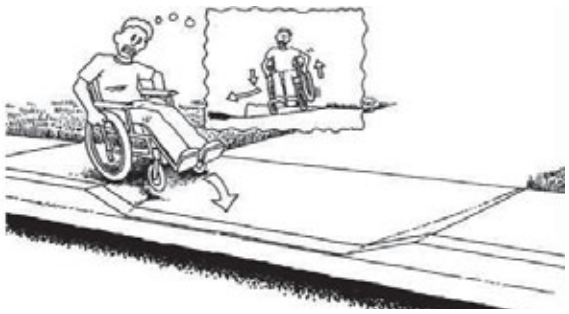
Should the Town of Camillus choose to follow study recommendations, the subsequent list of guidelines should be applied when conditions warrant. These guidelines will allow for the consistent application of facility improvements within study area corridors:

Sidewalk Considerations

- Concrete is preferred surface material and should be at least 5 feet wide.
- Extend concrete sidewalks across all driveways.

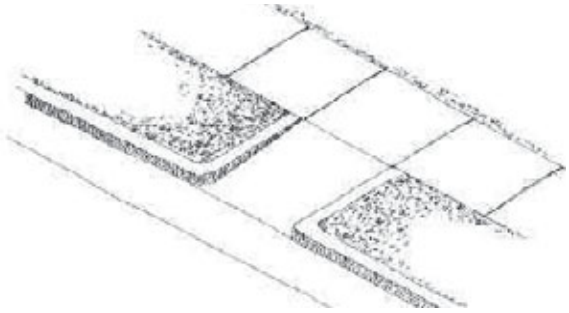
Example of concrete sidewalk extending over driveway

When cross-slopes change rapidly over a short distance, wheelchair use becomes extremely unstable.



Source: Designing Sidewalks and Trails for Access, July 1999 (Figure 4-6)

Therefore, maintain a level sidewalk whenever practicable.



Source: Designing Sidewalks and Trails for Access, July 1999 (Figure 4-20)

- Provide high-visibility ladder crosswalks to connect sidewalks at intersections and at mid-block crossings.
- Provide curb-cuts and detectable warnings at all intersections with sidewalks.
- Extend high-visibility ladder crosswalks across high-volume driveways; if crosswalks are used at high-volume driveways, incorporate detectable warnings along the crosswalk on both sides of driveway.
- Sidewalks and associated facilities should comply with the Americans with Disabilities Act and the 2011 guidelines as set forth in the Public Rights of Way Accessibility Guidelines (PROWAG).

General Bicycle and Pedestrian Signs

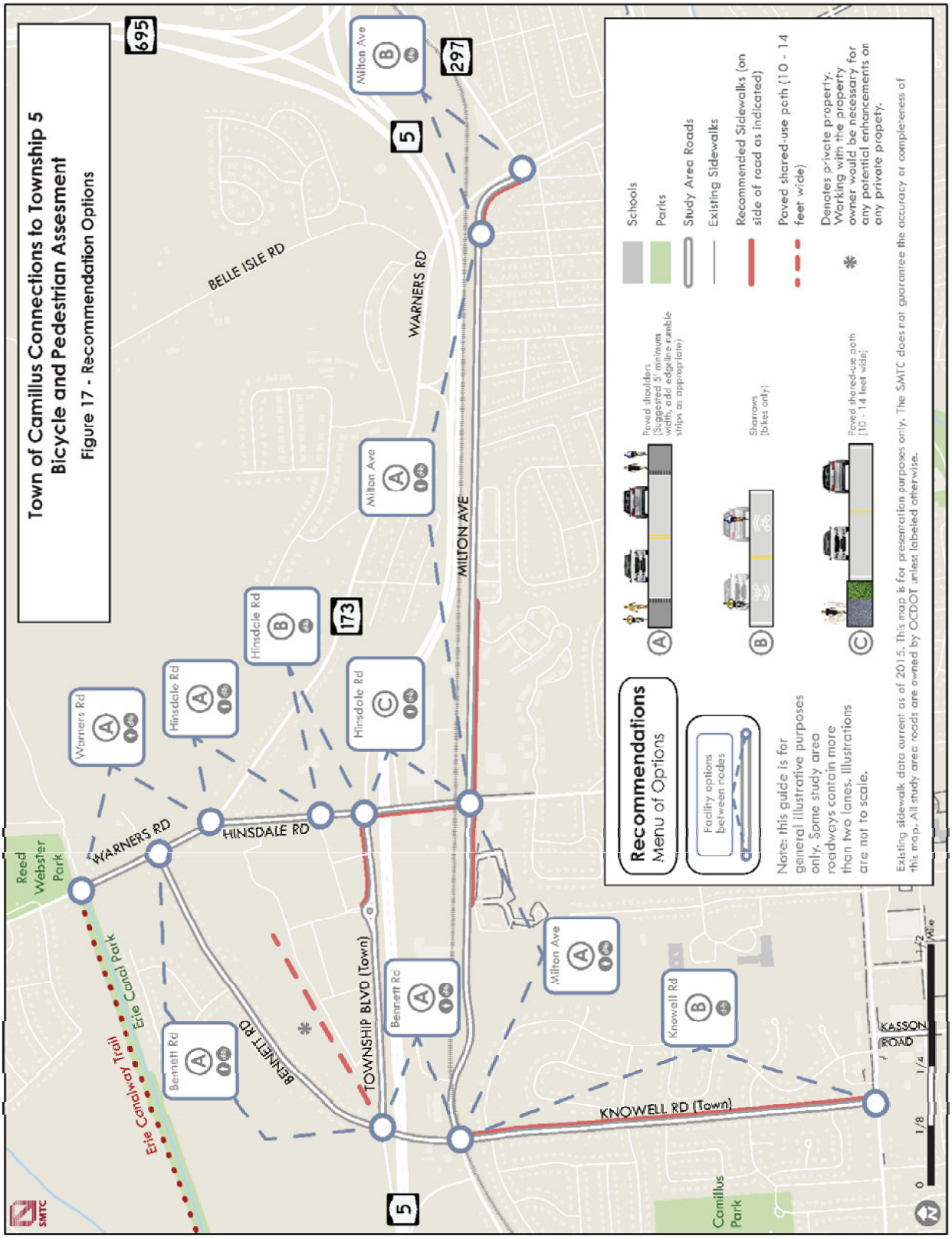
- Bicycle warning signs (W11-1) and pedestrian warning signs (W11-2) should be considered along roadway segments where on-road facilities are provided. Matching color retroreflective sign post strips should be placed on both sides of the sign posts.

4.2 Corridor-specific Recommendations

Several options can exist for roadway corridors to add and/or improve bicycle and pedestrian access. The SAC worked together to determine which options would be most likely to be implemented in the study corridors based on planning-level guidance. The 2016 Federal Highway guidebook: *Small Town and Rural Multi-modal Networks,* the 2012 *AASHTO Bike Guide,* and the 2009 *Manual on Uniform Traffic Control Devices* provide additional guidance.

A generalized menu of recommendation options, along with a recommendations map are shown in Figure 17. The recommendations map identifies where the various options could be considered along roadway segments. The following outline identifies additional details about the treatment options and provides general guidelines for best practices.

Figure 17: Recommendation Options



Paved shoulders, edgeline rumble strips

Paved shoulders on the edge of roadways can serve as an alternative for accommodating bicyclists and pedestrians in the absence of other facilities with more separation. The benefits of paved shoulders are as follows:

- Improves bicyclist experiences on roadways with higher speeds or traffic volumes
- Provides a stable surface off the roadway for pedestrians and bicyclists to use when sidewalks are not provided
- Reduces pedestrian "walking along roadway" crashes
- Can reduce "bicyclist struck from behind" crashes, which represent a significant portion of rural road crashes, and
- Provides advantages for all roadway users, by providing space for bicyclists, pedestrians, and motor vehicles.[9]

According to FHWA's *Small Town and Rural Multimodal Networks*, paved shoulders are "appropriate on roads with moderate to high volumes and speeds and on roadways with a large amount of truck traffic; they can be applied on networks serving long-distance and regional travel; and they are appropriate outside and within built-up areas, near school zones and transit locations, and where there is expected pedestrian and bicycle activity. Walkable shoulders should be provided along both sides of country roads and highways routinely used by pedestrians."

In addition, adding edgeline rumble strips, if constructed well, can reduce severe crashes – rumble strips are an FHWA proven safety countermeasure for reducing roadway departure crashes.[10]

Source: Image courtesy of FHWA Small Town and Rural Multimodal Network

Guidelines for using paved shoulders and edgeline rumble strips:

- Accommodates bicyclists and pedestrians.
- Shoulder 'clear path'

[9] FHWA, *Small Town and Rural Multimodal Networks*, December 2016, p. 3-4.
[10] FHWA, *Small Town and Rural Multimodal Networks*, December 2016, p. 3-6.

- 6-10 feet recommended, especially if paired with edgeline rumble strips
- 5-8 feet minimum when adjacent to raised curb (edgeline rumble strip per engineering study recommendation only)
- 4 feet minimum (edgeline rumble strip per engineering study recommendation only)
- See following table for additional guidelines:

Functional classification	Volume (AADT)	Speed (Mi/h)	Recommended Minimum Paved Shoulder Width
Minor Collector	up to 1,100	35	5 feet
Major Collector	up to 2,600	45	6.5 feet
Minor Arterial	up to 6,000	55	7 feet
Principal Arterial	up to 8,500	65	8 feet

Source: Small Town and Rural Multimodal Networks

- Edgeline Rumble Strips
  - Overlap with the roadway edge line, 12 inch spacing center-to-center, 6-8 inches long perpendicular to roadway (NYS may require 12 inches), 6-inch-wide measured parallel to roadway, and 3/8-inch deep
  - Minimum gap 12 feet minimum length, every 40-60 feet (60 feet per NYSDOT with 48 feet between gaps)
  - Provide gaps 10-30 feet prior to cross-street or driveway (See NYSDOT EI 16-014)
  - Consider where 2000 vehicles per day or more.
- Optional Buffer with edgeline rumble strip
  - 1.5-4 feet is recommended whenever extra space exists beyond minimum clear space requirements.

Shared lane markings (i.e., "Sharrows")

Shared lane markings (also known as "sharrows") are useful in locations where there is insufficient width to provide bike lanes. Sharrow markings can also alert motorists to the lateral position that a bicyclist is likely to occupy along a road, which can encourage safer passing practices.[11]

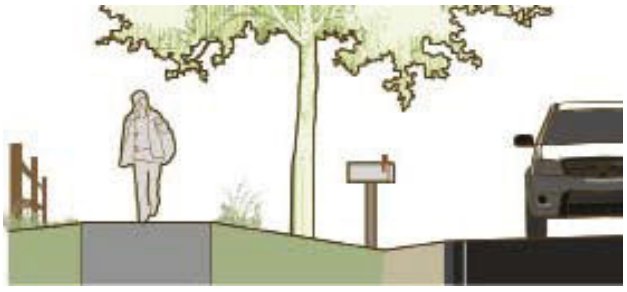
[11]AASHTO, *Guide for the Development of Bicycle Facilities,* 2012, p. 4-4.

Source: Image courtesy of FHWA Small Town and Rural Multimodal Networks

Details and guidelines for using paved sharrows:

- Accommodates bicyclists only.
- To indicate a "narrow lane" (i.e., less than 14 feet wide).
- Should not be used on roadways with a speed limit of 40 mph or greater (preferred on roadways with 35 mph or lower)
- Generally on roadways with greater than 3,000 ADT.
- The bicycle warning sign W11-1 and the "IN LANE" (NYW5-32P) sign should be used with the first corresponding pavement marking and may be repeated as deemed appropriate and
- Pavement marking should be placed 250 feet apart (typically within the center of the travel lane) and should start immediately before and immediately after an intersection.

Sidewalks (buffered and unbuffered)
Sidewalks provide dedicated space intended for use by pedestrians that is safe, comfortable and accessible to all. Sidewalks are physically separated from the roadway by a curb or unpaved buffer space.[12]



Source: Image courtesy of FHWA Small Town and Rural Multimodal Networks

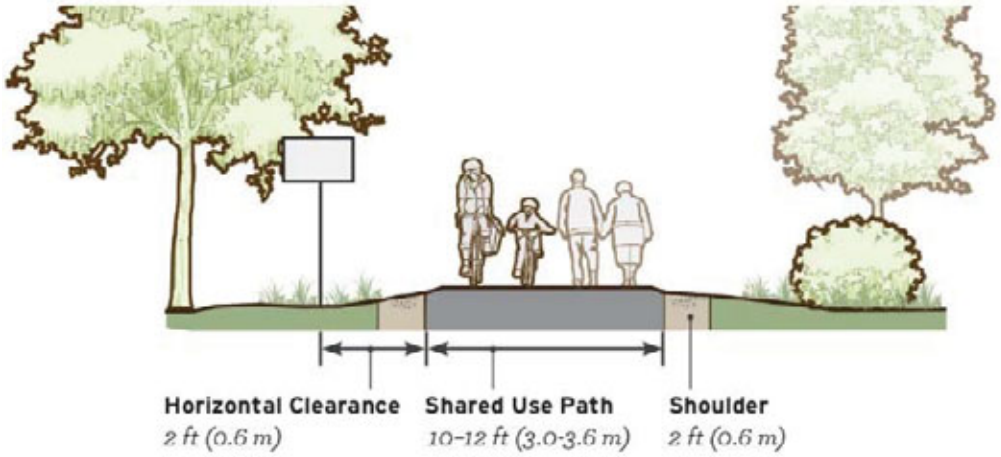
[12] FHWA, *Small Town and Rural Multimodal Networks*, December 2016, p. 4-19.

Details and guidelines for sidewalks:

- Accommodates pedestrians only.
- Sidewalks should be constructed of concrete and should be at least 5-feet wide.
- Sidewalks should continue through all driveways.
- A "furnishing zone" – if provided – should be 4-6-feet between the sidewalk and the roadway.
- Sidewalks should be constructed in compliance with the Americans with Disabilities Act (ADA) and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Shared Use Paths

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers and other users.[13]



Source: Image courtesy of FHWA Small Town and Rural Multimodal Networks

Details and guidelines for shared use paths:

- Accommodates bicyclists and pedestrians.
- 10 feet width is recommended in most situations and will be adequate for moderate to heavy use
- A 2-foot shoulder should be provided on each side of the path
- Under most conditions, center line markings are not necessary and
- Shared use paths should be constructed in compliance with the Americans with Disabilities Act (ADA) and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

[13] Ibid, p. 4-4.

Should the Town of Camillus decide to move forward with such recommendations, additional studies/assessments, including traffic impact studies, and/or permits may be required, especially when considering recommendations on roadways owned by other agencies (NYSDOT, OCDOT).

4.3 Railroad Crossings

Finger Lakes Railway Corporation owns a rail line (train tracks) that crosses the street at-grade in four locations in the study area:

- On private property at the Milton Avenue entrance/exit to the Home Depot Plaza,
- Along Milton Avenue, just east of Southern Drive at the RockTenn entrance,
- At the Knowell Road/Milton Avenue intersection (just south of Milton Avenue, across Knowell Road), and
- At the Hinsdale Road/Milton Avenue intersection (just north of Milton Avenue, across Hinsdale Road).

The SAC agreed to focus recommendations on the railroad crossings at the Knowell Road/Milton Avenue and Hinsdale Road/Milton Avenue locations, as they are at major intersections within the study area, and would need upgrades to accommodate pedestrians. The recommendations shown in Figure 17 include the addition of sidewalks on the east side of Knowell Road (as well as sharrows for bicycling), and sidewalks or a paved shared-use path on the west side of Hinsdale Road. Recommendations in these locations would cross over at-grade railroad tracks. Because of this, Railroad Law must be consulted.

There are many rules and regulations surrounding railroads, and most of these requirements are bound in Railroad Law. Some laws are cut and dry, while others are subject to the interpretation of a judicial official. Section 91 of New York State Railroad Law covers the alteration or rehabilitation of existing railroad crossings. An alteration or rehabilitation to a railroad crossing includes making any changes to a rail crossing, including the addition of sidewalks. When a municipality requests a change, a hearing must be held. By law, the NYSDOT is the agency responsible for receiving requests for a hearing, gathering information, determining whether or not there is a need for a hearing, and if so, administering the proceeding.
In such a hearing that is called, for any reason, anyone directly impacted by the potential change is specifically invited. At a minimum, those are:

- the Petitioner,
- the Railroad,
- the municipality (mayor/town supervisor, highway department),
- police, fire and safety agencies,
- the school district(s), and
- the private property owners, if any, in each of the four quadrants of the RR crossing.

Hearings are open to the public in which anyone can attend. Those not specifically invited are notified via an advertisement taken out in the local newspaper.

The determination as to whether there is a need for a hearing are typically the judgment of the Main Office Rail Safety Unit and the Legal Unit of the New York State Office of Legal Affairs. When possible, concurrence is usually sought by all parties ahead of time in which a hearing could end up being a mere formality.

It is important to point out that any related costs associated with an alteration to a railroad crossing would be the responsibility of the municipality, in this case the Town of Camillus. The NYSDOT cannot participate in costs resulting from the outcome of a hearing.

In the case of the railroad crossings at Knowell Road/Milton Avenue and Hinsdale Road/Milton Avenue, a hearing would be required, as sidewalks and/or some other path are to be created new at a crossing. There are some railroad crossings in New York State in which there are sidewalks with no gates (these locations have been "grandfathered" in). However, since the time of installation of such crossings, it has been ruled that any crossing that has a sidewalk must have a gate(s) protecting the sidewalk(s). In the case of the "grandfathered" crossings, if signal apparatus' were to be replaced, a sidewalk gate must be included in the new design.

A local example of sidewalks traversing railroad tracks is found in Jamesville, New York, where sidewalks cross the railroad tracks in the middle of the village. A shared pedestrian/roadway gate is shown on the right side of the photo to the right (as well as in the background on the left hand side). A separate pedestrian gate is shown in the foreground on the left-hand side of the photo for pedestrian traffic.

Sidewalks at railroad crossing in Jamesville, New York
Photo Source: Google

Specific details about signage, types of gates, and traffic control devices for railroad and light rail transit grade crossings can be found in Part 8 of the Manual on Uniform Traffic Control Devices (MUTCD).

Installing sidewalks or a shared use path across railroad tracks would require further study and assessment by the corresponding road owners, as well as involvement of the NYSDOT.

4.4 Other Considerations

It is recommended that the Town of Camillus Planning Board consider requiring sidewalks on the frontage of new development or within redevelopment projects, as well as into the development when said development is setback from the road.

In addition, in many municipalities, the OCDOT is generally agreeable to issue a permit to a town or village to construct sidewalks, install signs, and paint crosswalks on OCDOT-owned facilities, providing that all improvements are in compliance with the Americans with Disabilities Act (ADA) and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG). Onondaga County does not own or maintain sidewalks per the County's Charter. Thus, in this case, the Town of Camillus would have to agree to own and/or maintain these facilities.

4.5 Conclusion

This Assessment Project identifies planning-level recommendations based on best practices and their likely feasibility for application given existing corridor constraints. A menu of options is offered where more than one facility type may be appropriate on a given corridor or section of roadway. Through mutual cooperation, the Town of Camillus could collaborate with the OCDOT and NYSDOT to develop a network of bicycle and pedestrian facilities to link neighborhoods within the Township 5 area. Selection, design, and implementation of the most appropriate option for corridor segments throughout the study area will require a cooperative effort among Town departments, the OCDOT, the NYSDOT, and may need to incorporate engineering studies and/or assessments to determine specific design parameters.

The Town of Camillus could initiate any desired improvements, including taking the lead to consult and collaborate with the OCDOT and the NYSDOT. The Town may use this Assessment Project to guide discussions, and as support to seek local, state, and federal funding resources for facility improvements.

APPENDICES

Town of Camillus – Connections to Township 5 Bicycle and Pedestrian Assessment Project

APPENDIX A

PUBLIC INVOLVEMENT

Syracuse Metropolitan Transportation Council
100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202

Phone (315) 422-5716
Fax (315) 422-7753
www.smtcmpo.org

Town of Camillus – Connections to Township 5
Bicycle and Pedestrian Assessment Project
Presentation to Town of Camillus Planning Board
Town of Camillus Office (Court Room)
Monday, May 22, 2017
7:00 – 7:20 P.M.

Attendees:
Mario Colone, SMTC
James D'Agostino, SMTC
Andrew Frasier, SMTC
Danielle Krol, SMTC
Paul Legnetto, T/Camillus Highway Superintendent
Town Planning Board members
Members of the public

Meeting Discussion Items:

After the formal start of the meeting, presided over by Board Chair John Fatcheric, Ms. Krol introduced herself and the purpose of the project. Utilizing a PowerPoint presentation (attached), Ms. Krol walked meeting attendees through the following subjects:

- Introduction to the SMTC
- Town of Camillus Bicycle and Pedestrian Assessment Project background
- Existing conditions in the study area
- Issues and concerns
- Next steps in the project

Ms. Krol then opened the floor to questions and answers. As there were no comments or questions from Board members or the public, Ms. Krol thanked the Planning Board for their time and provided contact information to the group should any questions or concerns arise.

The SMTC's presentation to the Planning Board concluded at approximately 7:20 p.m.

Meeting minutes as recorded by the Town of Camillus Planning Board from May 22, 2017 are also attached.

TOWN OF CAMILLUS - CONNECTIONS TO TOWNSHIP 5

Bicycle and Pedestrian Assessment Project

Presentation to Camillus Town Planning Board
May 22, 2017

5/22/2017

AGENDA

SMTC
- Who we are and what we do

Bike/Ped Assessment
- Background
- Existing Conditions
- Issues & Concerns
- Next Steps

5/22/2017

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

Who we are and what we do

SMTC

The local Metropolitan Planning Organization (MPO) for the Syracuse region

5/22/2017

WHAT IS A MPO?

- A transportation policy-making and planning body comprised of local, state and federal government representatives and transportation authorities
- Federally required to exist in areas with >50,000 population

5/22/2017

Who is the SMTC?

The Policy Committee (not staff) is the designated MPO.

Policy Committee members:

- CenterState Corporation for Economic Opportunity
- CNY Regional Planning & Development Board
- CNY Regional Transportation Authority (Centro)
- City of Syracuse
  - Office of the Mayor
  - Common Council
  - Planning Commission
- New York State:
  - Department of Environmental Conservation
  - Department of Transportation
  - Empire State Development
  - Thruway Authority
- Onondaga County
  - Office of the County Executive
  - Legislature
  - Planning Board

Staff:

Director

Planners

Technical staff

5/22/2017

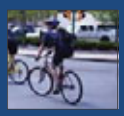
What is the SMTC's planning area?

All of Onondaga County

Town of Sullivan in Madison County

Towns of West Monroe, Hastings, Schroeppel, and small portion of Town of Granby in Oswego County

What does the SMTC do?



Comprehensive transportation planning includes

- Automobiles and the road network
- Freight
- Transit
- Bicycling
- Walking

5/22/2017

What does the SMTC do?

Cooperative transportation planning

- Coordinate between federal, state, and local agencies to develop transportation plans and programs
- Provide an opportunity for citizens to participate in the planning process (not implementation)

5/22/2017

What does the SMTC do?

Continuous transportation planning

LRTP	UPWP	TIP
Long Range Transportation Plan	Unified Planning Work Program	Transportation Improvement Program
Regional transportation vision	Specific transportation studies and plans	Federal capital funding program

5/22/2017

CAMILLUS BICYCLE & PEDESTRIAN ASSESSMENT

- Requested by Town
- Planning level study
- ID planning-level recommendations to add bicycle & pedestrian amenities along town-identified corridors between neighborhoods, shopping plazas & Township 5
- WHY?
  - Commercial development
  - Residential development
  - Pedestrian & bike traffic

5/22/2017

CAMILLUS BICYCLE & PEDESTRIAN ASSESSMENT

Please Note

- Not a proposal to build or construct
- Identifies "planning-level" recommendations
- Supports Town's ability to seek funds
- Prepared at no cost to the Town

5/22/2017

CAMILLUS BICYCLE & PEDESTRIAN ASSESSMENT

This Study Will:

- Assess existing transportation system
- ID bike/ped issues on each corridor
  (Railroad crossings, underpass, overpass, several transit stops (on Milton))
- Examine connectivity from populated areas to destinations
- Close gaps in system from nearby pedestrian facilities
- ID potential locations for bike/ped facilities along each corridor within ROW

5/22/2017

CORRIDORS OF STUDY

- Knowell Rd/Bennett Rd
  (W Genesee St to Warners Rd)
- Township 5 Blvd
- Hinsdale Rd
  (Milton Ave to Warners Rd)
- Milton Ave
  (Knowell Rd to Warners Rd)

5/22/2017

EXISTING CONDITIONS

- Demographics
- Land Use Patterns
- Roadway Conditions
- Accidents
- Traffic Volumes
- Transit
- Existing bike/ped
- Existing trails (ECT)

Example: Accidents at intersections (178)
1/1/2011 to 12/31/2015
(Out of all accidents, no reported pedestrian accidents. One event involving bicyclist.)

EXISTING CONDITIONS

- Demographics
- Land Use Patterns
- Roadway Conditions
- Accidents
- Traffic Volumes
- Transit
- Existing bike/ped
- Existing trails (ECT)

Milton Ave/Hinsdale Rd (southbound)

EXISTING CONDITIONS

Township Blvd/Hinsdale Rd

EXISTING CONDITIONS

- Demographics
- Land Use Patterns
- Roadway Conditions
- Accidents
- Traffic Volumes
- Transit
- Existing bike/ped
- Existing trails (ECT)

ISSUES & CONCERNS

- Limited pedestrian facilities
- Lack of bicycle facilities
- 4 at-grade railroad crossings
- No bus shelters/several bus stops

Milton Ave/Hinsdale Rd

CAMILLUS BICYCLE & PEDESTRIAN ASSESSMENT

NEXT STEPS

- Gather existing conditions and identify issues (complete)
- Develop preliminary recommendations (Summer 2017)
- Prepare final recommendations and documentation (Fall 2017)
- Present to SMTC Committee Structure (Nov/Dec 2017)

5/22/2017

QUESTIONS & COMMENTS

Project Manager
Danielle Krol, SMTC
dkrol@smtcmpo.org
(315) 422-5716 x 308

Thank you!

5/22/2017

5/22/2017

Town of Camillus
Planning Board Minutes
May 22nd, 7:00 pm

PRESENT:
John Fatcheric, Chairperson
Chris Cesta
George Dooher
Don Klaben
Jason Mallore

STAFF PRESENT
Paul Curtin, Jr., ESQ, P.E.

Absent:
Tracy Lauer

Guests & Members of the Public:
10 others

Chairman Fatcheric called the meeting to order at 7:00 p.m., followed by the Pledge of Allegiance.

Public Hearing:

None

Discussion

Syracuse Metropolitan Transportation Council – Presentation Re: Bicycle and Pedestrian Connections

Ms. Danielle Krol, Planning Manager for the Syracuse Metropolitan Transportation Council presented information relating to a Bicycle and Pedestrian Assessment Project for the Town of Camillus.

Ms. Krol gave an overview of the Syracuse Metropolitan Transportation Council (SMTC). Ms. Krol explained the SMTC is the local Metropolitan Planning Organization (MPO) for the Syracuse region. The MPO is a transportation policy making and planning body comprised of local, state and federal government representatives and transportation authorities.

The SMTC looks at transportation planning which would include automobiles, freight, transit, bicycling and walking. The SMTC strives to encourage cooperative transportation planning between those various agencies to develop plans and programs. The SMTC also tries to provide an opportunity for citizens to participate in the planning process. Another facet of the SMTC is to provide continuous transportation planning and provide assessments for various agencies.

In this case, the Town of Camillus requested an assessment for bicycle and pedestrian amenities along town identified corridors between neighborhoods, shopping plazas and Township 5 as the commercial and residential development has increased over time. The assessment isn't a proposal to build or construct but identifies recommendations to make and supports the towns' ability to seek funds. The study assesses existing transportation systems. The study also identifies bicycle and pedestrian issues such as railroad crossings, underpasses, overpasses and various transit stops. The study examines connectivity from populated areas to destinations and tries to find ways to

close gaps in the existing system from nearby pedestrian facilities. In addition, the assessment will also try to identify potential locations for bicycle and pedestrian facilities along the corridors within the town's right-of-ways.

The corridors of study were Knowell Road/Bennett Road, (West Genesee Street to Warners Road), Township Boulevard, Hinsdale Road, (Milton Ave to Warners Road) and Milton Ave (Knowell Road to Warners Road).

The areas of issues were identified as follows:

- Limited pedestrian facilities
- Lack of bicycle facilities
- Four (4) at grade railroad crossings
- No bus shelters, however there are several bus stops

Ms. Krol stated the SMTC has gathered the information regarding existing conditions and identified issues. The next step would be to develop preliminary recommendations.

Ms. Krol asked if there were any questions or comments. There were none.

As there were no questions or concerns from the Board or staff, Ms. Krol thanked the Board for their time and provided contact information for any further discussion.

New Business:

127 Chapel Drive / Holy Family Church TM # 056.-04-01.1
Amended Site Plan

Mr. Dan Fay, of Teitsch-Kent-Fay Architects, presented the application. The purpose of the application is to modify the existing parish offices by enlarging the vestibule with a space of approximately 5' x 14'8" in the front of the building (north elevation) as per the variance granted by the Zoning Board of Appeals on May 2nd, 2017.

Chairman Fatcheric asked the applicant what type of materials will be used. Mr. Fay stated the materials used will be traditional brick with EIFS material. (EIFS material looks similar to stucco)

Mr. Cesta asked if there will be any new lighting. Mr. Fay stated there is currently a light overlooking the front door and only change would be to have the light installed in the soffit over the new front door.

Mr. Curtin asked if the materials will complement the existing colors. Mr. Fay stated they will.

As there were no other questions or concerns from the Board, Mr. Cesta moved to declare Lead Agency for the application. Mr. Mallore seconded the motion and it was unanimously approved.

Mr. Dooher moved to declare an Unlisted Action for the application. Mr. Klaben seconded the motion and it was unanimously approved.

Mr. Klaben moved to declare a Negative Declaration. Mr. Cesta seconded the motion and it was unanimously approved.

Resolution # 18:
Mr. Dooher moved to approve the Amended Site Plan as submitted for the Holy Family Parish Center located at 127 Chapel Drive. Mr. Cesta seconded the motion and it was unanimously approved.

2986 Warners Road / Anthony Komuda TM # 007.-05-06.1
Sketch Plan

Mr. Anthony Komuda, owner of the property presented the application. The purpose of the application is to subdivide a 38 acre parcel into three (3) lots. The lot in question is Lot 8 of the M & M Subdivision into Lots 8A, 8B & 8C. Lot 9 is shown on the provided sketch plan for reference only.

Mr. Komuda stated he plans to give his daughter the proposed Lot 8B (1 acre (+/-)) located approximately in the center of Lot 8. Additionally, Mr. Komuda plans to sell Lot 8C (5 acres +/-)) to a family member. The remainder of the parcel (approximately 32 (+/-)) would be retained by Mr. Komuda.

Chairman Fatcheric stated in the pre-meeting the Board members expressed concern with the lots and the way they're divided and their configurations.

Mr. Klaben stated there appears to be an irregular lot, in particular in the center. Mr. Klaben also stated lot on the western section of the property appears to have a very long extended driveway and Mr. Klaben thought the emergency vehicle access would be a concern. Mr. Komuda stated the lot in the center is for his daughter and didn't want to attach too much acreage to her property. With respect to the lot to the west, the driveway would be modified to the Town standards to ensure access for any vehicles.

Mr. Cesta asked if the property zoned agricultural. Mr. Curtin stated the property is zoned R1. Mr. Cesta expressed concern that the parcel in the center is landlocked and the three lots being created are irregular and would want to see more evenly divided lots.

Mr. Komuda explained the thought behind the division of lots. He felt the 1 acre lot in the center would be a low maintenance lot for his daughter, but wanted to create other lots to maintain the uses that the land is currently used for.

Chairman Fatcheric explained to the applicant the thought process behind the questions for the applicant. He explained the Planning Board is responsible for planning and development into the future, and the questions being asked are to ensure the applicant is considering the future and how it would relate to the subdivision. Chairman Fatcheric also stated he understands the topography may be somewhat challenging.

Mr. Cesta advised the applicant that the Planning Board is responsible to think ahead a little and try to foresee any potential concerns for an action such as this. Mr. Cesta confirmed the accessory structure will be attached to the proposed house on Lot 8A.

Mr. Curtin advised the applicant of the concerns with the division of the lots. He stated that according to the Planning Board guidelines, the Board shouldn't allow nonconforming, irregular lots. He stated the main concern is the irregularity of the lots and demonstrated to the applicant some alternate ways to divide the lots in order to have conforming lots. He also explained the various concerns such as the private road,

the turnaround and the challenging topography for the lots. He suggested a layout of the lots which distributes the land more evenly also manages to ensure the potential owners of the newly created lots are pleased with the division of lots.

Chairman Fatcheric also advised the applicant that a house can be constructed anywhere on the lots, providing the town's setbacks as met.

Mr. Mallore asked the applicant about the pond, noting that the proposed subdivision calls for the pond to be adjacent to the installation of a dry hydrant for fire protection. Mr. Mallore asked if the pond is always full. Mr. Komuda stated it is. As Mr. Mallore was concerned about the other possible houses in the subdivision fire protection, Mr. Komuda stated there's another area for a pond to provide additional fire protection.

Chairman Fatcheric asked what utilities are available. Mr. Komuda stated gas, water, and electric. There's not a sewer utility available, so the prospective owners would install septic systems for their homes.

The Board agreed to keep sketch open.

Township 5 / Cameron Group **TM # 017.-05-65.3**
Amended Final Plat

Mr. Kevin Eldred of the Cameron Group, developers of the Township 5 Center, presented the application. The purpose of the application is to subdivide various lots of the parcel in order to allow specific lots to be sold and/or refinanced as the project continues to move forward.

Mr. Eldred explained the division of lots and where they are located to the Board. The proposed action is to accommodate the possibility of selling certain lots.

Township 5 parcel is approximately 67.5 (+/-) acres in total.

- Lot 1 is a 37.16 acre parcel Milton Ave from Hinsdale Road to Bennet Road
- Lot 1A is a 0.344 acre parcel on Hinsdale Road near the rear of Costco
- Lot 1B is a 2.35 acre parcel on Bennet Road near the Township 5 entrance (house currently on the parcel)
- Lot 1C is a 1.87 acre parcel on which the proposed and approved Tru Hotel by Hilton will be constructed on.
- Lot 1D is a 1.194 parcel in between the Movie Tavern and Medical Offices.
- Lot 1E is a 0.940 parcel along Milton Ave adjacent to the Medical Offices.

- Lot 2 is a 12.870 acre parcel on which Costco and the parking lot, and gas station are situated upon
- Lot 3 is a 7.628 acre parcel on which the apartment complex has been constructed on.
- Lot 3A is a 4.504 acre parcel located at the Y intersection of Hinsdale Road and Warners Road near the access road in the rear of Costco.

Township Boulevard is approximately 5.233 acres.

Mr. Eldred explained the reason for the Amended Final Plat is to enable the developer to take certain actions such as either selling a lot which has a residence on it, or finance a parcel separately from the remainder of development.

Mr. Cesta asked if moving forward, anyone beginning a new project would be seeking a Site Plan approval for an individual project. Mr. Eldred stated that's correct.

Mr. Curtin asked if there's a timeline the developer is hoping to adhere to. Mr. Eldred stated the sooner the better. It was discussed that the project would need to be referred to Syracuse Onondaga County Planning Agency. (SOCPA) Additionally there would need to be a Public Hearing. After a brief discussion, it was decided there would be a special Planning Board meeting held on June 19th for the Public Hearing.

As there were no other questions or concerns from the Board or staff, Mr. Cesta moved to declare Lead Agency for the application. Mr. Mallore seconded the motion and it was unanimously approved.

Mr. Klaben moved to refer the application to SOCPA subject to the receipt of the plats from Mr. Eldred. Mr. Dooher seconded the motion and it was unanimously approved.

Mr. Dooher moved to set the Public Hearing for the application for June 19th, 2017. Mr. Klaben seconded the motion and it was unanimously approved.

The application is continued to the June 19th meeting.

Old Business

Rolling Meadows **TM # 020.1-01-01.0**
Preliminary Plat **TM # 023.-01-09.1**

Mr. John Szczech, developer of Rolling Meadows, presented the application. The purpose of the application is to create a 102 lot subdivision using a 47 acre parcel, formerly owned by the Church of Latter Day Saints, off of Scenic Drive and a 44 acre parcel formerly owned by Michael Falcone, located behind the existing Annesgrove Subdivision. The 47 acre parcel recently underwent a zone change from R2 to R3 at Town Board meeting of March 28th, 2017. The 44 acre parcel is already zoned R3.

Mr. Szczech noted to the Board the biggest changes to the original plan are the elimination of the road and cul-de-sac in the northwestern portion of the parcels due to the topography challenges. The other modification is the relocation of the proposed water tank which has been moved to the far northeastern portion of the parcels.

Mr. Szczech stated the subdivision will be constructed in four (4) phases. The first phase will be 29 lots, in the westernmost portion of the parcels, and then continue to construct houses towards the east.

Mr. Szczech explained the water pressure with the existing system on the first phase has adequate pressure. OCWA has asked that once the second phase begins the water tank design and construction begins as well. The idea is to have the water tank up and ready as the construction on the 3rd phase begins. The water district will be formed and residents will begin to pay into it as the construction continues.

Mr. Szczech further explained the sewer utility will draw the sewer in to the existing Annesgrove sewer then ultimately into the sewer line constructed in 1994 on Scenic Drive. He also described the location of the drainage facility in the lower eastern corner of the map, stating the drainage will travel into the facility, carrying the drainage from the upper portion of the subdivision into the lower portion. The Donnelly Street sewer (in Annesgrove) will be enhanced as well to ensure proper drainage. The drainage swale will be protected by the hedgerows in the rear yards of the existing homes on Greencastle Street. It appears from the calculations that with the new water tank, residents in the existing Annesgrove subdivision will benefit from the installation with respect to water pressure, fire services, etc.

Barton & Loguidice (Town Engineering Firm) has reviewed the reviewed the drainage and road profiles reports from the applicant. Those comments have been submitted to the Board and the applicant.

The Public Hearing for the application has been held and the time period in which written comments could be received for this application has expired. There were not any letters received regarding the application's Public Hearing. Chairman Fatcheric noted the majority of the comments were from residents in the adjacent neighborhoods. Chairman Fatcheric stated the applicant addressed their comments at the Public Hearing.

The application was referred to Syracuse Onondaga County Planning Agency. (SOCPA) and those comments have been returned. Chairman Fatcheric asked Mr. Curtin to address those comments.

Mr. Curtin stated the comments from the County included recommendations, many of which have already been addressed by the Planning Board. Mr. Curtin provided the following information for the record:

1) SOCPA comments stated the Subdivision Plan must be modified to provide previously planned and accommodated roadway extensions from the adjacent development for the safety of access as well as orderly growth of neighborhoods. **Planning Board stated because of the existing grades, as well as the uniqueness of the two (2) subdivisions that are contiguous to the property, both northerly and southerly it is deemed that interconnectivity was not feasible and moreover, it was not desirable from the standpoint of existing residents.**
2) SOCPA comments stated the Town and applicant must coordinate with the West Genesee School District, as well as emergency service providers, infrastructure providers and other public service providers prior to Town approval to ensure long term service demands and capital expenses related to low density single use residential expansion into rural and transitional areas do not negatively impact local and regional taxpayers. **Planning Board states the West Genesee School District has provided correspondence directly to the Planning Board indicating that there was more than sufficient capacity for students that may be introduced to the district by way of homeownership in this subdivision. Other Public Services are more than adequate.**
3) SOCPA comments states responsibility and financing mechanisms for ownership and maintenance of the storm water management facility areas and conservation areas should be clearly established prior to Town Approval. **Planning Board states that normal and customary financial mechanisms will be in place pursuant to resolutions of the Town Board of the Town of Camillus.**

4) SOCPA comments state that given the potential layout of 100+ lots with a single vehicular access point, the Plan must be reviewed for safe emergency vehicle access. Additionally, emergency service providers must assess the availability of reliable water for fire protection to the site prior to Town approval, particularly for conditions prior to construction of an additional water tank in later project phases. **Planning Board states the project has been reviewed by the Fire District and the Planning Board has been advised that the current access as proposed is acceptable and that there is adequate water pressure available for service in the first portion of this project, that being Phase 1. Phases 2, 3, and/or 4 will be serviced by a new water tower which will also provide more than sufficient water pressure, but for existing properties that are not adequately serviced at this time.**
5) SOCPA comments that the NYS Department of Transportation requires a copy of any traffic impact studies being prepared for the project, regarding the intersection with NYS Route 5. Any studies should include potential development to the north as part of a full-build analysis. The Subdivision Plan must be modified to reflect any requirements of the Department prior to Town approval. **Planning Board states as traffic study was not required by the Town Planning Board or recommended by the Highway Superintendent.**

With respect to the comments the County has offered, many of them have been addressed during the subdivision review and from a Public Hearing. All necessary and appropriate safeguards have been taken into consideration during the planning phase of this project. Additionally, the Planning Board has considered the totality of this project during the course of their SEQR review in order to ensure that there is no potential for segmentation as the project is developed over a period of time.

The Planning Board states they appreciate of the comments, recommendations and support it receives form the County Planning Board,

As the comments from SOCPA have been addressed, Mr. Cesta moved to ask Mr. Curtin to correspond with the County to advise them of the Board's responses. Mr. Mallore seconded the motion and it was unanimously approved.

With that, Mr. Curtin and the Board reviewed the Long Form SEQR that the applicant has prepared and submitted. Counsel and Engineering has reviewed the Long Form as well and found it to be complete and accurate as submitted. In addition, the following correspondence has been accepted for the application:

- SWPPP
- School District Impact
- Water Protection
- Configuration and planning for infrastructure for the development

The Long Form is available in the clerk's office for review.

It was noted this is a TYPE I action. There are no adverse actions for this application. Mr. Mallore moved to declare a Negative Declaration for the application. Mr. Cesta seconded the motion and it was unanimously approved.

Resolution # 18:
Mr. Cesta moved to approve the Preliminary Plat as submitted. Mr. Dooher seconded the motion and it was unanimously approved.

It was noted for the record that Final Plat approval will address the individual sections for securities and park land fees.

Discussion

- **Town Board Referral re: Amending the following TM #'s from R-3 to LBO: 017.-04-04.0, 017.-04-05.0, 017.-04-06.0, 017.-05-58.0, 017.-04-08.1, 017.-04-09.0, 017.-04-10.0, 017.-04-11.0, 017.-04-12.0, 017.-04-13.0, 017.-04-14.0, 017.-04-15.0, 017.-04-16.0, 017.-04-17.0, 017.-05-48.0, 017.-04-18.0, 017.-05-47.0, 017.-04-19.0, 017.-04-20.0, 017.-05-65.5, 017.-04-21.1, and 017.-05-45.0**

It was explained these properties are properties nearby Township 5 and these houses would benefit from the Zone Change of R3 to LBO. The change would only serve to enhance the value on these homes. The Board agreed a positive recommendation would be in order.

Resolution # 19:
Mr. Cesta moved to offer a positive recommendation. Mr. Dooher seconded the motion and it was unanimously approved.

- **Town Board Referral re: Amending Chapter 30-Zoning, §801-Definitions, (A) Area of Sign to remove "pole" and (C)-Free Standing Sign to replace the word "pole" with "monument", and §802-General Restrictions to add a new subdivision "P. Pole Signs - no sign may be attached to or supported by a pole".**

The definition change would serve to clarify the signage code. It would help ensure the West Genesee Street properties would be uniform with monument signs.

Resolution # 20:
Mr. Dooher moved to offer a positive recommendation. Mr. Klaben seconded the motion and it was unanimously approved.

Minutes

Mr. Dooher moved to approve the minutes from May 8th, 2017 as submitted. Mr. Klaben seconded the motion and it was unanimously approved.

Correspondence

A voucher was received from Curtin Law Firm for Legal Services rendered in April 2017 in the amount of $1537.50, none of which is recoverable. Mr. Cesta moved to approve payment. Mr. Mallore seconded the motion and it was unanimously approved.

A voucher was received from Barton & Loguidice for Engineering Services rendered in April 2017 in the amount of $2131.38, $1881.38 of which is recoverable. Mr. Mallore moved to approve payment. Mr. Klaben seconded the motion and it was unanimously approved.

Comments of Town Officials

None

Comments of the Attorney

None

Comments of the Engineer

None

Comments of the Board Members

As there were no other questions or concerns from the Board, Mr. Cesta moved to adjourn the meeting at 8:30 pm. Mr. Klaben seconded the motion and it was unanimously approved.

Respectfully submitted,
Sandra Shoff, Planning Board Clerk

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.smtcmpo.org

NEWS RELEASE

FOR IMMEDIATE RELEASE – JANUARY 12, 2018
Contact: James D'Agostino, Director
Tel: (315) 422-5716; E-mail: jdagostino@smtcmpo.org

ANNOUNCEMENT OF PUBLIC COMMENT PERIOD FOR SMTC STUDIES: CARRIER PARK MOBILITY PLAN ERIE BOULEVARD EAST PEDESTRIAN STUDY CONNECTIONS TO TOWNSHIP 5: BICYCLE & PEDESTRIAN ASSESSMENT

The Syracuse Metropolitan Transportation Council (SMTC) is seeking public comment on the Draft Final Reports (DFR) for the following projects:

Carrier Park Mobility Plan: The Town of DeWitt requested that the SMTC study options for improving bicycle and pedestrian access in the Carrier Circle area of Northern DeWitt. The Carrier Park Mobility Plan includes recommendations for sidewalks, walking trails, bike lanes, and intersection improvements in this industrial and commercial area. Access between the new Carrier Park Field of Dreams and the area's large concentration of hotel rooms is one of the focal points of this study.

Erie Boulevard East Pedestrian Study: The City of Syracuse and New York State Department of Transportation (NYSDOT) requested that the SMTC conduct a study to analyze and prioritize pedestrian needs along the Erie Boulevard East corridor, specifically concerned with pedestrian crossings from Beech Street to East Genesee Street. Study recommendations fall into six categories: implement pedestrian improvements at signalized intersections, prioritized by need; implement recommendations from the Empire State Trail (focused on the area between Beech and Bridge Streets on Erie Boulevard East); implement future recommendations from the NYSDOT Pedestrian Safety Action Plan (primarily focused on the area between Bridge and East Genesee Streets); implement recommendations from the SMTC's Central DeWitt Mobility Plan (focused on the small portion of East Genesee Street included in the Erie Boulevard East Pedestrian Study); continue to seek opportunities for

access management along Erie Boulevard East; and consider pedestrian needs in the municipal site plan review process.

Connections to Township 5 (T/Camillus): Bicycle and Pedestrian Assessment: The Town of Camillus requested that the SMTC assess the existing transportation system, identify bicycle and pedestrian access issues, and identify potential bicycle and pedestrian improvements along various corridors leading to the Township 5 development in the Town. These corridors include Knowell Road, Township 5 Boulevard, Milton Avenue, Hinsdale Avenue, and Warners Road. This study includes recommendations for improved shoulders, sidewalks, sharrows, shared use paths, and railroad crossings. Access in and around the Township 5 development was a focal point of this study.

The SMTC is the designated Metropolitan Planning Organization (MPO) for all of Onondaga County and a small portion of Oswego and Madison Counties. The public review/comment period commences on January 16, 2018. Comments received on or before January 31, 2018 will be considered for the final reports for these projects, to be presented to the SMTC Policy Committee for completion in mid-February 2018.

Copies of the DFR documents are available on the SMTC website at www.smtcmpo.org, or can be reviewed in the SMTC office. Comments on these documents may be submitted via e-mail to contactus@smtcmpo.org or faxed to (315) 422-7753. Written comments may be submitted to:

ATTN: James D'Agostino, Director
Syracuse Metropolitan Transportation Council
126 North Salina Street, Suite 100
Syracuse, New York 13202

The public comment period is open through January 31, 2018.

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

Issued January 12, 2018

APPENDIX B

VEHICULAR TURNING MOVEMENT COUNTS

Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202
www.smtcmpo.org

Milton Ave & Warners Rd - Camillus, NY
Counter: AF
OCDOT Request
Right Turns Include RTOR

File Name : Milton_Warners_091615_Formatted
Site Code : 09161501
Start Date : 9/16/2015
Page No : 1

Groups Printed- Cars - Heavy Vehicles

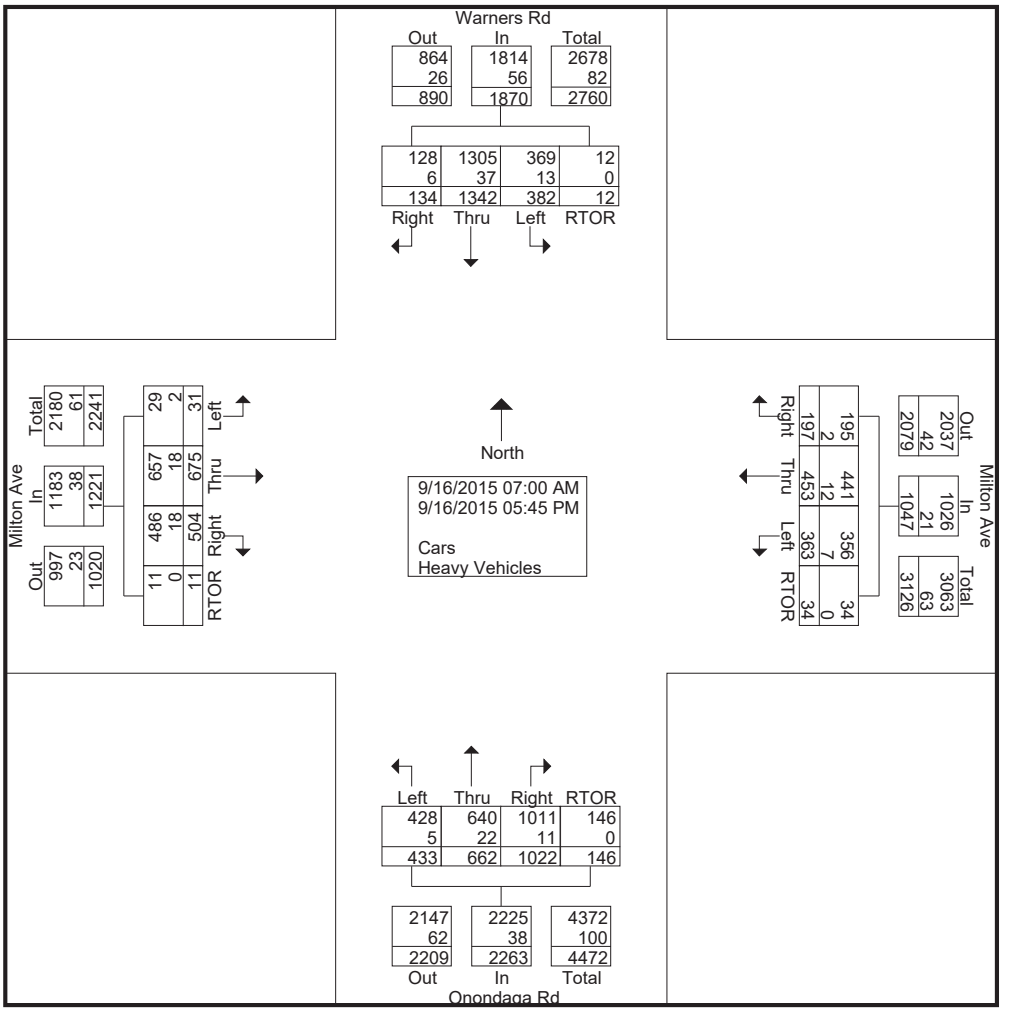
	Milton Ave Eastbound					Milton Ave Westbound					Onondaga Rd Northbound					Warners Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
07:00 AM	2	34	15	0	51	7	12	8	5	32	14	21	85	14	134	30	44	3	0	77	294
07:15 AM	2	44	19	0	65	11	13	3	0	27	13	26	89	16	144	25	64	3	1	93	329
07:30 AM	0	42	27	0	69	18	13	5	0	36	10	20	87	14	131	34	87	1	1	123	359
07:45 AM	2	30	24	1	57	6	15	4	1	26	11	25	100	15	151	32	90	3	0	125	359
Total	6	150	85	1	242	42	53	20	6	121	48	92	361	59	560	121	285	10	2	418	1341
08:00 AM	0	47	25	0	72	10	15	5	0	30	9	27	65	11	112	21	73	3	0	97	311
08:15 AM	0	30	24	1	55	16	14	4	2	36	15	28	46	5	94	20	77	2	0	99	284
08:30 AM	2	42	24	0	68	20	17	7	4	48	18	15	50	11	94	24	90	3	0	117	327
08:45 AM	0	36	36	0	72	23	19	7	3	52	20	25	55	4	104	22	71	5	0	98	326
Total	2	155	109	1	267	69	65	23	9	166	62	95	216	31	404	87	311	13	0	411	1248
*** BREAK ***																					
04:00 PM	3	38	28	1	70	32	33	21	3	89	29	49	55	8	141	18	91	8	2	119	419
04:15 PM	2	34	41	1	78	30	41	5	1	77	48	58	65	6	177	22	94	19	2	137	469
04:30 PM	3	57	36	0	96	34	40	16	4	94	41	81	53	3	178	17	100	8	0	125	493
04:45 PM	3	40	46	2	91	30	41	15	3	89	57	60	51	8	176	15	100	19	2	136	492
Total	11	169	151	4	335	126	155	57	11	349	175	248	224	25	672	72	385	54	6	517	1873
05:00 PM	2	54	44	1	101	32	42	28	2	104	41	67	48	4	160	35	76	12	1	124	489
05:15 PM	4	49	44	2	99	45	42	20	4	111	37	56	50	5	148	22	105	23	2	152	510
05:30 PM	4	55	38	2	99	24	54	27	1	106	36	53	56	9	154	23	90	11	1	125	484
05:45 PM	2	43	33	0	78	25	42	22	1	90	34	51	67	13	165	22	90	11	0	123	456
Total	12	201	159	5	377	126	180	97	8	411	148	227	221	31	627	102	361	57	4	524	1939
Grand Total	31	675	504	11	1221	363	453	197	34	1047	433	662	1022	146	2263	382	1342	134	12	1870	6401
Apprch %	2.5	55.3	41.3	0.9		34.7	43.3	18.8	3.2		19.1	29.3	45.2	6.5		20.4	71.8	7.2	0.6		
Total %	0.5	10.5	7.9	0.2	19.1	5.7	7.1	3.1	0.5	16.4	6.8	10.3	16	2.3	35.4	6	21	2.1	0.2	29.2	
Cars	29	657	486	11	1183	356	441	195	34	1026	428	640	1011	146	2225	369	1305	128	12	1814	6248
% Cars	93.5	97.3	96.4	100	96.9	98.1	97.4	99	100	98	98.8	96.7	98.9	100	98.3	96.6	97.2	95.5	100	97	97.6
Heavy Vehicles	2	18	18	0	38	7	12	2	0	21	5	22	11	0	38	13	37	6	0	56	153
% Heavy Vehicles	6.5	2.7	3.6	0	3.1	1.9	2.6	1	0	2	1.2	3.3	1.1	0	1.7	3.4	2.8	4.5	0	3	2.4

Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202
www.smtcmpo.org

Milton Ave & Warners Rd - Camillus, NY
Counter: AF
OCDOT Request
Right Turns Include RTOR

File Name : Milton_Warners_091615_Formatted
Site Code : 09161501
Start Date : 9/16/2015



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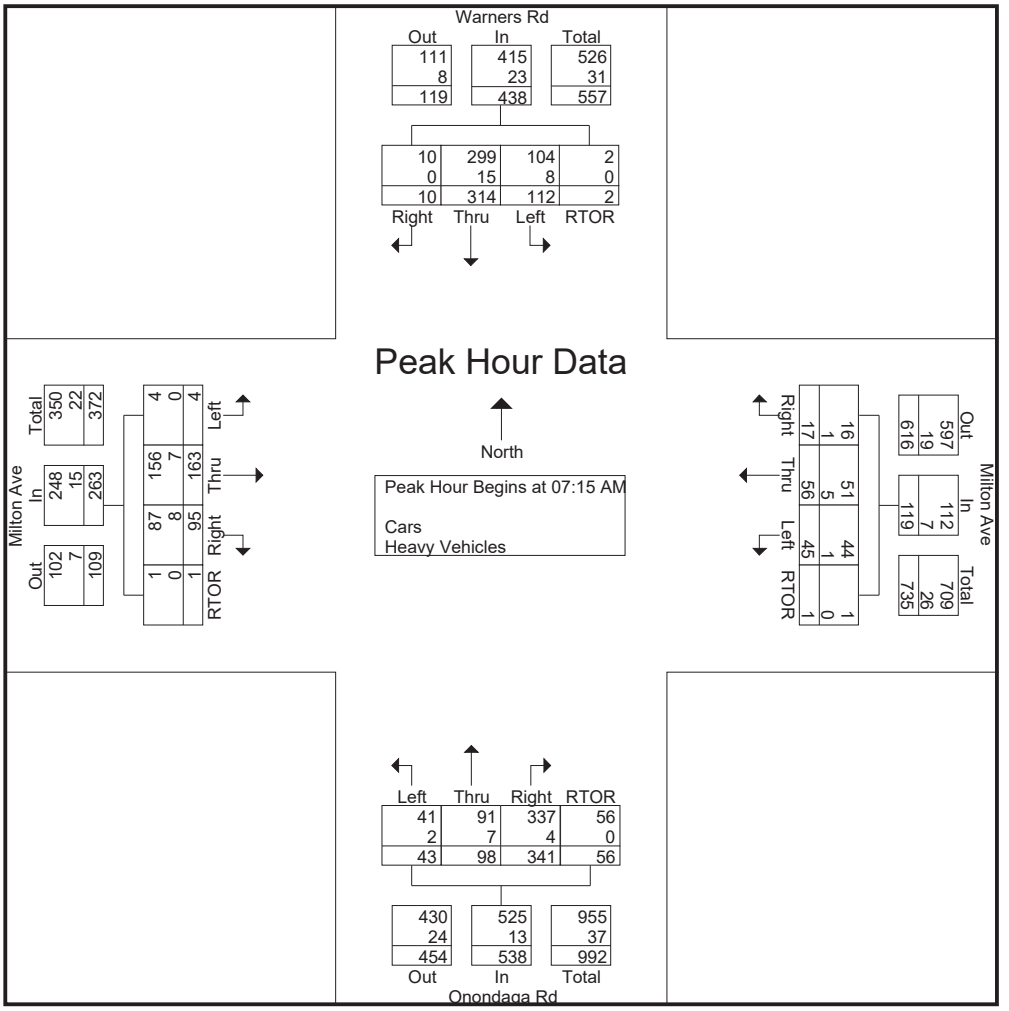
Page No : 3

	Milton Ave Eastbound					Milton Ave Westbound					Onondaga Rd Northbound					Warners Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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 07:15 AM																					
07:15 AM	**2**	44	19	0	65	11	13	3	0	27	**13**	26	89	**16**	144	25	64	**3**	**1**	93	329
07:30 AM	0	42	**27**	0	69	**18**	13	**5**	0	**36**	10	20	87	14	131	**34**	87	1	1	123	**359**
07:45 AM	2	30	24	**1**	57	6	**15**	4	**1**	26	11	25	**100**	15	**151**	32	**90**	3	0	**125**	359
08:00 AM	0	**47**	25	0	**72**	10	15	5	0	30	9	**27**	65	11	112	21	73	3	0	97	311
Total Volume	4	163	95	1	263	45	56	17	1	119	43	98	341	56	538	112	314	10	2	438	1358
% App. Total	1.5	62	36.1	0.4		37.8	47.1	14.3	0.8		8	18.2	63.4	10.4		25.6	71.7	2.3	0.5		
PHF	.500	.867	.880	.250	.913	.625	.933	.850	.250	.826	.827	.907	.853	.875	.891	.824	.872	.833	.500	.876	.946
Cars	4	156	87	1	248	44	51	16	1	112	41	91	337	56	525	104	299	10	2	415	1300
% Cars	100	95.7	91.6	100	94.3	97.8	91.1	94.1	100	94.1	95.3	92.9	98.8	100	97.6	92.9	95.2	100	100	94.7	95.7
Heavy Vehicles																					
% Heavy Vehicles	0	4.3	8.4	0	5.7	2.2	8.9	5.9	0	5.9	4.7	7.1	1.2	0	2.4	7.1	4.8	0	0	5.3	4.3



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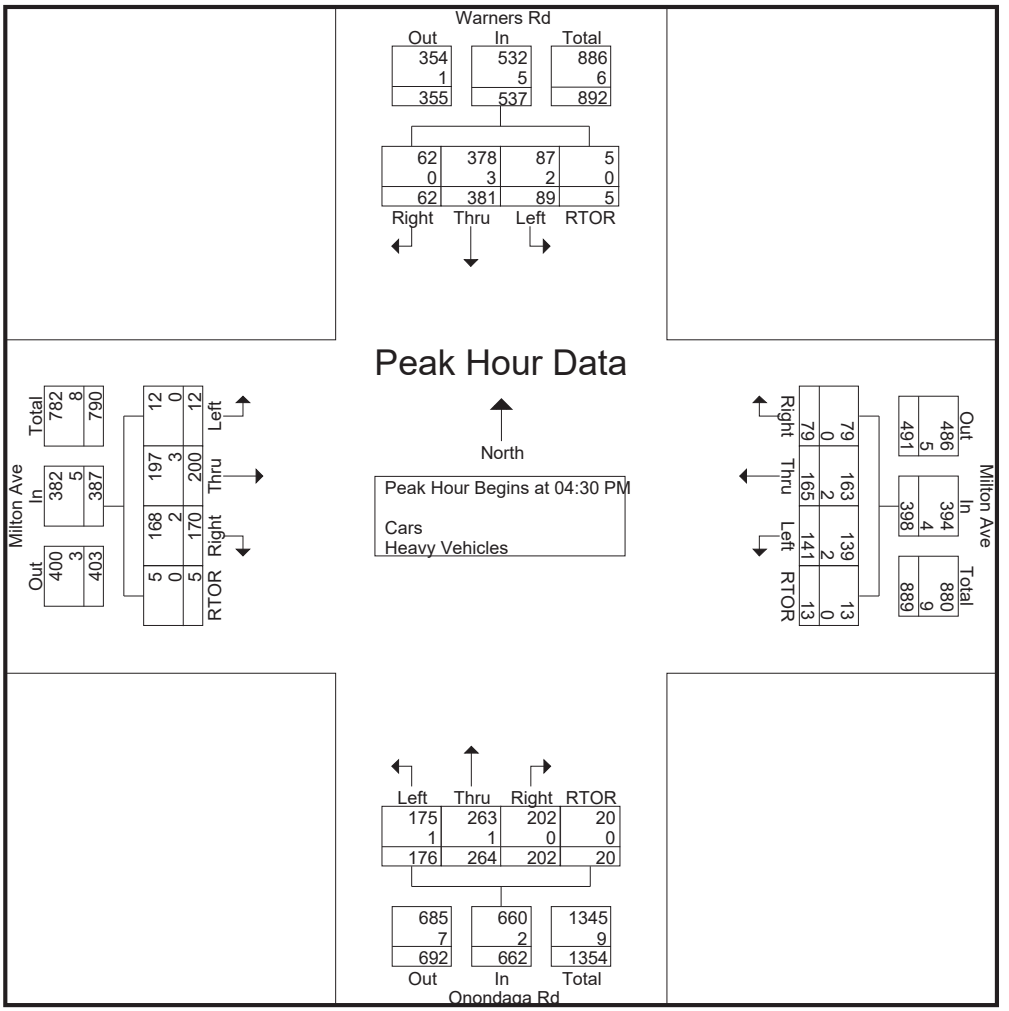
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	**57**	36	0	96	34	40	16	**4**	94	41	**81**	**53**	3	**178**	17	100	8	0	125	493
04:45 PM	3	40	**46**	**2**	91	30	41	15	3	89	**57**	60	51	**8**	176	15	100	19	**2**	136	492
05:00 PM	2	54	44	1	**101**	32	**42**	**28**	2	104	41	67	48	4	160	**35**	76	12	1	124	489
05:15 PM	**4**	49	44	2	99	**45**	42	20	4	**111**	37	56	50	5	148	22	**105**	**23**	2	**152**	**510**
Total Volume	12	200	170	5	387	141	165	79	13	398	176	264	202	20	662	89	381	62	5	537	1984
% App. Total	3.1	51.7	43.9	1.3		35.4	41.5	19.8	3.3		26.6	39.9	30.5	3		16.6	70.9	11.5	0.9		
PHF	.750	.877	.924	.625	.958	.783	.982	.705	.813	.896	.772	.815	.953	.625	.930	.636	.907	.674	.625	.883	.973
Cars	12	197	168	5	382	139	163	79	13	394	175	263	202	20	660	87	378	62	5	532	1968
% Cars	100	98.5	98.8	100	98.7	98.6	98.8	100	100	99.0	99.4	99.6	100	100	99.7	97.8	99.2	100	100	99.1	99.2
Heavy Vehicles																					
% Heavy Vehicles	0	1.5	1.2	0	1.3	1.4	1.2	0	0	1.0	0.6	0.4	0	0	0.3	2.2	0.8	0	0	0.9	0.8



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07:00 AM	0	2	1	0	3	1	0	0	0	1	0	1	1	0	2	1	2	2	0	5	11
07:15 AM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	0	2	0	0	2	6
07:30 AM	0	2	1	0	3	0	1	1	0	2	0	5	1	0	6	1	0	0	0	1	12
07:45 AM	0	0	1	0	1	1	2	0	0	3	1	0	0	0	1	4	4	0	0	8	13
Total	0	5	4	0	9	2	4	1	0	7	1	6	3	0	10	6	8	2	0	16	42
08:00 AM	0	4	5	0	9	0	1	0	0	1	1	2	2	0	5	3	9	0	0	12	27
08:15 AM	0	1	2	0	3	0	0	0	0	0	1	5	1	0	7	0	6	0	0	6	16
08:30 AM	1	1	4	0	6	1	1	0	0	2	0	2	0	0	2	1	4	2	0	7	17
08:45 AM	0	2	0	0	2	1	2	0	0	3	0	1	1	0	2	0	3	0	0	3	10
Total	1	8	11	0	20	2	4	0	0	6	2	10	4	0	16	4	22	2	0	28	70
*** BREAK ***																					
04:00 PM	1	1	1	0	3	1	0	0	0	1	0	3	2	0	5	1	2	0	0	3	12
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	2	2	0	5	0	0	1	0	1	6
04:30 PM	0	1	0	0	1	2	0	0	0	2	1	1	0	0	2	1	1	0	0	2	7
04:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	1	4	1	0	6	3	1	0	0	4	2	6	4	0	12	2	3	1	0	6	28
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
05:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
05:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	3
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Total	0	1	2	0	3	0	3	1	0	4	0	0	0	0	0	1	4	1	0	6	13
Grand Total	2	18	18	0	38	7	12	2	0	21	5	22	11	0	38	13	37	6	0	56	153
Apprch %	5.3	47.4	47.4	0		33.3	57.1	9.5	0		13.2	57.9	28.9	0		23.2	66.1	10.7	0		
Total %	1.3	11.8	11.8	0	24.8	4.6	7.8	1.3	0	13.7	3.3	14.4	7.2	0	24.8	8.5	24.2	3.9	0	36.6	

Syracuse Metropolitan Transportation Council

126 N. Salina Street
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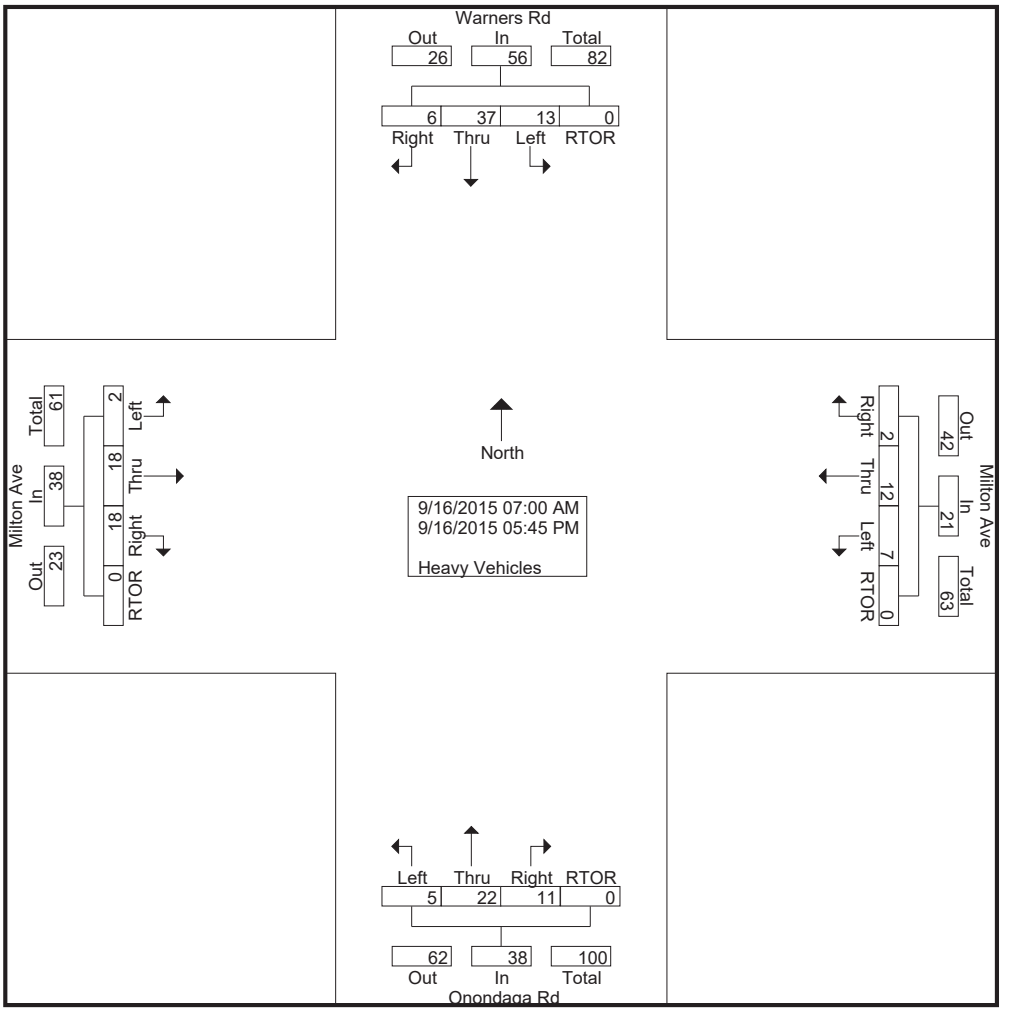
Milton Ave & Warners Rd - Camillus, NY
Counter: AF
OCDOT Request
Right Turns Include RTOR

File Name : Milton_Warners_091615_Formatted
Site Code : 09161501
Start Date : 9/16/2015
Page No : 2



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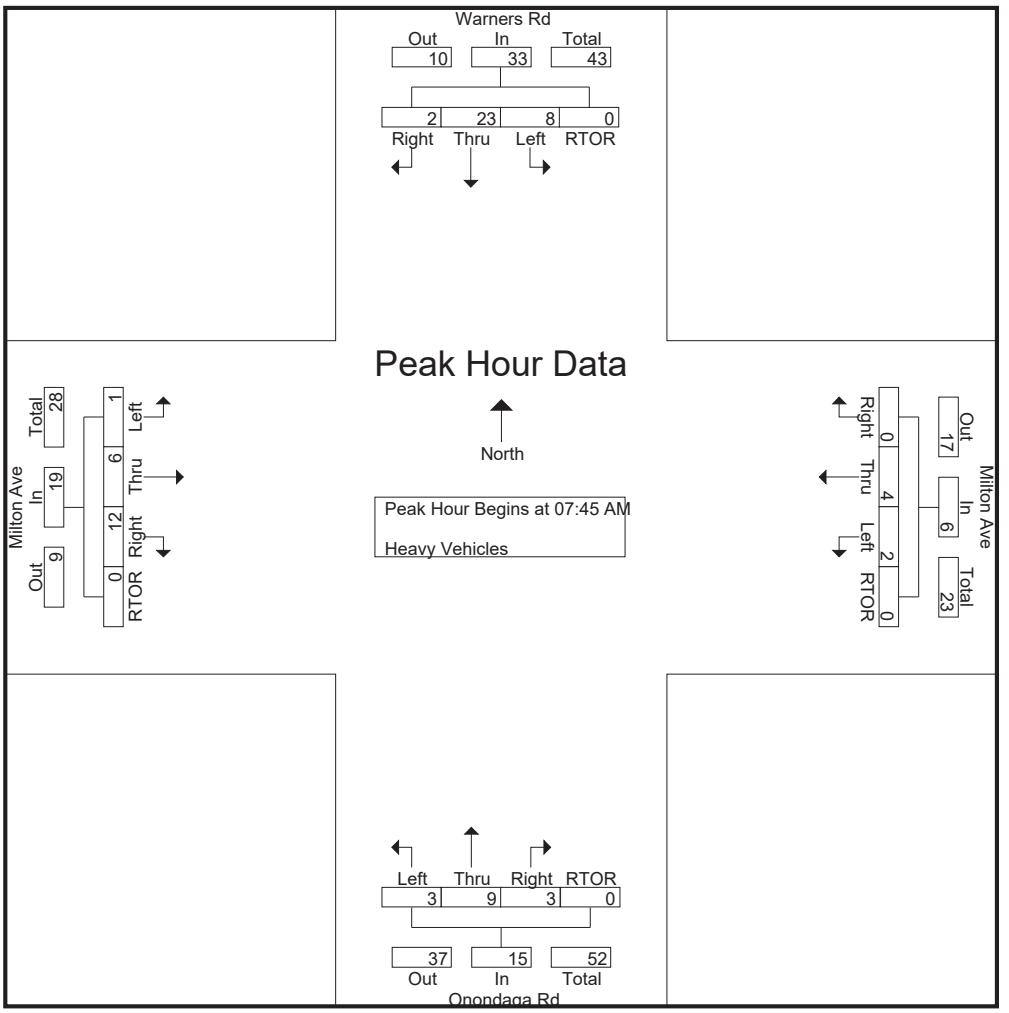
Right Turns Include RTOR

File Name : Milton_Warners_091615_Formatted
Site Code : 09161501
Start Date : 9/16/2015

	Milton Ave Eastbound					Milton Ave Westbound					Onondaga Rd Northbound					Warners Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	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	0	0	1	0	1	**1**	**2**	0	0	**3**	**1**	0	0	0	1	**4**	4	0	0	8	13
08:00 AM	0	**4**	**5**	0	**9**	0	1	0	0	1	1	2	**2**	0	5	3	**9**	0	0	**12**	**27**
08:15 AM	0	1	2	0	3	0	0	0	0	0	1	**5**	1	0	**7**	0	6	0	0	6	16
08:30 AM	**1**	1	4	0	6	1	1	0	0	2	0	2	0	0	2	1	4	**2**	0	7	17
Total Volume	1	6	12	0	19	2	4	0	0	6	3	9	3	0	15	8	23	2	0	33	73
% App. Total	5.3	31.6	63.2	0		33.3	66.7	0	0		20	60	20	0		24.2	69.7	6.1	0		
PHF	.250	.375	.600	.000	.528	.500	.500	.000	.000	.500	.750	.450	.375	.000	.536	.500	.639	.250	.000	.688	.676



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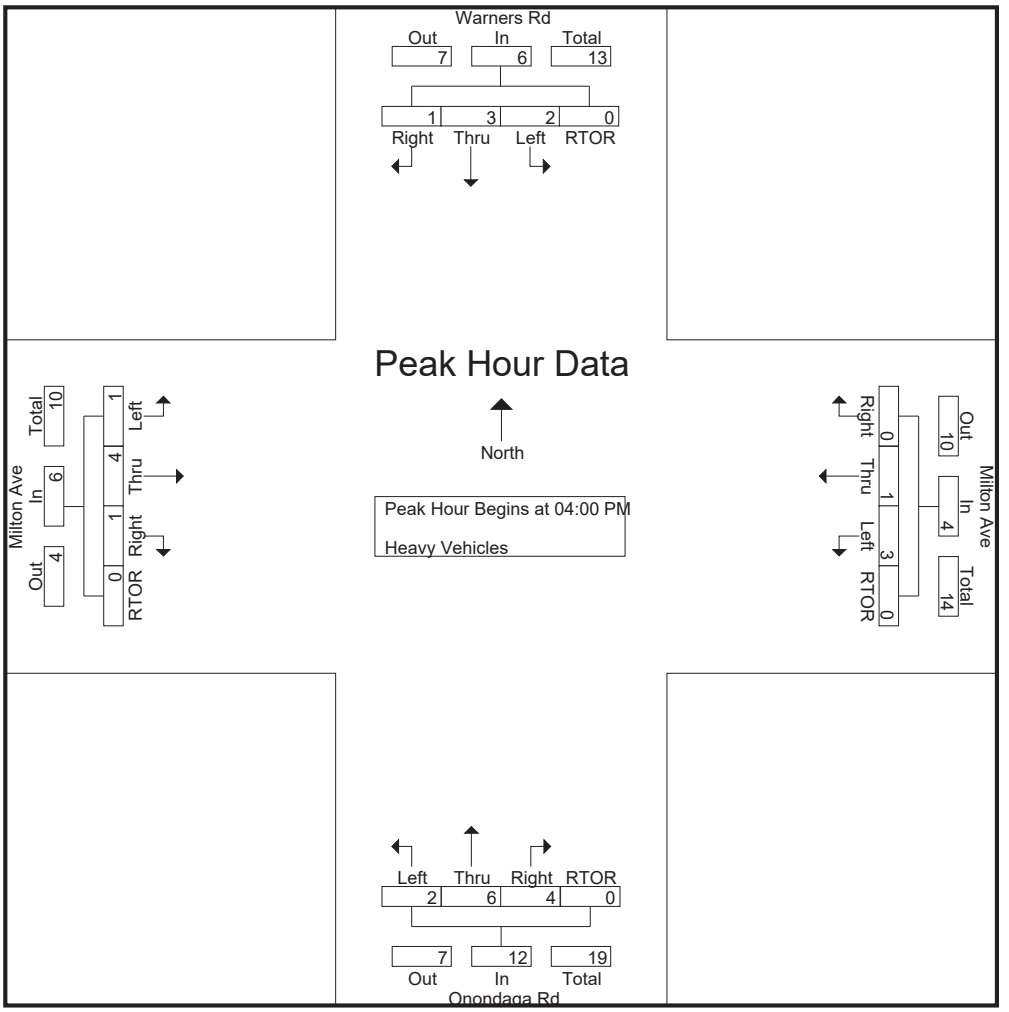
Milton Ave & Warners Rd - Camillus, NY
Counter: AF
OCDOT Request
Right Turns Include RTOR

File Name : Milton_Warners_091615_Formatted
Site Code : 09161501
Start Date : 9/16/2015
Page No : 4

	Milton Ave Eastbound					Milton Ave Westbound					Onondaga Rd Northbound					Warners Rd Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**1**	1	**1**	0	**3**	1	0	0	0	1	0	**3**	**2**	0	**5**	**1**	**2**	0	0	**3**	**12**
04:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	2	2	0	5	0	0	**1**	0	1	6
04:30 PM	0	1	0	0	1	**2**	0	0	0	**2**	1	1	0	0	2	1	1	0	0	2	7
04:45 PM	0	**2**	0	0	2	0	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total Volume	1	4	1	0	6	3	1	0	0	4	2	6	4	0	12	2	3	1	0	6	28
% App. Total	16.7	66.7	16.7	0		75	25	0	0		16.7	50	33.3	0		33.3	50	16.7	0		
PHF	.250	.500	.250	.000	.500	.375	.250	.000	.000	.500	.500	.500	.500	.000	.600	.500	.375	.250	.000	.500	.583



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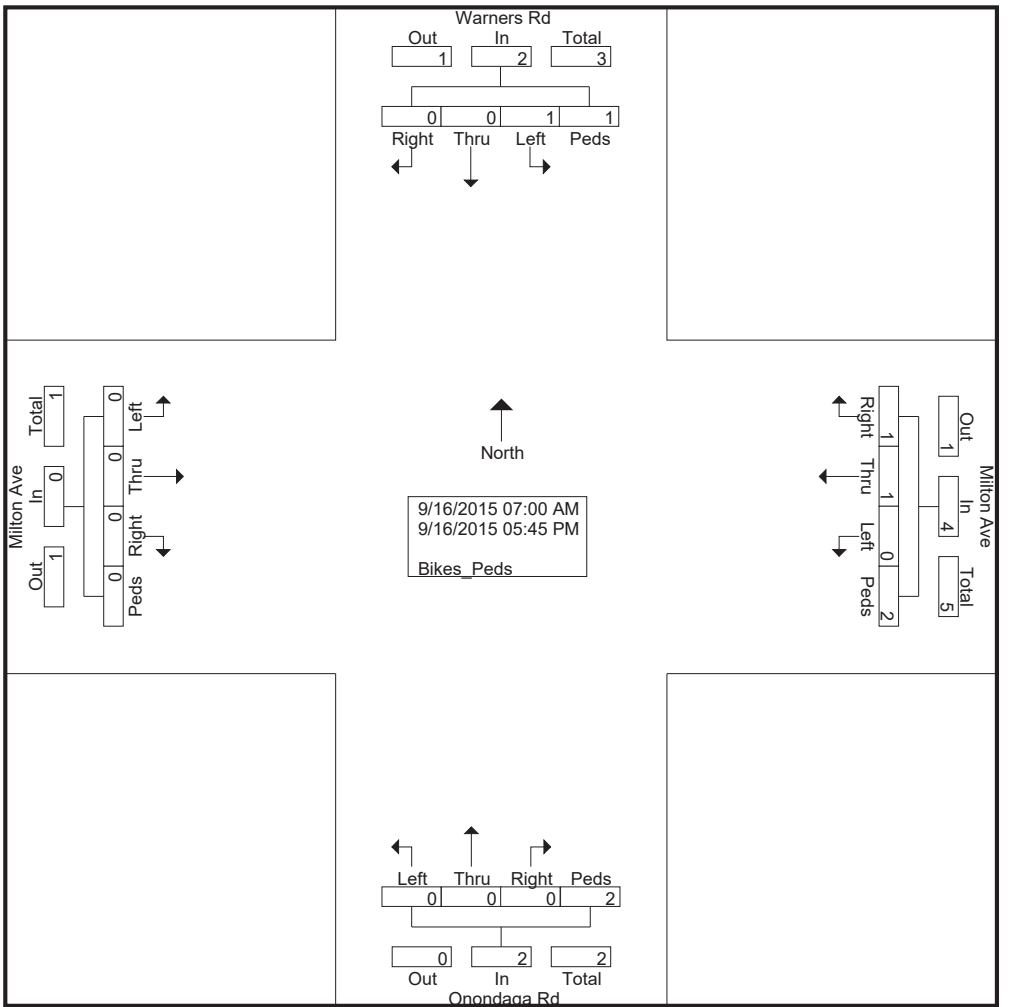
Milton Ave & Warners Rd - Camillus, NY
Counter: AF
OCDOT Request

File Name : Milton_Warners_091615_Formatted
Site Code : 09161501
Start Date : 9/16/2015

Groups Printed- Bikes_Peds

	Milton Ave Eastbound					Milton Ave Westbound					Onondaga Rd Northbound					Warners Rd Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
04:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1	3
Grand Total	0	0	0	0	0	0	1	1	2	4	0	0	0	2	2	1	0	0	1	2	8
Apprch %	0	0	0	0		0	25	25	50		0	0	0	100		50	0	0	50		
Total %	0	0	0	0	0	0	12.5	12.5	25	50	0	0	0	25	25	12.5	0	0	12.5	25	



Syracuse Metropolitan Transportation Council

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Town of Camillus, Onon. Co.
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 1

Groups Printed- Cars - Heavy Vehicles - Bike_Peds

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
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	2	0	23	5	30	11	61	0	0	72	0	0	0	0	0	1	143	24	0	168	270
07:15 AM	0	0	12	6	18	32	65	0	0	97	0	0	0	0	0	0	106	28	0	134	249
07:30 AM	8	0	26	4	38	24	70	0	2	96	0	0	0	0	0	0	129	20	0	149	283
07:45 AM	5	0	20	12	37	20	78	0	0	98	0	0	0	0	0	0	136	33	0	169	304
Total	15	0	81	27	123	87	274	0	2	363	0	0	0	0	0	1	514	105	0	620	1106
08:00 AM	11	0	25	7	43	13	58	0	1	72	0	0	0	0	0	0	121	27	0	148	263
08:15 AM	9	0	27	11	47	13	68	0	3	84	0	0	0	0	0	0	90	21	0	111	242
08:30 AM	5	0	28	6	39	20	60	0	0	80	0	0	0	0	0	0	103	16	0	119	238
08:45 AM	9	0	32	15	56	21	76	0	2	99	0	0	0	0	0	0	105	17	0	122	277
Total	34	0	112	39	185	67	262	0	6	335	0	0	0	0	0	0	419	81	0	500	1020
*** BREAK ***																					
04:00 PM	12	0	34	12	58	28	150	0	7	185	0	0	0	0	0	0	122	12	0	134	377
04:15 PM	13	0	27	10	50	38	130	0	3	171	0	0	0	0	0	0	133	10	0	143	364
04:30 PM	24	0	40	3	67	41	148	0	5	194	0	0	0	0	0	0	133	21	0	154	415
04:45 PM	19	0	31	10	60	57	158	0	1	216	0	0	0	0	0	0	140	12	0	152	428
Total	68	0	132	35	235	164	586	0	16	766	0	0	0	0	0	0	528	55	0	583	1584
05:00 PM	28	0	35	6	69	42	158	0	3	203	0	0	0	0	0	0	128	20	0	148	420
05:15 PM	19	0	44	11	74	33	149	0	1	183	0	0	0	0	0	0	125	14	0	139	396
05:30 PM	19	0	44	16	79	38	125	0	4	167	0	0	0	0	0	0	112	16	0	128	374
05:45 PM	12	0	42	11	65	24	164	0	0	188	0	0	0	0	0	2	128	7	0	137	390
Total	78	0	165	44	287	137	596	0	8	741	0	0	0	0	0	2	493	57	0	552	1580
Grand Total	195	0	490	145	830	455	1718	0	32	2205	0	0	0	0	0	3	1954	298	0	2255	5290
Apprch %	23.5	0	59	17.5		20.6	77.9	0	1.5		0	0	0	0		0.1	86.7	13.2	0		
Total %	3.7	0	9.3	2.7	15.7	8.6	32.5	0	0.6	41.7	0	0	0	0	0	0.1	36.9	5.6	0	42.6	
Cars	192	0	477	144	813	437	1673	0	31	2141	0	0	0	0	0	3	1899	295	0	2197	5151
% Cars	98.5	0	97.3	99.3	98	96	97.4	0	96.9	97.1	0	0	0	0	0	100	97.2	99	0	97.4	97.4
Heavy Vehicles	3	0	13	0	16	18	45	0	0	63	0	0	0	0	0	0	55	3	0	58	137
% Heavy Vehicles	1.5	0	2.7	0	1.9	4	2.6	0	0	2.9	0	0	0	0	0	0	2.8	1	0	2.6	2.6
Bike_Peds	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
% Bike_Peds	0	0	0	0.7	0.1	0	0	0	3.1	0	0	0	0	0	0	0	0	0	0	0	0

Syracuse Metropolitan Transportation Council

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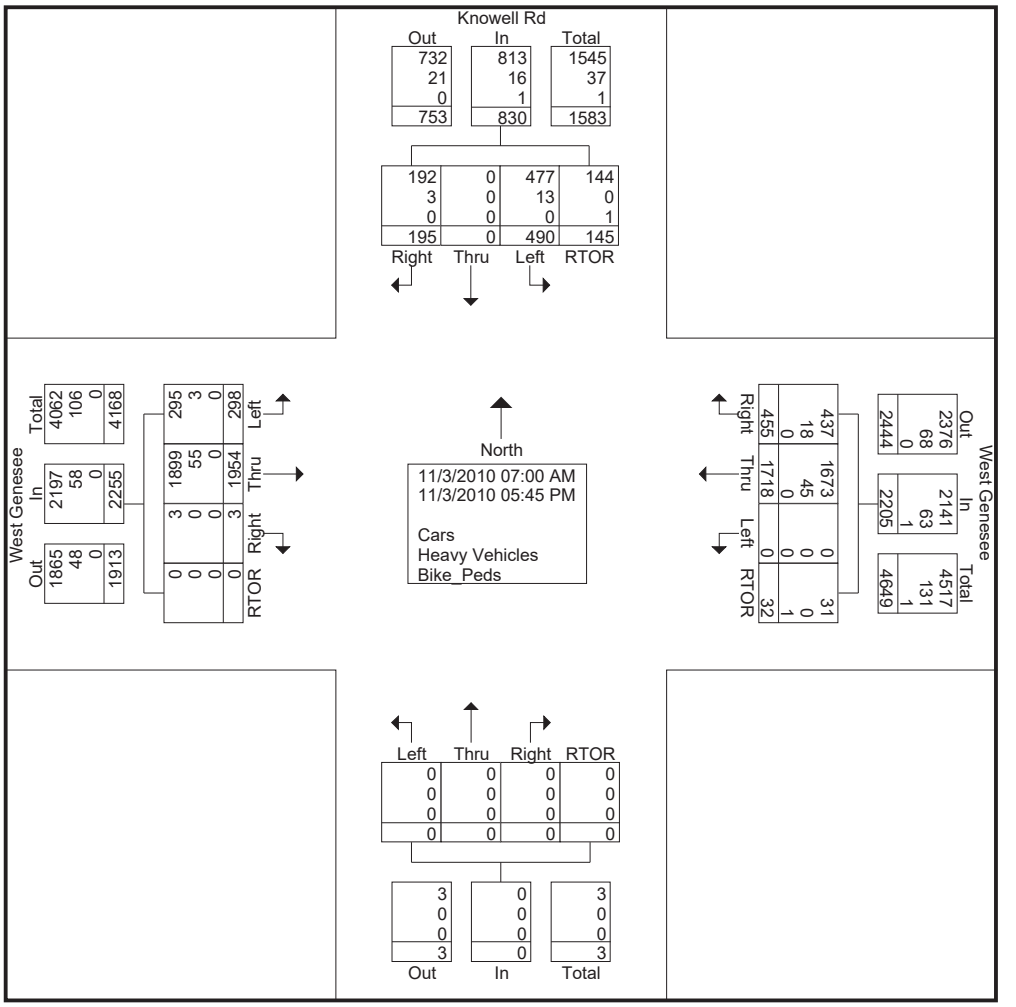
Town of Camillus, Onon. Co.
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 2



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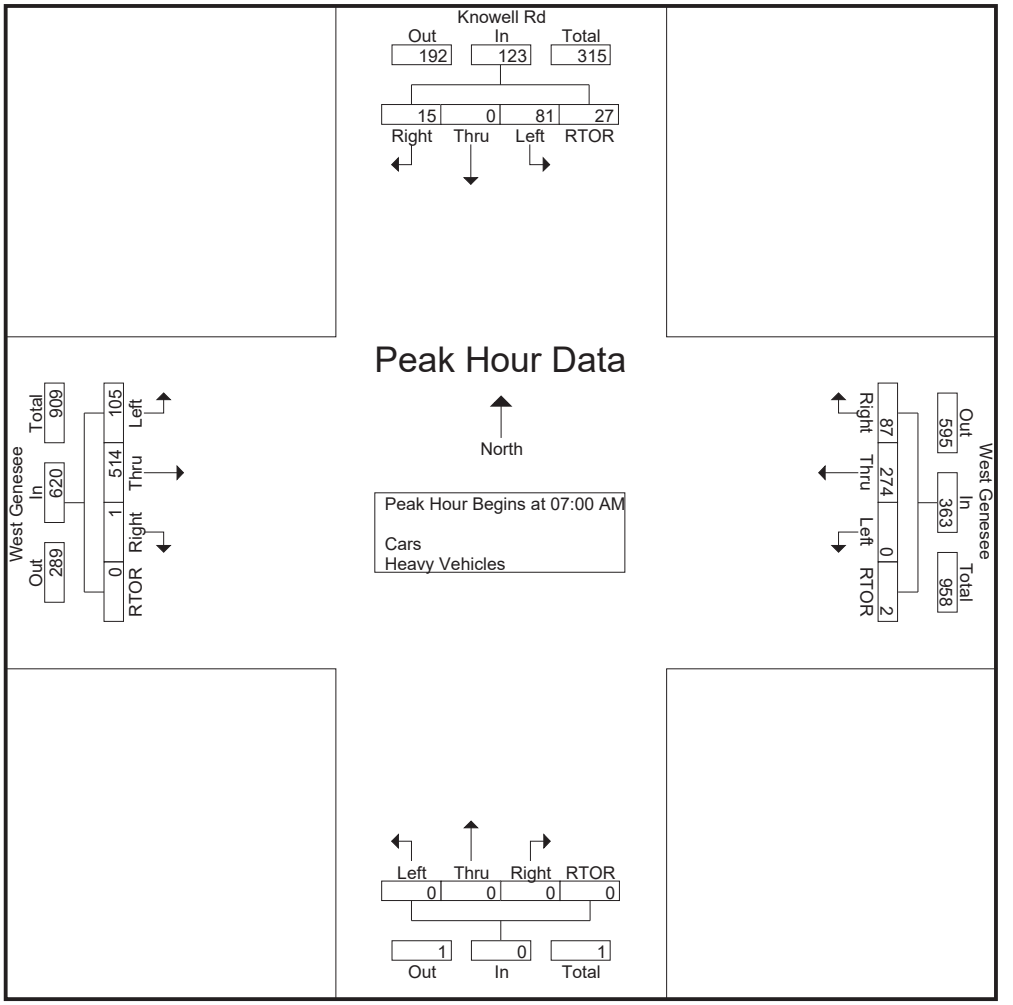
File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 4

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	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 07:00 AM																					
07:00 AM	2	0	23	5	30	11	61	0	0	72	0	0	0	0	0	**1**	**143**	24	0	168	270
07:15 AM	0	0	12	6	18	**32**	65	0	0	97	0	0	0	0	0	0	106	28	0	134	249
07:30 AM	**8**	0	**26**	4	**38**	24	70	0	**2**	96	0	0	0	0	0	0	129	20	0	149	283
07:45 AM	5	0	20	**12**	37	20	**78**	0	0	**98**	0	0	0	0	0	0	136	**33**	0	**169**	**304**
Total Volume	15	0	81	27	123	87	274	0	2	363	0	0	0	0	0	1	514	105	0	620	1106
% App. Total	12.2	0	65.9	22		24	75.5	0	0.6		0	0	0	0		0.2	82.9	16.9	0		
PHF	.469	.000	.779	.563	.809	.680	.878	.000	.250	.926	.000	.000	.000	.000	.000	.250	.899	.795	.000	.917	.910



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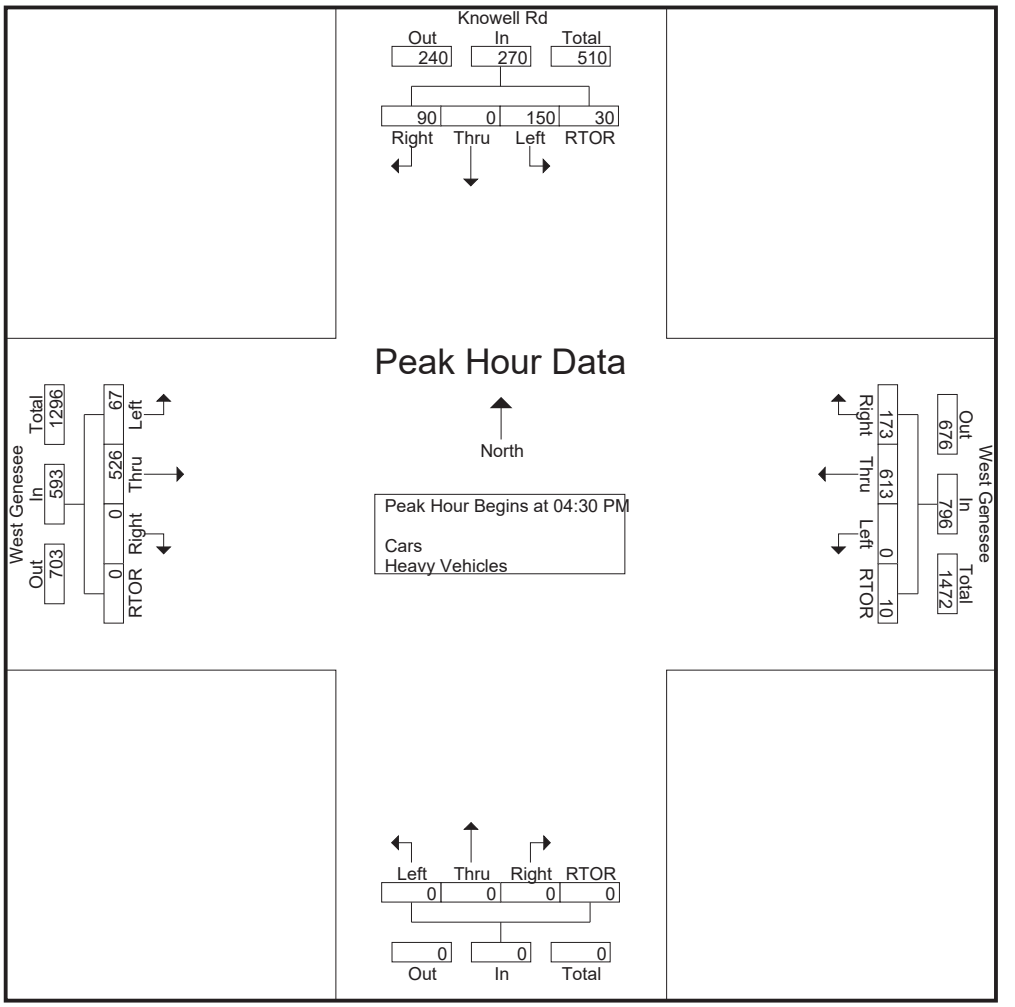
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 5

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	24	0	40	3	67	41	148	0	**5**	194	0	0	0	0	0	0	133	**21**	0	**154**	415
04:45 PM	19	0	31	10	60	**57**	**158**	0	1	**216**	0	0	0	0	0	0	**140**	12	0	152	**428**
05:00 PM	**28**	0	35	6	69	42	158	0	3	203	0	0	0	0	0	0	128	20	0	148	420
05:15 PM	19	0	**44**	**11**	**74**	33	149	0	1	183	0	0	0	0	0	0	125	14	0	139	396
Total Volume	90	0	150	30	270	173	613	0	10	796	0	0	0	0	0	0	526	67	0	593	1659
% App. Total	33.3	0	55.6	11.1		21.7	77	0	1.3		0	0	0	0		0	88.7	11.3	0		
PHF	.804	.000	.852	.682	.912	.759	.970	.000	.500	.921	.000	.000	.000	.000	.000	.000	.939	.798	.000	.963	.969



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Town of Camillus, Onon. Co.
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 1

Groups Printed- Bike_Peds

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
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
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	

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SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 1

Groups Printed- Heavy Vehicles

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
07:00 AM	0	0	0	0	0	4	13	0	0	17	0	0	0	0	0	0	4	0	0	4	21
07:15 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	7
07:30 AM	0	0	4	0	4	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	12
07:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	7	0	0	7	10
Total	0	0	5	0	5	8	20	0	0	28	0	0	0	0	0	0	17	0	0	17	50
08:00 AM	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	0	6	0	0	6	13
08:15 AM	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	0	4	0	0	4	13
08:30 AM	0	0	2	0	2	3	4	0	0	7	0	0	0	0	0	0	1	1	0	2	11
08:45 AM	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	8
Total	3	0	3	0	6	7	17	0	0	24	0	0	0	0	0	0	14	1	0	15	45
*** BREAK ***																					
04:00 PM	0	0	3	0	3	2	4	0	0	6	0	0	0	0	0	0	9	0	0	9	18
04:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	4
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	7
Total	0	0	5	0	5	3	7	0	0	10	0	0	0	0	0	0	20	2	0	22	37
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
Grand Total	3	0	13	0	16	18	45	0	0	63	0	0	0	0	0	0	55	3	0	58	137
Apprch %	18.8	0	81.2	0		28.6	71.4	0	0		0	0	0	0		0	94.8	5.2	0		
Total %	2.2	0	9.5	0	11.7	13.1	32.8	0	0	46	0	0	0	0	0	0	40.1	2.2	0	42.3	

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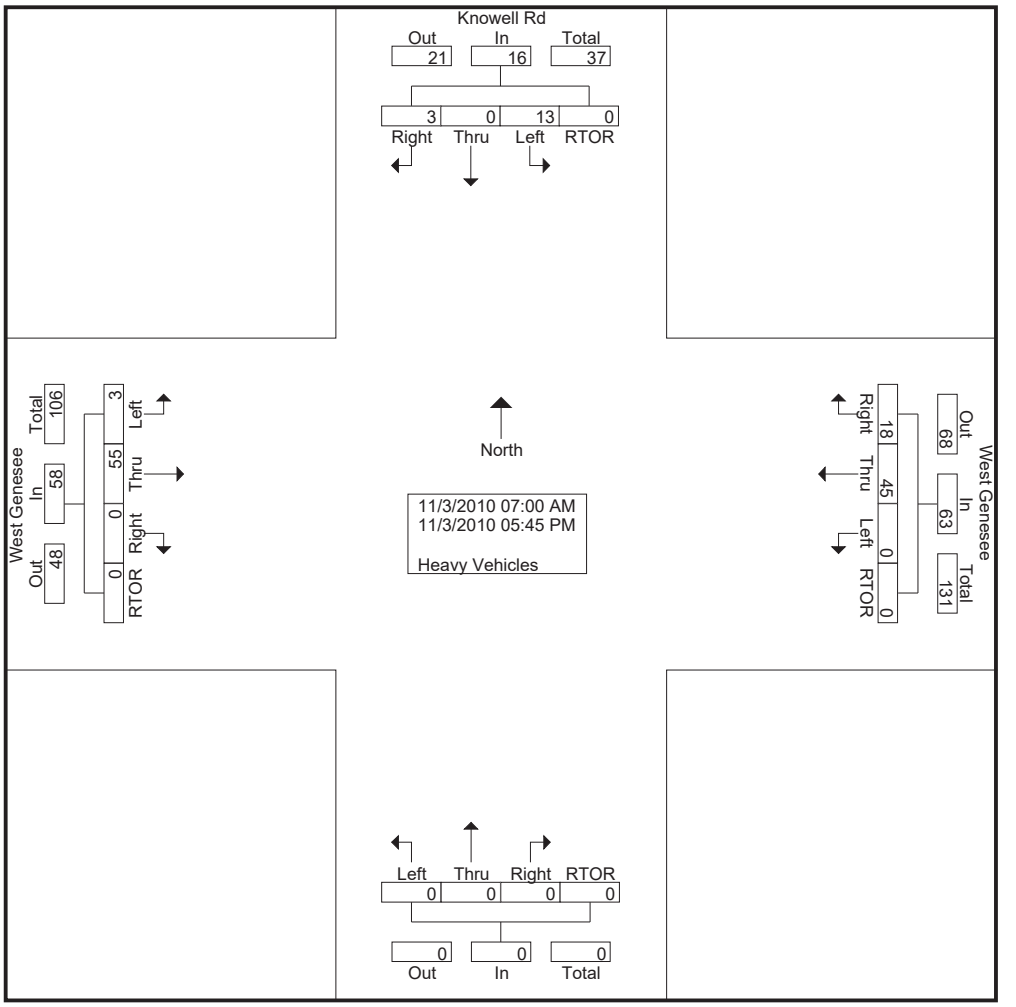
Town of Camillus, Onon. Co.
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 2



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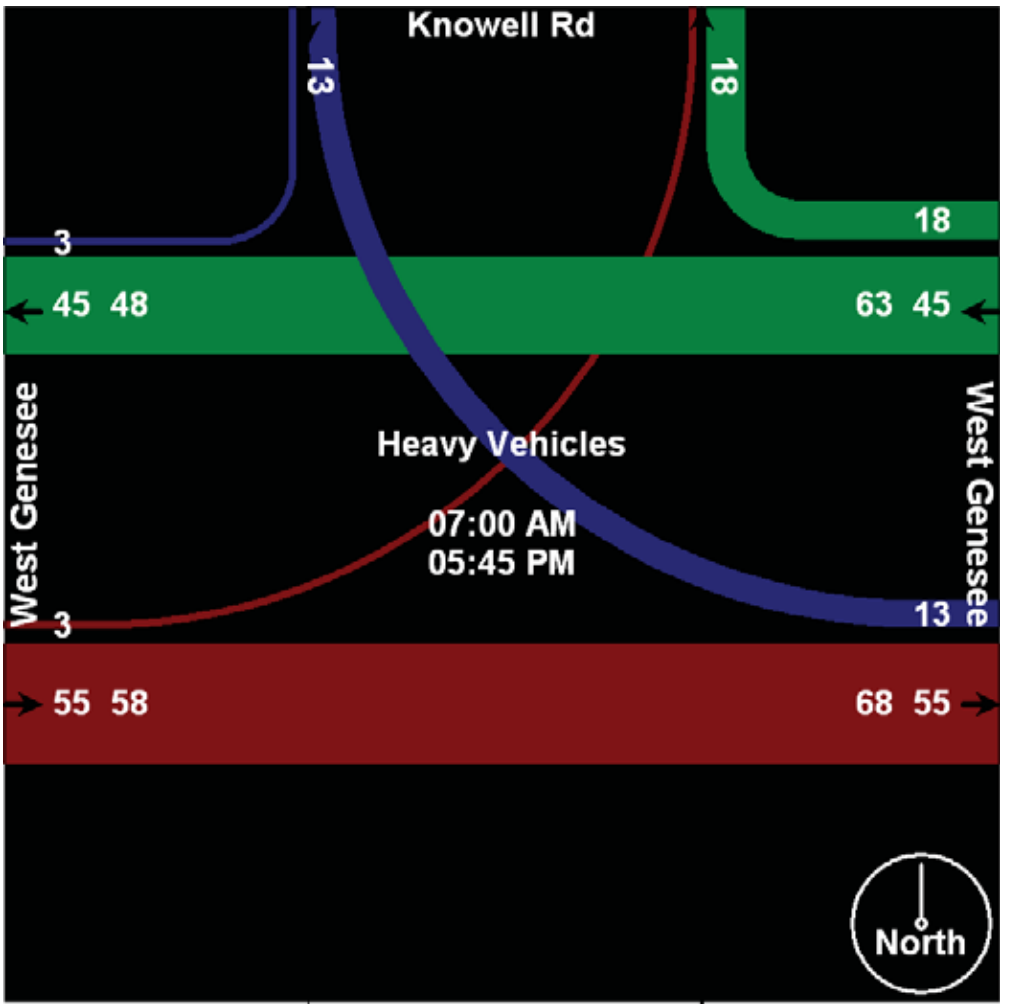
File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 3



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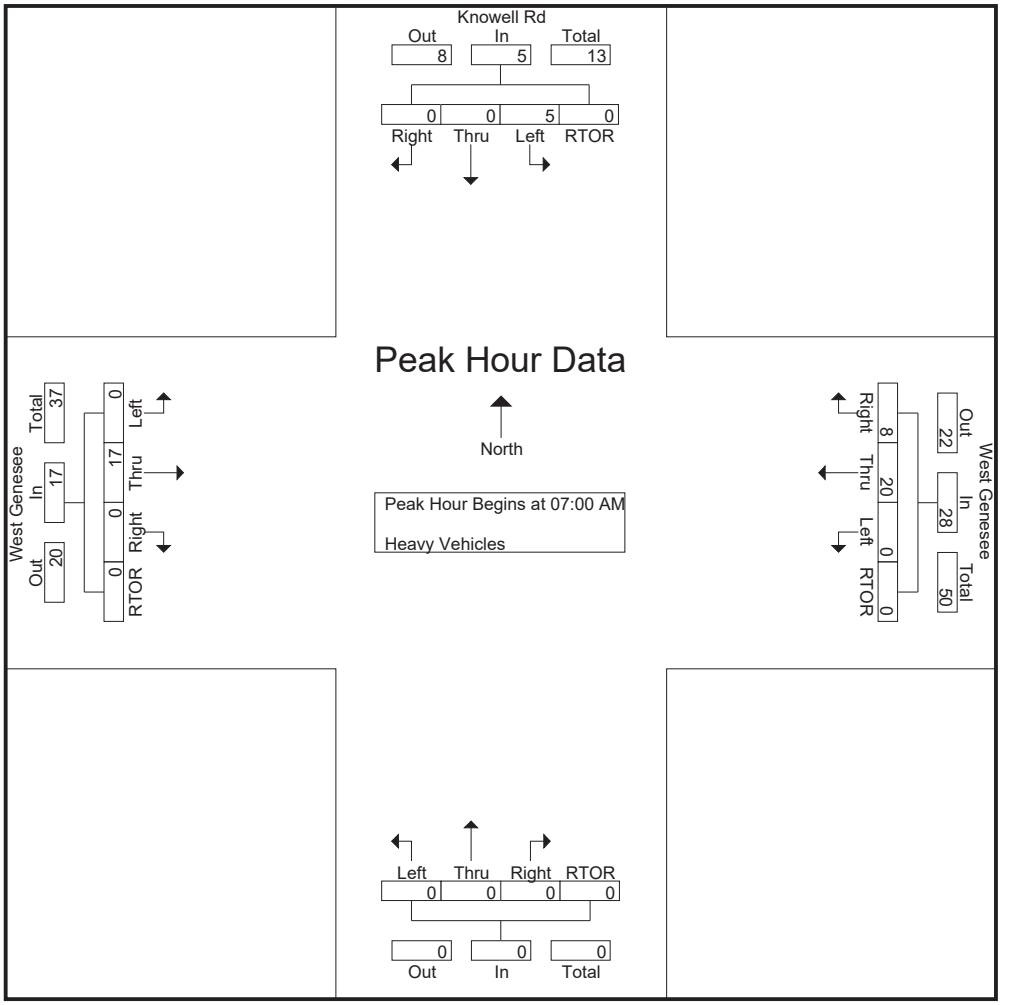
Town of Camillus, Onon. Co.
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 4

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	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 07:00 AM																					
07:00 AM	0	0	0	0	0	**4**	**13**	0	0	**17**	0	0	0	0	0	0	4	0	0	4	**21**
07:15 AM	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	7
07:30 AM	0	0	**4**	0	**4**	2	4	0	0	6	0	0	0	0	0	0	2	0	0	2	12
07:45 AM	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	**7**	0	0	**7**	10
Total Volume	0	0	5	0	5	8	20	0	0	28	0	0	0	0	0	0	17	0	0	17	50
% App. Total	0	0	100	0		28.6	71.4	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.313	.000	.313	.500	.385	.000	.000	.412	.000	.000	.000	.000	.000	.000	.607	.000	.000	.607	.595



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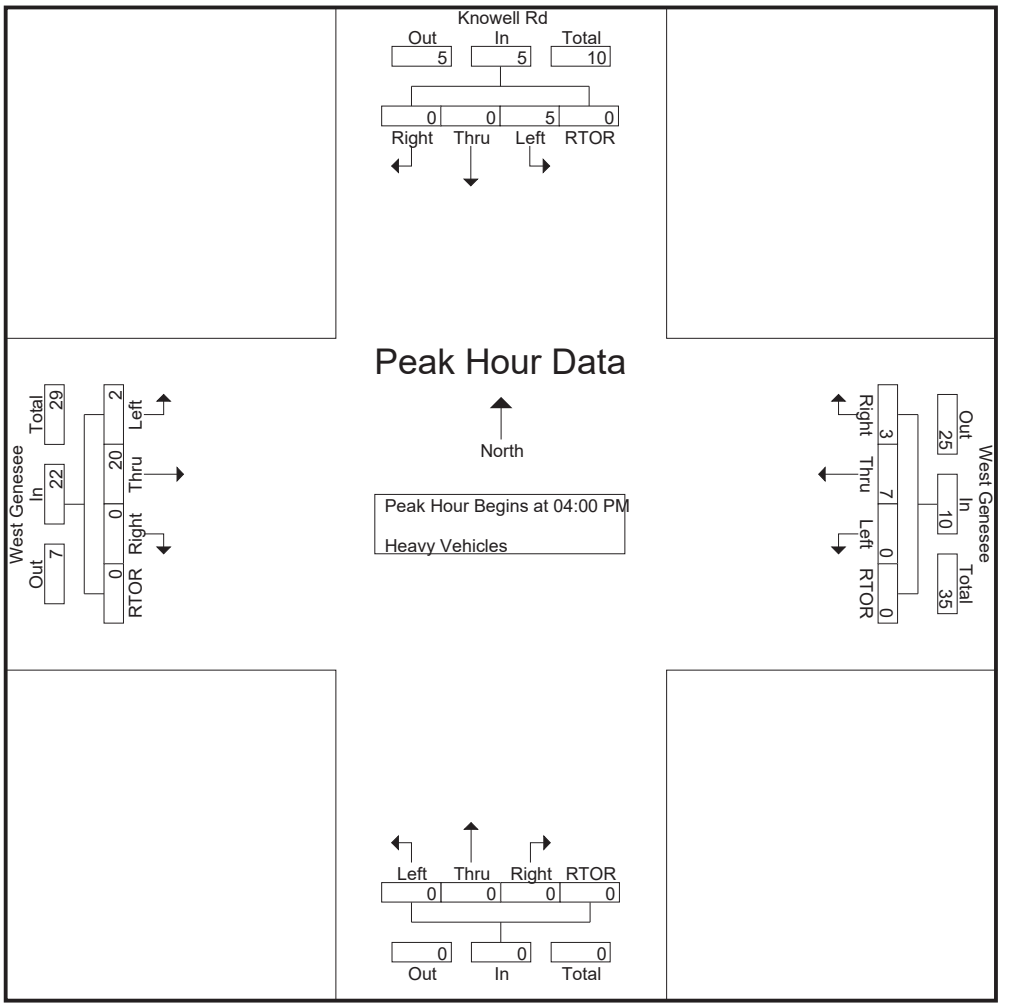
Town of Camillus, Onon. Co.
West Genesee St / Knowell Rd
SMTC
Initials: MA

File Name : west genesee and knowell 11_3_10
Site Code : 41001001
Start Date : 11/3/2010
Page No : 5

	Knowell Rd Southbound Approach					West Genesee Westbound Approach					Northbound Approach					West Genesee Eastbound Approach					
Start Time	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Right	Thru	Left	RTOR	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	**3**	0	**3**	**2**	**4**	0	0	**6**	0	0	0	0	0	0	**9**	0	0	**9**	**18**
04:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	8
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	**1**	0	3	4
04:45 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	7
Total Volume	0	0	5	0	5	3	7	0	0	10	0	0	0	0	0	0	20	2	0	22	37
% App. Total	0	0	100	0		30	70	0	0		0	0	0	0		0	90.9	9.1	0		
PHF	.000	.000	.417	.000	.417	.375	.438	.000	.000	.417	.000	.000	.000	.000	.000	.000	.556	.500	.000	.611	.514



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Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010
Page No : 1

Groups Printed- Cars - Peds/Bikes - Buses/Trucks

	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
Start Time	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Int. Total
07:00 AM	14	80	17	7	118	24	7	16	1	48	5	135	5	0	145	29	26	66	0	121	432
07:15 AM	6	76	8	1	91	33	20	12	2	67	5	127	12	0	144	15	33	84	4	136	438
07:30 AM	20	66	20	0	106	34	23	17	1	75	14	133	7	2	156	9	47	104	3	163	500
07:45 AM	23	101	12	3	139	24	27	17	0	68	10	112	7	1	130	18	46	59	5	128	465
Total	63	323	57	11	454	115	77	62	4	258	34	507	31	3	575	71	152	313	12	548	1835
08:00 AM	28	77	10	0	115	20	23	7	2	52	9	121	8	0	138	8	24	64	4	100	405
08:15 AM	24	76	10	0	110	25	19	10	1	55	4	91	8	1	104	5	42	49	0	96	365
08:30 AM	14	57	6	2	79	26	22	14	1	63	11	88	6	1	106	6	23	50	2	81	329
08:45 AM	31	88	10	0	129	16	18	20	0	54	16	98	1	3	118	10	34	48	4	96	397
Total	97	298	36	2	433	87	82	51	4	224	40	398	23	5	466	29	123	211	10	373	1496
*** BREAK ***																					
04:00 PM	52	121	20	6	199	15	47	40	1	103	30	96	5	1	132	11	31	44	1	87	521
04:15 PM	68	107	33	0	208	12	46	43	0	101	18	80	7	2	107	15	43	22	2	82	498
04:30 PM	62	157	21	3	243	15	60	36	1	112	16	82	18	2	118	12	35	38	3	88	561
04:45 PM	81	171	26	1	279	19	46	36	1	102	14	103	12	4	133	8	52	42	0	102	616
Total	263	556	100	10	929	61	199	155	3	418	78	361	42	9	490	46	161	146	6	359	2196
05:00 PM	78	163	31	2	274	19	53	36	0	108	14	110	10	0	134	14	47	44	2	107	623
05:15 PM	86	170	44	0	300	16	38	37	0	91	17	104	11	4	136	8	49	48	2	107	634
05:30 PM	100	143	18	3	264	21	40	30	2	93	18	78	6	3	105	10	50	42	0	102	564
05:45 PM	57	161	22	1	241	13	39	28	1	81	7	80	3	0	90	11	39	41	1	92	504
Total	321	637	115	6	1079	69	170	131	3	373	56	372	30	7	465	43	185	175	5	408	2325
Grand Total	744	1814	308	29	2895	332	528	399	14	1273	208	1638	126	24	1996	189	621	845	33	1688	7852
Apprch %	25.7	62.7	10.6	1		26.1	41.5	31.3	1.1		10.4	82.1	6.3	1.2		11.2	36.8	50.1	2		
Total %	9.5	23.1	3.9	0.4	36.9	4.2	6.7	5.1	0.2	16.2	2.6	20.9	1.6	0.3	25.4	2.4	7.9	10.8	0.4	21.5	
Cars	729	1777	301	29	2836	327	511	389	14	1241	204	1630	124	24	1982	183	607	831	33	1654	7713
% Cars	98	98	97.7	100	98	98.5	96.8	97.5	100	97.5	98.1	99.5	98.4	100	99.3	96.8	97.7	98.3	100	98	98.2
Peds/Bikes	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
% Peds/Bikes	0	0	0	0	0	0	0.6	0	0	0.2	0	0.1	0	0	0.1	0	0.6	0	0	0.2	0.1
Buses/Trucks	15	37	7	0	59	5	14	10	0	29	4	7	2	0	13	6	10	14	0	30	131
% Buses/Trucks	2	2	2.3	0	2	1.5	2.7	2.5	0	2.3	1.9	0.4	1.6	0	0.7	3.2	1.6	1.7	0	1.8	1.7

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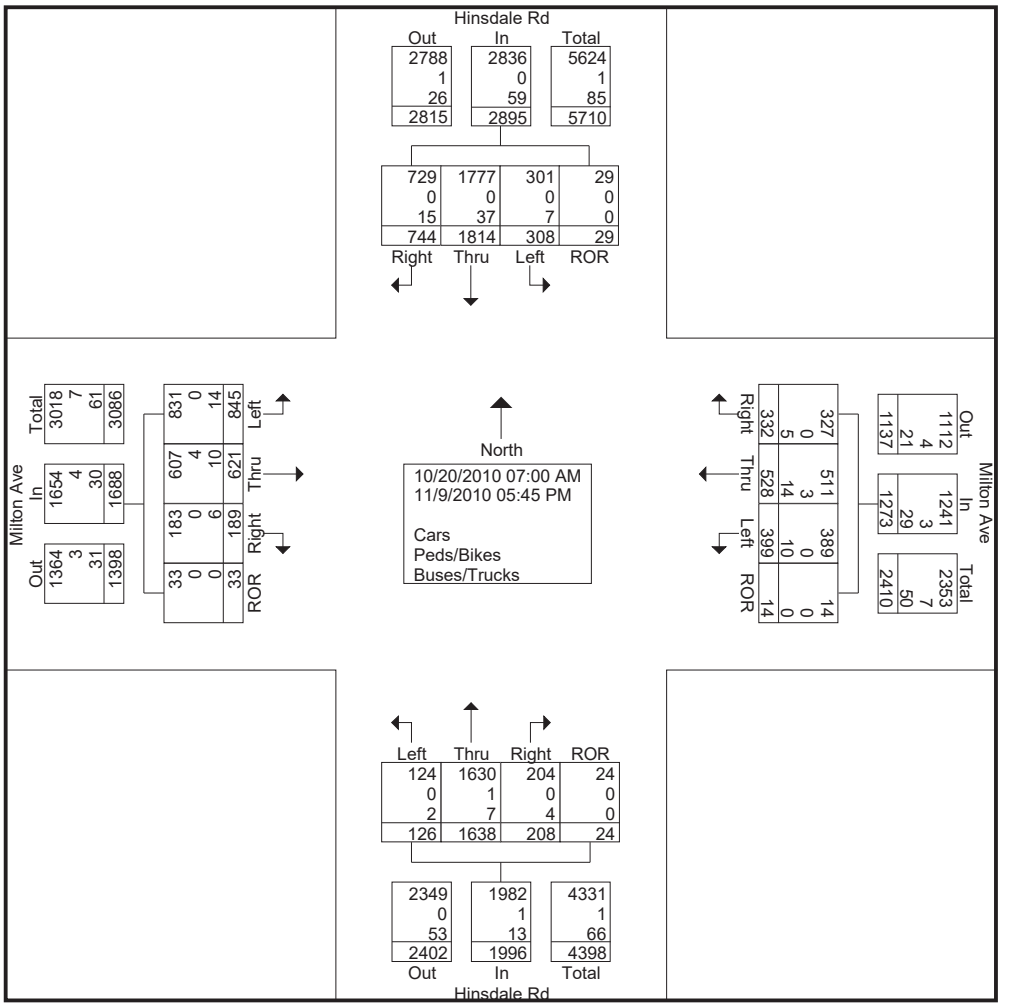
Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010



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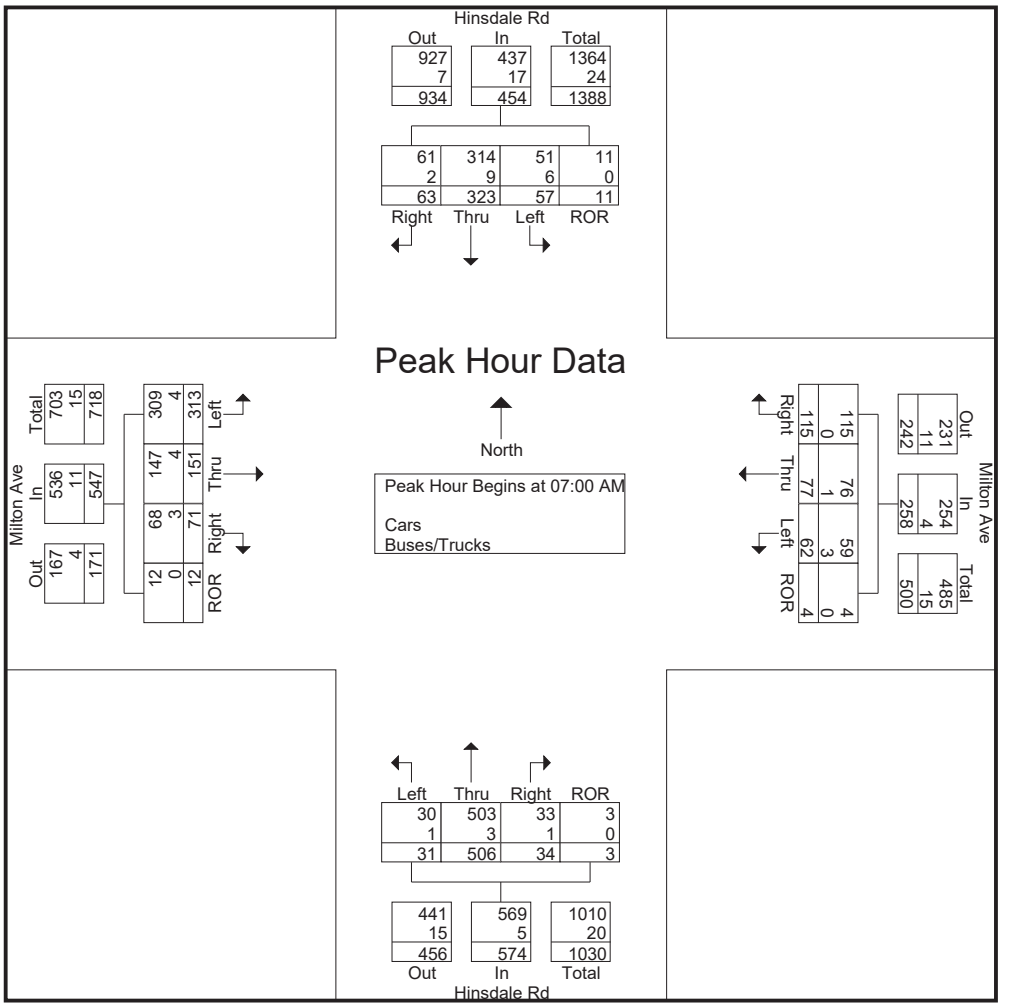
Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010

	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
Start Time	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	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 07:00 AM																					
07:00 AM	14	80	17	**7**	118	24	7	16	1	48	5	**135**	5	0	145	**29**	26	66	0	121	432
07:15 AM	6	76	8	1	91	33	20	12	**2**	67	5	126	**12**	0	143	15	33	84	4	136	437
07:30 AM	20	66	**20**	0	106	**34**	23	**17**	1	**75**	**14**	133	7	**2**	**156**	9	**47**	**104**	3	**163**	**500**
07:45 AM	**23**	**101**	12	3	**139**	24	**27**	17	0	68	10	112	7	1	130	18	45	59	**5**	127	464
Total Volume	63	323	57	11	454	115	77	62	4	258	34	506	31	3	574	71	151	313	12	547	1833
% App. Total	13.9	71.1	12.6	2.4		44.6	29.8	24	1.6		5.9	88.2	5.4	0.5		13	27.6	57.2	2.2		
PHF	.685	.800	.713	.393	.817	.846	.713	.912	.500	.860	.607	.937	.646	.375	.920	.612	.803	.752	.600	.839	.917
Cars	61	314	51	11	437	115	76	59	4	254	33	503	30	3	569	68	147	309	12	536	1796
% Cars	96.8	97.2	89.5	100	96.3	100	98.7	95.2	100	98.4	97.1	99.4	96.8	100	99.1	95.8	97.4	98.7	100	98.0	98.0
Buses/Trucks	2	9	6	0	17	0	1	3	0	4	1	3	1	0	5	3	4	4	0	11	37
% Buses/Trucks	3.2	2.8	10.5	0	3.7	0	1.3	4.8	0	1.6	2.9	0.6	3.2	0	0.9	4.2	2.6	1.3	0	2.0	2.0



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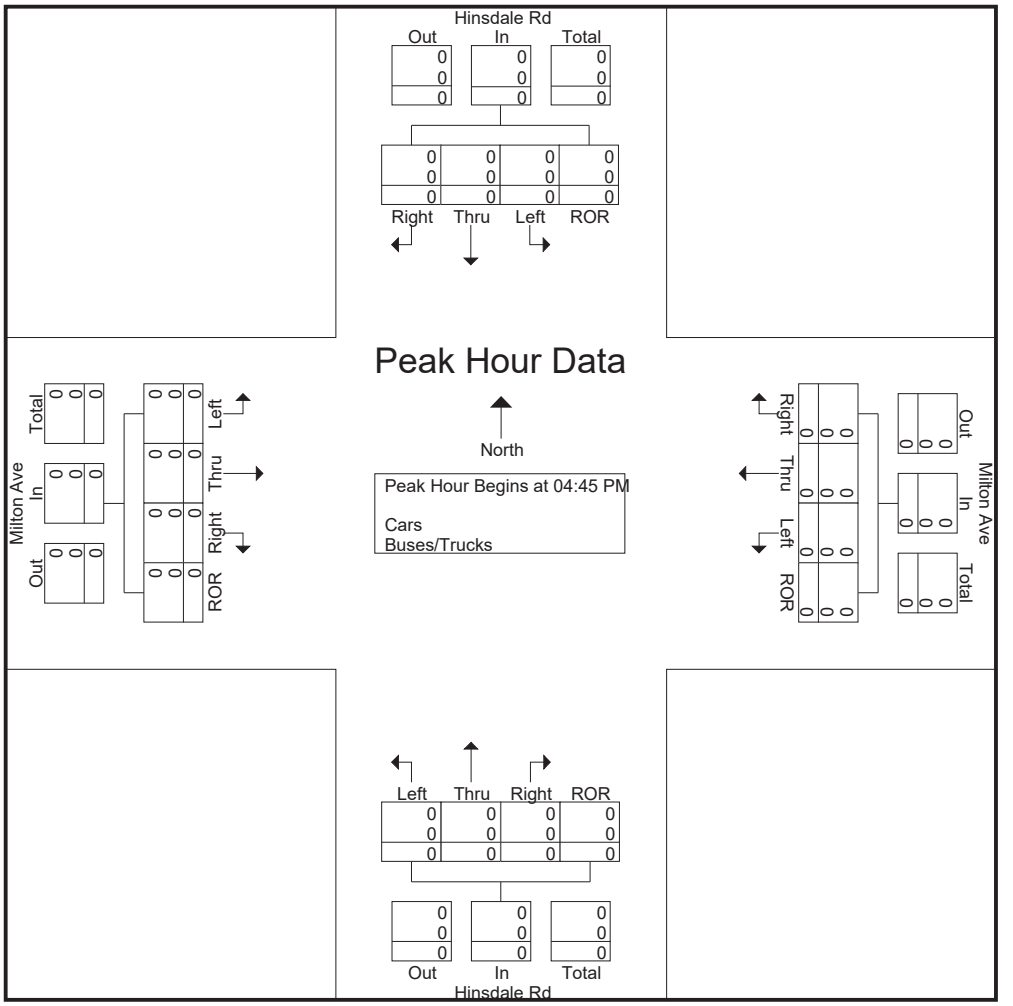
Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010

	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
Start Time	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	81	**171**	26	1	279	19	46	36	1	102	14	103	**12**	**4**	133	8	**51**	42	0	101	615
05:00 PM	78	163	31	2	274	19	**53**	36	0	**108**	14	**110**	10	0	134	**14**	47	44	**2**	**107**	623
05:15 PM	86	170	**44**	0	**300**	16	38	**37**	0	91	17	104	11	4	**136**	8	49	**48**	2	107	**634**
05:30 PM	**100**	143	18	**3**	264	**21**	39	30	**2**	92	**18**	78	6	3	105	10	50	42	0	102	563
Total Volume	345	647	119	6	1117	75	176	139	3	393	63	395	39	11	508	40	197	176	4	417	2435
% App. Total	30.9	57.9	10.7	0.5		19.1	44.8	35.4	0.8		12.4	77.8	7.7	2.2		9.6	47.2	42.2	1		
PHF	.863	.946	.676	.500	.931	.893	.830	.939	.375	.910	.875	.898	.813	.688	.934	.714	.966	.917	.500	.974	.960
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses/Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses/Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010
Page No : 1

Groups Printed- Peds/Bikes

	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
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
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
*** BREAK ***																					
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	4	0	0	4	8
Apprch %	0	0	0	0		0	100	0	0		0	100	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	37.5	0	0	37.5	0	12.5	0	0	12.5	0	50	0	0	50	

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Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010
Page No : 1

Groups Printed- Buses/Trucks

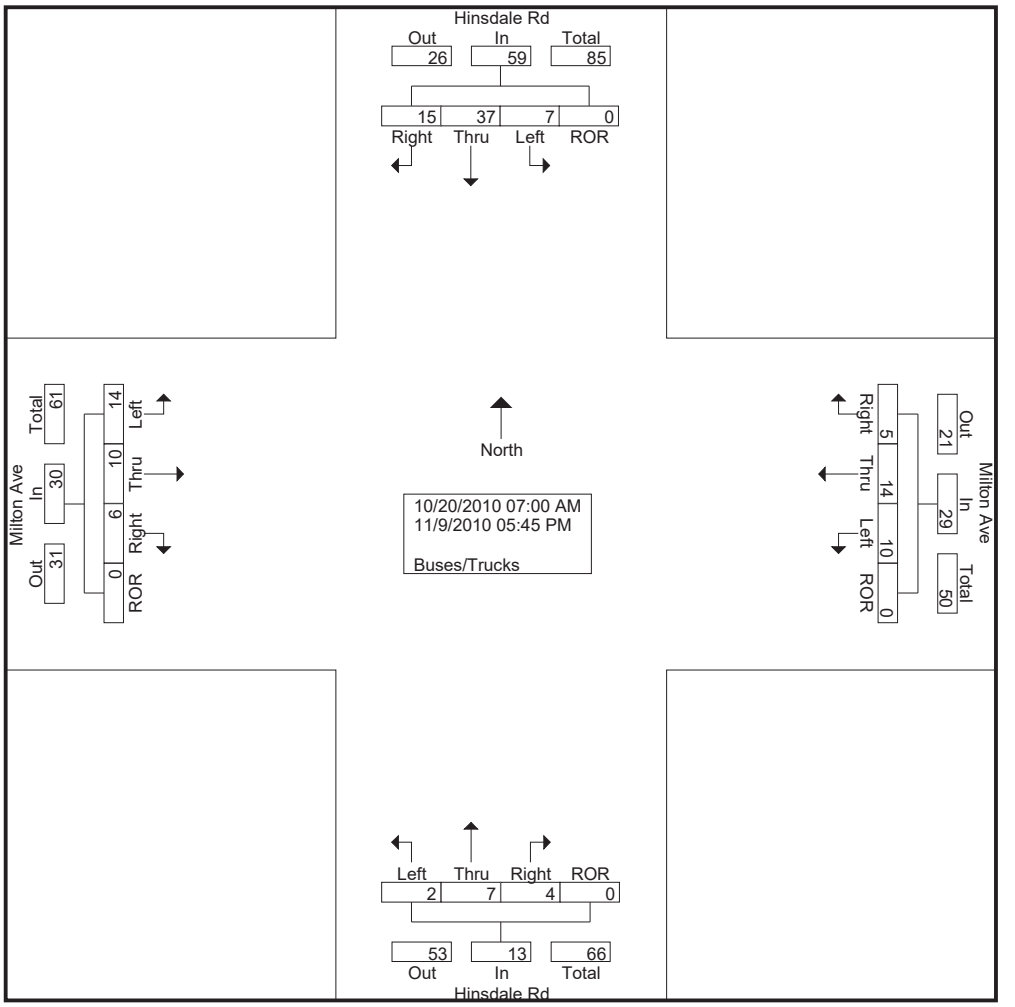
	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
Start Time	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	6
07:15 AM	0	0	0	0	0	0	1	1	0	2	1	1	1	0	3	0	2	0	0	2	7
07:30 AM	1	4	4	0	9	0	0	2	0	2	0	0	0	0	0	2	1	2	0	5	16
07:45 AM	1	2	2	0	5	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	8
Total	2	9	6	0	17	0	1	3	0	4	1	3	1	0	5	3	4	4	0	11	37
08:00 AM	0	5	0	0	5	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	8
08:15 AM	3	3	0	0	6	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	10
08:30 AM	2	2	0	0	4	0	1	2	0	3	1	1	0	0	2	1	0	0	0	1	10
08:45 AM	1	11	1	0	13	0	0	3	0	3	1	0	1	0	2	1	0	1	0	2	20
Total	6	21	1	0	28	0	3	5	0	8	2	2	1	0	5	2	2	3	0	7	48
*** BREAK ***																					
04:00 PM	1	2	0	0	3	0	1	2	0	3	1	0	0	0	1	0	2	2	0	4	11
04:15 PM	1	4	0	0	5	1	3	0	0	4	0	0	0	0	0	0	1	1	0	2	11
04:30 PM	1	1	0	0	2	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	7
04:45 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	6
Total	4	7	0	0	11	2	9	2	0	13	1	2	0	0	3	0	3	5	0	8	35
*** BREAK ***																					
05:15 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	1	1	2	0	4	7
05:45 PM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	0	3	3	1	0	0	4	0	0	0	0	0	1	1	2	0	4	11
Grand Total	15	37	7	0	59	5	14	10	0	29	4	7	2	0	13	6	10	14	0	30	131
Apprch %	25.4	62.7	11.9	0		17.2	48.3	34.5	0		30.8	53.8	15.4	0		20	33.3	46.7	0		
Total %	11.5	28.2	5.3	0	45	3.8	10.7	7.6	0	22.1	3.1	5.3	1.5	0	9.9	4.6	7.6	10.7	0	22.9	

Syracuse Metropolitan Transportation Council

126 N. Salina St.
Syracuse, NY 13202
T: (315) 422-5716
www.smctmpo.org

Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010
Page No : 2



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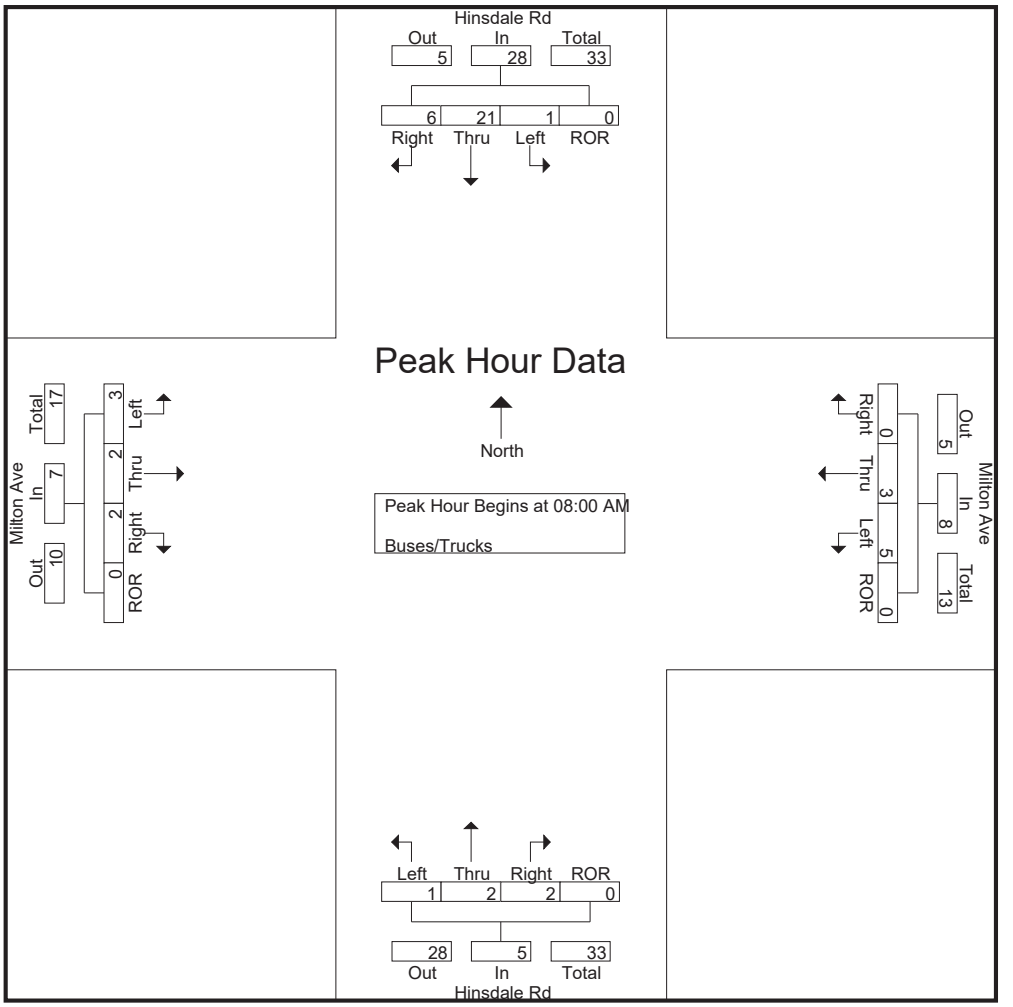
Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010
Page No : 4

	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
Start Time	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	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 08:00 AM																					
08:00 AM	0	5	0	0	5	0	**1**	0	0	1	0	**1**	0	0	1	0	0	**1**	0	1	8
08:15 AM	**3**	3	0	0	6	0	1	0	0	1	0	0	0	0	0	0	**2**	1	0	**3**	10
08:30 AM	2	2	0	0	4	0	1	2	0	**3**	**1**	1	0	0	**2**	**1**	0	0	0	1	10
08:45 AM	1	**11**	**1**	0	**13**	0	0	**3**	0	3	1	0	**1**	0	2	1	0	1	0	2	**20**
Total Volume	6	21	1	0	28	0	3	5	0	8	2	2	1	0	5	2	2	3	0	7	48
% App. Total	21.4	75	3.6	0		0	37.5	62.5	0		40	40	20	0		28.6	28.6	42.9	0		
PHF	.500	.477	.250	.000	.538	.000	.750	.417	.000	.667	.500	.500	.250	.000	.625	.500	.250	.750	.000	.583	.600



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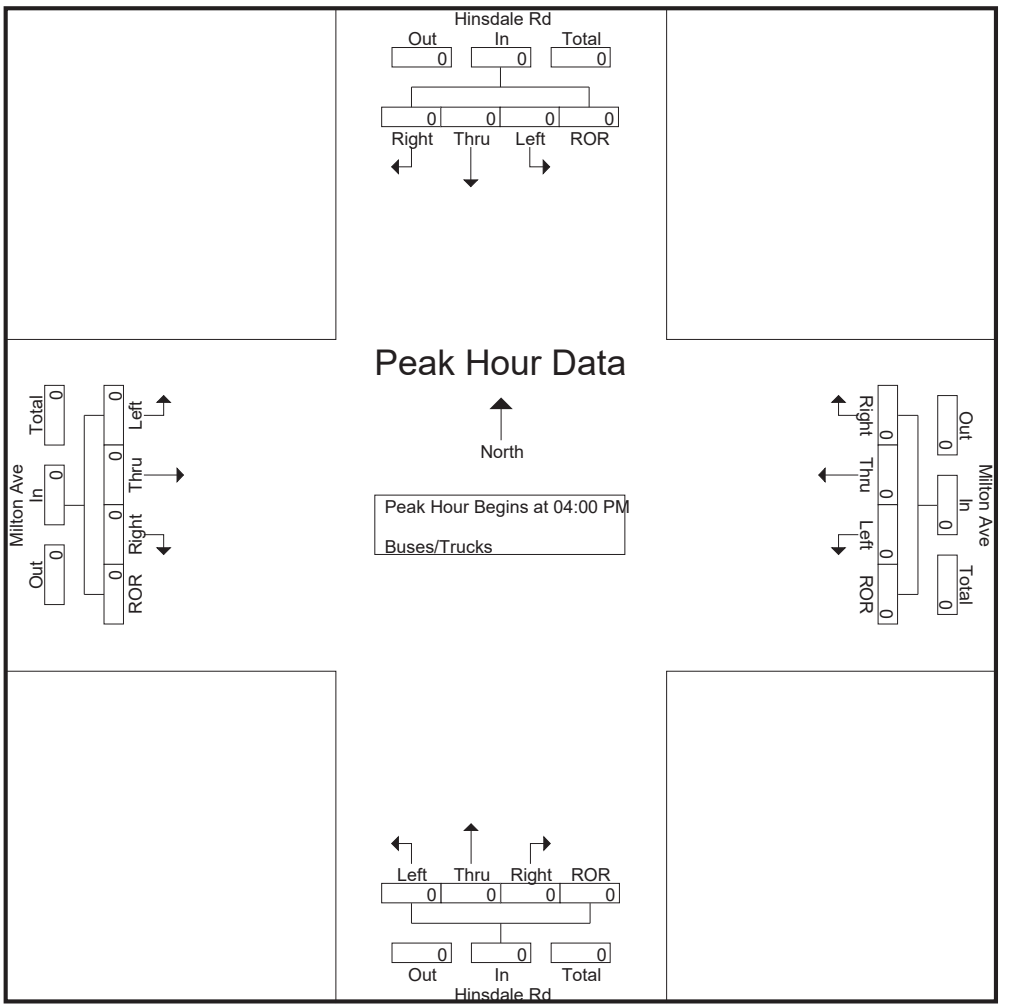
Milton Ave / Hinsdale Rd
Lochner Engineering
AM Count: 10/20/10
PM Count: 11/09/10

File Name : Milton_Ave_Hinsdale_Rd_MERGED_10_20_10
Site Code : 78201012
Start Date : 10/20/2010

	Hinsdale Rd Southbound Approach					Milton Ave Westbound Approach					Hinsdale Rd Northbound Approach					Milton Ave Eastbound Approach					
Start Time	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Right	Thru	Left	ROR	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**1**	2	0	0	3	0	1	**2**	0	3	**1**	0	0	0	1	0	**2**	**2**	0	**4**	**11**
04:15 PM	1	**4**	0	0	**5**	**1**	**3**	0	0	**4**	0	0	0	0	0	0	1	1	0	2	11
04:30 PM	1	1	0	0	2	0	3	0	0	3	0	**2**	0	0	**2**	0	0	0	0	0	7
04:45 PM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	6
Total Volume	4	7	0	0	11	2	9	2	0	13	1	2	0	0	3	0	3	5	0	8	35
% App. Total	36.4	63.6	0	0		15.4	69.2	15.4	0		33.3	66.7	0	0		0	37.5	62.5	0		
PHF	1.000	.438	.000	.000	.550	.500	.750	.250	.000	.813	.250	.250	.000	.000	.375	.000	.375	.625	.000	.500	.795



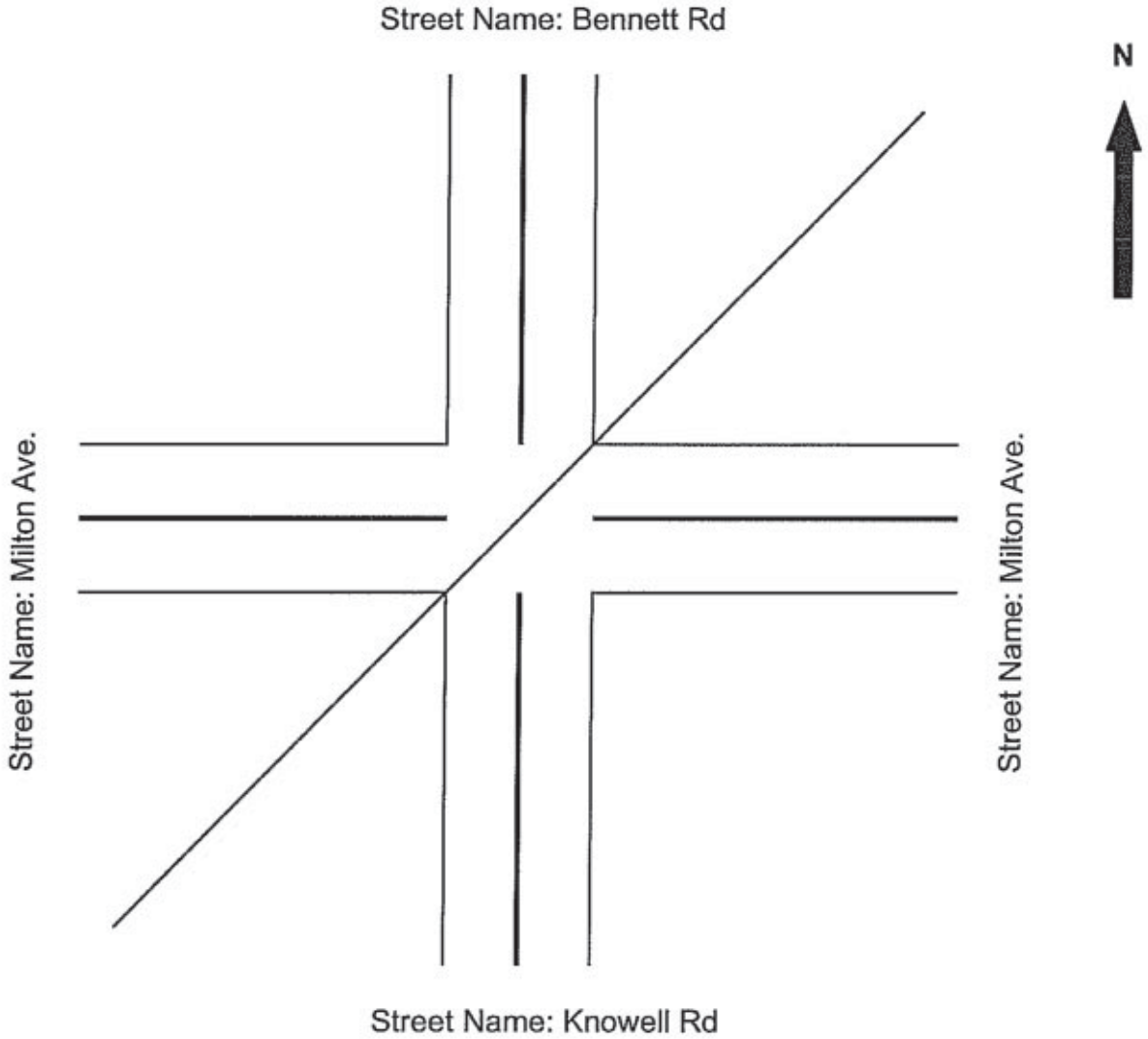
LOCHNER

TURNING COUNT

By FRT Date12/17/9 Client SMTC Sheet 1 of 1

Chkd By Description Milton Ave/Bennett Rd Job No. 4117

Project Name: Traffic Data Collection Turning Movement		**Intervals 15 Min:**
	AM Station #:78100061	**PM Station #: 78100062**
AM Site Start Time: 07:00	**PM Site Start Time: 16:00**	**Weather: Cloudy**
AM Site End Time: 09:00	**PM Site End Time: 18:00**	**Temp: 10**



181 Genesee Street, Suite 300, Utica, NY 13501 Tel: 315-793-9500 / Fax: 315-793-9530

SMTC Turning Movement Count
Milton Ave & Bennett Rd
All Vehicles
AM Time Period

Lochner Engineering
181 Genesee St. Suite 300
Utica, NY. 13501
Phone: (315)-793-9500

File Name : 78100061
Site Code : 78100061
Start Date : 12/17/2009
Page No : 1

Groups Printed- All Vehicles

	From North Bennett Rd				From East Milton Ave				From South Knowell Rd				From West Milton Ave				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	0	5	2	0	10	3	17	0	78	19	3	0	5	46	5	0	193
07:15 AM	3	11	6	0	14	3	14	0	73	17	3	0	3	22	5	0	174
07:30 AM	0	11	2	0	11	11	21	0	99	19	2	0	11	33	5	0	225
07:45 AM	0	8	2	0	9	11	21	0	62	16	1	0	5	37	6	0	178
Total	3	35	12	0	44	28	73	0	312	71	9	0	24	138	21	0	770
08:00 AM	4	5	2	0	6	8	20	0	72	11	6	0	10	29	3	0	176
08:15 AM	4	8	5	0	10	9	18	0	42	5	9	0	9	38	1	0	158
08:30 AM	1	13	1	0	17	5	16	0	50	15	0	0	7	31	5	0	161
08:45 AM	3	11	5	0	8	15	20	0	56	11	3	0	6	31	5	0	174
Total	12	37	13	0	41	37	74	0	220	42	18	0	32	129	14	0	669
Grand Total	15	72	25	0	85	65	147	0	532	113	27	0	56	267	35	0	1439
Apprch %	13.4	64.3	22.3	0.0	28.6	21.9	49.5	0.0	79.2	16.8	4.0	0.0	15.6	74.6	9.8	0.0	
Total %	1.0	5.0	1.7	0.0	5.9	4.5	10.2	0.0	37.0	7.9	1.9	0.0	3.9	18.6	2.4	0.0	

SMTC Turning Movement Count
Milton Ave & Bennett Rd
Heavy Vehicles
AM Time Period

Lochner Engineering
181 Genesee St. Suite 300
Utica, NY. 13501
Phone: (315)-793-9500

File Name : 78100061
Site Code : 78100061
Start Date : 12/17/2009

Groups Printed- Heavy Vehicle 1

	From North Bennett Rd				From East Milton Ave				From South Knowell Rd				From West Milton Ave				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	0	0	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4
07:15 AM	0	0	0	0	1	0	1	0	1	0	0	0	1	1	0	0	5
07:30 AM	0	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	2	0	2	1	0	0	0	2	0	0	7
Total	0	1	0	0	3	0	4	0	3	4	0	0	2	3	0	0	20
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
08:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	1	0	4
08:30 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	1	3	0	0	0	0	1	0	0	0	0	0	5
Total	0	1	1	0	1	3	0	0	0	3	1	0	0	3	1	0	14
Grand Total	0	2	1	0	4	3	4	0	3	7	1	0	2	6	1	0	34
Apprch %	0.0	66.7	33.3	0.0	36.4	27.3	36.4	0.0	27.3	63.6	9.1	0.0	22.2	66.7	11.1	0.0	
Total %	0.0	5.9	2.9	0.0	11.8	8.8	11.8	0.0	8.8	20.6	2.9	0.0	5.9	17.6	2.9	0.0	

SMTC Turning Movement Count
Milton Ave & Bennett Rd
Heavy Vehicles
AM Time Period

Lochner Engineering
181 Genesee St. Suite 300
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File Name : 78100061
Site Code : 78100061
Start Date : 12/17/2009
Page No : 1

Groups Printed- Heavy Vehicle 2

	From North Bennett Rd				From East Milton Ave				From South Knowell Rd				From West Milton Ave				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %																	

SMTC Turning Movement Count
Milton Ave & Bennett Rd
All Vehicles
PM Time Period

Lochner Engineering
181 Genesee St. Suite 300
Utica, NY. 13501
Phone: (315)-793-9500

File Name : 78100062
Site Code : 78100062
Start Date : 12/17/2009

Groups Printed- All Vehicles

	From North Bennett Rd				From East Milton Ave				From South Knowell Rd				From West Milton Ave				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	
04:00 PM	4	14	1	0	31	26	51	0	38	33	11	0	9	30	7	0	255
04:15 PM	4	17	3	0	27	31	77	0	34	33	2	0	11	39	7	0	285
04:30 PM	1	18	1	0	13	24	80	0	38	29	6	0	18	39	9	0	276
04:45 PM	2	13	4	0	19	24	98	0	46	29	8	0	9	46	7	0	305
Total	11	62	9	0	90	105	306	0	156	124	27	0	47	154	30	0	1121
05:00 PM	5	15	5	0	18	21	74	0	53	31	6	0	12	47	9	0	296
05:15 PM	6	23	3	0	17	18	67	0	31	36	3	0	11	36	5	0	256
05:30 PM	4	21	4	0	23	32	61	0	31	32	9	0	18	37	7	0	279
05:45 PM	5	15	1	0	23	16	71	0	37	26	6	0	10	36	4	0	250
Total	20	74	13	0	81	87	273	0	152	125	24	0	51	156	25	0	1081
Grand Total	31	136	22	0	171	192	579	0	308	249	51	0	98	310	55	0	2202
Apprch %	16.4	72.0	11.6	0.0	18.2	20.4	61.5	0.0	50.7	41.0	8.4	0.0	21.2	67.0	11.9	0.0	
Total %	1.4	6.2	1.0	0.0	7.8	8.7	26.3	0.0	14.0	11.3	2.3	0.0	4.5	14.1	2.5	0.0	

SMTC Turning Movement Count
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Heavy Vehicles
PM Time Period

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File Name : 78100062
Site Code : 78100062
Start Date : 12/17/2009

Groups Printed- Heavy Vehicle 1

	From North Bennett Rd				From East Milton Ave				From South Knowell Rd				From West Milton Ave				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	
04:00 PM	0	1	0	0	0	1	0	0	0	2	0	0	2	0	0	0	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
*** BREAK ***																	
Total	0	1	0	0	0	1	0	0	0	2	0	0	2	2	0	0	8
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	1	0	0	0	0	0	0	0	2	0	0	5
Grand Total	0	2	0	0	1	2	0	0	0	2	0	0	2	4	0	0	13
Apprch %	0.0	100.0	0.0	0.0	33.3	66.7	0.0	0.0	0.0	100.0	0.0	0.0	33.3	66.7	0.0	0.0	
Total %	0.0	15.4	0.0	0.0	7.7	15.4	0.0	0.0	0.0	15.4	0.0	0.0	15.4	30.8	0.0	0.0	

SMTC Turning Movement Count
Milton Ave & Bennett Rd
Heavy Vehicles
PM Time Period

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File Name : 78100062
Site Code : 78100062
Start Date : 12/17/2009
Page No : 1

Groups Printed- Heavy Vehicle 2

	From North Bennett Rd				From East Milton Ave				From South Knowell Rd				From West Milton Ave				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. 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	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total %																	