U.S. 11 Corridor Study

Town of Cicero

Final Report
September 2020

SMTC

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Town of Cicero

Syracuse Metropolitan Transportation Council

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

For further information contact:

Meghan Vitale, Project Manager
James D'Agostino, Director
Syracuse Metropolitan Transportation Council
126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202
PHONE: (315) 422-5716 FAX: (315) 422-7753
www.smtcmpo.org

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Executive Summary

The US 11 Corridor Study was completed by the Syracuse Metropolitan Transportation Council (SMTC) on behalf of the Town of Cicero. The study was part of the SMTC's 2018-2019 and 2019-2020 Unified Planning Work Programs (UPWP). The SMTC agreed to assist the Town of Cicero with an analysis of future land use and transportation system needs within the US 11 Corridor. The study examined the portion of Route 11 from Bear Road (the Village of North Syracuse line) to Route 31.

The purpose of the study was to create a guide for future development in the corridor that would:

- Ensure continued viability of land uses and welcome new infill development along the corridor
- Increase safety and mobility in the highly traveled corridor
- Increase the viability of transit, bicycle, and pedestrian use in the corridor
- Improve the aesthetic appeal of the corridor through suggestions for standard right-of-way design and treatments, urban site planning, and appropriate zoning.

This study was conducted with the advice and assistance of a Study Advisory Committee consisting of the Town of Cicero, the New York State Department of Transportation, the Syracuse-Onondaga County Planning Agency, and the Onondaga County Department of Transportation. SMTC also attended a Town of Cicero Planning Board meeting and a Town Board meeting in early 2020 to present information about this study and collect feedback from the public. The draft report was made available for public review on the SMTC's website from May 15 through May 29, 2020. No comments were received.

This study inventoried a variety of demographic characteristics and existing transportation infrastructure in the study corridor. South of the Walmart/Target driveways, Route 11 has five or more lanes, many signalized intersections, and generally sidewalks on at least one side of the road, although pedestrian crossing facilities are limited. The northern portion of the corridor is less-intensively developed, has more unsignalized intersections and fewer travel lanes, and very limited pedestrian infrastructure. Traffic volumes are also much higher in the southern portion of the study corridor, particularly south of Caughdenoy Road. Crash rates are also higher in the southern portion of the corridor. The afternoon peak and Saturday midday hours see more traffic than in the morning peak, which is likely attributable to the many retail uses along the corridor. Transit and bicycle use are very low. Travel time in the study corridor is typical longer, and more variable, during the midday time period both weekdays and weekends.

The SAC provided input to the anticipated future development (type and amount) in the study corridor, and SMTC staff used various analysis tools to determine the expected impacts on the transportation system. The development scenario included: over 3,400 new residential units; 320,000 square feet of commercial space; and a hotel. Analysis showed that the largest increase in traffic volumes would be expected at the northern end of the study area. Of the 10 intersections that were analyzed, three would be expected to operate at a level of service E under these future conditions.

The SAC identified four focus areas, and SMTC staff worked with the SAC members to create conceptual development plans for these areas with an emphasis on a mixing of uses, internal road connections, and walkability. The focus areas included:

1 - *New Town Center (west of I-81, to the rear of the existing WalMart, Sun Auto, and Wegmans buildings).* The purpose of this concept is to identify a potential mixed-use vision for this area that creates a walkable "town center."

2 - *New mixed-use neighborhood (the area around the Route 31/Lawton Road intersection).* Similar

to the area adjacent to I-81, the purpose of this concept is to help the Town visualize a holistic approach to development in this area.

3 - *Town Hall area access.* To create access to parcels without adding driveways to Route 11, in order to facilitate future development.

4 - *Access management: Route 11 from Target/ WalMart driveways to Bear Road.* Identify opportunities to create interconnections between parcels and reduce unsignalized driveway movements.

All of these are conceptual only, but may be used by the Town to inform future plans. The Town is encouraged to undertake a comprehensive planning process, and continue to engage residents in visioning for this corridor and throughout the Town. With a clearly-articulated vision in a comprehensive plan, the Town could examine the existing zoning and implement any changes necessary to bring that vision to fruition.

1 Introduction

1.1 Overview and study area

The US 11 Corridor Study was completed by the Syracuse Metropolitan Transportation Council (SMTC) on behalf of the Town of Cicero. The study was part of the SMTC's 2018-2019 and 2019-2020 Unified Planning Work Program (UPWP).

The SMTC agreed to assist the Town of Cicero with an analysis of future land use and transportation system needs within the US 11 Corridor. The study examined the portion of Route 11 from Bear Road (the Village of North Syracuse line) to Route 31.

The purpose of the study was to create a guide for future development in the corridor that would:

- Ensure continued viability of land uses and welcome new infill development along the corridor.
- Increase safety and mobility in the highly-traveled corridor.
- Increase the viability of transit, bicycle, and pedestrian use in the corridor.
- Improve the aesthetic appeal of the corridor through suggestions for standard right-of-way design and treatments, urban site planning, and appropriate zoning.

This report summarizes the data collected and analyzed, and the resulting concept plans and recommendations developed for the study corridor.

1.2 Study process

This study was conducted with the advice and assistance of a Study Advisory Committee, which met four times over the course of the study. The SAC consisted of the following entities:

- Town of Cicero (Supervisor, Planning Board).
- New York State Department of Transportation (NYSDOT).
- Syracuse-Onondaga County Planning Agency (SOCPA).
- Onondaga County Department of Transportation (OCDOT).

On January 29, 2020, SMTC staff presented an overview of the study at a Town of Cicero Planning Board meeting. The presentation was followed by an open discussion during which Planning Board members and other members of the public had the opportunity to view large-scale copies of draft concept plans and provide feedback directly to staff. SMTC staff also attended and presented at a Cicero Town Board meeting on February 12, 2020. Those in attendance at this meeting also had the opportunity to view the draft concept plans and discuss concerns directly with SMTC staff. Comment cards were available for people to complete and submit (or mail back); none were received. Minutes from both the Planning Board meeting and the Town Board meeting are included in Appendix A. The draft report was made available for public review on the SMTC's website from May 15 through May 29, 2020. No comments were received.

SMTC staff discuss draft design concepts with attendees at a Cicero Planning Board meeting in January 2020.

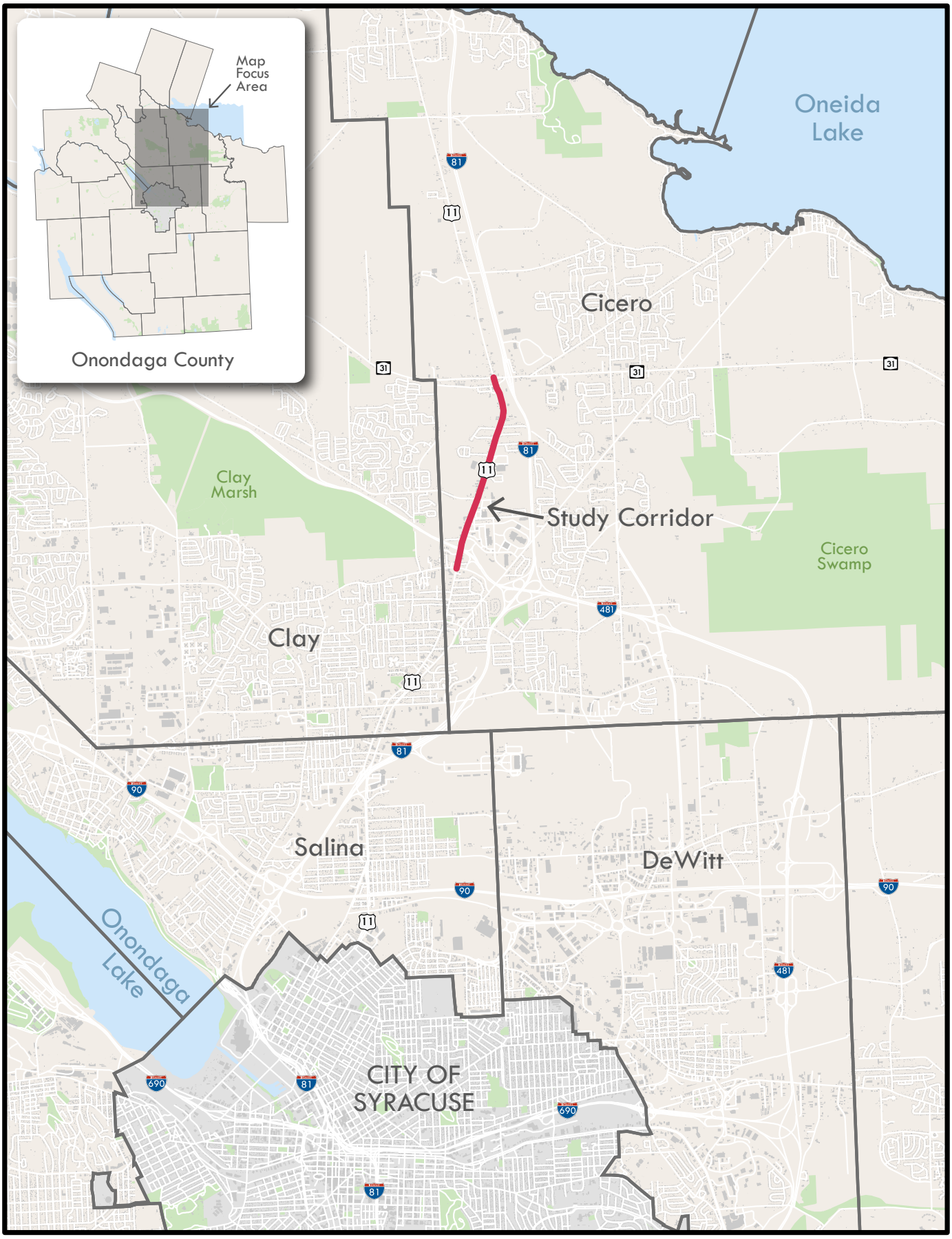


Figure 1.1: Study Corridor location and regional context.

2 Existing Conditions

2.1 Demographics

The SMTC staff examined data for 12 Census tracts surrounding the study corridor.[1] Population density, vehicle ownership, and age of the population were reviewed, since these factors are likely to impact the travel patterns within the study area.

2.1.1 Population density

Figure 2.1 shows the population density, in persons per square mile, for Census blocks in the area surrounding the study corridor. The area immediately adjacent to the US 11 study corridor is moderately-dense, owing to the presence of mostly commercial uses along the corridor with a few residential streets off of US 11. Population is concentrated south of the study corridor, with many high-density Census blocks within or near the Village of North Syracuse. There are also areas of higher population density off of Caughdenoy Road and east/northeast of I-81. Immediately north of the study corridor, population density is quite low.

2.1.2 Vehicle ownership

Figure 2.2 displays information about vehicle ownership in the study area. This figure includes households with zero vehicles and households that are considered "car-light." Households with fewer vehicles than workers are often referred to as "car light" households.

The highest concentration of zero-vehicle and car-light households is within the Village of North Syracuse. In most of the remaining Census tracts around the study corridor, fewer than 10 percent of households have zero vehicles or could be considered car-light.

About five percent of households in the selected Census tracts surrounding the US 11 study corridor do not have access to a vehicle, which is comparable to the overall rate in the SMTC's MPA outside of the City of Syracuse.

2.1.3 Age of the population

Figure 2.3 shows that the age distribution of the population for the 12 Census tracts within the study area is very similar to the distribution within the SMTC's MPA (outside of the City of Syracuse). The 45- to 64-year-old age range comprises the largest segment of the population, at about 30 percent.

2.1.4 Summary of demographic data

As to be expected, the population density is greatest within the Village of North Syracuse, south of the study corridor. US 11 is primarily a commercial corridor serving only a few small neighborhoods, so population density is relatively low along the corridor. The vehicle ownership and age of the population within the 12 Census tracts surrounding the US 11 study corridor are similar to other suburban areas in our region. The majority of people around the study corridor have access to vehicles and have at least one car in their household. Also, the majority of people in the area surrounding the study corridor are between 25 and 64 years old, which is typical for communities with many single-family residential neighborhoods.

[1] These tracts were chosen because the SMTC's travel demand model indicates that the majority of shopping trips to/from locations within the study corridor have an origin or destination within these 12 Census tracts.

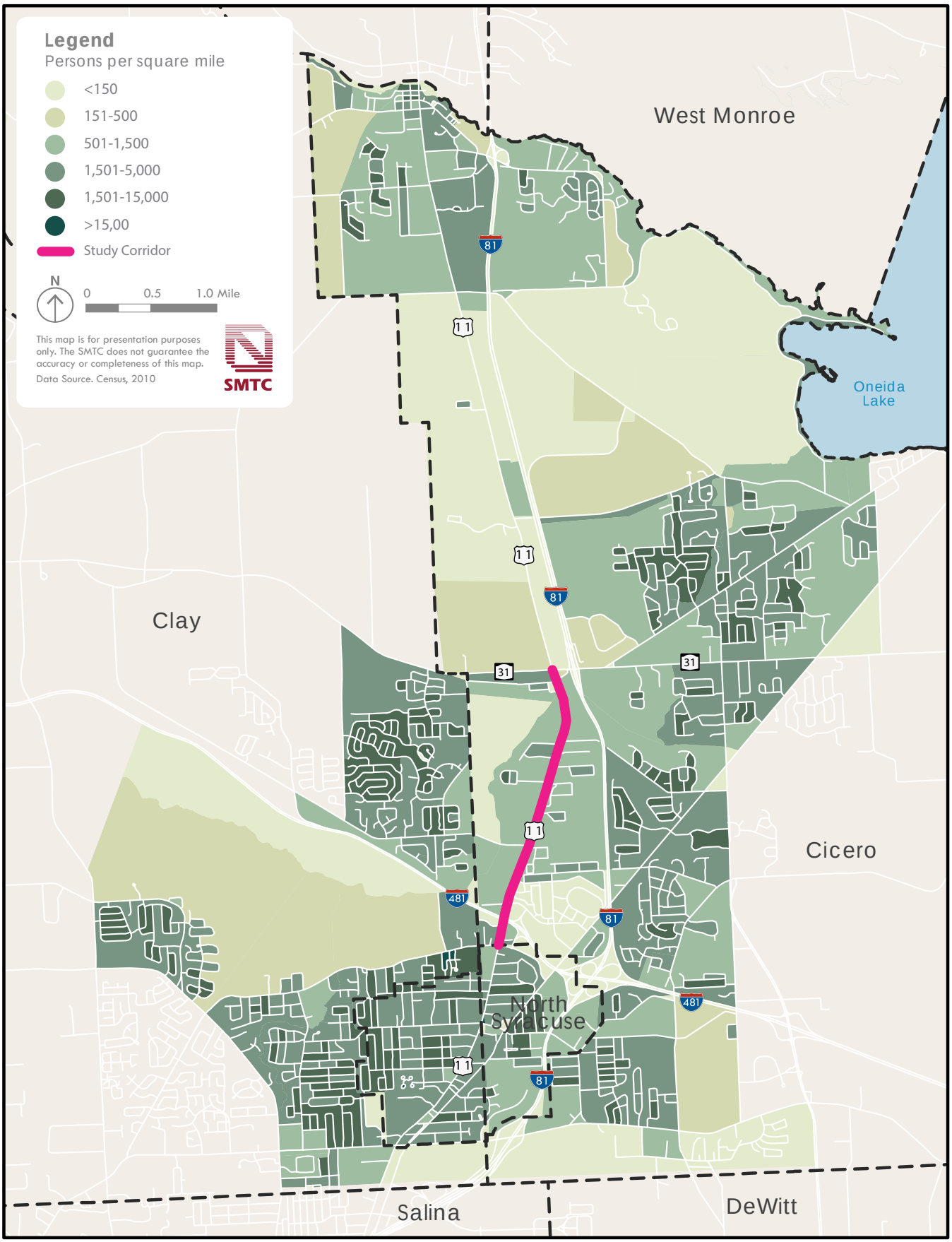


Figure 2.1: Population density surrounding US 11 study corrridor.

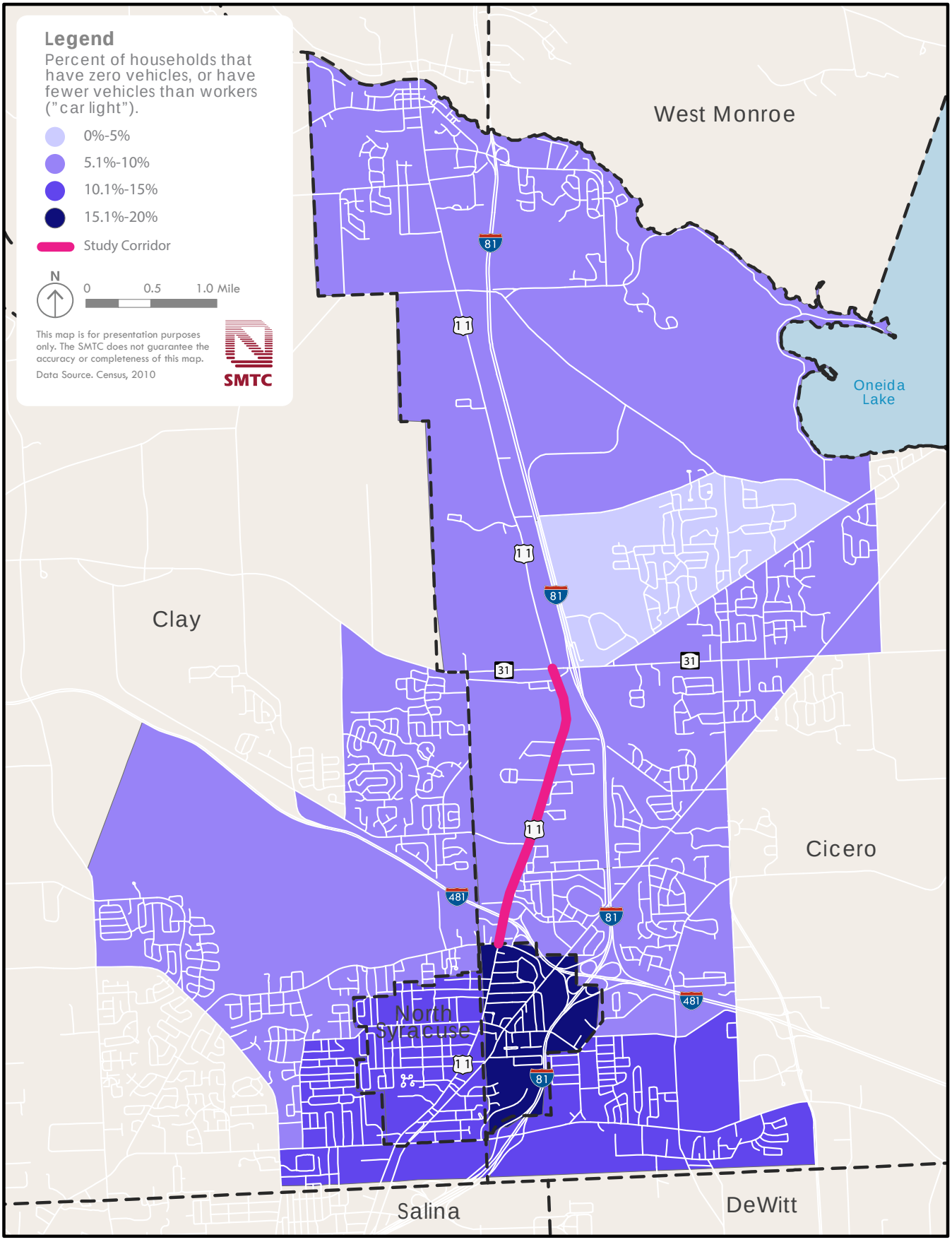


Figure 2.2: Car-light and zero-vehicle households.

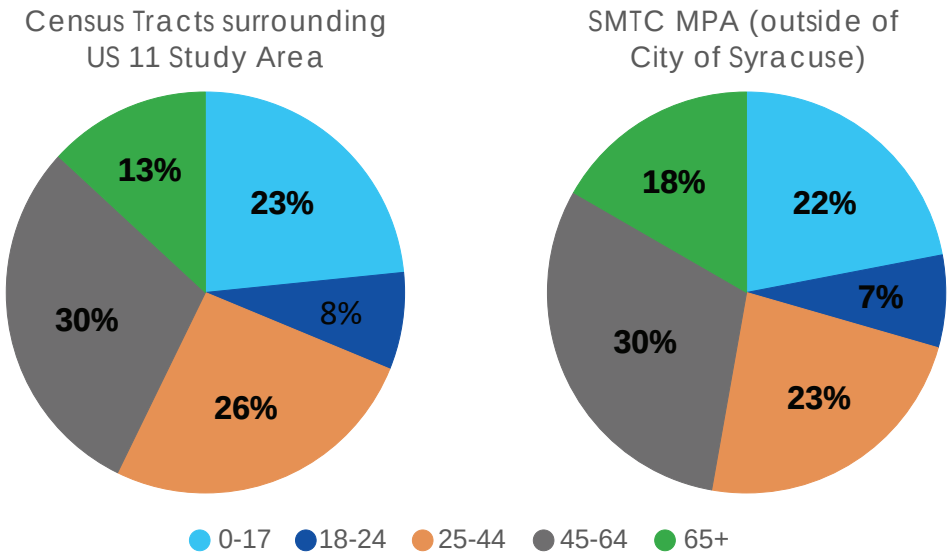


Figure 2.3: Age distribution of the population within the US 11 study area and the SMTC MPA (outside of City of Syracuse).

2.2 Land use and development

2.2.1 Existing land use

The existing land uses along US 11 between Bear Road and Stevens Drive primarily consist of large-scale commercial uses that include a mixture of big box retail (with and without restaurant or small retail outparcels), commercial shopping plazas, fast-food restaurants, drug stores, grocery stores, and automotive dealerships. This is shown on Figure 2.4. Many of the commercial properties at the southern end of the corridor are of the typical modern suburban style, with single-story or big box stores located at the rear of large lots with parking for up to several hundred cars located in the front. Land use north of Stevens Drive includes a scattering of smaller commercial properties along the corridor with a few small residential neighborhoods primarily located behind the commercial properties. Residential properties are typically single family houses. The areas denoted as "public service" on Route 11 are occupied by a church (west side of Route 11) and the Town Hall (east side of Route 11).

2.2.2 Land use envisioned in Comprehensive Plan

The Town's current Comprehensive Plan was adopted in 2006. Figure 2.5 shows the "future" land use surrounding the US 11 study corridor as envisioned in the Comprehensive Plan.[2] This vision is very similar to the current assessed land use, with only a few notable discrepancies. The current land use shows a large "vacant" area on the west side of I-81 near Reis Drive. The Comprehensive Plan indicates "commercial" use for this area. Also, the Comprehensive Plan indicates a large "undeveloped" area just south of Crabtree Lane that is now considered residential. The Comprehensive Plan specified single-family and multi-family residential areas separately, with relatively few multi-family areas indicated in/around the US 11 corridor.

[2] See Map 5 (Future Land Use Map), Town of Cicero Comprehensive Plan Update, 2006.

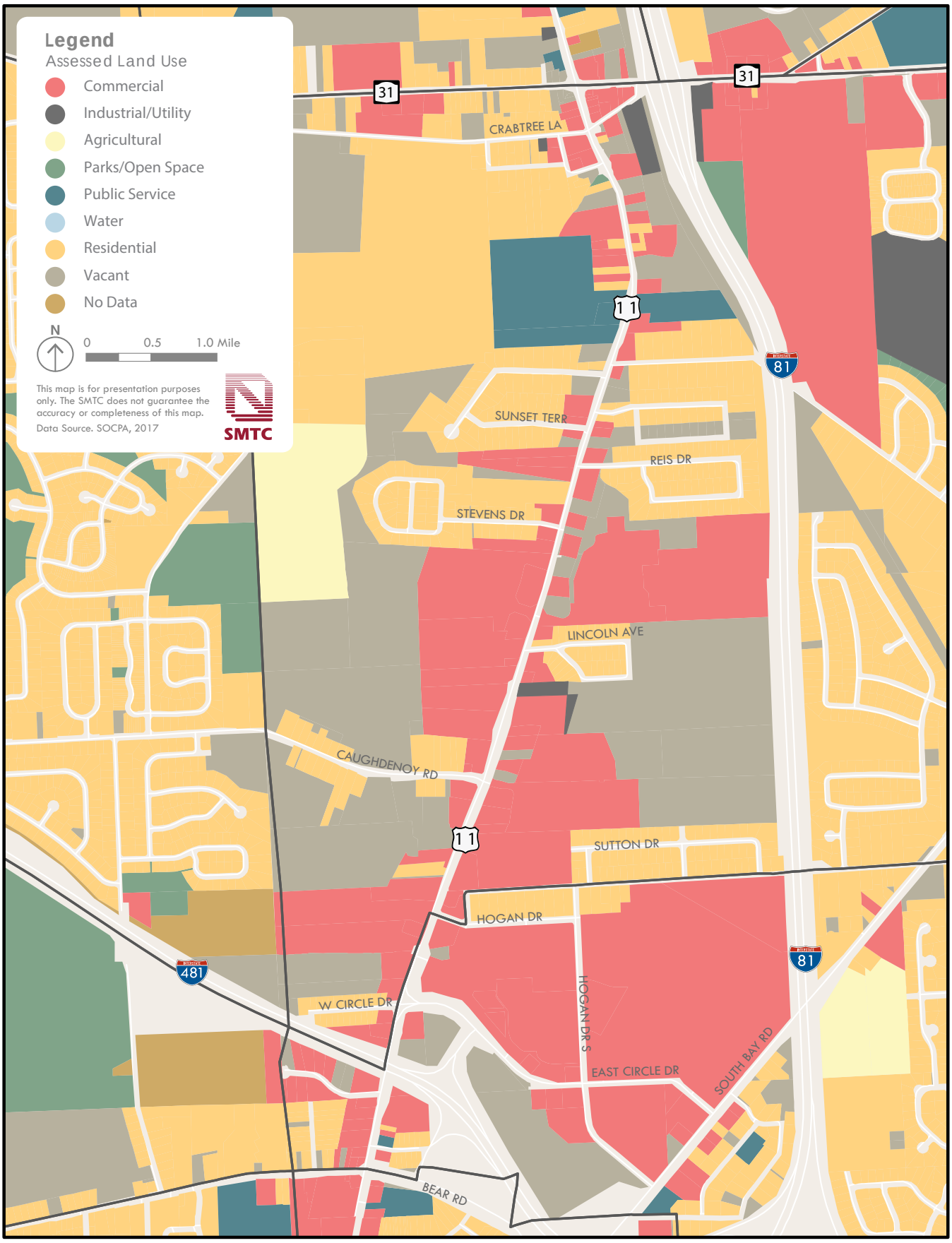


Figure 2.4: Existing land use.

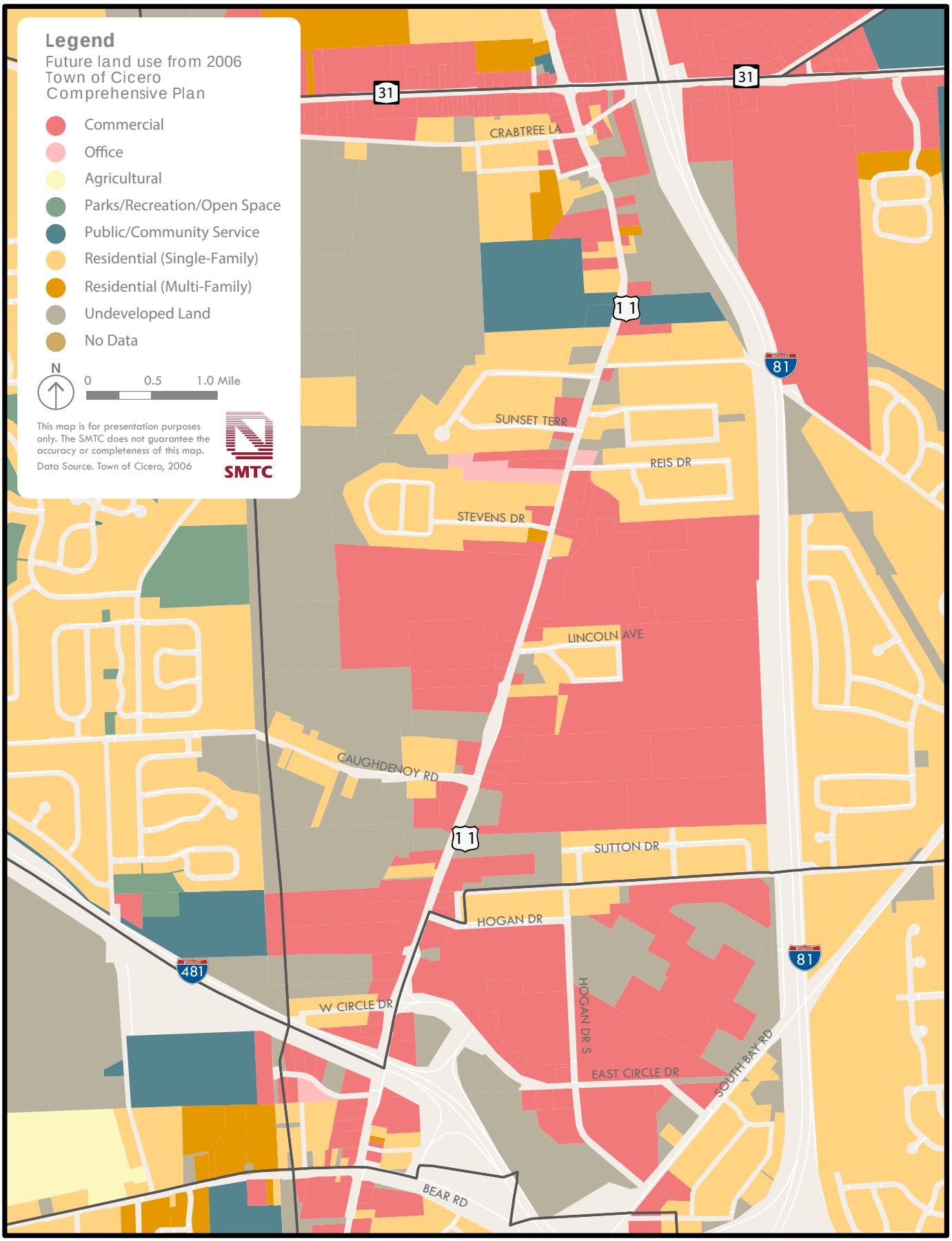


Figure 2.5: Future land use from Town of Cicero Comprehensive Plan (2006).

2.3 Transportation infrastructure

2.3.1 Number of lanes (roadway cross-section)

In general, US 11 is wider in the southern portion of the corridor than in the northern portion, due to the presence of turn lanes at the side streets and driveways in the southern portion. Between Route 31 and Reis Drive, US 11 has a four-lane cross-section, with two travel lanes in each direction. South of Reis Drive, the overall cross-section widens to five lanes with the addition of left-turn lanes at Steven Drive, Target/Walmart entrance, and Lincoln Avenue. Between Lincoln Avenue and Sun Auto Warehouse, there is a two-way left-turn lane (in addition to the two travel lanes in each direction).

Continuing south, US 11 widens substantially near the Caughdenoy Road intersection. The portion of US 11 between the Caughdenoy Road intersection and the Home Depot entrance has a five- to seven-lane cross-section, due to the presence of double left-turn lanes plus a right-turn lane, in addition to two through travel lanes, on the northbound US 11 approach at Caughdenoy Road. The northbound turn lanes at Caughdenoy Road extend for several hundred feet along US 11. Between the Home Depot driveway and Bear Road, US 11 generally has a five-lane cross-section, with two travel lanes in each direction and left-turn lanes at intersections. The number of lanes on Route 11 is shown on Figure 2.6.

2.3.2 Highway designations

An individual roadway can carry a variety of designations, such as ownership, functional classification, and route numbers. These designations determine design criteria, funding availability, and the process for undertaking capital or maintenance projects on the road. Each of these designations is described below, and summarized in Table 2.1.

Functional Classification and ownership

Functional classification, or "functional class," categorizes roads according to their character and the role they play in the transportation network. This classification puts roads into categories ranging from interstates, which are designed for high-speed trips between cities, to low-speed local roads, which provide access to individual properties. Roads are also classified as being urban or rural based on the Urban Area Boundary, which is primarily dependent on population density reported in the most recent Census. The entire US 11 study area is located within the SMTC Urban Area Boundary (UAB). Therefore, study area roadways are classified as urban roadways.

Functional classifications are directly related to federal-aid eligibility, which determines whether a road may receive federal transportation funding. Principal arterials, minor arterials, and major collectors are federal-aid eligible (also known as "FAE roads"). Minor collectors and local roads (urban and rural) are not federal-aid eligible. All of the roads listed in Table 2.1 are Federal-Aid Eligible (FAE) roads. Roads not listed in Table 2.1 are classified as local roadways and, therefore, are not FAE roads; all of these remaining local roads within the study area are owned by the Town of Cicero or are privately-owned. As shown on Figure 2.6, many of the commercial driveways connecting to US 11 and the internal road networks connecting these commercial developments are privately-owned.

National Highway System (NHS)

According to the Federal Register, 23 USC § 101(a)(16), the term "National Highway System" (NHS) means the Federal-aid highway system as described in section 103(b). The NHS "consists of the highway routes and connections to transportation facilities that shall serve major population centers, international border crossings, ports, airports, public transportation facilities, and other intermodal transportation facilities and other major travel destinations; meet national defense requirements; and serve interstate and interregional travel and commerce." Roads on the NHS are prioritized for receipt of federal transportation funding.

Only a short segment of US 11 between Bear Road and East Circle Drive is part of the NHS. A few segments of intersecting roadways are also on the NHS, where these roads provide connections to the Interstate system. Overall, though, most of the study area is not part of the NHS.

Figure 2.6: Road ownership, cross-section, and intersection control.

Table 2.1: Highway designations for Federal Aid-Eligible roads in study area

Highway name	Segment	Route/ touring number	Owner	Functional Classification	Bike route	National Highway System (NHS)?
Brewerton Rd	East Circle Dr to NY 31	US 11	NYSDOT	Minor Arterial	NA	No
	Bear Rd to East Circle Dr	US 11	NYSDOT	Principal Arterial	NA	Yes
Bear Rd	Oak Dr to US 11	191	OCDOT	Principal Arterial	NA	Yes
	US 11 to NY 481	930J	NYSDOT	Principal Arterial	NA	Yes
NY 481	Cicero Town line to I-81	NY 481	NYSDOT	Principal Arterial - Expressway	NA	Yes
East Circle Dr	US 11 to NY 481	931 H	NYSDOT	Principal Arterial	NA	Yes
Caughdenoy Rd	Cicero Town line to US 11	49	OCDOT	Major Collector	NA	No
NY 31	Crabtree Ln to I-81	NY 31	NYSDOT	Principal Arterial	NY 5, NY 11	Yes
I-81	NY 481 to NY 31	I-81	NYSDOT	Principal Arterial - Interstate	NA	Yes

Touring Routes and Designated Bike Routes

Signed state highways in New York, referred to as "touring routes" by the NYSDOT, are numbered from 1 to 899. NYSDOT also designates and signs bicycle routes. Within the study area, NY 31 is designated as Bike Route 5 and Bike Route 11 (east of US 11). Aside from signs, bicycle facilities such as shared lane markings (i.e., sharrows) or bicycle lanes (bike lanes) do not exist along NY 31. No other state-designated bicycle routes or bicycle facilities exist within the study area.

2.3.3 Intersection traffic control

There are eight signalized intersections on US 11 within the study corridor, all operating with fully-actuated three-color signals. These locations are shown on Figure 2.6 and are listed in Table 2.2. The remaining intersections are all unsignalized and have stop sign control on the side street(s) only (i.e. there are no four-way stop-controlled intersections on US 11 within the study corridor).

2.3.4 Pedestrian facilities

As shown in Figure 2.7, pedestrian facilities such as sidewalks, crosswalks, curb cuts, lighting, warning signs, pedestrian signals, and countdown timers exist sporadically throughout the corridor and often do not exist or extend into adjacent properties. These pedestrian facilities are also listed in Table 2.2.

Pedestrian facilities - South of Caughdenoy Road

In 2018, the NYSDOT made a significant investment to install sidewalks between Bear Road and Caughdenoy Road. Within this area, NYSDOT installed or improved the sidewalks along the west side of US 11 (i.e., southbound lane) including under the NY 481 bridges.

Improvements within this area also include crosswalk installation or sidewalk extensions across driveways. However, several driveways have not been improved with these features yet. Similarly, new curb-cuts with contrast-color detectable warnings with truncated dome surface have been installed at many – but not all – of the intersection corners. As of October 2018, many intersections south of Caughdenoy Road did not include painted crosswalks and the only marked crosswalk across US 11 is on the southbound approach at Caughdenoy Road. It is unclear if and where crosswalks may be installed as part of the sidewalk improvement project. Additionally, staff observed that the new push button countdown timers (installed as part of the new sidewalk installation) were not yet in operation.

Some pedestrian facilities exist on the east side of the corridor (i.e., northbound lane), but connectivity is limited and design is not consistent.

Figure 2.7: Pedestrian and transit facilities on US 11.

Table 2.2: Traffic control and pedestrian amenities at intersections along US 11

Cross street	Control	Crosswalks	Ped signals/ buttons	Countdown timers	Curb Ramps	Detectable warnings
Route 31	signal	●	●	●	●	●
Crabtree Lane	stop	◐	○	○	◐	○
Factory Street	stop	◐	○	○	◐	◐
W Gillette Rd	stop	○	○	○	○	○
Williamson Pkwy	stop	○	○	○	○	○
Glendora Rd	stop	○	○	○	○	○
Sunset Terrace	stop	○	○	○	○	◐
Reis Drive	stop	○	○	○	○	○
Stevens Drive North	signal	◐	◐	○	◐	◐
Target	signal	◐	◐	◐	◐	◐
Lincoln Ave	stop	◐	○	○	◐	◐
Caughdenoy Road	signal	◐	●	●	●	●
Home Depot	signal	◐	●	●	●	●
Hogan Drive	signal	◐	◐	◐	◐	◐
Circle Drive	signal	○	◐	◐	◐	◐
Business Ave	stop	○	○	○	○	◐
Kopp Ave	stop	○	○	○	○	○
Bear Rd	signal	○	●	●	●	●

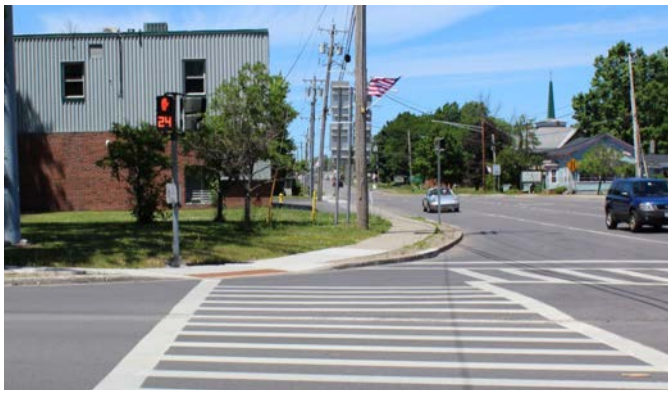
○ Not present ◐ Present on some approaches ● Present on all approaches

Pedestrian facilities - North of Caughdenoy Road

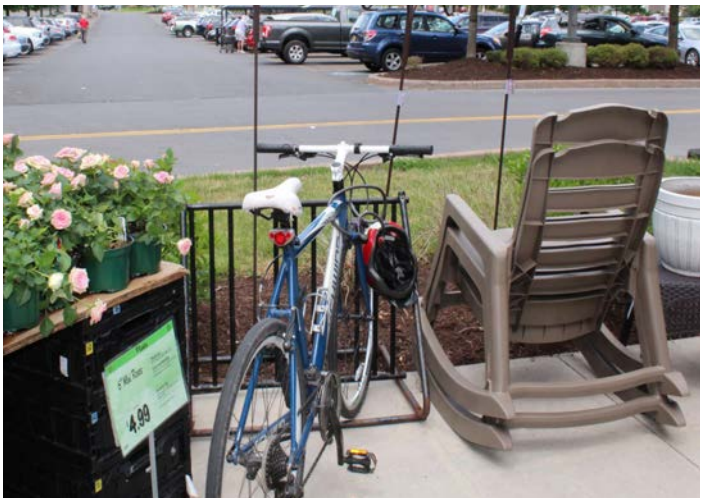
Sidewalks exist between Caughdenoy Road and the Target/Walmart intersection, but many gaps remain along both sides of the road. Many sidewalks end at property lines and several do not connect to roadways. There are two driveways with raised 'pork chop' islands to restrict turns as right-in, right-out. The raised-curb design further restricts pedestrian accessibility.

There is a crosswalk with pedestrian push buttons across US 11 on the northbound approach at Steven Drive; however, curb cuts need improvements at three of the four corners and crosswalks do not exist at the other approaches. A sidewalk exists at the northeast corner, but it is elevated and does not connect to the road. This is the only location between Caughenoy Road and NY 31 with a crosswalk across US 11.

Very few properties have installed sidewalks north of Steven Drive to Crabtree Lane. The NYSDOT has a capital project, currently in development (as of December 2019), to construct sidewalk within this segment. The design details are yet to be



The Route 11/Route 31 intersection is fully-equipped with pedestrian amenities.



Bike rack at Wegmans, surrounded by merchandise display.

Centro Park-N-Ride shelter at Wegmans.

Bus stop on east side of US 11 near Business Ave. There is a "goat path" that leads to the stop, but no clear area for boarding/alighting and no sidewalk connection.

determined. Sidewalks exist on both sides of US 11 north of Crabtree and continue in each direction through the NY 31 intersection. NY 31 at US 11 is the only intersection in the study area that has sidewalks, curb cuts, crosswalks, and pedestrian signal heads with countdown timers serving each approach.

Many of the signalized intersections have some level of pedestrian facilities, although opportunities exist to enhance them to improve connectivity and accessibility. Unsignalized intersections south of Factory Street are not served by crosswalks or other pedestrian facilities.

2.3.5 Bicycle facilities

Although bicycle riders were observed during field visits, US 11 does not have any bicycle facilities such as bike lanes and sharrows. Only one bike rack was observed in the study area, which exists within an enclosed area at Wegmans. The NY 31 corridor is designated as Bike Route 5 and Bike Route 11 and includes bike route signs, however, no facilities such as bike lanes or shared lane pavement markings exist.

2.3.6 Transit facilities

The corridor is served by Centro's #88 bus line (including various routes: 188, 288, 388) and there are signed stops throughout the corridor.

There is one Park-N-Ride facility in the Wegman's parking lot, which includes the only bus shelter in the corridor. Signs to direct motorists to the Park-N-Ride facility exist along US 11. Figure 2.7 shows the locations of existing bus stops and the park-and-ride area.

Signed bus stops typically consist of grass areas with raised curbs, and do not (typically) include curb cuts, concrete pads, seating areas, lighting, or shelters. Wheelchair symbol signs at the bus stops indicate that the stop is "accessible." However, many bus stop locations do not appear to meet this claim. For example, the bus stop across from Business Avenue (east side of US 11 along the northbound lane) was located in an area containing overgrown vegetation. As shown in the image at left, the bus stop across from Business Avenue does not connect to a sidewalk, does not include a shoulder along the roadway, does not contain a

curb cut or a platform for wheel chair accessibility, does not contain lighting, and as mentioned, is overgrown with vegetation. A 'goat path' – i.e., a pathway of worn grass caused by people walking along that area - exists near the bus stop.

2.4 Usage of the corridor: traffic, pedestrian/ bicycle activity, and transit

2.4.1 Traffic volumes

There is a significant difference in traffic volumes on US 11 north and south of Caughdenoy Road within the study area. The Annual Average Daily Traffic (AADT) volume on US 11 is about 16,000 vehicles per day north of Caughdenoy Road and about 28,000 vehicles per day south of Caughdenoy Road (NYSDOT, 2016). As shown by Figures 2.8 and 2.9, overall traffic volumes build throughout the day. The corridor experiences an uptick in traffic volumes around noon, with the highest traffic volumes in the late afternoon. Total traffic volume reaches a peak around 5:00-6:00 p.m. This overall pattern is more pronounced in the portion of US 11 south of Caughdenoy Road, and this portion also shows a more distinct directional pattern, with a peak in southbound traffic from 7:00 a.m. to 8:00 a.m. (morning commute) and a peak in northbound traffic after 5:00 p.m. (afternoon commute). Overall, though, US 11 south of Caughdenoy Road shows a very strong afternoon peak – the combination of commuter traffic and shopping trips that is typical of arterial roads with a high level of commercial development plus nearby residential areas. Traffic volumes decline significantly after 6:00 p.m.

The hourly traffic counts provide a general picture of traffic in the corridor throughout the day and the total volume in the corridor, but individual intersection turning movement counts must be obtained to understand more specific travel patterns in the corridor. SMTC staff and consultants conducted turning movement counts at all of the signalized intersections and at a few unsignalized intersections on US 11 within the study area in 2018. The counts occurred during the morning commuter peak period from 7:00 a.m. to 9:00 a.m. and the evening commuter peak period from 4:00 p.m. to 6:00 p.m. A Saturday mid-day count was also conducted from 11:00 a.m. to 1:00 p.m. Figures 2.10 and 2.11 summarize the results of the turning movement counts within each peak hour. Peak hour refers to four consecutive 15-minute count intervals that were found to have the highest traffic volume based on each of the two-hour count windows. Although the actual peak hour varied somewhat between individual intersections in the corridor, the weekday peak hours were generally found to be 7:15 a.m. to 8:15 a.m. and 4:45 p.m. to 5:45 p.m., and 11:30 a.m. to 12:30 p.m. on Saturday.

2.4.2 Traffic flow patterns

Peak hour traffic flow patterns, based on the intersection turning movement counts for the weekday AM peak hour, weekday PM peak hour, and Saturday midday peak hour, are illustrated on Figures 2.12 and 2.13.

AM Peak Hour Traffic Patterns (Weekday)

The traffic volume in the weekday AM peak hour is significantly lower than either of the other two peak hours. There is a notable flow of traffic from Caughdenoy Road to US 11 southbound to Bear Road in the weekday AM peak hour; this is likely due to commuters accessing the NY 481 southbound ramp from Bear Road. This flow results in heavy turning movements during the weekday AM peak hour: the eastbound right turn movement at the US 11/Caughdenoy Road intersection (about 700 vehicles) and the southbound left-turn movement at US 11/Bear Road (about 640 vehicles). About half of the southbound traffic on US 11 at Bear Road turns left, with the remaining half about evenly split between the through movement (continuing south on US 11 into the Village of North Syracuse) and the right-turn movement (to continue west on Bear Road). Relatively few vehicles from US 11 southbound turn onto East Circle Drive in the morning peak.

PM Peak Hour Traffic Patterns (Weekday)

As shown in Figure 2.12, the weekday PM peak hour experiences higher volumes of traffic than the AM peak in the same section of roadway between Bear Road and Caughdenoy Road. Traffic flow patterns are reversed as drivers exit NY 481 onto East Circle

Drive and head west to US 11. The volume of traffic entering US 11 from East Circle Drive is also notably higher in the PM and Saturday peak hours than in the AM peak hour.

Additionally, there are a few individual turning movements with very heavy volumes during the PM peak hour, which include the westbound left-turn and right-turn at US 11/Circle Drive (610 and 580 vehicles, respectively) and southbound right-turns at US 11/Bear Road (640 vehicles). During the PM peak hour, the overall traffic volume is more evenly split between northbound and southbound flow and there are more turning movements to and from the various commercial driveways.

The PM peak hour turning movement counts show the largest volumes entering the US 11 corridor from: East Circle Drive, Route 31 east of I-81, Caughdenoy Road, and Bear Road west of US 11.

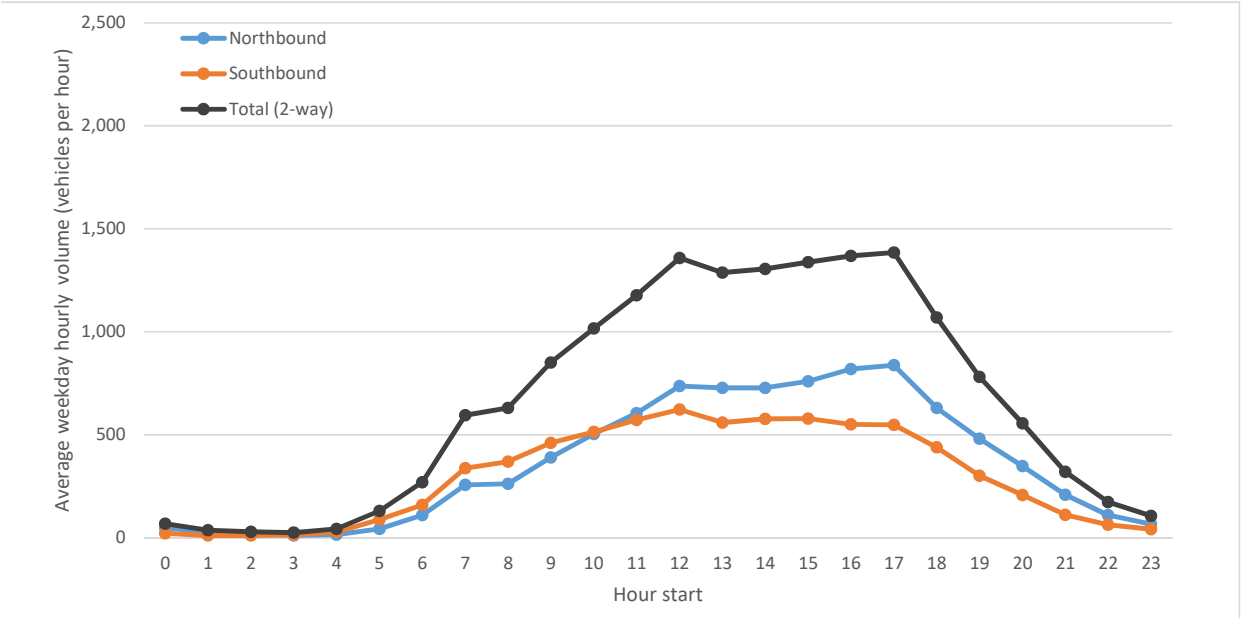


Figure 2.8: Hourly traffic volumes on Route 11, Caughdenoy Rd. to Route 31. *(NYSDOT 2016)*

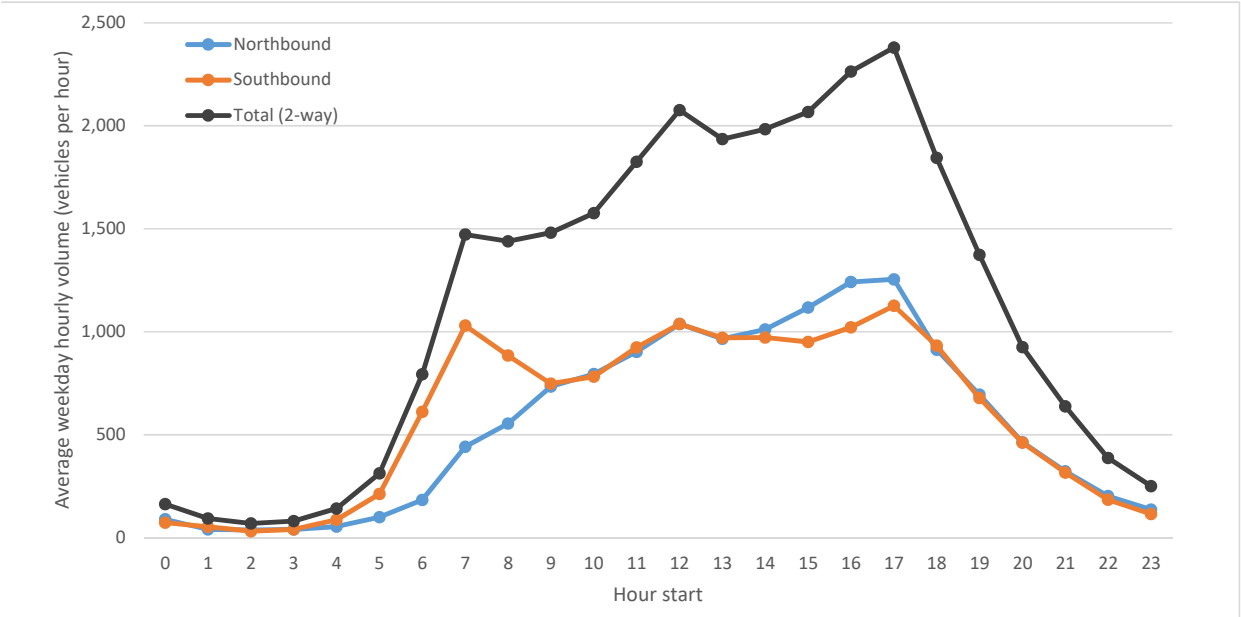


Figure 2.9: Hourly traffic volumes on Route 11, Bear Rd to Caughdenoy Rd. *(NYSDOT 2016)*

This suggests that commercial trips to the corridor are generated by residential areas off of NY 31 in Cicero east of I-81, by the residential area between Caughdenoy Road and Route 31 in Clay, by trips arriving via South Bay Road or NY 481 exiting at Circle Drive, and by the residential area off of Bear Road in Clay/North Syracuse.

Mid-day Peak Hour Traffic Patterns (Saturday)

The pattern of traffic flow during the Saturday peak hour is very similar to the weekday PM peak hour. As shown in Figure 2.13, the volume of traffic entering US 11 from East Circle Drive is also notably higher in the Saturday peak hour than in the AM peak hour. Traffic entering and exiting at the Wegmans driveway is greater than other commercial properties, and is greatest during the Saturday peak hour with about 520 vehicles in each direction (entering and exiting).

Crabtree Lane: Pass-through Observations

SMTC staff observed the number of vehicles that "passed through" Crabtree Lane from US 11 to NY 31 during the AM/PM peak hours. Staff conducted this observation to determine how many drivers use Crabtree Lane as a cut-through to bypass the US 11/NY 31 traffic light.

Staff tallied the number of vehicles that made the eastbound through movement or the northbound right turn movement at US 11/Crabtree Lane, and then passed through without stopping to make a right-turn onto NY 31. A total of 44 vehicles in the AM peak hour and 90 vehicles in the PM peak hour were observed making the right-turn movement from Crabtree Lane onto NY 31. Of these totals, 15 vehicles in the AM peak hour and 31 vehicles in the PM peak hour (or about a third of the total in each peak hour) were observed to "pass through" without stopping from the US 11/Crabtree Lane intersection to NY 31. Most of the pass-through vehicles – especially during the PM peak hour – came from US 11 northbound, making the right-turn onto Crabtree Lane.

Shopping trips: observations from SMTC's travel demand model

In addition to the turning movement count data, SMTC staff also examined outputs from the SMTC's travel demand model for the Route 11 corridor. The travel demand model provides trip estimates by trip purpose, such as commuting and shopping, although the travel demand model provides outputs only for the AM and PM peak hours and for daily volumes. The model calculates anticipated traffic volumes on segments based on the land use data – jobs and households – entered into the model.

Looking at the PM peak hour "home based shopping" trips (that is, trips for which the purpose is shopping and the trip starts or ends at home), the following distribution of trips is observed:

- 23 percent of home-based shopping trips in the corridor have a home end off of Route 31 east of US 11.
- 16 percent of these trips arrive/depart the corridor via Route 481 at Circle Drive/Bear Road.
- 14 percent have a home end off of Bear Road west of US 11.
- 11 percent have a home end off of US 11 north of Route 31.

The remaining 36 percent have home ends in various locations off of Route 31 west of US 11, Caughdenoy Road, or US 11 south of the study corridor.

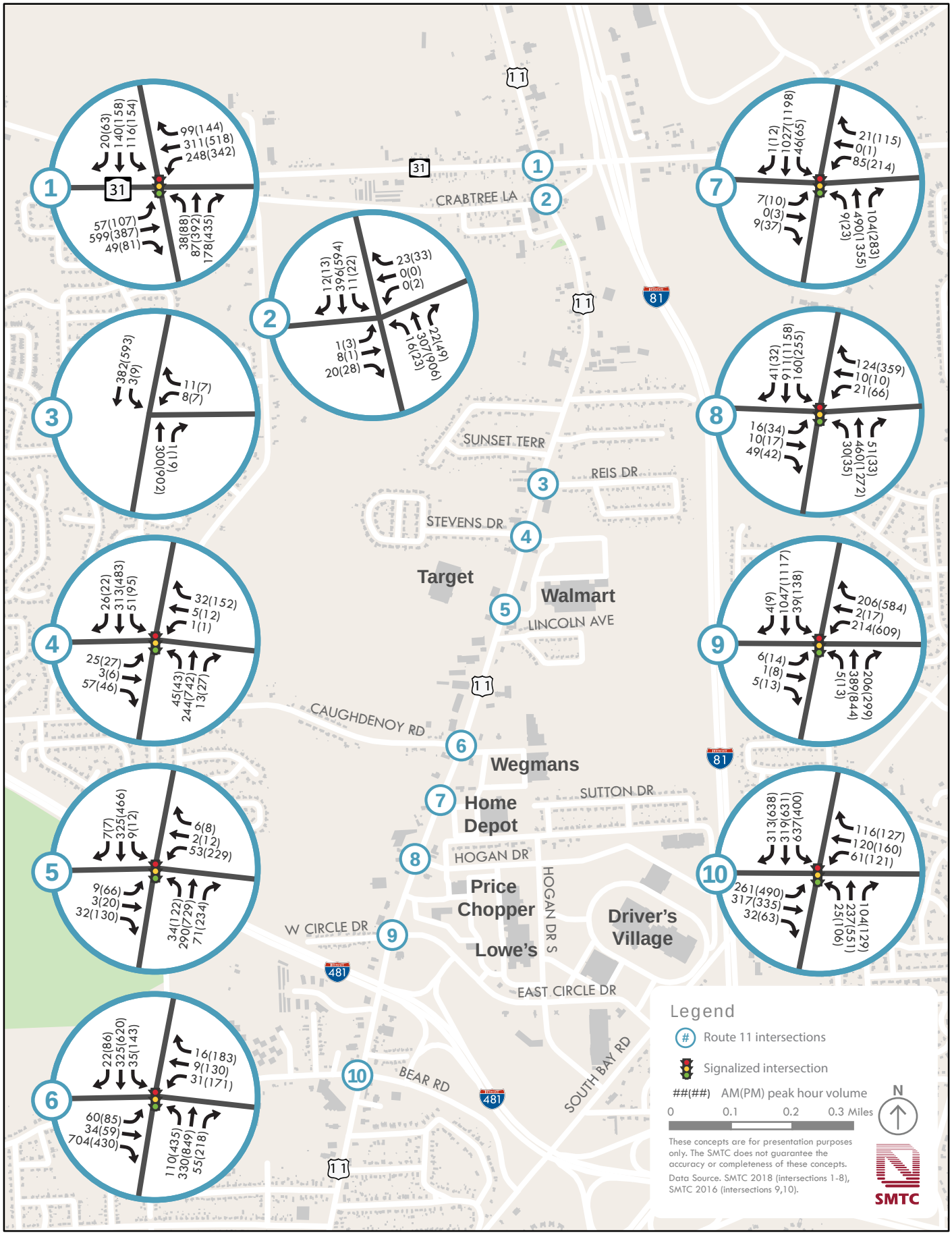


Figure 2.10: 2018 existing conditions AM and PM peak hour turning movement counts.

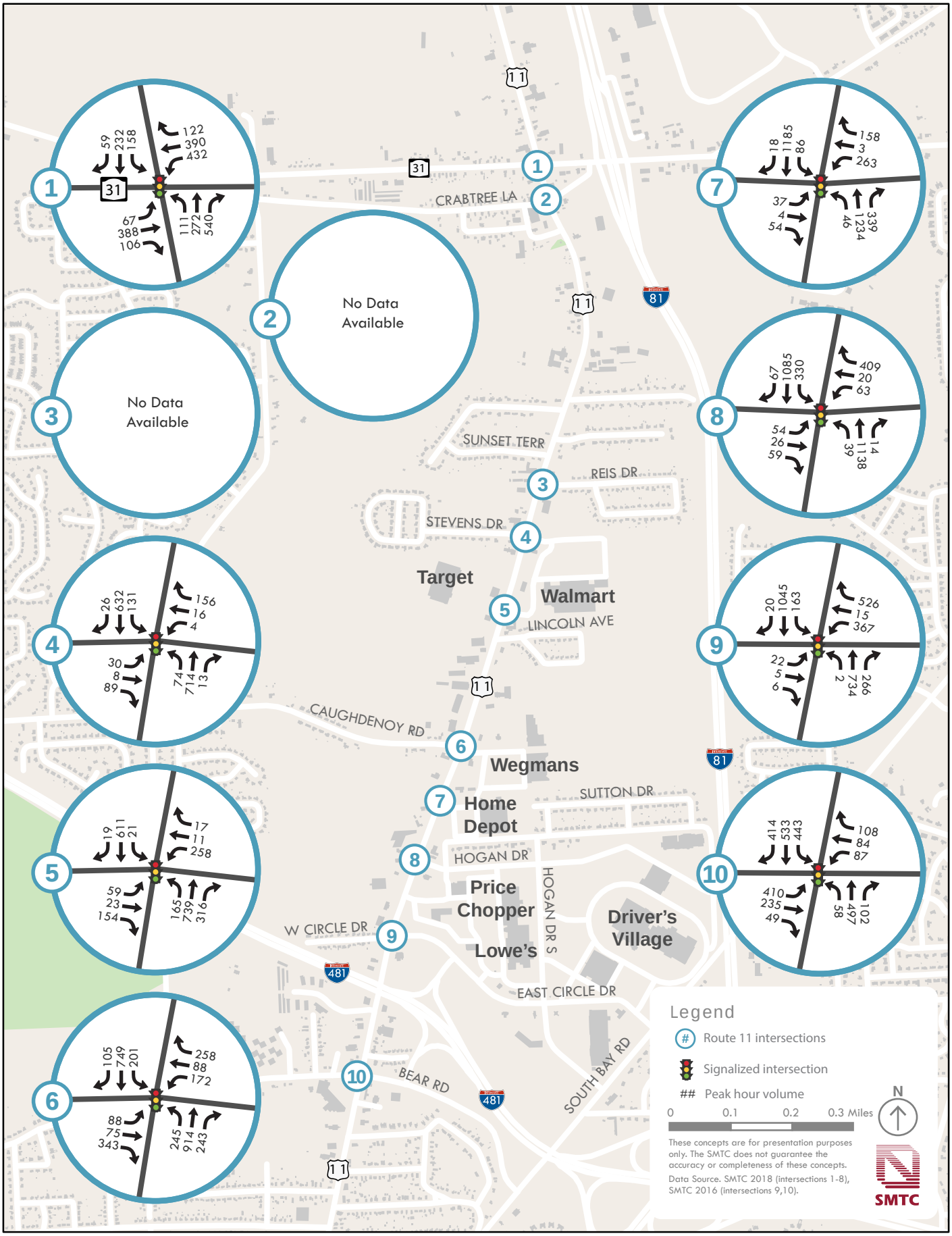


Figure 2.11: 2018 existing conditions Saturday midday peak hour turning movement counts.

Figure 2.12: AM (left) and PM (right) peak hour traffic flows.

Figure 2.13: Saturday peak hour traffic flows.

2.4.3 Travel times

Travel time data available from the National Performance Management Research Data Set (NPMRDS) was examined for the study corridor. As shown in Figures 2.14 and 2.15, this dataset includes average travel times over 5-minute intervals throughout the day, for every day of the year.[3] Based on the travel time data available for Route 11 between Circle Drive and Route 31:

- Northbound travel times are generally higher than southbound travel times.
- Midday has the highest average travel times and the greatest amount of variability.
- Travel times are generally greater - and more variable - on the weekends.

The overall average travel time for this segment of just under two miles across the peak periods (7:00 - 9:00 a.m., 11 a.m. - 2:00 p.m., 4:00 - 6:00 p.m.) is about six to seven minutes. However, the variability within peak periods and between different times of the day/week is relatively high. The northbound travel time during the weekend midday time period averages about 8 minutes, but varies from a low of 6 minutes to a high of 11 minutes. And, if a driver's expectation is that the trip should only take about 5 minutes (which is the actual average during the weekday morning peak), then the 11-minute trip time is more than double the expectation. This likely contributes to frustration among the driving public, although it must be noted that the difference in absolute terms is only 6 minutes between the fastest peak-period travel time and the slowest peak-period travel time. The midday periods - on weekdays but especially on weekends - likely experience the longest trip times and the greatest variability because of the high number of short trips and side-street movements during these time periods. During the midday time periods when people are running errands and trying to grab a quick lunch, there is more traffic in and out of the retail plazas

[3] The NPMRDS is procured by FHWA from INRIX, a company that collects vehicle-probe data from commercial vehicles, connected cars, and mobile applications. The data includes speed and travel times and associated location referencing information on the National Highway System, in 5-minute epochs.

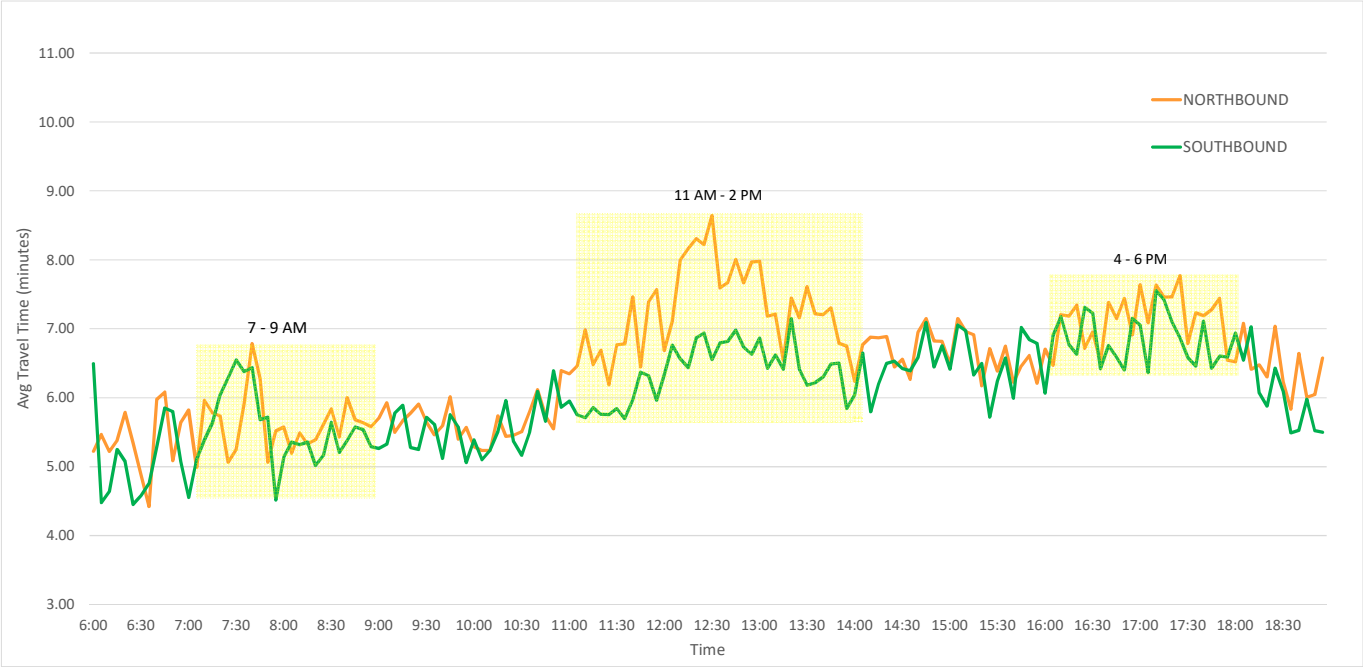


Figure 2.14: Travel time on Route 11 between Circle Drive and Route 31, weekdays (Mon-Fri). *(NPMRDS, 2019)*

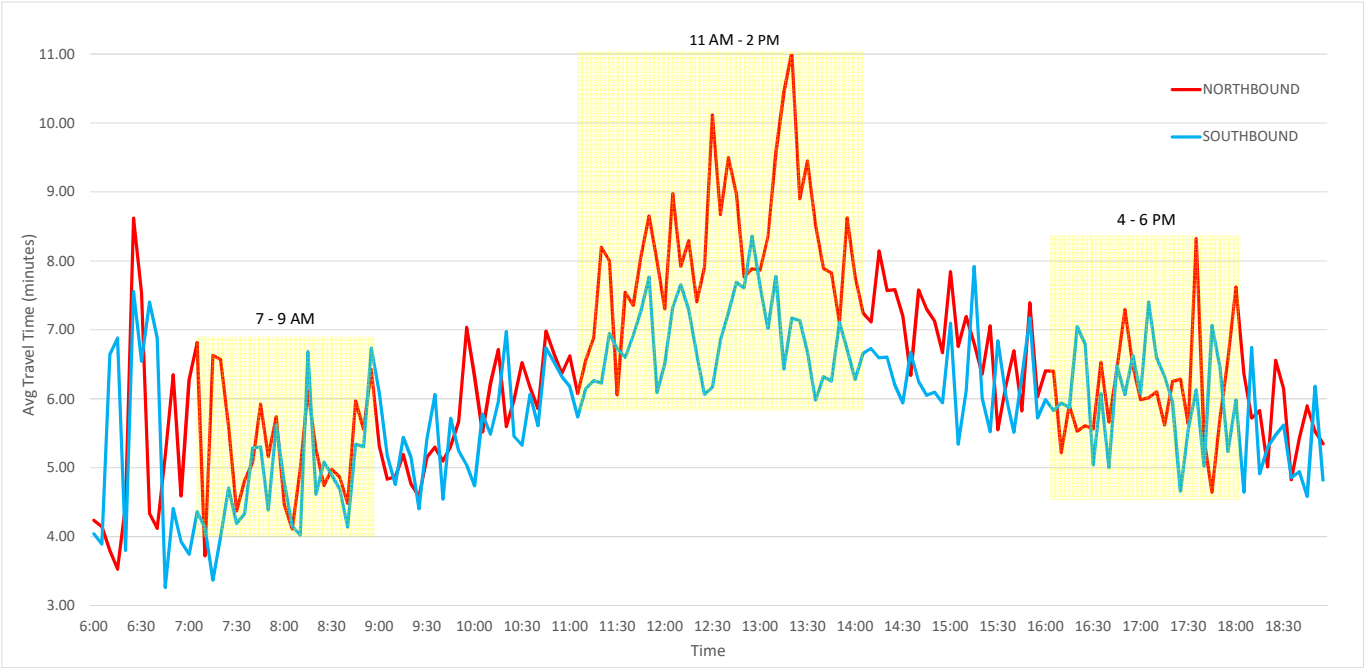


Figure 2.15: Travel time on Route 11 between Circle Drive and Route 31, weekends (Sat-Sun). *(NPMRDS, 2019)*

on the corridor, which results in more time that northbound/southbound traffic on Route 11 is stopped. Getting just one or two additional red lights on Route 11 could add a few minutes to the travel time, hence the greater times and greater variability during the midday peaks.

2.4.3 Current intersection capacity analysis

Current intersection level of service and delay were determined using the collected traffic count data with Synchro (version 10) software. The results of this analysis are shown in Table 2.3. All of the study area intersections on US 11, except Bear Road, currently operate at an overall LOS C or better during the AM, PM and Saturday mid-day peak hours, although some individual movements operate at LOS E or F. Bear Road operates at an overall LOS D during each peak hour. Notable issues include the Home Depot westbound through/left-turn movement, which experiences LOS F during the PM and Saturday mid-day peak hours. Crabtree Lane eastbound left/through/right also operates at LOS F during the PM peak hour. At Bear Road, the eastbound and westbound through movements operate at LOS F in the AM and the PM peak hours.

2.4.4 Bicycle and pedestrian activity

Bicycle and pedestrian counts were included in the intersection turning movement counts. Staff observed a total of three bicyclists that crossed the ten counted intersections within the study corridor during the AM peak hour, and 20 bicyclists crossed intersections during the PM peak hour. During the Saturday mid-day peak hour, 16 bicyclists were observed at the counted intersections.

There were a total of 23 pedestrian movements at the ten counted intersections during the AM peak hour; and 17 movements during the PM peak hour. During the Saturday mid-day peak hour, 12 pedestrian movements were observed at counted intersections. The single location with the most pedestrian movements was the Steven Drive intersection during the AM peak hour, with five pedestrian movements. No other single intersection had more than five pedestrian movements during a peak hour.

2.4.5 Transit ridership

The #88 line (including the various routes) ranked 20th out of 24 regular bus lines run by Centro based on 2016 average weekday ridership, with fewer than 300 riders on an average weekday (for comparison, Centro's highest ridership line, #20 James Street, had nearly 1,800 riders per day). Centro provided individual stop level boarding and alighting data for the #88 line. The data are from September 4, 2017 through April 29, 2018 and from June 25, 2018 through September 2, 2018.

The data show that the locations in the corridor with the most boardings are Wegmans (Park-N-Ride), Hogan Drive, and Bear Street, each with about 10 average daily boardings for trips to the Hub (downtown). These locations also have a similar number of alightings each day. The data show a very low number of boardings for trips that are coming from the Hub (i.e. outbound trips from downtown to North Syracuse and Central Square) and very few alightings for trips to the Hub (i.e. inbound trips to downtown).

In 2017, the SMTC conducted an on-board survey of bus riders for Centro. The survey included questions about trip purpose, trip length, why people use Centro, satisfaction with the system, and basic demographics. Over 1,100 surveys were collected across the 20 lines with the highest ridership, approximately proportional to the total ridership on each line.

Forty-four surveys were collected from riders on the #88 line, and over 80 percent indicated that they use Centro to commute to work. This is a higher percentage than the overall survey results, which showed 65 percent commute trips. A higher proportion of line #88 riders indicated that they use Centro because "it is better for the environment" and/or "it costs less than driving" than the overall proportion of survey respondents that chose these answers. Half of the line #88 respondents said they did not have access to a car, compared to 77 percent of total survey respondents. Half of the line #88 respondents indicated a home ZIP code in the northern suburbs (North Syracuse, Clay, Cicero, Brewerton, Central Square, Liverpool), and about a quarter of the line #88 respondents indicated a home ZIP code within the City of Syracuse.

Table 2.3: Level of Service and delay (in seconds) at study area intersections during AM, PM, and Saturday midday peak hours

Intersection	Approach	Movement	AM (Weekday)	PM (Weekday)	Saturday (Mid-day)
NYS Route 31 (signalized)	Eastbound	Left	A (10)	C (26)	B (20)
		Through/right	C (23)	D (39)	D (38)
	Westbound	Left	B (14)	C (28)	C (30)
		Through/right	B (11)	C (26)	B (19)
	Northbound	Left	D (35)	C (25)	C (31)
		Through	D (54)	E (66)	E (61)
		Right	C (33)	C (28)	D (35)
	Southbound	Left	D (40)	D (35)	D (36)
		Through/right	C (20)	C (26)	D (37)
	OVERALL		C (22)	C (34)	C (34)
Crabtree Lane (unsignalized)	Eastbound	Left/through/right	B (13)	F (76)	*
	Westbound	Right	A (10)	B (13)	*
	Northbound	Left	A (8)	B (13)	*
	Southbound	Left	A (8)	B (11)	*
Reis Drive (unsignalized)	Westbound	Left/right	B (11)	C (24)	*
	Southbound	Left	A (8)	B (11)	*
Stevens Dr/ Walmart (signalized)	Eastbound	Left/through/right	C (27)	D (55)	D (37)
	Westbound	Through/right	B (19)	B (17)	B (17)
	Northbound	Left	A (2)	A (4)	A (6)
		Through/right	A (5)	A (9)	B (16)
	Southbound	Left	A (2)	A (3)	A (4)
		Through/right	A (5)	A (5)	A (7)
	OVERALL		A (8)	B (11)	B (13)
Target/Walmart (signalized)	Eastbound	Left	D (39)	D (37)	C (31)
		Through	D (45)	D (48)	D (43)
		Right	A (5)	B (12)	B (20)
	Westbound	Left	D (46)	D (46)	D (38)
		Through/right	C (29)	C (33)	C (23)
	Northbound	Left	A (3)	A (6)	B (10)
		Through/right	A (4)	A (9)	A (7)
	Southbound	Left	A (2)	A (4)	A (6)
		Through/right	A (4)	A (10)	B (13)
	OVERALL		A (8)	B (15)	B (14)
Caughdenoy Road (signalized)	Eastbound	Left	C (31)	D (35)	C (28)
		Through	D (40)	D (50)	D (45)
		Right	B (18)	B (18)	B (15)
	Westbound	Left	C (32)	D (43)	C (32)
		Through	D (39)	D (50)	D (38)
		Right	A (0)	A (7)	A (7)
	Northbound	Left	C (33)	C (32)	C (26)
		Through	B (20)	B (16)	C (21)
		Right	A (4)	A (4)	A (5)
	Southbound	Left	E (56)	E (70)	D (41)
		Through/right	D (37)	D (36)	C (29)
	OVERALL		C (25)	C (27)	C (23)

Table 2.3, continued: Level of Service and delay (in seconds) at study area intersections during AM, PM, and Saturday midday peak hours

Intersection	Approach	Movement	AM (Weekday)	PM (Weekday)	Saturday (Mid-day)
Home Depot (signalized)	Eastbound	Left/through/right	A (0)	B (16)	C (22)
	Westbound	Left/through	E (66)	F (84)	F (156)
		Right	A (10)	C (23)	B (19)
	Northbound	Left	A (4)	A (6)	A (8)
		Through/right	A (7)	B (18)	C (25)
	Southbound	Left	A (5)	B (19)	B (17)
		Through/right	A (8)	A (8)	B (12)
	OVERALL		B (11)	B (20)	C (31)
Hogan Drive (signalized)	Eastbound	Left	D (53)	D (51)	D (43)
		Through/right	C (24)	C (22)	B (17)
	Westbound	Left/through	E (64)	E (71)	E (58)
		Right	A (9)	D (41)	C (31)
	Northbound	Left	A (2)	A (6)	A (7)
		Through/right	A (5)	B (18)	C (22)
	Southbound	Left	A (4)	C (27)	C (28)
		Through/right	A (8)	A (4)	A (6)
	OVERALL		A (9)	B (18)	B (19)
Circle Drive (signalized)	Eastbound	Left	D (52)	D (52)	D (43)
		Through/right	D (52)	E (55)	D (41)
	Westbound	Left	D (52)	D (40)	D (38)
		Left/through	D (51)	D (39)	D (37)
		Right	A (10)	B (14)	B (13)
	Northbound	Left	A (5)	C (23)	B (13)
		Through	A (7)	D (38)	C (28)
		Right	A (1)	A (9)	A (5)
	Southbound	Left	E (57)	E (69)	E (56)
		Through/right	B (18)	C (30)	B (18)
	OVERALL		B (17)	C (31)	C (23)
Bear Road (signalized)	Eastbound	Left	D (39)	D (44)	D (47)
		Through/right	F (83)	F (88)	E (73)
	Westbound	Left	D (52)	E (74)	E (65)
		Through	E (72)	F (92)	E (56)
		Right	B (16)	C (24)	B (19)
	Northbound	Left	B (15)	B (18)	B (13)
		Through/right	E (62)	E (75)	D (51)
	Southbound	Left	E (77)	D (51)	D (40)
		Through	C (22)	C (27)	C (21)
		Right	B (11)	B (18)	A (9)
	OVERALL		D (53)	D (50)	D (38)

* = No data available

Consistent with the overall responses to the question about suggestions for improving Centro service, respondents on line #88 asked for greater frequency of service, longer service hours, and more weekend service. The survey asked respondents to write-in the names of the locations they travel to the most using transit, and the results from line #88 were similar to the overall results: DestinyUSA, SUNY Upstate, Downtown, the Transit Hub, and Syracuse University. The only destination noted that is in the study corridor was Wegmans, which was indicated by 6 people on line #88 (presumably this refers to the Route 11 Wegmans).

2.5 Safety assessment

2.5.1 Number of crashes and crash rates

The NYSDOT maintains a database known as the Accident Location Information System (ALIS), which catalogues information about crashes that occur throughout the state. The SMTC used this database to examine the crash history along US 11 between Bear Road and NY 31 for a five-year period from January 1, 2013 to December 31, 2017.

Crashes are categorized as "intersection" or "non-intersection" (i.e. segment) crashes, as summarized on Figure 2.16.[4] Crashes within the study area are more likely to occur at an intersection. During the five-year period examined, 63 percent of all crashes within the study area occurred at an intersection. As shown on Figure 2.17, the intersections on US 11 in the study area with the greatest number of crashes were: NY 31, Caughdenoy Road, and Bear Road. The segments with the greatest number of crashes were: Steven Drive to NY 31 and Bear Road to Circle Drive.

Crash rates were calculated for intersections and for segments. Intersection crash rates are based on millions of entering vehicles (MEV), and roadway segment crash rates are based on Millions of Vehicle Miles (MVM) traveled. These formulas require an estimate of the Annual Average Daily Traffic (AADT) entering an intersection or passing through a segment. In 2016, the NYSDOT conducted two traffic volume counts at different locations along US 11 within the study area and used these counts to estimate the AADT for the portion of US 11 between Bear Road and Caughdenoy Road and for the portion of US 11 between Caughdenoy Road and NY 31. SMTC compared these counts to the 2018 turning movement counts, conducted by SMTC, and found that the turning movement counts showed a notably higher traffic volume on US 11 between Caughdenoy Road and Target/Walmart than the volume on US 11 north of Target/Walmart. Therefore, the NYSDOT AADT estimate was inflated by 25 percent for the segment between Caughdenoy Road and Target/Walmart, only, for use in the crash rate calculations.

Figure 2.18 shows the intersection and non-intersection crash rates within the study area. The US 11/NY 31 intersection has the highest crash rate for intersections in the study area. For non-intersection crashes, the highest rates occur between Bear Road and the Target/Walmart driveway.

2.5.2 Crash classification

Crashes are classified as either "reportable" or "non-reportable" by the Department of Motor Vehicles. A crash 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 crashes that do not meet these criteria are considered non-reportable. Reportable events are classified into four categories by severity: fatal, injury, property damage and injury, and property damage only.

[4] Signalized intersections within this study area have additional lanes/extended turn bays and are wider than un-signalized intersections. To account for the variation between signalized and unsignalized intersections, the SMTC identified crashes at signalized intersections as those that occurred within the area confined by the painted stop bars. For the unsignalized intersections, the SMTC considered crashes that occurred within about 33 feet (10 meters) of the center of the intersection, which is consistent with the standard definition of intersection crashes as defined by New York State. Non-intersection crashes exclude intersection crashes and only include crashes that occurred on US 11 roadway segments between intersections.

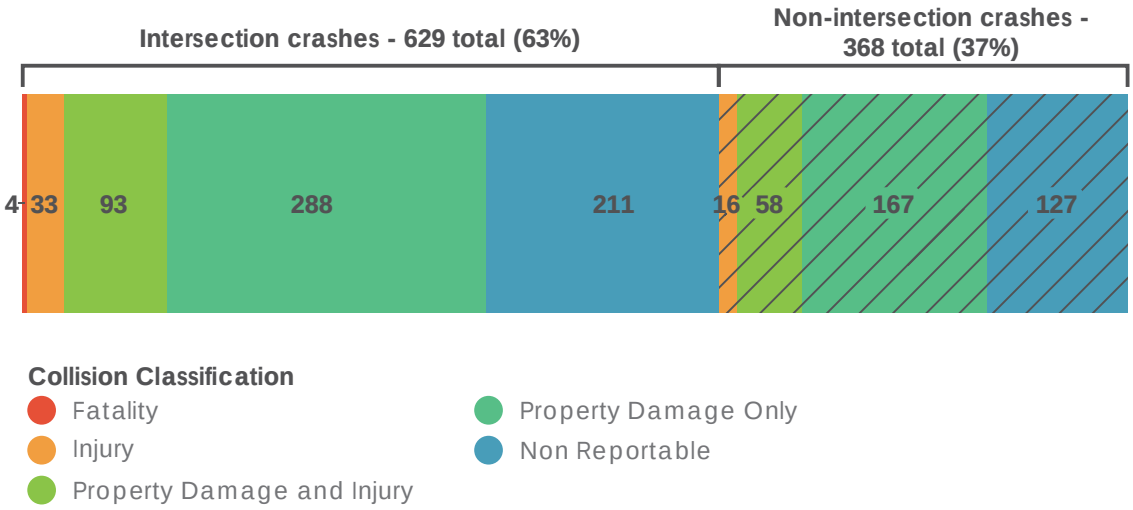


Figure 2.16: Intersection and non-intersection crashes in US 11 study corrridor.

Table 2.4 summarizes crashes that occurred on study area roadways during the five-year period by type and severity.

The SMTC also determined how many injury crashes involved "serious injuries." Serious injuries include: severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconscious when taken from the crash scene, and unable to leave crash scene without assistance. Of the 997 crashes, 204 crashes had either an injury or a fatality. There were four fatalities and 265 injuries (14 of which were serious injuries) associated with these 204 crashes. Figure 2.19 shows the location of fatal and serious injury crashes. Of the 200 crashes that involved injuries, 64 percent occurred at intersections. The four crashes involving a fatality also occurred at an intersection.

2.5.3 Collision type and contributing factors

For all recorded crashes in the ALIS database, the type of collision is noted (i.e. rear end, right angle, etc.) and all recorded crashes must also have at least one apparent contributing factor indicated (i.e., human, vehicular, and/or environmental). The most common collision types within the study area were: rear end; right angle; overtaking; and left-turn (against another car). The most common contributing factors were: failure to yield the right-of-way; following too closely; driver inattention; and backing unsafely.

Table 2.4: Summary of crashes by type and severity

	Reportable					
Type	Fatal	Injury	Property damage and injury	Property damage only	Non-reportable	Total
Motor vehicle	1	40	147	423	320	**931**
Pedestrian	3	3	1	1	1	**9**
Bicyclist	0	5	0	0	2	**7**
Other	0	1	3	31	15	**50**
Total	**4**	**49**	**151**	**455**	**338**	**997**

The SMTC also reviewed the common collision types and contributing factors specifically for the intersections and segments with the highest crash rates and found that they were generally consistent with the results for the study corrridor overall.

2.5.4 Crashes involving a pedestrian

Over the five-year period, there were nine crashes that involved a pedestrian, three of which resulted in a fatality and four with an injury (one serious). Of the nine crashed that involved a pedestrian:

- six occurred on the weekend.
- five occurred at dusk or after dark.
- three involved wet conditions (due to rain).

Contributing factors included: “driver inattention,” “pedestrian error/confusion,” “view obstructed/limited,” “listening/using headphones,” and “failure to yield right-of-way”.

Crashes involving bicyclists and pedestrians are shown on Figure 2.20. Crashes involving a pedestrian primarily occurred on US 11 between Caughdenoy Road and Bear Road, and one crash occurred at the Target/Walmart entranceway.

2.5.5 Crashes involving a bicyclist

Over the five-year period, there were seven crashes that involved a bicyclist, five of which resulted in injuries (one serious injury). Of the seven crashes involving a bicyclist:

- four occurred at dusk or after dark.
- two involved wet roadway conditions due to rain.

Contributing factors included: “driver inattention,” “failure to yield the right-of-way,” “error/confusion,” and “other – lighting defects”.

As shown in Figure 2.20, bicycle crashes primarily occurred on US 11 between Hogan Drive and Lincoln Ave and one occurred at US 11 and NY 31.

Figure 2.17: Intersection and non-intersection crash locations in US 11 study corrridor.

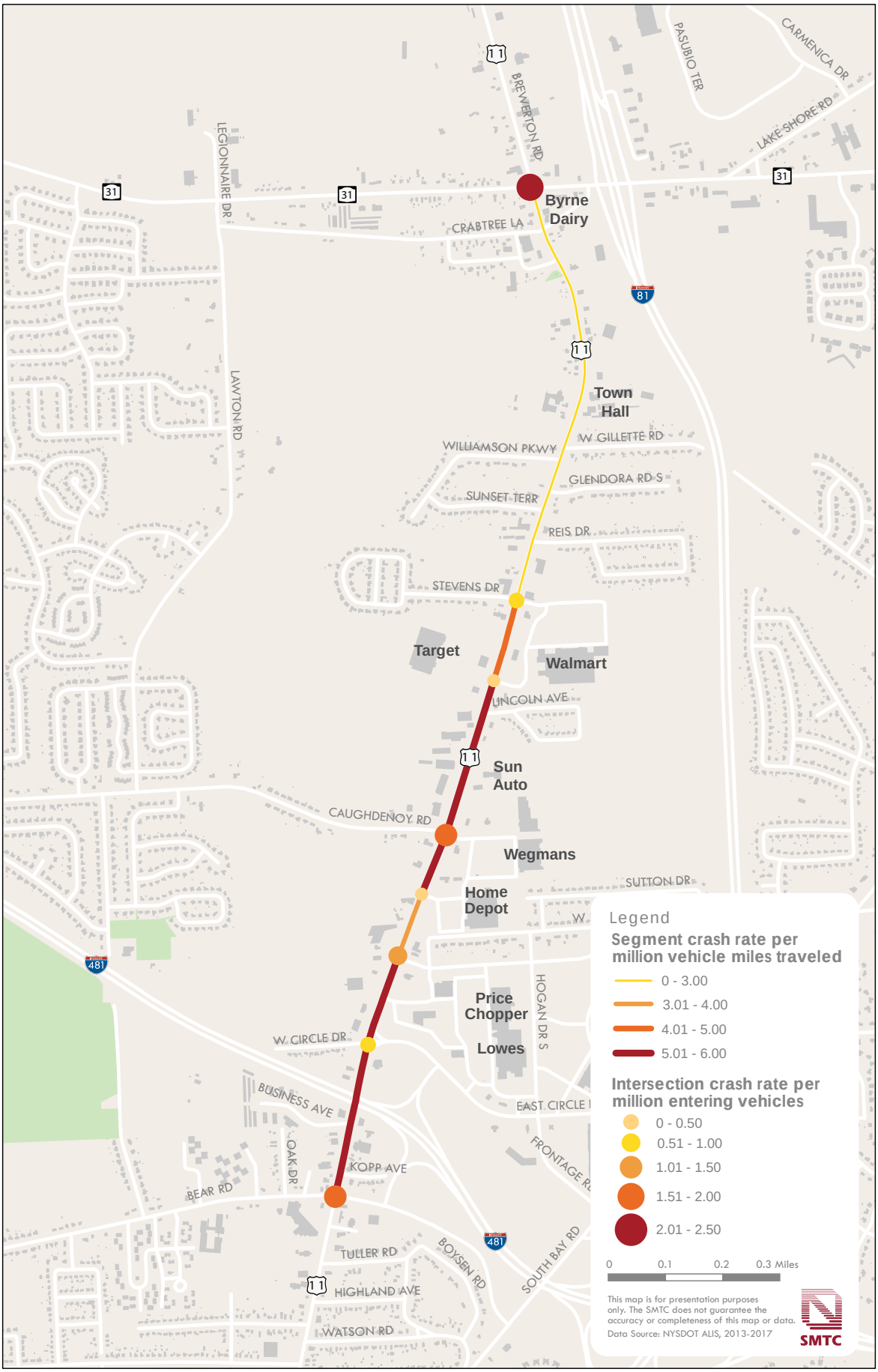


Figure 2.18: Intersection and non-intersection crash rates in US 11 study corrridor.

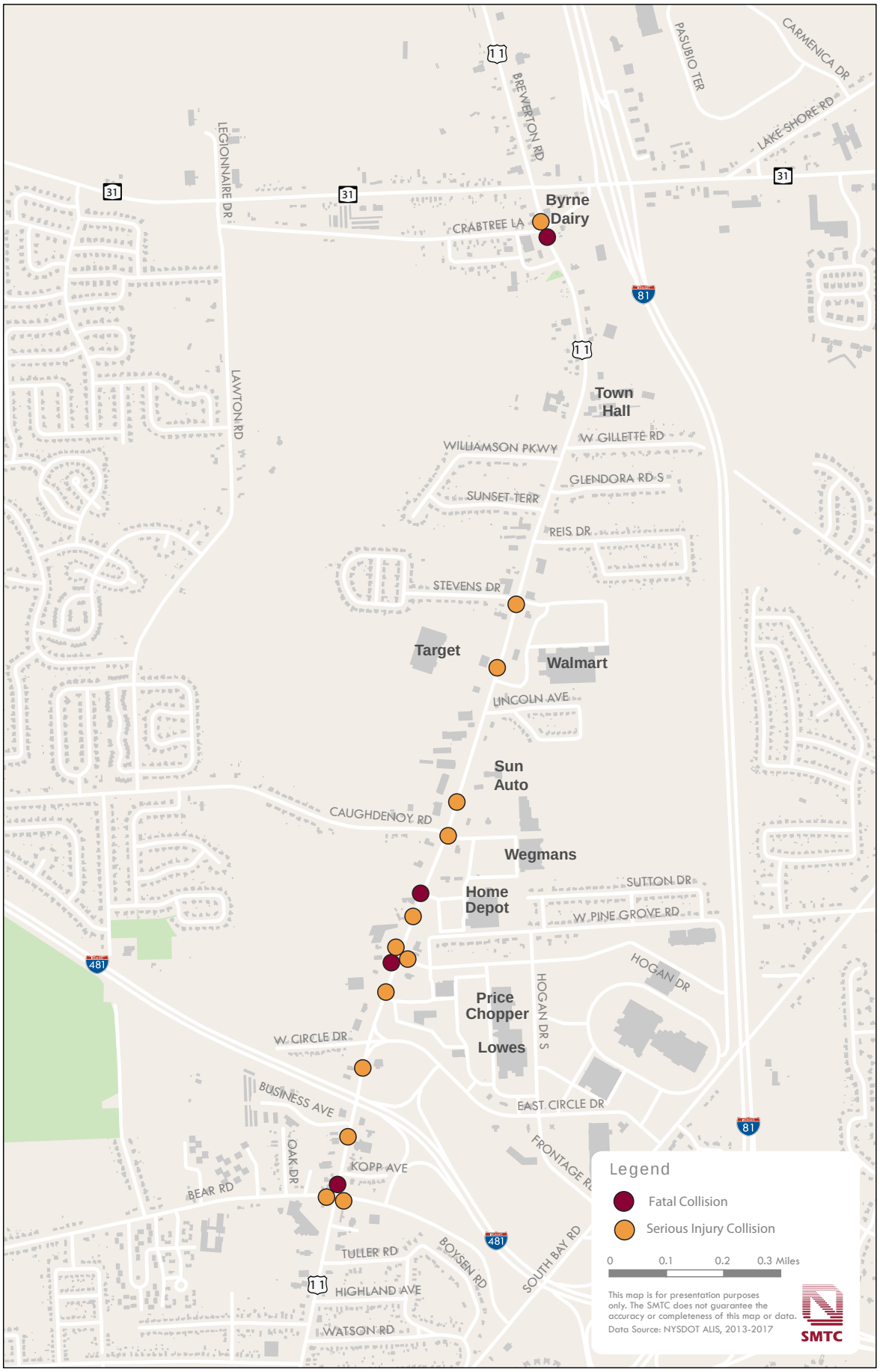


Figure 2.19: Crashes involving a fatality or serious injury.

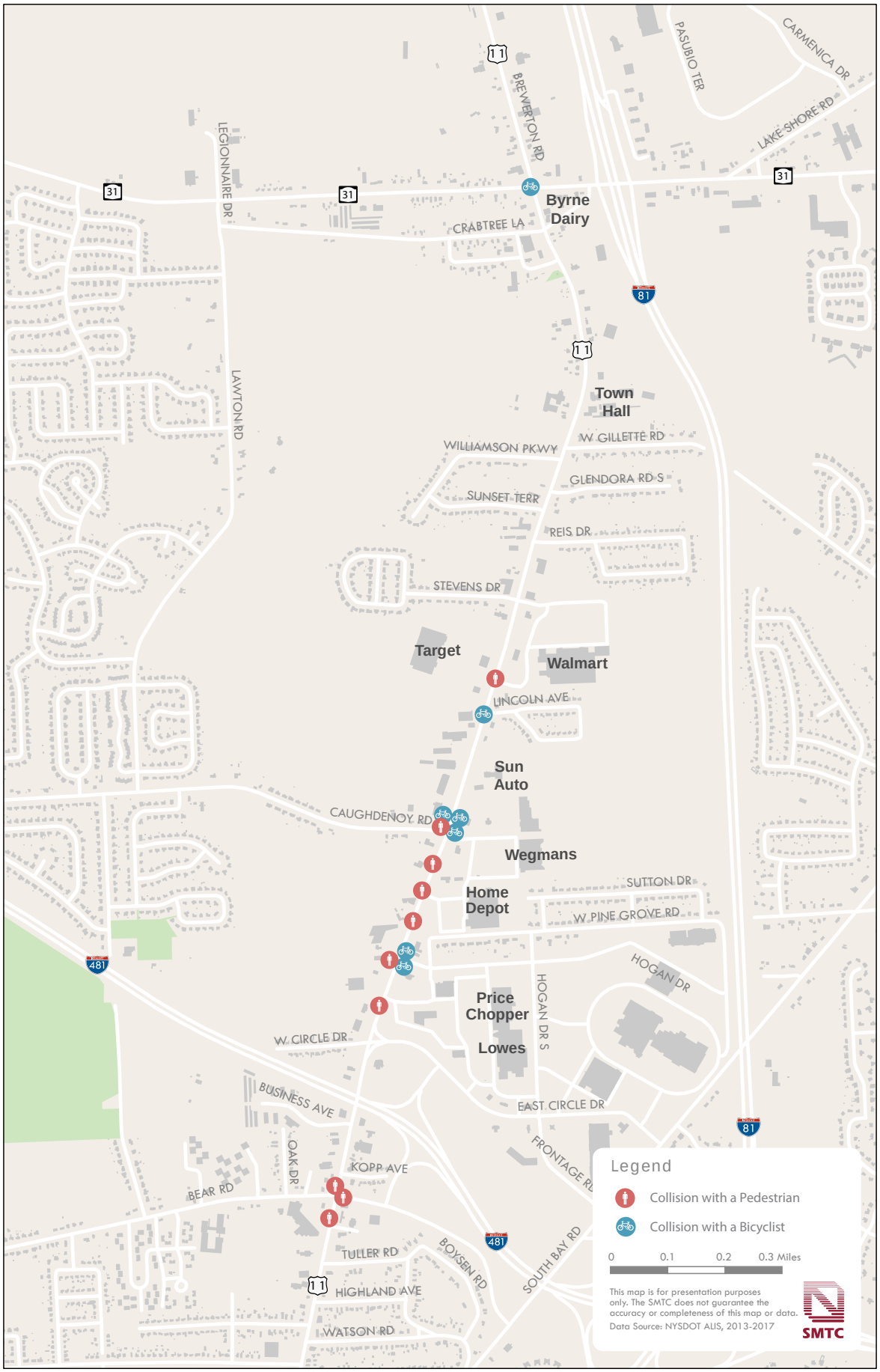


Figure 2.20: Crashes involving a pedestrian or bicyclist.

3 Future Conditions

3.1 Anticipated future development

The SMTC maintains a travel demand model that provides outputs of traffic volumes on major roadways associated with a specific development scenario, defined by the number of households and the number of jobs (along with various characteristics of those housesholds and jobs) within the study area. In order to utilize the travel demand model to estimate future traffic volumes, SMTC staff first needed to define the likely future land uses (households and jobs) within and near the study corridor. SMTC staff sought input from the Town of Cicero and SOCPA regarding development that is anticipated to occur in or near the study corridor before 2050. These developments are shown on Figure 3.1 and listed in Table 3.1. The 2050 Future Base scenario includes nearly 2,300 new housing units (apartments and townhouses), over 200,000 additional square feet of retail and/or office space, a new 100-room hotel, and an additional 250 industrial jobs within or adjacent to the study corridor.[5] The 2050 Future Base scenario also assumed that 1,000 jobs will be created at the White Pine Business Park just over the border in the Town of Clay.

In addition to the Future Base developments, the Town indicated that some other developments are likely to occur by 2050. Due to the quantity of this additional development, SMTC staff decided to consider this as an additional scenario: "Future Base Plus." This represents the full build-out of the Town's current vision within this corridor. These locations are also shown on Figure 3.1, and listed in Table 3.1. Note that the developments listed for the Future Base Plus scenario are all *in addition to* the developments listed for Future Base.

3.2 Future Base and Future Base Plus traffic volumes

The household and jobs growth associated with the Future Base and Future Base Plus scenarios were input to the SMTC's travel demand model to determine the likely future traffic volumes associated with each scenario. These study-specific models also included a few modifications to the transportation network that were already included in the SMTC's current Future Base model for the region. These transportation network modifications include:

- Capacity improvement at I-81 interchange at Route 31: replacement with full cloverleaf interchange (or other higher-capacity design).
- Route 31 widening:
  - o Lakeshore Road to Thompson Road (2/3 lanes to 5 lanes).
  - o Morgan Road to Henry Clay Blvd (2 to 3 lanes).
  - o Henry Clay Blvd to Route 11 (2 to 3 lanes).
- Route 31/Caughdenoy Road intersection improvements: left-turn lanes on all approaches; right-turn lanes on northbound, westbound, and eastbound approaches; signalization. Second northbound lane on Caughdenoy Road to railroad track.

No additional transportation network changes were included in the Future Base or Future Base Plus scenario modeling.

[5] The SMTC has a current 2050 Future Base travel demand model, which includes household and employment growth assumptions that were developed in cooperation with local officials and planners during the model update process in 2014. This model was modified to develop a study-specific Future Base scenario based on the input received from the Town of Cicero and SOCPA during the course of this study. The level of Future Base development indicated for this study represents about 1,900 more households and about 650 more jobs than what had previously been included in the SMTC's Future Base travel demand model based on information gathered in 2014. Clearly, development expectations for Route 11 have increased substantially over the past five years.

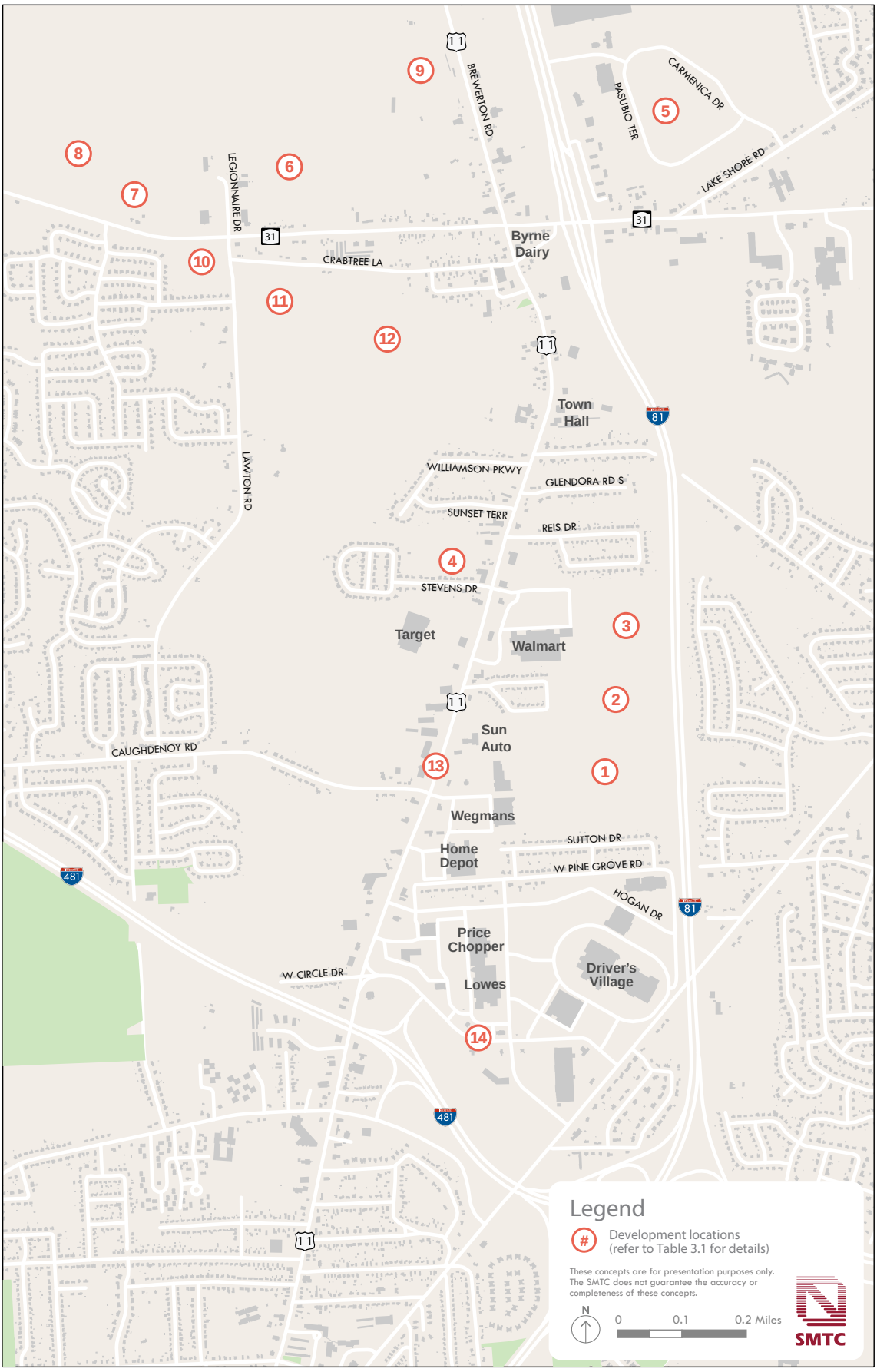


Figure 3.1: Development locations for Future Base and Future Base Plus scenarios.

Table 3.1: 2050 Future Base and Future Base Plus development assumptions

Location		Future Base		Future Base Plus	
Map #	Description	Residential units	Commercial use/size	Residential units	Commercial use/size
1	behind Wegmans	400	---	100	---
2	behind Sun Auto	---	100-room hotel	500	---
3	behind Walmart	400	---	100	---
4	Senior Housing	100	---	---	---
5	Carmel Runne	200	60,000 SF medical office	300	---
6	Legionnaire Drive	300	---	---	---
7	Tocco Villagio	416	80,000 SF office/retail	---	---
8	Urban Villages	475	60,000 SF office/retail	---	---
9	Commercial/ industrial	---	250 industrial jobs	---	---
10	Neighborhood commercial	---	10,000 SF retail	---	---
11	Existing agricultural	---	---	50	---
12	Existing agricultural	---	---	100	80,000 SF retail
13	Outparcels (north)	---	---	---	20,000 SF retail and/or restaurant
14	Outparcels (south)	---	---	---	10,000 SF retail and/or restaurant
TOTAL		2,291 units	210,000 SF commercial; 100 hotel rooms; 250 industrial jobs	1,150 units (additional)	110,000 SF commercial (additional)

Notes:
-Tocco Villagio includes 416 apartments and 48 townhouses. Site #11 is assumed to be townhomes. All other residential units are assumed to be apartments.
-The Future Base model also includes 1,000 jobs at the White Pine Business Park in the Town of Clay.

The outputs from SMTC's travel demand model indicate the percent change in traffic volume on each segment of roadway in the model between two scenarios. Staff reviewed the percent change in volumes between the 2014 existing conditions and the 2050 Future Base conditions, and generalized the model outputs to four segments within the study corridor. Figure 3.2 provides the percent increase in traffic volumes, by direction, for these four segments of the study corridor.

The travel demand model showed between 10 percent and 25 percent growth in total peak hour traffic on Route 11 between Bear Road and the Target/Walmart driveway, with the lowest growth at the southern end of the corridor. However, the most northern segment – between the Target/Walmart driveway and Route 31 – showed higher growth. This was especially true for the AM peak hour, with the model showing substantial growth of northbound traffic (75 percent growth). This is likely due to a few factors:

- Large number of new households assumed for the currently undeveloped parcels adjacent to I-81 behind the Walmart, Sun Auto, and Wegmans properties.
- Job growth anticipated at locations just north of Route 31 in proximity to the study corridor.
- Assumed increase in capacity at the I-81 interchange on Route 31. (With the capacity increase here, more trips are likely to use this interchange for access to the interstate, rather than the Circle Drive/Bear Road ramps to Route 481.)

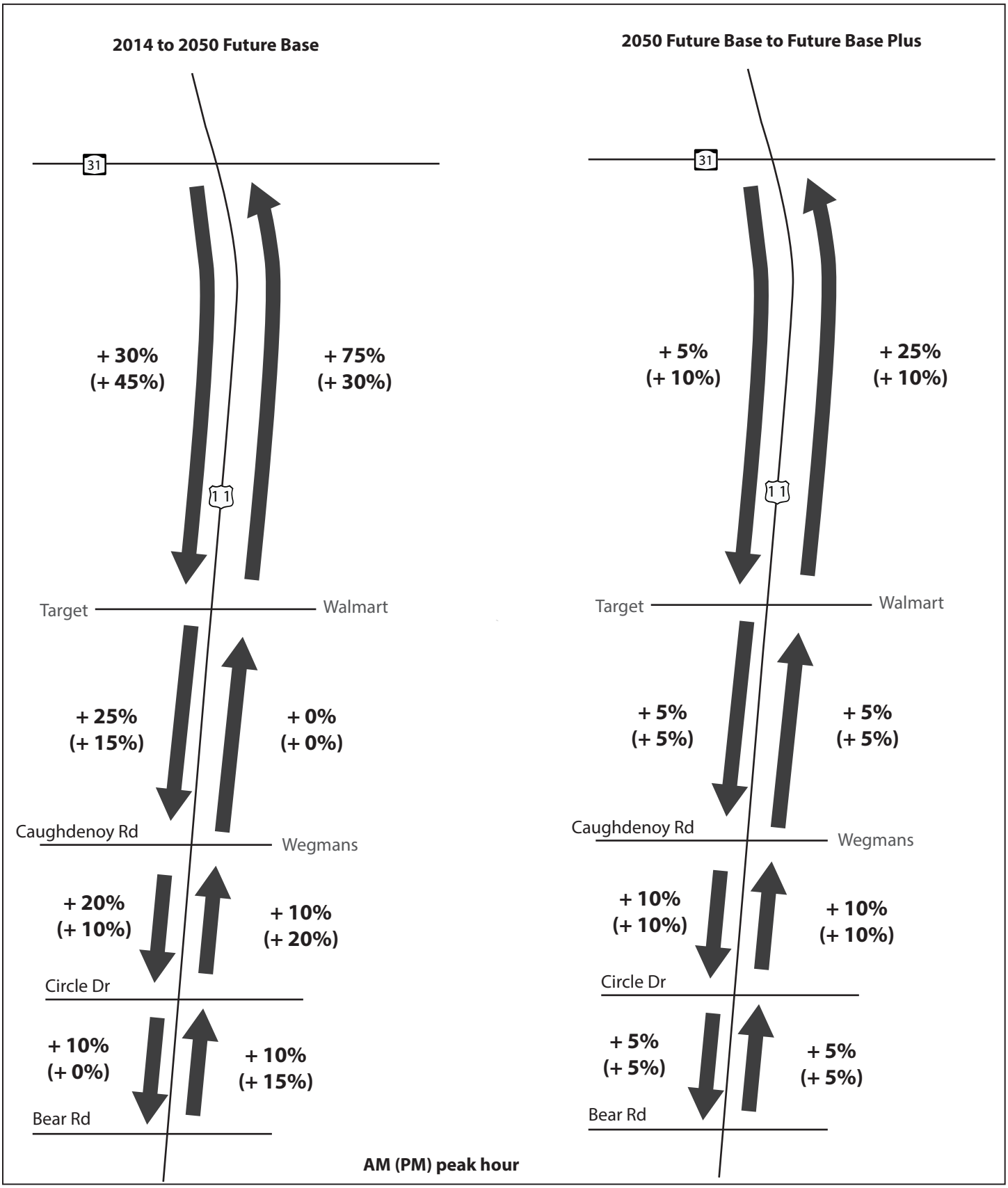


Figure 3.2: Traffic volume growth on segments of US 11 from SMTC model output, AM and (PM) peak hours.
Source: SMTC travel demand model.
Note: The travel demand model does not provide outputs for a Saturday peak hour.

SMTC staff repeated this modeling exercise for the Future Base Plus scenario, and compared those model outputs to the Future Base. Figure 3.2 also provides the percent increase in traffic volumes between the Future Base and Future Base Plus scenarios for the same four segments of the study corridor.

The model indicates that the additional development associated with the Future Base Plus scenario will result in 5 percent to 10 percent more traffic in most of the corridor, in comparison to the 2050 Future Base traffic volumes. The exception is, again, the northbound traffic between Target/ Walmart and Route 31, which is likely to see about 25 percent more growth under Future Base Plus.

The percent increases in traffic volumes projected for the Future Base and Future Base Plus scenarios were applied to the existing turning movement counts at the study area intersections for all of the through movement volumes and most of the left- and right-turn movements. Access to the new development behind the Walmart, Sun Auto, and Wegmans properties was assumed to be provided at the two existing Walmart driveways and the Wegmans driveway. Therefore, higher percent increases were applied to the individual movements entering and exiting at these driveways. The resulting 2050 Future Base turning movement volumes are shown on Figure 3.3 (AM and PM peak hour) and Figure 3.4 (Saturday peak hour). The resulting 2050 Future Base Plus turning movement volumes are shown on Figure 3.5 (AM and PM peak hour) and Figure 3.6 (Saturday peak hour). Note that the travel demand model does not provide outputs for a Saturday peak hour. Since the Saturday traffic flow in the study area was found to be of comparable magnitude and distribution to the PM peak hour (see Section 2.4.2), the PM peak hour growth rates were also applied to the Saturday peak hour turning movement volumes.

3.3 Future capacity analysis

SMTC staff used the Future Base and Future Base Plus traffic volumes in Synchro software to determine the anticipated future delay and level of service at the study area intersections. Appendix B includes tables presenting the anticipated delay and LOS for all movements at study area intersections under Existing, Future Base, and Future Base Plus conditions for each peak hour.

Most movements, and intersections overall, are expected to operate at LOS D or better under the Future Base and Future Base Plus conditions. Table 3.2 identifies the LOS only for movements that are expected to operate at LOS E or F under future conditions. The intersections at Stevens Drive/ Walmart, Caughdenoy Road, Hogan Drive, and Circle Drive each have, at most, three movements that are expected to operate at LOS E/F under any future conditions and the overall intersection operations are expected to remain at LOS D or better. The Target/Walmart driveways intersection is expected to have all movements operating at LOS D or better under future conditions.

The intersections at Route 31, Home Depot, and Bear Road are expected to operate at an overall LOS E/F in at least one peak hour under future conditions. These intersections are also expected to have movements on nearly all approaches operating at LOS E/F. In most cases, the movements expected to operate at LOS E/F are left-turn movements; however, there are some high-volume through movements at these intersections that are expected to operate at LOS E/F in the future (and some of these already operate with poor levels of service). At Route 31 and Bear Road, in particular, there are competing traffic movements that are all serving a relatively high volume of traffic during the peak hours, so shifting green time in the signal cycle between movements is not a solution. These intersections would likely require additional turning lanes to achieve an LOS D or better for those movements (specifically, the westbound left-turn at Route 31 and the southbound left-turn at Bear Road). These would be substantial projects in locations that already have 5-6 lane cross sections on each approach and businesses located close to the pavement edge.

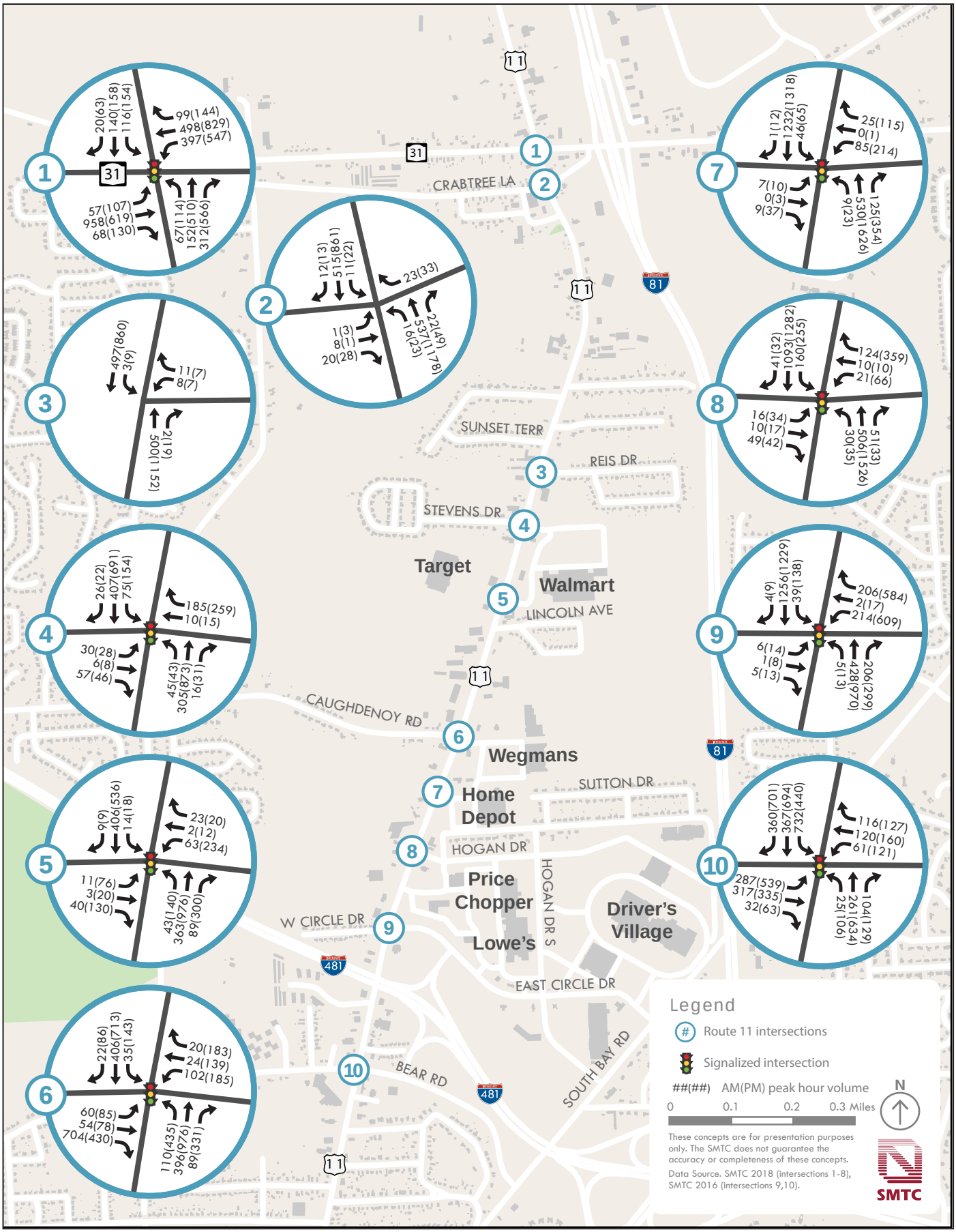


Figure 3.3: 2050 Future Base turning movement volumes for AM and PM peak hours.

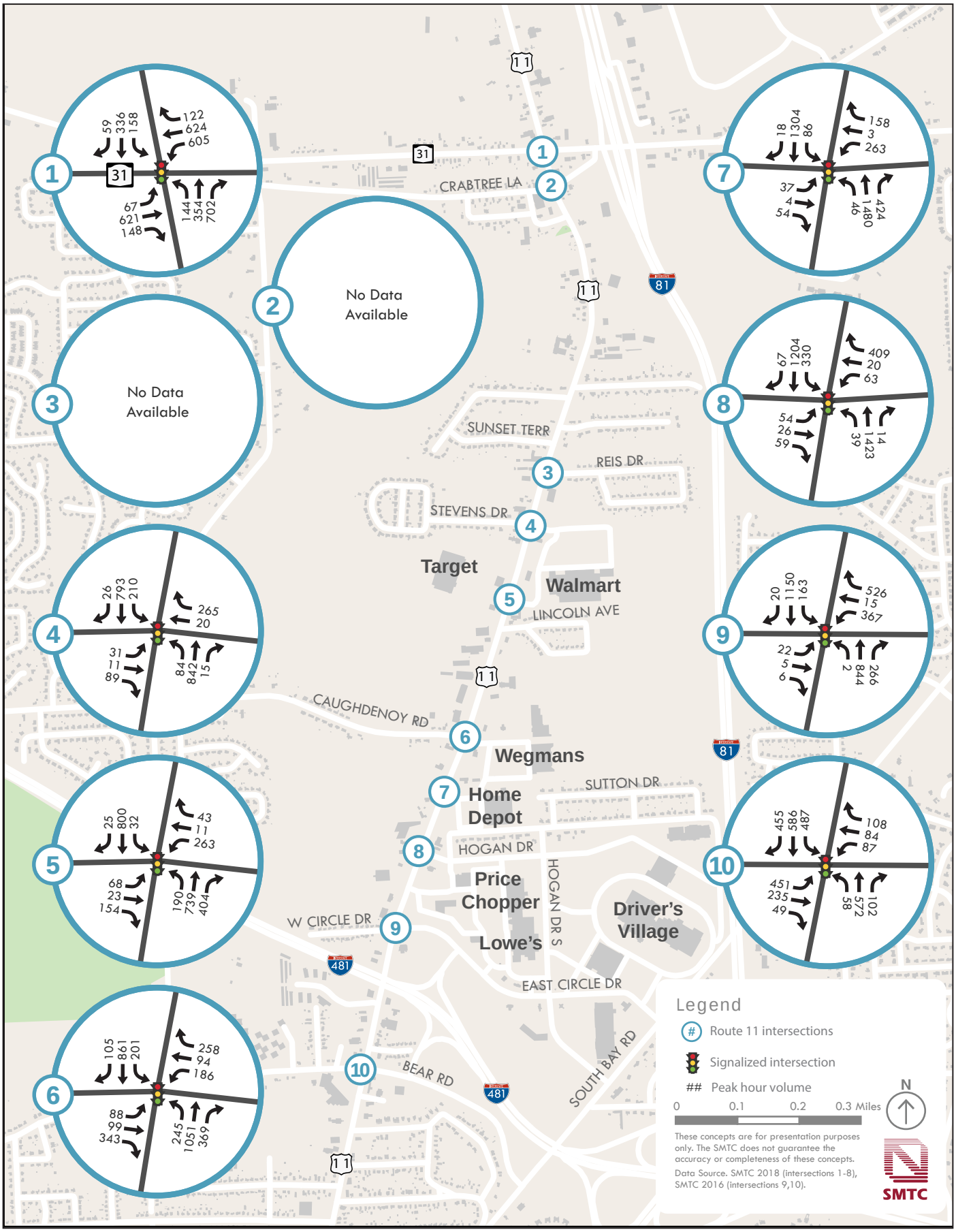


Figure 3.4: 2050 Future Base turning movement volumes for Saturday midday peak hour.

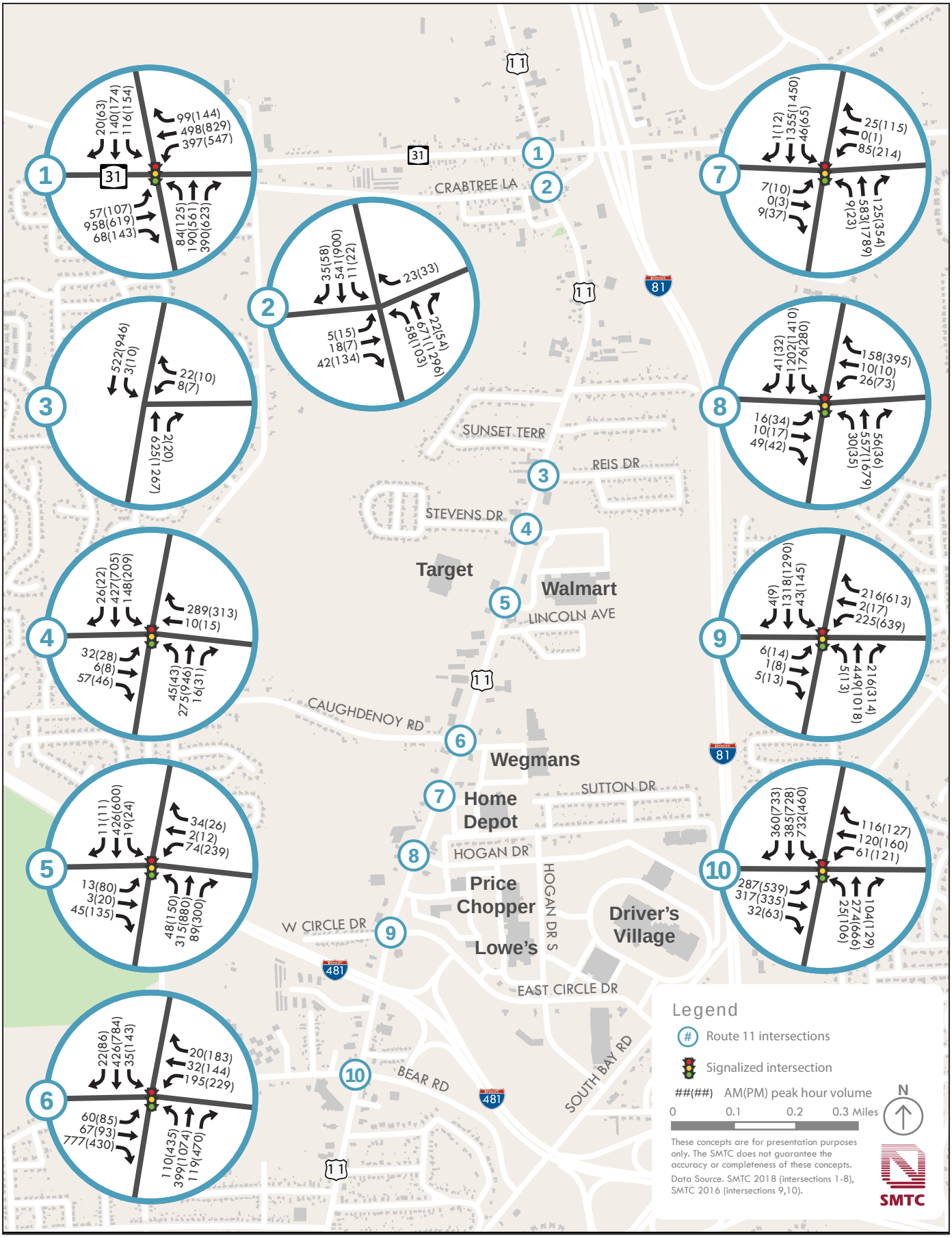


Figure 3.5: 2050 Future Base Plus turning movement volumes for AM and PM peak hours.

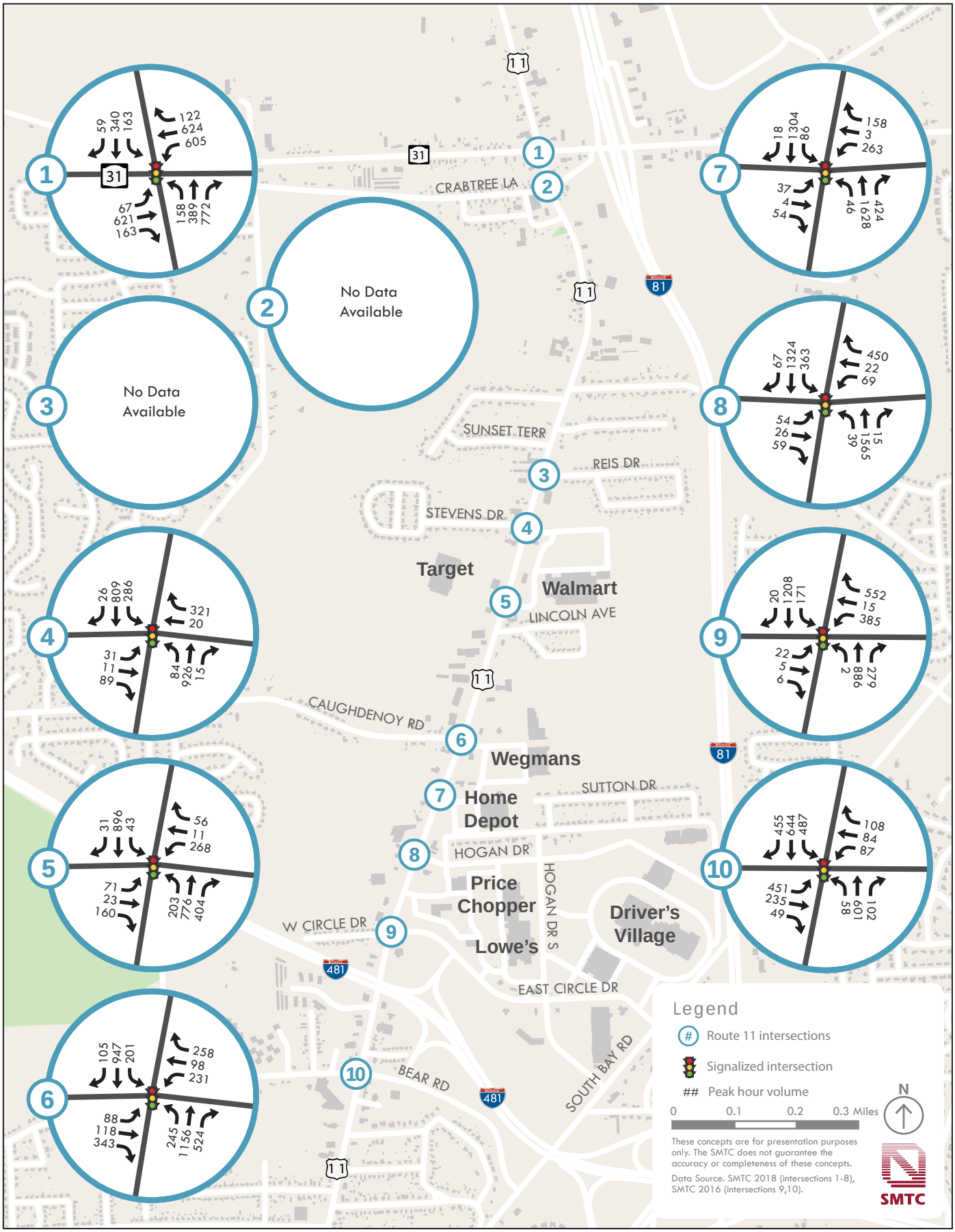


Figure 3.6: 2050 Future Base Plus turning movement volumes for Saturday midday peak hour.

Table 3.2: Level of Service for movements expected to operate at LOS E or F under future conditions

Intersection Approach	Movement	Level of Service Existing/Future Base/FB Plus AM	PM	Saturday
NYS Route 31 (signalized)				
Eastbound	Through/right		C/E/F	D/E/E
Westbound	Left	B/E/E	C/F/F	C/E/E
Northbound	Through	D/F/F	D/F/F	E/F/F
Southbound	Left	D/E/E	D/F/F	D/E/F
OVERALL			**C/D/E**	
Crabtree Lane (unsignalized)				
Eastbound	Left/through/right		F/F/F	*
Northbound	Left		B/C/E	*
Reis Drive (unsignalized)				
Westbound	Left/right		C/E/F	*
Stevens Dr/Walmart (signalized)				
Eastbound	Left/through/right	C/F/F	D/F/F	D/F/F
Caughdenoy Road (signalized)				
Westbound	Left		D/D/E	C/D/E
Southbound	Left	E/E/E	E/E/E	
Home Depot (signalized)				
Westbound	Left/through	E/E/E	F/F/F	F/F/F
Northbound	Through/right		B/D/E	C/E/F
OVERALL				**C/E/E**
Hogan Drive (signalized)				
Eastbound	Left		D/D/E	
Westbound	Left/through	E/E/E	E/F/F	E/E/F
Southbound	Left		C/D/E	
Circle Drive (signalized)				
Eastbound	Through/right		E/E/E	
Westbound	Left	D/D/E		
	Left/through	D/D/E		
Southbound	Left	E/E/E	E/F/F	E/E/E
Bear Road (signalized)				
Eastbound	Left			D/D/E
	Through/right	F/F/F	F/F/F	E/E/F
Westbound	Left	D/E/E	E/F/F	E/F/F
	Through	E/F/F	F/F/F	E/E/F
Northbound	Through/right	E/E/E	E/F/E	
Southbound	Left	E/F/E	D/E/F	
OVERALL		**D/E/E**	**D/E/E**	

NOTES:

Blank cells indicate that the movement operates at LOS D or better for all scenarios.

* = no data available

Note: Signal timings were optimized in Synchro for 2050 Future Base and Future Base Plus conditions.

4 Assessment

4.1 Alternatives assessment

4.1.1 Local road network expansion

After reviewing the Future Base and Future Base Plus capacity analysis (Level of Service) results with the SAC, the SAC members expressed a desire to progress the study with the Future Base Plus level of development and to examine some additional transportation-system alternatives for the study area. SMTC staff analyzed a scenario with the following transportation system changes, along with the Future Base Plus level of development:

- new roadway connecting Lawton Road and Crabtree Lane.
- right-in/right-out only access at Route 11/ Crabtree Lane intersection.
- new road running mostly parallel to I-81 from Pine Grove Road, north to the Town Hall property, and then connecting to Route 11.
- extending existing local roads from Walmart, Sun Auto, and Wegmans to connect with the new north-south road adjacent to I-81.
- additional north-south local road behind Walmart/Sun Auto/ Wegmans.

These new connections are shown, conceptually, on Figure 4.1. The exact alignment of any new roads would need to be determined by the town through their review process. The additional connection points influence the travel demand model results much more than the specific alignment of such roads.

The modeling results for this "local road network expansion" scenario suggest the following conclusions:

- a new road connecting Lawton Road to Crabtree Lane is unlikely to impact overall travel patterns.
- The creation of a local road network between I-81 and Route 11 does not significantly impact volumes on Route 11 south of the Walmart, with only about a 5 to 10 percent decrease throughout the southern half of the study corridor.
- However, more substantial impacts were observed in the model for the portion of Route 11 north of the Walmart, especially for the northbound traffic, which showed a 15 to 25 percent decrease.
- The model suggests that by providing access to the new development via a connection through the Driver's Village area at Pine Grove Road, some trips from areas east of I-81 and south of the study corridor will use South Bay Road and this new connection to access the new development.
- In regard to that new north-south connection, the model suggests it would be most well-used south of the Walmart driveway, with about 250-400 vehicles in the peak hours using this connection. The model showed minimal usage of this road connection north of Walmart.

The traffic volume changes indicated by the travel demand model were applied to the study area intersections on Route 11 and Synchro was used to determine the delay and LOS at intersections under this alternative.

Overall, the Synchro results show very minimal change with the addition of the local road network expansion to the Future Base Plus development scenario. A few turning movements are expected to operate with slightly lower delay, but the majority of movements can be expected to continue operating at the same level of service as seen under the Future Base Plus scenario. See Appendix B for a detailed summary of the level of service results.

While the road network expansion alternative does influence some travel patterns in the study area, it is unlikely to draw enough traffic away from Route 11 - relative to the overall volume on Route 11 - to substantially alter operating conditions on in the study corridor. However, the road network

expansion would give residents and customers more travel options and would facilitate a "town center" type of development. A concept for development specifically within the area behind Walmart/Sun Auto/Wegmans is described in more detail in Section 5.1.1.

4.1.2 Connections over I-81

Two additional alternatives were also modeled using the SMTC's travel demand model: a new connection over I-81 at Gillette Road and a new connection over I-81 at Pine Grove Road. (These were each added to the "local network expansion" alternative individually, and so results were obtained for two scenarios in addition to the "local network expansion.")

The travel demand model indicated that about 300-400 vehicles would use the Gillette Road connection during either of the peak hours (AM/PM). The Pine Grove connection showed slightly higher volumes, with about 500 vehicles in the PM peak hour. Both of these scenarios showed minimal impact to the overall volume on Route 11 and to the total volume at the I-81/Route 31 interchange.

4.2 Key considerations from existing and future analysis

Based on the existing and future conditions, as well as the alternatives assessment, the following key considerations were identified to inform the development of concept plans for specific areas of the study corridor:

Additional sidewalk was installed on Route 11 recently by the NYSDOT, but some segments, particularly at the northern end of the study area, still lack pedestrian facilities.

Bicycle and pedestrian amenities

- Bicycle and pedestrian facilities are lacking in the northern half of the corridor (though as noted in Section 2.3.4, the NYSDOT has a current project to install sidewalk north of Stevens Drive). Also, there is no sidewalk on the east side of Route 11 south of the Chase Bank driveway.
- There is no on-road bicycle infrastructure, and only one bike rack in the study corridor.
- Pedestrian crossing locations are few and far between, especially in northern part of corridor.

Traffic volumes and operations

- The greatest increase in traffic volumes associated with anticipated development is in the northern half of the corridor, but existing volumes are lower here.
- I-81 interchange capacity enhancement is important to the continued operation of the corridor under future anticipated development conditions.
- With the anticipated development, most intersections will continue to operate at LOS D or better. "Choke points" are likely to be at the ends of the corridor (Route 31, Bear Road) during the commuter peak hours.
- Model data show nearly a quarter of shopping trips originate off of the Route 31 corridor, east of Route 11, and only about 16 percent of shopping trips arrive via I-481/Route 481 - i.e. most shopping trips are relatively "local."
- The highest travel times and the greatest variability in travel times are experienced during the midday peak periods, especially on weekends. These are times when people tend to make a lot of short trips, and movements in and out of plazas (as opposed to commuter travel through the corridor).

Transit

- Transit trips within the corridor are mostly boardings for trips heading south.
- The only bus shelter is at the Wegmans Park-N-Ride. This stop has the greatest number of boardings in the corridor.

Figure 4.1: Local road network expansion and connection over I-81 alternatives.

Safety

- Most crashes within the corridor occur at intersections.
- The Route 11/Route 31 intersection has highest intersection crash rate in the study corridor.
- Most pedestrian and bicycle crashes occur between Bear Road and Caughdenoy Road.

Land use and zoning

- Current population density immediately surrounding the corridor is relatively low. Residential density is higher south of the study corridor.
- The current Comprehensive Plan shows mostly commercial use in study corrridor, with very little multi-family housing. This is inconsistent with the future vision specified as part of this study.

The Cicero Town Board voted to remove apartment buildings as an allowable use in the General Commercial (GC) zone in January 2020. Some Board members expressed concerns about traffic generated by apartment units. This leaves no zoning district that allows multiple family buildings of three or more units without a site plan review. (The R-M district permits "as of right" two-family dwellings and townhouses only.) The R-M zone does not permit any retail or office uses, and although the neighborhood commercial (NC) zone permits "retail sales and services with or without attached dwelling" it is not clear whether this allows more than a single dwelling unit. Only the Brewerton Road Corridor Highway Gateway and Downtown Core districts explicitly allow mixed-use development (retail/office on ground floor, with residential above), but these designations are only applicable to the Overlay Districts defined in that article of the zoning code. Some adjustments would need to be made to bring to fruition the mixed-use concepts shown in this study: either creation of a new overlay zone that could be applied to other areas of the town, an entirely new zone that explicitly permits mixed-use development, or modification of an existing zone (such as GC, NC, or R-M) to allow mixed-use.

5 Recommendations

5.1 Focus area concept plans overview and public feedback

With input from the SAC, four focus areas were identified within the study corridor. The intent of the study was to develop concept-level plans for each of these areas, incorporating the level of development and the new local road connections previously identified by the SAC. New connections over I-81 were not included.

These focus areas were:

1 - New Town Center (west of I-81, to the rear of the existing Walmart, Sun Auto, and Wegmans buildings). This includes sites 1, 2, and 3 as identified in Table 3.1. The purpose of this concept is to identify a potential mixed-use vision for this area that creates a walkable "town center."

2 - New mixed-use neighborhood (the area around the Route 31/Lawton Road intersection). This includes sites 6, 10, 11, and 12 identified in Table 3.1. Similar to the area adjacent to I-81, the purpose of this concept is to help the Town visualize a holistic approach to development in this area.

3 - Town Hall area access. To create access to parcels without adding driveways to Route 11, in order to facilitate future development.

4 - Access management: Route 11 from Target/ Walmart driveways to Bear Road. Identify opportunities to create interconnections between parcels and reduce unsignalized driveway movements.

SMTC staff developed initial concept plans for each area, working closely with staff from SOCPA. These were reviewed with the full SAC and modified based on the SAC's feedback. These are conceptual only. The Town does not own any of these parcels, but may use these concepts to guide future private development in these areas.

These concepts were also shared at the Town Planning Board meeting in January 2020 and the Town Board meeting in February 2020. Board members and other meeting attendees had the opportunity to view poster-sized prints of each of the concept plans and discuss concerns directly with SMTC staff at each meeting. Feedback was generally positive, although some residents expressed concern about additional traffic associated with *any* further development in the study area. Some residents expressed firm opposition to connections between existing residential streets (such as Lincoln Avenue) and new development behind WalMart/Sun Auto/Wegmans, even though such connections were not included in the concept plans and are not being recommended as part of this study. (Connections between existing commercial parcels fronting on Route 11 and connections *within* new development areas are recommended.)

5.1.1 New Town Center

A new "town center" between the existing Walmart/Sun Auto/Wegmans developments and I-81 could incorporate a mix of land uses and a street network that allows for internal circulation and encourages walking and biking trips. Although the development originally identified for this area consisted only of apartments (up to 1,500 units) and a hotel, SMTC staff worked with the SAC to develop a more mixed-use concept that would likely generate a similar number of overall trips. A mix of uses is essential to encourage non-vehicular trips, as this creates destinations in close proximity to the residential uses. Also a mix of housing types (apartmentts and townhomes) may broaden the appeal of the area. A connected street network would allow for trips to be made without accessing Route 11. The concept for this "town center" is shown in Figure 5.1. Additional site planning would be necessary to fully address stormwater management needs. Also, conversations would need to take place with Centro about adding a bus stop within this development, contingent on a density of residents that would support this service. The concept shown spans multiple privately-owned parcels, and the Town will need

Figure 5.1: Design concept for new town center.

to work with developers to bring this style of development to fruition. Although the final plans for these parcels may differ, the key elements to consider are:

- mix of uses: commercial and residential, as well as multiple residential options.
- connections to existing roads, espcially with access to signalized intersections.
- internal connections, including sidewalks.
- buildings oriented to the internal road network (parking in the rear) to activate the street frontage and encourage walkability.

As noted in Section 4.2, zoning modifications may be necessary to enable this type of mixed-use development. An example to consider is the Town of DeWitt's recent adoption of a Mixed-Use Village Overlay Floating District (see sidebar).

5.1.2 Mixed-use neighborhood

This concept focuses on the area around the Route 31/Lawton Road intersection. Enabling some density and a mix of uses in this area could create a walkable neighborhood with an identifiable center. This area already has some services on the north side of Route 31, with the medical offices, post office, and American Legion. The concept for this area includes additional apartments to the north of Route 31, as shown on Figure 5.2, with access ideally provided through a connection to Tocco Villagio in order to minimize new driveways on Route 31 (although a potential right-in/right-

Existing "stub road" at end of Stevens Drive (north side of Walmart parking lot), which could provide a connection point to a new development.

Town of DeWitt Mixed-Use Village Overlay Zoning

In 2017, the Town of DeWitt adopted a new Comprehensive Plan. One of the recommendations of this effort was to explore the potential for mixed-use development in the Town and to review and update the zoning to reflect appropriate areas for mixed-use development. To this end, the Town revised their existing mixed-use zoning to create a "Mixed-Use Village Overlay Floating District." This "floating zone" does not replace the underlying zoning. All Mixed-Use zones require a non-residential use on the ground floor (as allowed by the underlying zoning) and allow multi-family residential use on the upper floors, and parking requirements are identified for each zone. The zoning code defines three levels of density (two, four, or six stories). The Town's zoning map reflects locations where each of the three levels of density may be applied. A developer must apply to the Planning Board for a Site Plan Review, and apply to the Town Board for a Zone Change in order to utilize the Mixed-Use Village Overlay Floating District in one of the identified locations within the Town. The Mixed-Use Village Overlay Guidelines provide site and building design guidelines intended to create cohesive, high-quality, pedestrian-oriented environments on the sites where the Mixed-Use Overlay is applied.

More details about the Mixed-Use Village Overlay Zoning Update can be found on the Town of DeWitt's website at http://www.townofdewitt.com/MixedUseVillageOverlayZoningUpdate.aspx.

The Town's current Comprehensive Plan is also available online at http://www.townofdewitt.com/documents/1346.pdf.

Figure 5.2: Design concept for mixed-use neighborhood.

out driveway on Route 31 is shown). A new retail building would "anchor" the southwest corner of Route 31/Lawton Road, and with sidewalks throughout this area, residents could access services and shopping without having to drive.

Additional mixed-use buildings (ground floor retail or office, second floor apartments) are shown along Crabtree Lane at Lawton Road, with additional apartments and townhouses on a new internal road network connecting to Crabtree Lane and Lawton Road. The vacant parcels south of Crabtree Lane include a significant portion of wetlands, which will make them difficult to develop. By clustering residential development at the northern end of these parcels – adjacent to Crabtree Lane – the Town could enable some development while preserving environmentally-sensitive areas. As shown on the concept, a trail/boardwalk could be created, providing a recreational asset to residents of the new development as well as the existing neighborhoods west of Lawton Road.

Some notes on trip generation

"Trip generation" is traffic-engineer speak for the amount of traffic that a development, or change in land use, is likely to create. The industry-standard source for this information is the Institute of Traffic Engineers (ITE) Trip Generation Manual. This resource provides equations and rates, based on studies of real development sites, correlating the number of trips generated by specific land uses to the size of that development. For example, a Shopping Center has a trip generation rate of 3.71 trips per 1,000 square feet of gross leasable area. So, if you know the anticipated size of a new shopping center, you can calculate the expected number of trips. The Trip Generation Manual provides data for numerous types of land uses, including commercial and residential uses.

But not all trips created by a development are truly new trips. For example, a new coffee shop is likely to attract a lot of drivers already on the road where the new shop is located, rather than inducing people to make an entirely new trip just to visit the coffee shop (although surely some of the latter occurs). People also make "chained trips," that is, they might stop at a new grocery store on their way home from work, rather than making a new trip just to go to the grocery store.
Here are some trip generation rates published by ITE:

Land Use	AM (PM) peak hour trip generation rate
Shopping center	0.96 (3.71) trips per 1,000 square feet of gross leasable area
Office	1.56 (1.49) trips per 1,000 square feet gross floor area
Townhouses	0.44 (0.52) trips per dwelling unit
Apartments	0.51 (0.62) trips per dwelling unit

Note: these are total trips, representing the sum of trips into and out of a development.

People often assume that an apartment unit, for example, will generate at least one vehicle trip during each "peak hour" (i.e. the time when there is the most traffic on the road – usually the prime commuting time). But ITE data have shown that this is not a valid assumption! As the rates above show, apartments and townhouses, on average, generate only about 44-62 trips for every 100 dwelling units. This is because not everyone goes to work (or returns home) at the same time every day. People may work second or third shift jobs, or work from home, or be retirees or stay-at-home parents.

You can also use these rates to compare the trip generation of different development proposals. For example, a 120,000 SF shopping center and 718 apartment units each generate about the same number of PM peak hour trips: 445 trips.

Suburban mixed-use development examples

Communities around the country have recognized the desire of many people to live in mixed-use, walkable communities outside of traditional downtowns. These neighborhoods mix housing types to accommodate people at all stages of life (and often include a set-aside of affordable units), and include commercial uses so that people can meet their daily needs within walking distance of their home. Although we haven't seen this proliferate in Central New York yet, this type of development model is proving quite popular in other areas of the country, especially where existing urban housing prices have risen sharply. This development can mix housing types and uses, while still reflecting the character of the local community. Here are some examples.

Erie Station Village, West Henrietta, NY. Photo: Eriestation.net

Daybreak, Utah. Photo: Google.

Kentlands, Maryland. Photo: Google.

5.1.3 Create access opportunities: Route 31 to Town Hall

There are some vacant and underdeveloped parcels on the east side of Route 11 between Route 31 and the Town Hall. The challenge in this area is to provide access to these parcels, without creating additional driveways on Route 11. Figure 5.3 shows a concept for a new internal road network configuration that would allow trips to travel from Crabtree Lane to the Town Hall without utilizing Route 11. (This could even connect to a new road parallel to I-81 continuing south to the Walmart area as shown on Figure 5.1.) This new road network could provide access to vacant parcels surrounding the existing CountryMax and United Auto buildings. The road network shown on the concept plan largely follows an existing set of access easements.

This concept also shows the removal of the Crabtree Lane connection at Route 31 for all but emergency vehicle access (which could be accomplished by installation of mountable curb and hardscaping). The existing intersection of Crabtree Lane with Route 31 is extremely close to the I-81 southbound on-ramp, and contributes to congestion and safety concerns in this area. As noted in Section 2.4.2, SMTC staff observed only about 30 vehicles in the PM peak hour "passing through" Crabtree Lane from Route 11 to Route 31, and these vehicles could be accommodated at the Route 11/Route 31 signalized intersection. Likewise, the intersection of Crabtree Lane with Route 11 is very close to Route 31, and the concept shows right-in/right-out only access to Crabtree Lane at Route 11. However, with those limitations to access, it is likely that a new full-

Figure 5.3: Design concept for Town Hall area access.

access intersection would be needed further south on Route 11. Providing more separation from the existing Route 31/Route 11 intersection would likely benefit traffic operations in this area. One possibility for providing new access may be a new signalized intersection on Route 11 where there is an existing gravel driveway. This location is only about 120 feet north of Factory Street, but it may be possible to signalize both intersections and operate these two signals from one controller (so they essentially function as one intersection). This would also enable the installation of crosswalk and pedestrian signals, which are currently lacking at the northern end of the study area. The concept also suggests adding a signal and crosswalks at the existing United Auto driveway, with that driveway extended to provide access to additional parcels.

5.1.4 Access management

The portion of the study corridor between East Circle Drive and Stevens Drive (northern Walmart driveway) contains many commercial uses and a proliferation of driveways. While some of the more recent developments (especially plazas containing multiple uses) have incorporated good access management practices, such as shared driveways and limiting left-turns, there are many older single-use parcels that each have their own driveway with no access control. Numerous uncontrolled driveways in close proximity create a lot of "friction" on roadways, which can contribute to congestion and safety concerns (as shown on Figures 2.12-2.13 and 2.18, this is the portion of the corridor with the highest traffic volumes and the highest accident rates). The goal of access management is to provide safe, efficient access for everyone. Achieving this goal may mean limiting access at some unsignalized driveways, while providing connections between uses so that turns – especially left turns – can be made at signalized intersections. Connections between parcels also help to reduce short trips on Route 11, which preserves the capacity of the major roadway.

Some of these connections already exist, as shown on Figures 5.4 and 5.5. The concept plan also shows where driveways might be consolidated and connections between parcels added. Achieving this level of access management in a corridor that is already largely built-out along the main road frontage is, admittedly, difficult. This retrofitting needs to be viewed as a long-term goal, as parcels change use over time and site plans are reviewed. For example, the Town can ask for cross-access easements from a developer, so that in the future, a connection can be made between adjacent parcels. The concept plan also shows where additional sidewalks are needed along this portion of Route 11.

5.1.5 Summary of recommendations by topic

The preceding sections presented a concept plan for each of the four focus areas. The recommendations can also be summarized by topic, as follows:

Alternative transportation:

- If residential development occurs behind Wegmans/Sun Auto/Walmart, work with Centro to include an additional bus stop for the residents of this area.
- Pedestrian improvements have been made recently, but there is still room for improvement, especially with pedestrian crossings. The northern portion of the corridor lacks safe crossing points. The "Town Hall area access" concept indicates two possible locations for new traffic signals with crosswalks at Factory Street and the United Auto driveway.
- Continue to expand on new sidewalks along Route 11.
- As internal road networks are built to access new development, include sidewalks and ensure they connect to Route 11.
- Consider a trail/boardwalk to connect the areas west of Lawton Road to Route 11.

Connectivity:

- The Town should consider taking ownership of internal road networks as shown in the concept plans. This would allow the Town to include sidewalks, and to retain control over access and connectivity.
- As redevelopment occurs along Route 11, look for opportunities to implement cross-parcel connections as shown on the access management concept plan.

- Continue to practice good access management by limiting left-turns at unsignalized intersections along Route 11, especially left-turns exiting driveways.

Policy:

- Undertake a Comprehensive Planning process and include discussion of the concepts presented here. More public engagement is needed to develop a consensus about the Town's future land use vision.
- If the Town wants to pursue development as shown in the concept plans here, consider modifications to zoning to allow mixed-use and higher-density development.
- Recognize that higher density and a mix of uses supports walkability and transit use.

5.2 Highway interchange and bridge projects

Creating a new bridge over I-81 would be a very expensive project, and the connections to local residential streets would likely raise community concerns. As explained in Section 4.1.2, these connections over I-81 showed minimal impact to Route 11 and to the interchange at Route 31. Therefore, it is unlikely that either connection over I-81 would be progressed. Additional interchanges on I-81 (either north or south of the existing interchange at Route 31) and NY 481 (specifically, completion of "missing ramps" at the Caughdenoy Road exit) have also been suggested by the public.

A new I-81 interchange between Route 31 and Brewerton is identified in the SMTC's 2050 Long Range Transportation Plan (LRTP) as a project that will not be included in the region's future plans, although the LRTP does acknowledge that this concept may warrant further evaluation only if a "regionally significant development" occurs in the vicinity of a new interchange. (This was also addressed in the SMTC's 2010 Clay-Cicero Route 31 Transportation Study.) This location, as well as any location between the I-481 interchange and Route 31, would be complicated by proximity to an existing interchange and would require substantial fiscal investment in an era when the region is struggling to fund maintenance of the existing system. The Caughdenoy Road exit from NY 481 also has significant environmental constraints. Improvement to the existing I-81 interchange at Route 31 is included as a "mid-term" project in the LRTP (i.e. between years 2023 and 2032). The NYSDOT has previously indicated that the existing I-81 bridge over Route 31 is expected to reach the end of its useful life around 2035 and, therefore, any improvements that might be made would occur after that. Given the scale and substantial cost of that project, it would likely need to compete with other projects in the State for funding outside of the region's typical allocation of Federal funding. As discussed in Section 3.2, a capacity improvement at the existing I-81/Route 31 interchange has a notable impact on the travel patterns in the Route 11 corridor, as shown by the SMTC's travel demand model, by drawing more trips to the northern portion of the study area where existing volumes are lower. Innovative designs that increase capacity and address safety concerns, while minimizing property impacts, should be considered; these may include diverging diamond or single-point interchange designs.

Figure 5.4: Access management concept for Route 11, Circle Drive to Caughdenoy Road.

Figure 5.5: Access management concept for Route 11, Caughdenoy Road to Stevens Drive.

5.3 Conclusion

This study provides the Town of Cicero with an assessment of the existing and future transportation conditions in the US 11 corridor between Bear Road and Route 31. SMTC staff have developed four design concepts for future development within and adjacent to the study corridor, based on a development scenario (type and intensity of uses) that was identified through SAC discussions. The concepts incorporate a variety of land uses, infill development, connected road networks, access management, and pedestrian infrastructure. These elements can promote walkability and improve safety and accessibility for all users of the corridor.

The Town will need to carefully consider whether to increase density in the Route 11 corridor. This study offers design concepts that could achieve that increase while mitigating some of the impacts of additional development. Some questions to consider are: What are the town's objectives for multi-family and mixed-use development? Does this support the character of development that the Town wants for the Route 11 corridor?

Higher density and mixed-use development could encourage walkability and transit use, and create a "town center." But this will likely bring additional traffic to the corridor. Some traffic impacts can be mitigated by strong access management practices, internal road connections, and providing opportunities to walk or bike. But, is the town willing to accept more traffic, and intersections that operate at LOS E/F during peak hours under this scenario?

The Town is encouraged to undertake a comprehensive planning process and incorporate these design concepts. The SMTC presented these concepts to the public at a Planning Board meeting and a Town Board Meeting, but the Town will need to continue engaging residents to build consensus around a future vision for development in Cicero. With a clear vision defined in an updated Comprehensive Plan, the Town could then take a detailed look at the existing zoning. Thoughtful and nuanced zoning enables a municipality to implement the vision articled in their Plan. The US 11 Corridor Study, along with previous SMTC studies such as the Clay-Cicero Route 31 Transportation Study, offers concepts and analysis from which to initiate a comprehensive planning process.

U.S. 11 Corridor Study

Appendix A: Planning Board and Town Board minutes

The Planning Board of the Town of Cicero held a meeting on **Wednesday, January 29, 2020,** at **6:30 p.m.** in the Town Hall at 8236 Brewerton Road, Cicero, New York 13039.

Agenda:

- Pledge of Allegiance
- Approval of Minutes from the January 15, 2020, Meeting **(Approved)**
- Site Plan, Motion to Declare Application Abandoned without Prejudice to any Future Application, Town Mechanical Inc., 5472 Miller Road, Proposed Apartments, RZ Engineering, PLLC **(Abandoned)**
- Sign, Motion to Declare Application Abandoned without Prejudice to any Future Application, Joseph W. Del Biondo (The Bridgeport Diner), 7991 State Route 31, Proposed Relocation of Electronic Message Board, Joseph W. Del Biondo **(To Return)**
- Site Plan, Close Public Hearing, **(Public Hearing Closed 6:36)** Motion to Declare Application Abandoned without Prejudice to any Future Application, One Remington, LLC, 6177 South Bay Road, Proposed Bus Storage Facility, Dunn & Sgromo Engineers, PLLC **(Abandoned)**
- Minor Subdivision Preliminary & Final Plan, Motion to Declare Application Abandoned without Prejudice to any Future Application, Loguidice Tract, 5665 State Route 31, 2 Lots, Doug Loguidice **(Abandoned)**
- Site Plan, Cicero Dumpster Service Inc., 6188 South Bay Road, Proposed Construction Dumpster Business, Robert George **(To Return)**
- Site Plan, Airport Business Park, 5789-5813 E. Taft Road, Proposed Reconfiguration of Existing Parking Lot, Benderson Development Company, LLC **(SEQR & Approval)**
- Site Plan, JK Real Property, LLC, 5700 South Bay Road, Proposed Building Addition, Ianuzi & Romans **(SEQR & Approval)**
- Site Plan, David Anderson, CPA, 6091 State Route 31, Proposed Accounting Office, Buchan & Sutter, PC **(SEQR & Approval)**
- Site Plan, Sketch Plan Review, Serenity Living in the Hamlet, LLC, 9592, 9598 & 9610 Brewerton Road, Proposed Mixed Use Site (Apartment & Commercial), Ianuzi & Romans **(To Return)**
- Board Discussions – Chair

Board Members Present: Mark Marzullo (Chairman), Joe Ruscitto, Chuck Abbey, Don Snyder, Don Bloss, Michael Mirizio, ADHOC

Others Present: Neil G. Germain, Planning Board Attorney, Mark Parrish, Planning Board Engineer and Steve Procopio, Director of Codes Enforcement. Nancy White, Town Board Liaison and Judy Boyke, Public Works Liaison.

Chairman Marzullo opened the meeting by noting the locations of the two emergency exits, asked that all cell phones be silenced and noted if anyone had difficulty hearing the proceedings please bring it to the Clerk's attention so the audio system could be adjusted.

Approval of Minutes of January 15, 2020, meeting:
Mr. Snyder made a motion to approve the Planning Board Minutes from the January 15, 2020, meeting. Mr. Ruscitto seconded the motion. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved.

Public Input: The Board will accept comment on any ACTIVE Application currently before the Planning Board. Comments must be directed to the Board. If comments are relative to an Application with a scheduled Public Hearing, please hold those comments until the Public Hearing. Thank you.

Speakers must speak from the podium, provide their name and address to the Clerk, be recognized by the Chairman Marzullo and speak into the microphone. Comments are held to 3 to 5 minutes per speaker. Comments requiring longer should be submitted to the Board in writing for the Board's consideration and placement in the Application file. Chairman Marzullo opened the public hearing at 6:31 pm. Having no one approach the podium, Chairman Marzullo closed the public input comments at 6:32 pm.

Site Plan
Motion to Declare Application Abandoned without Prejudice to any Future Application
Town Mechanical Inc.
5472 Miller Road
Proposed Apartments
RZ Engineering, PLLC

Mr. Germain: I sent letter requesting them to discuss their status with today's date as deadline and have not heard anything back from them.

Chairman Marzullo asked Mr. Germain to draft a proposed resolution to remove the application from the Planning Board Agenda.

Mr. Germain: You are going to move for the adoption of a resolution removing the application known as Town Mechanical Inc., 5472 Miller Road, Proposed Apartments from the Planning Board Agenda. The Planning Board notes that this is without prejudice to the Applicant, who is free to make a new application to the Planning Board should the Applicant so choose. The Planning Board notes that nothing herein should effect the fee balance owed the Applicant in regard to this project.

Chairman Marzullo offered the foregoing in the form of a motion. Seconded by Mr. Abbey. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Sign
Motion to Declare Application Abandoned without Prejudice to any Future Application
Joseph W. Del Biondo (The Bridgeport Diner)
7991 State Route 31
Proposed Relocation of Electronic Message Board
Joseph W. Del Biondo

Mr. Germain: The Applicant contacted me and stated he needed to modify his proposed relocation and would be in a position to move forward and present a modified proposal within the next month.

Site Plan
Close Public Hearing
Motion to Declare Application Abandoned without Prejudice to any Future Application

One Remington, LLC
6177 South Bay Road
Proposed Bus Storage Facility
Dunn & Sgromo Engineers, PLLC

Mr. Germain: First we need to close the public hearing.

Chairman Marzullo made a motion to close the public hearing. Seconded by Mr. Snyder. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Public Hearing Closed at 6:36 pm.

Mr. Germain: The Applicant contacted me and stated they officially withdraw the Application and asked it be removed from the Planning Board's Agenda.

Chairman Marzullo asked Mr. Germain to draft a proposed resolution to remove the application from the Planning Board Agenda.

Mr. Germain: You are going to move for the adoption of a resolution removing the application known as One Remington, LLC, 6177 South Bay Road, Proposed Bus Storage Facility from the Planning Board Agenda. The Planning Board notes that this removal is based on the request of the Applicant.

Chairman Marzullo offered the foregoing in the form of a motion. Seconded by Mr. Ruscitto. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Minor Subdivision Preliminary & Final Plan
Motion to Declare Application Abandoned without Prejudice to any Future Application
Loguidice Tract
5665 State Route 31, 2 Lots
Doug Loguidice

Mr. Germain: We gave the Applicant written notice and have heard nothing from him.

Chairman Marzullo asked Mr. Germain to draft a proposed resolution to remove the application from the Planning Board Agenda.

Mr. Germain: You are going to move for the adoption of a resolution removing the application known as Loguidice Tract, 5665 State Route 31, Proposed Minor Subdivision Preliminary & Final Plan 2 Lots from the Planning Board Agenda. The Planning Board notes that this is without prejudice to the Applicant, who is free to make a new application to the planning board should the Applicant so choose.

Chairman Marzullo offered the foregoing in the form of a motion. Seconded by Mr. Abbey. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Site Plan
Cicero Dumpster Service Inc.
6188 South Bay Road
Proposed construction Dumpster Business
Robert George, Esq.

Mr. George: I would like to know if Planning Board will approve the site plan as is.

Chairman Marzullo: I reviewed the minutes from last time. There were some outstanding issues; one was National Grid approval, as required in letter from County, and landscaping.

Mr. George: No other business is required to have fencing; looks fine as is. Our position is Town does not have authority to enforce this easement. We find no other businesses are required to fence in property on Route 11. Storage site fenced for security issues. Feel we are being singled out. This is an industrial area.

Mr. Snyder: We did talk about the enclosure; you said would do what you needed to do. Next door we made them do work there also. We try to update properties as they come in.

Mr. George: Site Plan submitted is fine. Advise me what you want.

Mr. Snyder: Previously you said you would do screening in the minutes.

Mr. George: Tell me what you want and we'll do it.

Mr. Snyder: We indicated a number of ideas that might work as noted in the minutes.

Mr. George: Be specific.

Chairman Marzullo: We want some kind of screening. What about the easement issue? We need to get past easement issue.

Mr. George: That is a private easement. Town cannot enforce that easement. It's National Grid's easement to enforce not the Town.

Mr. Germain: Town would not be seeking to enforce the easement. Easement issue relates to couple things: 1) The County Planning Board requirement is you get permission from National Grid; and 2) it doesn't relate to enforcement of easement; it relates to your control of site plan and your ability to do what is proposed in site plan. This is something Planning Board has run into on other occasions. National Grid interferes with Applicant's use of site as proposed in site plan. The Town's not enforcing easement, but Planning Board does have ability to look at site plan as a whole, including easements across property, and evaluate Applicant's ability to use site as proposed. It also specifically notes in Onondaga County Planning Boards requirements "Town must insure Applicant has documented permission in place from National Grid prior to approval of site plan application".

Mr. George: That is not our position. Mr. Snyder just tell me what screening you want me to do. Sutter & Sutter across the road was approved with identical kind of business without any National Grid approval.

Mr. Germain: They did get National Grid approval. It's in the record. We asked exact same thing of Sutter & Sutter; they provided us email saying National Grid did not have a problem with proposed use.

Mr. George: I have emails from National Grid denying they gave Sutter & Sutter approval. If that's in the record, I believe it's fraudulent. You can give us suggestions regarding foliage or deny it. Our position on easement is clear, Town cannot enforce a private easement.

Mr. Snyder: We are trying to clean up Town; trying to make it look decent.

Mr. George: The property right now looks beautiful. A 6' fence is going to make it look ugly. There are 4 dumpsters there. If it's a problem, tell me what you want. Mr. Sergel has assured me he will comply. We are not going to guess anymore.

Chairman Marzullo: We don't do design work for Applicants. We tell them what we are looking for, such as we want screening between road and dumpsters on property; then Applicant takes to their landscaper, who comes up with plan that Applicant presents to us.

Mr. George: How tall do you want the screening? Dumpsters are 4' to 6' tall. Do you want a wall around it?

Chairman Marzullo: We want screening that will help the appearance seen from road when dumpsters are there.

Mr. Snyder: You say it's a lot with only 4 dumpsters, but Site Plan shows whole yard of dumpsters.

Mr. George: His plan is to have as few dumpsters as possible on property. I don't think there should be a problem with 4 on the lot.

Chairman Marzullo: Reads minutes from prior meeting to Mr. George.

Mr. George: I will go with screening to enhance. Screening can mean a lot of things. Be specific.

Mr. Snyder: You didn't bring anything to present to us.

Mr. George: I am angry. I'm marking down you need screening that will enhance the property, but you didn't give me specifics.

Mr. Snyder: If I owned the property and was given this direction by Planning Board, I would propose a 6' board on board fence.

Mr. George: Is that what you're requiring?

Mr. Snyder: No, that is example of what I would do with the Board's request.

Mr. Germain: Planning Board can give direction as to what they are looking to see as part of the site plan, but don't determine specifics. You, as Applicant, have obligation to present site plan; specifics are up to you.

Mr. George: We will try to see to your request best we can. We request to be put on the next scheduled Planning Board meeting.

Chairman Marzullo: We previously had a good discussion; you were in agreement with discussion relative to screening at last meeting.

Mr. George: We will go ahead in good faith to do that and to be placed on next Planning Board Agenda.

Chairman Marzullo: Mr. Germain, the easement issue, if they don't have National Grid approval, we shouldn't vote to approve?

Mr. Germain: It's up to you.

Chairman Marzullo: The County has indicated that they want it.

Mr. Germain: You as Planning Board members can look at that issue with all other issues. It's totally up to you as a Planning Board to say yeah or nay to any of those issues.

Chairman Marzullo: Site Plan would take a super majority to approve?

Mr. Germain: Correct.

Chairman Marzullo: Can we get to that issue now so if it's not going to be approved by Planning Board, the Applicant doesn't have to go through the expense of landscaping and all that?

Mr. George: I think what you are saying is Planning Board has discretion regarding National Grid easement.

Mr. Germain: Yes, with a super majority, could over rule.

Mr. George: Exactly; we are willing to roll the dice. If gets denied, so be it. We want to have complete picture so can rule on both issues.

Chairman Marzullo: We could try to jump that hurtle tonight so if we can't get over that issue, you're not going through effort and expense of landscaping.

Mr. George: No, rather do whole picture; go forward that way.

Mark: I would like to point out we provided a list of comments in addition to things discussed tonight. I will re-forward those comments to Applicant. I have requested plan be provided at least a week prior to meeting so we have time to review.

Mr. George: Comments given to me when I know outcome is preordained, why should I accept them? A preordained outcome is not fair.

Mark: I had given them to you previously, but will provide again. These are comments that should be addressed on plan to bring into compliance with site plan requirements.

Mr. Ruscitto: In regards to easement, I want to clarify, we could approve it?

Mr. Germain: It would be possible if you have super majority. You could ignore County's recommendation and approve it.

Mr. Ruscitto: It wouldn't be on us if we approve it? It would be the Applicant?

Mr. Germain: You have the issue in front of you. You can vote however you want to vote. If you get a super majority, it passes. Anything less than super majority, even if motion carries, it still fails, because County asked for modification on it. You can override County, but have to do it with super majority.

Site Plan
Airport Business Park
5789-5813 E. Taft Road
Proposed Reconfiguration of Existing Parking Lot
Benderson Development Company, LLC
James Boglioli, Esq.

Mr. Boglioli: I know Board is familiar with this project and the site. We made a number of improvements: extended and straightened the driveway, outside parking lot, installed landscaping islands and installed shade trees and raised grid on drive lane for drainage. We reached out to County DOT and addressed all comments, just waiting on approval. We made all changes requested and would like to get conditional approval.

Mr. Snyder: Mr. Parrish, what about your comments?

Mr. Parrish: They only thing in our letter was obtaining DOT approval or at least review by County, which they have done, so we are set.

Chairman Marzullo asked Mr. Ruscitto to draft a proposed resolution approving SEQR.

Mr. Ruscitto: Move for the adoption of the Planning Board's standard motion in connection with a negative declaration by this Planning Board of the Town of Cicero for the purposes of Article 8 of the Environmental Conservation Law of the State of New York as if fully stated herein. That is in the form of a motion. Seconded by Mr. Snyder. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Chairman Marzullo asked Mr. Germain to draft a proposed resolution to approve application.

Mr. Germain: You are going to move for the adoption of a resolution approving the application known as Airport Business Park, 5789-5813 E. Taft Road, Proposed Reconfiguration of Existing Parking Lot. This approval is strictly conditioned on the following:

1. The color schemes and renderings and/or elevations as presented by the Applicant to the Planning Board in regard to this application shall be incorporated by reference into this site plan and the Board's approval thereof. Accordingly, the actual project must substantially conform to the items as presented herein.

2. The Applicant's site plan indicates no projected increase in the average water flow.

3. The Planning Board reserves the right at any time to verify the actual average water flow to verify that it conforms to the projections supplied by the Applicant. The Applicant, including its successors and/or assigns, agree as a condition of this approval to cooperate with any reasonable request of the Town

to verify the Applicant's water flow and usage. In the event the projections and the amount of mitigation were not adequate based upon verification of the actual flow, the Applicant will pay the Town the short fall between the projected usage and the actual usage.

Chairman Marzullo offered the foregoing in the form of a motion. Seconded by Mr. Bloss. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Site Plan
JK Real Property, LLC
5700 South Bay Road
Proposed Building Addition
Ianuzi & Romans
Pat Reynolds

Mr. Reynolds: I have copy of site plan for you with changes: added ponds; no proposed change in water usage, no change to current sign and added rain gardens.

Mr. Snyder: No additional employees?

Mr. Reynolds: There will be 7 employees and total of 7 clients at a time.

Mr. Snyder: What is the current situation?

Mr. Reynolds: Not sure; I know will be maximum number of 7.

Mr. Snyder: Obviously, will be increase in water usage if increase in people.

Chairman Marzullo: I believe that was previously discussed; no increase in employees.

Mr. Procopio: Just making more space; larger accommodations for his staff.

Chairman Marzullo: You have the County referral with four advisory notes in there?

Mr. Reynolds: We do have it.

Chairman Marzullo: They were just notes; they weren't conditional. I just want to place on record that you are aware of those notes.

Mr. Reynolds: Yes.

Mr. Parrish: Comments in our letter were addressed.

Chairman Marzullo asked Mr. Ruscitto to draft a proposed resolution approving SEQR.

Mr. Ruscitto: Move for the adoption of the Planning Board's standard motion in connection with a negative declaration by this Planning Board of the Town of Cicero for the purposes of Article 8 of the Environmental Conservation Law of the State of New York as if fully stated herein. That is in the form of a motion. Seconded by Mr. Snyder. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Chairman Marzullo asked Mr. Germain to draft a proposed resolution to approve the application.

Mr. Germain: You are going to move for the adoption of a resolution approving the application known as JK Real Property, LLC, 5700 South Bay Road, Proposed Building Addition. This approval is strictly conditioned on the following:

1. The color schemes and renderings and/or elevations as presented by the Applicant to the Planning Board in regard to this application shall be incorporated by reference into this site plan and the Board's approval thereof. Accordingly, the actual project must substantially conform to the items as presented herein.

2. The Applicant's site plan indicates no increase in the average water flow.

3. The Planning Board reserves the right at any time to verify the actual average water flow to verify that it conforms to the projections supplied by the Applicant. The Applicant, including its successors and/or assigns, agree as a condition of this approval to cooperate with any reasonable request of the Town to verify the Applicant's water flow and usage. In the event the projections and the amount of mitigation were not adequate based upon verification of the actual flow, the Applicant will pay the Town the short fall between the projected usage and the actual usage.

4. In regard to the lighting fixtures, the plan shows a 5-degree tilt as noted for the N1 type fixtures. This tilt shall be 0-degrees to be consistent with the lighting note, which indicates fixtures are to be mounted with 0-degree tilt.

Chairman Marzullo offered the foregoing in the form of a motion. Seconded by Mr. Abbey. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Site Plan
David Anderson, CPA
6091 State Route 31
Proposed Accounting Office
Buchan & Sutter, PC
Bill Buchanan, Esq.
Dave Anderson, Client

Mr. Buchanan: We have revised site plan for your review. County 239 review has since been received; no issues to be addressed; two issues in Mr. Parrish's comments 1) lighting associated with former ATM location: ATM is removed; will be bricked in to match exterior of building but to leave night deposit box in place for customer convenience after hours; propose to leave lighting as currently is; 2) Hours of operation note added: 8 am-5 pm, Monday to Friday, with exception during tax season.

Mr. Abbey: Great use of building.

Chairman Marzullo asked Mr. Ruscitto to draft a proposed resolution approving SEQR.

Mr. Ruscitto: Move for the adoption of the Planning Board's standard motion in connection with a negative declaration by this Planning Board of the Town of Cicero for the purposes of Article 8 of the Environmental Conservation Law of the State of New York as if fully stated herein. That is in the form of a motion. Seconded by Mr. Bloss. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Chairman Marzullo asked Mr. Germain to draft a proposed resolution to approve the application.

Mr. Germain: You are going to move for the adoption of a resolution approving the application known as David Anderson, CPA, 6091 State Route 31, Proposed Accounting Office. This approval is strictly conditioned on the following:

1. The color schemes and renderings and/or elevations as presented by the Applicant to the Planning Board in regard to this application shall be incorporated by reference into this site plan and the Board's approval thereof. Accordingly, the actual project must substantially conform to the items as presented herein.

2. The Applicant's site plan indicates no projected increase in the average water flow.

3. The Planning Board reserves the right at any time to verify the actual average water flow to verify that it conforms to the projections supplied by the Applicant. The Applicant, including its successors and/or assigns, agree as a condition of this approval to cooperate with any reasonable request of the Town to verify the Applicant's water flow and usage. In the event the projections and the amount of mitigation were not adequate based upon verification of the actual flow, the Applicant will pay the Town the short fall between the projected usage and the actual usage.

Chairman Marzullo offered the foregoing in the form of a motion. Seconded by Mr. Ruscitto. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Site Plan
Sketch Plan Review
Serenity Living in the Hamlet, LLC
9592, 9598 & 9610 Brewerton Road
Proposed Mixed Use Site (Apartment & Commercial)
Ianuzi & Romans
Pat Reynolds
Ray Brooks

Mr. Reynolds: This Sketch Plan is proposed 8 unit apartment building with refurbishment of existing buildings on site. Two buildings at north end of site want to demolish and install 8 unit apartment complex and rehab existing building at south end of site to house 4 apartment units and mixed commercial/retail office space. Looking for confirmation tonight that use of site is ok and parking proposed is reasonable.

Mr. Snyder: Mr. Procopio, is this within the Brewerton hamlet overlay?

Mr. Procopio: Yes.

Chairman Marzullo: Have you reviewed the overlay for the hamlet?

Mr. Reynolds: I am filling in for Tim. I know Tim is aware and has looked into it. I'm not up to date on that myself.

Mr. Parrish: This is first one with new building. I do know multi-family is permitted use under hamlet district. The other building for multi-use, what will it be?

Mr. Reynolds: A mix. Currently has 2 apartment units; want to make into 4 units and some first level multi-use.

Mr. Snyder: In the commercial building?

Mr. Reynolds: Yes, currently 2 units at the rear of building.

Mr. Parrish: What would other uses of building be for?

Mr. Reynolds: Idea would be to lease out for office space. No tenants lined up yet.

Mr. Parrish: So general retail and general office. They are both permitted uses in hamlet.

Chairman Marzullo: What about parking?

Mr. Reynolds: Total parking 45 spaces between 2 parking lots; room to add additional if was needed. If each unit gets 2 spaces, would need 24 total.

Mr. Snyder: The parking for apartment building is sufficient. It has 2 spaces for each unit with extra for visitors so looks good. But concerned you have only 16 spaces in commercial area; said there could be as many as 12 employees plus there are 2 apartments. I think should be more parking associated with that building than what's shown.

Mr. Parrish: The parking will be spelled out in hamlet code.

Mr. Procopio: There is a table to calculate parking.

Mr. Parrish: We need idea of proposed uses. Parking for apartment is spelled out. Other use categories based on 6 spaces per thousand square feet of gross floor area. Need to know remaining gross floor area to apply against code for compliance.

Mr. Reynolds: I don't know number of employees yet for commercial space tenants. There will be total of 12 apartment units between the 2 buildings.

Mr. Snyder: Will you tie the 2 parking lots together so can park either place?

Mr. Reynolds: We could tie them together. We were trying to limit amount of asphalt on site. For proposed northerly parking lot, we could have walkway come to rear of building to south and rear building where 2 existing apartment units currently are.

Mr. Snyder: You think I would park in that parking lot and walk over to apartment in the next building? I don't think so.

Mr. Procopio: We need to review hamlet codes relative to these types of issues. There are certain setbacks for parking so existing parking may need to be modified to comply. Since a new building, we might be looking at little stricter compliance with code requirements.

Mr. Parrish: We will go through and review and get back to you with detailed comments, some suggestions and recommendations. There's both standards and guidelines in code. Standards have to be met; guidelines Board has some leeway on. We will point out those things and work toward plan to be approved.

Mr. Bloss: Rendition on front part of building will be improvement to neighborhood.

Mr. Parrish: There are architectural standards our office is not able to review as we don't have that expertise. Is Board going to consider having separate architectural review of plans?

Chairman Marzullo: Sounds like we need it.

Mr. Germain: This portion of code very difficult for Applicant and Planning Board; there are architectural standards that appear nowhere else. We don't have an architect on staff and may need to retain one.

Chairman Marzullo: The Planning Board or Applicant?

Mr. Germain: The Applicant.

Mr. Parrish: Maybe we should have Applicant have their architect go through codes and provide Board with a report as to how they feel they complied with and met requirements of codes.

Mr. Brooks: Many years ago we discussed it so, as far as I understand, it does comply.

Mr. Parrish: Once receive a report, then could determine if outside review is needed.

Mr. Germain: Yes, his licensed architect could give us an opinion letter on it; compare the project as presented, saying he reviewed the code sections and give us an opinion for our review.

Mr. Parrish: Have your architect submit how they feel they are complying with the code. Give report to the Board to look over. Then if Board not comfortable, can have someone independent review, the same as I review issues relative to the project.

Mr. Snyder: We need copies of hamlet code.

Mr. Procopio: It's there; you have it.

Mr. Parrish: I usually go through and mark up code so you can see where my comments come from; will be directly out of code.

Mr. Germain made request for short executive session to discuss legal advise.

Chairman Marzullo made a motion to go into executive session. Seconded by Mr. Ruscitto. Chairman Marzullo called a vote:

In favor 5 Opposed 0 Abstained 0 Motion approved unanimously.

Planning Board went into Executive Session at 7:45 pm; returned at 7:50 pm.

Board Discussions
Chair

Following the Planning Board Meeting there is a Presentation by the Syracuse Metropolitan Transportation Council regarding the Brewerton Road Corridor Study.

IN AS MUCH AS THERE WAS NO FURTHER BUSINESS BEFORE THE BOARD, A MOTION WAS MADE BY MR. RUSCITTO TO ADJOURN THE MEETING AT 7:55 PM AND SECONDED BY MR. ABBEY.

Next Scheduled Regular Meeting: Wednesday, February 5, 2020, at 6:30 pm.

Submitted by Cynthia L. Chamberlain
Planning Board Clerk

STATE OF NEW YORK
ONONDAGA COUNTY
TOWN OF CICERO

SS:

The Cicero Town Board held a **Regular Town Board Meeting** on **Wednesday, February 12, 2020** at 6:30 p.m. at the Cicero Town Hall, 8236 Brewerton Road, Cicero, NY 13039.

PRESENT:

William Meyer	Supervisor
Jonathan Karp	Councilor
Judy Boyke	Councilor
Nancy White	Councilor
Mike Becallo	Councilor

OTHERS PRESENT:

Dick Cushman	Deputy Supervisor
James Meyers	Police Sergeant
Jody Rogers	Director of Youth Parks & Recreation
Chris Woznica	Highway Superintendent
John Marzocchi	Germain & Germain, Attorney
Don Snyder	Planning Board Member
Don Bloss	Planning Board Member
Nicole Walsh	Receiver of Taxes
Steve Procopio	Director of Code Enforcement
Gretchen Walter	Deputy Town Clerk

Supervisor Meyer opened the 3rd Regular Meeting of the Town Board for 2020 and indicated the three emergency exits. He asked that all electronic devices be silenced so that the meeting is not unnecessarily disturbed. The Town acknowledges the importance of full public participation in all meetings and hearings; therefore, urge all who wish to address the Board to utilize the microphones at the front of the room.

Councilor Karp led the Pledge of Allegiance and requested a moment of silence for our troops in harm's way.

APPROVE THE TOWN BOARD MINUTES OF THE REGULAR TOWN BOARD MEETING HELD ON 1/22/2020

Motion by Councilor Becallo.

RESOLVED, the minutes of the Regular Town Board Meeting held on, 1/22/2020 have been distributed to the Board and are approved.

Motion was seconded by Councilor Karp.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVAL OF ABSTRACTS NUMBERS 5, 6 & 7

Motion by Councilor Karp.

RESOLVED, the Cicero Town Board approves Abstract numbers 5 (1/29/2020), 6 (2/5/2020), & 7 (2/12/2020) of 2020.

Motion was seconded by Councilor Boyke.

Supervisor Meyer solicited any Board comments.

Councilor Becallo requested the Abstracts be available on the website before they need to be voted on.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

BUDGET MODIFICATIONS

There were none.

PUBLIC HEARING FOR CHANGE TO TOWN CODE

Supervisor Meyer: I have proof of publication and posting.

[0009403599-01

Ad Content Proof

PLEASE TAKE NOTICE that the Town of Cicero Town Board will hold a Public Hearing for February 12, 2020 at 6:30 p.m. to consider changes to Chapter 210 of the Town Code. The purpose of these changes is to modify the parking requirements for multifamily uses. By the order of the Cicero Town Board

Dated: February 4, 2020
TOWN BOARD TOWN OF CICERO
COUNTY OF ONONDAGA, NEW YORK

Councilor Karp explained the purpose of these changes is to modify the parking spaces requirements for Multifamily uses. They would like the option to change the amount of parking spaces from 1 ½ to 2 parking spaces for two bedroom apartments. Each one and two family dwelling unit shall have at least two parking spaces per family. Each multifamily unit with up to two bedrooms shall have a minimum of two parking spaces per dwelling unit. Multifamily uses with three or more bedrooms shall have a minimum of three parking spaces. Plus, they are changing the definition of bedroom which a room used or advertised for sleeping on regular basis in a dwelling unit other than a kitchen, dining room, living room, bathroom or closet, and including extra kitchens, extra dining rooms, extra living rooms and all dens, game rooms, sun rooms or similar extra rooms.

Supervisor Meyer opened the public hearing at 6:32 p.m.

Supervisor Meyer asked if anyone would like to speak for or against. There were none.

Supervisor Meyer closed the public hearing at 6:37 p.m.

Motion by Councilor Karp.

SEQR: Move the adoption of a resolution declaring the Town's action to amend Chapter 210 of the Town Code as proposed by Local Law 2 of 2020 is a Type II action for the purpose of SEQRA compliance. The proposed action will not have a negative effect on the environment and it involves no other permit granting authorities outside the Town. Accordingly, the proposed action does not require the preparation of a Draft Environmental Impact Statement or any further SEQRA action prior to adoption.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments.

Don Snyder was in favor and agrees with the changes.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

Motion by Councilor Karp.

DECISION: Move the adoption of a resolution approving the amendment of Chapter 210 of the Town Code as proposed by adopting Local Law 2 of 2020 as drafted and submitted. This Local Law shall become effective upon filing with the NY Secretary of State.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

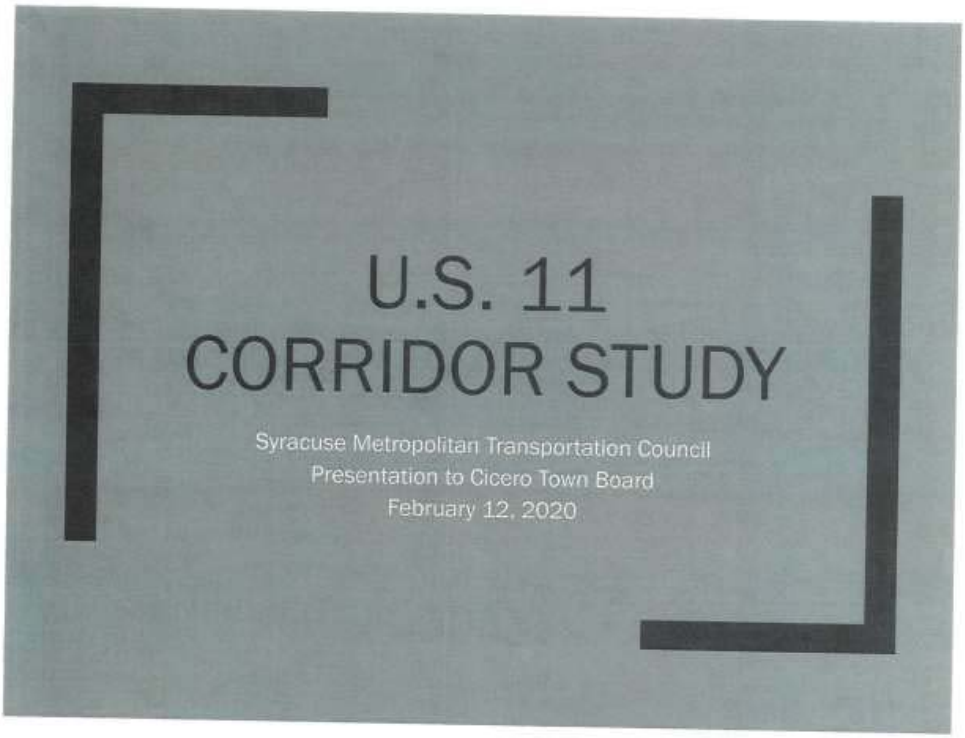
Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

ROUTE 11 STUDY- SMTC (Syracuse Metropolitan Transportation Council)

Presentation by Meghan Vitale, Principal Transportation Planner, Syracuse Metropolitan Transportation Council (SMTC). The presentation is included in the following pages. It can be viewed in the following link.

US Route 11 Corridor Study.pdf



Who, what, why?

- **WHO:** Syracuse Metropolitan Transportation Council is conducting this study at the request of the Town of Cicero and the Syracuse Onondaga County Planning Agency (SOCPA).
  - SMTC is the local Metropolitan Planning Organization (MPO).
  - This study is part of our annual planning work program, and is being conducted by our staff at no cost to the Town.
- **WHAT:** Analysis of future (2050) land use and transportation system needs within the US 11 Corridor from Bear Road (the Village of North Syracuse line) to Route 31.
- **WHY:** to create a guide for future development in the corridor that will...
  - ensure continued viability of land uses and welcome new infill development along the corridor.
  - increase safety and mobility in the highly-traveled corridor.
  - increase the viability of transit, bicycle, and pedestrian use in the corridor.
  - improve the aesthetic appeal of the corridor through suggestions for standard right-of-way design and treatments, urban site planning, and appropriate zoning.

What is a Metropolitan Planning Organization (MPO)?

- A Metropolitan Planning Organization, or MPO, is a transportation **policy-making and planning body** made up of representatives of local, state, and federal government and transportation authorities.
- The Policy Committee is the designated MPO.
- The MPO is charged with the **comprehensive, cooperative & continuous** transportation planning process for a metropolitan area.

Where 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

Who is the MPO?

Member Agencies

Central New York Regional Transportation Authority (Centro)

Central New York Regional Planning & Development Board

City of Syracuse:
- Mayor
- Common Council
- Department of Public Works
- Planning Commission
- Planning & Sustainability

CenterState Corporation for Economic Opportunity

New York State:
- Department of Environmental Conservation
- Department of Transportation
- Empire State Development Corporation
- Thruway Authority

Onondaga County:
- County Executive
- Department of Transportation
- County Legislature
- Syracuse Onondaga County Planning Agency
- Planning Board

→ Director
→ Planners
→ Technical staff

Comprehensive Transportation Planning

Transit

Road Network

Freight

Walking

Bicycling

Cooperative Transportation Planning

- Coordinate with federal, state, & local agencies to develop transportation plans and programs
- Provide an opportunity for citizens to participate in planning

Continuous Transportation Planning

Regional transportation vision

Specific transportation studies and plans

Federal funding program

Why an MPO process?

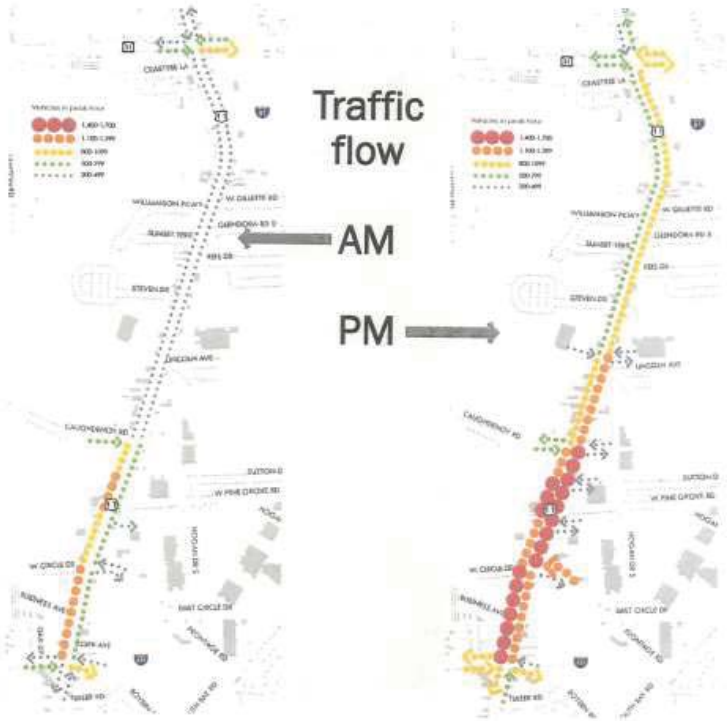
- Examine the region's future and investment alternatives
- Facilitate collaboration of governments, interested parties, and the public
- Prioritize transportation needs
- Invest funds appropriately
- Plan to reflect the region's vision
- Balance needs versus limited funding
- Express the consensus of the community through member agencies and elected officials

US 11 Corridor Study Advisory Committee

- Guides the study and provides technical input and resources throughout the process
- 3 meetings to date
- Members:
  - Town of Cicero
  - New York State Dept. of Transportation
  - Syracuse-Onondaga County Planning Agency
  - Onondaga County Dept. of Transportation

Road ownership, cross-section, and intersection control

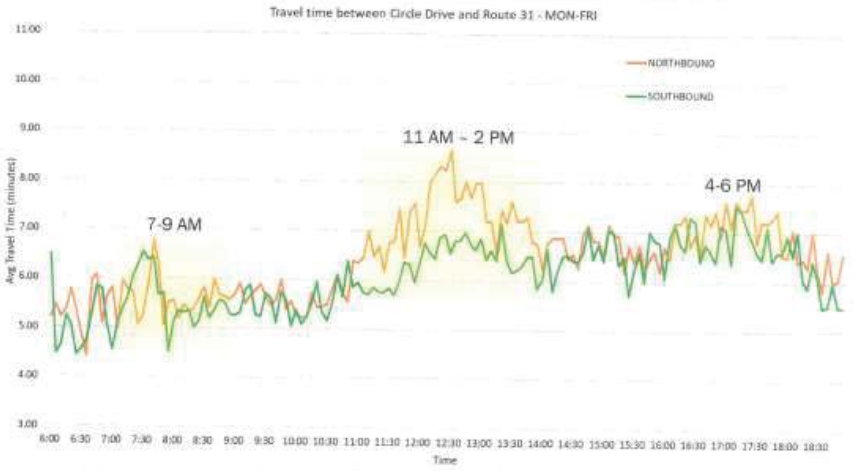
Pedestrian and transit facilities



Intersection analysis

- SMTC conducted counts in 2018: morning, afternoon, and Saturday mid-day peaks
  - Included bicyclists and pedestrians
- All intersections operate at overall LOS C or better during all peak hours, except Bear Road (LOS D)
- Some individual movements operate at LOS E or F
  - Home Depot WB through/left-turn
  - Crabtree Lane approaches
  - Bear Road EB and WB through
- No intersection had more than 5 pedestrian movements during a peak hour. 20 total bicycle movements in the corridor in PM peak hour.

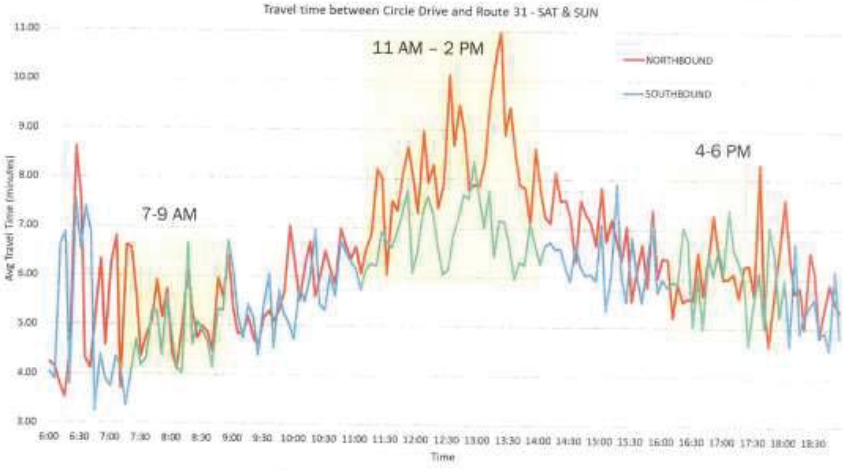
Travel times - weekdays



Source: NPMRDS, 2019

- Northbound travel times are generally higher
- Midday has highest average travel times, and greater variability

Travel times - weekends



Source: NPMRDS, 2019

- Travel times are generally higher on weekends, and more variable

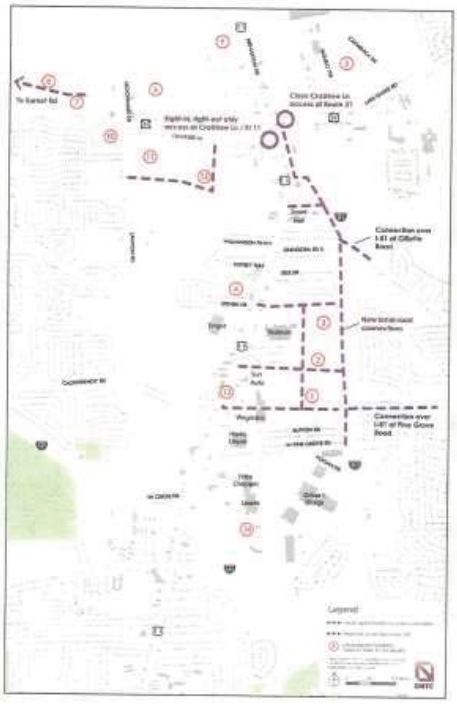
Safety

- Reviewed data from Jan. 1, 2013, to Dec. 31, 2017.
- 997 total crashes
- Crash rates highest in southern portion of the study corridor
- Most crashes (63%) occurred at intersections.
- Most crashes involve property damage only or are "non reportable"
- 9 crashes involved a pedestrian, 7 crashes involved a bicyclist
- 4 crashes involved a fatality (including 3 pedestrians)

Crash rates

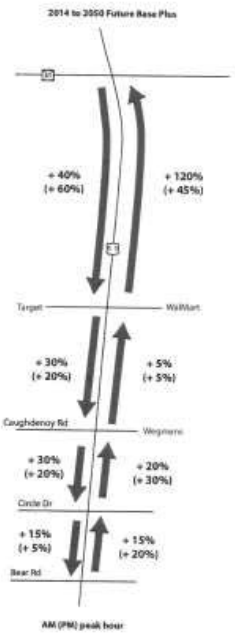
Development assumptions

- Study Advisory Committee provided input on the amount of development expected over the next 30 years (by 2050):
  - 3,441 new residential units (apartments and townhomes)
  - 320,000 SF commercial
  - 100 hotel rooms
  - 250 industrial jobs
  - 1,000 jobs at White Pine Business Park in Clay



Development locations and potential new road connections

Map #	Description	Residential units	Commercial use/ size
1	Behind Wegmans	500	–
2	Behind Sun Auto	500	100-room hotel
3	Behind Walmart	500	–
4	Senior housing	100	–
5	Carmel Runne	500	60 KSF medical office
6	Legionnaire Drive	300	–
7	Tosco Villagio	416	80 KSF office/retail
8	Urban Villages	475	60 KSF office/retail
9	Commercial/industrial	–	250 industrial jobs
10	Neighborhood commercial	–	10 KSF retail
11	Existing agricultural	50	–
12	Existing agricultural	100	80 KSF retail
13	Outparcels (north)	–	20 KSF retail and/or restaurant
14	Outparcels (south)	–	10 KSF retail and/or restaurant



Traffic volume growth on Route 11 with development assumptions in 2050 (SMTC travel demand model)

- Of the 10 intersections analyzed, 3 are expected to operate at overall LOS E during at least one peak hour
- Some individual movements expected to operate at LOS F:
  - Unsignalized side-streets
  - Route 31/Route 11
  - Bear Road/Route 11

Analysis results

- Largest percent change in traffic volumes between Target/Walmart and Route 31, but existing volumes are lower here
  - Assumed capacity increase at 81/31 interchange
  - Substantial number of new households within study corridor, plus some job growth north of Route 31
- Connections over I-81 have minimal impact on Route 11 traffic
- Local road network expansion has minimal impact on overall Route 11 volumes, but allows short trips to be made off Route 11
  - New north-south connection from Walmart area to Driver's Village area likely to carry about 250-400 cars in peak hour
- Most shopping trips are relatively local – model shows about 16 percent of shopping trips arriving via I-481/Rt 481.
- Sidewalk network is expanding, but some segments still lack sidewalks and crossings are few and far between
- Bike racks and transit amenities are lacking
- Most crashes occur at intersections; Route 31/Route 11 has highest rate

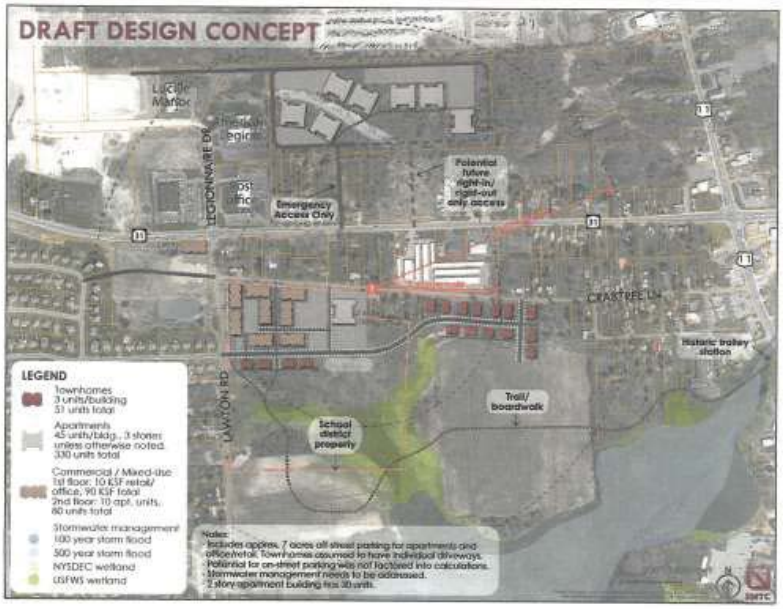
Analysis results

- Focus concept plan development on walkability, "town center" style development, travel routing options off of major roads, access management
- Four draft concept plans:
  - **New Town Center:** between Rt 11 and I-81
  - **Create access and development opportunities:** Town Hall area
  - **New mixed-use neighborhood:** Route 31/Lawton Rd.
  - **Manage access:** Bear Road to Target/Walmart

New Town Center

Create access & development opportunities

New mixed-use neighborhood



Next Steps

- SMTC staff available tonight to discuss the concept plans
- Study Advisory Committee will meet to review feedback
- SMTC staff will create Draft Report and make available for public review
- Final Report to be published in early summer
- **It is up to the Town and the road owners to implement any of the concepts from the study, if they choose to do so.**

Thank you for your time tonight!

Contact: Meghan Vitale, SMTC Principal Transportation Planner
mvitale@smtcmpo.org 315-422-5716

For more information about the SMTC:
www.smtcmpo.org
Facebook: Syracuse Metropolitan Transportation Council

Development examples - links

- **Kentlands,** Gaithersburg, MD
  - Four-Story Apartment Building
  - Four-Story Apartment Building
  - Apartments with on-street and off-street parking (example)
  - 'Main Street' Mixed-use buildings with shared rear parking with suburban town-style larger commercial plaza
  - Mixed use 'Main Street' parking (example)
  - Garages via rear alley example for townhomes
  - Townhomes with garages in the rear (example)
  - Townhomes with front parking (example)
  - Townhomes around a small park (example)
- **Erie Station Village,** Rochester, NY
  - Gallery of Images
  - Videos
  - Panorama view
  - Streetview
- **Day Break,** South Jordan, UT
  - Examples of Modern Apartments, with mobility (bike/ped/car options)
  - Examples of how to have off-street parking (no driveways) and internal neighborhood driveways for single-family detached units
  - Apartment and community building example

Kentlands
Maryland

Images: Google

Erie Station Village
West Henrietta, NY

Two-bedroom townhomes
Eriestation.net

AUTHORIZATION TO BID AND APPROVAL TO SET BID DATE FOR 2020 PROPERTY MAINTENANCE CONTRACT

Motion by Councilor Karp.

WHEREAS, the Town of Cicero takes necessary remedial action to clean-up deficient property conditions when a landowner neglects or refuses to do so; and,

WHEREAS, the current Property Maintenance Contract term has expired requiring the contract to go back out to bid pursuant to applicable provisions of the General Municipal Law and Town procurement policy; now therefore be it:

RESOLVED, the Town Board approves the bid specifications provided to the Board for the proposed Property Maintenance Contract. The contract and bid specifications are authorized to go out to public bid. The due date for bid submittals shall be February 21, 2020 at 11:00 a.m.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE THE HIRING OF LISA GRANT AND JOHN ROBIE

Motion by Councilor White.

WHEREAS, the Highway department has a need for seasonal wingers; now therefore be it

RESOLVED, that the Town Board approves the hiring of Lisa Grant and John Robie effective 1/27/2020 at $18.00 per hour.

Motion was seconded by Councilor Karp.

Supervisor Meyer solicited any Board comments. There were none

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE THE PANIC ALARM POLICY

Motion by Councilor Becallo.

WHEREAS, the Town Hall needs a policy put in place on how to react if the alarm goes off; now therefore be it

RESOLVED, that the Town Board approves the Panic Alarm Policy effective immediately, and HR will administer to all Town Board employees and new hires.

Motion was seconded by Councilor White.

Supervisor Meyer solicited any Board comments.

Nicole Walsh suggested that they had discussed doing a drill at the beginning of the year in the Safety Committee meetings.

Sergeant Meyer explained that this policy and procedure is designed for an active shooter, a robbery or extremely serious situation inside of Town Hall, not just an irate customer.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE PLANNING BOARD ENGINEERING SERVICE RETAINER AGREEMENT WITH O'BRIEN & GERE

Motion by Councilor White.

RESOLVED, that the Town Board approves the Planning Board Engineering Services Retainer Agreement with O'Brien & Gere for the period of January 1, 2020 through December 31, 2020, at an annual rate of $3,500.00, to be paid in a monthly installment of $291.67 and to authorize the Supervisor to sign the agreement. Budget Code B802042 will be used.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE ZONING BOARD OF APPEALS LEGAL SERVICES RETAINER AGREEMENT WITH KIRWAN LAW FIRM, P.C.

Motion by Councilor Karp.

RESOLVED, that the Town Board approves the Zoning Board of Appeals Retainer Agreement with Kirwan Law Firm, P.C. for the period January 1, 2020 through December 31, 2020, at an annual rate of $5,000.00 per annum, to be paid in quarterly installments and to authorize the Supervisor to sign the agreement. Budget Code B80104.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE THE MUNICIPAL AGREEMENT WITH THE TOWN OF SALINA CONCERNING THE CANTEEN

Motion by Councilor Boyke.

WHEREAS the Town of Salina is a fiscal partner in funding the CanTeen program; now therefore be it

RESOLVED to approve the 2020 Municipal Agreement between the Town of Salina and Town of Cicero for funding the multi-municipal CanTeen program and to authorize the Supervisor to execute the agreement.

Motion was seconded by Councilor Karp.

Supervisor Meyer solicited any Board comments.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE A REPLACEMENT FURNACE AND AIR CONDITIONING SYSTEM AT THE CICERO POLICE DEPARTMENT

Motion by Supervisor Meyer.

WHEREAS, the Cicero Police Department is in need of a replacement furnace and air conditioning system and the Town Board approves the contract for the installation of (1) 115,000 BTU 96% 2 Stage W/E.C.M. Motor Rheem furnace model # R96VA1152524MSA and installing (1) 5 ton Rheem 13 S.E.E.R. which also includes removal and disposal of all discarded material; now therefore be it,

RESOLVED, that the Town Board approves the contract with RES-Com to install a new furnace and air condition system at the Cicero Police Department located at 6200 State Route 31, Cicero NY 13039, in the amount of $19,900.00 from Budget Code A1620.406.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

AUTHORIZE THE PURCHASE OF PRESSURE WASHER

Motion by Councilor Boyke.

WHEREAS, the Highway Dept. is in need of a pressure washer to replace the broken unit to be shared in cost by the Parks & Rec. Dept. now; therefore be it

RESOLVED that the Town Board approves the Purchase of a Karcher 3000PSI Electric Pressure Washer from McQuade & Bannigan Inc. in the amount of: $4,400.00 from the Highway Budget Code DB51322 with the Parks and Recreation Dept. paying the remaining cost of $1014.63 from Budget Code A711040 (total cost $5414.63)

Motion was seconded by Councilor Karp.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

AUTHORIZE THE PURCHASE OF A 10 WHEEL TRUCK WITH SNOW & ICE REMOVAL EQUIPMENT

Motion by Supervisor Meyer.

WHEREAS the Highway Dept. is in need of a 2021 Western Star 4700SF cab & chassis 10 wheel truck with Snow & Ice removal equipment to replace a 2005 Mack (to be put into the regular fleet as a spare unit); now therefore be it

RESOLVED that the Town Board approves the purchase of a 2021 Western Star 4700SF from Tracy Road Equipment (Onondaga County Contract #8996) in the amount of $242,474.00 from budget code: Bond anticipation note.

Motion was seconded by Councilor White.

Supervisor Meyer solicited any Board comments.

Councilor Boyke discussed borrowing is an issue and she does not agree that the Town should be borrowing to buy equipment. There should be money is the Budget and in the Highway reserve.

Supervisor Meyer explained that he shares the same concerns about borrowing money. He gives the Highway Superintendent accolades as they are still using 2005 vehicles. They are in a difficult situation as the Highway Department needs this piece of equipment to keep the roads clean. In the future, they can budget to pay for the equipment. He felt that the Town should pay as they go.

Councilor Becallo agreed and shared the same concerns. He felt that the Town should pay as they go. He said that last supervisor's goal was to reduce borrowing, so he stands firm and they cannot keep borrowing for equipment

Councilor Karp explained that this is not new borrowing and this money is spending money that has already been borrowed.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Nay
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Nay
Supervisor Meyer	Aye

Ayes – 3, Nays – 2, and Abstentions – 0. *Motion was adopted.*

AUTHORIZE THE PURCHASE OF DIESEL FUEL FOR THE HIGHWAY DEPARTMENT

Motion by Supervisor Meyer

WHEREAS the Highway Dept. needs diesel fuel for highway use; now therefore be it

RESOLVED that the Town Board authorizes the purchase of diesel fuel from Superior Plus Energy Services Inc. (New York State contract #PC68215 in the amount of $46,405.00 from Budget Code DB514243 and $45,000.00 from Budget Code DB514040).

Motion was seconded by Councilor Becallo

Supervisor Meyer solicited any Board comments.

Councilor Boyke asked about the fueling station at the new Highway Garage and if all the Town vehicles are gassing their vehicles there.

Chris Woznica said there has been a hold up with the computer system so only the Highway Department vehicles are fueling there.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Absent
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

AUTHORIZE THE PURCHASE OF GASOLINE FOR THE HIGHWAY DEPARTMENT

Motion by Supervisor Meyer.

WHEREAS, the Highway Dept. needs to purchase gasoline for highway use; now; therefore be it

RESOLVED, that the town board approves the purchase of gasoline from Superior Plus Energy Services Inc. (N.Y. State Contract #PC 66696) in the amount of $19,000.00 from Budget Code DB511043.

Motion was seconded by Councilor Boyke.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

AUTHORIZE THE PURCHASE OF A TRACTOR WITH MOWER FOR THE HIGHWAY DEPARTMENT

Motion by Supervisor Meyer.

WHEREAS, the Highway Dept. is in need of a John Deere 5100M Utility Tractor with Flail Mower to replace a 2003 Holland Mower; now therefore be it

RESOLVED that the Town Board approves the purchase of a John Deere 5100M Tractor with Flail mower from Stephenson Equipment (John Deere Company) (New York State contract PC67140) in the amount not to exceed $96,735.44 from Budget Code: Bond anticipation note.

Motion was seconded by Councilor White.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Nay
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Nay
Supervisor Meyer	Aye

Ayes – 3, Nays – 2, and Abstentions – 0. *Motion was adopted.*

AUTHORIZE THE PURCHASE OF 2 PICK-UP TRUCKS FOR THE HIGHWAY DEPARTMENT

Motion by Supervisor Meyer

WHEREAS, the Highway Dept. is in need of 2 (Forman) pick-up trucks with plows to replace 2 2016 Ford pick-ups w/ plows (to be put in the regular fleet); now, therefore be it

RESOLVED, that the Town Board approves the purchase of 2-2020 Ford F-250 Super Duty Crew Cab 4x4 Pick-ups with plows from Delacy Ford (OGS #PC-66774) in the amount of $39,412.56 ea. (total cost $78,825.12) from Budget Code: Bond anticipation note.

Motion was seconded by Councilor White.

Supervisor Meyer solicited any Board comments.

Councilor Becallo asked about why they are getting a replacement for 2016 pickup trucks.

Chris Woznica explained that there are replacing these trucks and putting the 2016 trucks into the fleet. The trucks in the fleet that these are replacing are two from 2004 trucks with over 150,000 miles. These 2004 trucks have rotted frames.

Councilor Boyke said that makes sense and then she asked if the trucks are going out to auction.

Chris Woznica said yes they would send the trucks out for auction.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Nay
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Nay
Supervisor Meyer	Aye

Ayes – 3, Nays – 2, and Abstentions – 0. *Motion was adopted.*

APPROVE CHANGE ORDER EC-04 FOR HIGHWAY GARAGE

Motion by Supervisor Meyer

WHEREAS, the Town of Cicero Board (hereinafter referred to as Town Board) has awarded the construction of a Highway Facility at 6658 NYS Route 31, Town of Cicero and work is nearing completion for the Electrical Contract by Knapp Electric, Inc. This adjustment regards work on the interior or the building to add Receptacles in the Wash and Maintenance Bays along with a six (6) additional Tamper Flow Devices; and

WHEREAS, Knapp Electric Inc. has requested a change order in the amount of $6,868.00. This adjustment includes the items listed above with the breakdown cost of each item shown on Change Order No. 4 (EC-04); now therefore be it

RESOLVED that the Town Board accept Change Order EC-04 for Knapp Electric, Inc. The Town Board further resolves that the Supervisor is to sign Change Order No. 4 authoring the additional cost to the Electrical Contract in the amount of $6,868.00.

Motion was seconded by Councilor White.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

CAPITAL PROJECT

Motion by Supervisor Meyer.

WHEREAS, the following are current expenditures for the Highway Garage Project; now therefore be it

RESOLVED, that the Town Board approves payment for the following expenditures relative to the Highway Garage Project. Capital Fund appropriation line H16202.

- $4,834.50 To MRB per contractual agreement
- $478.25 to C & S Communications for Information Technology Services at the Highway Garage

Motion was seconded by Councilor Karp.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

MEMORIALIZING ONONDAGA COUNTY TO REVIEW THE SPEED LIMITS AND VEHICLE SAFETY STANDARDS ON TAFT ROAD IN THE TOWN OF CICERO

Motion by Motion by Supervisor Meyer.

WHEREAS, Taft Road is an Onondaga County highway; and

WHEREAS, Taft Road is a major road for residents and commerce in the Towns of Cicero, DeWitt and Manlius; and

WHEREAS, the road has numerous changes in use and various highway signs and lights; and

WHEREAS, records show that there have been numerous motor vehicle accidents on Taft Road and the roads that intersect with Taft Road in the town; and

WHEREAS, a Syracuse Metropolitan Transportation Council (SMTC) report dated December 12, 2019 on the level of service of Primary-to-Primary Corridor Intersections listed the US 11 & Taft Road intersection as a level “D”; and

WHEREAS, the Town of Cicero wants to reduce serious injuries and fatalities from vehicle accidents, reduce congestion and maintain a high degree of reliability on the road, and

WHEREAS, numerous residents have expressed their concerns about the speed limit on Taft Road and if proper motor vehicle standards are being met; now, therefore be it

RESOLVED, that the Cicero Town Board Memorializes the Onondaga County Executive and the County Department of Transportation (DOT) to do a complete review of the speed limits and motor vehicle standards on Taft Road in the Town of Cicero to assure that the proper motor vehicle safety standards are being met for the motoring public; and, be it further

RESOLVED, that the Cicero Town Clerk is to send a copy of this resolution to the Onondaga County Executive and the Onondaga County DOT and to the Onondaga County Legislators representing the Town of Cicero urging action on this request.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Aye
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 5, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE THE ESTABLISHMENT OF A HIGHWAY RESERVE FUND

Motion by Councilor Karp.

RESOLVED that pursuant to section 6-c {6-g} of the General Municipal Law, as amended, there is hereby established a capital reserve fund to be known as the Highway Equipment Reserve Fund" (hereinafter "Reserve Fund). The purpose of this Reserve Fund is to accumulate moneys to finance the cost of a type of equipment. The type of equipment to be financed from the Reserve Fund is the acquisition of a 2020 Western Star 4700SF TA Cab and Chassis with Plow Package. The estimated maximum cost of is $232,612.00

The Chief Fiscal Officer is hereby directed to deposit and secure the moneys of this Reserve Fund in the manner provided by section 10 of the General Municipal Law. The Chief Fiscal Officer may invest the moneys in the Reserve Fund in the manner provided by section 11 of the General Municipal Law, and consistent with the investment policy of Town of Cicero, New York. Any interest earned or capital gains realized on the moneys so deposited or invested shall accrue to and become part of the Reserve Fund. The Chief Fiscal Officer shall account for the Reserve Fund in a manner, which maintains the separate identity of the cash and investments of the Reserve Fund.

Except as otherwise provided by section 6-c {6-g} of the General Municipal Law, expenditures from this Reserve Fund shall be made only for the purpose for which the Reserve Fund is established. No expenditure shall be made from this Reserve Fund without the approval of this governing board and without such additional actions or proceedings as may be required by section 6-c {6-g} of the General Municipal Law, including a permissive referendum if required by subdivision 4 of section 6-c {6-g}.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Absent
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

AUTHORIZING THE 211 WAIVER APPLICATION

Motion by Councilor Karp.

WHEREAS, Chief Saverio Rotunno originally retired from service and began accruing benefits from the New York State Retirement System on November 30th, 2017; and,

WHEREAS, Chief Rotunno has requested the Town apply for a two (2) year waiver from the State Retirement System as a result of his permanent position hiring by the Town; now, therefore be it

RESOLVED, the Town Board approves the application of Chief Saverio Rotunno for a Pension Waiver pursuant Section 211 of the New York State Retirement and Social Security Law as prepared. This resolution authorizes the Supervisor to execute the application as well as a letter of support on behalf of the Town as well as any additional documents necessary to complete the intention of this resolution.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments.

Councilor Karp excused himself from the meeting and left at 7:35 p.m.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Absent
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

APPROVE NEW YORK STATE ROUTE 31 SIDEWALK EXTENSION

Motion by Supervisor Meyer.

WHEREAS, sidewalk work was completed on Route 31 around the Cicero North Syracuse High School and the CanTeen, including but not limited to drainage and striping; now therefore be it

RESOLVED, to approve $26,027.50 to Concrete Slipform, Inc., for the State Rt. 31 Sidewalk Project and authorize the Supervisor to sign the Certificate of Substantial Completion

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Absent
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

THE BOARD APPROVES THE HIRING OF ROBERT DEMS AS A MOTOR EQUIPMENT OPERATOR

Motion by Councilor White.

WHEREAS, the Highway Department has an opening that needs to be filled; now therefore be it

RESOLVED, that the Town Board approves the hiring of Robert Dems, effective 2/24/2020 at a pay rate of $26.02 per hour, contingent on passing his drug test and physical.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Absent
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

THE BOARD APPROVES THE HIRING OF GABRIELLE SGROI AS A PART TIME ASSESSMENT CLERK

Motion by Supervisor Meyer.

WHEREAS, the Assessor's office has an opening and a need to fill an assessment clerk position; now therefore be it

RESOLVED, that the Town Board approves the hiring of Gabrielle Sgroi, effective 2/24/2020 at a pay rate of $13.50 per hour, not to exceed 1040 hours per year, contingent on passing her drug test and physical.

Motion was seconded by Councilor Becallo.

Supervisor Meyer solicited any Board comments. There were none.

Upon the Town Board members being polled the vote was as follows:

Councilor Boyke	Aye
Councilor Karp	Absent
Councilor White	Aye
Councilor Becallo	Aye
Supervisor Meyer	Aye

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

LOGO CONTEST

Councilor Boyke gave the following update regarding the Logo Contest. There were people that have spoken up to her and have asked to keep the old logo. They have said the current logo is appropriate but if the Town does change skyline in the future, then they can take the opportunity to look at it again. They have decided at this time to keep the old logo. She thanked the committee, and the artists for their time.

DISCUSSION

Councilor Boyke asked to have the notification for employment opportunities in the Town be uniform. She wanted them to be published consistently so they would be posted with newspaper, NextDoor, the Town website and Indeed. She just wants it appear uniformly in the same publications and websites so people can find the notices

Supervisor Meyer said they would look into it with suggestions from Board members. He asked them to make suggestion for different mediums. He was open to the discussion.

PUBLIC INPUT

Don Snyder said two of the Town Board members are against spending money for Highway equipment and they did not speak up at Budget time. He feels that the equipment needs to be part of the Budget. The Highway Department usually needs about ½ million dollars per year for equipment replacement. It should be in the budget. He liked the way Jessica Zembrano did an equipment replacement program. He has asked the question that how much it would cost the taxpayers for it to be in the budget. The answer was $20 per $200,000 house. He agreed with this amount being part of the budget every year, to make sure there would be no need to borrow money to pay for equipment for the Highway department. This would end the frustration of the taxpayers of the Town borrowing money. The past Board did not want to raise taxes in the budget but there is no way around it. The Highway Department always needs to replace equipment and it needs to be as part of the budget.

Councilor Becallo said there is reason to blame the last Board because the borrowing has been going on for a long time. No one seems to want to stop it.

Councilor Boyke said they took the equipment out the Budget to make the budget look good and then they turned around borrowed money. The money needs to be realigned in the Budget.

Supervisor Meyer offered that the people from SMTC could come into the Board room to answer questions about the Route 11 Corridor Study from people.

ADJOURNMENT

Supervisor Meyer made a motion to adjourn the Town Board meeting.

Motion was seconded by Councilor Boyke.

Ayes – 4, Nays – 0, and Abstentions – 0. *Motion was adopted.*

There being no further business before the Board the meeting was adjourned at

7:48pm.

U.S. 11 Corridor Study

Appendix B: LOS tables for Existing and Future conditions

Level of Service and delay at study area intersections, Weekday AM peak hour

Intersection Approach	Movement	Level of Service (delay, in seconds)			
		Existing	2050 Future		
			Base	Base Plus	Local road network expansion
NYS Route 31 (signalized)					
Eastbound	Left	A (10)	B (11)	B (12)	B (12)
	Through/right	C (23)	D (40)	D (52)	D (41)
Westbound	Left	B (14)	E (62)	E (65)	E (57)
	Through/right	B (11)	B (10)	B (12)	B (12)
Northbound	Left	D (35)	D (44)	D (41)	D (41)
	Through	D (54)	F (102)	F (80)	E (63)
	Right	C (33)	C (33)	C (35)	C (29)
Southbound	Left	D (40)	E (75)	E (72)	E (63)
	Through/right	C (20)	D (45)	D (42)	D (42)
OVERALL		C (22)	D (41)	D (44)	D (37)
Crabtree Lane (unsignalized)					
Eastbound	Left/through/right	B (13)	C (17)	D (34)	C (23)
Westbound	Right	A (10)	B (11)	B (12)	B (11)
Northbound	Left	A (8)	A (9)	A (10)	A (9)
Southbound	Left	A (8)	A (9)	A (10)	A (9)
Reis Drive (unsignalized)					
Westbound	Left/right	B (11)	B (14)	B (15)	B (13)
Southbound	Left	A (8)	A (9)	A (9)	A (9)
Stevens Dr/Wal-Mart (signalized)					
Eastbound	Left/through/right	C (27)	F (101)	F (112)	F (105)
Westbound	Through/right	B (19)	B (16)	C (22)	B (16)
	Right				
Northbound	Left	A (2)	A (3)	A (5)	A (3
	Through/right	A (5)	A (5)	A (8)	A (6)
Southbound	Left	A (2)	A (3)	A (6)	A (4)
	Through/right	A (5)	A (7)	A (10)	A (7)
OVERALL		A (8)	B (15)	B (19)	B (15)
Target/Wal-Mart (signalized)					
Eastbound	Left	D (39)	D (40)	D (40)	D (40)
	Through	D (45)	D (45)	D (45)	D (45)
	Right	A (5)	A (7)	A (9)	A (9)
Westbound	Left	D (46)	D (42)	D (42)	D (42)
	Through/right	C (29)	C (23)	C (21)	C (21)
Northbound	Left	A (3)	A (4)	A (5)	A (5)
	Through/right	A (4)	A (6)	A (7)	A (7)
Southbound	Left	A (2)	A (3)	A (3)	A (3)
	Through/right	A (4)	A (4)	A (4)	A (4)
OVERALL		A (8)	A (9)	A (10)	B (10)
Caughdenoy Road (signalized)					
Eastbound	Left	C (31)	B (14)	B (11)	B (11)
	Through	D (40)	C (20)	B (17)	B (17)
	Right	B (18)	D (37)	D (43)	D (43)
Westbound	Left	C (32)	B (17)	B (17)	B (17)
	Through	D (39)	B (19)	B (15)	B (16)
	Right	A (0)	A (0)	A (0)	A (0)
Northbound	Left	C (33)	D (50)	D (51)	D (51)
	Through	B (20)	C (28)	C (32)	C (32)
	Right	A (4)	B (10)	A (10)	B (10)
Southbound	Left	E (56)	E (60)	E (63)	E (63)
	Through/right	D (37)	D (36)	D (44)	D (44)
OVERALL		C (25)	C (32)	D (35)	D (35)

Intersection Approach	Movement	Level of Service (delay, in seconds)			
		Existing	2050 Future		
			Base	Base Plus	Local road network expansion
Home Depot (signalized)					
Eastbound	Left/through/right	A (0)	A (1)	A (1)	A (1)
Westbound	Left/through	E (66)	E (67)	E (69)	E (69)
	Right	A (10)	B (11)	B (11)	B (11)
Northbound	Left	A (4)	A (4)	A (4)	A (4)
	Through/right	A (7)	A (7)	A (7)	A (7)
Southbound	Left	A (5)	A (4)	A (4)	A (4)
	Through/right	A (8)	A (7)	A (8)	A (8)
OVERALL		B (11)	A (9)	A (10)	B (10)
Hogan Drive (signalized)					
Eastbound	Left	D (53)	D (53)	D (52)	D (52)
	Through/right	C (24)	C (24)	C (23)	C (23)
Westbound	Left/through	E (64)	E (64)	E (66)	E (65)
	Right	A (9)	A (9)	A (9)	A (9)
Northbound	Left	A (2)	A (3)	A (3)	A (3)
	Through/right	A (5)	A (5)	A (6)	A (5)
Southbound	Left	A (4)	A (3)	A (3)	A (3)
	Through/right	A (8)	A (6)	A (6)	A (7)
OVERALL		A (9)	A (8)	A (8)	A (8)
Circle Drive (signalized)					
Eastbound	Left	D (52)	D (52)	D (52)	D (52)
	Through/right	D (52)	D (52)	D (52)	D (52)
Westbound	Left	D (52)	D (52)	E (65)	E (65)
	Left/through	D (51)	D (51)	E (64)	E (64)
	Right	A (10)	A (10)	B (12)	B (12)
Northbound	Left	A (5)	A (5)	A (2)	A (1)
	Through	A (7)	A (6)	A (3)	A (3)
	Right	A (1)	A (1)	A (0)	A (0)
Southbound	Left	E (57)	E (57)	E (60)	E (60)
	Through/right	B (18)	C (23)	B (20)	B (18)
OVERALL		B (17)	B (20)	B (19)	B (18)
Bear Road (signalized)					
Eastbound	Left	D (39)	D (42)	D (42)	D (42)
	Through/right	F (83)	F (108)	F (110)	F (110)
Westbound	Left	D (52)	E (67)	E (67)	E (67)
	Through	E (72)	F (143)	F (143)	F (143)
	Right	B (16)	B (15)	B (15)	B (15)
Northbound	Left	B (15)	B (11)	B (11)	B (11)
	Through/right	E (62)	E (63)	E (68)	E (68)
Southbound	Left	E (77)	F (86)	E (80)	E (82)
	Through	C (22)	B (17)	B (14)	B (14)
	Right	B (11)	A (9)	A (7)	A (7)
OVERALL		D (53)	E (61)	E (59)	E (60)

Level of Service and delay at study area intersections, Weekday PM peak hour

Intersection Approach	Movement	Level of Service (delay, in seconds)			
		Existing	2050 Future		
			Base	Base Plus	Local road network expansion
NYS Route 31 (signalized)					
Eastbound	Left	B (19)	C (23)	C (27)	C (24)
	Through/right	C (33)	E (70)	F (100)	F (86)
Westbound	Left	C (25)	F (88)	F (95)	F (81)
	Through/right	C (24)	C (28)	C (30)	C (28)
Northbound	Left	C (23)	C (28)	C (26)	C (28)
	Through	D (54)	F (104)	F (101)	F (85)
	Right	C (22)	B (19)	B (19)	B (17)
Southbound	Left	D (40)	F (80)	F (90)	E (71)
	Through/right	C (21)	C (24)	C (24)	C (24)
OVERALL		C (30)	D (54)	E (62)	E (54)
Crabtree Lane (unsignalized)					
Eastbound	Left/through/right	F (76)	F (500)	-	-
Westbound	Right	B (13)	B (14)	C (15)	B (14)
Northbound	Left	B (13)	C (20)	E (37)	D (28)
Southbound	Left	B (11)	B (12)	B (13)	B (12)
Reis Drive (unsignalized)					
Westbound	Left/right	C (24)	E (45)	F (53)	D (34)
Southbound	Left	B (11)	B (12)	B (13)	B (12)
Stevens Dr/Wal-Mart (signalized)					
Eastbound	Left/through/right	D (55)	F (110)	F (110)	F (110)
Westbound	Through/right	B (17)	C (23)	C (26)	B (19)
	right				
Northbound	Left	A (4)	A (6)	A (6)	A (6)
	Through/right	A (9)	B (12)	B (13)	B (13)
Southbound	Left	A (3)	A (5)	A (8)	A (5)
	Through/right	A (5)	A (7)	A (8)	A (7)
OVERALL		B (11)	B (16)	B (16)	B (16)
Target/Wal-Mart (signalized)					
Eastbound	Left	D (37)	D (41)	D (39)	D (39)
	Through	D (48)	D (49)	D (49)	D (49)
	Right	B (12)	B (11)	C (25)	B (19)
Westbound	Left	D (46)	D (44)	D (43)	D (43)
	Through/right	C (33)	C (26)	C (26)	C (26)
Northbound	Left	A (6)	A (7)	A (7)	A (7)
	Through/right	A (9)	B (12)	B (13)	B (13)
Southbound	Left	A (4)	A (3)	A (3)	A (4)
	Through/right	A (10)	A (8)	A (8)	A (10)
OVERALL		B (15)	B (16)	B (17)	B (17)
Caughdenoy Road (signalized)					
Eastbound	Left	D (35)	D (38)	D (37)	D (37)
	Through	D (50)	D (49)	D (51)	D (51)
	Right	B (18)	C (22)	C (25)	C (23)
Westbound	Left	D (43)	D (53)	E (65)	E (65)
	Through	D (50)	D (49)	D (47)	D (47)
	Right	A (7)	A (8)	A (8)	A (8)
Northbound	Left	C (32)	C (30)	C (33)	C (33)
	Through	B (16)	B (11)	B (13)	B (13)
	Right	A (4)	A (2)	A (3)	A (3)
Southbound	Left	E (70)	E (64)	E (65)	E (65)
	Through/right	D (36)	C (31)	C (31)	C (31)
OVERALL		C (27)	C (25)	C (26)	C (26)

Intersection Approach	Movement	Level of Service (delay, in seconds)			
		Existing	2050 Future		
			Base	Base Plus	Local road network expansion
Home Depot (signalized)					
Eastbound	Left/through/right	B (16)	B (17)	B (18)	B (18)
Westbound	Left/through	F (84)	F (94)	F (107)	F (107)
	Right	C (23)	C (24)	C (25)	C (25)
Northbound	Left	A (6)	A (6)	A (6)	A (6)
	Through/right	B (18)	D (35)	E (57)	C (28)
Southbound	Left	B (19)	B (19)	B (18)	B (19)
	Through/right	A (8)	A (8)	A (8)	A (8)
OVERALL		B (20)	C (28)	D (40)	C (25)
Hogan Drive (signalized)					
Eastbound	Left	D (51)	D (54)	E (56)	E (56)
	Through/right	C (22)	C (23)	C (24)	C (24)
Westbound	Left/through	E (71)	F (81)	F (99)	F (99)
	Right	D (41)	D (47)	D (51)	D (50)
Northbound	Left	A (6)	A (5)	A (5)	A (5)
	Through/right	B (18)	B (20)	C (30)	B (20)
Southbound	Left	C (27)	D (45)	E (59)	D (51)
	Through/right	A (4)	A (3)	A (4)	A (4)
OVERALL		B (18)	B (20)	C (26)	C (22)
Eastbound	Left	D (52)	D (55)	D (55)	D (55)
	Through/right	E (55)	E (59)	E (59)	E (59)
Westbound	Left	D (40)	D (43)	D (43)	D (43)
	Left/through	D (39)	D (42)	D (42)	D (42)
	Right	B (14)	D (45)	D (50)	D (50)
Northbound	Left	C (23)	B (14)	B (15)	B (14)
	Through	D (38)	C (26)	C (30)	C (30)
	Right	A (9)	A (3)	A (4)	A (4)
Southbound	Left	E (69)	F (86)	F (97)	F (97)
	Through/right	C (30)	C (29)	C (31)	C (29)
OVERALL		C (31)	C (33)	D (36)	D (35)
Bear Road (signalized)					
Eastbound	Left	D (44)	D (46)	D (49)	D (49)
	Through/right	F (88)	F (88)	F(100)	F (100)
Westbound	Left	E (74)	F (80)	F (95)	F (95)
	Through	F (92)	F (104)	F(130)	F (130)
	Right	C (24)	C (25)	C (27)	C (27)
Northbound	Left	B (18)	B (18)	B (17)	B (17)
	Through/right	E (75)	F (96)	E (72)	E (72)
Southbound	Left	D (51)	E (70)	F (95)	F (96)
	Through	C (27)	C (29)	C (27)	C (27)
	Right	B (18)	B (20)	B (19)	B (19)
OVERALL		D (50)	E (57)	E (58)	E (58)

Level of Service and delay at study area intersections, Saturday mid-day peak hour

Intersection Approach	Movement	Level of Service (delay, in seconds)			
		Existing	2050 Future		
			Base	Base Plus	Local road network expansion
NYS Route 31 (signalized)					
Eastbound	Left	B (16)	B (18)	B (18)	B (17)
	Through/right	C (33)	E (61)	E (65)	E (56)
Westbound	Left	C (24)	E (71)	E (79)	E (60)
	Through/right	B (15)	B (16)	B (17)	B (17)
Northbound	Left	C (32)	D (50)	D (50)	D (43)
	Through	E (59)	F (101)	F (114)	F (85)
	Right	D (30)	C (30)	D (38)	C (29)
Southbound	Left	D (43)	E (75)	F (80)	E (67)
	Through/right	C (34)	D (44)	D (44)	D (45)
OVERALL		C (31)	D (50)	D (55)	D (45)
Crabtree Lane (unsignalized)					
Eastbound	Left/through/right	*	*	*	*
Westbound	Right	*	*	*	*
Northbound	Left	*	*	*	*
Southbound	Left	*	*	*	*
Reis Drive (unsignalized)					
Westbound	Left/right	*	*	*	*
Southbound	Left	*	*	*	*
Stevens Dr/Wal-Mart (signalized)					
Eastbound	Left/through/right	D (37)	F (107)	F (111)	F (109)
Westbound	Through/right	B (17)	B (18)	B (18)	B (14)
Northbound	Left	A (6)	A (7)	A (9)	A (8)
	Through/right	B (16)	B (19)	C (24)	C (21)
Southbound	Left	A (4)	A (7)	B (14)	A (9)
	Through/right	A (7)	A (9)	B (10)	A (9)
OVERALL		B (13)	B (19)	C (22)	B (20)
Target/Wal-Mart (signalized)					
Eastbound	Left	C (31)	D (37)	D (40)	D (39)
	Through	D (43)	D (44)	D (44)	D (44)
	Right	B (20)	B (11)	C (23)	C (23)
Westbound	Left	D (38)	D (37)	D (39)	D (39)
	Through/right	C (23)	B (19)	B (19)	B (19)
Northbound	Left	B (10)	C (22)	C (29)	C (24)
	Through/right	A (7)	A (4)	A (4)	A (4)
Southbound	Left	A (6)	A (5)	A (5)	A (5)
	Through/right	B (13)	B (12)	B (13)	B (12)
OVERALL		B (14)	B (13)	B (14)	B (14)
Caughdenoy Road (signalized)					
Eastbound	Left	C (28)	C (31)	C (31)	C (31)
	Through	D (45)	D (47)	D (51)	D (51)
	Right	B (15)	B (19)	C (22)	C (20)
Westbound	Left	C (32)	D (45)	E (67)	E (67)
	Through	D (38)	D (41)	D (41)	D (41)
	Right	A (7)	A (9)	A (10)	A (10)
Northbound	Left	C (26)	D (36)	C (33)	C (32)
	Through	C (21)	C (22)	B (18)	B (18)
	Right	A (5)	A (9)	A (9)	A (9)
Southbound	Left	D (41)	D (46)	D (47)	D (49)
	Through/right	C (29)	B (20)	B (20)	B (21)
OVERALL		C (23)	C (24)	C (24)	C (24)

Intersection Approach	Movement	Level of Service (delay, in seconds)			
		Existing	2050 Future		
			Base	Base Plus	Local road network expansion
Home Depot (signalized)					
Eastbound	Left/through/right	C (22)	C (22)	C (22)	C (22)
Westbound	Left/through	F (156)	F (156)	F (156)	F (156)
	Right	B (19)	B (19)	B (19)	B (19)
Northbound	Left	A (8)	A (9)	A (8)	A (8)
	Through/right	C (25)	E (76)	F (102)	E (62)
Southbound	Left	B (17)	B (17)	B (17)	B (17)
	Through/right	B (12)	B (18)	B (13)	B (11)
OVERALL		C (31)	E (57)	E (68)	D (48)
Hogan Drive (signalized)					
Eastbound	Left	D (43)	D (48)	D (52)	D (52)
	Through/right	B (17)	B (20)	C (21)	C (21)
Westbound	Left/through	E (58)	E (72)	F (96)	F (96)
	Right	C (31)	D (38)	D (44)	D (44)
Northbound	Left	A (7)	A (6)	A (6)	A (6)
	Through/right	C (22)	C (24)	C (31)	C (24)
Southbound	Left	C (28)	D (36)	D (46)	D (46)
	Through/right	A (6)	A (6)	A (5)	A (5)
OVERALL		B (19)	C (22)	C (27)	C (24)
Circle Drive (signalized)					
Eastbound	Left	D (43)	D (45)	D (45)	D (45)
	Through/right	D (41)	D (42)	D (42)	D (42)
Westbound	Left	D (38)	D (39)	D (36)	D (36)
	Left/through	D (37)	D (38)	D (35)	D (36)
	Right	B (13)	D (36)	D (39)	D (39)
Northbound	Left	B (13)	B (11)	B (11)	B (11)
	Through	C (28)	C (26)	C (29)	C (28)
	Right	A (5)	A (4)	A (4)	A (4)
Southbound	Left	E (56)	E (62)	E (70)	E (70)
	Through/right	B (18)	B (18)	C (20)	B (19)
OVERALL		C (23)	C (26)	C (28)	C (28)
Bear Road (signalized)					
Eastbound	Left	D (47)	D (53)	E (55)	E (55)
	Through/right	E (73)	E (79)	F (83)	F (83)
Westbound	Left	E (65)	F (106)	F (108)	F (108)
	Through	E (56)	E (80)	F (80)	F (80)
	Right	B (19)	B (19)	B (20)	B (20)
Northbound	Left	B (13)	B (10)	B (10)	B (10)
	Through/right	D (51)	D (51)	D (51)	D (51)
Southbound	Left	D (40)	D (46)	D (49)	D (49)
	Through	C (21)	C (18)	B (18)	B (18)
	Right	A (9)	A (7)	A (7)	A (7)
OVERALL		D (38)	D (42)	D (42)	D (42)

* = No data available