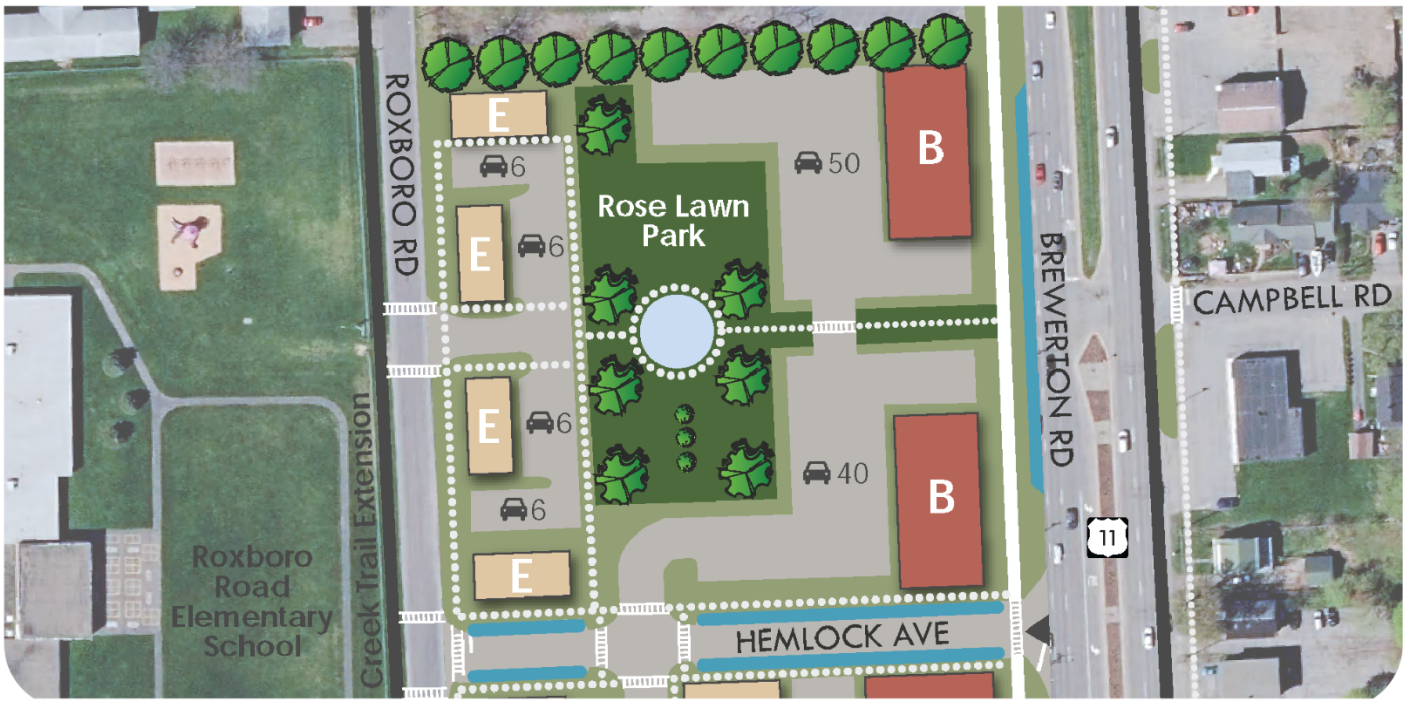
# US 11 MATTYDALE MOBILITY STUDY

## Town of Salina




SMTC

**Syracuse Metropolitan Transportation Council**


# Final Report

**August 12, 2022**

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# Executive Summary

The Town of Salina and the Syracuse-Onondaga County Planning Agency want to spur public and private investment for the US 11 corridor consistent with a future vision for Mattydale as a mixed-use suburban town center.

The US 11 Mattydale Mobility Study (Study) is a planning-level assessment that informs the community about potential options to improve mobility and land use options. Big picture ideas to improve mobility for all users are presented based on two future (2050) full build-out scenarios. Both future scenarios are assessed for feasibility only. Development is not proposed. This study informs the community about what big picture options are reasonable to consider for further study, engineering analysis, and design - if interested.

As a mobility study, the community expressed interest in improving the ability of walkers, bicycle riders, bus riders, drivers, and delivery trucks to all use and share the corridor safely.

The community identified large areas to assess for future land use investments under a hypothetical zone change that would allow for a mixture of uses. SMTC calculated a full build-out of these areas to determine potential future traffic volume changes. SMTC used its Travel Demand Model (Model) to determine the percent change in future (2050) traffic volume as well as the volume-to-capacity (V/C) ratio. The V/C ratio indicates if excess capacity is anticipated to remain in the network. Excess capacity suggests that the scenario does not have a fatal flaw and therefore it is not unreasonable to consider further if interested.

This is a planning-level fatal flaw assessment only of big picture ideas. Further engineering-level reviews and environmental reviews would be required if the community chose to investigate any of the envisioned ideas further. As indicated, nothing is proposed or recommended.

SMTC assessed two scenarios: the 2050 Full Build scenario, and the 2050 Full Build Lane Reduction scenario. The Model estimates that both scenarios will have excess capacity within the future and therefore pass the initial fatal flaw assessment.

If the community were interested, they could advance any of the ideas presented to the next level of assessment and design. Many additional steps would be required to realize any of the future visions expressed in this study. For instance, the Town would have to update its zoning and land use regulations, the road owners (i.e., State, County, and Town) would have to reach agreements, property owners and developers would also have to reach agreements, and additional study, design, and environmental review – including public review - would be necessary.

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# 1 - Introduction

## 1.1 Overview

As part of the 2020-2021 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to assist the Syracuse-Onondaga County Planning Agency (SOCPA) and the Town of Salina (Salina) with an analysis of transportation system mobility needs along the U.S. Route 11 (US 11) corridor within the Mattydale community.

***Who is the SMTC?***

The SMTC is the local Metropolitan Planning Organization (MPO) responsible for administering comprehensive, continuous, and cooperative transportation planning for the Greater Syracuse area. By federal law, a MPO is designated by the Governor for every urban area with at least 50,000 residents.

The SMTC acts as a clearinghouse where transportation planning decisions are made through a committee structure that uses models of consensus building and cooperative decision making. Committees are made up of "member agencies" from the local, county, regional, state, and federal level that have a vested interest in the planning and function of the transportation system. The planning process also provides community members an opportunity to participate in the discussion of specific transportation issues.

***What is the Metropolitan Planning Area (MPA)?***

The SMTC planning jurisdiction, called the Metropolitan Planning Area (MPA), covers Onondaga County and portions of Madison and Oswego counties.

***What is a mobility study?***

A mobility study is a planning-level (i.e., not engineering-level) assessment of roadways, sidewalks, bikeways, and transit facilities to help identify "big picture" vehicle, bus, pedestrian, and bicycle amenity improvement options. Some options may require additional study, design, public review, and environmental assessment.

***How is this study funded?***

This document was prepared using federal transportation funds (not grants) that are designated specifically for planning activities. Planning funds cannot be used for construction or other capital improvements and must be used for developing plans and studies. MPO transportation planners provide technical and objective expertise at no cost to the local community.

***Who decides to implement options?***

MPOs do not own or control infrastructure. Roads within and around US 11 in Mattydale are owned by the New York State Department of Transportation (NYSDOT), the Onondaga County Department of Transportation (OCDOT),

and Salina. Road owners decide whether to implement or not to implement improvement options. As mentioned, options may require further study and design by a licensed engineer.

## 1.2 Regional Context and Study Area

As shown in Figure 1, the US 11 study corridor primarily runs north-south within the eastern portion of Salina. It connects Salina with the Town of Clay (Clay) to the north and with the City of Syracuse (City) to the south. The Syracuse Hancock International Airport (Airport) is located just north of the study area. As shown in Figure 2, the study corridor includes US 11 from Elbow Road/Lawrence Road to Factory Avenue. Other roads of interest include:

*OCDOT Roads*

- LeMoyne Avenue (CR 219)
- South Bay Road (CR 208)
- East Molloy Road (CR 69)

*Town of Salina Roads*

- Roxboro Road
- Camnel Place
- Phalen Street
- Old Brewerton Road
- Richfield Boulevard
- West Molloy Road *(US 11 to Toas Avenue)*
- Raphael Avenue *(E. Molloy Road to Boulevard Street)*
- LeMoyne Street *(LeMoyne Avenue to Boulevard Street)*
- Bernard Street *(Roxboro Road to US 11)*
- Boulevard St. *(US 11 to Raphael Avenue)*.

## 1.3 Problem Overview

US 11 is a divided highway that varies from four-to-six-lanes wide within the study area. The corridor's auto-centric design and land use patterns limit travel mode options and prioritize vehicular travel. During the past 20 years, Mattydale has experienced an increase in the number of vacant commercial buildings, lots, and shopping plazas along US 11. Mattydale residents travel longer distances to shop as local access to goods and services decline.

Salina and SOCPA seek to improve mobility options and revitalize areas in a manner that supports mode choice and capitalizes on assets such as the Bear Trap Creek Trail.

## 1.4 Background

Challenges confronting US 11 within Mattydale are very complex. Understanding how and why these challenges evolved provides context and a potential nexus to solutions. The following sub-sections provide a brief overview.

***U.S. Route 11 (pre-interstate)***

During the 1920's, New York State developed US 11 from the New York/Pennsylvania border to the US/Canadian border. Prior to the interstate system, the state widened US 11 and LeMoyne Avenue in Mattydale. Planners viewed these as vital links between the City and its military installations at the Airport in Salina.

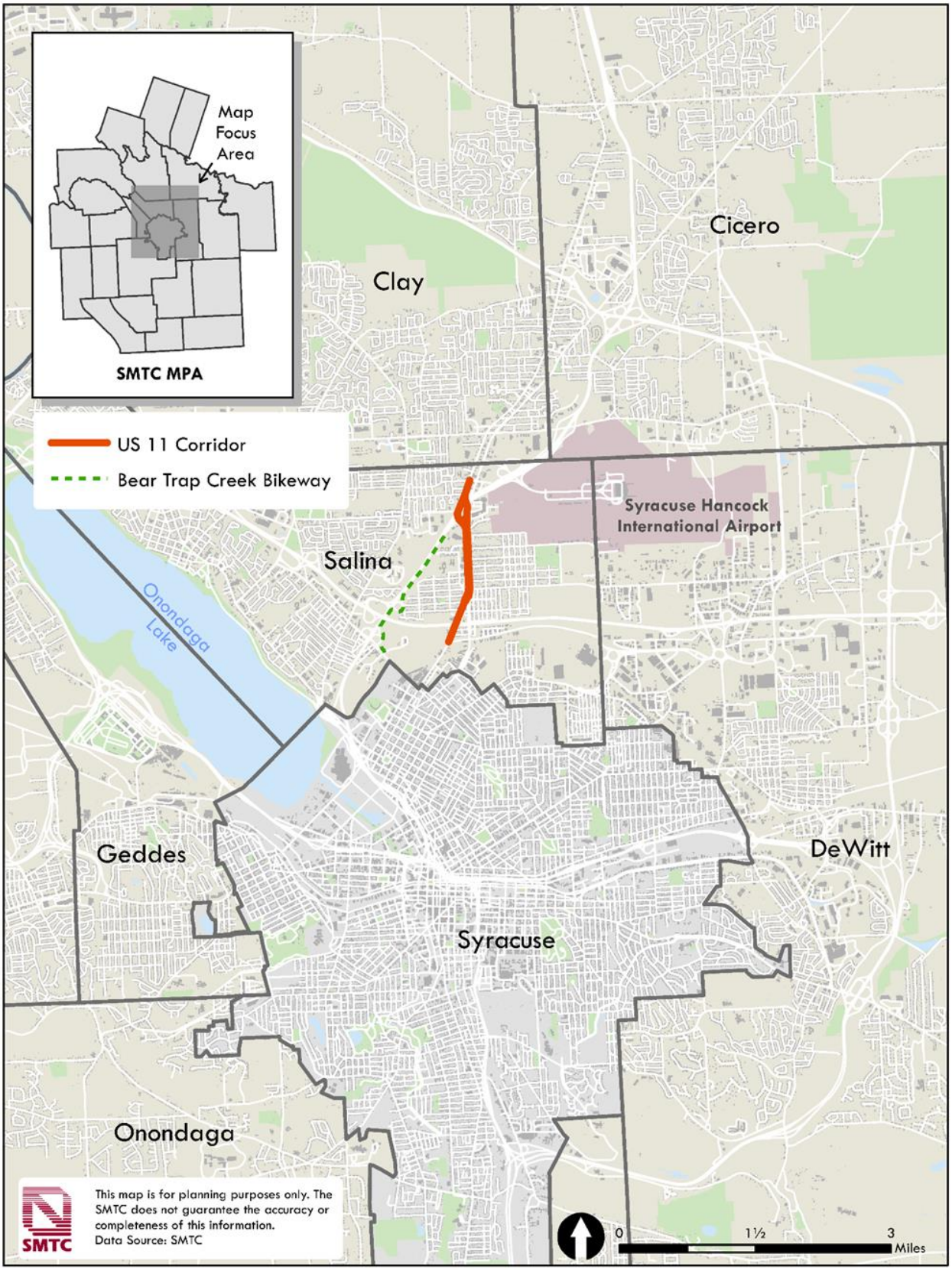



**Figure 1 - Study Corridor location and regional context**


**Figure 2 - Study Area**

Widening US 11 also supported Syracuse's fast-growing suburban communities. Mattydale transitioned from a small community hub into a first-ring suburb. US 11 also transitioned into a commercial corridor. Not unlike other 'bedroom' communities, residents drove to destinations.

***U.S. Route 11 (post-interstate)***

The interstate system allowed traffic to bypass US 11 to access destinations such as the Airport. It also hemmed-in Mattydale from the rest of Salina and the City, which reinforced dependence on the automobile.

The New York State Thruway (Thruway) and Interstate 81 (I-81) delineate boundaries between Mattydale, the City, Clay, and the rest of Salina. Access to and from these areas requires traveling over or under an interstate. Bridges over the Thruway (US 11 and LeMoyne Avenue) connect Mattydale to the City. A multi-lane traffic circle under the I-81 bridges (known as the "Mattydale Circle") connects Mattydale to Clay.

I-81 off-ramps provide direct access into two shopping plazas in Mattydale. To return to I-81, vehicles exit the plazas onto US 11 and travel Mattydale Circle to I-81 on-ramps.

***Bear Trap Creek Trail***

The NYSDOT developed a 1.6-mile shared-use path east of I-81's northbound lanes, known as the Bear Trap Creek Trail (Trail). The Trail provides bicycle and pedestrian access between Mattydale, Salina, and the City. It includes three trailheads and a bridge over the Thruway. The southern terminus is located on 7th North Street next to an industrial transfer station. The central trailhead connects at Richfield Boulevard, within the study area. The northern terminus connects to private property behind the Mattydale Shopping Center. The trailheads do not link with any other bicycle or pedestrian facilities. As part of this study, Salina seeks ideas to improve Trail access and extend the Trail north to Clay.

***Corridor Facilities***

Bike lanes do not exist within the study area. State Bike Route 11 is an on-road signed route along East Molloy Road and on US 11 (south of East Molloy Road only). Sidewalks and crosswalks primarily exist south of Earl Avenue. The Town seeks ideas for bicycle and pedestrian facilities where needed, especially north of Earl Avenue and under the elevated portions of I-81.

***Transit***

The Central New York Regional Transportation Authority (CNYRTA or "Centro") provides bus service along US 11. Town representatives want to increase ridership numbers within Mattydale, especially at stops near shopping areas. Although desired and briefly discussed, providing service to other locations was not

viewed as a major study objective. Instead, Town representatives want to enhance existing stops and create vibrant destinations to increase ridership.

## 1.5 Purpose

As study co-sponsors, the Town of Salina and the Syracuse-Onondaga County Planning Agency seek to spur public and private investment along US 11 in Mattydale. The study sponsors want to determine if it is reasonable to consider "big-picture" ideas to enhance the corridor (such as reducing travel lanes and changing development patterns).

No actions are proposed, nor are any recommendations being made. This study is meant to assess for fatal flaws that may suggest if it is reasonable to consider big picture ideas. Study findings can be used in the future to guide decisions about transportation and land use. Findings can also help inform other community enhancement efforts. For instance, in 2021, Onondaga County announced a $1.25 million dollar grant to help Mattydale improve building facades within its central business district, referred to as the "Mattydale Commons."

In short, the purpose of this study is to guide future decisions about enhancements that support the following objectives:

***Bicyclist/Pedestrian Mobility and Transit***

- Improve mobility for bicyclists and pedestrians
- Consider options to extend the Bear Trap Creek Trail through Mattydale under the elevated portion of I-81 to the Town of Clay
- Consider options for on-road bike lanes or shared lane markings
- Increase transit ridership

***Land Use Connections and Circulation***

- Improve safe connections and circulation to, from, and in-between neighborhoods, shopping plazas, and commercial parcels
- Determine if left-turn movements pose challenges or are a concern
- Improve access management
- Improve viability of existing land uses
- Encourage new infill development, redevelopment, and reoccupation as guided by conceptual site plans for orderly development and multi-modal accommodations.

***Mattydale Neighborhood Center – i.e., the "Mattydale Commons"***

- The 'Mattydale Commons' is a non-official term used within the context of this study only to reference an area along US 11 and LeMoyne Avenue from Matty Avenue to the north and Boulevard Street to the south (see Figure 2 to reference road locations).

Further strengthen the "Mattydale Commons" through vehicular, bicycle, pedestrian mobility enhancements as well as public space enhancements.

## 1.6 Mobility Study Scope

To guide the study's planning process, the SMTC developed a scope in consultation with representatives from NYSDOT, SOCPA, and Salina. The scope was approved on July 14, 2020. A copy is provided in Appendix A.

## 1.7 Study Overview

Based on Salina's future vision for land use along the US 11 corridor, SMTC calculated a "full-build" scenario and used the SMTC Travel Demand Model (Model) to assess future impacts to the road network.

The Model showed excess capacity for future (2050) conditions. Excess capacity suggests that it may be feasible to reduce, close, modify, and/or repurpose one or more travel lanes to accommodate additional mode options.

Based on Model findings, SMTC developed concept examples to illustrate the Town's future vision, generate discussion and collect public feedback, and guide decisions.

## 1.8 Study Advisory Committee

To oversee this study's development, the SMTC established a Study Advisory Committee (SAC) comprised of representatives from the following agencies:

- New York State Department of Transportation (NYSDOT)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- Town of Salina (Salina)
- Central New York Regional Transportation Authority (Centro)
- Onondaga County Department of Transportation (OCDOT).

The SAC provides technical and procedural guidance but does not vote to approve or disapprove study-related products. The SAC reviewed the scope at its first meeting on September 30, 2020. The SAC met virtually four times and corresponded via email and phone calls as needed during this study.

## 1.9 Public Involvement Plan

The SMTC developed a Public Involvement Plan (PIP) in consultation with the SAC to guide public outreach (Appendix B). SMTC held a virtual public question and answer session on January 31, 2022 to seek feedback on four conceptual examples. SMTC responded to all comments and released a draft report on the study's website for additional public review and comment. Chapter 8 includes a summary of public comments and outlines the public outreach process.

# 2 - Local Planning Studies and Initiatives

The SMTC reviewed the following historic and contemporary documents to determine what ideas have been developed and implemented to improve road facilities, walkways, and bikeways within and around the US 11 study area:

Previous SMTC Studies

- Pedestrian Demand Model (2013)
- Bicycle Commuter Corridor Study (2013)
- RTC-Market Area Mobility Study (2020)

Other Studies

- 1947 Syracuse Urban Area Report
- Syracuse Bike Plan (2012)
- I-81 Environmental Impact Statement (2022)
- Pedestrian Safety Action Plan (2016)
- Empire State Trail Economic Development Plan (2022)
- Lakefront LWRP (Under development).

These plans and studies illustrate the need, desire, and community-vetted ideas to improve bicycle and pedestrian mobility within and around Mattydale.

## 2.1 SMTC Pedestrian Model (2013)

In 2013, the SMTC developed a Pedestrian Demand Model that uses a combination of factors, such as proximity to schools, parks, and grocery stores, as well as population density, employment density and demographic characteristics, to identify places that are "walkable." Walkable, in this context, means that homes, businesses and public areas (such as schools, parks and libraries) are situated near one another, within a relatively short walk – generally considered to be less than a half-mile.

As shown in Figure 3, the Model indicates that much of the study area has a mix of land uses and demographics that is attractive to pedestrians with sufficiently high model scores to qualify as a Priority Zone.

In the central and southern portion of the study area, the presence of three schools (St. Margaret's, Roxboro Elementary, and Roxboro Middle School), two civic destinations: (e.g., Salina Library and the Salina Civic Center) and walkable access to convenience stores, a pharmacy, bus lines, and parks contribute to pedestrian demand.

In the northern portion of the study area, the Mattydale Shopping Center helps drive pedestrian demand in this area (the model does not reflect the closure of the Big K/K-Mart store in this plaza in 2019) as well as the presence of two grocery stores (Tops and Aldi) combined with frequent bus service make this corridor more attractive to pedestrians than many other suburban commercial areas in our region.

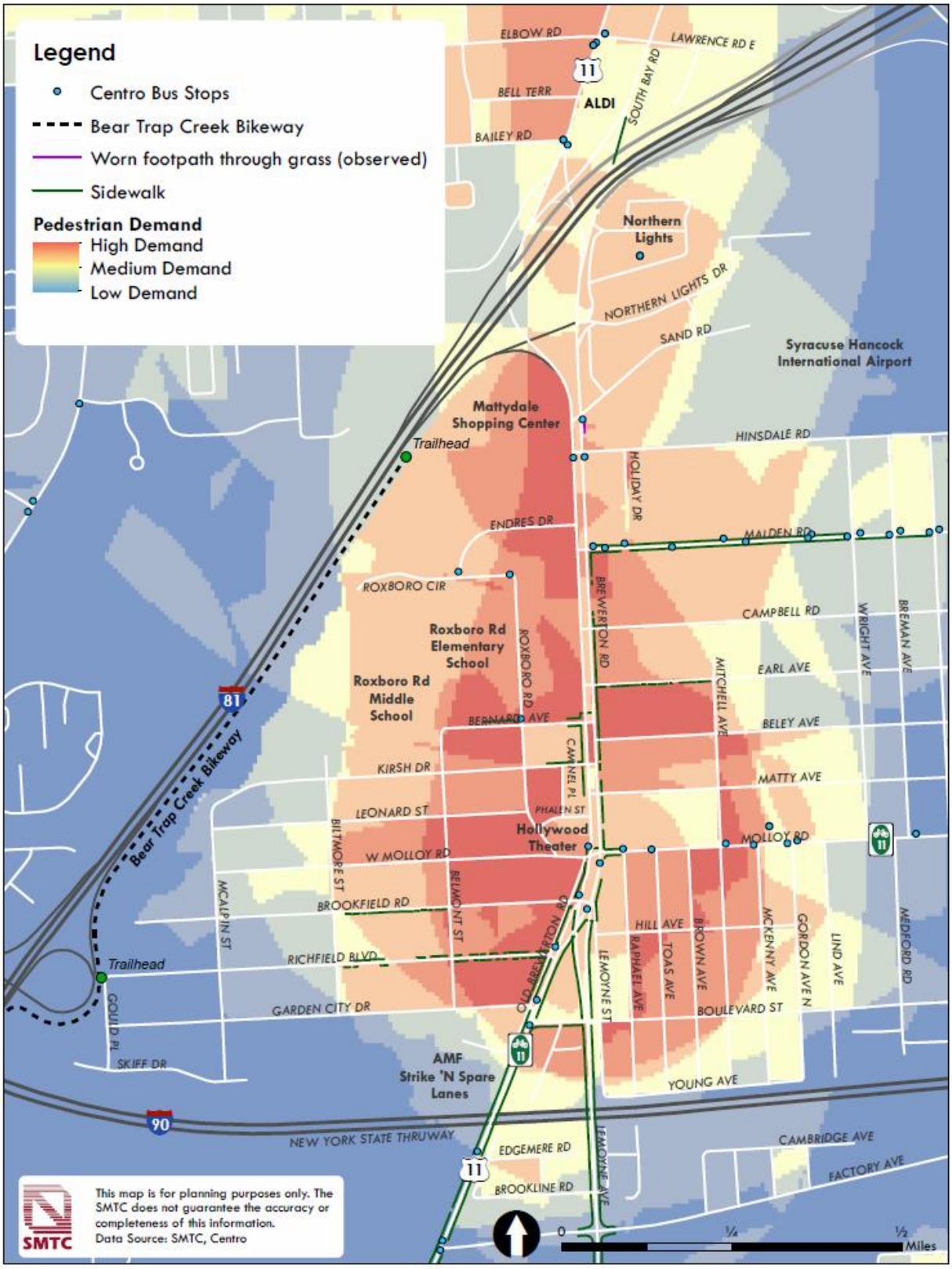



**Figure 3 - SMTC Pedestrian Model Results**

## 2.2 Bicycle Commuter Corridor Study (SMTC 2013)

The NYSDOT requested that SMTC conduct a multi-jurisdictional bicycle commuter corridor study to connect suburban towns and villages to Downtown Syracuse. The 2013 study informs NYSDOT, the Onondaga County Department of Transportation, and municipal road owners about how to develop a seamless multijurisdictional bike commuter corridor network by improving 77 roads as part of future roadway resurfacing, restoration, and reconstruction activities.

The Bear Trap Creek Trail (Trail) in Mattydale was identified for use as part of bicycle commuter corridor network. The study suggests extending the Trail north into Clay via a side path along the eastern-most northbound lane of US 11 and South Bay Road.

Within Mattydale, the study also recommended consideration for Shared Lane Markings (i.e., 'Sharrows') along:

- Richfield Boulevard
- LeMoyne Avenue
- Lawrence Road
- Elbow Road.

Bike lanes were recommended for consideration along South Bay Road north of Lawrence Road.

## 2.3 RTC-Market Area Mobility Study (SMTC 2020)

The City of Syracuse wants to make it easier to walk and bike to the "Market Area," which includes the Regional Farmers Market, the Regional Transportation Center, and Destiny USA. The study also identifies 'big picture' opportunities to connect to existing trail networks – including the Bear Trap Creek Trail (Trail) and State Bike Route 11 – to inform other planning efforts. Big picture opportunities may require further study and consideration as they were deemed beyond the scope of the RTC study.

As a big-picture opportunity, the RTC study notes on- and off-road improvement ideas to link the southern terminus of the Bear Trap Creek Trail in Salina to the Market Area.

The study's advisory committee put forth an off-road option to extend the Trail within the right-of-way for I-81 to the Park Street Bikeway. That option requires crossing 7$^{th}$ North Street and navigating through several existing freight-related facilities to access I-81's right-of-way. Furthermore, the CSX bridge over Park Street separates the Park Street Bikeway from the Regional Market, which exists on the other side of the CSX rail line. The RTC study considers on-street improvements along Park Street to link these areas.

On-road bicycle facility improvements are also identified as a potential opportunity to

link the Trail to the Market Area. Bike lanes along 7th North Street from the trailhead to Hiawatha Boulevard are considered as well as bike lanes or shared lane markings along Hiawatha Boulevard.

In addition to accessing the Market area with its major destinations, extending the Trail south also makes it possible to link it into the 750-mile Empire State Trail network by way of the Onondaga Creekwalk and the Loop-the-Lake Trail.

## 2.4 Syracuse Urban Area Report 1947

In 1942, the NYS legislature approved the construction of the NYS Thruway, prompting local municipalities to explore ways to enhance their connections to this new highspeed network. The NYS Department of Public Works published the Report on Arterial Routes in the Syracuse Urban Area in 1947 (Report), laying out a master plan for highways around Syracuse. At the time auto usage was surging, with car ownership jumping from one-in-ten in 1921 to nearly one-in-three by 1946. Population growth from 1920 to 1940 in the suburbs was out pacing that of the central city. Industrial sites were moving to areas just north and east of the city, increasing the demand for convenient roadways and nearby housing.

Capacities on arterial roadways were deemed insufficient for traffic levels projected for 1960. The Report identified key corridors that would continue to connect the central business district of downtown Syracuse to the surrounding areas and proposed a network of high-speed expressways to help combat the anticipated congestion. The Report called for expressways in each direction following a similar path to Salina Street (north-south) and replacing Erie Boulevard (east-west), before connecting in a central hub surrounding downtown Syracuse.

The heaviest flow of traffic into the downtown area was identified as points north of the city, in the direction of Wolf Street, Park Street, and LeMoyne Avenue. With the air base in Mattydale undergoing a major expansion due to more civilian usage, eventually becoming the modern-day Hancock International Airport, the area was also considered as a possible future site for the NYS Fair on reclaimed military airbase installation lands. Due to these projected demands, large scale improvements were proposed to mitigate traffic issues.

Oswego Boulevard was envisioned to be transformed into a depressed highway that would later become I-81 with a service road along its western side. A high-capacity interchange with Route 57, Old Liverpool Road, Buckley Road, and the Thruway would occur near Park Street near the city's northern border.

To help serve the Mattydale area and air base, a spur from the highway at LeMoyne Avenue was envisioned to become a depressed divided highway from Bear

Street to Carbon Street. The 24-foot-wide sections would run beneath Washington Square before returning to grade level at Carbon Street. From there the highway would expand to 32-feet-wide to include 8-foot-wide parking lanes on either side and a 20-foot-wide grass median. As it approached the railroad bridge just south of Factory Avenue, the median would narrow to 6 feet and continue at that width across the Thruway before flaring out into the channelized intersection we see today at US 11 and West Molloy Road.

Overall, the proposed enhancements were projected to offer more capacity than the 1960 estimates called for. This was done in anticipation of growth beyond 1960 and to reduce the future need of expansions. The plan was laid so the city and state could construct segments as funding became available, with enhancements to US 11 and along Oswego Boulevard, running north-south, as the first piece of the plan.

## 2.5 Syracuse Bike Plan (2012)

The Syracuse Bike Plan's recommendations seek to improve accessibility to areas of the City's northside. The City identifies LeMoyne Avenue as an important connection into the Town of Salina and suggests that a neighborhood greenway be developed along the corridor as it is a low-volume alternative running parallel to the more trafficked Wolf Street.

## 2.6 Pedestrian Safety Action Plan (2016)

New York State developed is first-ever comprehensive pedestrian safety plan in June 2016. The five-year, multi-agency initiative provides $110 million to improve safety for pedestrians through infrastructure improvements, public education efforts and enforcement.

The New York State Pedestrian Safety Action Plan (PSAP) will run through 2021 and is being implemented cooperatively by the New York State Department of Transportation (NYSDOT) focusing on engineering improvements, the State Department of Health conducting public education and awareness campaigns, and the Governor's Traffic Safety Committee coordinating increased law enforcement.

The purpose of the PSAP is to identify the current safety conditions and to recommend a distinct set of engineering, education, and enforcement countermeasures that can be accomplished to improve pedestrian safety.

The PSAP identified Onondaga County as a 'Focus County' for pedestrian crashes. Onondaga County was ranked as the 6$^{th}$ highest county based on 1,171 pedestrian-related crashes. The PSAP develops systemic safety improvements to implement where road features are correlated with particular crash types, rather than crash frequency.

NYSDOT has targeted many study area intersections along the US 11 corridor for PSAP systemic safety improvements.

Table 1 identifies intersections to receive PSAP improvements. The table summarizes a description of each identified intersection, existing pedestrian facilities, and specific recommendations to implement. The SMTC will reference NYSDOT's recommendations to ensure consistency.

**Table 1 - NYSDOT Signalized Intersection Safety Evaluation Report Summary Table**

| Intersection Names | Description of: | | NYSDOT Recommendations |
|---|---|---|---|
| | Intersection | Pedestrian Facilities | |
| **Rt. 11 / Malden Rd.**<br>*Location ID: 35221*<br>*Signal ID: 03-33-51*<br>*File: 31.31-11*<br>*R3 PSAP Case: 46* | T-Shaped Intersection; 3 approaches and 5 legs; stop bars at all approaches | No crosswalks, pedestrian indications with push buttons and audible signals | Two-stage (two crossings) enhanced LS crosswalks across southern legs of Route 11. LS crosswalk across Malden Rd. Add 3 new signalized ped crossings as follows: Malden Rd. new pedestrian poles with audible pedestrian indications. Rt 11 southern legs require a new two-stage crossing to include curb ramps with detectable warnings at NE and SE corners. |
| **Rt. 11 / Lemoyne Ave.**<br>*Location ID: 35081*<br>*Signal ID: 03-33-50*<br>*File: 31.31-11*<br>*R3 PSAP Case: n/a* | Skewed 4 legged Intersection; 2 approaches and 4 legs; stop bars at all approaches | 2 enhanced crosswalks, 2 signalized pedestrian crossings missing pedestrian indications, push buttons or audible signals | Install audible ped. signals for both intersection ped. crossings. Backplates will be included in the signal replacement through the ongoing signal requirements contract. |
| **Rt. 11 / I-81 off ramp**<br>*Location ID: 35083*<br>*Signal ID: 03-33-69*<br>*File: 31.31-11*<br>*R3 PSAP Case: 49* | Skewed 4 legged Intersection; 2 approaches and 4 legs; stop bars at all approaches | No crosswalks, No signalized pedestrian crossings | Backplates are to be added for all overhead signals |
| **Rt. 11 /Lawrence Rd./Elbow Rd.**<br>*Location ID: 35130*<br>*Signal ID: 03-33-127*<br>*File: 31.31-11*<br>*R3 PSAP Case: 52* | Typical 4 legged Intersection; 4 approaches; stop bars at all approaches | 1 enhanced crosswalk, No signalized pedestrian crossings | New crosswalks to be installed across the southern, eastern and western approaches. Stop bars to be restriped on the western approach due to the installation of a new crosswalk. All approaches are to receive new audible pedestrian signals with new ADA compliant curb ramps. Backplates to be added on all overhead signals |
| **Rt. 11 /Molloy Rd.**<br>*Location ID: 35219*<br>*Signal ID: 03-33-9*<br>*File: 31.31-11*<br>*R3 PSAP Case: 44* | 6-Legged Intersection; 4 approaches and 6 legs; stop bars at all approaches | 4 enhanced crosswalks, 4 signalized pedestrian crossings missing either pedestrian indications, push buttons or audible signals | Audible ped signals needed for northern crosswalks crossing Route 11, and western and eastern crosswalks crossing Molloy Rd. |
| **Rt. 11 /Bernard St.**<br>*Location ID: 35220*<br>*Signal ID: 03-33-233*<br>*File: 31.31-11*<br>*R3 PSAP Case: 45* | Typical T-Shaped Intersection; 3 approaches and 5 legs; stop bars at all approaches | 3 enhanced crosswalks, 1 signalized pedestrian crossings missing either pedestrian indications, push buttons or audible signals | Upgrade Bernard St pedestrian signals to audible ped signals . Backplates to be installed on all overhead signals. |
| **Rt. 11 /Sand Rd./Plaza Driveway**<br>*Location ID: 35222*<br>*Signal ID: 03-33-124*<br>*File: 31.31-11*<br>*R3 PSAP Case: 47* | Non-Standard 4 legged Intersection; 4 approaches and 6 legs; stop bars at all approaches | No crosswalks, No signalized pedestrian crossings | New "LS" enhanced style crosswalks to be installed across Sand Rd. and across Rt. 11 northern legs. New crossings to be installed across Sand Rd. and across Rt. 11 northern legs, including new audible pedestrian signals, curb ramps, and detectable warning units. Backplates are to be added for all overhead signals. |
| **Rt. 11 /I-81 off ramp/ Northern Lights Plaza**<br>*Location ID: 35223*<br>*Signal ID: 03-33-155*<br>*File: 31.31-11*<br>*R3 PSAP Case: 48* | Non-Standard 4 Legged Intersection; 2 approaches and 4 legs; stop bars at all approaches | No crosswalks, No signalized pedestrian crossings | Increase yellow clearance for Rt 11 NB from 4 seconds to 4.5 seconds. Increase all-red clearance for I-81 off-ramp to 2.5 seconds from 2 seconds. |
| **Rt. 11 /South Bay Rd.**<br>*Location ID: 35224*<br>*Signal ID: 03-33-68*<br>*File: 31.31-11*<br>*R3 PSAP Case: 50* | Skewed 4 Legged Intersection; 2 approaches and 4 legs; stop bars at all approaches | No crosswalks, No signalized pedestrian crossings | Backplates are to be added for all overhead signals. |
| **Rt. 11 /Bailey Rd.**<br>*Location ID: 35225*<br>*Signal ID: 03-33-98*<br>*File: 31.31-11*<br>*R3 PSAP Case: 51* | Typical T-Shaped Intersection; 3 approaches; stop bars at all approaches | No crosswalks, No signalized pedestrian crossings | Backplates are to be added for all overhead signals. |

SOURCE: New York State Department of Transportation (NYSDOT) Pedestrian Safety Action Plan (PSAP) Signalized Intersection Safety Evaluation Reports.

## 2.7 I-81 Environmental Impact Statement (2022)[1]

SMTC reviewed the I-81 Environmental Impact Statement (EIS) to determine if direct or indirect impacts to US 11 in Mattydale are anticipated due to construction or if design changes to I-81 would result in a significant increase in travel time between the Mattydale interchange and downtown. The EIS identifies the 'Community Grid' as the preferred option.

The EIS indicates there are no major disruptions associated with construction activities that are anticipated north of the Route 370 interchange (near Destiny USA).

The Community Grid option involves the redesignation of I-81 (adjacent to Mattydale) to Business Loop 81 (BL-81). BL-81 will remain as a high-speed thoroughfare until it reaches downtown Syracuse. BL-81 would see little diversion of use as it remains a high-speed access road to downtown/University Hill. Direct high-speed access to the Airport will be maintained via BL-81. The [Draft] EIS Table 5-48 shows that BL-81 travel times between downtown Syracuse and Cicero are anticipated to decrease (not increase) 0-3 minutes during the morning/evening peak hours since it remains as a high-speed access road for both time periods considered, 2026 and 2056.

## 2.8 Onondaga County Empire State Trail Local Economic Opportunities Plan (2022)

The Empire State Trail Economic Development Plan encourages municipalities to integrate services and amenities along the new statewide route as an economic development opportunity.

As it relates to Mattydale, the report connects the Bear Trap Creek Bike Trail to the Loop-the-Lake Trail, the Empire State Trail, and the Airport. These connections are seen as major economic links. Connecting to the Airport is part of the regionally planned CNY Peace Trail network, which could provide an economic boost for the surrounding area.

Connections to the Loop-the-Lake and Empire State trails would support the trail's use as a commuter resource, along with creating development opportunities at Northern Lights Plaza and the Mattydale Shopping Center. One major obstacle to this network is how to create safe crossings under the I-81 viaduct. Additional work must be done to improve existing trailhead links to US 11 from the Mattydale Shopping Center and from Richfield Boulevard.

[1] The NYSDOT issued the Final EIS in April 2022, but it did not include any changes that would impact this study area.

## 2.9 Lakefront LWRP (Ongoing)

In 2019 the City and the SOCPA began an update to its Lakefront Local Waterfront Revitalization Plan (LWRP), which includes the Regional Transportation Center, Destiny USA, and the Regional Market, which are within bicycling distance to the southern terminus of the Bear Trap Creek Trail. As such, the Lakefront LWRP study area overlaps the RTC Study's area.

The LWRP planning effort is ongoing and held a public meeting in the spring of 2022. The planning effort will reference the RTC Study and align the recommendations. The RTC Study area is of interest because it is one of the remaining areas that could incorporate a trail to complete the Loop-the-Lake network. The LWRP effort will consider the RTC Study's recommendations to tie into other trail networks including the Bear Trap Creek Trail. Furthermore, the LWRP could potentially provide funding for improvements.

## 2.10 Summary of Plans & Initiatives

Several plans, studies, and initiatives exist or are underway that support mobility enhancements within and around the US 11 study corridor. Major takeaways and envisioned improvements include:

- The 1947 Urban Area Report served as the predecessor that led to the development of LeMoyne Avenue as we know it today.
    - LeMoyne Avenue's current design was built to accommodate a much larger traffic volume than what materialized.
    - The subsequent development I-81 further diminished the need to accommodate large volumes of traffic on LeMoyne Avenue.
- Three existing plans support the extension of the Bear Trap Creek Trail south to the Loop-the-Lake Trail (and into the RTC/Farmers Market Area) and north into the Town of Clay connecting the Airport and beyond.
- The 'Boulevard' and the 'Mattydale Commons' portion of the study area exhibit land uses that support high pedestrian demand per the SMTC Pedestrian Demand Model
- The PSAP identifies specific pedestrian safety improvements that NYSDOT will install at several intersections within the US 11 study corridor.
- The I-81 DEIS does not anticipate a direct construction-related impacts to Mattydale or US 11.
    - Future travel times between Cicero and downtown Syracuse on BL-81 are anticipated to decrease 0-3 minutes during the morning or evening peak hour.

# 3 - Demographics, Limited English Proficiency (LEP), Land Use/Zoning

The SMTC assessed the community's land use and demographic patterns to provide insight into what amenities would best meet the community's needs to improve mobility.

## 3.1 Demographic Overview

Staff reviewed the U.S. Census Bureau's 2014-2018 American Community Survey (ACS) 5-year Estimate and the 2010 Decennial Census data for Census tracts: 138, 139, and 140, which together represent a pedestrian "catchment area" based on a reasonable walking distance from US 11.[2]

Population Density

Figure 3 shows the population density, in persons per square mile, for Census blocks in the study area. The study area's population is concentrated within Mattydale, with the highest densities south of Molloy Road. Large portions of the study area are dominated by Hancock International Airport or woodlands and will remain at low densities.

**Figure 3 - Population Density, by Census tract block group**


[2] Note: ACS datasets may have higher-than-expected margins of error at the tract level, especially in low-population tracts.

Population by Age

As shown in Figure 4, the study area has similar age breakdown when compared to SMTC's Metropolitan Planning Area (MPA). The study area skews slightly younger but is generally consistent overall.

As shown in Figure 5, median ages in the study area vary, with the Census tracts covering the hamlet of Mattydale skewing younger, around 35 years old, and the northwestern portion of the study area around 45 years old. By comparison, most towns in the MPA have median ages in the mid to late 40s, while the City of Syracuse is just over 30.

**Figure 5 - Median Age, by Census tract**

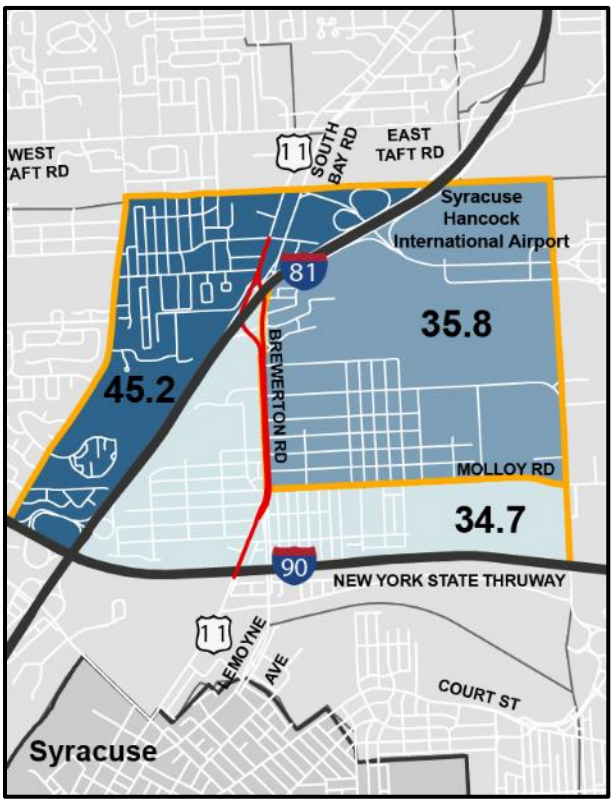
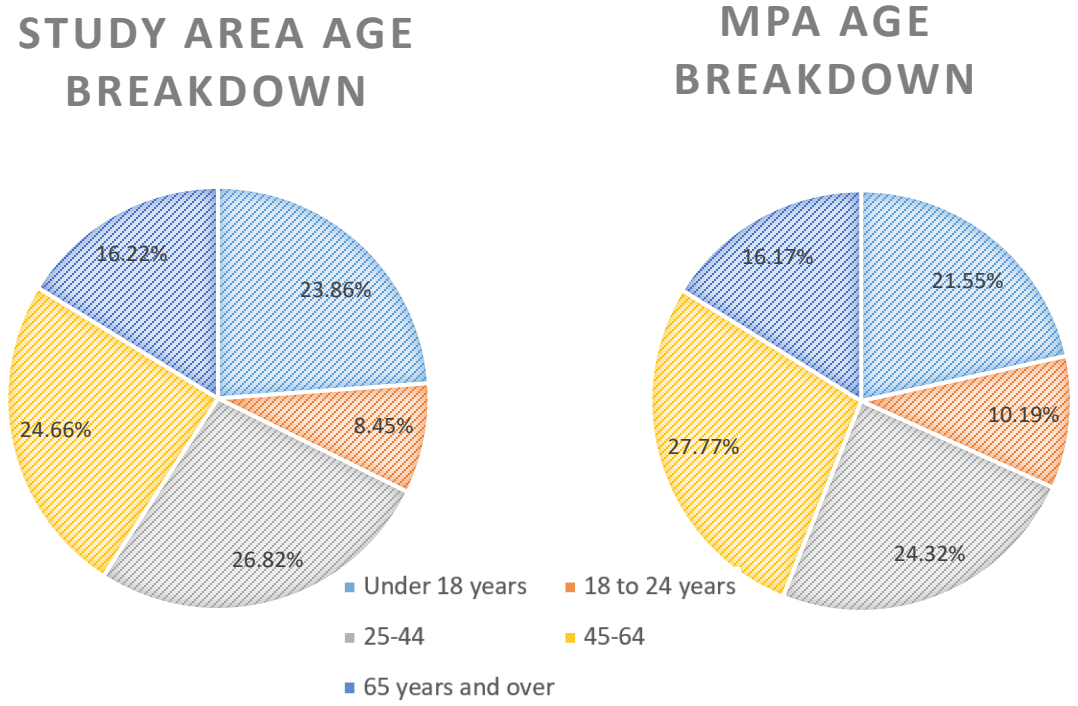


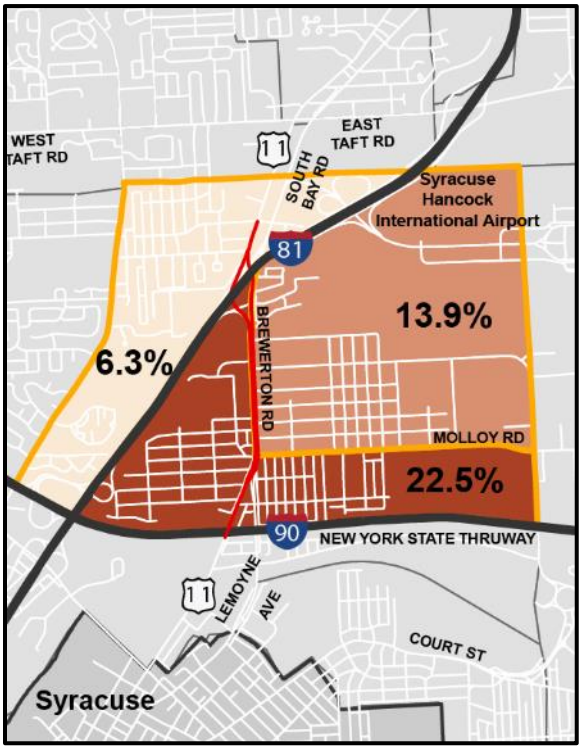

**Figure 4 - Age Breakdown Comparisons Study Area vs MPA**



Poverty

As shown in Figure 6, the poverty level varies dramatically across the study area, from a low of just over 6% in the north-western portion, to a high of nearly 23% in the central portion of the hamlet proper. By comparison, the MPA a poverty rate of around 14.5%, which drops to just over 8% when excluding the City of Syracuse. This demonstrates that the study area has a heightened level of poverty compared to other suburban communities in the region.

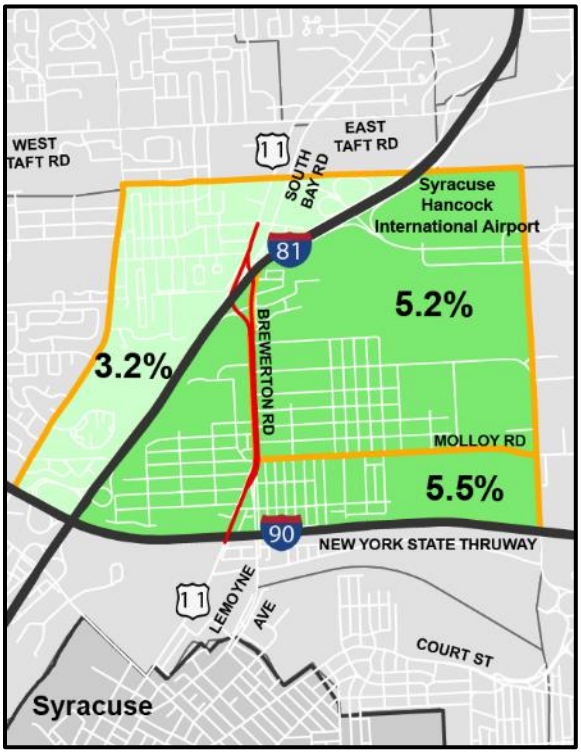
**Figure 6 - Poverty, by Census tract**




Unemployment Rate

Figure 7 shows the unemployment rate for the analyzed Census tracts. Census tracts have similar unemployment rates, 5.2% and 5.5% respectively. The Census tract hugging the western edge of the study area, has the lowest unemployment rate of 3.2%. These figures are below the unemployment rate of the MPA, which is 6.1%, but are mostly above the suburban unemployment rate of around 4.5%.

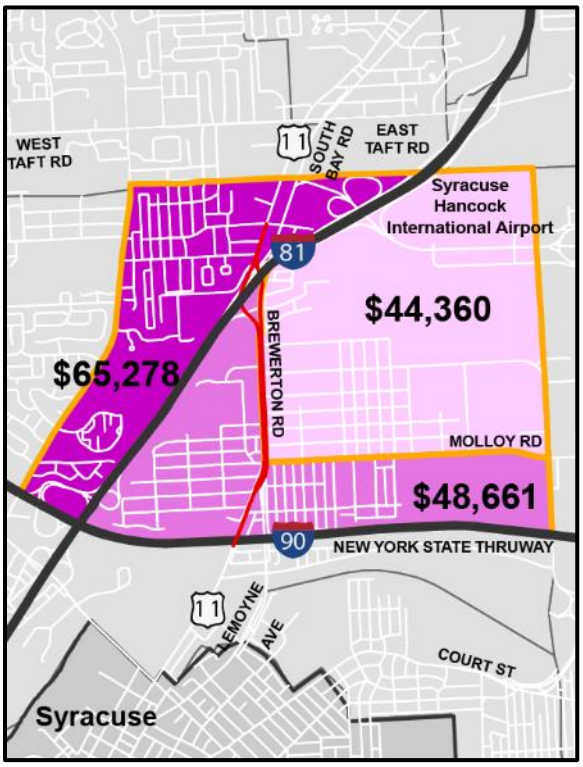
**Figure 7 - Unemployment Rate, by Census tract**



Median Household Income

As shown in Figure 8, the two Census tracts east of I-81 have a median household income under the County-wide median of $59,000. The other tract west of I-81 has a median household income higher than the County-wide median.

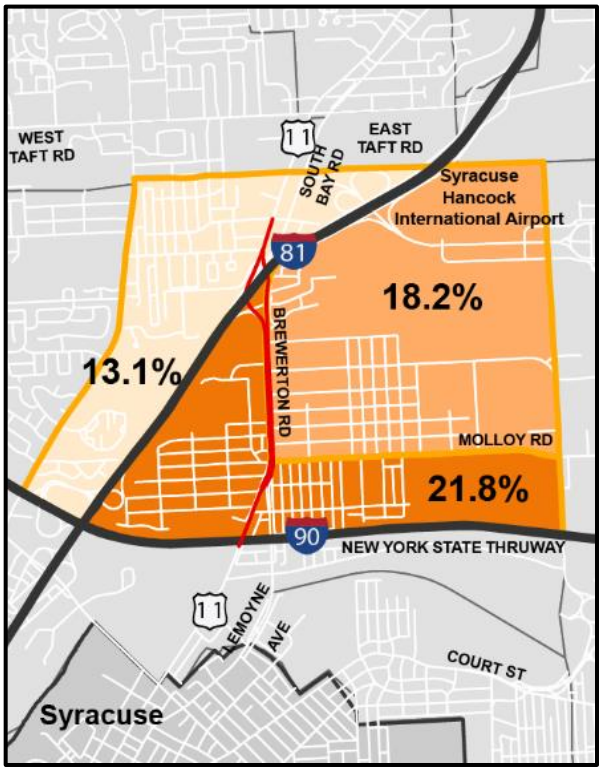
**Figure 8 - Median Household Income, by Census tract**




No Vehicle and "Car Light" Households

Figure 9 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 can be found east of US 11 where around one fifth of households meet the criteria. By comparison, SMTC's MPA had a zero-vehicle and car-light household rate of about 17%.

**Figure 9 - Percent Households with No Vehicle or "Car-Light", by Census tract**

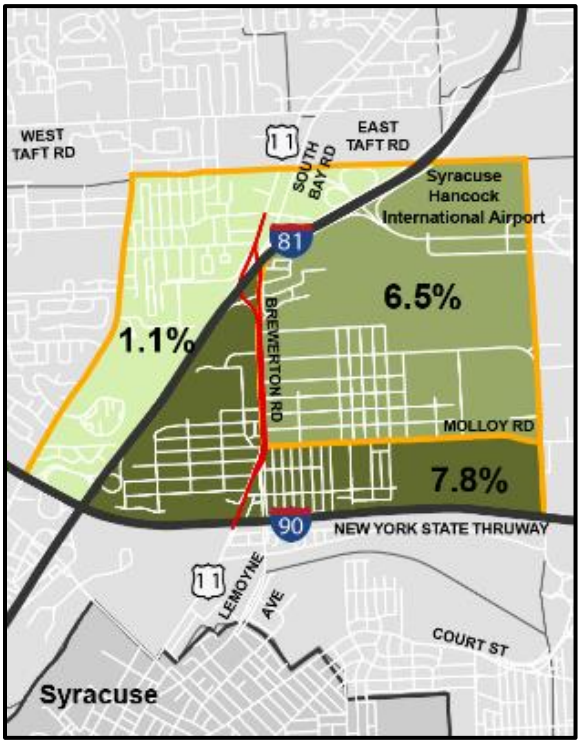



When you exclude the City of Syracuse the zero-vehicle and car-light household figure for the MPA drops to around 10%, demonstrating that the study area may have a higher demand for other forms of transportation.

Bike/Walk/Transit to Work

Figure 10 shows the percentage of people that bike, walk or take transit to work ranges from 1% to 8%, with the tracts east of I-81 having the higher rates of 6% to 8%. For comparison, the MPA average, when excluding the City of Syracuse, is just around 2.4%.

**Figure 10 - Bike/Walk/Transit to Work, by Census Tract**




## 3.2 Limited English Proficiency, Languages (Spoken at Home), and Environmental Justice

This section summarizes pertinent demographic data pertaining to the SMTC's Limited English Proficiency Plan (as part of SMTC's 2015 Title VI & LEP Plan), and the SMTC's 2018 Environmental Justice Report.

Limited English Proficiency

The SMTC documents areas within the MPA with a high concentration of populations with Limited English Proficiency (LEP). The study area does not consist of any Census tracts with a significant concentration of LEP households.

Environmental Justice

The southernmost Census tract within the study area is identified as a low-priority environmental justice area. The other areas do not qualify for this designation.

## 3.3 Land Use

As shown in Figure 11, US 11 through the study area consists primarily of commercial land uses surrounded by single-family and multi-family (apartment complex) residential neighborhoods. At the southern end of the study area, a more mixed-use pattern of development occurs in the traditional heart of Mattydale, from Brookfield Road to Kirsch Drive. A mix of commercial, entertainment, dining, civic, and religious institutions front US 11 along this portion, before transitioning into larger, more suburban-style, shopping plazas to the north. The Mattydale Shopping Center and Northern Lights Shopping Plaza are anchored by big box tenants surrounded by large parking lots with hundreds of spaces.

Local retail trends within the study area have also evolved significantly within the last 20 years with new commercial development north of the study area and the Destiny USA expansion south of the study area. In 1998 the Cicero Wegmans opened, followed by the opening of the Driver's Village Auto Mall in 2003, the area's first Walmart Supercenter in 2005, and a Target in 2007. Towards the end of this development period, major anchors in the study area began to close, including Media Play in 2006 and the roller rink around 2010. A string of shops in the Mattydale Shopping Center closed, and some retail tenants moved from Northern Lights Plaza to Destiny USA, which opened its expansion wing in 2011.

By 2005, US 11 in Mattydale began to see a steady decline in traffic, with road segments reaching their lowest volumes in the past 20+ years. Traffic declines in Mattydale have aligned with the exodus of anchor retail spaces along the corridor and the expansion of retail opportunities elsewhere in the region. Major closings, such as K-Mart (2019), TJ Max (2013), Michaels (2015), Staples (2014), and Dollar Tree (2019) have continued to occur. These trends have resulted in an increase in the number of vacant structures and vacant lots throughout the corridor - including the large focus areas for which this study developed concept plans for later in this report.

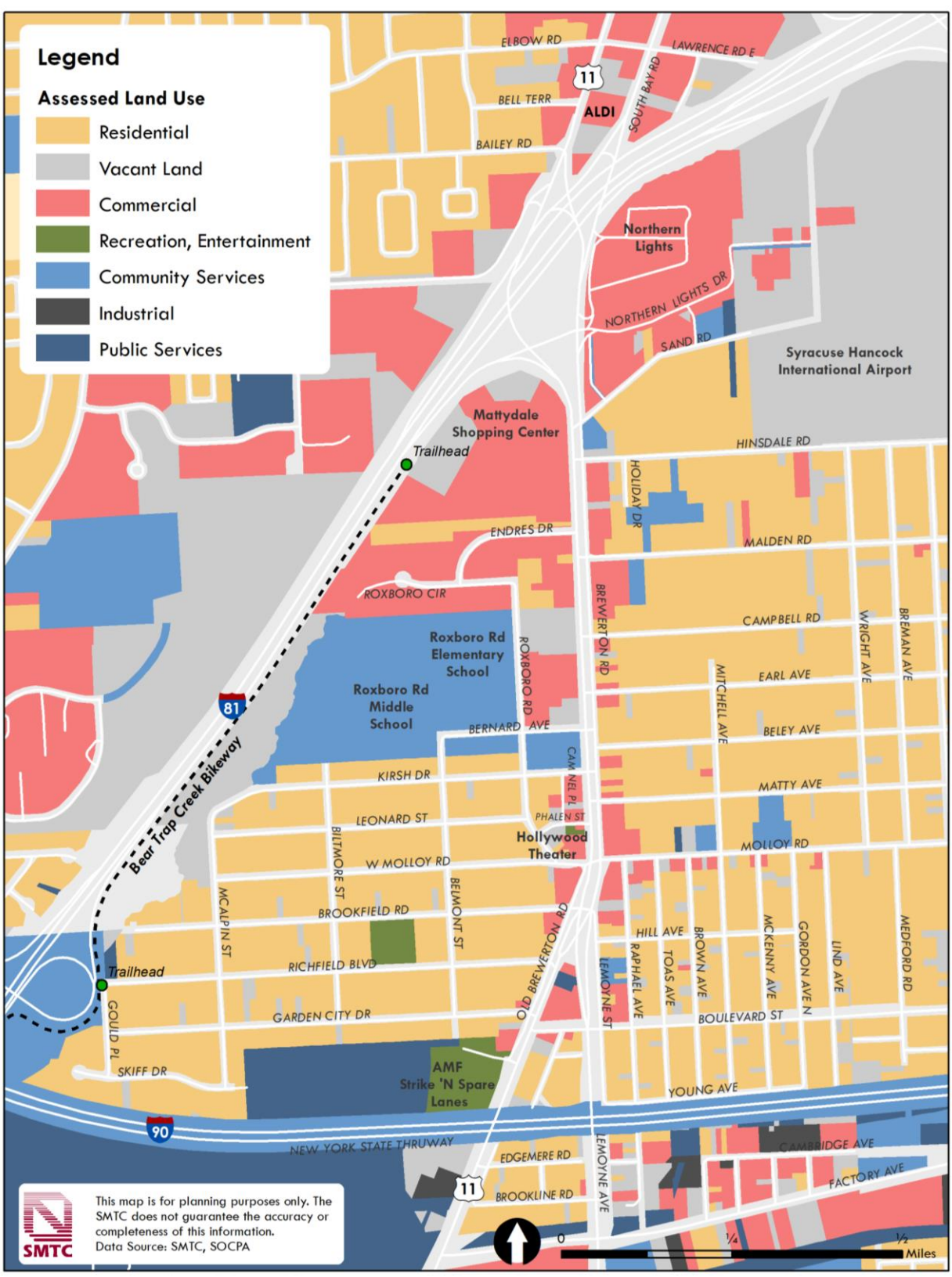



**Figure 11 - Land Use**

Bordering, and passing through, the study area to the west is I-81, to the northeast is Hancock International Airport, and to the south is the New York State Thruway, I-90. Roxboro Road Elementary and Middle Schools are situated with I-81 to the west and US 11 to the east, behind a commercial shopping plaza (Big Lots and the former skating rink). The surrounding residential neighborhoods primarily consist of single-family homes, with one large apartment complex, Orchard Estates, located between the schools and the Mattydale Shopping Center.

## 3.4 Zoning Regulations

As shown in Figure 12, US 11 through the study area is almost exclusively variations of commercial zoning. Table 2 includes a summary of bulk and use regulations for each district, including a relatively new Mixed-Use R5 Zoning District. Table 3 shows parking requirements for permitted uses within these zones.

The heart of Mattydale ("Mattydale Commons) is characterized by Highway Commercial Districts and Neighborhood Commercial, which both emphasize smaller buildings, shorter setbacks, and businesses that promote more daily uses, such as gas stations, restaurants, and day-care centers.

To the north and south, the corridor is bordered by Planned Commercial Districts, which require deep setbacks for parking lots, large lot areas, and emphasize larger retail/recreation destinations. Large shopping plazas like Northern Lights and the Mattydale Shopping Center demonstrate this zoning type.

Industrial zoning is located between the New York State Thruway and border of the City of Syracuse. Professional office and light-industrial zoning primarily exists outside of the study area just west of I-81, with the Syracuse Hancock International Airport as the main example within the study area.

The remainder of the study area beyond the US 11 corridor is dominated by single-family residential zoning with small pockets of higher density zoning, primarily behind Mattydale Shopping Center and around Hinsdale Road and Malden Road.

**Brewerton Road Design Guidelines (2002)**

In 2002, the Town of Salina published "design guidelines" for Brewerton Road through Mattydale, from Sand Road to the New York State Thruway. "Guidelines" - in general - are non-regulatory and are non-binding unlike other laws such as zoning or subdivision regulations that exist as standards that must be followed.[3]

The purpose of the guidelines was to promote pedestrian access and the development of a more consistent street

[3] Design "Standards" as opposed to "guidelines" are binding and are considered regulations. These 2002 guidelines, however, are deemed non-regulatory and have not been enforced according to town officials.

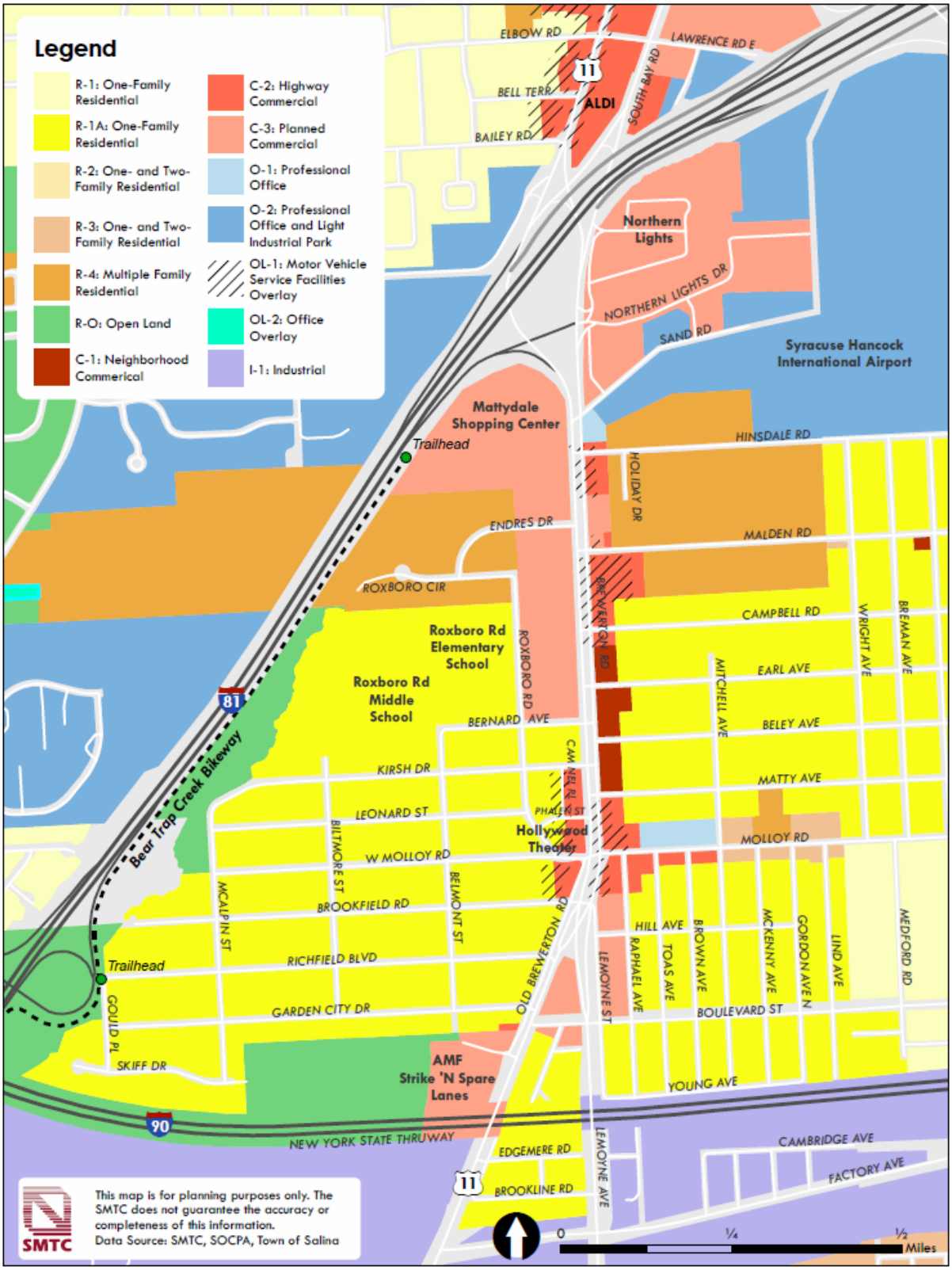



**Figure 12 - Zoning Map**

## Table 2 - Summary Bulk & Use Zoning Requirements (Town of Salina Zoning Code: Chapter 235)

| Zoning Type | Bulk Restrictions | | | | | Uses | |
|---|---|---|---|---|---|---|---|
| | Maximum Height | Minimum Lot Area | Minimum Lot Width | Maximum Lot Coverage | Minimum Setbacks | Permitted Uses | Special Permit Uses* |
| C-2 | 30 feet | 10,000 sq. ft. | 60 feet | 50% | 40 feet (Front yard); 15 feet (Side yard); 20 feet (Back yard) | Retail sales and service; Day-care centers; Offices | Restaurants, drive-in restaurants, packaged-food restaurants; Gas service facilities; Car leasing facilities; Recreation facilities (except golf courses); Funeral homes; Animal hospitals and kennels; Transitional parking areas; Utility services; Cemeteries |
| C-3 | 30 feet | 40,000 sq. ft. | 200 feet | 30% | 75 feet (Front yard); 20 feet (Side yard); 20 feet (Back yard) | Restaurants, drive-in restaurants, packaged-food restaurants; Hotels and motels; Retail sales and service; Offices; Radios and TV studios; Shopping centers without gas stations; Theaters; Day-care centers | Gas service facilities; New car sales; Adult uses**; Outdoor theaters; Recreation facilities (except gold courses); Funeral homes; Animal hospitals and kennels; Transitional parking areas; Utility services; Cemeteries; Used car sales with services/repair services for general public; Car services |
| R-5 | 40 feet (Two floors minimum) | 3,500 sq. ft. for each dwelling unit | 200 feet | 30% | 30 feet (Front yard without commercial uses); 75 feet (Front yard with commercial uses); 30 feet (Side yard); 40 feet (Back yard) | Multiple dwellings; Multiple dwellings with limited commercial uses on first floor; Retail sales and services; Offices and personal services; Restaurants | N/A |
| Town of Salina Code: Chapter 235 Articles III and V | | | | | | | |

## Table 3 - Summary Parking Requirements (Town of Salina Zoning Code: Chapter 235, Article IV)

| Lot Use | Number of Spaces | Per Reference |
|---|---|---|
| Multiple Dwelling Units | 2 | Per dwelling unit |
| Hotels | 1 | Per guest bedroom |
| Restaurants | 1 | Per 80 sq. ft. of gross floor area |
| Drive-In Restaurants | 55 | - |
| Packaged-food Restaurants | 15 | - |
| Shopping Centers | 1 | Per 180 sq. ft. of gross floor area |
| Retail stores | 1 | Per 100 sq. ft. of gross floor area uses for sales |
| Banks; Furniture Stores | 1 | Per 300 sq. ft. of gross floor area |
| Dry-cleaning and laundry | 15 | - |
| Bowling Alleys | 6 | Per alley |
| Places of assembly, funeral homes, theaters | 1 | Per every 3 seats |
| Gas service facilities | 1; 1; 2 | Per employee; Per 100 sq. ft. of gross floor area; Per 300 sq. ft. of car repair space |
| Offices | 1 | Per 200 sq. ft. of gross floor area used for office purposes |
| Offices for physicians and dentists | 4 | Per each employer and each employee |
| Day-care facilities | 1+1 | Per each employee + Per 5 children |
| Town of Salina Code: Chapet 235 Article IV Section 31 | | |

wall as the corridor continued its change from residential to commercial. Goal of the guidelines is to create:

- a unified feeling to the corridor
- a pedestrian-friendly and "walkable" community with an "eventual continuous network of sidewalks and pathways"
- a safe and efficient environment for both motorized and non-motorized means of travel.

Guidelines for driveways, parking lots, crosswalks, and sidewalks include the following:

- Sidewalks 5 feet wide minimum in residential areas; 8 feet wide minimum in commercial areas
- Crosswalks at intersections with a traffic control light
- Vehicular Access Management and Parking
- Consolidate driveways (shared driveways encouraged)
- Reduce the number of driveways per lot
- Driveways right angle to the street
- Driveways at least 500 ft away from intersections
- Benches, trash cans, bus shelters, flowers, etc. are encouraged along the corridor, mostly locating between sidewalks and the roadway to create a barrier

## 3.5 Demographic & Land Use Summary

Mattydale contains a mixture of land uses that encourage walking and bicycling along the corridor. However, most of those uses were guided by existing zoning regulations that support a range of development typologies from traditional urban to suburban. Existing regulations lean more heavily towards larger-scale suburban development patterns that prioritize automobile use as exhibited by minimum bulk, use, and parking requirements. The area also has heightened levels of poverty as compared to the rest of the SMTC MPA outside the City of Syracuse. One out of every five homes east of US 11 are considered "car-light" households with above average rates of residents who walk or bike to work.

# 4 – Inventory of Existing Road, Bicycle, and Pedestrian Facilities

SMTC staff conducted fieldwork and a desktop analysis of existing conditions. Fieldwork notes were compiled into an atlas that is available upon request.

## 4.1 Road Infrastructure

Number of lanes (roadway cross-section)

US 11's design differs across the study area, with the widest portion running from the I-81 interchange south to the neighborhood center of Mattydale (i.e., Mattydale Commons). The number of lanes on US 11 is shown on Figure 12. Medians exist throughout most of the study area from Richfield Boulevard to Bailey Road.

US 11 in the northern portion of the study area, from Belle Terrace to Lawrence Road, is three lanes with one lane in either direction with either a two-way-left-turn-lane or an exclusive left-turn lane. South of Bailey Road, US 11 splits to accommodate the I-81 interchange with two southbound lanes merging with South Bay Road to become a four-lane southbound road, along with two northbound lanes splitting from South Bay Road just south of the I-81 overpass. One northbound lane becomes a left-turn lane at Bailey Road and the other continues as a single through lane.

US 11 under the I-81 interchange (i.e., Mattydale Circle) generally maintains four lanes in all directions as it circulates under I-81. South of Mattydale Circle, US 11 maintains its design as a divided roadway with three travel lanes in either direction plus left-turn lanes at Sand Road, Hinsdale Road, Malden Road, Campbell Road, Earl Avenue, Bernard Street, Kirsch Drive, Matty Avenue, and Molloy Road.

At Brookfield Road, US 11 meets LeMoyne Avenue splitting into an X-shaped intersection with two lanes in either direction recombining at Richfield Boulevard as US 11, and two lanes in either direction recombining at Boulevard Street as LeMoyne Avenue. South of Brookfield Road, US 11 continues as four-lanes with two lanes in either direction until past the southern boundary of the study area at Factory Avenue.

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 4.

*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. Onondaga County also designates County Route numbers for its roadways to assist with inventory purposes, but Onondaga County does not typically sign the routes. Table 4 lists the route/touring number

for each identified roadway. NYSDOT also designates and signs bicycle routes. Within the study area, Bike Route 11 runs along US 11 from south of the study area up to E Molloy Road, where it turns east and continues out of the study area.

Existing Traffic Volumes and Trends

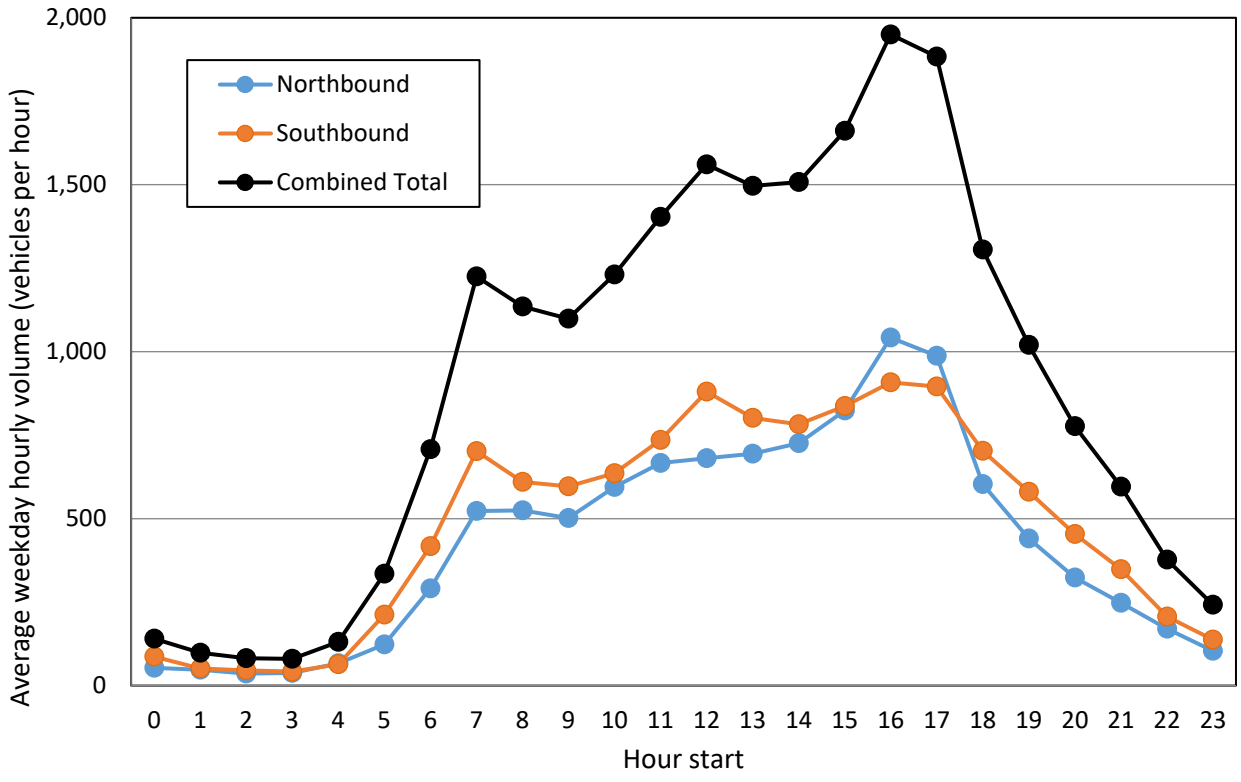
*US 11*

As shown in Figure 12, traffic volume along US 11 north of I-81 is more than 16,000 vehicles per day (NYSDOT, 2018). US 11 has about 21,000 vehicles per day between I-81 and LeMoyne Avenue; and just over 6,000 vehicles per day south of LeMoyne Avenue. (NYSDOT, 2017).

As described in section 3.3., US 11 has generally experienced a decline in volume as well as a loss of retail during the past 20 years. In the past decade, an annual rate of decline (south of I-81) has been between 4-6%.

As shown in Graph 1, traffic volume builds throughout the day (in both directions). Slight dips occur after the AM and mid-day peak periods followed by rapid increases. Volumes decline significantly after 6:00 p.m. The highest traffic volume is in the late afternoon reaching peak hour at 4:00-5:00 p.m. with 1,950 vehicles (NYSDOT, 2017). The combination of commuter traffic and shopping trips is typical of arterial roads with a high level of commercial development plus nearby residential areas.

**Graph 1 - US 11 Hourly Traffic Volumes LeMoyne Ave. to I-81 Junction *(NYSDOT 2017)***



*LeMoyne Avenue*

As shown in Figure 12, traffic volume at LeMoyne Avenue between US 11 and Boulevard Street is more than 9,000 vehicles per day (NYSDOT, 2019), and more than 10,000 vehicles per day south of Boulevard Street (NYSDOT 2016).

Over the past 20 years, volume levels have generally remained steady. LeMoyne Avenue from Factory Avenue to Boulevard Street yielded the largest volume decline between 2009 and 2016, dropping approximately 7%.

As shown in Graph 2, traffic volume patterns north of Boulevard Street reflect those of a commuter corridor with peaks occurring during the morning, mid-day, and evening periods.

The highest traffic volume is in the late afternoon, reaching peak hour at 4:00-5:00 p.m. with 896 vehicles (NYSDOT, 2019). Volumes decline gradually after 6:00 p.m.

Compared to trends along US 11, a slightly more distinct directional pattern exists along LeMoyne Avenue, with a peak in southbound traffic from 7:00-8:00 a.m. (morning commute) and a peak in northbound traffic after 4:00 p.m. (afternoon commute).

**Graph 2 - LeMoyne Avenue Hourly Traffic Volumes Boulevard St. to US 11 *(NYSDOT 2019)***

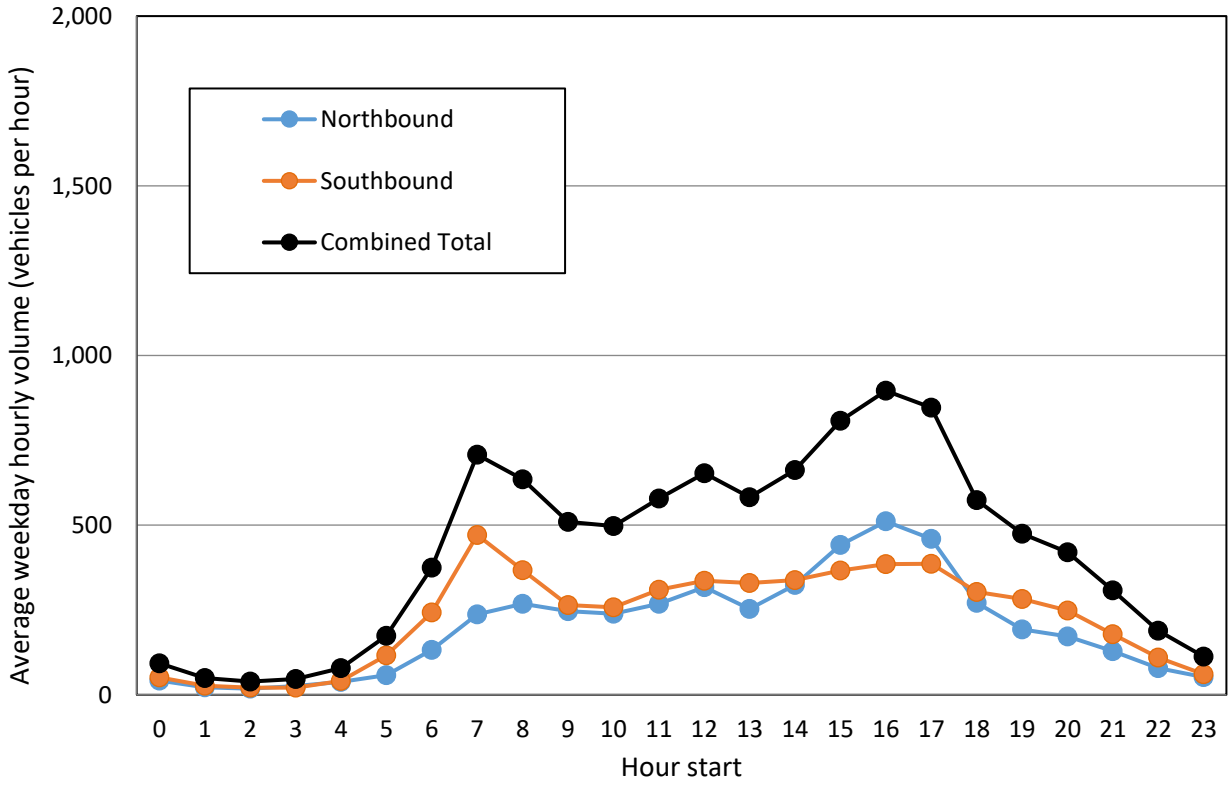



**Figure 12 - Road Ownership, # Lanes, AADT**

**Table 4 - 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) |
|---|---|---|---|---|---|---|
| Bailey Rd | Buckley Rd to Brewerton Rd | - | Salina | Major Collector | - | No |
| Brewerton Rd | Taft Rd to I-81 Junction | US 11 | NYSDOT | Minor Arterial | - | No* |
| | I-81 Junction to Lemoyne Ave | US 11 | NYSDOT | Minor Arterial | - | No* |
| | Lemoyne Ave to City Line | US 11 | NYSDOT | Minor Arterial | NY 11 | No |
| East Molloy Rd | Brewerton Rd to Townline Rd | CR 69 | OCDOT | Minor Arterial | NY 11 | No |
| Factory Ave | Brewerton Rd to LeMoyne Ave | CR 93 | OCDOT | Minor Arterial | - | No |
| LeMoyne Ave | Brewerton Rd to Factory Ave | CR 219 | OCDOT | Minor Arterial | - | No |
| South Bay Rd | I-81 Junction to Lawrence Rd | CR 208 | OCDOT | Minor Arterial | - | No |

* However, a portion of US 11 - the "Mattydale Circle" under I-81 is NHS.

*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 US 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. Roads listed in Table 4 are Federal-Aid Eligible (FAE) roads.

Study area roads not listed in Table 4 are classified as local roadways and, therefore, are not FAE roads; remaining local roads within the study area are owned by the Town of Salina or are privately-owned. However, one exception is Malden Road (CR 87), which is a local road owned by OCDOT. Many commercial driveways (e.g., Northern Lights) that connect 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. A short segment of US 11 around the I-81 junction is part of the NHS as it provides connections to the interstate system. Overall, though, most of the study area is not part of the NHS.

## 4.2 Intersection Traffic Control

There are eight signalized intersections on the southbound portion of US 11 and ten on the northbound portion within the study corridor, all operating with three-color signals. These locations were previously shown on Figure 12 and are listed in Table 5. The remaining intersections are all unsignalized and have stop or yield sign control on the side street(s) only (i.e., four-way stop-controlled intersections do not exist along the US 11 in the study corridor).

## 4.3 Bicycle and Pedestrian Facilities

This section reviews existing bicycle and pedestrian facilities within the study area. Two bikeways exist: the Beartrap Creek Trail, a protected pathway, and a portion of NYS Bike Route 11. Table 5 summarizes existing pedestrian amenities at each intersection. Additional information for each intersection location is summarized in Appendix C. Figure 13 shows general bicycle and pedestrian facilities.

*Bike Route 11*

As previously discussed, Bike Route 11 exists as a signed route only with no bicycle amenities. According to the NYSDOT's bicycle website:

*"State Bicycle Route 11 is a signed on-road bicycle route that extends 320 miles from the Pennsylvania state line near Binghamton to Rouses Point on the New York – Quebec border. This route connects with Pennsylvania State Bicycle Route L and the Velo Quebec cycling routes in Quebec and eastern Canada. It also intersects with State Bicycle Routes 5, 9 and 17, and NYS Canalway Trail."*

Figure 13 shows the location of Bike Route 11. Aside from NY Bike Route 11 signs, on-road bicycle facilities such as shared lane markings (i.e., sharrows) or bicycle lanes (bike lanes) do not exist within the study area. No other signed state-designated bicycle routes exist within the study area.

*Beartrap Creek Trail*

The Beartrap Creek Trail is a 1.6-mile shared use pathway located within the I-81 right-of-way. Two main trailheads with parking exist; the northern trailhead is located behind the K-Mart Plaza in Mattydale and the southern trailhead is located at Ley Creek Drive/7th North Street intersection. As shown in Image 2, a trail entrance also exists at the corner of Gould Place and Richfield Boulevard in Mattydale. The pathway is protected (i.e., it does not cross any roads) and provides grade-separation over the


**Figure 13 - Existing Bicycle and Pedestrian Facilities**

**Table 5 - Traffic Control & Pedestrian Amenities**

| Intersections | Crosswalks | Ped. signals | Countdown timers | Curb Ramps | Detectable warnings | Control |
|---|---|---|---|---|---|---|
| Lawrence Rd./ Elbow Rd./US 11* | O | - | - | - | - | sig. |
| Lawrence Rd./ South Bay Rd. | O | - | - | - | - | sig. |
| Belle Terrace/ US 11 | - | - | - | - | - | stop |
| Bailey Rd./ US 11* | - | - | - | - | - | sig. |
| South Bay Rd./ US 11* | - | - | - | - | - | sig. |
| I-81 SB Off-ramp / US 11 | - | - | - | - | - | Yield |
| I-81 NB Off-ramp/ US 11* | - | - | - | - | - | sig. |
| South Bay Rd./ US 11/ Plaza | - | - | - | - | - | Yield |
| I-81 NB Off-ramp/ Plaza Entrance/ US 11* | - | - | - | - | - | sig. |
| Sand Rd./Plaza Entrance & Exit/ US 11* | - | - | - | - | - | sig. |
| Hinsdale Rd./ US 11 | - | - | - | - | - | stop |
| Endres Dr./ US 11 | - | - | - | - | - | stop |
| Malden Rd. / US 11* | - | O | O | O | - | sig. |
| Campbell Rd./ US 11 | O | - | - | O | O | stop |
| Earl Ave./ US 11 | O | - | - | O | O | stop |
| Bernard Ave./ US 11* | O | O | O | O | O | sig. |
| Beley Ave./ US 11 | O | - | - | O | O | stop |
| Kirsch Dr./ US 11 | O | - | - | O | O | stop |
| Matty Ave./ US 11 | O | - | - | O | - | stop |
| W Molloy Rd./ US 11* | O | O | O | O | o | sig. |
| Brookfield Rd./LeMoyne Ave./ LeMoyne St./ US 11 | O | - | - | O | - | stop |
| Lemoyne Ave./ US 11* | O | O | O | O | o | sig. |
| Richfield Blvd./ US 11 | O | - | - | O | - | stop |
| Garden City Dr./ US 11 | O | - | - | O | - | stop |
| Boulevard St./ Old Brewerton Rd./ US 11 | O | - | - | O | - | stop |
| Edgemere Rd./ US 11 | O | - | - | O | O | stop |
| Factory Ave./ US 11 | O | - | - | O | - | sig. |

- Not present  O Present on some approaches  ● Present on all approaches

* = This location is scheduled to receive Pedestrian Safety Action Plan (PSAP) improvements - see Table 1.

Thruway via a dedicated bridge. There are no existing bicycle or pedestrian facilities that connect to the trailheads. The portion of the Bear Trap Creek Trail within the study area is shown in Figure 13.


Image 2 - Beartrap Creek Trail entrance at the corner of Gould Place and Richfield Boulevard (Town of Salina).

During the scoping process and throughout the planning process, Salina and SOCPA discussed their and their constituents' desire to extend the trail south to connect with the Loop-the-Lake Trail and north to the Town of Clay, the Airport, and the Village of North Syracuse and discussed the desire to seek funding from a program such as TAP/CMAQ to extend the trail south to connect to the Loop-the-Lake Trail.

*Pedestrian Facilities*

Pedestrian facilities primarily exist within the southern half of the study area. At the time of the scoping process, the northern half of the study area contained few if any pedestrian amenities. As a major objective, the study sponsors (Salina and SOCPA) and all SAC representatives seek to identify options with SMTC to improve and expand the pedestrian (and bicycle) network.

The NYSDOT is currently in the process of making pedestrian safety-related improvements at several signalized intersections within the study area. (Table 1 provides additional information on the improvements.) These improvements are being conducted because of the state's first Pedestrian Safety Action Plan (PSAP). Although a variety of improvements are being made, in general, they consist of installing enhanced crosswalks, curb cuts, detectable warnings, and pedestrian signals. Several improvements are being made at locations where sidewalks do not exist (e.g., US 11/Sand Road intersection), and it should be noted that sidewalk improvements are not included as part of the PSAP package.

Sidewalk conditions vary throughout the corridor. Sidewalk width varies from about 3 feet to over 5 feet. Sidewalk curb cuts exist at most intersections and vary in design, condition, and width. Many curb cuts lack detectable warnings to assist individuals with visual impairments. Some properties have installed 5-foot-wide sidewalks because of new development or redevelopment. In some cases, sidewalks end suddenly at an adjacent property that does not have a sidewalk. Sidewalk materials also vary throughout the corridor and typically include concrete or asphalt.[4]

Figure 13 shows the location of existing sidewalks within the study area. Crosswalk

[4] SMTC could not find material or dimensional requirements for sidewalks within the Town of Salina Code. The 2002 Design Guidelines developed for the Town of Salina (by CHA Companies) recommends 5-feet wide minimum for sidewalks within residential areas and 8-feet wide minimum within commercial areas. The design guidelines were developed specifically for the Mattydale community but are no longer used or unenforced.

locations are also identified across US 11. Table 5 provides a detailed overview of pedestrian amenities at signalized and unsignalized locations within the study area. The figure and the table summarize observations made in the field during summer and autumn of 2020. Conditions are always subject to change, especially considering new development/ redevelopment possibilities and progress as the NYSDOT implements their PSAP improvements.

*Field Observations*

The SMTC conducted fieldwork along the corridor in August and September of 2020. In addition to crosswalk and intersection data illustrated in Table 5, staff noted observations regarding general areas of concern.

Observations included potentially inadequate pedestrian crossing times at signalized intersections, worn walking paths in grass, bicyclists choosing to ride along sidewalks, and pedestrians electing to cross mid-block or walking along roadways due to out-of-the-way or nonexistent sidewalks and crosswalks in area.

Bicyclists and pedestrians were frequently observed. In addition to riding their bikes on sidewalks or in the road following the direction of traffic, several bicyclists were observed riding in the road opposing traffic. “Bicycle-friendly” sewer grates were observed along US 11.

In addition to pedestrian safety, transit facilities were minimal, often signed along grass areas without pedestrian amenities or curb cuts. In some locations, bus signs were not found where our database indicated they should be located.

Although cobra lights exist throughout the corridor, some intersections with and without marked crosswalks are excessively wide due to the number of travel lanes, the center median, and the width of the road’s right-of-way.

## 4.4 Existing Bicycle and Pedestrian Count Information

Pedestrian counts for the US 11 Mattydale corridor have been collected by NYSDOT from 2003 to 2021. Overall, the number of pedestrians counted in this study area is low. Of the 24 counts, only three intersections have had more than 10 pedestrians during a day. It was most common for pedestrians to travel along the eastern side of US 11 where most of sidewalks exist.

On June 15, 2006, twelve pedestrians crossed the intersection of US 11 and Malden Rd - an intersection without any painted crosswalks. The majority (two thirds) crossed at the westbound approach during the morning. The intersection with the highest pedestrian volume was US 11 and South Bay Road. On June 18, 2014, twenty-nine pedestrians were counted crossing the intersection, a majority crossing the westbound (58%) and northbound (24%) approaches. Interestingly, there are no pedestrian facilities at this location and the intersection is adjacent to the I-81 viaduct. Staff observed some individuals with groceries from Aldi’s (a grocery store does not exist south of I-81 in Mattydale).

The third intersection that surpassed ten pedestrians was US 11 and Molloy Road. On September 9, 2021, of a total of 26 pedestrians, about half crossed the intersection in the late afternoon across the westbound approach and about half across the northbound approach.

Bicyclists counted during the time periods were also low. Most bicyclists were observed riding in the late afternoon. US 11 and Bernard Street experienced 27 total bike crossings on September 29, 2021. Just more than half of the bicyclists traveled northbound and just under half traveled southbound along US 11 through the intersection. This intersection is the closest one in the study area to the Roxboro Road schools. The US 11 and Molloy Road experienced twelve bicyclists crossing the intersection, most commonly during the late afternoon. This intersection also follows part of New York State Bike Route 11.

## 4.5 Truck and Freight-Related Considerations

It is important to consider mobility needs for all users of the road network – this includes freight-related needs in addition to automotive, bicycle, pedestrian, and transit needs. Demand for local deliveries and routing needs for pass-through freight movements impact the number and frequency of heavy vehicle trips. Figure 14 shows which roads have posted weight restrictions.

As shown in Figure 14, Truck Route 298 (Factory Avenue) is located within the southern portion of study area. Molloy Road and Northern Boulevard also serve as major employment centers for heavy commercial and light manufacturing uses east of the study area. The presence of the Airport in the northeast portion of the study area is another major freight generator for intermodal air cargo. Also, the world's second largest Amazon Distribution Center (DC) is slated to open along Morgan Road (in the Town of Clay) in 2022.

Industry, manufacturing, and retail sector trends evolve over time, and they have significantly evolved since NYSDOT established US 11 as a six-lane divided highway. In general, manufacturing, and industrial sectors have declined throughout the last several decades. This includes local heavy freight generators (and large employers) such as Carrier, GM, and New Venture Gear who were located east of the study area along Route 298 (Factory Avenue).

As previously discussed in Section 3.3 (Land Use), the Mattydale community has experienced a steady decline in retail store occupancy rates that has reduced heavy vehicle trips that once served these areas. Additionally, a new paradigm shift appears to be underway, which includes the rapid growth of e-commerce. This trend is further fueled by the sudden onset of the global pandemic which has increased demand for home deliveries. Although yet to be determined, the impact of e-commerce has the potential to further impact the viability of traditional brick-and-mortar commercial buildings. This could result in fewer "shopping trips" to stores and more home deliveries through various vehicle types.

*Heavy Vehicle traffic*

Vehicle classification, abbreviated to 'vehicle class', is the method the Federal Highway Administration (FHWA) uses to organize vehicles by size. Heavy vehicles are defined as any vehicle with two axles and six tires, or greater. This includes any vehicle from a small tow-truck to a seven-axle tractor trailer. The percent of heavy vehicles passing through a corridor is helpful reference when considering the need to balance mobility and safety for all road users.


Figure 14 – Truck Restrictions

Heavy vehicle percentages are considered relatively low for a corridor if they consist of less than 6% of total traffic. Percentages from 6-10% are considered notable, usually indicating a freight destination or nearby interstate ramp. Even with the I-81 interstate ramp bordering the study area and the heavy vehicle needs previously listed, all road segments and traffic directions are below 6% heavy vehicles, therefore considered relatively low. Heavy vehicles consist of less than 5% of total traffic on US 11 and less than 4% on LeMoyne Ave.

The road segment with the greatest measured percent of heavy vehicles was US 11 from LeMoyne Ave to the I-81 junction at 5% of all traffic. These data were collected in 2009. Data for the other road segments were collected more recently in years 2016, 2018, and 2019.

During public outreach a resident raised a concern about heavy trucks using Matty Avenue as a cut-through. He said heavy trucks use Matty Avenue to skip delays at the US 11 and East Molloy Road signal. Matty Avenue is a neighborhood street lined with single-family homes and a senior living facility. Residents (including seniors) walk or bike along the roadway due to the absence of pedestrian and bicycle infrastructure. As shown in Figure 14, Matty Avenue has a posted 5-Ton Weight limit to restrict truck traffic.

# 5 - Transit Service and Facilities

## 5.1 Centro Bus Service

As shown in Figure 15, Centro runs two fixed-route bus lines through the study area: Sy 88 and Sy 84. A third line, Sy 52, provides service to the industrial areas on Molloy Road, east of the study area. Additionally, Centro provides "shopper" service on Tuesdays on the Sy 92 line. Shopper service consists of two bus runs between apartment buildings and the Tops in Airport Plaza, just north of the study area. Scheduled shopper service does not connect riders to the Transit Hub.

Sy 88

Buses on the Sy 88 line run from the Transit Hub, through Downtown Syracuse, to Destiny USA, and from there via I-81 to Northern Lights Plaza, the Airport Park-N-Ride, the Wegmans Park-N-Ride, and points along the way. Some routes (288, 388, and 388x) provide service as far north as Central Square. Headways for inbound buses at the Wegmans Park-N-Ride average about 20 minutes during the morning commute period, with a high of 30 minutes and a low of two minutes. Headways for outbound buses on this line at the Transit Hub average 17 minutes during the evening commute period.

Sy 84

Buses on the Sy 84 line also originate at the Transit Hub and run north and south on US 11, with stops at Northern Lights Plaza and the Airport Plaza Park-N-Ride. The Sy 84 line serves residential areas in Mattydale and North Syracuse; unlike the Sy 88 line, it does not run north of Route 481. Buses on this line provide service along Malden Road between US 11 to Florida Road, along Florida Road to Molloy Road, and back to US 11 from Molloy. The route also runs through the residential area on the west side of US 11, along Endres Road and Roxboro Road. Buses on the 184 route provide service to residential areas north of the study area. Sy 84 runs Monday to Saturday with two buses running in both directions in the morning and one in the afternoon. Morning buses run 2 hours and 40 minutes apart, with a 40-minute trip from end to end.

Sy 52

Buses on the Sy 52 line run near, but not into, the study area. This line is primarily intended to provide service to the Court Street Industrial Park in Lyncourt; Route 152 on this line crosses the Thruway via Thompson Road and provides service to the industrial area north of the Thruway in DeWitt, running along Molloy Road as far west as Vincent Drive, about 1.4 miles east of US 11. There are two runs in the morning (leaving the hub at 6:10 A.M. and 7:10 A.M.) and two in the evening (leaving Vincent/Townline at 3:35 P.M. and 5:05 P.M.).

## 5.2 Boarding and Alighting Data

Centro provided boarding (getting on the bus) and alighting (getting off the bus) data by bus stop, with approximate weekday averages for the number of people boarding and alighting at each stop in 2019.


**Figure 15 - Transit Routes and Activity Data**

The most used bus stop in the study area is the Northern Lights Plaza (Stop 3691). The Northern Lights Plaza has an average of 9 daily boardings and 28 daily alightings. For comparison, just north of the study area, the Airport Plaza Park-N-Ride (Stop 7881) has an average of 15 daily boardings and 11 daily alightings. The next most active bus stop in the study area is the US 11/ Elbow Road stop, with 14 daily boardings and 2 alightings. The remaining bus stops in the study area see fewer than ten riders (either getting on or getting off a bus) daily, on average. In general, stops within the study area have a relatively low activity. Based on ridership, Mattydale (Sy 84) is ranked #17 in 2019 out of 26 routes.

The most heavily used stop on Route 152 (one boardings, four alightings daily, on average) is at Vincent Drive and Townline Road.

## 5.3 Transit Access to Clay Amazon Distribution Center

In our discussions with the community, we discovered an interest in accessing job opportunities at the new Amazon Distribution Center in Clay. In response, the SMTC team reviewed bus routes and schedules to determine the feasibility of commuting by way of public transit to the new site. All routes would require riders to travel to Downtown Syracuse and transfer buses to arrive at the center, with an average commute time ranging between 1 and 1.5 hours. Based on the peak hours identified in the transportation impact study and typical workday structures noted in online job postings, we determined that commuting by public transit is viable, but restrictive, when heading to work. Night shift employees will not have public transit available for the commute home.

The SMTC team also reviewed the ability to commute to the center by bike. Google Maps identifies three optimal routes, each taking roughly 35-40 minutes to commute from the study area to the center. Each option requires riders to go long stretches on roadways with high volumes and speeds, which may prevent all but the most serious riders from choosing this commuting option.

## 5.4 Rider and Non-Rider Surveys

Non-Rider Survey

In 2017, the SMTC sent 10,000 surveys to residents of the Syracuse area, requesting that they be returned only by people who do not currently use Centro bus service. The objective of this non-rider survey was to determine what, if any, measures Centro could take to encourage greater bus ridership. A total of 1,125 surveys with responses were returned to the SMTC. Of these responses, 14 were from the Mattydale area (zip code 13211).

In response to a question that asked why they do not use Centro's service; Mattydale area respondents reported the following obstacles:

- Needing a car while at work or school,
- Needing a vehicle while making service calls,
- The greater convenience of a personal vehicle,
- Length of time for bus trips,
- Confusing bus schedules,
- Infrequent service, and
- The need to transfer buses.

Destinations that Mattydale residents would like to see served (or to which they would like to see more service) include:

- Regional Market,
- NYS Fair,
- Non-critical medical appointments,
- JMA [formerly 'Carrier'] Dome,
- Turning Stone Casino,
- Downtown events,
- St. Joseph's Healthcare Amphitheater,
- Wegmans,
- Airport, and
- North Medical Center.

Rider Survey

During the summer of 2017, SMTC staff administered written surveys to more than 1,100 bus riders on Centro buses. The goal of this survey was to identify existing service issues and to help plan future transit service.

Sixty-four responses were received from riders on the Sy 84 and Sy 88 lines. More than three-fourths of respondents said they used the bus to commute to work, while more than a third reported using the bus to get to appointments.

Most riders on these buses (52 percent) reported trip lengths between 10 and 29 minutes, but a substantial proportion (37 percent) reported that their typical bus ride was between 30 minutes and an hour long. Seventy-five percent of riders reported that the trip to their bus stop takes under ten minutes.

Asked why they use Centro's service, respondents said that they do not own a vehicle (55 percent), that the bus was less expensive than driving (48 percent), and that the bus is better for the environment than a car (31 percent).

Asked which locations they travel to the most by bus, respondents on these routes – like most of the other respondents to the survey – reported Destiny USA more often than any other destination. While SUNY Upstate Medical Center was the tenth most popular destination among all survey respondents, it was the second most popular destination for riders on these two routes. Otherwise, the remaining top five destinations identified by riders on Routes 84 and 88 were similar to those identified by most other riders: Downtown Syracuse, the Transit Hub, and Syracuse University.

Riders were also asked for specific locations that they wish Centro would serve. In many cases respondents provided locations that currently have Centro service, suggesting that they would like to see more service to these locations. In the case of riders on the Syr 84 and Syr 88 lines, these locations included North Syracuse, Cicero, Mattydale, and US 11.

The vast majority (88 percent) of respondents said that the Centro system generally meets their needs and 77 percent said that the need to transfer buses at the Transit Hub would not discourage them from riding the bus. In response to the question: "Do you have additional suggestions for improving the Centro system?" - respondents provided the following suggestions and comments:

- Improve weekend service to North Syracuse, Cicero, and Liverpool,
- Sell bus passes at Wegmans,
- Issues with Centro app,
- Security at night,
- Buses too full, and
- Need to accept credit cards.

## 5.5 Bus Stop Facilities

As shown in Figure 15, signed stops and one shelter exist throughout the study area. Wheelchair symbol signs at the bus stops indicate that the stop is "accessible." However, many bus stop locations lack facilities such as sidewalks and curb cuts (Image 3).

Signed bus stops do not exist along US 11 between Malden Road and Molloy Road. North of the study area, Airport Plaza (i.e., Tops Supermarket) includes one Park-N-Ride facility.

Signed bus stops in the northern half of the study area typically consist of grass areas with raised curbs or along road shoulders and lack facilities such as concrete pads, sidewalks, and curb cuts. Some similar conditions exist in the southern half of the study area; however, bus stops near the Mattydale Commons area tend to include concrete pads, connect with sidewalks, and may have curb cuts.

The only shelter (Image 4) within the study area exists on the southwest corner of US 11/Lawrence Road/Elbow Road. The shelter includes a bench that is screened from the roadway. A concrete pad extends north of the shelter, however there are no sidewalks, and the shelter is surrounded by lawn.


**Image 3** - Signed bus stop location with ADA accessibility sign at the southeast corner of US 11 / Sand Road. Image is taken looking south. A worn footpath is visible. No sidewalks, curb cuts, or other accessible amenities are provided.


**Image 4** - A bus shelter located at the southwest corner of US 11 / Elbow Road / Lawrence Road. Image is taken looking south, southwest. Sidewalks do not exist. Access is provided via the road shoulder.

# 6 - Crash Assessment

## 6.1 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 ALIS to review crashes that occurred during a five-year period (January 1, 2015 to December 31, 2019) for US 11 within the study area.

According to ALIS, 649 crashes occurred along US 11 within the study area during the five-year period. Of these, two involved pedestrians and six involved a bicyclist. There were no fatal crashes. However, there were 14 'serious injury' crashes and 139 'injury' crashes.

As shown in Figure 16, SMTC sorted collisions as a signalized 'intersection' crash or a 'non-intersection' crash (i.e., a 'segment' crash).[5] Crashes occurred most often in the northern half of the study area. It was also more common for crashes to occur at an intersection (approximately 60 percent of total crashes) than along a road segment. Crash rates for segments and signalized intersections are shown in Figure 17.[6] Locations that experienced a high number of crashes and high crash rates include:

Intersections

- US 11/Bailey Road
- US 11 (SB)/I-81 off-ramp
- US 11 (SB)/S Bay Road (SB)

Segments

- US 11 'Mattydale Circle'
- US 11 between Bailey Rd and Elbow Road/Lawrence Road.

Since US 11 is a state-owned facility, NYSDOT monitors crash rates and patterns, as it does on its entire network, with the goal of identifying locations of concern. NYSDOT is currently undertaking a Highway Safety Investigation (HSI) as a separate effort in some parts of this project's study corridor, with results forthcoming.

[5] Non-intersection (i.e., segment) crashes were counted from signalized intersection to signalized intersection and include crashes that occurred at an unsignalized intersection.

[6] Intersection crash rates are based on millions of entering vehicles (MEV), and roadway segment crash rates are based on Millions of Vehicle Miles Traveled (MVMT). These formulae require an estimate of the Annual Average Daily Traffic (AADT) passing through a segment or the number of vehicles entering an intersection. Over the course of 2016 to 2018, the NYSDOT conducted 3 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 the Syracuse City Line and LeMoyne Avenue, LeMoyne Avenue and Interstate 81, and Interstate 81 and Taft Road. SMTC used these traffic volume counts, and historic intersection volume counts conducted by NYSDOT or consultants, to calculate crash rates for the segments and intersections. Although portions of US 11 are divided, the rate calculations include both parts (northbound and southbound) of the divided road.


**Figure 16 - Intersection and Segment Crashes**

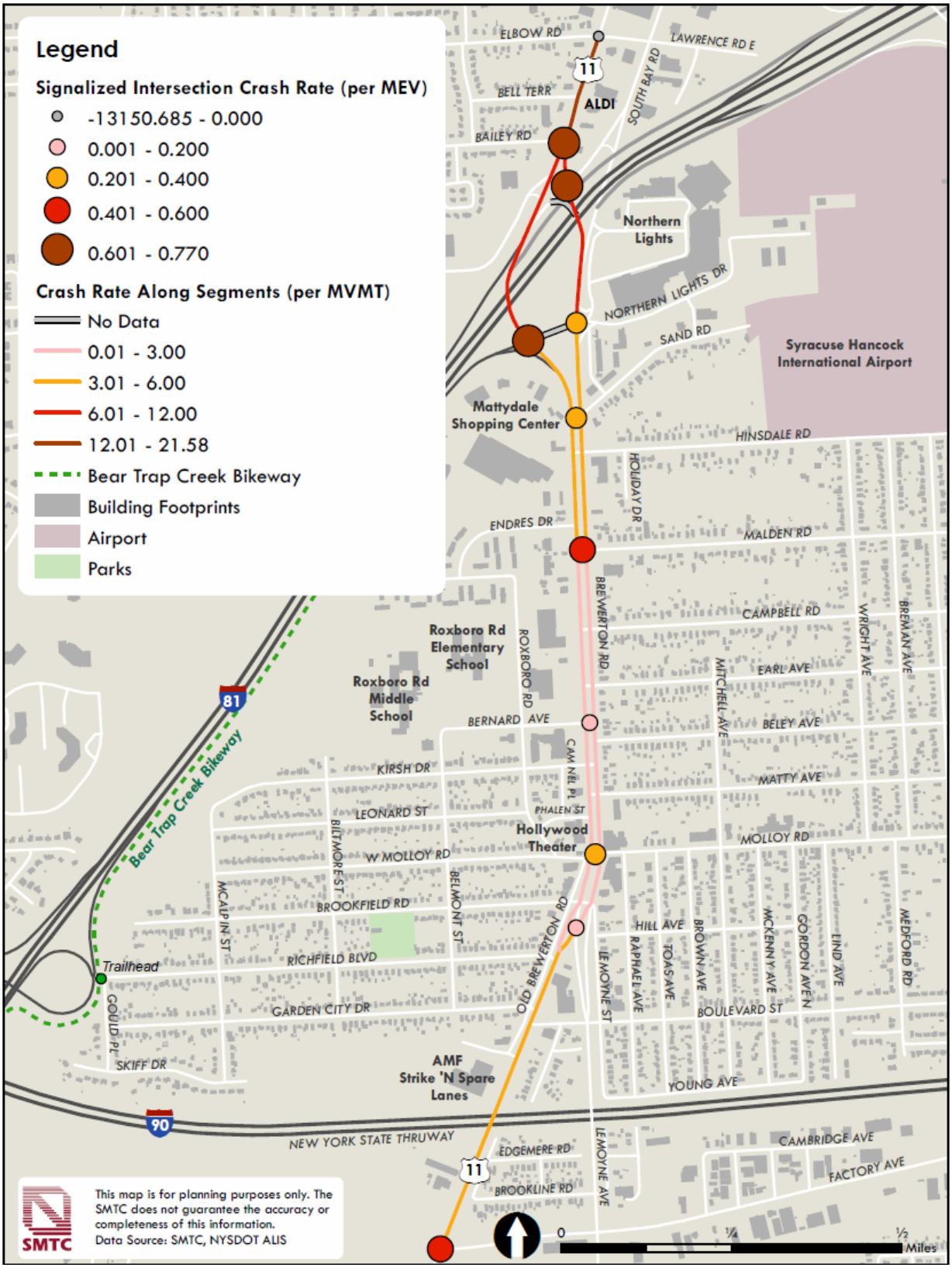



**Figure 17 - Segment and Signalized Intersection Crash Rates**

## 6.2 Crash Classification and Crash Severity

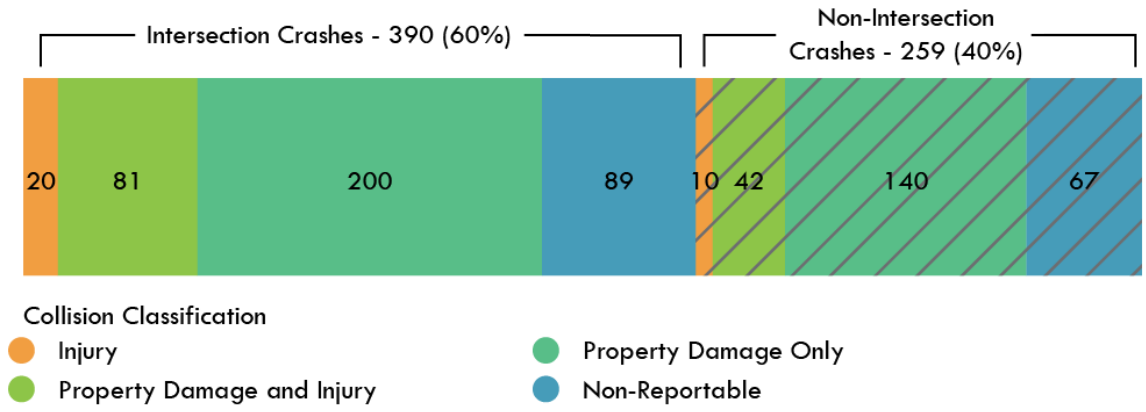
Crashes are classified as either 'reportable' or 'non-reportable' by the New York State Department of Motor Vehicles (DMV). A crash is classified as reportable if it results in death, injury, and/or at least $1,000 of property damage to any single motor vehicle. All other crashes are considered non-reportable. Figure 18 identifies the number reportable and non-reportable crashes that occurred at intersections and segments.

Table 6 identifies the number of reportable and non-reportable crashes for general 'crash types' – i.e., collisions that involved either a vehicle, a bicyclist, a pedestrian, or "other". Table 7 identifies the number of crashes that occurred for each crash type based on crash severity – i.e., collisions that resulted in at least one fatality, serious injury, injury, etc.

There were no crashes with fatalities in the study area within the period analyzed. However, of the 649 total crashes, 14 are classified as a 'serious injury' crash.[7] Figure 19, shows the location of serious injury crashes. Although a serious injury crash can result in multiple people obtaining serious injuries, the 14 serious injury crashes resulted in 14 people with serious injuries. Some serious injury crashes also involved someone else becoming injured (but not severe enough to be classified as a serious injury).

There were 139 'injury' crash (i.e., not serious injury crashes), resulting in 186 injuries. This indicates that several injury crashes resulted in more than one person being injured. About two thirds of all injury and serious injury crashes occurred at an intersection.

**Figure 18 - Intersection and Non-Intersection Crashes in the Primary Study Area**




Source: NYSDOT ALIS, 2015-2019

[7] A crash is classified as a "serious injury crash" if at least one person involved experienced any of the following conditions: severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, being unconscious when taken from the crash scene, and being unable to leave the crash scene without assistance.


**Figure 19 - Serious Injury Crash Locations**

**Table 6 - Crashes by Type and DMV Classifications**

| Type | Fatal | Injury | Reportable Property Damage and Injury | Property Damage Only | Non-Reportable | Total |
|---|---|---|---|---|---|---|
| Motor Vehicle | 0 | 24 | 109 | 322 | 143 | 598 |
| Pedestrian | 0 | 1 | 1 | 0 | 0 | 2 |
| Bicyclist | 0 | 3 | 2 | 0 | 1 | 6 |
| Other | 0 | 2 | 11 | 18 | 12 | 43 |
| **Total** | **0** | **30** | **123** | **340** | **156** | **649** |

**Source: NYSDOT ALIS, 2015-2019**

**Table 7 - Summary of Crashes by Type and Severity**

| Type | Fatal | Serious Injury | Injury | Other | Total |
|---|---|---|---|---|---|
| Motor Vehicle | 0 | 10 | 123 | 465 | 598 |
| Pedestrian | 0 | 1 | 1 | 0 | 2 |
| Bicyclist | 0 | 1 | 4 | 1 | 6 |
| Other | 0 | 2 | 11 | 30 | 43 |
| **Total** | **0** | **14** | **139** | **496** | **649** |

**Source: NYSDOT ALIS, 2015-2019**

## 6.3 Collision Type and Contributing Factors

The ALIS database notes the 'collision type' (e.g., head-on, rear-end, right angle, etc.) for each recorded crash event. ALIS also indicates at least one contributing factor (e.g., alcohol involvement, unsafe lane change, unsafe speed, etc.). The two most common collision types and contributing factors along US 11 were:

Collision Types (most common)

- Rear-end
- Overtaking

Contributing Factor (most common)

- Following too closely
- Driver inattention.

The intersections and segments with the highest numbers of crashes and high crash rates also experienced similar Collision Types and Contributing Factors. However, "right-angle" collisions and "failure-to-yield-right-of-way" occurred more often at intersections.

*Crashes Involving a Bicyclist or a Pedestrian*

Locations of crashes involving bicyclists and pedestrians are shown on Figure 20. During the five-year period, two crashes along US 11 involved a pedestrian (both cases involved adult pedestrians, i.e., over 18 years old); one crash resulted in an injury, and the other crash resulted in a serious injury; and one occurred at an intersection while the other along a segment.


**Figure 20 - Crashes that Involve a Bicyclist or Pedestrian**

SMTC also reviewed the number of pedestrian crashes that occurred on the surrounding road network and found nine additional crash events. Of these nine crashes, seven resulted in an injury, one resulted in a serious injury, and six involved an adult and three involved someone younger than 18 years old.

As shown in Figure 20, crashes involving a bicyclist primarily occurred on US 11 along the central portion of the corridor between LeMoyne Avenue and Hinsdale Road. Six crashes along US 11 involved a bicyclist, which resulted in four injuries and one serious injury. Of the six crashes that involved a bicyclist:

- Four occurred at an intersection
- Five occurred during daylight
- Six involved dry roadway conditions
- Two involved adults and four involved someone younger than 18 years old.

The data also indicates that five crashes involving a bicyclist occurred on roads adjacent to US 11; of these, three resulted in an injury and one resulted in a serious injury crash.

## 6.4 I-81 Run-Off-The-Road Crashes - Bear Trap Creek Trail

The Bear Trap Creek Trail (Trail) runs parallel to the northbound lanes of I-81. Town officials indicated that sometimes run-off-the road crashes occur that result in a vehicle entering onto the Trail. Aside from a chain link fence, there are no physical barriers between I-81 and the Trail.

The ALIS crash data does not explicitly indicate if a vehicle ended up on the trail. However, during the five-year period, crash data for events along Interstate 81 northbound were examined for clues that could suggest a crash onto the Trail. Of the 122 crashes that occurred from 2015-2019 along this segment, 54 crashes have the following codes:

- Collision with Earth Element, Rock Cut, or Ditch (2)
- Collision with Fence (5)
- Collision with Guide Rail (28)
- Collision with Other (10)
- Collision with Other Barrier (6)
- Other Non-Collision (3).

However, more information is needed to determine which, if any, crashes affected the Trail during the five-year period.

## 6.5 Speed Summary Assessment

During the public question and answer session (held on January 31, 2022), several community members expressed concerns about speeding throughout the corridor, particularly along the segment that includes the center median from LeMoyne Avenue to I-81. In response to these concerns, SMTC reviewed existing traffic count data for this segment and found that only 20-40 percent of vehicles travel within the speed limit.

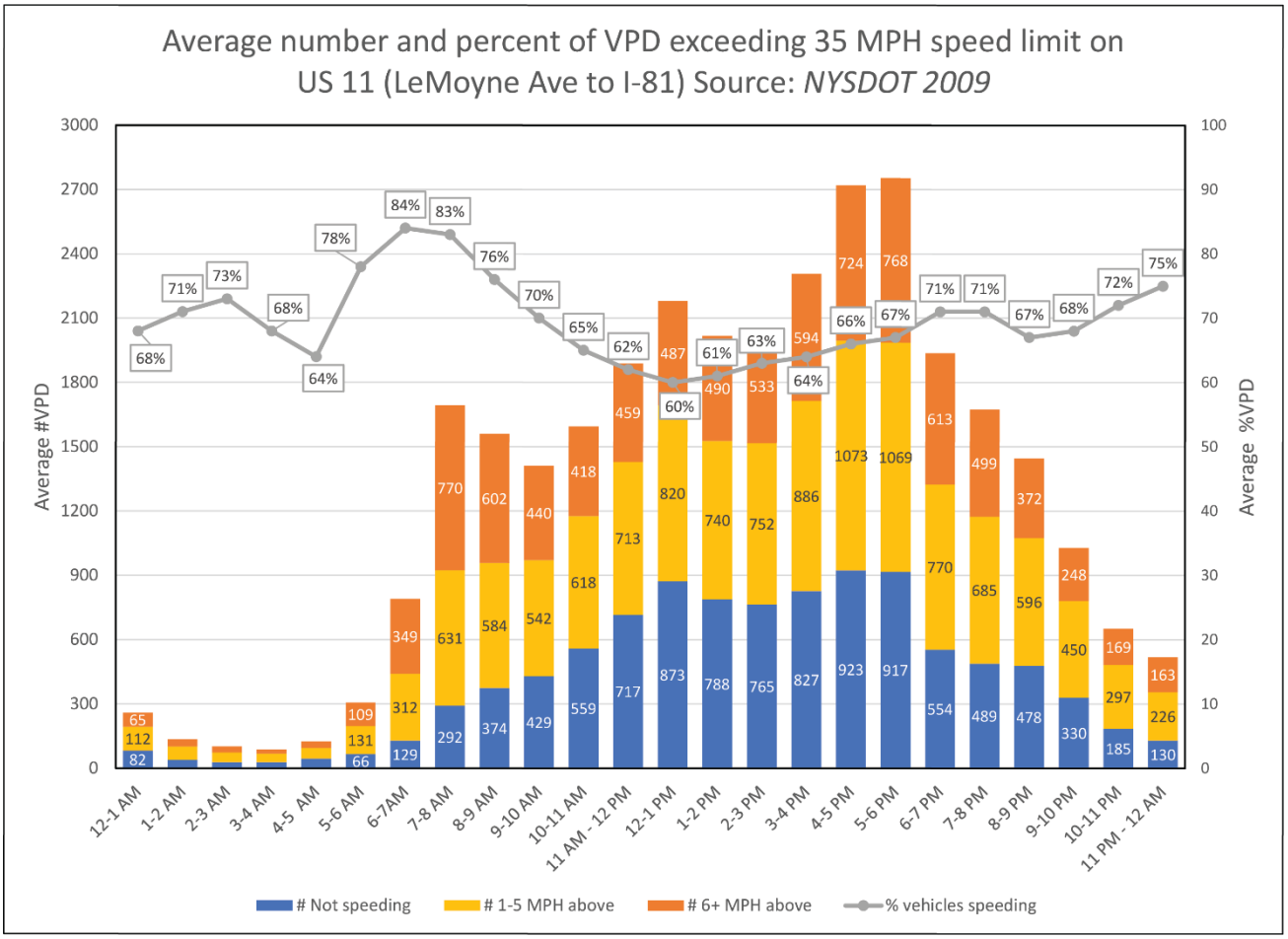
Speed counts were last taken for the US 11 Mattydale corridor by NYSDOT during the summer of 2009. For 147 consecutive hours, the speed of all vehicles passing through the corridor was measured. Hourly vehicle totals were reported in 5 mile-per-hour (MPH) increments and daily averages were calculated. Data was collected for both northbound and southbound traffic. These data represent vehicle counts along US 11 between I-81 and LeMoyne Avenue. For the entirety of this segment, there are six lanes of traffic, three in each direction, divided by a center median, with a posted speed limit of 35 MPH.

This study aggregated hourly average speed counts into three fields: the average amount of vehicles not speeding, the average amount speeding 1-5 MPH over the 35 MPH speed limit, and the average amount speeding 6+ MPH over the speed limit. The average percent of vehicles speeding for each hour was also calculated. These data are represented in Figure 21. As shown, average hourly vehicle counts at various speeds are visualized as bars and average percent of vehicles speeding as a line.

Three conclusions can be drawn from the figure. First, the PM peak period from 4:00 p.m. to 6:00 p.m. had the most vehicles driving above the posted 35 MPH speed limit. The average hourly rate for this period was about 1800 speeding vehicles per hour. Second, the AM peak period from 6:00 a.m. to 8:00 a.m. had the greatest percentage of vehicles speeding at about 83 percent. The I-81 ramps, the width of the corridor, and the lower traffic volume during the morning peak together may have contributed to the high percentage of speeding vehicles during this timeframe.

Finally, both AM and PM peak periods had similar amounts of vehicles speeding 6 MPH or more above the speed limit. The average hourly rate of vehicles going at this speed during each peak time was about 700 vehicles per hour.

**Figure 21 – Average hourly speed chart (VPD = Vehicles Per Day)**



As shown in Table 8, the 85th percentile speed for various segments along US 11 and LeMoyne Avenue exceed the posted speed limit of 35 MPH. The main six-lane wide segment of US 11 from LeMoyne to the I-81 Junction has an 85th percentile speed between 7-9 MPH above the posted speed limit.

**Table 8: Average Speed and 85th Percentile Speed**

| Road | Segment | Average Speed | 85th percentile NB/EB | 85th percentile SB/WB |
|---|---|---|---|---|
| US 11 | I-81 Junction to Taft Rd. | 24.15 | 34.6 | 33.9 |
| US 11 | Lemoyne to I-81 Junction | 33.5 | 42 | 44 |
| US 11 | City Line to Lemoyne Ave. | 39 | 46 | 46 |
| Lemoyne Ave. | Boulevard St. to US 11 | 34 | 40 | 40 |
| Lemoyne Ave. | Factory Ave. to Boulevard St. | 24 | 43 | 37 |

Vehicles traveling north into the study area as well as south out of the study area along US 11 and LeMoyne Avenue travel at higher average vehicle speeds. Vehicles traveling north out of the study area and south into the study area along US 11 travel at slower average vehicle speeds.

The design and character of these roadway sections (e.g., wide roads, multiple lanes, and fewer driveways south of the study area as compared to narrow roads with fewer lanes and more driveways north of the study area) may encourage or discourage speeding, respectively. The speed data results seem to suggest that the posted speed limit is not effective at managing excessive speeds alone without incorporating additional elements and factors such as the fewer travel lanes, narrow road and shoulder widths, land use context, and enforcement.

# 7 – Fatal Flaw Assessment

## 7.1 Future Vision

The Town of Salina and the Syracuse-Onondaga County Planning Agency (SOCPA) seek to spur public and private investment consistent with a long-term vision for the US 11 corridor. The Town envisions shops, stores, residences, and workplaces locating close together in a "town center" theme. A major objective is to improve mobility for all users in the corridor. In addition to drivers, this includes those who walk, bike, and take the bus.

Image 5 shows examples of town center-themed development patterns that mix building types. The US 11 corridor provides access to several large properties that are envisioned to redevelop with buildings and internal road networks that reflect the planning principles shown in the example images. Although it may be possible to reduce travel lanes along US 11 to enhance bicycle, pedestrian, and transit amenities, US 11 would still serve as a major route to provide access to redevelopment areas. The internal road networks within the redevelopment areas could more closely reflect what is shown in the example photos.

This study identified four areas to re-envision as shown on Figure 22. The SAC envisions the redevelopment of the first three areas (Mattydale Shopping Center, Skating Rink Area, "Mattydale Commons") based on a hypothetical zone change from C-3 Commercial to R-5 Mixed-Use. The fourth area, Northern Lights, is envisioned at full occupancy.


**Image 5 –** Examples of town center-themed mixed-use development patterns.


**Figure 22 – Four Focus Areas**

## 7.2 Development Assumptions

SMTC calculated the amount of envisioned residential and commercial development that could occur in the four areas. Table 9 shows the number of households and the amount of commercial space that could be accommodated if areas 1-3 were rezoned to R-5 Mixed Use. It also includes a list of desired uses (as expressed by the community) to reoccupy vacant space within the fourth area, Northern Lights Plaza.

SMTC's Regional Travel Demand Model (Model) can assess various "what if" scenarios, such as what if new development occurs? Or, what if travel lanes are reduced? Or, what if both occur? The Model can help us estimate if excess capacity is anticipated for each scenario in the future.

Excess capacity suggests - from a planning-level perspective - that it is reasonable to consider a scenario as a potential option for further engineering-level review, if desired.

## 7.3 Model Base Conditions

Prior to modeling a proposed land use, or a change to the transportation system, it is best to review the Model's existing base conditions and future base conditions. This is done to help identify any significant changes in the study area that are not related to the envisioned changes.

***2017 Base & 2050 Future Base Conditions***

SMTC's Model includes a *2017 Base* condition and a *2050 Future Base* condition. Since the

**Table 9 - Development Assumptions**

| Area | Developable Acres* | # Apartments (Households)** | Square Foot (SF) Commercial** | # Parking Spaces*** | # Jobs **** |
|---|---|---|---|---|---|
| **1. "Mattydale Shopping Center"** | 11.5 | 90 | 21,600 SF commercial<br>*1/3 restaurant, 1/3 office, 1/3 retail* | 378 | 106 |
| **2. "Skating Rink"** | 9.8 | 60 | 36,000 SF commercial<br>*1/3 restaurant, 1/3 office, 1/3 retail* | 450 | 177 |
| **3. "Mattydale Commons"** | 1.5 | 6 | 7,200 SF commercial<br>*1/3 restaurant, 1/3 office, 1/3 retail* | 78 | 72 |
| **4. "Northern Lights"** | 16.0 | 0 | Reoccupy 278,000 SF vacant space:<br>*26K restaurant*<br>*170K retail*<br>*20K office*<br>*20K grocery*<br>*20K e-sports*<br>*16K medical office*<br>*6K dentist* | N/A | 647 ***** |
| | **38.8 acres** | **156 Households** | **342,800 SF Commercial Space** | **906 spaces** | **1,002 Jobs** |

* Assumes land outside of the 100-year floodplain and state and federal wetlands can be developed.

** Assumes R-5 Zoning for apartment/mixed use buildings, 10,000 SF building footprints, 7,200 SF leasable space per floor (2 stories), 1,200 SF apartments. Commercial space on ground floor only - 7,200 SF per building.

*** Assumes 360 square feet of land is required for each parking space (accommodates drive isles) per the parking requirements outlined in Table 3. Parking was not calculated for Northern Lights since parking already exists and vacant space will be reoccupied - not redeveloped.

**** Assumes the following # of square feet per employee: restaurant = 100, Office = 300, E-sports Arena = 325, Retail = 700; Grocery = 550; Urgent Care/Medical Office = 500; Dentist = 200.

***** Excludes 55 retail jobs and 28 restaurant jobs (store closure: 35 Michaels jobs, 20 Payless Shoe jobs, 28 Salt City Dog jobs).

two "base conditions" do not include the number of households and jobs envisioned for US 11 as part of this study, SMTC developed two future (2050) full build scenarios to compare against the two *base* conditions.

## 7.4 Future 'Full Build' Scenarios

***2050 Full Build Scenario***

SMTC established the *2050 Full Build* scenario - to account for the number of households and jobs envisioned for US 11.

The Model's *2017 Base* condition, the *2050 Future Base* condition, and the *2050 Full Build* scenario assess the road network as it currently exists. Figure 23 shows the number of existing northbound (NB) and southbound (SB) lanes for US 11 and LeMoyne Avenue.

SAC members also asked the following question: Is it possible to repurpose some lane space along US 11 and LeMoyne Avenue for other mobility and development opportunities?

***2050 Full Build Lane Reduction Scenario***

SMTC created the *2050 Full Build Lane Reduction* scenario, which includes the envisioned development, and assessed it with fewer lanes to answer the following "what if" question:

*"What if the envisioned development occurred and some travel lanes along portions of US 11 and LeMoyne Avenue were reduced?"*

In Figure 23, the red circles indicate where a lane is envisioned to be reduced (i.e., subtract "1" from the circled number.) The red "X" shows the block of LeMoyne Avenue envisioned to be rerouted to US 11 via Boulevard Street. Boulevard Street would remain unchanged; however, the Model does assume that a traffic signal would be added at the US 11/Boulevard Street intersection. The block of LeMoyne Avenue between US 11 and Boulevard Street would no longer exist, nor would the intersection of US 11 and LeMoyne Avenue.

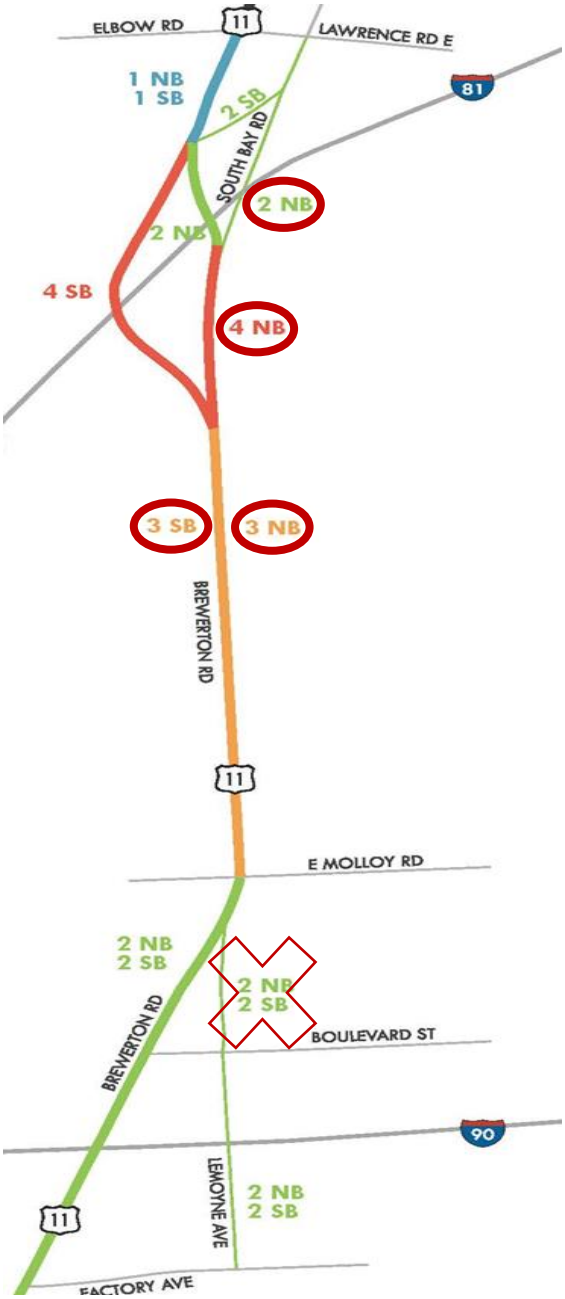



**Figure 23 - Travel Lanes by Direction**

The *2050 Full Build Lane Reduction* scenario represents the greatest change to the road network. If the Model indicates that this scenario maintains excess capacity, then that would also indicate that less-intensive changes, such as maintaining LeMoyne Avenue "as is" or reducing it to one lane in each direction, are reasonable to consider as options as well.

## 7.5 Fatal Flaw Assessment

SMTC used its Model to conduct a 'fatal flaw' assessment of the Town's vision. SMTC's Model provides a regional perspective of travel patterns. However, SMTC used it to assess future scenarios at a corridor-level. Model outputs of interest include: 1) the percent change in traffic volume, and 2) the volume-to-capacity (or V/C) ratio. Future excess capacity suggests it is reasonable to consider the scenario for further engineering-level review, if desired. A microsimulation assessment (e.g., Synchro) is typically done by a developer as part of an impact study that assesses a specific project or proposal. That level of assessment would provide greater detail about traffic impacts, such as potential changes in delay for individual movements at an intersection.

***Future Traffic Volumes on Study Area Roads***

Table 10 summarizes the Model's estimated 24-hour output for the percent change in future traffic volumes. SMTC applied these percentages to actual AADT count data to estimate future volumes.

**Table 10 – Estimated Traffic Volume and Estimated Percent Change in Traffic Volume (Study Area Road Segments)**

| Count Station/ Date | Street *(From-To)* | Direction of Travel | AADT | Model Condition (2050 Future Base) | | Scenarios | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2050 Full Build | | 2050 Full Build Lane Reduction | |
| | | | | % Change | Est. 2050 AADT | % Change | Est. 2050 AADT | % Change | Est. 2050 AADT |
| **330225** | **US 11** | | | | | | | | |
| **2018** | *(I-81 Junction to Taft Rd.)* | **North** | 8,333 | 4% | 8,666 | 4% | 8,666 | 10% | 9,166 |
| | | **South** | 8,108 | 3% | 8,351 | 6% | 8,594 | 3% | 8,351 |
| | | **Total** | **16,441** | | **17,018** | | **17,261** | | **17,518** |
| **330224** | **US 11** | | | | | | | | |
| **2017** | *(LeMoyne Ave. to I-81 Junction)* | **North** | 9,708 | 1% | 9,805 | 3% | 9,999 | -12% | 8,543 |
| | | **South** | 11,050 | 1% | 11,161 | 4% | 11,492 | -3% | 10,719 |
| | | **Total** | **20,758** | | **20,966** | | **21,491** | | **19,262** |
| **330213** | **US 11** | | | | | | | | |
| **2016** | *(Factory Ave to Brookfield Rd.)* | **North** | 3,037 | -1% | 3,007 | 2% | 3,098 | 9%* | 3,310* |
| | *(*Factory Ave to Boulevard St.)* | **South** | 3,327 | -1% | 3,294 | 5% | 3,493 | 10%* | 3,660* |
| | | **Total** | **6,364** | | **6,300** | | **6,591** | | **6,970*** |
| | **US 11** | | | | | | | | |
| | *(*Boulevard St. to Brookfield Rd.)* | **North** | 3,037 | - | - | - | - | 80%* | 5,466* |
| | | **South** | 3,327 | - | - | - | - | 76%* | 5,855* |
| | | **Total** | **6,364** | | **-** | | **-** | | **11,322*** |
| **338057** | **Lemoyne Ave** | | | | | | | | |
| **2019** | *(Boulevard St. to US 11)* | **North** | 4,310 | 2% | 4,396 | 6% | 4,569 | - | - |
| | | **South** | 4,953 | 1% | 5,003 | 2% | 5,052 | - | - |
| | | **Total** | **9,263** | | **9,399** | | **9,621** | | |
| **336014** | **Lemoyne Ave** | | | | | | | | |
| **2016** | *(Factory Ave. to Boulevard St.)* | **North** | 4,827 | 1% | 4,875 | 4% | 5,020 | -47% | 2,558 |
| | | **South** | 5,787 | -1% | 5,729 | 5% | 6,076 | -39% | 3,530 |
| | | **Total** | **10,614** | | **10,604** | | **11,096** | | **6,088** |

* Only applies to the 2050 Full Build Lane Reduction Scenario due to envisioned reconfiguration of roadways.

2050 Full Build Scenario

The Model indicates that the *2050 Full Build* scenario will not result in a significant increase in traffic volume as compared to the 2050 Future Base condition. US 11 and LeMoyne Avenue will generally experience up to a +6% increase in traffic volume under the *2050 Full Build* scenario as compared to a change of +4% under the *2050 Future Base* condition.

2050 Full Build Lane Reduction Scenario

The Model indicates that traffic volumes along the northern and southern segments of US 11 will not experience a significant increase due to the *2050 Full Build Lane Reduction* scenario. However, the central segment of US 11 (from LeMoyne Avenue to I-81) will likely *decrease by* -7%. The Model also estimates that volumes will decrease by -43% on LeMoyne Avenue south of Boulevard Street under this scenario. Reduced volumes suggest that some traffic (i.e., "cut-through" traffic) may find it more desirable to take another route if lane reductions occur. Upon a closer look, the Model indicates that some vehicles may choose alternative routes. Since US 11 and LeMoyne Avenue do not connect under this scenario, traffic must connect via side streets. The Model suggests that traffic would double on Boulevard Street and increase by a third on Factory Avenue. Traffic on US 11 between Factory Avenue and Boulevard Street is estimated to increase by +10%, and nearly double between Boulevard Street and Brookfield Road. Negligible changes are anticipated south of Factory Avenue.

**V/C Ratios on Study Area Roads**

V/C ratio is a measure used by traffic engineers and transportation planners to indicate how close to "capacity" a roadway or intersection is operating, typically within a peak hour of the day. The road's (or intersection's) capacity is the maximum amount of traffic it can carry, expressed in vehicles per hour. V/C ratio is an indicator of congestion; a higher V/C ratio indicates that a roadway or intersection is approaching capacity and is more likely to experience congestion. A V/C ratio of 0.70 or less generally indicates that a road or intersection has available capacity remaining (i.e., it is operating at 70 percent or less of its capacity) and would not be expected to experience significant congestion.

Future V/C ratio on road segments and at intersections is one of the Model outputs. The modeled V/C ratios indicate how a segment or intersection, overall, would be expected to operate in the future. More detailed traffic assessment (e.g., Synchro microsimulation modeling) would be required to determine if individual turning movements at intersections might experience congestion under future conditions, and if mitigation measures such as turn lanes or signal timing adjustments would be needed to mitigate that situation.

Table 11 shows segment PM Peak Hour V/C ratios, and Table 12 shows intersection PM Peak Hour V/C ratios. The Model estimates very little change in V/C ratios between the *2050 Future Base* condition, the *2050 Full Build* scenario, and the *2050 Full Build Lane Reduction* scenario for both segments and intersections. The highest estimated V/C ratio for segments is on US 11 between Malden Road and Lawrence Road in the *2050 Full Build Lane Reduction* scenario, at 0.41 northbound and 0.49 southbound, indicating that these segments would still be expected to operate at less than

**Table 11 - PM Peak Hour Volume-to-Capacity Ratios for Study Area Road Segments**

| Street *(From-To)* | Direction of Travel / Percent Utilized | Model Condition | | Future Scenario | |
|---|---|---|---|---|---|
| | | 2017 Base | 2050 Future Base | 2050 Full Build | 2050 Full Build Lane Reduction |
| **US 11** | | | | | |
| *(Malden Rd. to Lawrence Rd.)** | **NB** | 0.35 | 0.37 | 0.36 | 0.41 |
| | **SB** | 0.47 | 0.48 | 0.48 | 0.49 |
| **US 11** | | | | | |
| *(Molloy Rd. to Malden Rd.)* | **NB** | 0.23 | 0.23 | 0.24 | 0.30 |
| | **SB** | 0.23 | 0.24 | 0.24 | 0.34 |
| **US 11** | | | | | |
| *(Factory Rd. to Molloy Rd.)* | **NB** | 0.15 | 0.16 | 0.16 | 0.17 |
| | **SB** | 0.15 | 0.16 | 0.16 | 0.19 |
| **Lemoyne Ave** | | | | | |
| *(Brookline Rd. to US 11)* | **NB** | 0.16 | 0.17 | 0.17 | 0.08** |
| | **SB** | 0.13 | 0.14 | 0.14 | 0.09** |
| **Lemoyne Ave** | | | | | |
| *(Factory Ave. to Brookline Rd.)* | **NB** | 0.31 | 0.33 | 0.32 | 0.16 |
| | **SB** | 0.27 | 0.28 | 0.29 | 0.19 |

* The V/C Ratio for the portion of US 11 under I-81 (i.e., Mattydale Circle) tends to range from 0.20 to 0.30, with one short segment as high as 0.47. The vast majority of the Mattydale Circle tends to run at less than or equal to 30% utilization.
** Note: For this scenario only LeMoyne Avenue from Brookline Rd. to Boulevard St.

**Table 12 - PM Peak Hour Volume-to-Capacity Ratios for Study Area Intersections**

| Signalized Intersection | Model Condition | | Future Scenario | |
|---|---|---|---|---|
| | 2017 Base | 2050 Future Base | 2050 Full Build | 2050 Full Build Lane Reduction |
| US 11 / Elbow Road / Lawrence Rd. E. | 0.45 | 0.47 | 0.47 | 0.48 |
| US 11 / Bailey Road | 0.68 | 0.67 | 0.68 | 0.69 |
| US 11 (NB) / S. Bay Road (SB) | 0.4 | 0.4 | 0.4 | 0.42 |
| US 11 (SB) / I-81 (EB off-ramp) | 0.33 | 0.33 | 0.36 | 0.34 |
| US 11 (NB) / I-81 / Northern Lights | 0.53 | 0.53 | 0.6 | 0.59 |
| US 11 / Sand Road / Mattydale Plaza | 0.43 | 0.44 | 0.45 | 0.49 |
| US 11 / Malden Road | 0.65 | 0.65 | 0.69 | 0.69 |
| US 11 / Bernard Street | 0.52 | 0.52 | 0.54 | 0.52 |
| US 11 / E. Molloy Road | 0.41 | 0.42 | 0.43 | 0.45 |
| US 11 (NB) / LeMoyne Avenue (SB) | 0.13 | 0.14 | 0.14 | * |
| US 11 / Factory Ave | 0.33 | 0.34 | 0.34 | 0.36 |
| LeMoyne Avenue / Boulevard Street | 0.28 | 0.3 | 0.3 | 0.2 |
| LeMoyne Avenue / Factory Avenue | 0.33 | 0.35 | 0.35 | 0.29 |

* This signalized intersection no longer exists under this scenario.

50 percent of their capacity under future conditions. The remaining segments are expected to operate at about 10 percent to 35 percent of their capacity.

The Model showed similar results for V/C ratios at study area intersections. The highest V/C ratios are anticipated at the Bailey Road and Malden Road intersections with US 11, both at 0.69 under the 2050 Full Build Lane Reduction scenario. However, the V/C ratio for the *2017 Base* condition at these locations is 0.65-0.68, so the Model outputs indicate that the future scenario will have little impact on the existing operation of these intersections. Most other intersections are estimated to have V/C ratios of less than 0.50 under future conditions.

***Expanded Network Assessment***

As noted, the Model estimates that volumes decrease along some road segments under the *2050 Full Build Lane Reduction* scenario. This raised a concern about how much displaced traffic goes to other nearby roadways. The SAC wanted to know if notable increases in traffic volumes would be likely to occur on nearby roads (i.e., greater than +/-10%); and, if so, would that increase be likely to create any capacity issues (i.e., V/C ratios greater than 0.70)?

SMTC staff reviewed Model outputs for nearby road segments and intersections and found that they maintain excess capacity regardless of how much the traffic volume increased.

Table 13 shows the percent change in volume for nearby roads that are [only] estimated to increase or decrease more than +/-10%. Table 14 summarizes segment V/C ratio for these same roads.

The Model outputs show very little change in the expanded network outside of the study area. The percent change and the V/C ratios between the 2050 Future Base and the two study-specific scenarios (*2050 Full Build* and *2050 Full Build Lane Reduction*), are within similar ranges for both segments and intersections.

The highest estimated V/C ratios for expanded network segments is on Townline Road with 0.43 northbound and 0.54 southbound (in the *2050 Full Build Lane Reduction* scenario). Boulevard Street also is estimated to include a V/C ratio above 0.50, with a ratio of 0.51 eastbound and 0.44 westbound. This indicates that segments in the expanded network would still be expected to operate with excess capacity under future conditions. Segments with higher V/C ratios could be targeted and prioritized for future mobility improvements if needed.

The Model also indicates that V/C ratios for intersections outside of the study area would be similar between the base conditions and the future scenarios. As indicated in Table 15, all nearby intersections have excess capacity in the PM Peak Hour. The highest V/C ratios are anticipated at the following four intersections: US 11/Taft Road, US 11/7$^{th}$ North Street, South Bay Road/Lawrence Road, and at Townline Road/Factory Avenue. The highest ratio is 0.60 under the *2050 Full Build Lane Reduction* scenario. However, the 2017 Base V/C ratio at that location is 0.58. Moreover, the 2017 Base V/C ratio at the other three intersections range from 0.49 to 0.51, so future scenario Model outputs show little impact on the existing operation of these intersections. Most other intersections beyond the study area show V/C ratios less than 0.50 under future conditions.

## Table 13 - Percent Change in Traffic Volume and Traffic Volume Estimates (Nearby Roads)

| Count Station/ Date | Street (From-To) | Direction of Travel* | AADT | Model Condition (2050 Future Base) | | Scenarios | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 2050 Full Build | | 2050 Full Build Lane Reduction | |
| | | | | % Change | Est. 2050 AADT | % Change | Est. 2050 AADT | % Change | Est. 2050 AADT |
| **332118** | **Lemoyne Ave** | | | | | | | | |
| **2019** | *(Factory Ave. to Dippold Ave.)* | **NB** | 3,676 | -1% | 3,639 | 1% | 3,713 | -27% | 2,683 |
| | | **SB** | 3,806 | -1% | 3,768 | 1% | 3,844 | -17% | 3,159 |
| | | **Total** | **7,482** | | **7,407** | | **7,557** | | **5,842** |
| **334062** | **Lemoyne Ave** | | | | | | | | |
| **2019** | *(Dippold Ave. to 7th N. St.)* | **NB** | 1,625 | -1% | 1,609 | 2% | 1,658 | 10% | 1,788 |
| | | **SB** | 1,432 | -4% | 1,375 | 1% | 1,446 | 17% | 1,675 |
| | | **Total** | **3,057** | | **2,983** | | **3,104** | | **3,463** |
| **N/A**** | **Boulevard Street** | | | | | | | | |
| **N/A**** | *(US 11 to LeMoyne Ave.)* | **EB** | N/A** | -2% | N/A** | 36% | N/A** | 225% | N/A** |
| | | **WB** | N/A** | -2% | N/A** | 15% | N/A** | 215% | N/A** |
| **332022** | **Factory Ave** | | | | | | | | |
| **2019** | *(US 11 to LeMoyne Ave.)* | **EB** | 3,716 | **4%** | **3,865** | **2%** | **3,790** | **33%** | **4,942** |
| | | **WB** | 3,002 | **4%** | **3,122** | **2%** | **3,062** | **36%** | **4,083** |
| | | **Total** | **6,718** | | **6,987** | | **6,852** | | **9,025** |
| **338087** | **Malden Rd.** | | | | | | | | |
| **2018** | *(US 11 to Westwood)* | **EB** | 3,134 | 1% | 3,165 | 20% | 3,761 | 20% | 3,761 |
| | | **WB** | 4,528 | 2% | 4,619 | 20% | 5,434 | 20% | 5,434 |
| | | **Total** | **7,662** | | **7,784** | | **9,194** | | **9,194** |
| **335384** | **Malden Rd.** | | | | | | | | |
| **2015** | *(Westwood to Townline Rd.)* | **EB** | 2,433 | 1% | 2,457 | 41% | 3,431 | 42% | 3,455 |
| | | **WB** | 3,765 | 2% | 3,840 | 38% | 5,196 | 39% | 5,233 |
| | | **Total** | **6,198** | | **6,298** | | **6,198** | | **8,688** |
| **335460** | **Townline Rd.** | | | | | | | | |
| **2019** | *(Malden Rd. to Molloy Rd.)* | **NB** | 4,189 | 2% | 4,273 | **22%** | 5,111 | 22% | 5,111 |
| | | **SB** | 2,704 | 1% | 2,731 | **25%** | 3,380 | 24% | 3,353 |
| | | **Total** | **6,893** | | **7,004** | | **8,491** | | **8,464** |
| **336124** | **Townline Rd.** | | | | | | | | |
| **2017** | *(298 to Molloy Rd.)* | **NB** | 6,356 | 1% | 6,420 | 6% | 6,737 | 15% | 7,309 |
| | | **SB** | 6,109 | 2% | 6,231 | 7% | 6,537 | 17% | 7,148 |
| | | **Total** | **12,465** | | **12,651** | | **13,274** | | **14,457** |
| **337038** | **7th North St** | | | | | | | | |
| **2015** | *(Terminal Rd to Hiawatha Ave)* | **NB** | 5,290 | 3% | 5,449 | 4% | 5,502 | 12% | 5,925 |
| | | **SB** | 5,312 | 4% | 5,524 | 4% | 5,524 | 8% | 5,737 |
| | | **Total** | **10,602** | | **10,973** | | **11,026** | | **11,662** |
| **334094** | **7th North St** | | | | | | | | |
| **2014** | *(Hiawatha Ave to US 11 "Wolf")* | **NB** | 4,598 | 2% | 4,690 | 2% | 4,690 | 10% | 5,058 |
| | | **SB** | 7,098 | 3% | 7,311 | 3% | 7,311 | 7% | 7,595 |
| | | **Total** | **11,696** | | **12,001** | | **12,001** | | **12,653** |
| **332103** | **7th North St** | | | | | | | | |
| **2017** | *(Wolf St. to Court St.)* | **NB** | 2,361 | 6% | 2,503 | 7% | 2,526 | 17% | 2,762 |
| | | **SB** | 2,713 | 8% | 2,930 | 8% | 2,930 | 13% | 3,066 |
| | | **Total** | **5,074** | | **5,433** | | **5,456** | | **5,828** |
| **331035** | **Wadsworth** | | | | | | | | |
| **2019** | *(LeMoyne Ave to Cadillac)* | **NB** | 2,763 | -1% | 2,735 | 1% | 2,791 | -28% | 1,989 |
| | | **SB** | 2,736 | -1% | 2,709 | 1% | 2,763 | -20% | 2,189 |
| | | **Total** | **5,499** | | **5,444** | | **5,554** | | **4,178** |
| **331005** | **Wadsworth** | | | | | | | | |
| **2017** | *(Cadillac to Grant Ave.)* | **NB** | 1,484 | -2% | 1,454 | -1% | 1,469 | -22% | 1,158 |
| | | **SB** | 1,534 | -1% | 1,519 | 0% | 1,534 | -15% | 1,304 |
| | | **Total** | **3,018** | | **2,973** | | **3,003** | | **2,461** |

* NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

** The Model provided a percent change in traffic volume; however, AADT does not exist for this segment. Therefore, estimated future AADT volumes can not be calculated.

**Table 14 - PM Peak Hour Volume-to-Capacity Ratios for Nearby Roads**

| Street *(From-To)* | Direction of Travel* | Model Condition | | Future Scenario | |
|---|---|---|---|---|---|
| | | 2017 Base | 2050 Future Base | 2050 Full Build | 2050 Full Build Lane Reduction |
| **Lemoyne Ave** | | | | | |
| *(Factory Ave. to Dippold Ave.)* | **NB** | 0.21 | 0.27 | 0.28 | 0.23 |
| | **SB** | 0.27 | 0.11 | 0.11 | 0.17 |
| **Lemoyne Ave** | | | | | |
| *(Dippold Ave. to 7th N. St.)* | **NB** | 0.06 | 0.06 | 0.06 | 0.08 |
| | **SB** | 0.09 | 0.09 | 0.10 | 0.10 |
| **Boulevard Street** | | | | | |
| *(US 11 to LeMoyne Ave.)* | **EB** | 0.19 | 0.19 | 0.24 | 0.51 |
| | **WB** | 0.12 | 0.11 | 0.15 | 0.44 |
| **Factory Avenue** | | | | | |
| *(US 11 to LeMoyne Ave.)* | **EB** | 0.11 | 0.11 | 0.11 | 0.15 |
| | **WB** | 0.14 | 0.15 | 0.14 | 0.21 |
| **Malden Ave.** | | | | | |
| *(US 11 to Wright Ave.)* | **EB** | 0.36 | 0.36 | 0.39 | 0.39 |
| | **WB** | 0.33 | 0.34 | 0.37 | 0.37 |
| **Malden Ave.** | | | | | |
| *(Wright Ave. to Townline Rd.)* | **EB** | 0.20 | 0.22 | 0.33 | 0.31 |
| | **WB** | 0.34 | 0.36 | 0.42 | 0.42 |
| **Townline Rd.** | | | | | |
| *(Malden Rd. to Molloy Rd.)* | **NB** | 0.36 | 0.37 | 0.43 | 0.43 |
| | **SB** | 0.44 | 0.45 | 0.56 | 0.54 |
| **Townline Rd.** | | | | | |
| *(298 to Molloy Rd.)* | **NB** | 0.17 | 0.17 | 0.18 | 0.20 |
| | **SB** | 0.25 | 0.24 | 0.26 | 0.28 |
| **7th North St** | | | | | |
| *(Terminal Rd to Hiawatha Ave)* | NB | 0.34 | 0.36 | 0.36 | 0.39 |
| | SB | 0.36 | 0.37 | 0.38 | 0.39 |
| **7th North St** | | | | | |
| *(Hiawatha Ave to US 11 "Wolf")* | **NB** | 0.25 | 0.26 | 0.26 | 0.29 |
| | **SB** | 0.28 | 0.28 | 0.29 | 0.29 |
| **7th North St** | | | | | |
| *(Wolf St. to Court St.)* | **NB** | 0.16 | 0.19 | 0.19 | 0.19 |
| | **SB** | 0.20 | 0.21 | 0.21 | 0.21 |
| **Wadsworth** | | | | | |
| *(LeMoyne Ave to Cadillac)* | **NB** | 0.19 | 0.20 | 0.19 | 0.15 |
| | **SB** | 0.22 | 0.22 | 0.23 | 0.19 |
| **Wadsworth** | | | | | |
| *(Cadillac to Grant Ave.)* | **NB** | 0.23 | 0.24 | 0.23 | 0.21 |
| | **SB** | 0.26 | 0.26 | 0.26 | 0.23 |

*** NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound**

**Table 15 - PM Peak Hour Volume-to-Capacity Ratios for nearby intersections (Expanded Network)**

| Signalized Intersection | Model | | Future Scenario | |
|---|---|---|---|---|
| | 2017 Base | 2050 Future Base | 2050 Full Build | 2050 Full Build Road Alternative |
| US 11 / E/ Taft Road | 0.49 | 0.51 | 0.51 | 0.51 |
| US 11 / Tops Plaza | 0.3 | 0.31 | 0.32 | 0.32 |
| US 11 / 7th North Street | 0.58 | 0.59 | 0.59 | 0.6 |
| S. Bay Road / E. Taft Road | 0.43 | 0.44 | 0.45 | 0.43 |
| S. Bay Road / Airport Boulevard | 0.37 | 0.37 | 0.38 | 0.37 |
| S. Bay Road / Lawrence Rd. E. | 0.51 | 0.51 | 0.53 | 0.51 |
| LeMoyne Avenue / Wadsworth Avenue | 0.25 | 0.25 | 0.26 | 0.22 |
| LeMoyne Avenue / 7th North Street | 0.23 | 0.24 | 0.25 | 0.27 |
| Townline Road / East Molloy Road | 0.44 | 0.44 | 0.47 | 0.47 |
| Townline Road / Factory Avenue | 0.49 | 0.49 | 0.51 | 0.51 |
| Wadsworth Avenue / Cadillac Street | 0.21 | 0.21 | 0.21 | 0.18 |
| Wadsworth Avenue / Court Street | 0.49 | 0.49 | 0.49 | 0.46 |
| I-81 SB on/off-ramp / 7th North Street | 0.4 | 0.44 | 0.45 | 0.45 |
| I-81 NB on/off-ramp / 7th North Street | 0.37 | 0.39 | 0.39 | 0.4 |
| 7th North Street / Terminal Road | 0.44 | 0.44 | 0.44 | 0.45 |
| 7th North Street / Hiawatha Boulevard | 0.41 | 0.42 | 0.43 | 0.45 |
| 7th North Street / Court Street | 0.38 | 0.38 | 0.38 | 0.39 |

## 7.6 Assessment Conclusions

SMTC used its Regional Travel Demand Model to compare the *2017 Base* and the *2050 Future Base* conditions against two future alternative scenarios: the *2050 Full Build* and the *2050 Full Build Lane Reduction.* Model results indicate excess capacity for all future scenarios, which suggests that it is reasonable to consider these scenarios for additional engineering-level assessment in the future, if desired.

The Model assessment did not indicate any fatal flaws with the *2050 Full Build* and the *2050 Full Build Road Alternative* within the study area. At the request of the SAC, SMTC conducted an expanded assessment for nearby road segments and intersections outside of the study area. Model outputs indicate that road segments and intersections within the study area and outside of the study area will operate with excess capacity for both future scenarios.

Therefore, the planning-level findings from the Model's fatal flaw assessment suggest that it is reasonable to consider either future alternative scenario. Moreover, since the *2050 Full Build Lane Reduction* scenario represents the greatest change to the road network, less-intensive changes, such as maintaining LeMoyne Avenue "as is" or reducing it to one lane in each direction, are also reasonable to consider as potential options.

As indicated, more detailed traffic engineering assessment (beyond the scope of this study) would be needed to determine if individual turning movements at intersections might experience congestion under future conditions, and if mitigation measures such as turn lanes or signal timing adjustments would be needed to mitigate site-specific issues.

# 8 – Conceptual Examples & Public Feedback

## 8.1 Overview

Town representatives that served on the SAC shared a vision for the corridor as a suburban town center. The 3rd Ward Councilor engaged with the Mattydale community throughout the planning process to get resident and business-owner ideas about how to enhance the corridor. SMTC used this feedback to develop conceptual examples for four areas to illustrate how they could look in the future.

Three areas are envisioned as mixed-use suburban town centers. The concepts for the first three areas illustrate one example of what the areas could look like if fully developed if the zone changed to R-5 mixed use. The fourth area, Northern Lights Plaza, includes mobility improvements to and within the plaza.

Although the current road design could remain and accommodate some mobility enhancements (e.g., sidewalks, etc.) the concepts show a lane reduction in each direction to maximize mobility and development options. Repurposing travel lanes increases space for enhancements that may not be feasible under the current configurations (e.g., on-street parking, bike lanes, etc.).

The concepts are not proposed site plans. They are examples of mobility enhancements and access management principles to and within each site. Concepts are drawn to approximate scale to help illustrate one possibility of what development could look like in the future to help generate public feedback. The concepts and the feedback are intended to inform and guide future decisions about potential road and land use enhancement options.

A general overview of comments is provided in the following section and additional substantive comments specific to each concept are outlined within the narrative for each area.

## 8.2 Public Question and Answer (Q&A) Session

On January 12, 2022, SMTC released a summary video on the study's webpage: https://smtcmpo.org/mattydalestudy. The video provided an overview of the process to date and summarized the conceptual examples as a precursor for a public Q&A session. A downloadable set of Frequently Asked Questions, presentation slides, and a comment form were also available on the website. SMTC facilitated the Q&A session on January 31, 2022, from 6:30 p.m. to 8:00 p.m. SMTC staff documented public comments and answered questions. Appendix D documents session notes as well as comments submitted by email and historical reference attachments.

Comments supported suburban town center development patterns and favored reducing traffic volumes and travel lanes to maximize bicycle, pedestrian, and transit options. One participant expressed support for more reductions in travel lanes by removing two (as opposed to one) in each direction. Additionally, commentors supported slower and reduced traffic to encourage patronage of business in the corridor. Community participants did not raise any significant concerns about the

Mattydale Shopping Plaza, the Skating Rink Area, and the Northern Lights Plaza concepts.

Community comments favored celebrating the site of L. Frank Baum's childhood home (known as 'Rose Lawn') in the Skating Rink concept, i.e., the former location of the famous author's family estate. As a submission through the public comment session, the Lyman Frank Baum Foundation Inc. provided historical documentation for reference and inclusion into Appendix D.

The Mattydale Commons concept, which reroutes LeMoyne Avenue to US 11 via Boulevard Street to allow for new development, generated a lot of discussion. Some commenters supported the development, citing the town-center theme and community-center feel it would bring. Others raised questions about diverted traffic and possible impacts to existing businesses on LeMoyne Street. A question was also raised if there would be a need for the LeMoyne Avenue bridge over the NYS Thruway.

Participants overwhelmingly favored extending the Bear Trap Creek Trail throughout the study area and beyond. Discussion focused on the strong desire to extend the trail south (to connect to the CNY Regional Market, the Loop-the-Lake Trail, and the Onondaga Creekwalk, Destiny USA, Inner Harbor, etc.) as well as extending north along US 11 and South Bay Road into the Town of Clay and to the Airport. Given US 11's high traffic volume, the community also supports separating bike facilities from traffic lanes whenever possible. Moreover, as indicated in the crash assessment, concerns were expressed about the lack of a physical barrier separating the Trail from run-off-the-road incidents along I-81.

## 8.3 Conceptual Examples

As initially stated, the Town and SOCPA seek to stimulate public and private investment in the corridor consistent with a suburban town center vision that enhances mobility, generates value, expands access to services, and provides new economic development opportunities within the Mattydale community. (The location of the four focus areas was previously shown in Figure 22.)

Figure 24 through Figure 31 show the existing conditions and the conceptual example for each area. The existing conditions map shows existing buildings and any environmental constraints that may limit development, such as wetlands or floodplains. The envisioned development patterns place buildings outside of environmentally sensitive areas.

The conceptual examples are drawn to approximate scale and incorporate features such parking lots, on-street parking, sidewalks, crosswalks, shared use paths, and building placement. The concepts are not site plans and are meant to illustrate best planning principals for building and site layout. They are meant to generate community discussion about likes and dislikes. Community feedback is documented within each focus area narrative.

Additional engineering review would be required if the community pursued any of the concepts. In addition, the Town would also need to update its zoning ordinance / local laws. Some contractual agreements between the Town and the road owners (e.g., NYSDOT, OCDOT, etc.) may also be required. Lastly, willing developers and willing property owners would have to negotiate agreements that involve the enhancement of these areas.


**Figure 24 - Existing conditions for the Mattydale Shopping Center area**

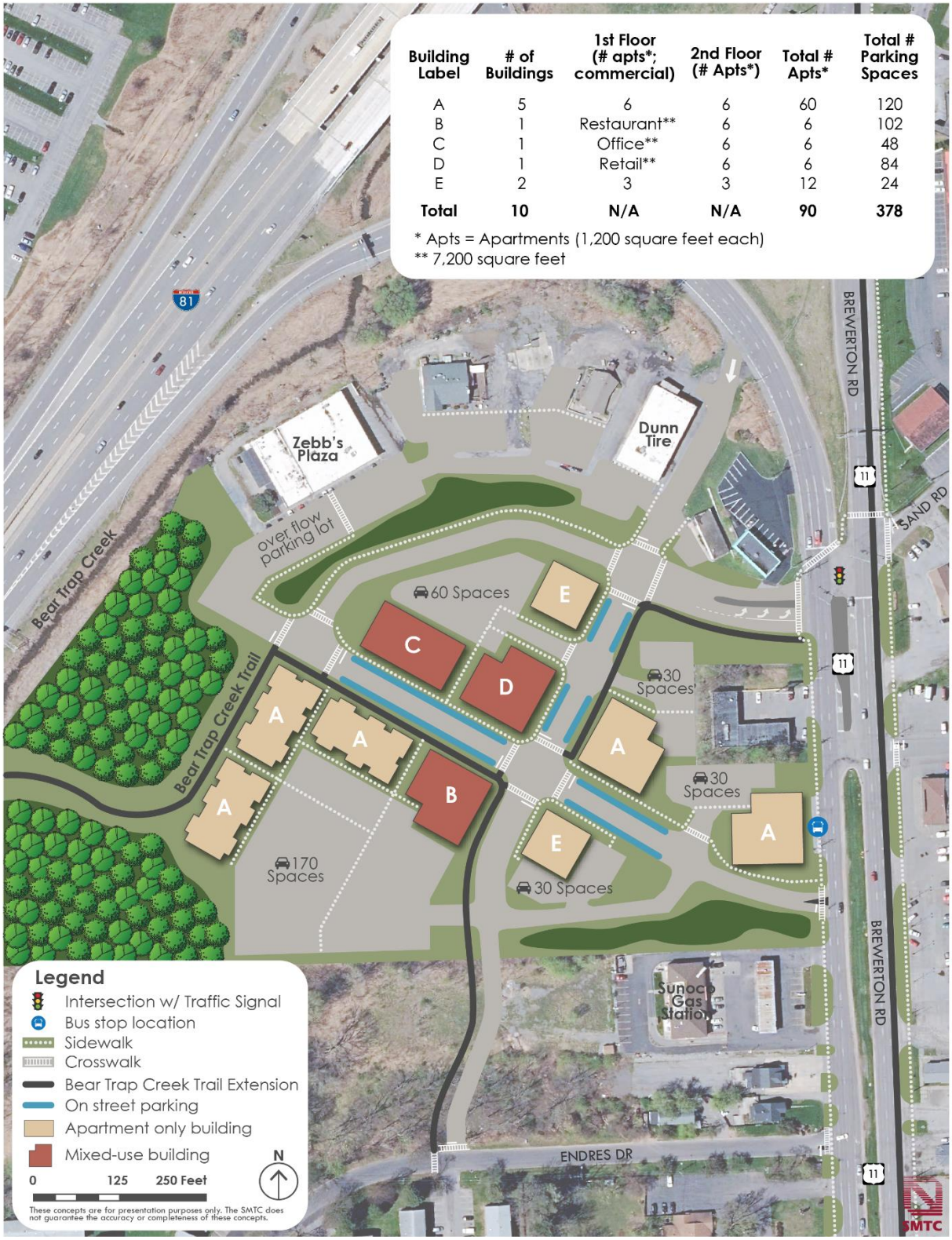



**Figure 25 - Conceptual example for the Mattydale Shopping Center area**

***Existing conditions - Mattydale Shopping Center Area***

As shown in Figure 24, the area surrounding the Mattydale Shopping Center is constrained by floodplains and wetlands. The Town envisions a mixed-use town center within the developable area, so the concept (Figure 25) does not show "new" buildings within the constrained area. Buildings that currently exist within the constrained area could remain and phase-out as they reach the end of their useful life. As they phase out, the Town could restore natural conditions. Reclaiming these constrained areas would create a vegetated buffer for future flooding events, provide new greenspace, and visually shield the site from I-81.

***Conceptual example - Mattydale Shopping Center Area***

The conceptual example shown would require the site to be rezoned to R-5 mixed use to reasonably include 90 new residential units and 22,000 square feet of commercial space.

The concept shows a traditional "four-corner main street". Buildings front the internal street network with off-street parking to the rear. Access to the parking lots is located at mid-block points for safety. Additionally, blue lines indicate on-street parking for shoppers and truck deliveries. The seven beige buildings (labeled A or E) are envisioned as one- or two-story apartments. The buildings in dark red (labeled B, C, and D) are envisioned as two-stories with ground floor storefronts with apartments above. (Taller buildings are not envisioned due to the proximity to the airport.)

Sidewalks (represented as a dotted lines) connect the site to an envisioned bus pull-off area on US 11. Sidewalks also connect the storefronts to each other as well as guide shoppers to the storefronts from the rear parking lots. Crosswalks and stop bars are also indicated to accommodate pedestrian travel.

Bear Trap Creek Trail's northernmost trailhead terminates behind the shopping plaza. The community expressed a strong desire to extend it north into the Town of Clay. Figure 25 shows the Trail extending through a vegetated buffer area through the site along the main streets with connections to US 11 and Endres Drive. (A new road is also envisioned connecting the site to Endres Drive.) The Trail is envisioned to cross US 11 at Sand Road and continue north and south along the eastern side of US 11 (see other conceptual examples for continuation).

***Public feedback on the conceptual example for the Mattydale Shopping Center Area***

Community participants supported the concept and were especially supportive of extending the Bear Trap Creek Trail through the site as shown. SMTC did not receive any negative comments or objections. See Appendix D for information about the site's association to L. Frank Baum. The community desires a safe pedestrian and bicycle crossing across US 11 and under the I-81 bridge north to Clay. NYSDOT currently has a Pedestrian Safety Action Plan (PSAP) project to improve this crossing. SMTC illustrated the US 11 crosswalks included in the State's plans. The community prefers to separate the Trail from traffic and prioritize safe crossings, especially across the I-81 northbound on-ramps. SMTC received safety-related comments about the left-turn movements currently allowed at the unsignalized US 11 / Hinsdale intersection. The concept notes an option to close the center median at this location.


**Figure 26 - Existing conditions for skating rink area**


**Figure 27 - Conceptual example for skating rink area**

***Existing conditions - Skating Rink Area***

The Town envisions the properties between US 11 and Roxboro Road as another mixed-use suburban town center. Although the Big Lots could remain intact, the Town requested an illustrated example of what a complete and cohesive town-center could look like if fully redeveloped. Floodplains and wetlands (Figure 26) do not exist at this site.

***Conceptual example - Skating Rink Area***

The conceptual example shown in Figure 27 would require rezoning to R-5 mixed use to reasonably accommodate 60 residential units and 36,000 square feet of commercial space.

The former skating rink property was once the location of L. Frank Baum's childhood home known as 'Rose Lawn.' The estate included rose gardens surrounded by orchards, which led to its name. As a nod to its history, the conceptual example includes a rose-themed public park surrounded by buildings with sightlines and sidewalks into the park to entice visitation.

The ten beige buildings (A and E) are residential only, consisting of one-and two-story townhouses and apartments. The five dark-red buildings (B, C, and D) include ground floor commercial with upper floor residential. The two-story mixed-use buildings front US 11. (Taller buildings are not envisioned due to the site's alignment with the airport's runway.)

Sidewalks surround the buildings and connect the storefronts to the parking in the rear. On-street parking and delivery zones are shown as blue lines with parking lots behind buildings.

As shown, Hemlock Avenue is lined with on-street parking and provides access to the properties. 'Hemlock Avenue' is another nod to local history. US 11 was one of the country's first plank roads, constructed of Hemlock. It is speculated that the Hemlock's yellow hew inspired Frank Baum's 'Yellow Brick Road'. Hemlock Avenue is shown as a right-in, right-out only on US 11 with no access to/from US 11 NB. Access from US 11 NB would be via Bernard Avenue to Roxboro Road to Hemlock Avenue.

The Bear Trap Creek Trail is shown on the eastern side of US 11 to encourage bicycle and pedestrian use and visitation to the area. The concept also shows another Trail connection that extends from US 11 to Bernard Avenue to Roxboro Road north to Endres Road.

***Public feedback on the conceptual example for the Skating Rink Area***

A SAC member raised a concern about vehicles exiting Hemlock Avenue onto US 11 may try to change lanes quickly in a short distance to turn left onto Earl Avenue. This issue currently exists with driveway placement, but it is still an issue to consider as part of a future site plan process.

The Executive Director of The Lyman Frank Baum Foundation attended the Q&A session and spoke in favor of celebrating L. Frank Baum's boyhood home, Rose Lawn. The Director provided excerpts from her unpublished book for inclusion in the Q&A session notes (Appendix D). The family also owned historically notable stables where the Mattydale Shopping Center is currently located. The community favors referencing the excerpts and conceptual example for inspiration when developing properties as a means of celebrating local history and to promote visitation to the area to help spur new economic growth.


**Figure 28 - Existing conditions for 'Mattydale Commons' area**


**Figure 29 - Conceptual example for 'Mattydale Commons' area**

***Existing conditions - Mattydale Commons area***

US 11 is six lanes wide north of Brookfield Road and four lanes wide to the south. LeMoyne Ave is four lanes wide from its northern terminus at Brookfield Road to Boulevard St, where it reduces to three lanes. Brookfield Road is accessible by northbound and southbound traffic on US 11, but not by northbound traffic from LeMoyne Avenue. There are no floodplains or wetlands in this area (Figure 28).

***Conceptual example - Mattydale Commons***

This conceptual example for the 'Mattydale Commons' area (Figure 29) would provide an opportunity to develop land - should there be community interest - where a roadway currently exists. The example shown would require a partial road closure and the rezoning of reclaimed land to R-5 mixed use to accommodate six additional residential units and about 7,200 square feet of commercial space (i.e., buildings A, B, and C).

In this concept, LeMoyne Avenue traffic is redirected to US 11 via Boulevard Street to open one block of land for development and mobility enhancements. Buildings A-C are shown fronting US 11 (where LeMoyne Avenue now exists) with parking to the rear. The frontage would align with the curve of existing buildings along US 11 to contribute to the feel of "main street" central business district.

Richfield Boulevard is shown extended to LeMoyne Street to provide a new cross connection to the eastern neighborhoods as well as access to the three new buildings and Plaza Drive. To prevent cut-through traffic, access to US 11 from LeMoyne Street is removed. Moreover, Plaza Drive only connects the plaza's parking lot to Richfield Boulevard to prevent cut-through traffic.

Since US 11 and LeMoyne Avenue have center medians and are six lanes wide and four lanes wide, respectively, two intersections would be eliminated. Reducing intersections simplifies navigation for drivers, walkers, cyclists, and bus riders. For instance, drivers making a left from Brookfield Drive onto US 11 would no longer need to cross six roads (i.e., 10 lanes). Alternatively, an option to extend the center median is noted to prevent left turns in this area. Closing the median could also simplify traffic patterns, reduce turning conflicts, and increase mobility options. A community park is shown between Plaza Drive and LeMoyne Street. New sidewalks are shown in dotted white lines. On-street parking is shown in blue north of Molloy Road.

The Bear Trap Creek Trail has an existing trailhead at Richfield Boulevard. As shown, Shared Lane Markings (i.e., Sharrows) along Richfield Boulevard could guide trail users to US 11. A shared use path is also shown extending from Richfield Boulevard across US 11 and continuing north along US 11's eastern side.

***Public feedback – Mattydale Commons area***

The OCDOT identified several concerns about modifying LeMoyne Avenue. They indicated that any changes to LeMoyne Avenue would require additional engineering-level study to address the many of the following concerns. OCDOT expressed a concern about an increase in traffic on Factory Avenue and how that could impact operations at the Factory Avenue / US 11 intersection. Additionally, OCDOT expressed a concern about the turn bay lengths at that location and at the LeMoyne Avenue and

Factory Avenue intersection. They feel that vehicles could queue beyond the CSX railroad bridge (i.e., trying to make a northbound left from LeMoyne Avenue onto Factory Avenue).

OCDOT also expressed concerns about the potential impacts of displaced traffic increasing volumes on other nearby county-owned roads and intersections. This concern resulted in SMTC conducting an expanded network assessment for nearby roads. Model findings suggest that road segments and intersections within the study area and nearby will operate with excess capacity for both future scenarios. Moreover, although the Model cannot predict human behavior, it does indicate that most traffic turns at Boulevard Street rather than at Factory Avenue to and from US 11. So, turn bay lengths at this location are another potential issue. (As part of the assessment, the Model does include a 3-signal traffic light at US 11 and Boulevard Street.) A micro-simulation model (e.g., SYNCHRO) would be required to determine operational impacts for individual intersections and movements.

OCDOT also noted that should LeMoyne Avenue close between US 11 and Boulevard Street the Town would need to take ownership of LeMoyne Avenue from Boulevard Street to Factory Avenue. Furthermore, closing this segment of LeMoyne raised the question of whether the four-lane LeMoyne Avenue bridge over the NYS Thruway would still be necessary? SMTC did not model a bridge closure as part of this study. But this question could be evaluated as part of a separate study if there was interest. Typically, NYSDOT or the NYS Thruway Authority consider bridge closures when the bridge required excess work, repair, or replacement (none of which apply to the LeMoyne Avenue bridge at this time).

Comments received via email expressed concerns with how the options presented would affect traffic at locations in and around the site. These include concerns of increased traffic on LeMoyne Avenue and LeMoyne Street, and the impact of closing the median at Brookfield Road. SMTC explained that new access to the site and to LeMoyne Street would be provided by extending Richfield Boulevard to LeMoyne Street. Reducing the number of intersections with US 11 (e.g., LeMoyne Avenue and LeMoyne Street) and closing the center median would reduce conflicting turn movements and likely improve traffic safety and new options for mobility improvements. Another design consideration would be to prevent vehicles from cutting through the neighborhood (east of LeMoyne Street to/from East Molloy Road) instead of using US 11.

Most comments during this session were related to the effect the closure of LeMoyne could have on traffic and community members. SMTC reiterated that closing the block could provide new economic development opportunities for redeveloping reclaimed land - if there was interest. It also could provide some safety benefits. This helped address some of the concerns expressed by the participants. One commentor expressed interest in reducing LeMoyne Avenue to one lane in each direction (instead of closing LeMoyne Avenue between US 11 and Boulevard Street). OCDOT also submitted this as a suggestion. As indicated in the Modeling assessment of this study, reducing LeMoyne Avenue to one lane in each direction is considered a less intensive option that is also reasonable to consider since the road closure was deemed reasonable for consideration.


**Figure 30 - Existing conditions for Northern Lights Plaza**


**Figure 31 - Conceptual example for Northern Lights Plaza**

***Existing conditions - Northern Lights Plaza***

The site of the Northern Lights shopping plaza is largely located within floodplains which limits land available for redevelopment (Figure 30). The community expressed a desire to maintain the site as a shopping plaza that offers a mixture of retail uses and services that could benefit the surrounding neighborhoods.

***Conceptual example - Northern Lights Plaza***

Unlike the other mixed-use town center concepts, the conceptual example shown in Figure 31 seeks to preserve an existing shopping plaza and enhance access and mobility to and throughout the site.

Given the floodplain concerns, adding green space and a detention basin are envisioned along US 11 for both beautification and stormwater management purposes. The entire plaza area may also benefit from other green infrastructure (e.g., Save the Rain) to include green rooftops, pervious pavements, etc.

An extensive sidewalk network shown as white dotted lines directs walkers to crosswalks. A clearly delineated internal road network could better manage vehicular, truck, and pedestrian movements and enhance safety. Maintaining a bus stop within the plaza is encouraged and could be prioritized for enhancement with seating and a shelter given the relatively high ridership demand at this location.

Site access at the existing traffic signal (I-81) shows one inbound lane and two right-turn outbound lanes. This configuration will require additional study, but seeks to manage traffic flow to, and especially from the plaza. The two right-turn lanes could include signs that direct vehicles to I-81 NB and I-81 SB, US 11 NB and US 11 SB, and to South Bay Road. The rightmost outbound lane could lead drivers to South Bay Road and to the I-81 NB ramp while the leftmost lane could direct drivers to US 11 NB as well as to US 11 SB and I-81 SB by looping the traffic circle.

These ideas do raise some questions that could be analyzed further as part of a subsequent Synchro and engineering-level assessments. For instance, would weaving issues be created on US 11 as vehicles exit the plaza and move to the far-left lane to access US 11 NB (and US 11 SB and I-81 SB). If so, signs directing motorists into the proper exit lanes could help reduce weaving issues. Does the exiting volume justify two right-turn only lanes (even though only right turns are allowed from the plaza)? Likewise, would the signal timing need to add a phase to accommodate two right-turn exit lanes? If so, this could result in some degradation to level of service because adding another phase reduces green time from other phases.

The Bear Trap Creek Trail is envisioned as a separate side path along the eastern side of US 11 continuing across the I-81 on-ramp and along the east side of South Bay Road (under I-81) to the Town of Clay. Reducing a travel lane could help improve feasibility, but more study is required to confirm design parameters, including how to cross the I-81 NB on-ramp and continue under I-81 along South Bay Road.

***Public feedback - Northern Lights Plaza***

SMTC did not receive any comments via email or during the Q&A session related to the Northern Lights Plaza. See the Mattydale Shopping Center for additional comments expressing support for the Bear Trap Creek Trail extension.

## 8.4 Other Options Discussed but Not Analyzed

The SAC chose to analyze and illustrate conceptual examples of what they felt would result in the greatest amount of development. The SAC also discussed other ideas that they chose not to analyze or illustrate as conceptual examples. Many of these ideas would create less intensive development options and are reasonable to consider given that the Model estimates plenty of excess capacity in 2050 for the more intensive options. Should there be interest in considering any of the following ideas, a micro-simulation model (e.g., SYNCHRO) could determine operational impacts for individual intersections and movements.

***Northern Lights Plaza***

SOCPA expressed interest in restoring the Bear Trap Creek through this area with development adjacent. Floodplains are a limiting factor, which would likely require any new structures to be elevated. Additionally, the site's proximity to the airport would likely result in building height restrictions. Redeveloping the site with such constraints would likely result in less development that what was Modeled. A variety of uses and development patterns could occur consistent with the town-center vision for Mattydale. The site may also be a good potential candidate for a Local Waterfront Revitalization Program (LWRP) study/project.

Another idea discussed for the plaza site includes redeveloping it as a distribution center. The site is located directly adjacent to the air cargo facility at Hancock Airport and thus it could help serve and expand that operation. Sand Road and other connections behind the plaza adjoin to the airport property.

***Hinsdale Fire Department Property***

The Hinsdale Fire Department owns property that exists between Malden Road and Hinsdale Road. The firehouse is located on Malden Road. Holiday Drive provides access to the property behind the firehouse. Holiday Drive (off Hinsdale Road) also provides access to a few residential properties and to the land used for the fire department field days. Holiday Drive parallels US 11 and could potentially connect to the rear of the properties that front US 11. Should an extension ever occur, it could help with an access management strategy to reduce the number of curb cuts that exist along US 11.

***Mattydale Plaza***

The SAC also discussed ideas for the Mattydale Plaza property (US 11 and Boulevard Street). Currently, this plaza generates a lot of activity, but if it ever becomes necessary to consider new options, the SAC discussed developing it consistent with its town-center vision. This site presents a unique opportunity expand upon this theme, especially if it was part of a master plan to modify US 11 and/or LeMoyne Avenue.

## 8.5 Draft Report Review

SMTC provided a full draft report (including appendices) to the SAC for review and comment on May 25, 2022, with comments due back to SMTC by June 6, 2022. Every SAC member acknowledged that they reviewed the draft and had no significant changes or concerns draft report, only minor edits. SAC feedback was very favorable.

After incorporating the SAC's minor changes, SMTC released a revised draft report for public review on the study's webpage: https://smtcmpo.org/mattydalestudy/ on June 15, 2022.

SMTC also sent email notifications about the release of the draft report on June 15, 2022 to the SAC and to community members who attended and/or submitted comments during the public Q&A session. The social media accounts for the Town of Salina and the Mattydale Community also posted the announcement and a link to the study webpage on June 15, 2022. Additionally, SMTC posted an announcement about the release of the draft report on its website (News and Announcements) and two announcements on its Facebook page.

SMTC requested comments via email at contactus@smtcmpo.org by 5:00 p.m. on Thursday, June 30, 2022.

SMTC received one comment from the public (Appendix E). The commentor identified themselves as a resident who lives within the Mattydale Commons area. They support redirecting LeMoyne Avenue as envisioned. However, they expressed preference for converting the reclaimed land to greenspace/parkland instead of developing it for mixed-use commercial uses. They expressed a desire that the area become quieter with less traffic. They also expressed support for upgrading the US 11 / Brookfield Road / LeMoyne Street intersection to include a signal. They also prefer to keep LeMoyne Street connected to US 11 at this location.

## 8.6 Study Takeaways

This study assesses future visions of the corridor for fatal flaws to determine if it is reasonable to further consider the envisioned scenarios. No actions are proposed nor are any recommendations being made as part of this study. The Model (i.e., fatal flaw) assessment concluded that that it is reasonable to consider the scenarios further if the community is interested to do so.

Study findings can guide future decisions about transportation and land use. Findings can also help inform other community enhancement efforts. For instance, in 2021, Onondaga County announced a $1.25 million dollar grant to help Mattydale improve its central business district area.

As indicated, the purpose of this study was not to recommend specific bicycle and pedestrian improvements, but to determine if 'big picture ideas' to change land use patterns and/or reduce the number of travel lanes are reasonable to consider. Given the high-level nature of this study, the study is not intended to identify engineering-level design and mitigation impacts, nor does it recommend one design treatment over another. That level of detail is typically done at the time a specific submittal is made to change traffic or land use patterns.

As an aside, many design guides exist (e.g., NACTO, etc.) that provide outstanding insight about incorporating modern bicycle and pedestrian facilities. If the community chose to pursue any of the big picture scenarios presented in this study, these guides can be referenced in the future to help inform the

selection of appropriate facilities. Any improvements in the future should also meet ADA requirements and could incorporate best planning principles as shown in the conceptual examples.

The conceptual examples shown are not proposals or site plans. They are meant to show best planning principles in terms of site access management, layout, and mobility improvements for all road users. They are also meant to generate community discussion about likes and dislikes which have been documented within this report.

There was an opportunity for public feedback. Some community members participated. Among those that participated, there was generally support for the town-center vision and mobility planning principals. These include reducing the number of travel lanes, reducing traffic volume, and prioritizing opportunities to enhance bicycle, pedestrian, and transit amenities. Reducing the number of travel lanes could help maximize space for mobility improvement options and redevelopment opportunities as well as help to achieve other desired objectives such as reducing traffic volume, speeding, and promoting new economic growth.

# Appendix A

## Scope

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
2020 – 2021 Unified Planning Work Program

# SCOPE OF WORK

**Approved July 14, 2020**

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## TOWN OF SALINA

## US ROUTE 11 CORRIDOR STUDY

### 1. Introduction

As part of the 2020-2021 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) has agreed to assist the Syracuse-Onondaga County Planning Agency and the Town of Salina with an analysis of transportation system mobility and circulation improvement needs along the US Route 11 Corridor within the Mattydale community.

This study will examine Route 11, from Lawrence Road/Elbow Road to the New York State Thruway.

The purpose of this study is to guide future enhancements that:

**Bicyclist/Pedestrian Mobility and Transit**

- Improve mobility for bicyclists and pedestrians (including under the I-81 bridges)
- Consider options to extend the Bear Trap Creek Trail through Mattydale north to Town of Clay
- Increase transit viability

**Land Use Connections and Circulation**

- Improve safe connections and circulation to, from, and in-between neighborhoods, shopping plazas, and commercial parcels
- Address concerns pertaining to left-turn movements
- Improve access management and enhance roads to serve as 'access' and/or 'frontage' roads
- Improve viability of existing land uses
- Encourage infill development/ redevelopment by identifying underutilized sites along the corridor, conducting conceptual site planning for orderly development, and planning for appealing and multi-modal accommodations within the public right-of-way.

**Mattydale Neighborhood Center**

- Enhances the Mattydale neighborhood center's identity through vehicular and bicycle/pedestrian mobility enhancements as well as public space enhancements (Mattydale's traditional neighborhood center is bounded approximately by Route 11, LeMoyne Avenue, East Molloy Road, and Boulevard Street)

Opportunities for public review will be included in this study. These opportunities will be defined in more detail in a project-specific Public Involvement Plan (PIP), which will be created as part of the study process. COVID-19 implications will be considered and may preclude in-person meetings.

The SMTC anticipates that this study will be completed in about 24 months from the time that the SMTC's Planning Committee approves this Scope of Work.

**2. Tasks**

**Task 1: Study initiation**

*Study Advisory Committee*
A Study Advisory Committee (SAC) will be formed to provide technical and procedural guidance. At a minimum the following SMTC member agencies will be invited to participate:

- Town of Salina (Supervisor's office, Town Councilor)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- New York State Department of Transportation (NYSDOT)
- Onondaga County Department of Transportation (OCDOT)
- Central New York Regional Planning and Development Board (CNYRPDB)
- Central New York Regional Transportation Authority (CNYRTA, "Centro").

Additional agencies may be added to the SAC as deemed appropriate by the project sponsor and the SMTC. In addition, the SMTC will consult with other member agencies on any issues relevant to those specific agencies throughout the study. The SMTC will work regularly with the SAC and will prepare a summary of each meeting. Due to the current public health and safety concerns presented by the COVID-19 pandemic, SMTC anticipates conducting all meetings via Zoom, conference call, or other similar method. It is anticipated that the SMTC will hold up to six Zoom sessions with SAC members during this study. The SAC will not vote on approval or disapproval of project-related products and documents, but will provide input and feedback throughout the process.

*Public Involvement Plan*
Also, under the study Initiation task, the SMTC will draft a study-specific Public Involvement Plan (PIP) that will document how public input will be gathered and incorporated into the study. The SMTC may opt to conduct public review of documents electronically using the SMTC website and forego in-person public meetings – due to COVID-19.

SMTC may also choose to provide draft information/materials to the Town of Salina to post electronically for public review through their social media account(s) and neighborhood watch e-mail list serves. (The Town of Salina hosts a Facebook page for the Mattydale community which includes between 1500-2000 community members. Additionally, the Town organizes neighborhood watch meetings for Mattydale, which include 30-40 active residents/business owners.) SMTC may also establish a list of e-mails that could be used to disseminate information to interested residents, organizations, and business owners.

*Goals, Objectives, Study Area, Schedule, and PIP Review*
The SMTC will confirm the project purpose, goals, objectives, study area, schedule, and review the draft PIP at the SAC kickoff Zoom session **(SAC Session #1)**. A map of the proposed study area will be provided to the SAC, and any possible refinements to the study area will be discussed. Any additional thoughts and ideas will be solicited and considered for incorporation into the study. If additional effort is identified, the SMTC may revisit and revise this scope as necessary before continuing. SMTC will document Task 1 efforts in the SAC session summary, the final PIP, and the final study report.

**Task 2: Data collection**

*Historic and Recent Traffic Volumes*
SMTC will coordinate with NYSDOT to acquire readily available historic and current traffic volumes from sources such as annual NYSDOT Traffic Volume Reports, the NYSDOT Traffic Data Viewer, etc.

*Existing Turning Movement Counts*
The project sponsors did not express concerns about congestion or the need to conduct a capacity analysis. Additionally, COVID-19 has affected traffic volumes. As such, the SMTC will reference available turning movement (TM) counts and will not conduct new turning movement counts. SMTC will consult with NYSDOT staff to ensure that TM counts are not necessary at any of the intersections along Route 11 within the study area.

SMTC will reference available TM counts. It appears that TM counts for most signalized intersections were last conducted in 2014. SMTC will confirm the availability of the most recent TM count data. SMTC will request that the Town/NYSDOT/SOCPA provide recent (since 2015) traffic impact studies (TIS) that may include TM counts (e.g., I-81 ramp signal timing assessment, the First Student bus garage facility, Byrne Dairy, etc.). SMTC will also reference available tube counts.

*Corridor and Intersection Features*
SMTC will work with NYSDOT staff to obtain, to the extent feasible, highway boundary (right-of-way) data for the corridor, ideally in an electronic format that can be utilized within GIS. Based on a preliminary investigation, NYSDOT indicated that right-of-way data does not appear to exist in electronic format. Record plans may only exist in paper format, which requires coordinating with NYSDOT to reference on a site-by-site and case-by-case basis. Therefore, referencing copies of record plans is resource intensive (staff and time), and may be conducted on a limited basis to infer generalizations of right-of-way availability if necessary. Additionally, existing sign plans and signal plans / programs may be obtained from NYSDOT for reference if necessary.

SMTC staff will conduct a general inventory of study area intersections that may include: number of lanes and lane assignments, lane widths, shoulder widths, and turn restrictions. SMTC will also inventory features such as: noteworthy signs (e.g., speed, one-way, do not enter, no turn on red, etc.) sidewalks, crosswalks, pedestrian signals, curb ramps, bus stops and shelters, and bike lanes and racks.

*Crash Information*
SMTC will also work with NYSDOT staff to obtain, to the extent feasible, information about High Accident Locations (HAL), Priority Investigation Locations (PIL), Safety Deficient Locations (SDL), and Priority Investigation Intersection (PII) that have been investigated during the past five years. SMTC will also request other previously conducted analysis that may exist such as crash rates (per million vehicle miles traveled) for the corridor to compare against similar facilities statewide.

*Existing Plans, Studies, Recent Developments*
SMTC will collect, review, and summarize existing plans and traffic studies to see what recommendations have been made within the corridor. This would include studies such as the Preliminary Draft Environmental Impact Statement (PDEIS) for the I-81 Corridor Study as well construction re-routing plans & Emergency Detour Plans and other documents such as the SMTC's 2013 Bicycle Commuter Corridor Study and NYSDOT's Pedestrian Safety Action Plan (PSAP). SMTC will also review and summarize relevant findings from site plans and associated studies conducted for projects

(available for public review) that have been built recently or that are proposed or recently proposed. Examples include the new bus facility on Factory Avenue, the Byrne Dairy, etc., which are available for public review.

The efforts of Task 2 will be summarized in text, maps, and charts as appropriate and shared with the SAC at **SAC Session #2**. This information will also be included in the final study report.

**Task 3: Safety assessment**

As mentioned in Task 2, SMTC will request that the NYSDOT provide information about high crash locations investigated during the past five years. The SMTC will document findings from NYSDOT.

If necessary, SMTC may obtain crash data from the NYSDOT's most current crash database system - the Accident Location Information System (ALIS) - for the most current 5-year period available to calculate crash rates (for segments and intersections) and to compare with the statewide average for similar facilities, as published by NYSDOT. The Crash Location Engineering and Analysis Repository (CLEAR) database system is currently in beta testing with NYSDOT. Crashes involving a bicycle and/or pedestrian may be specifically noted.

Locations with accident rates exceeding the statewide average plus any locations with fatalities and/or accidents involving a bicycle/pedestrian may be further examined. This additional examination would include classifying crashes at each location by severity and type, and, if deemed necessary, creating crash diagrams in order to identify a pattern. If a pattern is discernible, SMTC staff will work with NYSDOT staff to identify potential crash countermeasures for that location. The safety assessment will be summarized for SAC review at **SAC Session #2** and will be incorporated into the final report.

**Task 4: Define anticipated future land uses and associated changes in traffic volume**
SMTC will lead a discussion at **SAC session #2** to determine a general list of anticipated future land use changes in the corridor based on current proposals and/or feedback from the Town. SMTC will use this information to identify underutilized properties along the corridor and summarize general future land use assumptions to analyze in the SMTC travel demand model.

SMTC staff will examine the changes in households and jobs that are currently included in the SMTC's travel demand model for the year 2050 to compare with anticipated land use changes identified by the SAC. Staff will then determine, in consultation with the SAC, whether to utilize the 2050 model outputs based on what is currently included in the model to assess the future operational conditions in terms of percent change in traffic growth. If anticipated land use changes warrant assessing a custom scenario, the SMTC may create an anticipated land use scenario to model anticipated growth of traffic volumes in the corridor.

Future traffic volumes (in terms of percent change in traffic volumes) for the corridor will be developed based on anticipated future land use change scenarios and will be presented for informational purposes. SMTC will not input findings into a Synchro model to conduct capacity analysis for study area intersections. Anticipated future traffic volumes will be compared to existing and historic volumes (if known). If available, other model outputs such as volume to capacity ratios (V/C ratios), trip origins/destinations, etc. will be summarized for informational purposes. The results will be presented to the SAC at **SAC Session #3** and included in the final report.

**Task 5: Corridor visioning**

SMTC staff will work with the SAC to identify objectives for the corridor that will further the overall goals of the study and address any issues/concerns identified in the previous tasks (**SAC Session #2**). Drawing on these objectives, SMTC staff and SAC members will then develop an additional "future vision" of the corridor that may include additional land use changes and modifications to the transportation network (such as: access roads, driveway consolidation, new cross connections, intersection modifications, turning restrictions, circulation, separate and shared bicycle and pedestrian accommodations, lighting, transit accommodations, etc.). This will include identifying some particular areas of interest that warrant more detailed analysis and/or development of conceptual (graphical) plans to guide future development. Based on initial discussions with the Town, SOCPA, and NYSDOT, these focus areas are likely to include the following (although this may be modified based on SAC input):

- **'Neighborhood Center'** *(bounded by Route 11, E. Molloy Rd., LeMoyne Ave., and Boulevard St.)*
- **'The Boulevard'** *(Route 11 between E. Molloy Rd. and Hinsdale Rd.)*
- **'The Circle'** *(Route 11 between Sand Road and Lawrence Rd./Elbow Rd. – includes under I-81).*

Sketch-level concept plans may be developed for the focus areas. These could include right-of-way boundaries to the extent feasible (dependent on the SMTC obtaining this information, electronically, from the NYSDOT). These will be reviewed with the SAC **(SAC Session #4)** and will be vetted with the public **(Public Review #1),** and modified as necessary based on public input to define the "Future Vision" scenario. Any noteworthy changes will be reviewed with the SAC during **(SAC Session #5).**

The public review process and all comments will be documented in a Public Review Summary, which will be included in an appendix to the final study report. A description of the sketch-level concept plans and synopsis of the public comments will be included in the text of the final report.

**Task 6: Considerations for advancing concept plans**

SMTC staff will work with the NYSDOT to determine if additional future study or other considerations, such as identifying opportunities to apply for funds (e.g., TAP application, PSAP, etc.), may be necessary - that are beyond the scope of this study - to advance a concept plan or an element(s) of a concept plan. Identified considerations - if any - will inform future study, planning, or funding application efforts that are beyond the scope of this study.

SMTC will seek to identify and list considerations such as:

- operational analysis needs to determine anticipated delay and Level of Service (LOS) at one or more intersections based on factors such as:
    - changes to lane assignments
    - number of lanes
    - changes to turn bay storage capacity
    - turning/movement restrictions
- general sign and striping needs/improvements

- pedestrian/bicycle facility accommodation considerations (ex. Pedestrian signal time adjustments, considerations for any identified bikeway or walkway improvements)
- right-of-way acquisition needs (if any)
- FAA restrictions due to proximity of airport
- FHWA approval needs (if changes were to affect I-81 on/off ramps, etc.)
- zoning considerations
- cost - for transportation network changes, the responsible entity will be identified and a general planning-level capital cost estimate based on input provided by NYSDOT, Centro, and OCDOT.

Considerations identified by NYSDOT/SMTC will be presented to the SAC at **SAC Session #5.** SMTC staff and SAC members will discuss what level of interest exists to advance concepts or elements from a concept plan. SMTC will document any expressed interest and priorities. SMTC will also discuss if any other considerations need to be documented. Identified considerations will not be assessed by SMTC as part of this study. Identified considerations are meant to inform separate future planning, study, and implementation efforts.

**Task 7: Final documentation and public review**
All of the study efforts, including the final concept plans, will be compiled into a draft final report for SAC review **(SAC Session #6).** If necessary, an additional public review process (**Public Review #2)** will be held to present the findings to the public.

After any final comments from the SAC and/or public have been incorporated, SMTC staff will finalize the document for acknowledgement by the SMTC Planning and Policy Committees.

**3. Deliverables**

It is anticipated that the results of each task detailed above will be summarized in a document that will function as a chapter or section of the final report. These draft report chapters/sections will be made available to the SAC for their review throughout the course of the study, but no entirely "stand alone" interim deliverables (i.e. Tech Memos or the like) will be produced or disseminated.

Session summaries will be produced for all SAC and public feedback, and the SAC will have the opportunity to review and provide comment on these items. Public review summaries will be included as an appendix in the final report.

A consolidated draft of the full study report will be made available for SAC review and comment prior to the document being reviewed and acknowledged by the SMTC's Planning and Policy Committees.

**4. Schedule**
This study is anticipated to require 24 months to complete, from the time of approval of this scope of work.

# Appendix B

## Public Involvement Plan (PIP)

# Salina Route 11 Corridor Study

# *Public Involvement Plan*

## September 30, 2020

Financial assistance for the preparation of this document was provided, in part, by the U.S. Department of Transportation's Federal Highway and Federal Transit Administrations and the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council (SMTC) is solely responsible for its content.

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## I. Introduction

Metropolitan planning organizations (MPOs) like the Syracuse Metropolitan Transportation Council (SMTC) were established by federal law with the express purpose of ensuring that transportation planning is continuing, cooperative, and comprehensive. In practical terms this means that planning studies that will support future infrastructure decision-making must seek input from the people and organizations that would be affected by those decisions.

The SMTC is committed to ensuring that affected public agencies, businesses, local governments, and other interested parties have a reasonable opportunity to comment on transportation plans and programs.

Prior to the COVID-19 epidemic of 2020, the SMTC's approach to involving stakeholders and the general public in its planning studies was based primarily on in-person meetings, supplemented by electronic communications and online resources. Over the course of this study, it is possible that in-person meetings will resume (possibly with modifications, such as physical distancing and personal protective equipment such as face masks). However, this Public Involvement Plan (PIP) will proceed from the assumption that in-person meetings will either be impossible or undesirable, and that virtual meetings and electronic communications, including e-mail, online meetings, and telephone calls, will need to take the place of face-to-face/in-person discussions.

Using virtual meeting and online tools, the SMTC will engage in a public outreach process throughout this project that will gather as much input and feedback as possible. This Public Involvement Plan (PIP) is intended to supplement the Scope of Work for this project.

In the event that physical distancing restrictions/recommendations turn out to be ephemeral (in the unlikely event, for instance, of universal vaccination), this Public Involvement Plan will be revisited.

## II. Goals

The intent of the Public Involvement Plan (PIP) for the **Salina Route 11 Corridor Study** is to:

(1) Describe the approach that will be used to ensure public awareness of the study's goals, objectives, process, and outcomes.
(2) Describe the electronic and virtual tools that will be used to ensure effective public participation.

## III. Study Advisory Committee

A Study Advisory Committee (SAC) will be established to provide technical and procedural guidance throughout the study. At a minimum the following agencies will be invited to serve on the SAC:

- Town of Salina (Supervisor's office, Town Councilor 3rd Ward)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- New York State Department of Transportation (NYSDOT)
- Onondaga County Department of Transportation (OCDOT)
- Central New York Regional Planning and Development Board (CNYRPDB)
- Central New York Regional Transportation Authority (CNYRTA, "Centro").

The SAC will meet regularly with the SMTC to assist in managing the project. SAC meetings may take place by way of a virtual meeting platform (such as Zoom's online video conferencing). The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed input and guidance throughout the project.

SMTC anticipates up to six SAC meetings over the course of this study, as shown below.

| **SAC meeting no.** | **Anticipated purpose** |
|---|---|
| 1 (Kick-off) | Confirm study purpose, goals, objectives, schedule, and PIP. Review data needs, preliminary existing condition findings and fieldwork observations, brainstorm mobility issues and opportunities. |
| 2 | Define future land uses for input for SMTC Travel Demand Model. |
| 3 | Review associated % change in traffic volume caused by anticipated future land uses. Confirm future land use inputs and brainstorm potential improvement opportunity ideas. |
| 4 | Corridor visioning – confirm land use and transportation vision for up to three focus areas (subject to modification based on SAC input):<br>• **Mattydale Center** *(bounded by Route 11, E. Molloy Rd. LeMoyne Ave., and Boulevard St.)*<br>• **Mattydale Boulevard** *(Route 11 between E. Molloy Rd. and Hinsdale Rd.)*<br>• **Mattydale Circle** *(Route 11 between Sand Rd. and Lawrence Rd./Elbow Rd. – includes under I-81).*<br>May include suggestions for (minor) land use changes and modifications to the transportation network in preparation for public review. |
| 5 | Review public feedback on concepts, discuss any changes, and identify considerations for advancing concept plans. Identified considerations will not be assessed by SMTC and are meant to inform future planning, study, and implementation efforts. Document expressed interest and priorities. |
| 6 | Review draft report with SAC in preparation for: 1) public review, 2) SMTC Planning and Policy Committee review. |

Setting up virtual SAC meetings, announcing meetings through mail/e-mail, conducting SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will be the responsibility of the SMTC.

## IV. Public review

The SMTC anticipates holding up to two public review sessions for this study. The exact format of these (virtual) sessions will be determined in cooperation with the SAC as the study progresses. However, at this point, SMTC anticipates that it will post (on its website) draft report sections and/or draft project visualizations (such as planning-level sketches of possible improvements). The public will be afforded the opportunity to provide feedback.

Other options that may be considered include:

- A pre-recorded presentation of the study,
- Online mapping tools, and
- Online questionnaire or other tools for ensuring that members of the public can provide comments and input on the study.

The first public review session will be held after SMTC staff and the SAC have outlined ideas for the study area. This session will provide the public with an opportunity to identify additional issues, opportunities, and ideas for the study area. The second review session will include posting the draft report for review. The SMTC will determine the length of time to post public review materials.

The SMTC will work with the SAC to develop a strategy for notifying the public of review sessions. This could potentially include press releases, distribution of fliers at key locations within the study area, and coordination with existing community groups. The SMTC will also ask SAC members and stakeholders to assist with outreach prior to the public review sessions. The SMTC will be responsible for issuing press releases and mailing fliers (if necessary), creating review materials, and preparing a public review summary.

The SMTC will make every effort to ensure that the virtual public review sessions are accessible to individuals with disabilities in compliance with the Americans with Disabilities Act.

## V. Additional public outreach

*Stakeholders list*

Stakeholders are those individuals that have a significant personal or professional interest in the study. Early in the study, SMTC will work with the SAC to compile an initial list of stakeholders based on staff and SAC members' knowledge of the community. Additional stakeholders will be added continuously throughout the study at the request of the SAC or any community member. The SMTC will provide stakeholders with pertinent study information, keep them apprised of significant study developments, ensure that they are notified of the public meeting, and encourage them to provide feedback and comment regarding the **Salina Route 11 Corridor Study**.

*Coordination with business and community groups*
SMTC staff will reach out to existing business and community groups in the study area and seek their assistance in notifying their members about the study in general and specifically about the virtual public meeting.

During the scoping process, the Town of Salina informed the SMTC that the Town hosts a Facebook page for the Mattydale community that includes between 1500-2000 community members. Additionally, the Town organizes neighborhood watch meetings for Mattydale, which include 30-40 active residents/business owners. The Town is responsible for managing and interfacing with the Mattydale Facebook page and the neighborhood watch meetings.

*Distribution of study materials*
If deemed necessary (at the discretion of the SAC and/or other appropriate SMTC committees), the SMTC may distribute study-specific information at sites throughout the study area (including study area businesses). This information may include one or more of the following: introductory flier, meeting notice, comment card, and a pre-addressed (or electronic) survey on a particular study issue. It is also the SMTC's intent to work with and encourage other agencies to include this information in their publications or to assist in material distribution.

Approved documents, such as the study's Final Report, may be made available at the Salina Free Library. News releases will be produced to announce the availability of such items and to invite written comments to be submitted to the SMTC.

*Public comment*
All interested individuals (especially those who are not able to attend the virtual public meeting or otherwise contact SMTC staff) are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study, verbally and on all study material and publications. The public is also welcome to attend any of the SMTC's Executive, Planning, and Policy Committee meetings. Findings from the **Salina Route 11 Corridor Study** will be presented to both the Planning and Policy Committees.

*Limited English Proficiency*
Individuals that report speaking English "less than very well" are considered to have limited English proficiency (LEP). The SMTC's LEP Plan is based largely on the NYSDOT's Office of Civil Rights Draft LEP Toolkit. This toolkit essentially sets a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is

considered a 'safe harbor.'"[1,2]. SMTC determines if language services are needed based on if a Census Tract is identified as having a concentrated LEP population and is "safe harbor" – that is, that there is more than the Onondaga County average of LEP speakers (3.88%) in the tract, and that at least 5% people speak another language *and* English less than "very well."

The SMTC has examined the most recently-available (2014-2018) American Community Survey data for LEP populations for Census tracts throughout our planning area. 13 Census tracts within the SMTC's planning area were identified as meeting the "safe harbor" LEP population threshold of at least 5 percent. No Census tracts in the study area meet the threshold set by the NYSDOT for project-based LEP accommodations. The SMTC does not anticipate translating meeting materials or providing language interpretation services for this study. (Note: SMTC always indicates on meeting fliers that American Sign Language interpretation will be provided - with prior notice - for public and/or SAC meetings if necessary.)

## VI. Press releases and media coverage

The SMTC will issue press releases announcing the details of the virtual public meeting for this project to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the **Salina Route 11 Corridor Study**.

All media inquiries should be directed to the SMTC staff director or project manager. However, this is not always possible. If you (e.g. SMTC committee members, SAC members, and/or interested stakeholders associated with the study) are interviewed by the media, please limit your comments to your respective agency's opinion or involvement in the study. Speaking to the media on specific issues and questions regarding the **Salina Route 11 Corridor Study**, including its progress and development, is the exclusive responsibility of the SMTC.

## VII. SMTC publications

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and studies. This newsletter is distributed to over 4,200 individuals, as well as to the media, agency representatives, municipal officials, elected leaders, and community agencies.

It is anticipated that articles on the **Salina Route 11 Corridor Study** (e.g. study development issues or the announcement or coverage of a public meeting) will be

[1] Syracuse Metropolitan Transportation Council, *Title VI and LEP Plan*, Syracuse Metropolitan Planning Area, Final Report

[2] "A safe harbor means that if a recipient provides written translations under specific circumstances, such action will be considered strong evidence of compliance with the recipient's written-translations obligations under Title VI." (Syracuse Metropolitan Transportation Council, *Title VI and LEP Plan*, Syracuse Metropolitan Planning Area, Final Report.)

published in future issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flier/report to convey a timely study development, the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the **Salina Route 11 Corridor Study**.

The SMTC web site (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **Salina Route 11 Corridor Study**, and any final approved reports.

## VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the development of the **Salina Route 11 Corridor Study**. This study aims to identify opportunities to enhance the public right-of-way in the heart of the Mattydale community. The participation of the people who live and work in this area is crucial to the study's success.

# Appendix C

## Intersection Attributes Table

# Appendix C – Intersection Notes/Observation Table

| Intersections | Notes/Observations |
|---|---|
| Lawrence Rd./ Elbow Rd./US 11 | 4-leg, 4-approach intersection, no curbs, ladder crosswalk across SB approach only. Stop bars at all approaches. US 11: 35 MPH; Elbow/Lawrence: 30 MPH. The signal is semi-actuated, uncoordinated, and the structure is a box span. |
| Lawrence Rd./ South Bay Rd. | 4-leg, 4-approach intersection, curbs on eastside of South Bay Rd only, ladder crosswalk across SB approach only. Stop bars at each approach. Signal structure is box span. |
| Belle Terrace/ US 11 | 3-leg, 3-approach intersection, no curbs. Stop bar on side street only. |
| Bailey Rd./ US 11 | 3-leg, 3-approach intersection, partially curbed on Bailey and NB Lanes of US 11 and its middle island. Stop bars at all approaches. US 11: 35 MPH; Bailey: 30 MPH. The signal is fully actuated, uncoordinated, and the structure is mast arm. |
| South Bay Rd./ US 11 | Skewed 4-leg, 2-approach intersection, curbed island on SE corner only. Stop bars at all approaches. The signal is fully actuated, uncoordinated, and the structure is Mast Arm. US 11: 35 MPH; S. Bay: 35 MPH. |
| I-81 SB Off-ramp / US 11 | I-81 SB merges with US 11 SB traffic, I-81 SB traffic has yield sign. The signal is fully actuated; coordinated, and the structure is span wire. |
| I-81 NB Off-ramp/ US 11 | 4-leg, 2-approach intersection. Stop bars at all approaches. US 11: 35 MPH; I-81 off ramp: 40 MPH. |
| South Bay Rd./ US 11/ Plaza | 2-leg, 2-approach intersection, plaza traffic exits onto NB South Bay Rd approach, no curbs. Shoulder on eastside of South Bay Rd. |
| I-81 NB Off-ramp/ Plaza Entrance/ US 11 | 4-leg, 2-approach intersection. Stop bars at all approaches. Curbed parking lot islands on eastside of US 11. Angled asphalt curbs on eastside of US 11 NB approach. US 11: 35 MPH; I-81 off ramp/Plaza: 30 MPH. The signal is fully actuated, coordinated, and the structure is span wire. |
| Sand Rd./Plaza Entrance & Exit/ US 11 | Non-standard intersection (6-legs; 4-approaches). Skewed (partially curbed) intersection. Stop bars at all approaches. The signal is fully Actuated, uncoordinated, and the structure is mast arm. US 11: 35 MPH; Sand/Plaza: 30 MPH |
| Hinsdale Rd./ US 11 | 3-leg, 3-approach intersection. Curbs around center median only, no curb (asphalt) on US 11 NB approach. Shoulder on westside of US 11 SB approach. U-turns prohibited. SB lefts permitted; NB lefts prohibited. Dumpster placement observed within the shoulder. Stop bar on side street only. |
| Endres Dr./ US 11 | 2-leg, 2-approach intersection. Endres Dr. traffic exits (right turn only) onto SB US 11 approach, curbs only around US 11 center median which blocks vehicles from going EB across US 11. Shoulder on westside of US 11 SB approach. A stop bar does not exist on the side street. |
| Malden Rd./ US 11 | 5-leg, 3-approach T-shaped intersection. U-turns prohibited. SB lefts permitted; NB lefts prohibited. Partially curbed - no curbs on westside of US 11. Private driveway exits into the intersection. Pedestrian signal exists across NB approach only. Approx. 5' sidewalk on US 11 NB approach and both sides of EB approach. Shoulder on westside of US 11 SB approach. Stop bars at all approaches. Signal is fully actuated, coordinated, and structure is mast arm. US 11: 35 MPH; Malden: 30 MPH |
| Campbell Rd./ US 11 | 5-leg, 3 approach T-shaped intersection. U-turns prohibited. SB and WB lefts permitted; NB lefts prohibited. No curbs on westside of US 11 or Campbell Rd, standard crosswalk across EB approach only. Curb ramp w/o detectable warnings on NE and SE corners. Sidewalk on eastside of US 11 NB – approx.5' wide south of Campbell, approx. 3.5' north of Campbell. Shoulder on westside of US 11 SB approach; no sidewalk. |
| Earl Ave./ US 11 | 5-leg, 3 approach T-shaped intersection. U-turns prohibited. SB and WB lefts permitted; NB lefts prohibited. No curbs on Earl Ave approach. Standard crosswalk across EB approach only. Curb ramp on NE corner and curb ramp w/o detectable warning on SE corner. Approx. 5' sidewalk on eastside of US 11 NB. Shoulder on westside of US 11 SB approach becomes a curb prior to plaza entrance. Driveway into plaza (Big Lots) includes a curbed island that allows right-out |

# Appendix C – Intersection Notes/Observation Table

| Intersections | Notes/Observations |
|---|---|
| | movements, through-movements (from Earl Ave) and right-in movements (from US 11 SB). Stop bar on side street only. |
| Bernard Ave./ US 11 | 5-leg, 3-approach curbed T-shape intersection. U-turns prohibited. Approx. 5' sidewalks along all approaches except for westside of the SB US 11 approach which has a shortened sidewalk. Ladder crosswalks and differing types of curb ramps w/ pedestrian signals and timers that exist across the SB and EB approach only. Stop bars at all approaches. Signal is fully actuated, coordinated, and the structure is span wire. US 11: 35 MPH: Bernard: 15 MPH |
| Beley Ave./ US 11 | 2-leg, 2-approach intersection. No curbs on Beley Ave approach. Traffic exits from Beley (right-turn only) onto NB US 11 approach. (Right-in, Right-out only.) US 11 center median prevents vehicles from going WB across US 11. Approx. 5' sidewalks on both sides of US 11, except south of Beley along US 11 NB approach. Standard crosswalk runs across WB approach (Beley Ave) only into a north curb ramp w/o a detectable warning and south curb ramp with a bear claw. Stop bar on side street only. Signal is fully actuated, coordinated, and the structure is span wire. |
| Kirsch Dr./ US 11 | 5-leg, 3-approach intersection. U-turns and WB left prohibited. NB left permitted. Curbs exist. Approx. 5' sidewalk on westside of US 11 in front of Byrne Dairy. Sidewalks of various surface treatments under 5' in width exist north of Byrne Dairy and along the eastside of US 11 (NB approach). Standard crosswalk runs across EB approach (Kirsch Dr) only, into a north curb ramp w/o a detectable warning and south curb ramp with color contrasting domes. |
| Matty Ave./ US 11 | 5-leg, 3-approach intersection. U-turns and NB left prohibited. SB and WB left permitted. Mostly curbed. Sidewalks narrower than 5' wide on eastside of US 11. Approx. 5' sidewalk along westside (Byrne Dairy property only). Standard crosswalk crosses WB approach (Matty Ave.) only, into a north and south curb ramp w/o a detectable warning. Stop bar on side street only. |
| W Molloy Rd./ US 11 | 6-legs, 4-approach curbed intersection. U-turns prohibited only. All approaches except for the US 11 NB approach have ladder crosswalks, curb ramps without detectable warnings and pedestrian signals with countdown timers. Based on use, the SB approach countdown timer may not provide sufficient time for crossing. Old Brewerton Rd runs SB (parallel to US 11 on westside) – it is separated by a sidewalk/island – it could almost serve as a seventh leg to the intersection. All approaches have stop bars. Signal is fully actuated, coordinated, and the structure is mast arm. Sidewalks of various conditions exist with various widths. US 11: 35 MPH; Molloy: 30 MPH. |
| Brookfield Rd./LeMoyne Ave./ LeMoyne St./ US 11 | 8-leg, 6-appraoch intersection. Part of a multi-fingered road network. Old Brewerton Rd runs SB parallel to US 11 SB and is separated from US 11 by a sidewalk. This is a partially curbed intersection - no curbs on Brookfield Rd approach. Approx. 5' sidewalks exist on east and westside of US 11. A sidewalk connects the east side and the westside of US 11 through a meandering route. Standard crosswalk crosses the EB approach (Brookfield Rd.) and a Ladder crosswalk crosses the NB approach. Curb ramps w/o detectable warnings exist. US 11 has a break in the center median to allow for vehicular movements - vehicles can queue approximately one-vehicle deep EB/WB. Stop bars exist within center median area and on the side street. |
| Lemoyne Ave./ US 11 | 4-leg, 2-approach skewed intersection with curbs. Consisting of Lemoyne Ave SB and US 11 northeast-bound approaches only. Intersection part of a larger multi-fingered road network. Approx. 4'-5' wide Sidewalks exist on westside of Lemoyne Ave. and eastside of US 11 only. Zebra crosswalks cross the northbound approach of Lemoyne Ave and the northeast-bound approach of US 11 only which include curb ramps with metallic warning strips and have pedestrian signals with countdown timers. Stop bars at all approaches. Signal is fully actuated, uncoordinated, and the structure is mast arm. US 11: 35 MPH; Lemoyne: 45 MPH. |
| Richfield Blvd./ US 11 | 4-leg, 3-approach T-shape intersection. Old Brewerton Road runs SB parallel with US 11 SB – separated only by a sidewalk. Curbs on US 11 only and standard crosswalk across EB approach only. Curb ramps exist at each end of the crosswalk – however detectable warnings do not exist. Approx. 5'-6' wide sidewalks are present on both sides of US 11. A stop bar exists on the side street only. |

# Appendix C – Intersection Notes/Observation Table

| Intersections | Notes/Observations |
|---|---|
| Garden City Dr./ US 11 | 3-leg, 3-approach T-shape intersection. Old Brewerton Road runs SB parallel with US 11 SB – separated only by a sidewalk. Curbs on US 11 only and standard crosswalk across EB approach only. On both ends of the crosswalk are curb ramps w/o detectable warnings. Approx. 5' sidewalks are present on US 11 and on both sides of the street. Old Lemoyne Ave. sits parallel to US 11 on Westside separated by a sidewalk/grass. Stop bars do not exist on any approach. |
| Boulevard St./ Old Brewerton Rd./ US 11 | 4-leg, 4-approach intersection. Old Brewerton Road runs SB parallel with US 11 SB – separated only by a sidewalk. Standard crosswalk across WB approach only. Curbs exist. On both ends of the crosswalk are curb ramps w/o detectable warnings. Approx. 5' sidewalks are present on all approaches and on both sides of US 11 and the south side of Boulevard St. |
| Edgemere Rd./ US 11 | 3-leg, 3-approach intersection. Edgemere Terrace exists as a cross street across Edgemere Rd immediately east of US 11. Curbs on US 11 only and standard crosswalk across WB approach only. Curb ramps with detectable warnings present on either side of crosswalk. Approx. 4'-5'sidewalks are present on US 11 only and on both sides of the street. Stop bar on side street only. |
| Factory Ave./ US 11 | 3-leg, 3-approach intersection. Stop bars exist at each approach. Curbs on US 11 only. A standard crosswalk across WB approach only. Approx. 4'-5' sidewalks are present on US 11 only and on both sides of the street. Factory Ave is signed as Truck Route 298. Signal structure is mast arm. |

# Appendix D

## Public Question & Answer Meeting Notes, Summaries, and L. Frank Baum Local History References

**US 11 Mattydale Corridor Study**
**Public Question & Answer Session – Session Notes**
**January 31, 2022, 6:30-8:00 p.m.**

A recorded presentation was made available on the SMTC's website and YouTube channel starting January 12. The 23-minute presentation provided an overview of the SMTC, a review of existing conditions in the study area, an overview of the future full-build calculations, a review of travel demand model findings, and a detailed description, with visuals, of the draft design conceptual examples for four focus areas. The website also included a downloadable set of Frequently Asked Questions and PDF file of the presentation slides (without narration). Members of the public were invited to view the presentation and FAQs. The website also included a link to register for the Q&A session, which was conducted online via Zoom on January 31. Comments were accepted through email, website comment form, and via the Zoom session registration. The presentation and Zoom session were publicized through the SMTC's email newsletter (January 2022), Facebook page, and News/Announcements page of our website. As of 2/11/22, the video presentation was viewed 264 times on SMTC's YouTube page. The information was also shared with the Study Advisory Committee members for dissemination to their own groups and contacts. The Town of Salina shared the information via their Mattydale Facebook page at least twice. Twenty people registered and 13 members of the public attended.


Click here to download a PDF of the presentation slides shown in the video. Please note that the PDF does not include the narration or other features of the video (such as animations), so we highly recommend viewing the video as well.

SMTC staff will hold a live Question & Answer session on Monday, January 31, 2022 from 6:30 p.m. to 8:00 p.m. using Zoom. Anyone is welcome to participate but you must register in advance in order to ask questions or make comments using Zoom during the session. Registration is open to the first 100 people who sign up. You will also be able to view the Q&A session live without registering (but not ask questions) through the SMTC's YouTube channel.

**Register in advance for this meeting:**

https://us02web.zoom.us/meeting/register/tZYlcOuqqjMpH9zy11ZvbGiiTciSVVs1Mp1i

After registering, you will receive a confirmation email containing information about joining the meeting. Note: You should receive a confirmation email within 1 business day of registering. If you do not receive a confirmation, please email contactus@smtcmpo.org.

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### Mattydale US 11 Corridor Study

**Name** *

First | Last

**Email** *

Enter Email | Confirm Email

**Comments** *

**Join our email distribution list to receive news and updates?** *

- ○ Yes
- ○ No

The Zoom Q&A session was recorded and was also live-streamed to the SMTC's YouTube channel. As of 2/11/22, the Q&A session video was viewed 101 times on SMTC's YouTube channel.

The following summarizes the discussion during the Q&A session (paraphrased):

Michael Alexander started the session by providing a brief overview of who SMTC is, the planning process to date, he emphasized this is a visionary process only and that no development is proposed, and he reviewed and responded to some questions that had been submitted via email/comment form prior to the meeting:

- Mr. Alexander noted that all comments received via email have received a response from SMTC acknowledging the comment and providing a reply when appropriate. Any additional comments received in the future will also be responded to in the same way.
- SMTC is a planning agency; we cannot implement any recommendations. We are federally funded and there is no direct cost to the local community for our services. These federal funds only pay for planning studies, not implementation. We are not hired planning consultants. The NYSDOT owns US 11 and makes final decisions about that roadway. OCDOT owns LeMoyne Ave and a few other roads within the study area. OCDOT oversees their facilities and makes the final decisions regarding them. The Town of Salina owns and controls many of the neighborhood roads and manages land use regulations (e.g., Zoning, Subdivision, etc.).
- The NYSDOT would need to implement changes on US 11, since it is a State-owned facility. The NYSDOT is part of the Study Advisory Committee (SAC) along with Town of Salina, SOCPA, OCDOT, and Centro.
- Commentors expressed support for many of the ideas for the corridor. Several expressed concerns about the conceptual example of the "Mattydale Commons" area, which considers redirecting LeMoyne Ave to US 11 via Boulevard Street and opening the block of land for new development that could front US 11. This is why we do public involvement: we want to hear what you think of these ideas. Are there elements you like, dislike, and things you would keep or change, add or remove from the concepts?
- One commentor identified concerns with cut-through traffic along Matty Ave. He pointed out that the truck and vehicle traffic has increased throughout the years and that it could possibly be attributed to drivers wanting to avoid delays associated with the traffic light at Molloy Road/US 11 intersection. The commentor mentioned that residents in the 100 block often park their vehicles in the road to slow down cut-through traffic. He mentioned concerns with safety and pointed out that there is a senior housing apartment complex (Bessie Riordan Apartments) and that many elderly residents from this complex walk or use their wheelchairs along Matty Avenue. SMTC will document this comment in the report to make the NYSDOT, OCDOT, and the Town of Salina aware of these concerns.
- One commentor does not want traffic to increase along LeMoyne Avenue and LeMoyne Street.
- One commentor supports enhancing access to bus stops and services.
- One commentor asked if we modeled a lane reduction alternative that could close two lanes in each direction instead of one. SMTC did not model this option. The AADT for US 11 has ranged from a high of 28,000 about 10 years ago to more recent count of 21,000 vehicles per day. These volumes are on the higher end for assessing a "road diet" scenario. Moreover, a road diet typically requires a two-way left turn lane (TWLTL) be established. NYSDOT has indicated that

the state has recently made investments to the center median along US 11 and that it would not consider any changes to the center median at this time. NYSDOT however did indicate that they would be willing to assess US 11 to determine if a lane reduction in each direction would continue to maintain adequate capacity in the future based on a full-build out assessment.

- Another comment inquired about enhancing Roxboro Road. The Skating Rink conceptual example does consider enhancements and additional use of Roxboro Road for access to properties along US 11.
- One comment asked if consideration was given to traffic circles [roundabouts]. SMTC and the study advisory committee did discuss the idea of roundabouts, but since the lane reduction alternative still resulted in two travel lanes in each direction roundabouts were not considered because a two-lane roundabout would be necessary. Roundabouts, although they help improve traffic flow and improve safety by reducing crash severity, they tend to make it more challenging for bicyclists and pedestrians to cross. A two-lane roundabout makes these challenges even greater and therefore did not meet the mobility objectives of this study. However, that being said, future engineering analysis (beyond the scope of this study) could consider roundabouts as a potential option on a case-by-case basis. As indicated, this level of assessment is beyond the scope of this study.
- Another commentor inquired about the skating rink conceptual example. SMTC spoke on the phone with this individual and indicated that the concept was not a site plan, and that other layouts and buildings could be incorporated at this location if desired. The commentor wanted to document the history of the site as the former home of L. Frank Baum. The commentor provided additional historical research to the SMTC to include in the study. SMTC will be happy to include this information in the final report, likely as an appendix.
- Ms. Vitale also shared links to previous studies completed by the SMTC for the area:
  - NYSDOT Bicycle Commuter Corridor Study: https://2z5ifp15gecb2z5r2a2w9r8x-wpengine.netdna-ssl.com/wp-content/uploads/2019/05/2013-BicycleCommuterCorridorStudy.pdf
  - RTC Market Area Mobility Study: https://2z5ifp15gecb2z5r2a2w9r8x-wpengine.netdna-ssl.com/wp-content/uploads/2020/10/RTC-Market-Area.pdf

SMTC received the following additional comments via email after the Q&A session:

- "The study had some really great ideas ... beautifying the skating ring area is a super idea. Any changes will be a welcome sight. It's all about the welcoming appearance in our fine town... people like to visit and stay…"

  SMTC response: Thank you for your comment and interest in this study.

- "The section from Boulevard St. to Molloy Rd- totally needs to be redone from what is shown here. No new structures. No extending Richfield Blvd.-Brookfield already extends across.(just move the traffic light to Brookfield & rt. 11 intersection) No sidewalks at Hill & Lemoyne- or along Lemoyne.(on the side with houses) Cannot close the end of Lemoyne- it will negatively impact the driveway of 2802 Lemoyne, &/or the entrance to the parking lot of the future Just

One Bite restaurant- especially during the winter- No place to put plowed snow. Please have a meeting with residents!"

SMTC response: Thank you for your comments and for your interest in the study. We will incorporate your feedback in the study's final report to inform the NYS Department of Transportation, the Onondaga County Department of Transportation, and the Town of Salina about your concerns. We will also make the town representatives – who serve on the Study Advisory Committee (SAC) - aware of your concerns. As a study, there is no proposal to construct anything. We appreciate your feedback on the "big picture" conceptual example ideas expressed by the Town. The Town and road owners welcome community feedback on these ideas. We will document your comments in our final report as well as the other concerns for this area that were discussed during the public Q&A session on (M) 1/31/22.

- "I'm interested to see what the plans are to better Route 11 in Mattydale and Hinsdale community. Also are there any plans for the intersection of Brewerton Road and Hinsdale Road with the traffic problem we have?"

  SMTC response: Thank you for your comment and question. Town officials have brought the US 11/Hinsdale Road intersection to our attention. One idea is whether US 11's center median should be extended to prevent left turns into and out of Hinsdale. Under this idea, the intersection would operate as a right-in, right-out only. We posed this idea as a question to the public in the video presentation (see the slide with the Mattydale Shopping Center concept). We would like to know what people think about this idea and we welcome your thoughts. We will be sure to make these concerns known to the NYS Department of Transportation. Thank you again for your comment and for your interest in this study.

- "I appreciate the time and effort from everyone involved. I look forward to the study being completed and a final report being published that will document community feedback."

  SMTC response: Thank you for your comment and interest in this study.

Mr. Alexander reiterated that concepts are examples only that reflect a long-term vision expressed by the Town of Salina.

Mr. Alexander then opened the floor for questions from the participants.

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Dominick Ciciarelli: Is it possible to test the lane reduction and LeMoyne Avenue rerouting ideas by closing off these sections for a week or two to see how traffic operates?

Mr. Alexander said that as it relates to US 11, should a lane reduction ever occur, NYSDOT could simply restripe the existing pavement as two lanes in each direction while maintaining the existing pavement width. This could be a "test" to see how it would work before expensive changes to the road were made (such as cutting out pavement, moving curbs, modifying

drainage, etc.). Restriping has been done along other roadways (e.g., East Genesee Street and North Salina Street in Syracuse) without making any physical changes to the road. It is a "try it before you buy it approach". Mr. Ciciarelli indicated that he liked the idea of restriping the existing pavement without modifying the pavement to save cost when testing ideas.

Aside from that, closing off lanes for a week or two to test it out is not part of this study process. Ms. Vitale also indicated that even if we were to temporarily close off lanes, that the traffic patterns would not truly reflect what was "modeled". For instance, the Model assumes that a new 3-light traffic signal would be installed at the US 11/Boulevard Street intersection to help maintain adequate levels of service. Testing the closure without having a traffic signal in place could be setting up the test for failure since not all mitigation measures would be in place.

Mr. Alexander: As envisioned in the conceptual example, changes to LeMoyne Avenue would be predicated on a sincere and significant development interest by a developer to build within that block (and thus increase the tax base). The idea of rerouting LeMoyne Avenue to US 11 via Boulevard Street was not intended to open land for greenspace only.

Rerouting the one block of LeMoyne Avenue was also analyzed in conjunction with lane reductions along US 11 as a "worst case scenario" that assumes the most amount of change to the road network. SMTC ran this scenario in its Travel Demand Model to determine if sufficient capacity would remain in the future. This scenario also included the additional development. SMTC found no "fatal flaws" (i.e., sufficient road capacity remains). Thus, keeping LeMoyne Avenue the same (instead of rerouting it) would also work, since it currently operates within capacity.

Likewise, if LeMoyne stayed open, but reduced to one lane in each direction, (i.e., road diet LeMoyne instead of rerouting it) could potentially work (in theory) since we know that removing that block of LeMoyne is anticipated to maintain adequate capacity per the Model results. Mr. Ciciarelli indicated that he liked the "road diet" concept for LeMoyne Avenue from a cost-savings standpoint – that is, assuming the County maintained ownership under a road diet option – this would save town taxpayer money for maintenance, etc. Mr. Alexander also mentioned that other cost questions would arise – such as would it be cost effective to maintain the bridge over the NYS Thruway should changes to LeMoyne occur. Closing the bridge was not part of the Modeled scenario (although the Model has the capability of modeling this option). This question might be worth looking into further (i.e., as part of new separate study) if any significant changes to LeMoyne Avenue were ever to be explored as a possibility in the future. Mr. Ciciarelli also added that should a change to the bridge ever be considered, it may be helpful to reach out to freight haulers and the trucking industry to get their feedback on such a closure given the potential impacts to their preferred routes.

Mr. Alexander indicated that OCDOT owns LeMoyne Avenue and has expressed concerns about how this envisioned concept would impact LeMoyne and other roads within the County highway network (e.g., Factory Ave, Molloy Rd, etc.). OCDOT asked SMTC to expand its review area to include several additional intersections and road segments into the Model analysis. SMTC assessed these areas and the Model estimates that all will operate within capacity.

OCDOT also indicated that should such a change ever occur to LeMoyne Avenue that the County would require that the Town of Salina take ownership of the remaining portion of LeMoyne Avenue between Boulevard Street and Factory Avenue.

Mr. Ciciarelli indicated that his preference would be to road diet LeMoyne because it would be the most economical option. He feels you might be able to fit additional development with the road diet option, including adding a bike facility such as a shared use path.

Teresa Robare: Based on other projects have you seen where this many buildings have been occupied? Should some space be replaced with park space?

Mr. Alexander said that the intent of the study is to figure out if areas developed to their maximum potential under an envisioned change in zoning (to R-5 Mixed-use – not officially proposed), how much development could fit to calculate how much traffic would that generate? This would be a "full build" scenario for the total buildout of the corridor. So, should the maximum development under the hypothetical R-5 zone ever occur, the Model estimated that the road network has excess capacity for both road options. Thus, if less development were to occur, there would also be no issues.

Currently, there are hundreds of thousands of square feet of vacant commercial space. The R-5 zone would reduce future levels of commercial space and add residential uses into the mix. The future reasonableness for determining the exact mix would be based on the developers own market assessment at that time. As mentioned, many other factors would come into play; zoning would have to be changed, property owners would have to be willing to redevelop, a developer would have to acquire the land needed to build, the FAA rules would have to be consulted to determine the number of stories allowed within the area due to the proximity to the airport and the alignment of the runways, etc.

Jennifer Sampson: Indicated that she would love to see the space developed associated with the LeMoyne Avenue rerouting option. How would the NYS Thruway bridge factor into future plans – particularly with the possibility of it no longer being needed if the number of vehicle trips dropped drastically along that portion of LeMoyne in the future.

Mr. Alexander indicated that the bridge question stems from if changes were ever to occur to LeMoyne Avenue and the Town assumed ownership from Boulevard Street to Factory Avenue, there would be associated maintenance cost as well as the bigger question if the four-lane bridge over the Thruway would be necessary. He pointed out that the US 11 bridge is also four-lanes wide and is approximately a block or two away, which leads to the question of whether the LeMoyne Avenue bridge would be necessary if such a change were to occur (since the Model estimates that traffic volumes along LeMoyne will reduce by about 40%). The study's assessment did not model the bridge being closed, which would further alter trip patterns. SMTC can model this, but that would have to be done as part of a separate study.

Ms. Vitale said that the state would consider a bridge closure typically only at a point where the bridge would need a lot of work, repair, or replacement. So, that would be the point where you would make that assessment – to determine if it is worth repairing, replacing, or closing. It wouldn't just be closed without these other factors. Ms. Sampson said that if the LeMoyne

bridge's current life expectancy is short and that if they will assess that question sooner rather than later, then it may be further justification to make the envisioned changes to LeMoyne Avenue.

Benjamin Dorion: Mr. Dorion indicated that he is a local Mattydale resident and that he owns two commercial properties along US 11 within the study area. He emailed a question whether one lane traffic (instead of two lanes) in each direction with roundabouts was considered as an option? A response to these comments were provided in Mr. Alexander's opening statements when he addressed comments received by email.

Mr. Dorion said that he supports all the changes that are being considered. He would like to see implementation of ideas. He expressed concerns that many efforts do not advance to construction because they are discussed for too long.

Mr. Dorion feels that reducing US 11 to four lanes would not necessarily achieve a walkable, town center-themed pattern of development and he supports reducing US 11 to one lane in each direction. He pointed out that US 11 currently exists as one lane in each direction in North Syracuse and in the City of Syracuse by Crouse-Hinds. He said one lane in each direction would support more town-center themed uses. He also favors the use of one-lane roundabouts to improve efficiency. (After the meeting Mr. Alexander confirmed that the traffic volumes along these one-lane segments are: ~6000 AADT in the City, and ~12,000 AADT in North Syracuse, whereas US 11 in Mattydale is 21,000 AADT. So, those areas have far fewer vehicle trips per day than the main section of US 11 in Mattydale.)

Mr. Dorion further stated that his level of interest in continuing to invest in his commercial properties would be greatly enhanced by advancing this study to implementation, especially if pavement width along US 11 was reduced. He said that it would be enhanced even more by a more aggressive project – i.e., if US 11 was reduced to one lane in each direction instead of two in each direction. Should changes to US 11 be made, he said he would be more interested in making additional investments in the area.

Mr. Alexander thanked Mr. Dorian for his feedback and for providing a resident and business owner perspective. This is extremely valuable feedback to have, especially from a local business owner that will be documented for the town, the state, and other stakeholders to consider when making future decisions. It is not uncommon for local business owners to want more and more traffic with more and more lanes of travel going by their business. However, this often makes visiting the business more challenging. When fewer lanes exist with a good balance of traffic volume, this tends to be more accommodating to business growth than more traffic and more lanes. Mr. Dorian agreed and also suggested that more lanes of travel promote speeding, and that the posted 35 MPH limits are often exceeded because of all the excess space. The high number of travel lanes and excess travel speeds also make it difficult for patrons to visit businesses along US 11.

The study's initial hypothesis was that US 11 may be over built for current traffic volume levels. And - even if the corridor was built out to its maximum potential per the town's vision - that excess capacity would remain. The model tested these hypotheses, and the results suggest that the hypotheses are correct. Hence, we also assessed a lane reduction option which showed reduced traffic volumes as much as twice as the new traffic generated by the maximum development. This suggests that reducing a travel lane in each direction would likely reduce the

amount of "cut-through" traffic that occurs along the corridor. No one can predict what the model would suggest if two lanes were removed in each direction (US 11 becomes one lane in each direction), but our current assessment does show that the one lane removal still results in lots of excess capacity – perhaps as high as 60-70% remaining capacity in locations. As previously indicated, the state was unwilling to consider changes to the center median, therefore the study did not investigate a scenario that would consider reducing two lanes in each direction because this would likely have a greater impact on overall road design.

Salina Supervisor, Nicholas Paro: What SMTC and Daniel Ciciarelli have been able to do with the development of this study has been extremely helpful as a reference for the Town of Salina. Currently, we have an opportunity – not for the roadways – but for the businesses that exist along this stretch of US 11 for façade improvements. This can help hammer home the town center theme we've been going on – it was announced last year that there is a $1.25 million Main Street grant program for the Town of Salina along Brewerton Road in Mattydale. The current study can help strengthen the town center vision and help improve things all around along with the Main Street grant program investment. While the study identifies concepts, as a community this is something that we should strive for, and with the financial backing we have from the county, these are investments that I would like to see move us in that direction. Thank you for helping us identify opportunities to guide us into the future.

Ms. Vitale and Mr. Alexander thanked the Supervisor for his comments and support. Mr. Alexander also thanked Daniel Ciciarelli for his involvement on the Study Advisory Committee.

Daniel Ciciarelli, 3rd Ward Councilor: I want to thank all the community that has been involved. I do want to say that my feedback at the SAC meetings to help establish this future vision has been based on the information that I have received from the outreach done with the public to date and that this expressed vision represents ideas given to me from the community. The vision was based on feedback from residents about what the residents want and how can we incorporate that into this study and how can we also make it the highest and best use. We want to thank everyone involved with this study and for all the residents. As the Supervisor mentioned, there are a lot of things coming together right now and this study could not have happened at a more perfect time.

Ms. Vitale and Mr. Alexander thanked Mr. Ciciarelli for his comment and involvement through this process.

Mr. Alexander posed a question to the participants about their level of interest in expanding the Bear Trap Creek Trail to the north into the Town of Clay, and to the south into the City of Syracuse. This question generated a lot of discussion and interest by the community members in the meeting, who offered the following comments and questions:

- One comment was written into the chat that said: "I would be greatly in favor of that!"
- Jennifer Sampson: I am in favor of that – not because I bike, but because there are a lot of people within the community that do, including teenagers and those who don't drive. I am not in favor of a bike path being directly part of the road without some form of physical separation for safety reasons. I don't like it when there is just a line that delineates a bike path.
- Debora Cody: Thank you to all of you this is a great timely study and really interesting to see. Thank you to Daniel and Nick. Daniel and I walked the trail a while back and discussed how it

would be great to extend it. Can we see how that would be extended up to the Town of Clay to help us envision it? And is there any potential to tie that into the Loop-the-Lake Trail?

Mr. Alexander responded that the RTC/Market Area Mobility Study (completed last year by SMTC) investigates some high-level ideas for on- and off-road trail extension options. The RTC study calls out the Bear Trap Creek Trail and suggests that the area should improve connections to it. The RTC study is publicly available on our (SMTC) website. The RTC study had a tighter focused study area and did not investigate the specifics of how to design a pathway or make recommendations about a final route it should take. However, some high-level ideas have been documented in that report for reference and consideration for future study. The southern portion of the Bear Trap Creek Trail into the City is outside of the Mattydale Study area and coming up with specific ideas is beyond the scope of the Mattydale Study.

Going to the north into the Town of Clay, Mr. Alexander said that the Mattydale Study concludes that it is not unreasonable to consider reducing a northbound travel lane along US 11. Therefore, the 'big picture' idea being considered as part of this study is to incorporate a shared use path along the eastern side of US 11 north under the I-81 bridge to South Bay Road. Since this is a high-level corridor-wide study, showing the details about how to navigate through this area is beyond the scope of our assessment. There are many challenges with developing a path under I-81 due to the bridge supports and the need to cross a high-speed northbound on-ramp to I-81. These details would need to be considered as part of subsequent design and engineering-level assessments. Moreover, in 2013, SMTC completed a study on behalf of the NYSDOT that looked at identifying bicycle commuter corridors. This NYSDOT Bike Commuter Corridor Study is available on our website. Interestingly, this study identifies the same opportunity to extend the Bear Trap Creek Trail to the north along the east side of US 11 to South Bay Road. Now that multiple studies exist that support similar ideas, they could be used in support of advancing plans if the community wanted to pursue them further.

- Dominick Ciciarelli: I am for extending the bike trail under I-81 to the north. I think it will bring more people to visit Mattydale by offering an option to safely walk or bike to Mattydale from the north. This investment would further support the town center themed development envisioned for Mattydale. Las Vegas has many bike/pedestrian bridges over 8-lane wide highways. It is important that this study document and support an idea to get people (bikers/walkers) under I-81 safely. If possible, separate the pathway from the roads and travel lanes, perhaps at a higher elevation if possible.
- Benjamin Dorion: You are hitting my "wish list" – I use the Bear Trap Creek Trail a lot, and it has always been my interest to see it connected into the City to provide a "human-powered" option to access the City of Syracuse and the Loop-the-Lake Trail. Currently, there are no safe ways to access the City from the trail, whether walking, biking, or running. Things get dicey fast. I would like to see the southern end of the Bear Trap Creek Trail connect to the Onondaga Creekwalk by the mall. That connection would really change the nature of the Bear Trap Creek Trail and I really support that idea. To the greatest extent you can make bike lanes and sidewalks in Mattydale, this would be great for people with disabilities, elderly, and children to be more mobile.

Mr. Alexander thanked Mr. Dorion for his comment and support of the idea. He said that many stakeholders at the City level and beyond have supported the notion of extending the Bear Trap Creek Trail to the south into the City. Interesting there is an underutilized trail along and over Ley Creek (north of the CSX railroad bridge) near Park Street. The RTC study identified the Ley Creek Trail as a possible trail to improve access to and there is currently development in Salina to reuse the old Candle factory by converting the building into residences. The Ley Creek Trail exists just outside of this building, so that is a resource that the community should be aware of as it redevelops that site.

- Kathleen Di Scenna: Thank you for allowing me to be a part of this – I am a L. Frank Baum historian, and I have been talking with the Supervisor, Daniel and others about the possibility of area, which used to be the skating rink. That location was L. Frank Baum's boyhood home called Rose Lawn. Behind the apartment buildings behind the Roxboro Road School – he mentions the Bear Trap Creek Trail as the murmuring brook. I just want to take this opportunity to thank you for considering our local history within this study to celebrate Mattydale and the Wizard of Oz. Ms. Di Scenna provided a three-page excerpt from her unpublished book – "Before there was an Oz". These three pages are submitted for future reference and are attached to the end of this meeting summary.
- Supervisor Nicolas Paro: Regarding the Candle Factory project and the Bear Trap Creek Trail, I would like to let everyone know that we are very much looking into extending it down to the Loop-the-Lake Trail, adding a connection into the Syracuse Regional Market as well, so we are currently looking into this. Other improvements are being made to Old Liverpool Road along with the Onondaga Lake Parkway that could provide us with some opportunities to extend the Bear Trap Creek Trail into those parts of the Town that may be able to link Mattydale all the way up to the Village of Liverpool as well as down into the City of Syracuse.
- Deborah Cody: It is exciting to hear the supervisor and others talk about the possibility of getting the trail down to the Loop-the-Lake Trail and to the Onondaga Creekwalk. This furthermore could help support the potential aquarium and the potential spinoff development that could possibly occur within the Inner Harbor. Thank you this is very exciting to work on all of this.
- Ms. Vitale: If you are not on our email list – we encourage you to sign up to remain informed about studies and please keep an eye out on our SMTC Facebook page as well.
- Mr. Alexander thanked everyone again for taking the time to view the video and to attend and participate on tonight's call. The study is ongoing, so if you would like to discuss it further or provide any additional comments or questions I can be contacted at any time. As mentioned, the comments will be documented within meeting notes with the final report to be prepared this summer (2022). When a final Draft of the report is ready for public review, we will post it to our website for a period and we will welcome comments. As Ms. Vitale mentioned, if you are on our email list, you will receive information when the draft study is available for public review.
- Ms. Vitale said that you can always email us at contactus@smtcmpo.org.
- Comments received electronically are summarized in the table on the following page.

| Study area | Comments |
|---|---|
| Skating Rink Area | The study had some really great ideas .. beautifying the skating ring area is a super idea. Any changes will be a welcome sight. It's all about the welcoming appearance in our fine town. people like to visit and stay... |
| | My name is Kathleen Di Scenna, the Executive Director of the Lyman Frank Baum Foundation Incorporate of Syracuse. In viewing your Route 11 design, I have made a suggestion for a change. There is talk with Daniel Cicarelli- 3 Rd ward councilman of the Town if Salina about museum on this property (firmer Roller Rink).<br>>Attached is some history about the Baum family and connection to The Wonderful Wizard of Oz that I think would be helpful to the Route 11 project. This info comes from my unpublished book Long Before There Was An Oz. It can be used as an appendix. |
| Mattydale Shopping Center | I'm interested to see what the plans are to better Route 11 in Mattydale and Hinsdale community. Also are there any plans for the intersection of Brewerton Road and Hinsdale Road with the traffic problem we have.<br>>Hi mike thank you for contacting me back about the situation with that intersection. Also, it seems like it's a work in progress and I appreciate it. As a resident on Hinsdale Road for 35 years and as a Fire Chief in our community I want to say thank you for contacting me back. I hope to see good changes in the future with US 11 thank you again. |
| Mattydale Commons | The section from Boulevard St. to Molloy Rd- totally needs to be redone from what is shown here. No new structures. No extending Richfield Blvd.-Brookfield already extends across. (just move the traffic light to Brookfield & rt. 11 intersection) No sidewalks at Hill & Lemoyne- or along Lemoyne. (on the side with houses) Cannot close the end of Lemoyne- it will negatively impact the driveway of 2802 Lemoyne, &/or the entrance to the parking lot of the future Just One Bite restaurant- especially during the winter- No place to put plowed snow. Please have a meeting with residents! |
| | I reside along this area, & want to be sure that traffic on Lemoyne Ave/Street does NOT increase |
| | I live at 208 Matty ave . I am sick of all the commercial traffic driving down Matty instead of using Molloy. Trucks buses commercial equipment. We have a senior home Bessie Riordan apt. Many elderly use this route in wheelchairs and walkers. No left turn off 11 onto Matty. This is not a highway it is a residential area stop the madness! Many residences in the 100 block have started parking their cars in the street to slow down people in such a hurry they want to skip the light. I have lived here 55 years. Thank you in advance solutions are viable |
| General | I hope there is a thorough review of public transit - services and possibilities |
| | I appreciate the time and effort from everyone involved. I look forward to the study being completed and a final report being published that will document community feedback |
| | Was a more significant reduction in road width considered? For example, removing two lanes from each direction? What about using traffic circles to increase efficiency, or using the roadway behind big lots as a one-way rerouting of northbound traffic? |

"LONG BEFORE THERE WAS AN OZ"
KATHLEEN SORBELLO DISCENNA

November 10, 1866 (Rose Lawn) 3. 5 acres (became 15 acres)
*Town of Salina (Mattydale) $ 5 000.00

ROLLER RINK AND ROXBORO SCHOOLS (ROUTE 11 / BREWERTON ROAD)

## "MY BELOVED CHILDHOOD HOME"

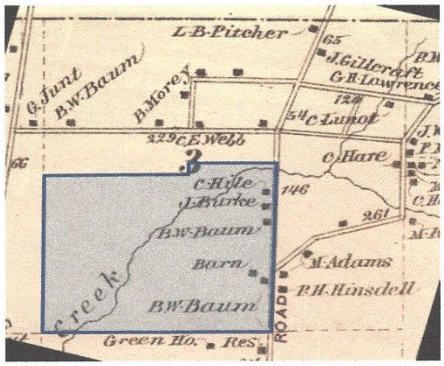
While Benjamin and Cynthia were purchasing very large amounts of land, they still did not own that special, ideal place in which to live and bring up their children. Thankfully, that situation changed when they invested in a beautiful third property on **November 10, 1866. For $5000.00 the couple purchased 3.5 acres of land in the Town of Salina, on the Salina-Central Square Plank Road.** 1 On the land was a beautiful, formal home with a winding driveway and many gardens. Cynthia named the property **Rose Lawn** after the magnificent rose bushes that adorned the driveway and home. Rose Lawn became a perfect place for the family to live, grow, and share many happy memories. For young, 10 year old, L. Frank, Rose Lawn was a dream. 2

**The house was set far back from the road**, surrounded by trees, flowers, grasses. A creek called Bear Trap Creek cut through the back yard, 3 and may have been L. Frank's inspiration for the Land of Oz.

In later years, L. Frank would describe "Rose Lawn" in his book "Dot and Tot in Merryland." Here is what he wrote:

> "The cool but sun-kissed mansion seemed delightful after the stuffy, formal city house. It was built in a quaint but pretty fashion, with many wings and gables and broad verandas on every side. Before it were acres and acres of velvety green lawn, sprinkled with shrubbery and dotted with beds of bright flowers. In every direction were winding pathways, covered with white gravel, which led to all parts of the grounds, looking for all the world like a map." 5

Artist Rendering of home on Rose Lawn



"LONG BEFORE THERE WAS AN OZ"
KATHLEEN SORBELLO DISCENNA

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September 18, 1865 Lots # 3, 18 (Baum's Folly Barn) 62 1/2 acres

(became 160 acres) *Town of Salina (Mattydale) $ 8 700.00

KMART PLAZA (ROUTE 11/BREWERTON ROAD)

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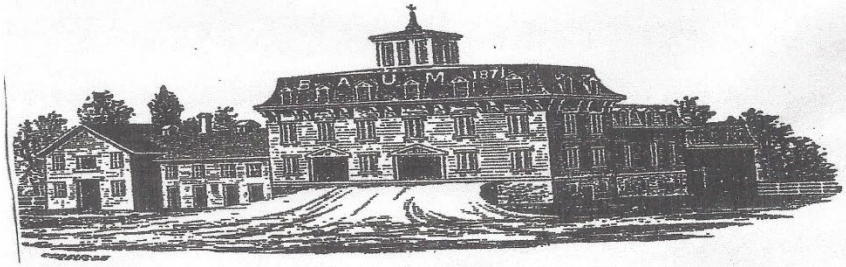
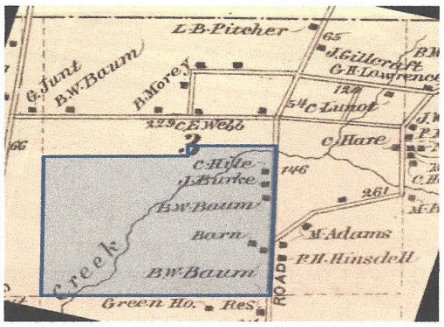
To increase their wealth, and to continue to provide for their large family, Benjamin and Cynthia began purchasing land in the town of Salina, Onondaga County, New York.

On September 18, 1865, they bought Lot # 3, a property they called named **Baum's Folly**, at the cost of $8700.00. Lot #3 covered 62-1/2 acres of land, and as Benjamin and Cynthia continued to buy land, Baum's Folly ended up encompassing one hundred and sixty acres. Today the area is called Mattydale. 12

At the Onondaga Historical Association, in Syracuse, New York, there is a wonderful old architectural magazine with an article, pictures and floor plan of the Baum barn. 13

Benjamin loved and raised pedigreed horses --- rumor has it that the barn was built better than their house !



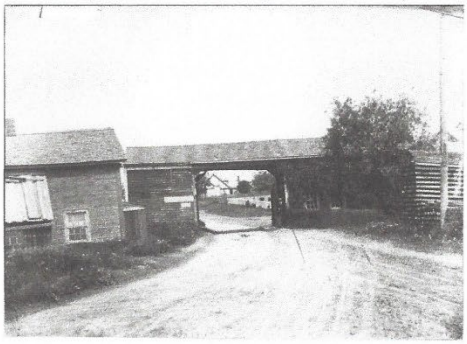




Contributed by Kathleen Sorbello Di Scenna (38 year) CNY L. Frank Baum Historian and Executive Director of The Lyman Frank Baum Foundation Incorporated of Syracuse

"LONG BEFORE THERE WAS AN OZ"
KATHLEEN SORBELLO DISCENNA

According to Mattydale, New York, historian Tom Howard, in 1844, the Town of Salina was the first **Plank Road** built in the United States. The state began to lay planks of wooden hemlock, that shined and sparkled with a yellow hue. To put in a plank road was very costly. The nearly 16-mile stretch cost around $26,000. What was the purpose of building such an expensive road? Building a plank road was for those who had goods, livestock and produce, to travel on a sturdy smooth surface instead of the difficulty of a wet and muddy dirt road. The Baum properties were all located along the same plank road, today called Brewerton Rd. or Route 11. The Plank Road's staring point would've been around the 7th North Street area in Liverpool, all the way to Central Square, New York. 6

While L. Frank never gave away the origins of the idea for his great yellow brick road, Baum family folklore hints that the plank road may have wound into his imagination only to resurface many years as the bright yellow path leading to *The Wonderful Wizard of Oz.*



Through the years, Rose Lawn grew from 3.5 to 15 acres. Today, that land has been sectioned into small lots. The front of Rose Lawn property, closest to the road, became a brewery and a roller rink. The area is now vacant and for sale. The middle and back half of Rose Lawn are now the Roxboro Elementary and Middle Schools, an apartment complex, a funeral home, and some small shops. Baum properties totaled 255 acres, which today encompass large sections of parts of Mattydale and Liverpool, New York. 7

Today, no picture of the original house on "Rose Lawn" is known to exist, though many people have claimed that they have found the original house. The Land of Oz Preservation Company and other Baum historians disagree with these claims. I have worked for 7 years (1993-1999) in the Mattydale area and have worked diligently to clear up any misconceptions about the original house on Rose Lawn. According to the Syracuse Evening Herald newspaper (1892), the property was sold. 8 According to the Syracuse Journal newspaper there was a fire on Rose Lawn in 1897 and all was lost, long after the Baum's sold the property.

Contributed by Kathleen Sorbello Di Scenna (38 year) CNY L. Frank Baum Historian and Executive Director of The Lyman Frank Baum Foundation Incorporated of Syracuse

# Appendix E

## Review Period

## Draft US 11 Mattydale Mobility Study Report

**US 11 Mattydale Corridor Study**
**Draft Review Period**
**June 15, 2022 to June 30, 2022**

On June 15, 2022, SMTC posted the draft US 11 Mattydale Mobility Study report for public review on the study's webpage: https://smtcmpo.org/mattydalestudy/. SMTC emailed the link to the webpage to the Study Advisory Committee and to community members who attended the public Q&A session or who previously submitted comments. SMTC also posted an announcement to its website as well as on its Facebook page twice. SMTC requested that comments be submitted to contactus@smtcmpo.org by 5:00 p.m. by Thursday, June 30, 2022. Additional resources (e.g., recorded presentations, Q&A session, etc.) are also provided on the study's webpage for reference.

- Frequently Asked Questions (FAQs)

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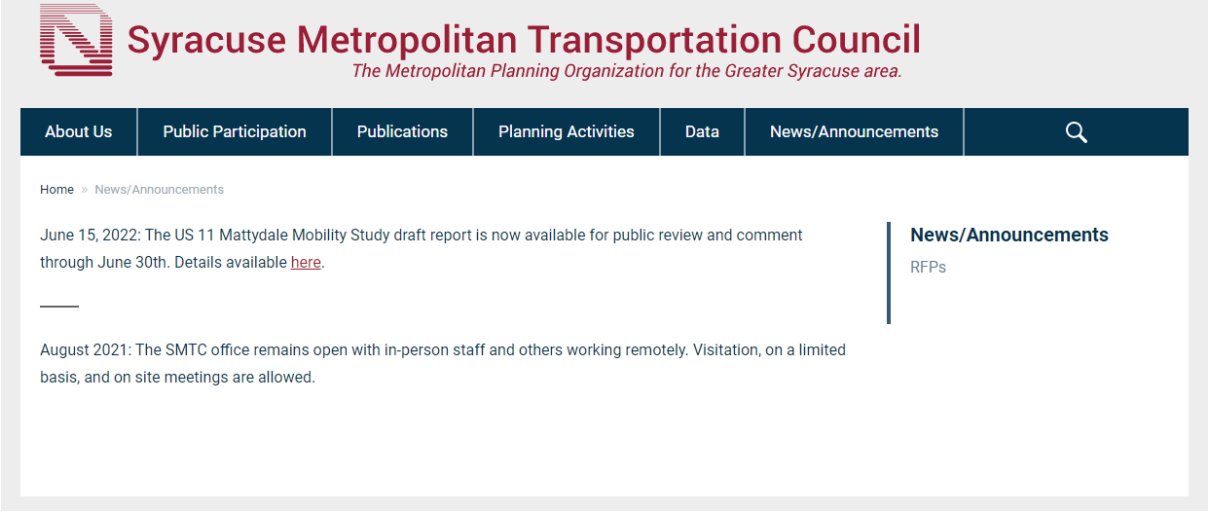
Click here to download a PDF of the presentation slides shown in the video. Please note that the PDF does not include the narration or other features of the video (such as animations), so we highly recommend viewing the video as well.

SMTC staff held a live Question & Answer session on Monday, January 31, 2022 from 6:30 p.m. to 8:00 p.m. using Zoom. View the recorded Q&A session on the SMTC's YouTube channel.



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1 hr ·

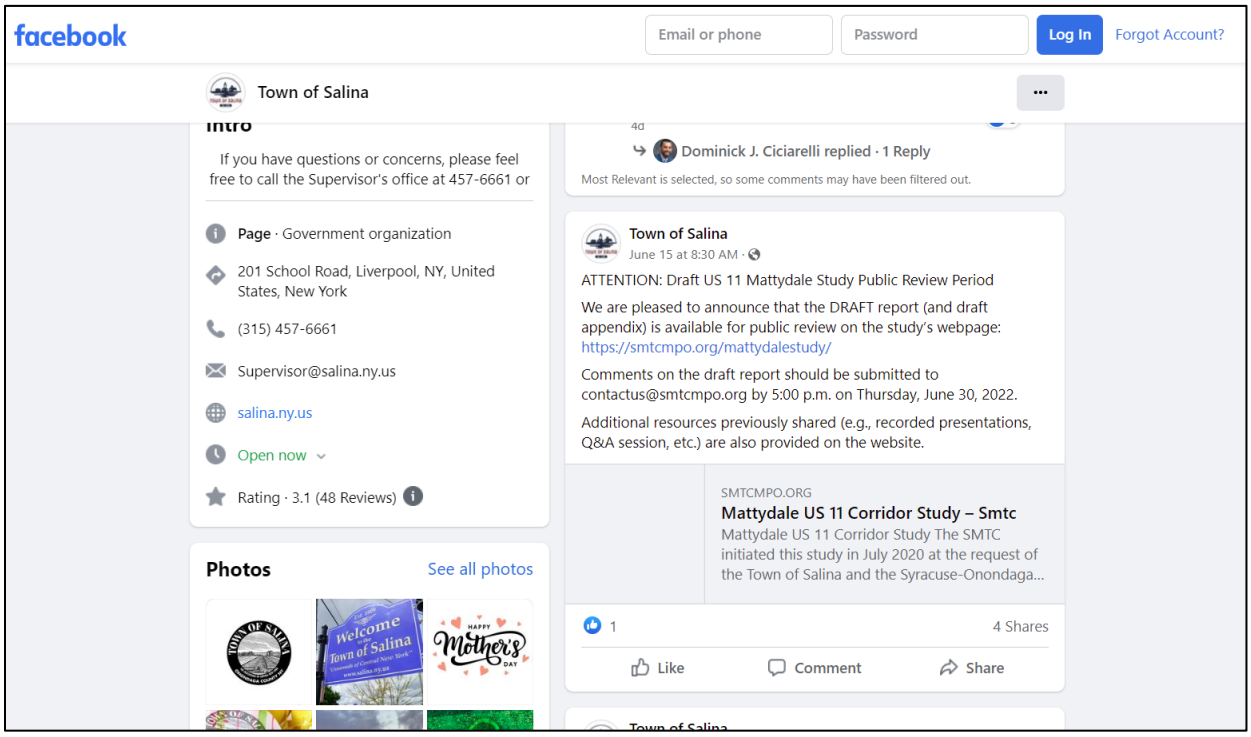
The SMTC has completed a draft report for the US 11 Mattydale Mobility Study, and this document is now available on our website for public review and comment.

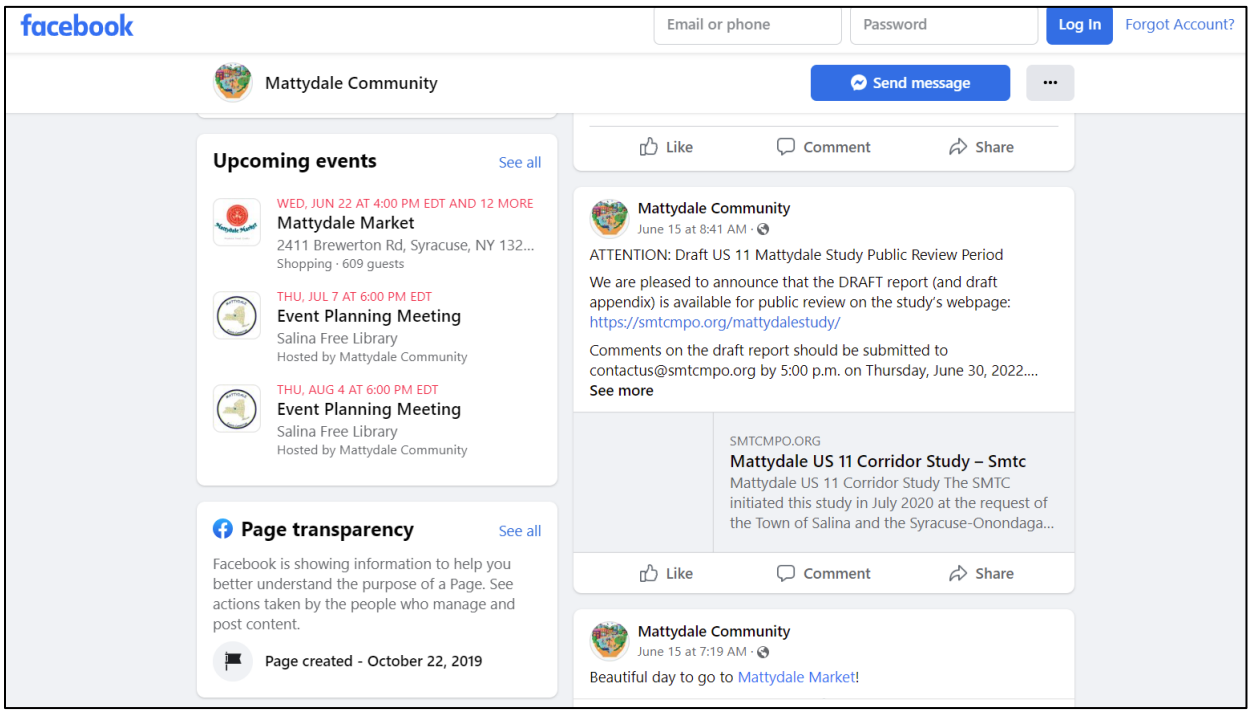
Comments on the draft report should be submitted to contactus@smtcmpo.org by 5:00 p.m. on Thursday, June 30, 2022.

https://smtcmpo.org/mattydalestudy/

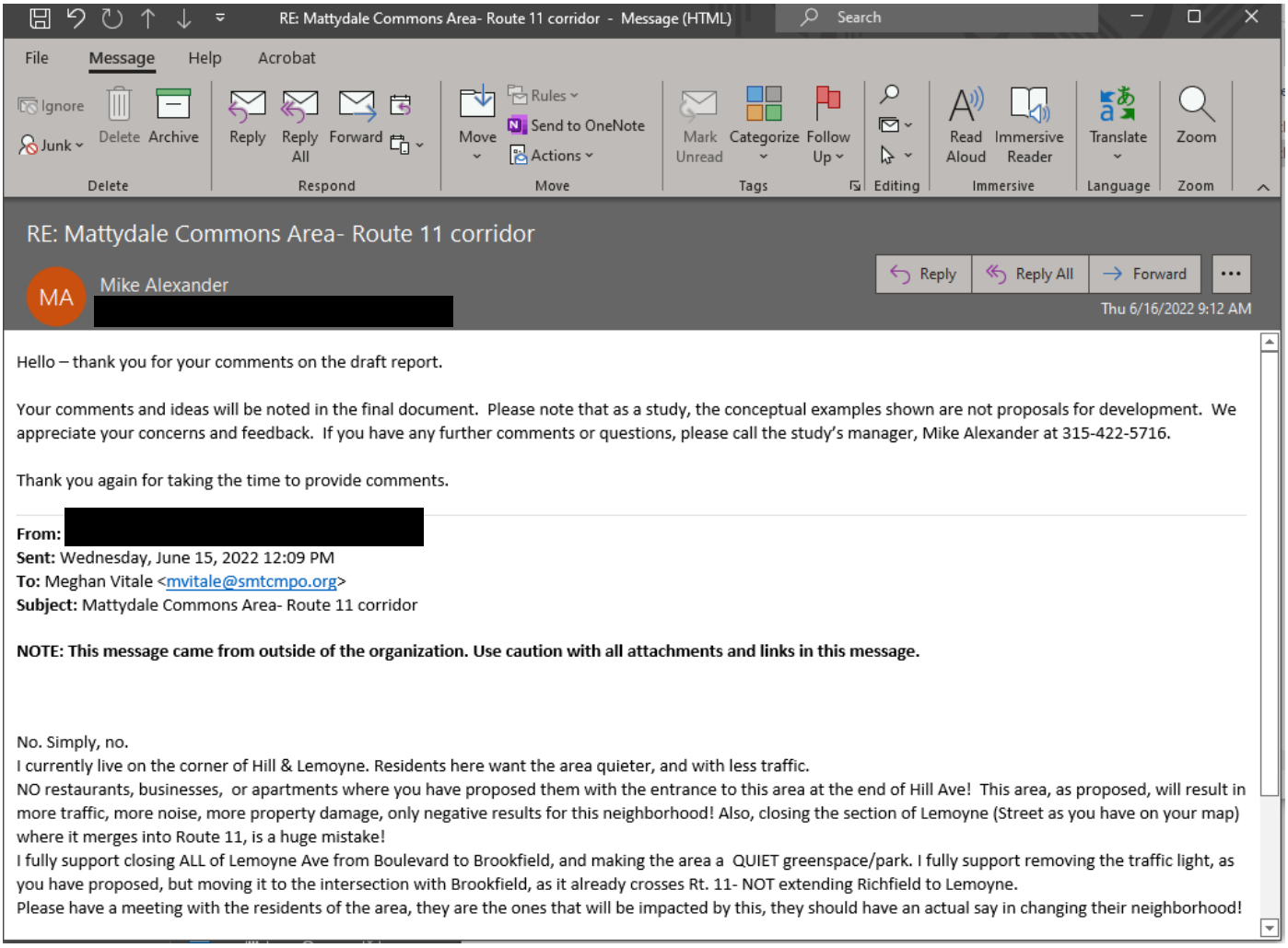

1

The Town of Salina also posted a link to the study's website on their social media accounts on June 15, 2022. A screenshot from that posting is provided below. As shown, the posting was shared by four other interested parties, including the Mattydale Community Facebook page who posted the announcement on June 15, 2022. A screenshot of the announcement on the Mattydale Community Facebook page is provided for reference.



The following summarizes the feedback received during the public review period:



RE: Mattydale Commons Area- Route 11 corridor - Message (HTML)

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RE: Mattydale Commons Area- Route 11 corridor

MA Mike Alexander [redacted]

Reply Reply All Forward

Thu 6/16/2022 9:12 AM

Hello – thank you for your comments on the draft report.

Your comments and ideas will be noted in the final document. Please note that as a study, the conceptual examples shown are not proposals for development. We appreciate your concerns and feedback. If you have any further comments or questions, please call the study's manager, Mike Alexander at 315-422-5716.

Thank you again for taking the time to provide comments.

**From:** [redacted]
**Sent:** Wednesday, June 15, 2022 12:09 PM
**To:** Meghan Vitale <mvitale@smtcmpo.org>
**Subject:** Mattydale Commons Area- Route 11 corridor

**NOTE: This message came from outside of the organization. Use caution with all attachments and links in this message.**

No. Simply, no.
I currently live on the corner of Hill & Lemoyne. Residents here want the area quieter, and with less traffic.
NO restaurants, businesses, or apartments where you have proposed them with the entrance to this area at the end of Hill Ave! This area, as proposed, will result in more traffic, more noise, more property damage, only negative results for this neighborhood! Also, closing the section of Lemoyne (Street as you have on your map) where it merges into Route 11, is a huge mistake!
I fully support closing ALL of Lemoyne Ave from Boulevard to Brookfield, and making the area a QUIET greenspace/park. I fully support removing the traffic light, as you have proposed, but moving it to the intersection with Brookfield, as it already crosses Rt. 11- NOT extending Richfield to Lemoyne.
Please have a meeting with the residents of the area, they are the ones that will be impacted by this, they should have an actual say in changing their neighborhood!