

Village of Skaneateles Pedestrian Safety and Access Study

## **Appendix A**

Study Advisory Committee Meeting Notes



## Meeting Notes

### Village of Skaneateles Pedestrian Safety and Access Study

#### Study Advisory Committee Meeting 1

August 20, 2020  
Via Zoom  
10:00 – 11:00 AM

#### Attending

<b>Name</b>	<b>Affiliation</b>
Mary Sennett	Village of Skaneateles Board
Kathleen Zapata	Village of Skaneateles Board
Scott Heggelke	Village of Skaneateles Police Department
Peter Buehler	Village of Skaneateles Fire Department
Hilary Fenner	Village of Skaneateles Chamber of Commerce
Joe Goethe	Village resident, business owner
Kevin McCormack	Town of Skaneateles
Marty Cregg	Town of Skaneateles
Dan Kwasnowski	SOCPA
Megan Costa	SOCPA
Julie Baldwin	NYS DOT
Mario Colone	SMTC
Aaron McKeon	SMTC
Kevin Kosakowski	SMTC
Thomas Bardenett	SMTC

#### Introductions, Scope of Work & Study Area

Mr. McKeon began the meeting by asking meeting attendees to introduce themselves. During introductions, Mr. Goethe said that traffic and tourism in the village appear to be at, or possibly above, normal levels. His restaurant's business is down because of the 50 percent occupancy limitation in place because of the COVID-19 pandemic. He is using outdoor seating to supplement his normal seating.

- Mr. McKeon described the project's purpose: improve pedestrian safety and mobility in the village. The New York State Department of Transportation (NYSDOT) is planning to re-pave Genesee Street (Route 20) in two years. It may be possible to incorporate recommendations from this study in the State's project.
- The Study Area Study area includes Route 20 through the village of Skaneateles and streets going in and out of central village (i.e. State, Jordan and Fennell).

Town of Skaneateles – Eastern Gateway

SMTC is also working with the Town of Skaneateles to help the Town find ways to improve the section of Route 20 between the eastern Village boundary and Lee-Mulroy Road – an area the Town refers to as the Eastern Gateway. Mr. Cregg pointed out that the Town is interested in safety issues such as reducing the width of commercial driveways, as well as traffic calming measures, such as the reducing the highway's overall width.

- Ms. Vitale clarified that the SMTC's role on the Town's project is more limited than on the Village project. The SMTC is not convening a study advisory committee for the Town's project or writing a detailed report.
- Chief Buehler asked for specifics on the concept of reducing the width of Route 20. Mr. Cregg said that the concept is to reduce shoulder width to eight feet, because the shoulders in this section of the road are unusually wide.
  - o Ms. Baldwin said that Route 20 is part of the National Highway System and therefore its lanes cannot be narrowed to ten feet.

Public Involvement Plan

Mr. McKeon summarized the draft Public Involvement Plan for this study, which provides for four SAC meetings (although a fifth meeting may be possible) and a virtual public meeting, the details of which will be determined in coming months.

- Trustee Sennett said that the Village has been doing open air Board meetings in garage bays, opening up their doors, staying six feet apart and providing plenty of public seating. Crowding has not been an issue to date.

## Plans and Previous Studies

Trustee Sennett referenced a previous SMTC study (*Skaneateles Multi-Use Corridor Study*) which recommended improvements at the Jordan and Fennell Street intersection – specifically, the idea of adding a crosswalk and bumping out either side of the intersection to shorten the distance pedestrians have to walk. The Village has since put in a crosswalk (but not bump-outs) on the northbound leg of Jordan Street, but Ms. Sennett recommends that it be re-examined holistically.

- Mr. Kwasnowski asked if the Village had made other improvements of this nature. Trustee Sennett was not aware of any. Some signage upgrades have been made on Route 20, but not in the heart of the village.
- Ms. Baldwin said that some intersections are getting improved signage as part of the Pedestrian Safety Action Plan. [Upon later research, it was determined that Skaneateles was not included in the PSAP due to being outside the Syracuse urban area.]
  - o Trustee Sennett said that the Village board is concerned about having too many signs interfering with businesses and historic elements.

## Data Collection

- On the subject of accident data, Trustee Zapata said that she feels that this summer there have been more accidents than normal. A child was involved in a collision this summer, as well as last summer in the same area (near Valentine’s Pizza). A jogger was also involved in a collision.
  - o Chief Buehler said that there was also a pedestrian collision near the Sherwood Inn earlier this summer.
  - o Mr. Goethe said that a lot of vehicular accidents go unreported, especially at the Genesee/Jordan intersection.
- Mr. McKeon said that the pandemic is altering the SMTC’s standard data collection procedure, which would normally include traffic and pedestrian counts. The pandemic makes any traffic or pedestrian data we collect suspect.
- Mr. Kwasnowski pointed out that special events are an additional “unique issue” that should be considered (i.e. events in Clift Park, buses loading and unloading near the Sherwood Inn, dinner events etc.) There is a lot going on even during the Christmas Season. The Sherwood

Inn's lawn draws crowds. Other events include Friday night community band concerts that happen during the summer in the park. Boat cruises have been continuing to run.

- Mr. McKeon asked if Uber and Lyft are a big part of the village's transportation system. Trustee Zapata said that they are not.
- Ms. Baldwin said that NYSDOT conducted turning movement counts in the study area in 2010 for morning, midday, and evening peak periods. These counts would include pedestrian movements.
- Mr. McKeon asked if parking data (parking lot use) is available.
  - o Ms. Fenner said that, anecdotally, the free parking lots farther away from the village center tend to fill up only when parking closer in is at capacity.
  - o Trustee Zapata added that free on-street parking is also heavily utilized.

#### Village Core – Discussion

- Mr. McKeon asked if it is accurate to say that the area bounded by Clift and Thayer Parks along Route 20 is the real hub of activity in the village.
  - o Trustee Zapata and others agreed that this is accurate.
- Trustee Sennett pointed out that, while the object of this study is not to remove trucks from the village, trucks making turns from Genesee to Jordan and State Streets often force southbound vehicles to back up to give trucks room. Can the study look at moving the stop bars further from the intersection?
  - o Mr. McKeon confirmed that this would be considered.
- Ms. Baldwin pointed out that pedestrian treatments like curb bump outs could make it harder for trucks to make turns. She also said that bump outs make snow plowing more difficult for plow drivers – in some cases, adding bump outs can trigger the need for municipalities to plow their own facilities.
  - o Mr. Kwasnowski suggested using seasonal solutions, such as planters or other elements that can be removed prior to plowing.
    - Mr. McKeon said that the SMTC recently helped the City of Syracuse research tactical urbanism approaches.
    - Ms. Baldwin said that the City of Oswego developed a tactical urbanism concept on Route 104 in conjunction with Bergmann Associates. NYSDOT would want to

review any plans for a temporary installation. Work of this kind would fall under the Highway Work Permit.

- Chief Heggelke encouraged the committee to remember that changes or proposals to one facility may end up sending traffic down other streets. Will tractor trailers, for example, be pushed to other streets? Where will they choose to go to avoid any changes?
  - o Mr. McKeon said that this would be considered as we move forward.
- Mr. McKeon asked if any other traffic studies had been conducted recently.
  - o Mr. Goethe said that there may have been one analysis done for the Packwood House. The building was turned into a hotel and sits between Valentine's Pizza and the bridge.

### Schedule

Mr. McKeon said that, while the schedule shows the next SAC meeting happening in January, a meeting is likely to occur before that.

The meeting was adjourned.

## Meeting Notes

### Village of Skaneateles Pedestrian Safety and Access Study

#### Study Advisory Committee Meeting 2, Part 1

December 14, 2020

10:00 – 11:30 AM

#### Attending

Name	Affiliation
Mary Sennett	Village of Skaneateles Board
Scott Heggelke	Village of Skaneateles Police Dept.
Hilary Fenner	Village of Skaneateles Chamber of Commerce
Joe Goethe	Village resident, business owner
Marty Cregg	Town of Skaneateles
Dan Kwasnowski	SOCPA
Megan Costa	SOCPA
Julie Baldwin	NYS DOT
Meghan Vitale	SMTC
Aaron McKeon	SMTC
Kevin Kosakowski	SMTC
Kevan Busa	SMTC
Tom Bardenett	SMTC

#### Overview

The purpose of this meeting was to discuss specific locations in the Village of Skaneateles and their known safety, mobility, and accessibility issues for pedestrians. In many cases, pedestrian safety is inseparable from how vehicles use village streets.

#### Existing Conditions Data

- Mr. McKeon reviewed a few graphics showing existing conditions. This include traffic volumes, pedestrian-vehicle collision history, and road ownership.
- Chief Heggelke said that the Village has mounted speed signs with cameras that can collect speed and volume data.
  - The mobile trailer unit cannot currently be used to collect data, but new equipment that has been ordered may be able to do this.

- Mr. McKeon mentioned that State Street is the one street where volumes have increased steadily over time.
  - Mr. Cregg said that this is a direct route to Syracuse and Camillus, in addition to being the route on which the Welch-Allyn headquarters are located.

## **Mobility Issues by Segment / Intersection**

### Crosswalk at Fuller Street

- Currently, not part of the village streetscape (cemetery on south side, vacant parcel on north side)
  - Five housing units are currently being developed on the north side
  - May provide drivers with a greater sense of being in a pedestrian area
    - Trustee Sennett pointed out that at least one of these units may have parking in front
  - Mr. McKeon suggested relocating this crosswalk west, to (or near) the Kane/Orchard intersection.
    - Trustee Sennett said that a crosswalk has been discussed for this intersection.
      - Former Director of Maintenance Operations Shannon Hearty had been working on this (specifically at the fire station's driveway), but she is no longer with the village.

### Kane (Route 41A) & Orchard

- Mr. McKeon: what about a crosswalk at this location?
  - Mr. Cregg: lots of turning vehicles – northbound left-hand turns have to wait for a break in traffic; a crosswalk on the west side of the intersection could be dangerous.
- Trustee Sennett: there were previously cross-hatched pavement markings indicating that the northbound approach of Kane is a single lane. After a recent pavement project, these markings were not replaced. But it might function better as a two-lane approach, with a right-turn / through lane (which is how it is often, unofficially, used).
  - Currently, traffic control is a yellow flashing light for east-west traffic and a red flashing light for north-south traffic.
  - Ms. Baldwin: A right-turn only lane might not be compatible with the flashing light – it may need a full, three-color signal.
    - Ms. Baldwin said she would look into this.
- Mr. Kwasnowski pointed out that a roundabout was discussed for this location.
  - Mr. McKeon presented a graphic showing a concept for a roundabout at this location, based on a 105-foot diameter circulating roadway.
  - Mr. Cregg asked about crosswalks. Mr. McKeon said that roundabouts typically have crosswalks, and raised median islands, at each approach.
    - Mr. Cregg asked about snow removal in these islands. Mr. McKeon said that it would likely be the Village's responsibility to remove snow in these locations.



- Mr. McKeon: A roundabout is likely to require more right-of-way than the existing intersection, causing sidewalks and curbs to encroach on residential properties.
  - Mr. Goethe: could the roundabout's center be shifted to the south and east to use more of the Fire Department's property, rather than adjacent residential properties?
    - The roundabout currently in place at Township 5 works very well.
- Ms. Fenner: the boat launch at Mandana (south of the village on 41A) draws large boats on trailers through this intersection. Would a roundabout accommodate them?
  - Ms. Baldwin: any roundabouts on US 20 would be designed to accommodate tractor-trailers; this would also accommodate large boats.
- Trustee Sennett: who would pay for roundabouts?
  - Ms. Baldwin: if a roundabout is identified as necessary by the State, the State pays for it. If the State does not deem roundabouts to be necessary, but the Village would like to see one or more added to a State facility, it would be up to the village to find funding for this improvement.
- Trustee Sennett asked: would it be as beneficial, and less expensive, to just add a right-turn lane to the northbound approach?

#### Segment: Kane / Orchard intersection to W. Lake / Hannum intersection

- Mr. McKeon: the street cross-section (distance between curbs) does not have any room to spare. This seems like it could be an issue for bicyclists – there is insufficient room for a bike lane.
  - Mr. Kawsnowksi: for experienced cyclists, this area is not extremely problematic; in general, traffic is moving fairly slowly and it is possible to keep up with vehicles.
    - Sharrows might be an appropriate treatment.
  - Ms. Fenner: Mirabeau has bikes that guests can use and she has observed people riding these bikes on village sidewalks many times.
  - Mr. McKeon: what about creating a bike lane or other facility (widened sidewalk) in the furnishing zones, which are fairly wide in this area?
    - Trustee Sennett: if it becomes a question of removing trees to provide bike infrastructure, most people would likely prefer to have the existing, mature tree canopy.
- Trustee Sennett: the crosswalk at Holy Trinity Lutheran Church is there because (normally) there is a nursery school at the church.
  - There are bright orange flags in holders on both sides of the crosswalk – pedestrians (sometimes kids) hold up flags to warn drivers. Trustee Sennett says that drivers are very compliant with this system.

#### West Lake / Hannum Intersection

- Mr. McKeon asked if this intersection had known issues, other than the slightly skewed crosswalk.

- Trustee Sennett and Ms. Fenner both said that it is not unusual to see pedestrians waiting on the curbs for vehicles to stop for them at this crosswalk. Pedestrian visibility is a known problem.
- There is no in-street signage currently at this crosswalk, as is found at some other crosswalks.
  - Is it because this is an intersection? Or because the signs have been hit so many times in this location?
  - Trustee Sennett: the signs help at other crosswalks. This crosswalk also has the problem of drivers looking for gaps in traffic, not paying attention to pedestrians in the crosswalk.
- Mr. Kwasnowski: what about a median island on US 20 at this intersection, to provide a pedestrian refuge? This would depend on lane widths and design specifications.
- Mr. McKeon: a curb extension / bulb-out would give pedestrians greater visible and a shorter crossing distance.
- Mr. Goethe: on-street parking makes it hard to see pedestrians and for pedestrians to see vehicles.
  - Trustee Sennett: The parking space just to the east of West Lake is a handicapped parking space, intentionally located to make it easier for disabled veterans to visit the nearby war memorial area.
    - Also, this space is positioned at the end of the street to make it possible to pull into the space, rather than parallel park.
    - A curb extension would require moving that parking space and would prevent vehicles from pulling directly into the space.
- Mr. Kwasnowski: a pedestrian signal might be beneficial here – what about a rectangular rapid flashing beacon? A signal recently added at the Empire State Trail's Warners Road crossing automatically detects bicyclists and flashes to warn vehicles that a bike is crossing.
  - Trustee Sennett: visual clutter is not desirable in this area.
  - Mr. Cregg: lots of pedestrian crossings would negatively impact vehicular movement. Unless pedestrians could be induced to cross only in groups – in other words, if the pedestrian signal allowed “pulses” of pedestrians, the way a three-color signal allows “pulses” of vehicles.
    - Ms. Baldwin: traffic cops are the best way to achieve this kind of “pulsing”.
    - Trustee Sennett: the Village Police Department has one officer on at a time, typically.
  - This intersection is adjacent to the Sherwood Inn, which regularly hosts outdoor food / beverage events on its lawn just east of Hannum Street. These events are well-attended, and people often park on nearby streets, including West Lake Street. This generates large numbers of pedestrian crossings of US 20.
    - Trustee Sennett: the Sherwood Inn brings in off-duty police officers for these events, but they are not there to direct traffic.

## Segment: West Lake to Jordan

The focal point of this discussion was the mid-block crosswalk that leads to the Clift Park gazebo and to the boat dock.

- Trustee Sennett: on-street parking next to the crosswalk makes it harder for drivers to spot pedestrians.
  - Mr. McKeon suggested a curb extension to increase pedestrian visibility, noting that this could result in the loss of one or two on-street parking spaces.
  - Chief Heggelke: it is not unusual for cars and trucks to use the crosswalk area as a loading/unloading zone – grabbing coolers and kayaks and taking them to the lake, or unloading passengers.
    - Mr. McKeon: what if there was a 15-minute loading / unloading zone?
    - Ms. Fenner and Mr. Cregg noted that various municipal vehicles access the park and the docks by way of the curb ramp at this location.
- Mr. Kawsnowski proposed a long-term approach that re-imagines the “front door” of Clift Park that would be designed to include the various uses identified in the discussion. This design could take advantage of the fact that there are not many mature street trees in this area, could leverage NYS Waterfront Revitalization funds, and could find ways to reconfigure the parking supply in this area.
- Mr. Goethe: a similar long-term issue is the “nose-in” parking at 18 West Genesee Street, home to Valentine’s Pizza.
  - Ms. Fenner: there’s also a new take-out restaurant in this building: Good Eats and Sips.
  - Mr. Goethe considers the nose-in parking in this location very hazardous. This seems like a good location for short-term parking.
  - Mr. Cregg: grab and go businesses rely on off-street parking.
  - Mr. Kawsnowski: the laundromat in Marcellus had a similar issue that was resolved with on-street parking [editor’s note: a review of aerial photos and Google StreetView images indicates that the Marcellus Express Laundry, at 20 East Main Street, had roughly four or five nose-in parking spots as recently as 2009. It currently has a driveway and a rear parking area, in addition to unmetered on-street parking.]
  - Ms. Baldwin stated that NYSDOT often “grandfathers” existing parking arrangements into its access management, but that this wide commercial curb cut would not be approved if a business were to request it today.
  - Mr. Goethe: if this parking area were eliminated, the crosswalk could be relocated to the west, closer to Talbot’s front door. This would add a couple of car lengths to the distance between the crosswalk and the Jordan / US 20 intersection – currently, cars stopping for pedestrians at the crosswalk cause traffic to back into this intersection.

## **Adjournment**

At 11:30, Mr. McKeon polled the group and the consensus was that the remainder of the village should be discussed at another time. Mr. McKeon said that he would send out an online poll to ask for SAC members’ availability in January.

## Meeting Notes

### Village of Skaneateles Pedestrian Safety and Access Study

#### Study Advisory Committee Meeting 2, Part 2

January 11, 2021

10:00 – 11:30 AM

Convened via Zoom

<b>Name</b>	<b>Affiliation</b>
Mary Sennett	Village of Skaneateles Board
Kathleen Zapata	Village of Skaneateles Board
Scott Heggelke	Chief, Village of Skaneateles Police Dept.
Pete Buehler	Chief, Village of Skaneateles Fire Dept.
Hilary Fenner	Village of Skaneateles Chamber of Commerce
Joe Goethe	Village resident, business owner
Marty Cregg	Town of Skaneateles
Dan Kwasnowski	SOCPA
Megan Costa	SOCPA
Julie Baldwin	NYS DOT
Tim Coley	Onondaga County Department of Transportation
Mark Schaub	Onondaga County Department of Transportation
Meghan Vitale	SMTTC
Aaron McKeon	SMTTC
Kevin Kosakowski	SMTTC
Kevan Busa	SMTTC
Tom Bardenett	SMTTC

## Overview

The purpose of this meeting was to continue the discussion of specific locations in the Village of Skaneateles begun on December 14, 2020. This discussion focused on the eastern part of the village, starting at the US 20 / Jordan intersection.

## **Mobility Issues by Segment / Intersection**

### Genesee / Jordan

Mr. McKeon gave an overview of this intersection's existing amenities for pedestrians, including crosswalks, pedestrian signals with countdown timers, and a leading pedestrian interval.

- Trustee Sennett pointed out that the intersection's northeast corner is a Centro bus stop.
- Trustee Sennett
  - What about a pedestrian-only phase?
  - Note that the northbound approach is an active driveway that provides access to the north shore buildings' parking area.
  - Trustee Zapata: pedestrians are often surprised by the presence of cars at this approach, since there is no crosswalk or other indication that cars use this driveway.
  - Truck turning radius is an issue – westbound right-turning movement for big trucks often creates conflicts with southbound vehicles. Can the stop bar be moved back a little on the southbound approach?
  - Pedestrians do not always see the push boxes for crossings, so they stand there waiting for the lights to change and end up getting impatient and crossing against the lights.
  - Ms. Fenner: would audible pedestrian signals be possible?
    - Some of the pedestrian push buttons beep when they are activated, but they do not let pedestrians with visual impairments know when it is safe to cross.
  - Visitors to the area are not familiar with the signal phase pattern.
- Mr. McKeon presented the idea of utilizing a raised intersection at this location to calm traffic and give pedestrians greater visibility, noting that it would be unusual on a state-owned principal arterial.

### Segment: Genesee between Jordan and State

- Chief Heggelke noted that, technically, the pavement markings in this segment do not indicate two eastbound lanes – officially, there is only one eastbound lane. But the roadway width and signal configuration (with a left-turn arrow for eastbound vehicles) mean that drivers usually create a second, informal, eastbound lane.
- Ms. Costa asked if a widened median could be used in this segment?
  - Mr. McKeon said that this might hurt operations in this segment, since it is used as two lanes.
- Trustee Sennett: when there are two or more vehicles heading through the Genesee / State intersection, there is often a “race” between drivers to get ahead of one another in the short distance before the merge point.
  - Mr. McKeon: we could look at what happens to traffic operations if one lane was a left-turn only lane.

- Trustee Sennett: there is also the issue of double-parked trucks in this section, which can effectively eliminate the de facto second eastbound lane.

### Genesee / State

- Chief Heggelke said that he talked with one of the business owners on the south side of the street, asking if pedestrians wait for the “walk” signal. The business owner said no, not always. People abiding by the pedestrian signal is key.
  - Mr. McKeon suggested making the crosswalk more noticeable, for example, with dragon’s teeth markings. [On further research, this is not likely to be an appropriate application of this pavement marking. “Dragon’s teeth” are formally known as yield lines, which may not be compatible with the stop bars found at controlled intersections.]
- Trustee Sennett: Westbound trucks turning right onto State Street sometimes create a problem - they sometimes cross into the southbound lane on State Street. Bigger trucks cannot make the turn without crossing into the southbound lane.
  - Mr. McKeon said that measuring the stop bar placement in the southbound lane would be part of the SMTC’s analysis.

### Mid-block Crossing, St. James Episcopal Church

Mr. McKeon asked about issues with the uncontrolled mid-block crosswalk at St. James Episcopal Church.

- Trustee Sennett: Driver compliance is relatively low.
- Ms. Fenner: westbound traffic is descending a grade – doing something to slow them down would help.
- Trustee Sennett: one problem is the ambiguity in who has the right-of-way when a pedestrian is waiting to use the crosswalk.
  - Chief Heggelke: the driver has a responsibility to yield to pedestrians in the crosswalk. The pedestrian has a responsibility to use the crosswalk in such a way that drivers have time to yield.
    - SMTC will review and document vehicle and traffic law pertaining to crosswalks.

### Genesee / East Lake (41)

- Mr. McKeon noted that the crosswalks on the northbound and southbound approaches seem to have been removed – they were there prior to the recent work at this intersection.
- Mr. McKeon asked if there is enough crossing time for pedestrians at this intersection. The consensus seemed to be that there is.
- Trustee Zapata: sidewalks were recently extended down East Lake, which brings more pedestrian traffic along this route, including school-aged children.
- Trustee Sennett and Mr. Goethe both noted that this is another intersection where there are informal / unofficial turn lanes: eastbound right-hand turns and northbound right-hand turns both tend to get made by vehicles using excess roadway width to make their own turn lane.
  - Chief Heggelke noted that right turns on red are not permitted from eastbound US 20 during peak school travel hours (7 – 9 AM and 2 – 4 PM weekdays).

- Mr. McKeon suggested using a widened median to reduce lane widths or, alternatively, looking at the warrants to determine if formal right-turn bays should be provided here.
- Trustee Sennett noted that this is another intersection at which large vehicles' turning radius encroaches on stopped vehicles – she has noted it particularly for large trucks going northbound making left-hand turns – they encroach on eastbound vehicles.
- Mr. McKeon presented an exhibit showing a hypothetical roundabout design at this location, similar to the design presented at the Route 20 / 41A intersection. A roundabout would have the benefits of creating a gateway feature and accommodating pedestrians but would have significant right-of-way impacts.

### Town of Skaneateles – Eastern Gateway area

While not in the study area, the portion of the Town of Skaneateles just to the east of the Village is included in NYSDOT's upcoming paving project and the Town is interested in an upgrade to pedestrian facilities in this area. Mr. McKeon asked about pedestrian activity / destinations in this area, and how it relates to pedestrian accessibility in the village.

- Mr. Cregg: the portion of US 20 closest to the village sees higher pedestrian demand than segments further east – for example, the people drop off vehicles at the car dealerships and then walk back into the village.
  - There are development proposals for the north side of the road that can, hopefully, help fund future improvements / pedestrian amenities.
  - Ideas currently being discussed between NYSDOT and the Town for the Eastern Gateway area:
    - Reduce the shoulder width, especially on the south side of US 20
    - Develop a multi-use trail on the south side of the road – roughly 4,000 feet long, starting at / near the village line.
    - Curbs have been considered, specifically to help delineate driveway entrances.
      - Drainage: may be possible to continue to use the existing systems (ditches), possibly with added drainage swales.
    - Add trees, if / when the overhead powerlines can be removed.
- Mr. Kwasnowski suggested that improvements in this area could draw on techniques used in the Empire State Trail, such as reflective delineators.
- Trustee Sennett: the speed limit is currently 45 MPH right up to the Village line, where it transitions to 30 MPH. Reducing the speed limit further east of the Village boundary would help reduce speeds in the village.
  - Mr. McKeon suggested additional measures, such as digital feedback signs and pavement markings.
- Mr. Kwasnowski pointed out that, for cyclists, the section between Route 41 and the edge of the village is particularly tricky.
- Mr. Cregg asked if there were plans to close the sidewalk gap on the south side of US 20 in the village.
  - Trustee Sennett: Property owners are generally okay with this – it is possible.
  - Mr. McKeon pointed out that the State's project includes the idea of closing sidewalk gaps in the village, which may include this gap.

- Trustee Sennett also pointed out that there are sections of missing curb on the eastern end of the village, in the vicinity of Onondaga Street. It seems likely that the curb that was there has been buried under successive layers of asphalt.

### Jordan / Fennell intersection

Mr. McKeon provided a brief overview of the roundabout concept for this intersection that was developed as part of the SMTC's 2018 *Skaneateles Multi-Use Corridor Study*, noting that this roundabout location presented issues for on-street parking and access, particularly on the east side of Jordan Street.

Mr. McKeon presented two other ideas for this intersection from this study, both of which involve curb extensions.

- Trustee Sennett: the crosswalk across the northbound Jordan Street approach is unsafe; driver compliance is low, pedestrians have poor visibility, and pedestrians tend to be careless about crossing at this location.
- Chief Heggelke noted that cars tend to park illegally in the southbound lane of Jordan just south of the intersection, blocking the crosswalk and reducing pedestrian visibility; some pavement markings reinforcing the No Parking zone here would help.
- Mr. Buehler: Curb extensions at this location could make access difficult for large trucks making deliveries to Tops, Kinney Drugs, and other retailers on Fennell Street.
  - The crosswalk across Jordan Street should be on the north side of the intersection.

### Fennell Street Corridor

Regarding access on Fennell Street, Mr. McKeon asked for thoughts on the idea of bike lanes on this street, which lacks on-street parking on most of its length, is relatively wide, and provides a connection to the Charlie Major Trail to the north.

- Mr. Kwasnowski: Sharrows would be sufficient; a bike lane effectively traps cyclists between moving traffic and parked vehicles. His experience in riding on this route is that it is currently safe and bike lanes are not necessary.

### Tactical Urbanism

Mr. McKeon asked about the Village's interest in using a "try before you buy" approach (a.k.a., tactical urbanism), especially on the facilities it owns. This can involve citizens designing, installing, and measuring the effectiveness of various interventions.

- Trustee Zapata: open to the idea.
- Trustee Sennett: a good idea from the perspective of transparency.

### Other Comments

Trustee Sennett suggested that SMTC staff should come and visit the Village this summer when, hopefully, it will have returned to a typical level of activity.

### **Adjournment**

The meeting adjourned at 11:30.



Village of Skaneateles Pedestrian Safety and Access Study  
Study Advisory Committee #3  
July 26, 2021  
Via Zoom

### Meeting Attendees

<b>Name</b>	<b>Affiliation</b>
Mary Sennett	Village of Skaneateles Board
Scott Heggelke	Village of Skaneateles Police Dept.
Joe Goethe	Village resident, business owner
Marty Cregg	Town of Skaneateles
Megan Costa	SOCPA
Scott Bates	NYS DOT
Meghan Vitale	SMTC
Aaron McKeon	SMTC
Kevin Kosakowski	SMTC
Kevan Busa	SMTC

### Meeting Overview

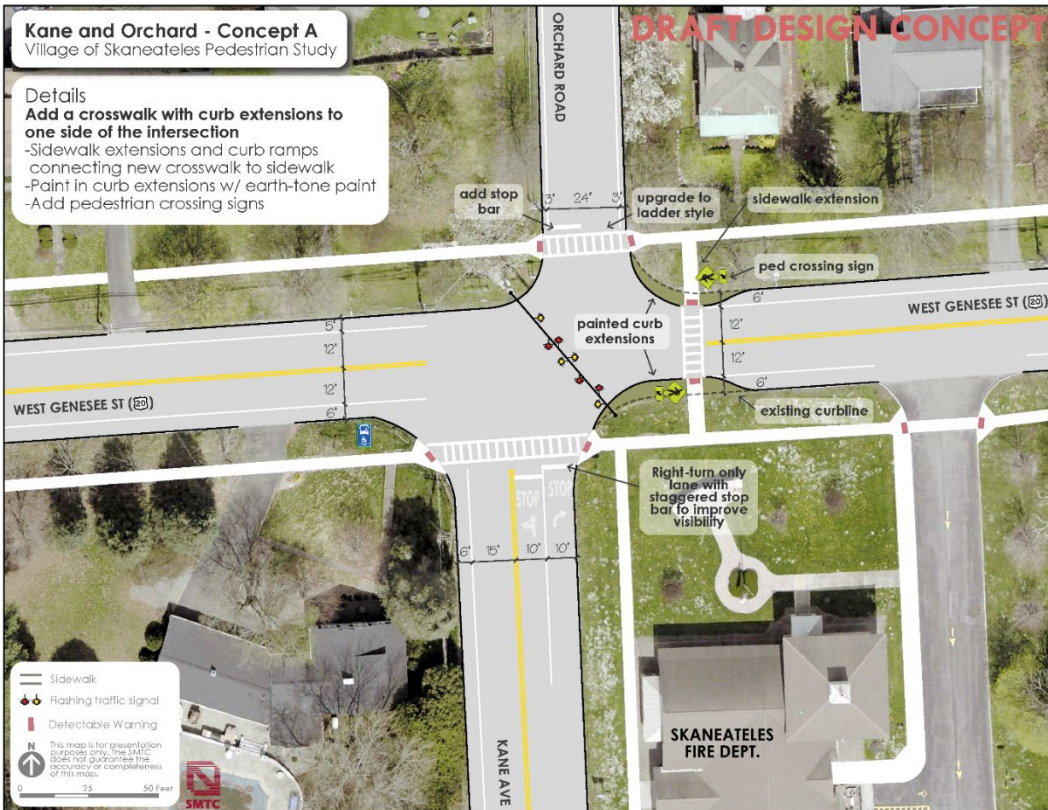
This meeting was the Study Advisory Committee's (SAC) opportunity to provide comments and feedback on design concepts developed by SMTC staff. These design ideas focused on the locations and issues brought up by SAC members in the previous round of SAC meetings.

Prior to SAC Meeting #3, SMTC staff compiled a set of design ideas, focused on the study's six focus locations, and made them available to SAC members by way of a video file on the SMTC's website. SAC members were invited to review this video file prior to the meeting and come prepared to discuss these ideas at this meeting.

The following summarizes the SAC's comments at this meeting by location and design concept.

## Genesee / Kane / Orchard

### Concept A – Crosswalk w/ Curb Extensions



#### Opportunities

- No comments

#### Concerns

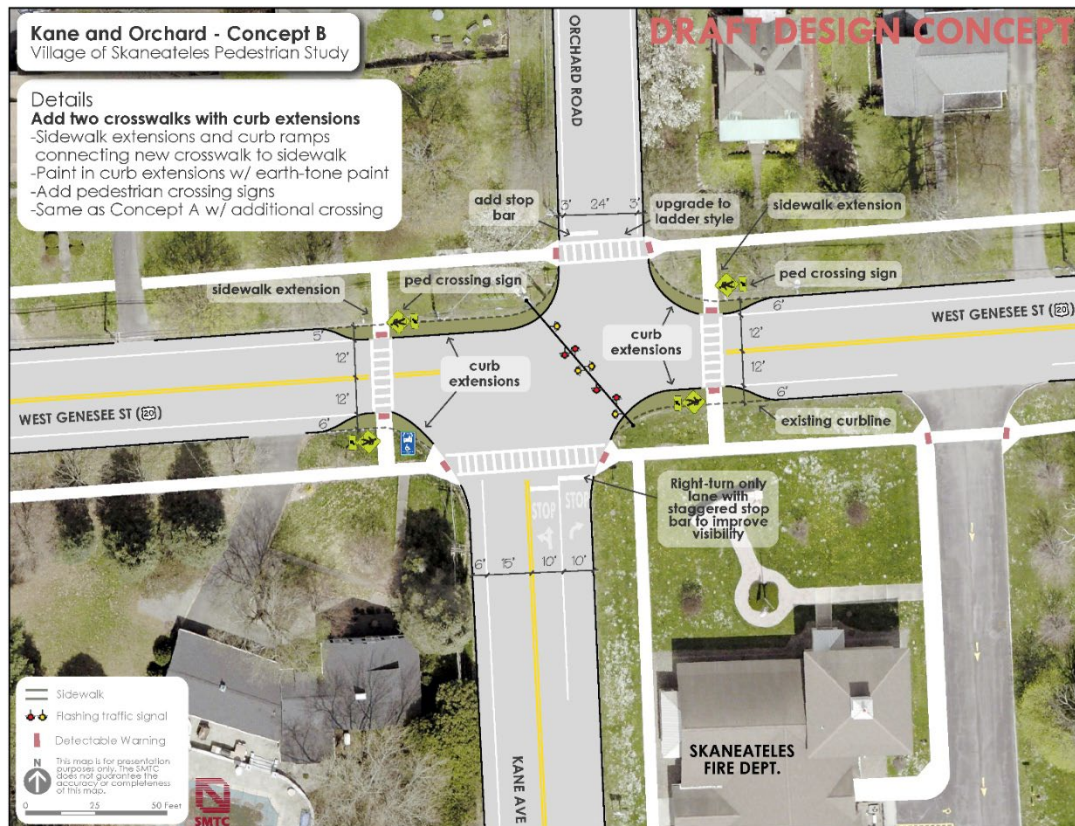
- **Mr. Bates:** A crosswalk by itself does not create a safeness for pedestrians. The layout also is a concern because it is close to a right turn. Same issue for Orchard. The offset overall is not good. If there is no ped concern they would hate for an issue to be created.
- **Mr. Cregg:** When sitting to make a left turn from Kane onto W Genesee in morning hours you are looking for a gap in traffic since there is nothing that pulses the gap. He agrees with Mr. Bates' comments about when cars are looking for a gap it creates another thing for cars to be concerned about.

#### Questions / Comments

- **Mayor Sennett:** The eastern crosswalk was not an identified problem to solve. Lack of ability to turn right has been an issue all along. Is it possible to have a trial on striping the lanes as desired to thereby legitimize the right turns?
- **Mr. Cregg:** if a single lane remains it encourages going forward.
- **Mr. Bates:** Eliminate passing zone in 30 mph stretch.
- **Chief Buehler:** Concerned about curb extensions and the effect on tractor trailer's turning radius.
- **Mr. Goethe:** Coming down a hill, if there is a way to express, design wise, to say you are entering the village to slow people down that would be nice. It's hard to get in and out of Kane Ave. (WB to SB) and NB out of Kane. Crosswalks are not needed.

- **Mr. Cregg:** Why is there not a three-colored light as an option? A signal would solve what we are talking about.
- **Mr. Bates:** Said they can take another look at it. If warranted the existing mast arm could be retrofitted. Warrants need to be checked to get a light changed.
- **Mayor Sennett:** What does Scott mean about it could create rear-end crashes?
- **Mr. Goethe:** Curious to see comparison between this and the new light on Route 321 in front of Welch Allen.
- **Mr. Bates:** Would look at summertime traffic and also field observations, crash data, delay studies and pedestrian accommodations.
- **Mayor Sennett:** In another month we have missed the season if the counts are not completed.
- **Chief Buehler:** Would not be comfortable with the medians due to the restriction of the turning radius. 32-38ft length of trucks.

### Concept B – Two Crosswalks w/ Curb Extensions



#### Opportunities

- No comments

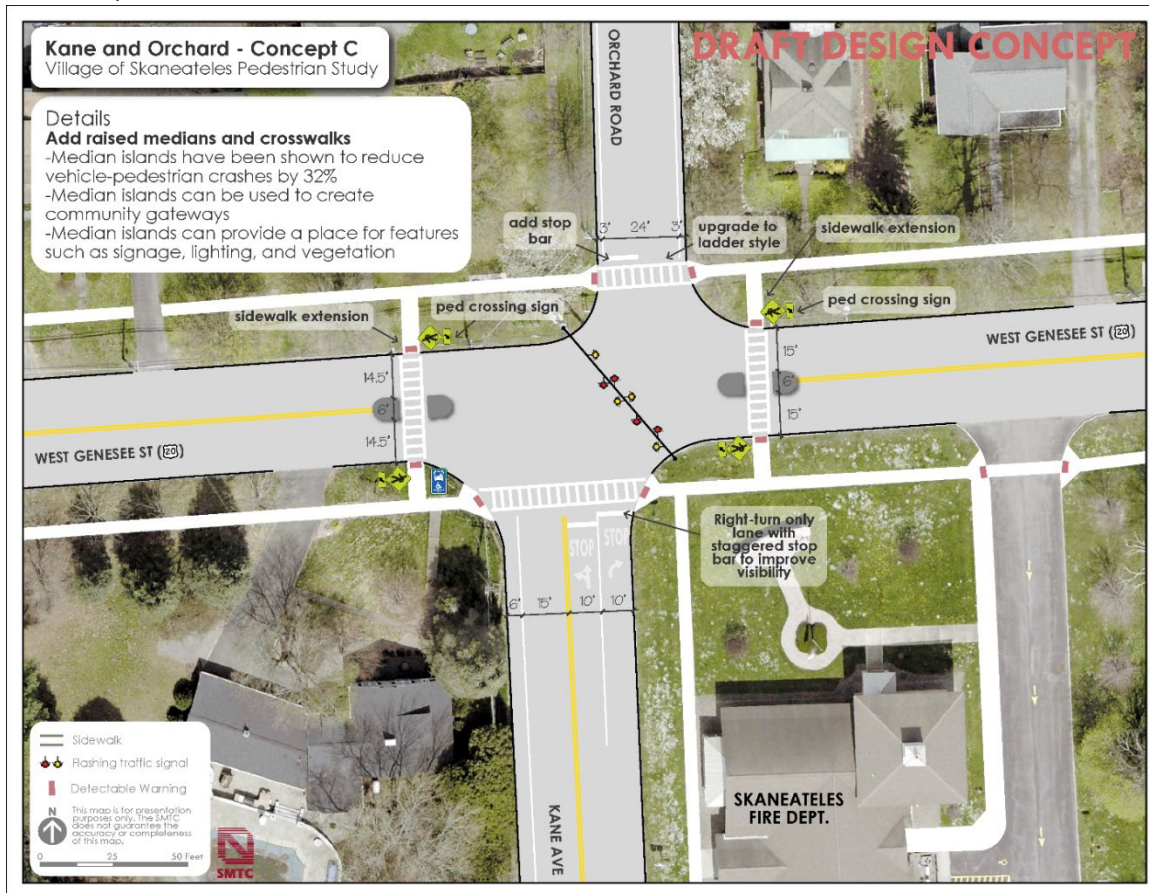
#### Concerns

- No comments

#### Questions / Comments

- No comments

Concept C – Raised Medians & Crosswalks



**Opportunities**

- No comments

**Concerns**

- No comments

**Questions / Comments**

- No comments

Genesee / W. Lake / Hannum

Existing Conditions – Comments and Notes

**Opportunities**

- No comments

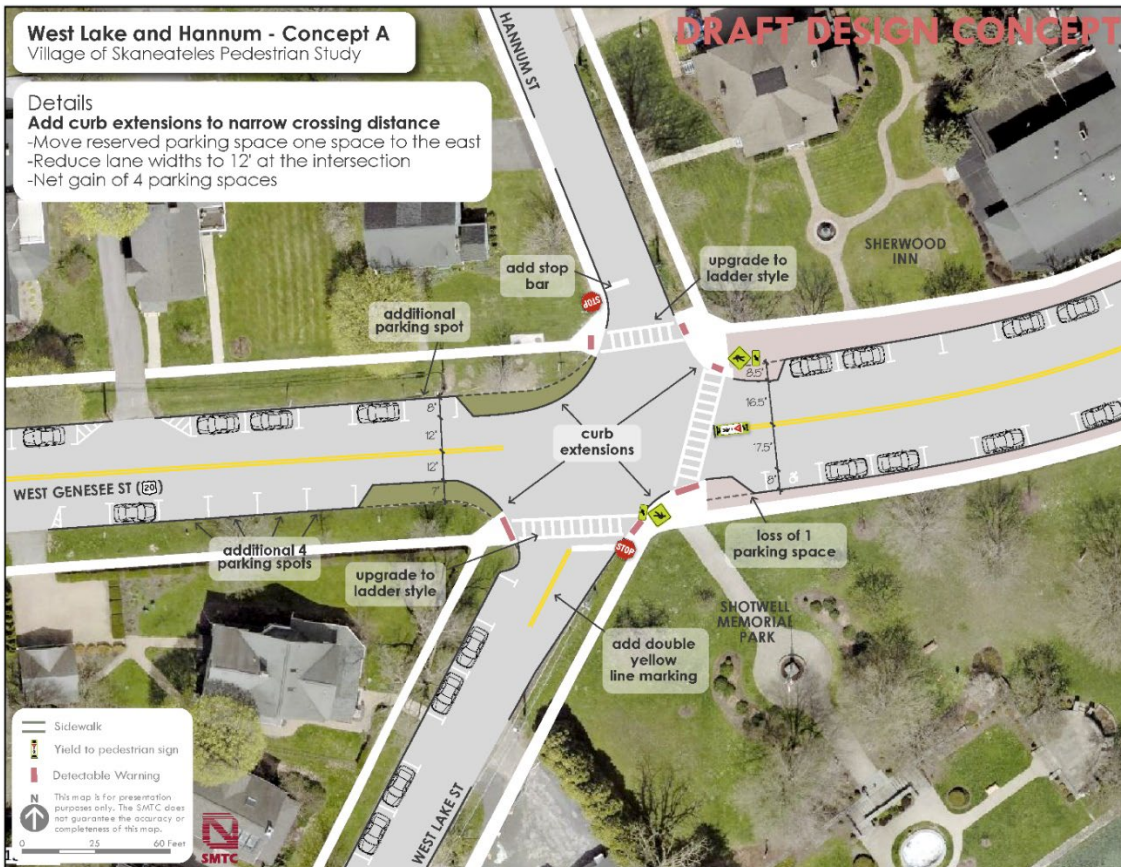
**Concerns**

- No comments

**Questions / Comments**

- **Mayor Sennett:** Does not know why parking is not striped on the EB approach going both ways.
- **Mr. Bates:** Parking close to the skew is possibly why.
- **Chief Buehler:** Possibly a fire hydrant in that area.

Concept A – Add Curb Extensions



Opportunities

- **Scott:** Makes the most sense to him. Note: The yield to pedestrian's signs is only intended for mid-block crossings.

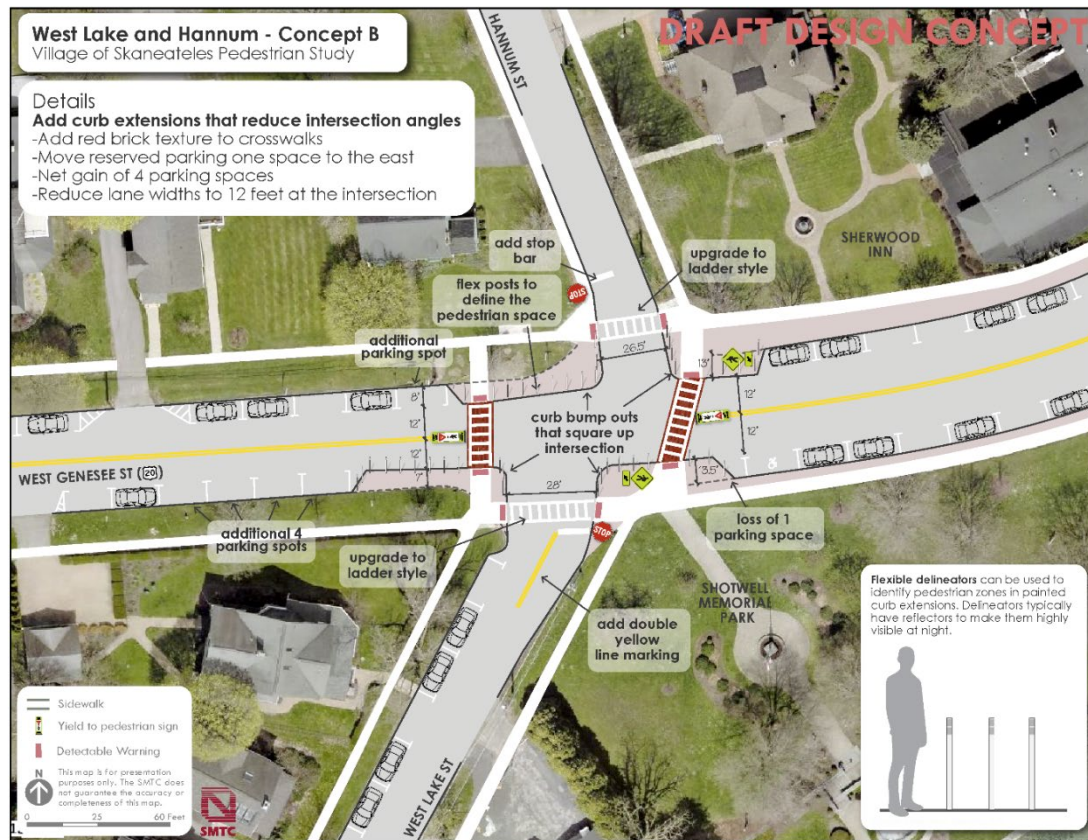
Concerns

- No comments

Questions / Comments

- **Mr. Bates:** Modify to square up the eastern crosswalk and then consider raising the crosswalk
- **Mayor Sennett:** Not sure if traffic calming is an issue at this point.

Concept B – Add Curb Extensions to Reduce Intersection Angles



**Opportunities**

- No comments

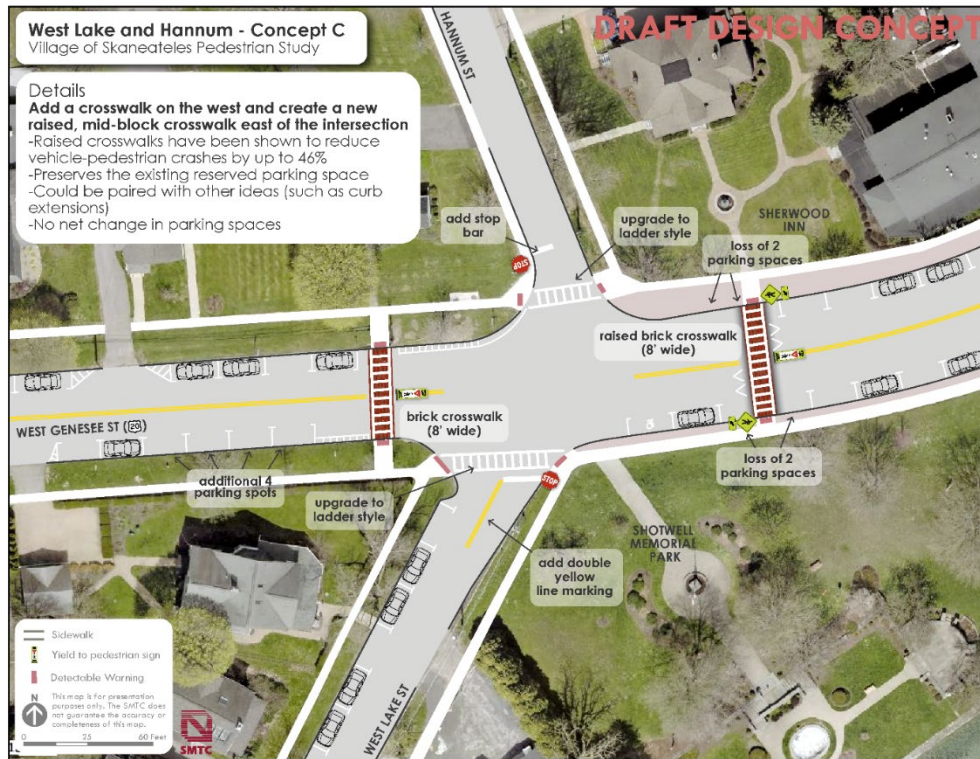
**Concerns**

- **Mayor Sennett:** In general, the painted curb extension would be more palatable. Raised extensions might be problematic for their DPW due to the plow trucks possibly having an issue.
- **Scott:** Agrees with Mayor because of the tight radii.

**Questions / Comments**

- **Mr. Cregg:** Extra cross walk signage was added throughout the village. Scott said they had to do with the PSAP improvements and will hope to study data in future to see the affects.
- **Mr. Cregg:** Signs do better than pylons in road.

Concept C – Crosswalk on West & Raised Crosswalk



**Opportunities**

- No comments

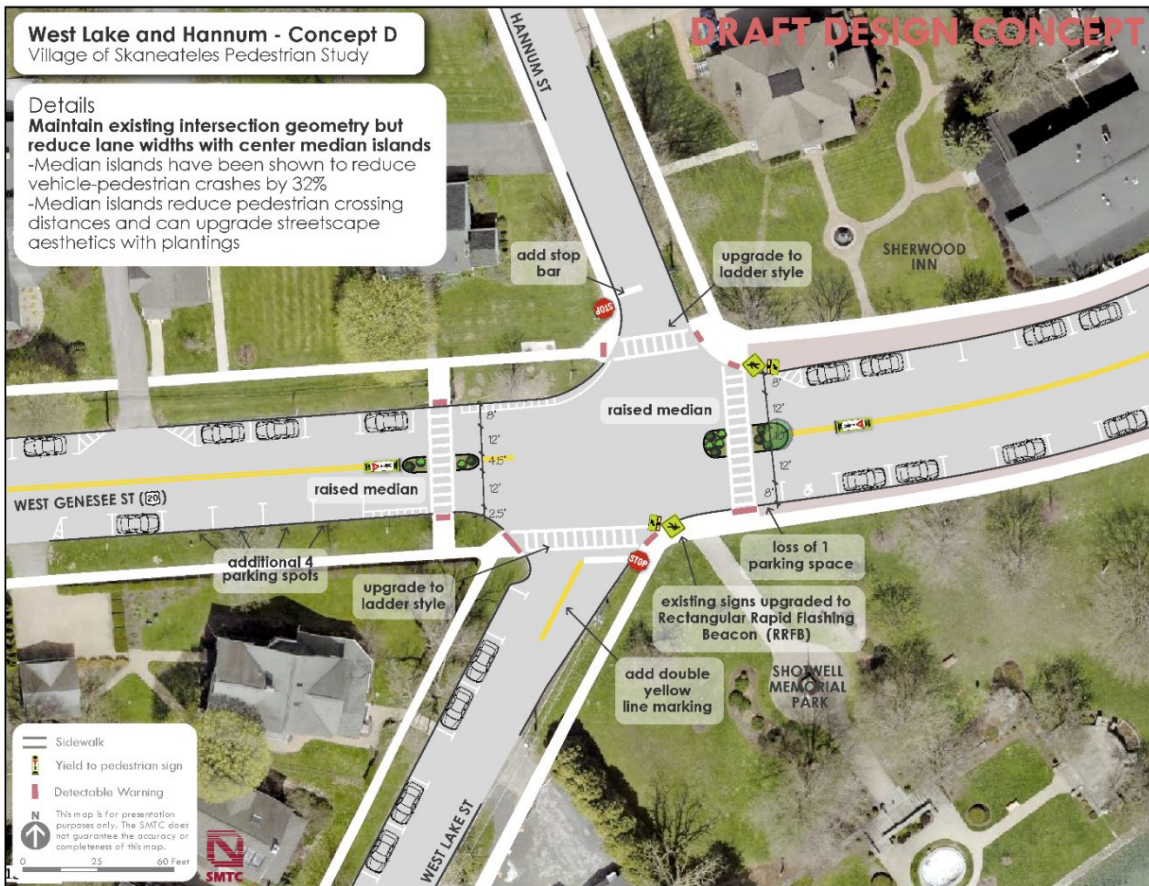
**Concerns**

- **Mayor Sennett:** Concerned about raised crosswalks. The agricultural traffic needs to be taken into consideration and has concern about that. Concerned also about maintenance of raised crosswalk in snow conditions. More discussion about the painted-in extensions would be worthwhile.

**Questions / Comments**

- **Mayor Sennett:** Concerned about red brick crossing and it being slippery when painted. Likes the idea of a different color calling it out but the latter is the standard.

Concept D – Median Islands



**Opportunities**

- No comments

**Concerns**

- No comments

**Questions / Comments**

- **Mayor Sennett:** Straight shot eastern crosswalk without the median is okay. No need for the western crosswalk.
- **Mr. Cregg:** Because we can't answer the benefit of the newly added ped signs it is too soon to add the flashing beacon signs.
- **Mayor Sennett:** Only change one thing at a time. Don't introduce more variables.



## Cliff Park to Jordan Street Segment

### Existing Conditions – Comments and Notes

#### Opportunities

- No comments

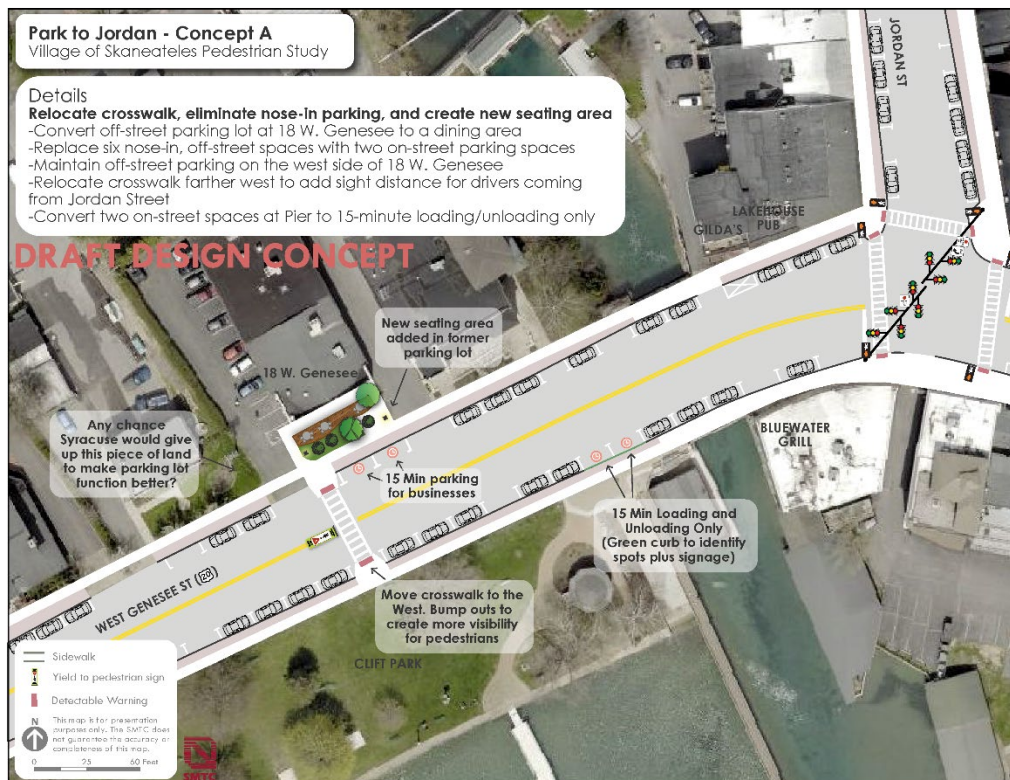
#### Concerns

- No comments

#### Questions / Comments

- No comments

### Concept A – Relocate Crosswalk to the West



#### Opportunities

- No comments

#### Concerns

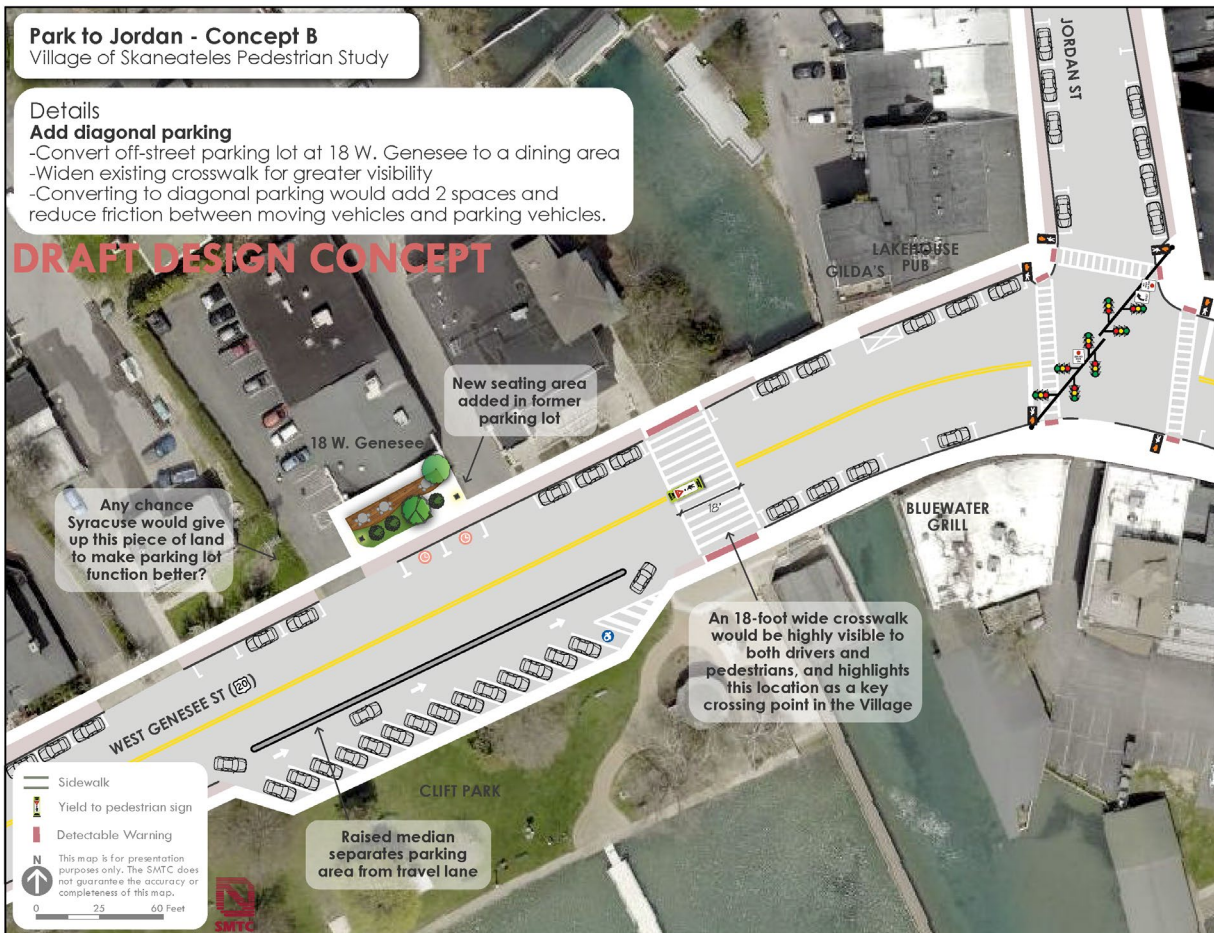
- **Mayor Sennett:** That building is a Pioneer Company property. They came to the Village some time ago and checked on easements. She suspects they will be redeveloping that site. They changed the street configuration in front of the post office already so she believes everything suggested could be moot.
- **Mr. Cregg:** Only location that has grab-and-go food. Agrees with Mayor Sennett about differing discussion of the proposed changes at the moment.
- **Mr. Goethe:** Input from the group would be good for whenever they do come through to the Planning Board stages. Board should be armed with some schematics.

#### Questions / Comments

- **Mayor Sennett:** The request for the easements is on the public record.

- **Mr. Cregg:** It is feasible they could demolish the whole building.

### Concept B – Add Diagonal Parking



#### Opportunities

- No comments

#### Concerns

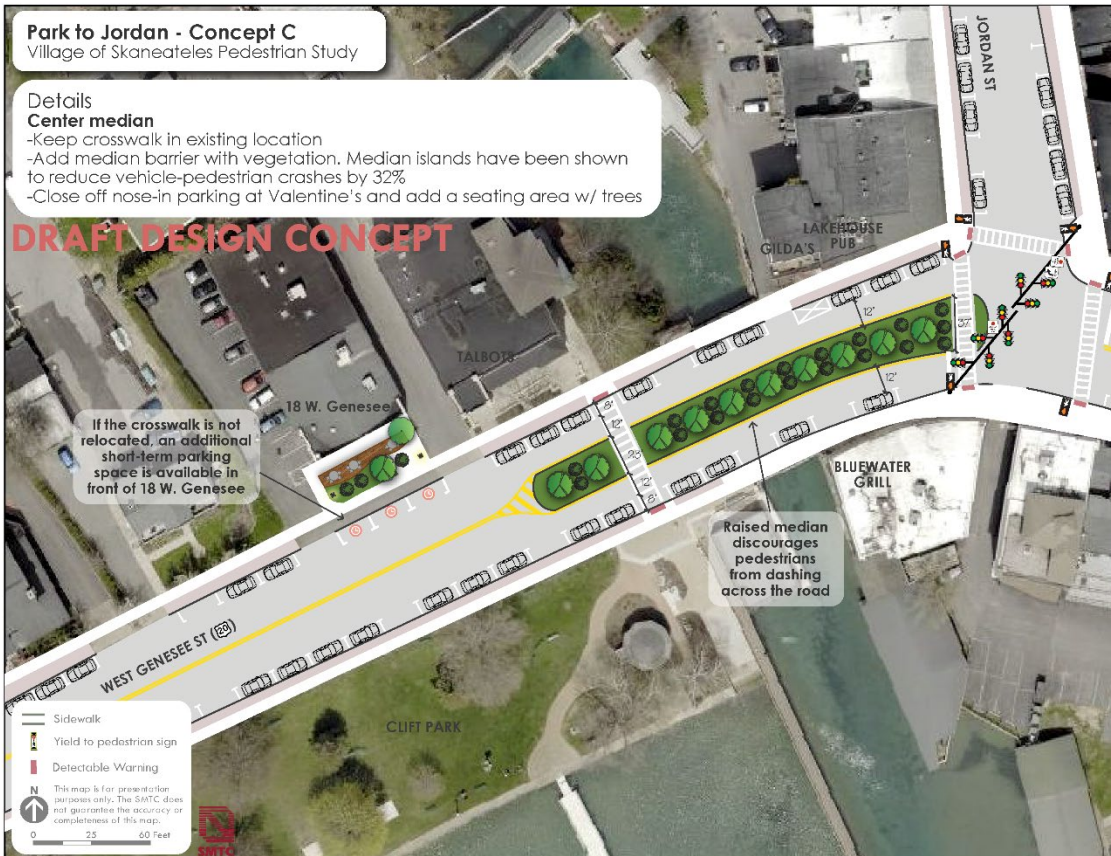
- No comments

#### Questions / Comments

- **Mayor Sennett:** Do not show to the public the in-angle parking.
- **Mr. Cregg:** Why would you not encourage them to cross east of the current gazebo crosswalk? Crosswalk was where it was to service the dinner boats which is no longer accommodated there [Note: four boats continue to use this location]. Would like to push people more to the intersection to the east.
- **Mayor Sennett:** Have we looked at eliminating the crosswalk? Mr. Cregg would agree.
  - If that option is placed out there, she would be interested in that option and what people would say.
- **Mr. Goethe:** Believes the same as Mayor Sennett that eliminating the gazebo crosswalk option would be interesting.
- **Chief Bueler:** May get jay walkers if eliminated.

- **Mayor Sennett:** Between the Blue Water Grill and the pub is where she believes most of the jay walking occurs.

### Concept C – Center Median



### Opportunities

- **Mr. Goethe:** Parking spots in front of blue water...consider hard scaping on both sides of the street. Don't have to take the full eight feet could be less

### Concerns

- **Mayor Sennett:** Adding green space creates additional space to keep maintained.

### Questions / Comments

- **Mayor Sennett:** EB current lane configuration works well.
- **Chief Bueler:** Entrance next to Gilda's is used for water matters and it is already tight there. Also concerned about medians preventing the fire trucks getting through.
- **Mayor Sennett:** Need to do one thing at a time. If eliminating the gazebo crosswalks, look at what happens then look to address Mr. Goethe's extension idea.
- **Mayor Sennett and Mr. Cregg:** Not big on a thinner hardscape middle median. Does not solve a problem the village has, said Mr. Cregg

## Shared Parking Concept



### Opportunities

- No comments

### Concerns

- No comments

### Questions / Comments

- No comments

## Jordan Street to State Street Segment

### Existing Conditions – Comments and Notes

#### Opportunities

- No comments

#### Concerns

- **Mayor Sennett:** The movement of pedestrians around those crosswalks is an issue. Having people walk when cars are trying to turn right really jams things up. She is wondering if it is possible to have everyone walk at the same time. On Jordan you must sometimes wait three lights just to get on Genesee during the summer. Most of the week there are higher traffic issues.

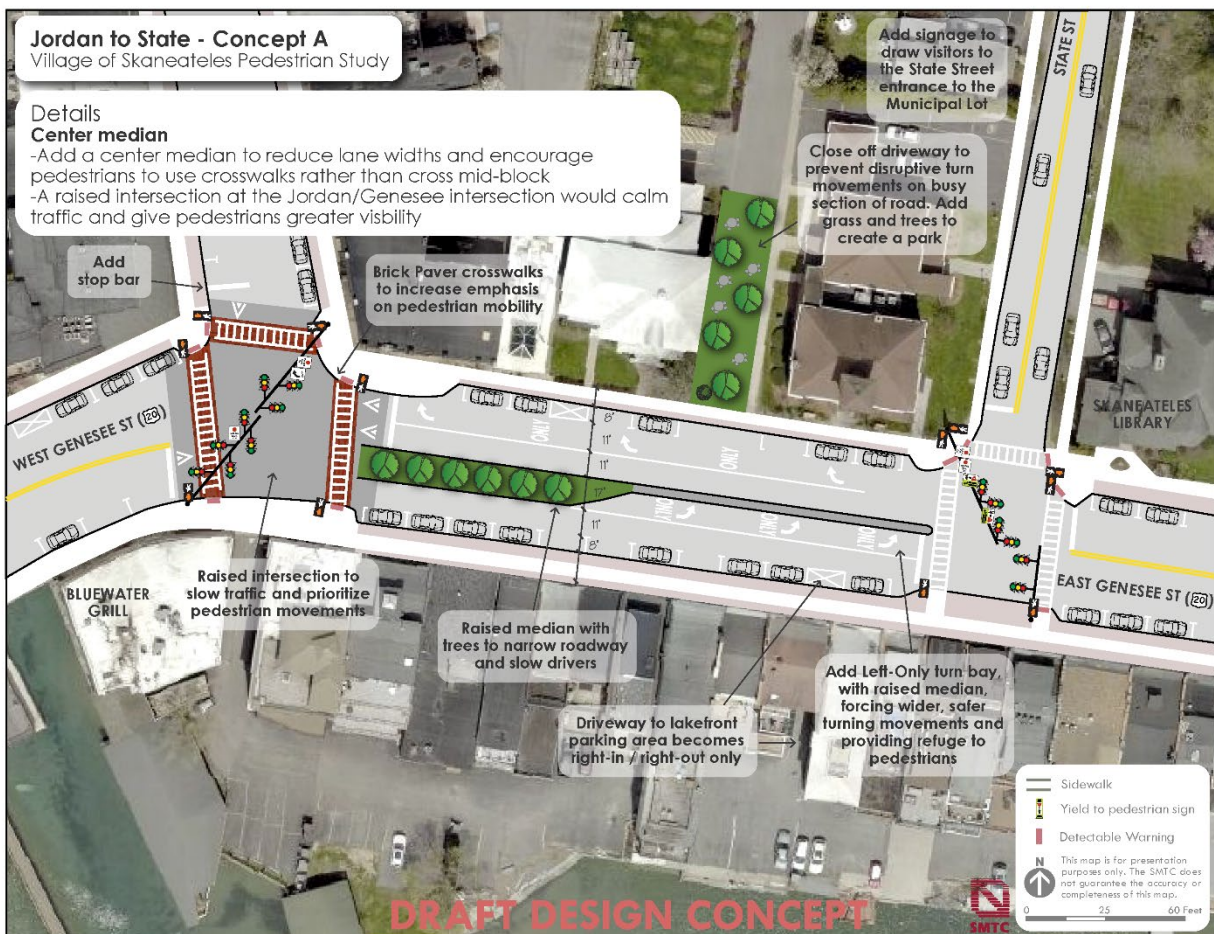
#### Questions / Comments

- **Mr. Cregg:** Transformation of the village caused the village to be both a destination and increased local resident usage.
- **Mr. Bates:** With Synchro one thing to keep in mind is having two signals within close space and then when you throw in ped crossings it is even more an issue. Want to look at the queue lengths and the walk and don't walk times should be edited. Hard wire the two

intersections to work off the same controller is what they have done at other intersections.

- **Mayor Sennett:** How about all way walk time?
- **Scott:** Have one in Cortland but have gotten requests to take them out. Unless there is a ped safety concern they shy away from an all ped walk time.
- **Mayor Sennett:** Would like the State to look at the intersections of State and Jordan. To potentially send letter to Betsy (per Mr. Bates suggestion) requesting study of the intersections in more detail.
- **Scott:** Shy away from taking lanes away.
- **Mayor Sennett:** Placement of push buttons being set back is an issue. People do not see them.
- **Scott:** All push buttons are getting upgraded to audible as part of the PSAP.
- **Mayor Sennett:** Wants them closer to the crosswalks.

### Concept A – Center Median & Raised Jordan Street Intersection



#### Opportunities

- **Mayor Sennett:** Set back on State Street stop bar she likes. Trucks going from Genesee St. to State Street do not have enough turn room

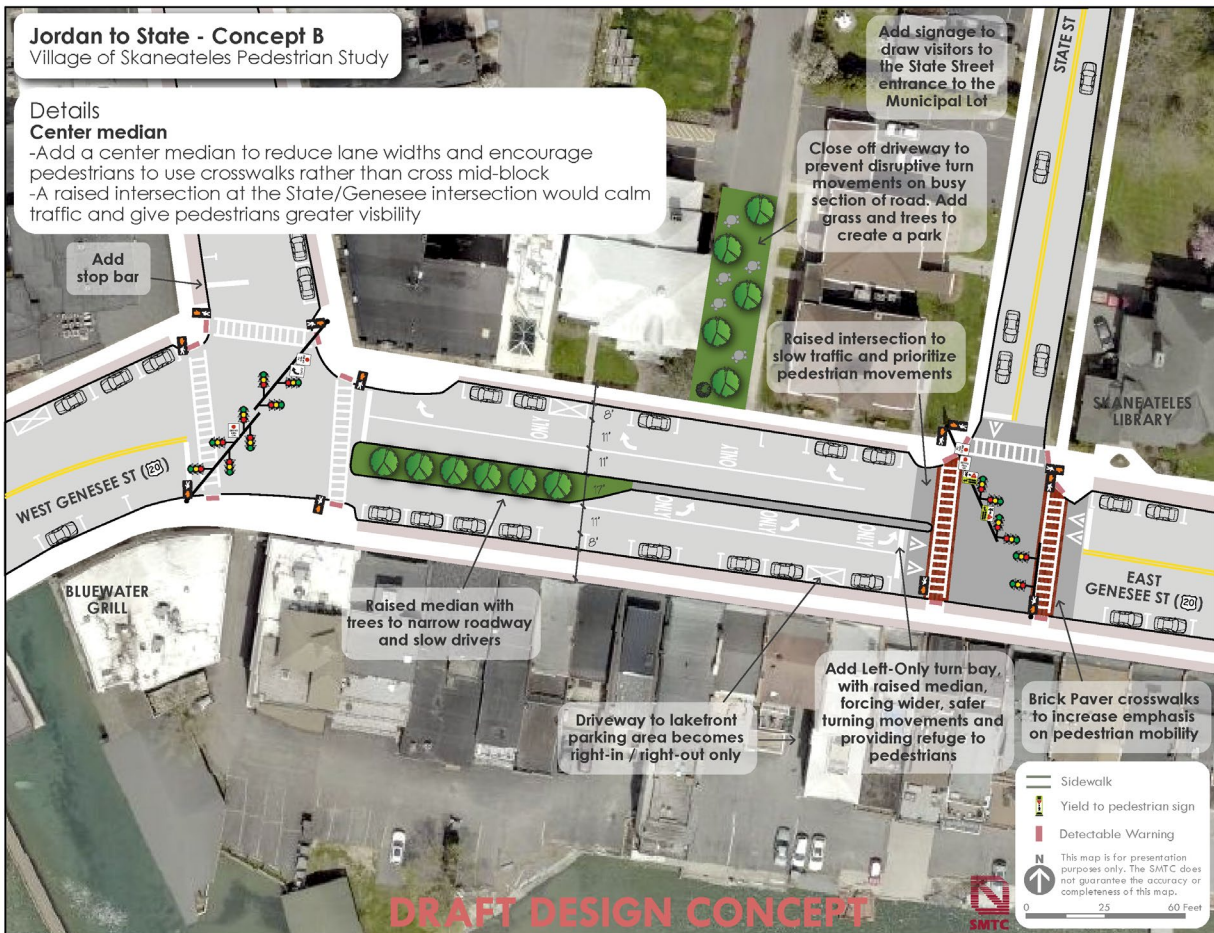
#### Concerns

- No comments

**Questions / Comments**

- No comments

**Concept B – Center Median & Raised State Street Intersection**



**Opportunities**

- No comments

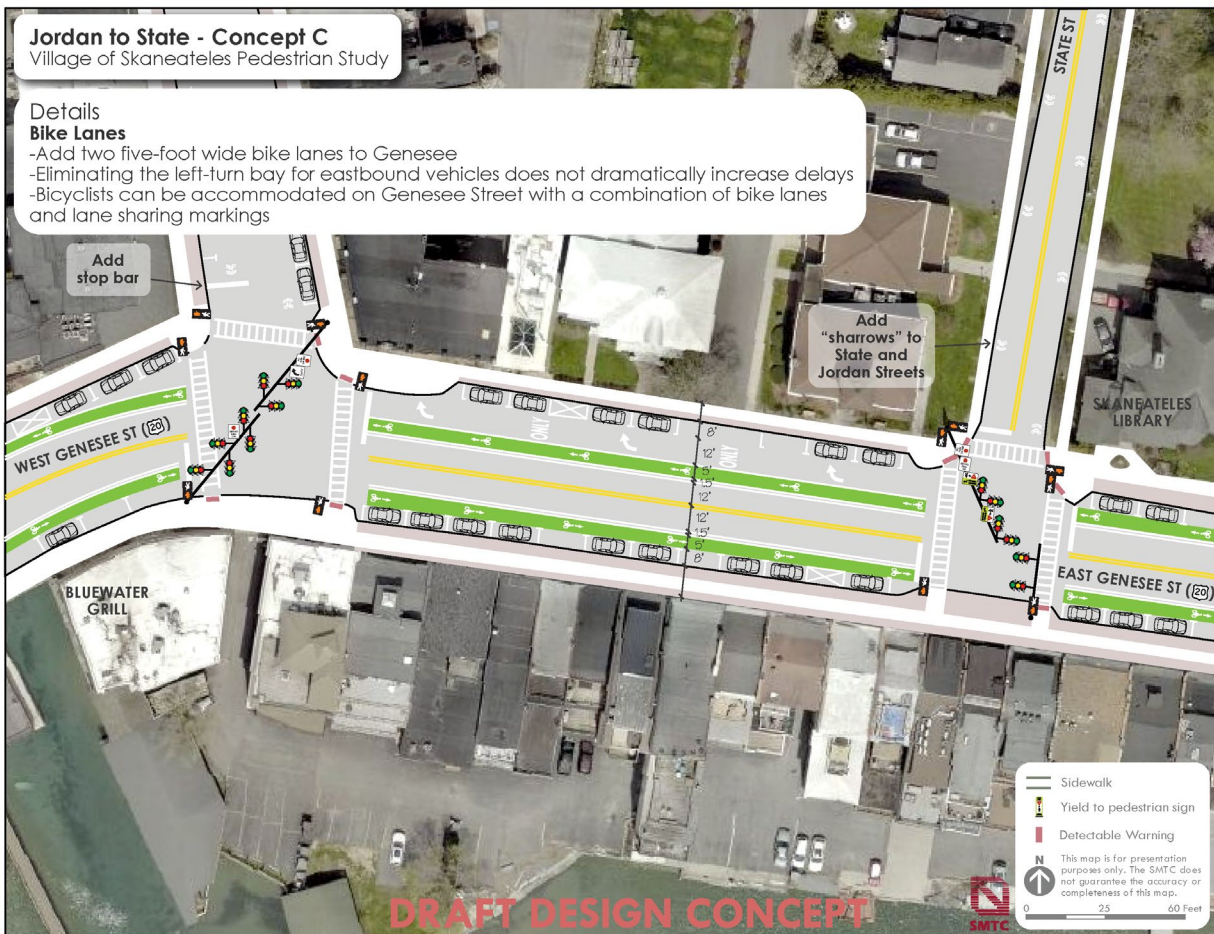
**Concerns**

- No comments

**Questions / Comments**

- **Mayor Sennett:** No raised intersections due to agriculture and snowplows.

## Concept C – Bike Lanes



### Opportunities

- No comments

### Concerns

- No comments

### Questions / Comments

- **Mayor Sennett:** Would require a local law for there is not bike riding allowed on this section of Route 20 on the sidewalks. [Note: no change in local law would be needed for cyclists to use Route 20. These bike lanes would not be on the sidewalks.] Not inclined to encourage it.
- **Mr. Cregg:** Adjacent to parked cars are not ideal because of the opening doors. Those that do bike act purposely like a car. Biker testimony feels it is safer to be in actual road than in dedicated bike lanes.

## Genesee / E. Lake (Route 41)

### Existing Conditions – Comments and Notes

#### Opportunities

- No comments

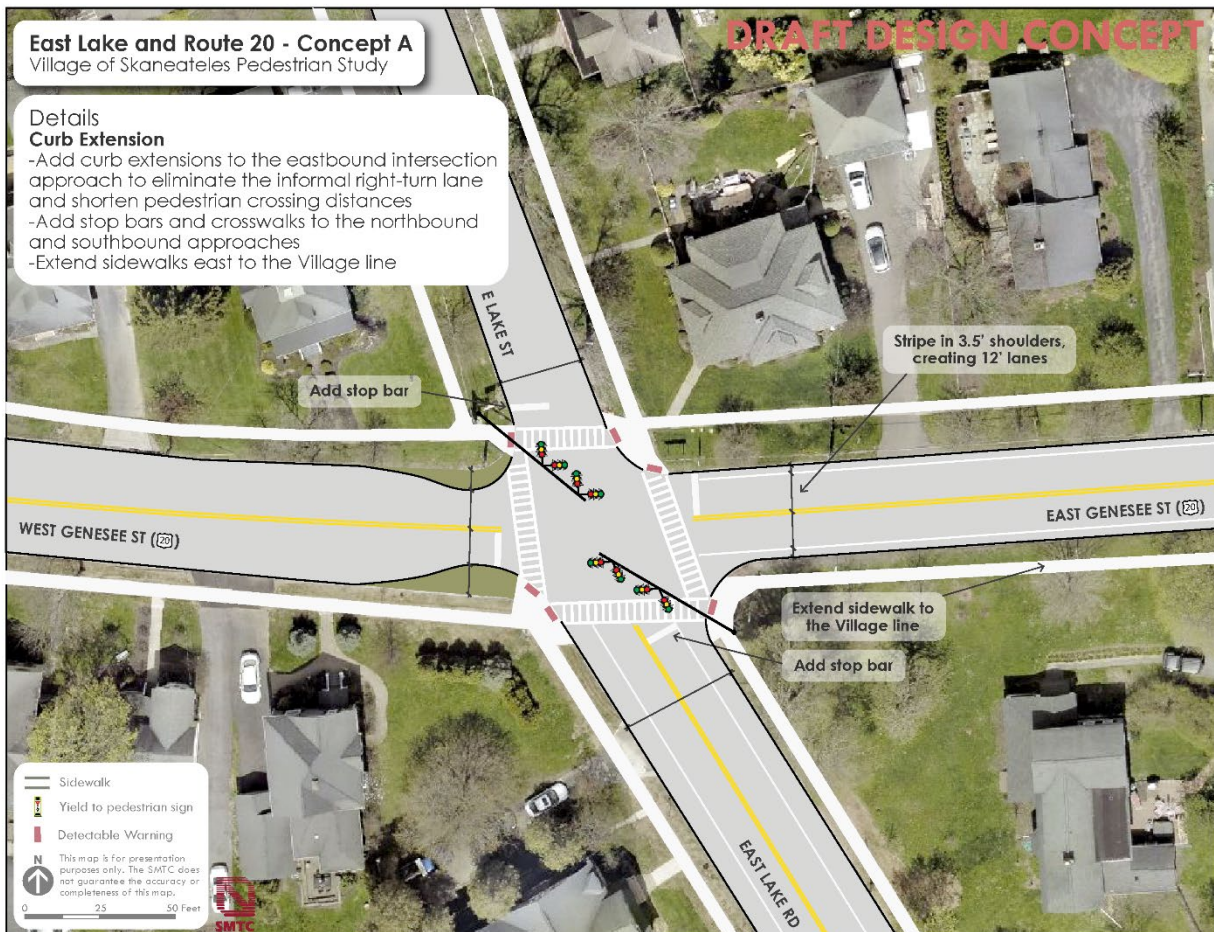
#### Concerns

- No comments

#### Questions / Comments

- No comments

### Concept A – Curb Extension



#### Opportunities

- No comments

#### Concerns

- No comments

#### Questions / Comments

- **Mayor Sennett:** Keep as is. Would like to see the stop bar pushed back on the EB approach.
- **Mr. Bates:** Suggests including it in the letter



## Jordan Street / Fennell Street

### Existing Conditions – Comments and Notes

#### Opportunities

- No comments

#### Concerns

- **Mayor Sennett:** Currently narrow.

#### Questions / Comments

- **Mr. Goethe:** Crazy things happen vehicular wise.

### Concept A – Curb Extension



#### Opportunities

- No comments

#### Concerns

- No comments

#### Questions / Comments

- **Mayor Sennett:** Familiar to her because she is familiar with previous study.
- **Mayor Sennett:** Will talk with DPW foreman. Creativity is needed. Not opposed to curb extensions Mr. Goethe agrees. Could it be eligible for TAP? TBD. Need to possibly add more items to bring it to be eligible amount wise.

Village of Skaneateles Pedestrian Safety and Access Study  
Study Advisory Committee #4  
May 16, 2022  
Via Zoom

## MEETING SUMMARY

### Meeting Attendees

Name	Affiliation
Julie Baldwin	NYSDOT
Scott Bates	NYSDOT
Peter Buehler	Village of Skaneateles Fire Dept., Chief
Megan Costa	Syracuse-Onondaga County Planning Agency
Marty Cregg	Town of Skaneateles
Hilary Fenner	Skaneateles Chamber of Commerce, Executive Director
Joe Goethe	Village resident, business owner
Scott Heggelke	Village of Skaneateles Police Dept.
Dan Kwasnowski	Syracuse-Onondaga County Planning Agency
Tom Posella	Village of Skaneateles, Director of Facilities
Mary Sennett	Village of Skaneateles Mayor
Kathleen Zapata	Village of Skaneateles Trustee
Tom Bardenett	SMTC
Kevin Kosakowski	SMTC
Meghan Vitale	SMTC

**Ms. Vitale** opened the meeting approximately at 11:00am and stated any comments on the DRAFT report is really the only agenda item.

She shared her screen so that we could all make comments directly.

She went over the process to bring the report to completion. Draft report will be made available on SMTC website for public review and comment. Final Draft will need to be reviewed at upcoming SMTC Planning and Policy Committee meetings (likely in June and July) and “acknowledged as complete” before being finalized. At that point, the report will then be made available in the Publications section of the SMTC website.

**Mayor Sennett** noted that the Village intends to put the final report on its website and provide physical copies in their village hall for public review.

- **Mayor Sennett** gave a big thank you to the SMTC having labored through this. There is huge amount of wonderful data with traffic volume statistics for example.
  - Two small notes. Section 2.8.2, Village no longer rents the parking spaces behind the Post Office for public use. Section 2.6.2, the ‘in similar communities’ discussion. For similar roads she was not sure what was meant. Are they referring to roads going through busy villages? **Ms. Vitale** believes it is by similar functional class. **Mayor Sennett** wants to make sure that it is evenly compared.
  - **Ms. Vitale** said it can be more specific there.
- **Mr. Posella** – In the executive summary it notes that the SAC had not reached a consensus on the design concepts presented. What does this mean? This is simply a study, does there need to be consensus?
  - **Ms. Vitale** – We do not need to reach consensus within our studies. It is simply noting that there are no specific ideas everyone agreed upon, but that their critiques and notes were taken into consideration.
  - **Mayor Sennett** – the village will review these recommendations to see which fit within our collective view for the village moving forward
- **Mr. Posella** – is the state still on track to do work on Genesee Street as noted?
  - **Ms. Baldwin** – Project has been delayed to accommodate the completion of this report. January 2025 it will be going out to bid.
  - **Mayor Sennett** – Confirming that NYSDOT will contact the Village to discuss the details of the project before construction begins.
  - **Ms. Baldwin** – Input and public engagement will ideally begin at the end of 2022 or early 2023 as part of the design process.
- **Ms. Vitale** – Continued going over other portions of the report asking participants to stop her if there were any questions or comments.
- **Ms. Vitale** – In the final design concepts, we looked to address the concerns about why we are recommending painting improvements instead of more permanent features such as moving curblines. This is primarily as a way to have these improvements included in the upcoming NYSDOT paving project.
  - We also focused on the issue of “pulsing” pedestrians. The best solution we could really see is creating clear and obvious places to cross, making the marked crossings the most attractive places to cross.
- **Mr. Posella** – Really like the raised crosswalks it makes peds visible and slows traffic down. One of the things he recently has seen are the flashing yellow lights where pedestrians enter. In the four months he has been in Skaneateles there has been a dramatic increase in pedestrian traffic. Anything that can alert vehicles is helpful.
  - **Ms. Vitale** spoke how SMTC does like the raised crosswalks too and initial research about lights in the pavements has resulted in finding that they end up being a maintenance issue.
  - **Mr. Posella** was not referring to lights in pavement but more so the flashing lights.
- **Mayor Sennett** – The Village wants to discuss with NYSDOT the placement of push button bollards at the crosswalks, making it obvious where to push to cross.
  - Primarily focused on the Jordan / Genesee and State / Genesee intersections
  - **Mr. Posella** – This would be more for the visitors than the residents.

- **Mr. Bates** - This is something we can certainly look into more and make sure they would comply with the requirements of the MUTCD.
- **Ms. Vitale** - There was positive feedback at the public meeting in January about the proposal to close the alley next to the bank on the north side of Genesee Street in the block between State and Jordan. There were also suggestions to apply that treatment to the alley next to the creek. We added that note to the report, although we did not show a concept for the alley next to the creek.
  - **Mr. Heggelke** – Believes the alley next to the creek is private property.
  - **Mayor Sennett** – Possibly owned by the City of Syracuse.
  - **Ms. Zapata** – An individual by the name of Jordan should have more details of that complicated area of the Village. Some of the land may be owned by the Village.
  - **Mayor Sennett** – The alley next to the bank is believed to be owned by the Village and the change is something the Village is very interested in.
- **Mayor Sennett** – Regarding the alley way and the right-in right-out on the southern side of Genesee Street, who has control over that?
  - **Ms. Baldwin** – NYSDOT would have to coordinate with the owner of the facility. If the alley is a public street, NYSDOT would need to work with the Village. A highway work permit would be needed for any changes (new construction or driveway/street removal) within the NYSDOT Right-of-Way.
- **Mr. Goethe** – The eastbound approach of the Genesee / Jordan intersection has an extremely wide westbound lane, resulting in cars double parking or simply blocking the crosswalk. Is there a way to narrow the road to help prevent this issue?
  - **Mayor Sennett** – It is definitely used to run in for takeout pick-ups at the local restaurants.
  - **Ms. Vitale** – There would need to be considerations for westbound traffic to accommodate the wider turns made by heavy vehicles, but it is something we looked to address with a wider painted median.
  - **Mr. Bates** – NYSDOT will have time to review this specific area as a spot treatment to include changes in the designs for the upcoming project.
- **Mr. Bates** – Requests the SMTC shares their Synchro files with NYSDOT. Wants to ensure that they don't solve one problem while creating another.
  - **Ms. Vitale** – Synchro did not show any significant changes in level of service (LOS). They were primarily conducted using PM peak hour data. Synchro output reports are included in the appendix to the draft report.
  - **Mr. Bates** – Wonders what other peak times should be considered.
  - **Mayor Sennett** – Believes the weekends are primarily the busiest times.
  - **Ms. Vitale** - This goes to what is our preference during each of these times. During rush hour peaks, maybe we do want to try to maintain a LOS for vehicles going to and from work, whereas on weekends we may want to emphasize pedestrian mobility instead of moving vehicle traffic through.
  - **Mr. Bates** – NYSDOT will be upgrading detection to video detection so we will be able to adjust cycles more frequently as well as conduct counts at any time, including pedestrians and bikes.

- **Ms. Baldwin** – When we work on crosswalks NYSDOT would implement a basic design and if there were additional enhancements the municipality wanted, then the municipality would pay the difference. A lot of the betterments are aesthetic improvements.
  - **Mr. Bates** - Moving curb ramps to adjust for a changing crosswalk location may be included in the overall design and project. Since these are functional, not aesthetic, they would likely be covered by the State.
- **Mayor Sennett** – Would like NYSDOT to look at the intersection of Kane and Orchard again with the aim of implementing a three color signal.
  - **Mr. Bates** – We get our data usually through the week during typical commuter hours (AM/PM peaks). When is the worst time for this intersection?
  - **Mayor Sennett** - Commuting time heading south toward Rt. 20. Eastbound is the toughest. Summertime.
  - **Ms. Zapata** – Chief Buehler would have the best information. Summertime is definitely the most difficult time of year for it.
- **Mayor Sennett**– One other comment. What is a furniture zone?
  - **Ms. Vitale** – It is the space between the sidewalk and the roadway. Typically where benches, signs, and street trees reside. Will define that better in the report.

**Ms. Vitale** requested that any additional comments be sent to her within a couple of days. The SMTC aims for this report to be put online shortly for a 10-to-14-day public comment period.

The meeting adjourned at 12:00pm.

Village of Skaneateles Pedestrian Safety and Access Study

## **Appendix B**

Signal Warrant Analysis

## Signal Warrants Analysis – US 20/Kane Ave (Route 41A) – Orchard Rd

A signal warrant analysis for the intersection of US 20 and 41A was performed utilizing data from traffic counts conducted in 2018 and crash data for the five-year period from 2016 to 2020. The intersection is currently controlled by a flashing red signal on 41A and Orchard Rd., with a flashing yellow signal on US 20. The analysis that follows is based on the 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD) Chapter 4C. Traffic Control Signal Needs Studies. Passing one or more of the following warrants is enough to recommend a traffic control signal, but does not guarantee that one will be installed. Installation of a signal is based on engineering judgement for each specific situation, with consideration of the signal warrant analysis.

Time	Existing Traffic Volumes		
	Major Street Existing Traffic Combined US 20	Minor Street Existing Traffic Combined 41A*	Combined Traffic Volumes of Both Streets
07:00 AM – 08:00 AM	555	156	711
08:00 AM – 09:00 AM	573	177	750
09:00 AM – 10:00 AM	584	202	786
10:00 AM – 11:00 AM	575	194	769
11:00 AM – 12:00 PM	630	202	832
12:00 PM – 01:00 PM	673	218	891
01:00 PM – 02:00 PM	646	178	824
02:00 PM – 03:00 PM	637	186	823
03:00 PM – 04:00 PM	676	215	891
04:00 PM – 05:00 PM	694	217	911
05:00 PM – 06:00 PM	678	199	877
06:00 PM – 07:00 PM	505	154	659
AADT	9,349	3,487	

Traffic counts were conducted in April 2018.

\*No daily traffic count was available for Orchard Road, but available turning movement data suggests that volumes on the southbound (Orchard Road) approach are negligible.

### MUTCD Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

01 An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

02 The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

Summary of MUTCD Warrants		US 20/ 41A Intersection
Warrant	Condition	
1	8-Hour Vehicular Volume	PASS
2	4-Hour Vehicular Volume	PASS
3	Peak Hour	Not Applicable
4	Pedestrian Volume	FAIL
5	School Crossing	FAIL
6	Coordinated Signal System	FAIL
7	Crash Experience	FAIL
8	Roadway Network	FAIL
9	Intersection Near Grade Crossing	Not Applicable

03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

#### Warrant 1, Eight-Hour Vehicular Volume

Condition A – Minimum Vehicular Volume									
Number of lanes moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B – Interruption of Continuous Traffic									
Number of lanes moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%	80%	70%	56%	100%	80%	70%	56%
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

04 The need for a traffic control signal shall be considered if an engineering study finds that *one of the following conditions* exist for each of any **8 hours** of an average day:

- The vehicles per hour given in both of the **100 percent** columns of **Condition A** in [Table 4C-1](#) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- The vehicles per hour given in both of the **100 percent** columns of **Condition B** in [Table 4C-1](#) exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.
  - A. Target volume (US 20): **500** vehicles/ hour x 8 hours = **PASS**  
Target volume (41A): **150** vehicles/ hour x 8 hours = **PASS**
  - B. Target volume (US 20): **750** vehicles/ hour x 8 hours = **FAIL**  
Target volume (41A): **75** vehicles/ hour x 8 hours = **PASS**



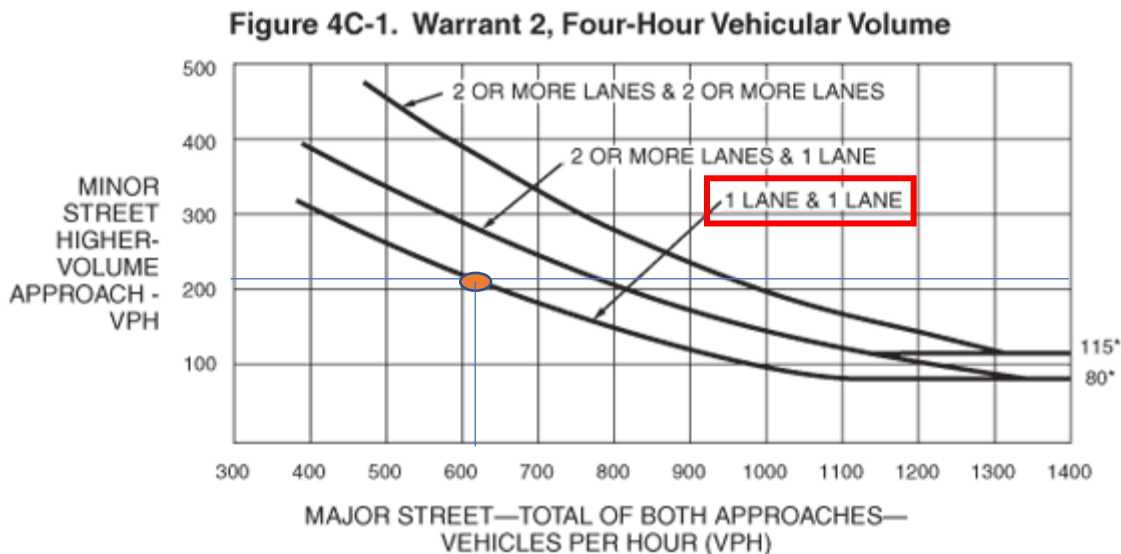
07 The need for a traffic control signal shall be considered if an engineering study finds that **both** of the following conditions exist for each of any **8 hours** of an average day:

- The vehicles per hour given in both of the **80 percent** columns of **Condition A** in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- The vehicles per hour given in both of the **80 percent** columns of **Condition B** in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.
  - A. Target volume (US 20): **400** vehicles/ hour; 8am – 7pm = **PASS**  
Target volume (41A): **120** vehicles/ hour; 8am – 7pm = **PASS**
  - B. Target volume (US 20): **600** vehicles/ hour; 8am – 7pm = **FAIL**  
Target volume (41A): **60** vehicles/ hour; 8am – 7pm = **PASS**

#### Warrant 2, Four-Hour Vehicular Volume

Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

#### Minor Street (41A) Approach Stats

Max Hourly Volume: 217 (5 PM)

Four Hour Max: 185, 215, 217, 199

Major Street (US 20) Approach Stats Required: 640 - 650 = **PASS**

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, [Figure 4C-2](#) may be used in place of [Figure 4C-1](#).

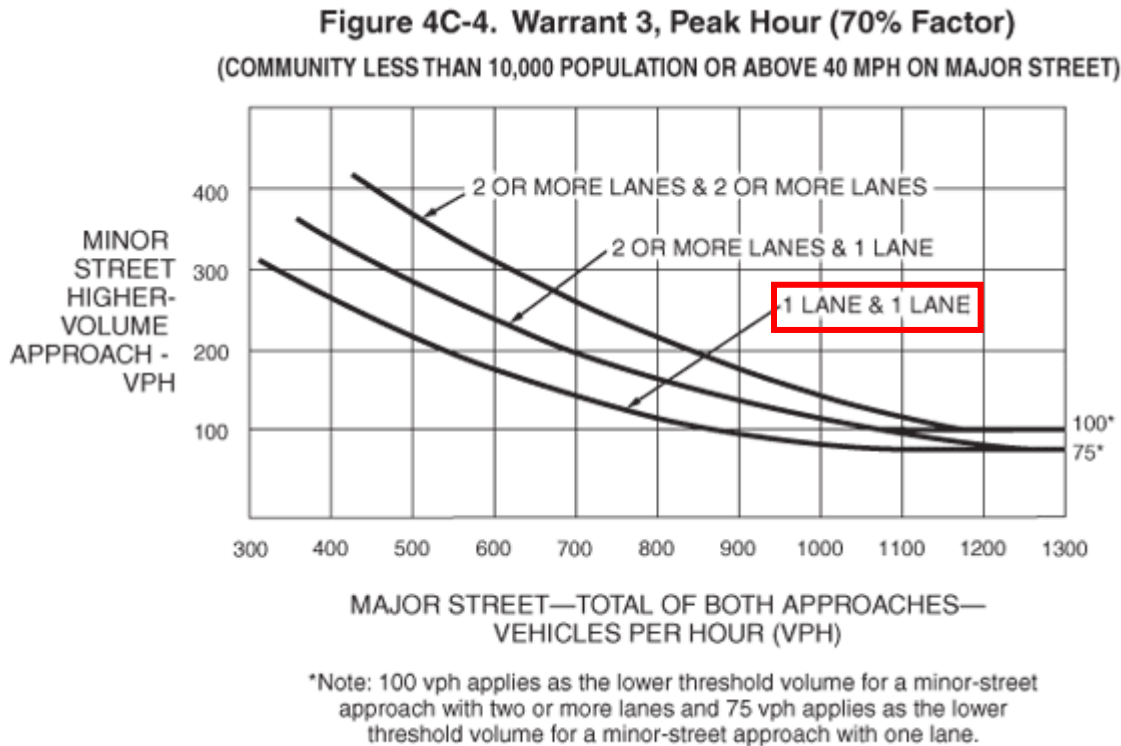
Warrant 3, Peak Hour

Support:

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

02 This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.



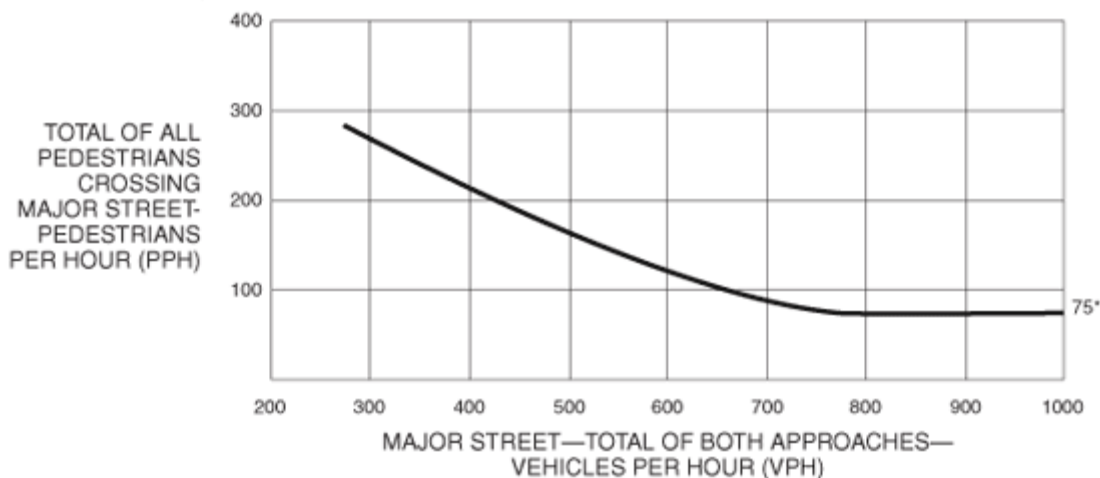
= Not Applicable at this location

### Warrant 4, Pedestrian Volume

#### Support:

01 The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

**Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)**



\*Note: 75 pph applies as the lower threshold volume.

**= FAIL**

Note: No pedestrian counts available. Village has indicated that pedestrians do not frequent this intersection.

### Warrant 5, School Crossing

01 The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word "schoolchildren" includes elementary through high school students.

**= FAIL**

Note: Village has not indicated that this crossing is utilized by school children of any age.

### Warrant 6, Coordinated Signal System

#### Support:

01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

**= FAIL**

Note: If signal is installed it should be considered part of a signal system and work in conjunction with signals at Jordan Street and State Street.

## Warrant 7, Crash Experience

### Support:

01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

### Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:

- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- B. Five or more reported crashes, of types susceptible to correction by a traffic control signal<sup>1</sup>, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and**
- C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in [Table 4C-1](#) (see [Section 4C.02](#)), or the vph in both of the 80 percent columns of Condition B in [Table 4C-1](#) exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

### Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in [Table 4C-1](#) may be used in place of the 80 percent columns.

Year	Number of Applicable Crashes Reported	Susceptible to Correction?	Warrant Satisfied
2016	5	3	NO
2017	3	2	NO
2018	3	2	NO
March 27, 2016 – March 23, 2017	5	4	NO

No calendar year was found to satisfy the warrant. SMTC also reviewed non-calendar 12-month periods. March 27, 2016 through March 23, 2017 was found to have five crashes, but only four were susceptible to correction by a signal.

**= FAIL; No 12-month period over the last 5 years with 5 or more crashes susceptible to correction by a signal**

---

<sup>1</sup> See NCHRP Report 491; from the summary: “The review of the literature that documented studies of crash changes with signalization showed somewhat mixed findings, but, in general, angle crashes were reduced and rear-end crashes on the main street increased with signalization.”

## Warrant 8, Roadway Network

### Support:

01 Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

### Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:

- A. The intersection has a total existing, or immediately projected, entering volume of at least **1,000 vehicles per hour during** the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
- B. The intersection has a total existing or immediately projected entering volume of at least **1,000 vehicles per hour** for each of any 5 hours of a non-normal business day (Saturday or Sunday).

**= FAIL**

Note: Peak hour of 4pm – 5pm sees 911 vehicles in the intersection, below the needed 1,000 vehicles level.

03 A major route as used in this signal warrant shall have at least one of the following characteristics:

- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.  
**FAIL**
- B. It includes rural or suburban highways outside, entering, or traversing a city.  
**FAIL**
- C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.  
**FAIL**

## Warrant 9, Intersection Near a Grade Crossing

### Standard:

03 The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:

- A. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and
- B. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13.

**= Not Applicable at this location**

Village of Skaneateles Pedestrian Safety and Access Study

## **Appendix C**

Synchro Analysis

**Weekday PM peak hour Level of Service and delay summary**

Approach	Lane group	Existing	Concept A
<b>U.S. 20 / Jordan St</b>			
EB	L	---	B (13)
	(L)TR	B (13)	B (16)
WB	LT	B (19)	C (21)
	R	A (4)	A (2)
NB	LTR	A (1)	A (1)
SB	LTR	D (52)	E (55)
OVERALL		C (21)	C (23)
<b>U.S. 20 / State St</b>			
EB	L	---	A (3)
	(L)T	A (4)	A (4)
WB	TR	A (4)	A (9)
SB	LR	C (29)	C (30)
OVERALL		A (6)	A (9)

Lanes, Volumes, Timings  
 1: Rt. 20 (W. Genesee St.) & Jordan St.

04/20/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔	↔		↔			↔	
Traffic Volume (vph)	103	484	1	0	545	127	4	0	3	155	0	107
Future Volume (vph)	103	484	1	0	545	127	4	0	3	155	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	15	10	10	10	13	13	13
Grade (%)		0%			0%			5%			0%	
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.87		0.93			0.90	
Frt		0.999				0.850		0.966			0.946	
Flt Protected		0.992						0.964			0.971	
Satd. Flow (prot)	0	3128	0	0	1676	1425	0	1418	0	0	1527	0
Flt Permitted		0.702						0.791			0.806	
Satd. Flow (perm)	0	2214	0	0	1676	1234	0	1106	0	0	1212	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)						140		90				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			316			201			370	
Travel Time (s)		8.5			7.2			4.6			8.4	
Confl. Peds. (#/hr)	63		53	53		63	80		85	85		80
Peak Hour Factor	0.95	0.82	0.25	0.25	0.87	0.91	0.33	0.25	0.75	0.88	0.25	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Parking (#/hr)		0	0			0						0
Adj. Flow (vph)	108	590	4	0	626	140	12	0	4	176	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	702	0	0	626	140	0	16	0	0	292	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.17	1.10	1.14	1.14	1.16	1.29	1.29	1.29	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		1	0	0	1	1		1	2	
Detector Template				Left			Left			Left		
Leading Detector (ft)	60	0		20	0	0	20	20		20	50	
Trailing Detector (ft)	-10	0		0	0	0	0	0		0	-3	
Detector 1 Position(ft)	-10	-10		0	0	0	0	0		0	-3	
Detector 1 Size(ft)	30	30		20	6	20	20	20		20	13	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		30										20
Detector 2 Size(ft)		30										30
Detector 2 Type		Cl+Ex										Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0										0.0

Existing



Lanes, Volumes, Timings  
 1: Rt. 20 (W. Genesee St.) & Jordan St.

04/20/2022

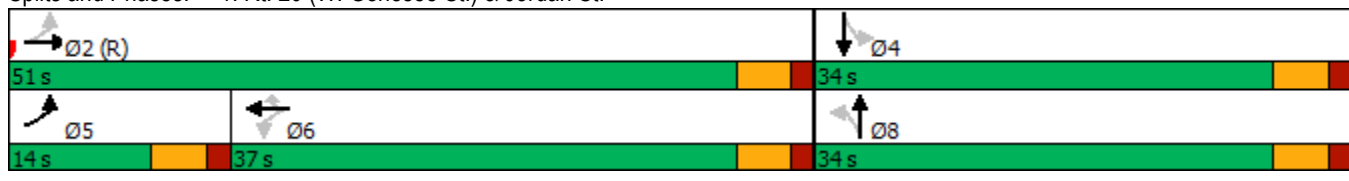


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		6	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	14.0	51.0		37.0	37.0	37.0	34.0	34.0		34.0	34.0	
Total Split (%)	16.5%	60.0%		43.5%	43.5%	43.5%	40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	9.0	46.0		32.0	32.0	32.0	29.0	29.0		29.0	29.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2		0.2	0.2	0.2	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		Max	Max	Max	None	None		None	None	
Walk Time (s)				9.0	9.0	9.0				10.0	10.0	
Flash Dont Walk (s)				14.0	14.0	14.0				19.0	19.0	
Pedestrian Calls (#/hr)				0	0	0				0	0	
Act Effct Green (s)		51.0			51.0	51.0		24.0			24.0	
Actuated g/C Ratio		0.60			0.60	0.60		0.28			0.28	
v/c Ratio		0.53			0.62	0.18		0.04			0.85	
Control Delay		12.9			17.9	4.1		0.1			51.5	
Queue Delay		0.0			1.2	0.0		0.0			0.0	
Total Delay		12.9			19.1	4.1		0.1			51.5	
LOS		B			B	A		A			D	
Approach Delay		12.9			16.3			0.1			51.5	
Approach LOS		B			B			A			D	

Intersection Summary

Area Type:	CBD
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	20.6
Intersection LOS:	C
Intersection Capacity Utilization:	86.7%
ICU Level of Service:	E
Analysis Period (min):	15

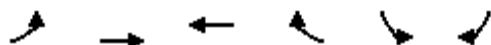
Splits and Phases: 1: Rt. 20 (W. Genesee St.) & Jordan St.



Existing

Lanes, Volumes, Timings  
 2: Rt. 20 (W. Genesee St.) & State St. (Rt. 321)

04/20/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔↕	
Traffic Volume (vph)	104	486	482	61	59	76
Future Volume (vph)	104	486	482	61	59	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	10	15	12
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor		1.00	0.99		0.97	
Frt			0.981		0.924	
Flt Protected		0.991			0.979	
Satd. Flow (prot)	0	3155	2916	0	1658	0
Flt Permitted		0.724			0.979	
Satd. Flow (perm)	0	2296	2916	0	1644	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			22		77	
Link Speed (mph)		30	30		30	
Link Distance (ft)		316	378		333	
Travel Time (s)		7.2	8.6		7.6	
Confl. Peds. (#/hr)	34			34	18	34
Peak Hour Factor	0.84	0.89	0.86	0.76	0.82	0.83
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%
Parking (#/hr)		0		0		
Adj. Flow (vph)	124	546	560	80	72	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	670	640	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.17	1.25	1.25	1.01	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		2	
Detector Template						
Leading Detector (ft)	69	0	0		71	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	30	6	6		32	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)	39				39	
Detector 2 Size(ft)	30				32	
Detector 2 Type	Cl+Ex				Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)	0.0				0.0	
Turn Type	pm+pt	NA	NA		Prot	

Existing

Lanes, Volumes, Timings  
 2: Rt. 20 (W. Genesee St.) & State St. (Rt. 321)

04/20/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases	5	2	6		4	
Permitted Phases	2					
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	6.0	6.0		6.0	
Minimum Split (s)	9.0	11.0	11.0		11.0	
Total Split (s)	17.0	55.0	38.0		30.0	
Total Split (%)	20.0%	64.7%	44.7%		35.3%	
Maximum Green (s)	12.0	50.0	33.0		25.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.5	1.5	1.5		1.5	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	0.2	0.2		3.0	
Recall Mode	None	C-Max	C-Max		None	
Walk Time (s)		9.0	9.0		9.0	
Flash Dont Walk (s)		11.0	11.0		16.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)		64.6	64.6		10.4	
Actuated g/C Ratio		0.76	0.76		0.12	
v/c Ratio		0.38	0.29		0.61	
Control Delay		3.3	3.8		28.5	
Queue Delay		0.2	0.0		0.0	
Total Delay		3.5	3.8		28.5	
LOS		A	A		C	
Approach Delay		3.5	3.8		28.5	
Approach LOS		A	A		C	

Intersection Summary

Area Type:	CBD
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization	65.6%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 2: Rt. 20 (W. Genesee St.) & State St. (Rt. 321)



Lanes, Volumes, Timings  
 1: Rt. 20 (W. Genesee St.) & Jordan St.

04/22/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	484	1	0	545	127	4	0	3	155	0	107
Future Volume (vph)	103	484	1	0	545	127	4	0	3	155	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	12	12	15	10	10	10	13	13	13
Grade (%)		0%			0%			5%			0%	
Storage Length (ft)	100		0	0		0	0		0	0		0
Storage Lanes	1		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00				0.87		0.92			0.88	
Frt		0.999				0.850		0.966			0.946	
Flt Protected	0.950							0.964			0.971	
Satd. Flow (prot)	1662	1572	0	0	1676	1425	0	1396	0	0	1527	0
Flt Permitted	0.223							0.792			0.806	
Satd. Flow (perm)	390	1572	0	0	1676	1234	0	1090	0	0	1174	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)						140		90				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		374			316			201			370	
Travel Time (s)		8.5			7.2			4.6			8.4	
Confl. Peds. (#/hr)	63		53	53		63	80		85	85		80
Peak Hour Factor	0.95	0.82	0.25	0.25	0.87	0.91	0.33	0.25	0.75	0.88	0.25	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	2%	1%	0%	0%	0%	1%	0%	0%
Parking (#/hr)		0	0			0						0
Adj. Flow (vph)	108	590	4	0	626	140	12	0	4	176	0	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	594	0	0	626	140	0	16	0	0	292	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		13			13			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.10	1.25	1.10	1.14	1.14	1.16	1.29	1.29	1.29	1.10	1.10	1.10
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	0		1	0	0	1	1		1	2	
Detector Template				Left			Left			Left		
Leading Detector (ft)	60	0		20	0	0	20	20		20	50	
Trailing Detector (ft)	-10	0		0	0	0	0	0		0	-3	
Detector 1 Position(ft)	-10	-10		0	0	0	0	0		0	-3	
Detector 1 Size(ft)	30	30		20	6	20	20	20		20	13	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)												20
Detector 2 Size(ft)												30

Lanes, Volumes, Timings  
 1: Rt. 20 (W. Genesee St.) & Jordan St.

04/22/2022

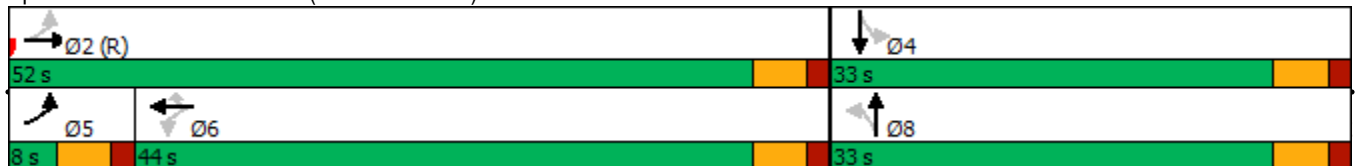


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Type	Cl+Ex											
Detector 2 Channel	Cl+Ex											
Detector 2 Extend (s)	0.0											
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8				4
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		6	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	3.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	8.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Total Split (s)	8.0	52.0		44.0	44.0	44.0	33.0	33.0		33.0	33.0	
Total Split (%)	9.4%	61.2%		51.8%	51.8%	51.8%	38.8%	38.8%		38.8%	38.8%	
Maximum Green (s)	3.0	47.0		39.0	39.0	39.0	28.0	28.0		28.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	2.0	0.2		0.2	0.2	0.2	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		Max	Max	Max	None	None		None	None	
Walk Time (s)				9.0	9.0	9.0				10.0	10.0	
Flash Dont Walk (s)				14.0	14.0	14.0				19.0	19.0	
Pedestrian Calls (#/hr)				0	0	0				0	0	
Act Effct Green (s)	50.8	50.8		43.5	43.5			24.2			24.2	
Actuated g/C Ratio	0.60	0.60		0.51	0.51			0.28			0.28	
v/c Ratio	0.36	0.63		0.73	0.20			0.04			0.88	
Control Delay	12.5	16.0		20.6	1.8			0.3			55.4	
Queue Delay	0.0	0.0		0.2	0.0			0.0			0.0	
Total Delay	12.5	16.0		20.8	1.8			0.3			55.4	
LOS	B	B		C	A			A			E	
Approach Delay		15.5		17.3				0.3			55.4	
Approach LOS		B		B				A			E	

Intersection Summary

Area Type:	CBD
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	22.7
Intersection LOS:	C
Intersection Capacity Utilization:	96.8%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 1: Rt. 20 (W. Genesee St.) & Jordan St.



Lanes, Volumes, Timings  
 2: Rt. 20 (W. Genesee St.) & State St. (Rt. 321)

04/22/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	104	486	482	61	59	76
Future Volume (vph)	104	486	482	61	59	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	10	10	15	12
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Ped Bike Factor	0.98		0.99		0.96	
Frt			0.981		0.924	
Flt Protected	0.950				0.979	
Satd. Flow (prot)	1608	1590	2916	0	1658	0
Flt Permitted	0.357				0.979	
Satd. Flow (perm)	591	1590	2916	0	1635	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			27		68	
Link Speed (mph)		30	30		30	
Link Distance (ft)		316	378		333	
Travel Time (s)		7.2	8.6		7.6	
Confl. Peds. (#/hr)	34			34	18	34
Peak Hour Factor	0.84	0.89	0.86	0.76	0.82	0.83
Heavy Vehicles (%)	1%	0%	1%	0%	0%	0%
Parking (#/hr)		0		0		
Adj. Flow (vph)	124	546	560	80	72	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	546	640	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		15	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.14	1.25	1.25	1.25	1.01	1.14
Turning Speed (mph)	15			9	15	9
Number of Detectors	2	0	0		2	
Detector Template						
Leading Detector (ft)	69	0	0		71	
Trailing Detector (ft)	0	0	0		0	
Detector 1 Position(ft)	0	0	0		0	
Detector 1 Size(ft)	30	6	6		32	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Detector 2 Position(ft)	39				39	
Detector 2 Size(ft)	30				32	
Detector 2 Type	Cl+Ex				Cl+Ex	

Lanes, Volumes, Timings  
 2: Rt. 20 (W. Genesee St.) & State St. (Rt. 321)

04/22/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector 2 Channel						
Detector 2 Extend (s)	0.0				0.0	
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	5	2	6		4	
Permitted Phases	2					
Detector Phase	5	2	6		4	
Switch Phase						
Minimum Initial (s)	4.0	6.0	6.0		6.0	
Minimum Split (s)	9.0	11.0	11.0		11.0	
Total Split (s)	14.0	63.0	49.0		22.0	
Total Split (%)	16.5%	74.1%	57.6%		25.9%	
Maximum Green (s)	9.0	58.0	44.0		17.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.5	1.5	1.5		1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.0	5.0	5.0		5.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	2.0	0.2	0.2		3.0	
Recall Mode	None	C-Max	C-Max		None	
Walk Time (s)		9.0	9.0		9.0	
Flash Dont Walk (s)		11.0	11.0		16.0	
Pedestrian Calls (#/hr)		0	0		0	
Act Effct Green (s)	64.4	64.4	53.0		10.6	
Actuated g/C Ratio	0.76	0.76	0.62		0.12	
v/c Ratio	0.24	0.45	0.35		0.62	
Control Delay	3.0	3.4	8.8		30.3	
Queue Delay	0.0	0.5	0.1		0.0	
Total Delay	3.0	3.9	8.9		30.4	
LOS	A	A	A		C	
Approach Delay		3.8	8.9		30.4	
Approach LOS		A	A		C	

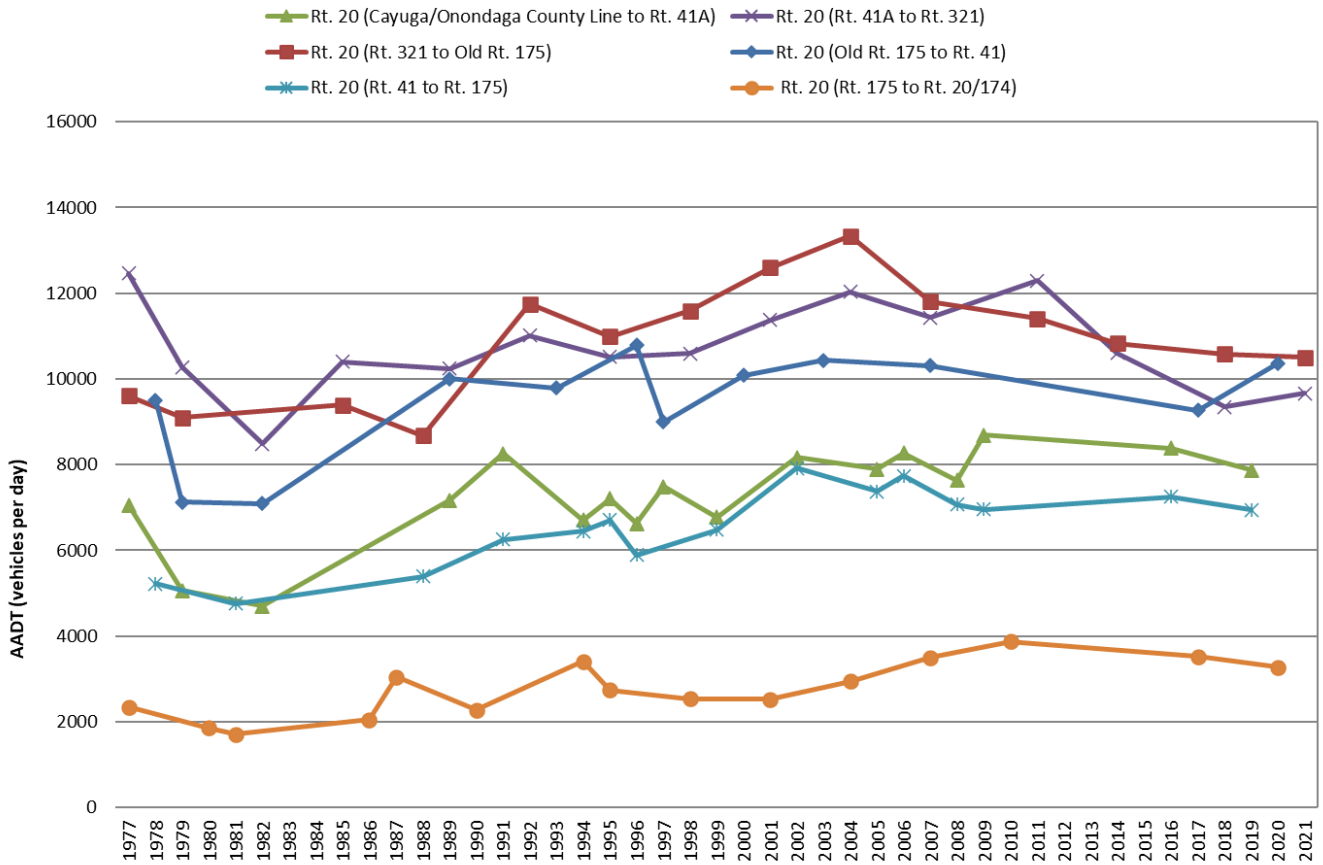
Intersection Summary

Area Type: CBD  
 Cycle Length: 85  
 Actuated Cycle Length: 85  
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 9.0  
 Intersection LOS: A  
 Intersection Capacity Utilization 54.3%  
 ICU Level of Service A  
 Analysis Period (min) 15

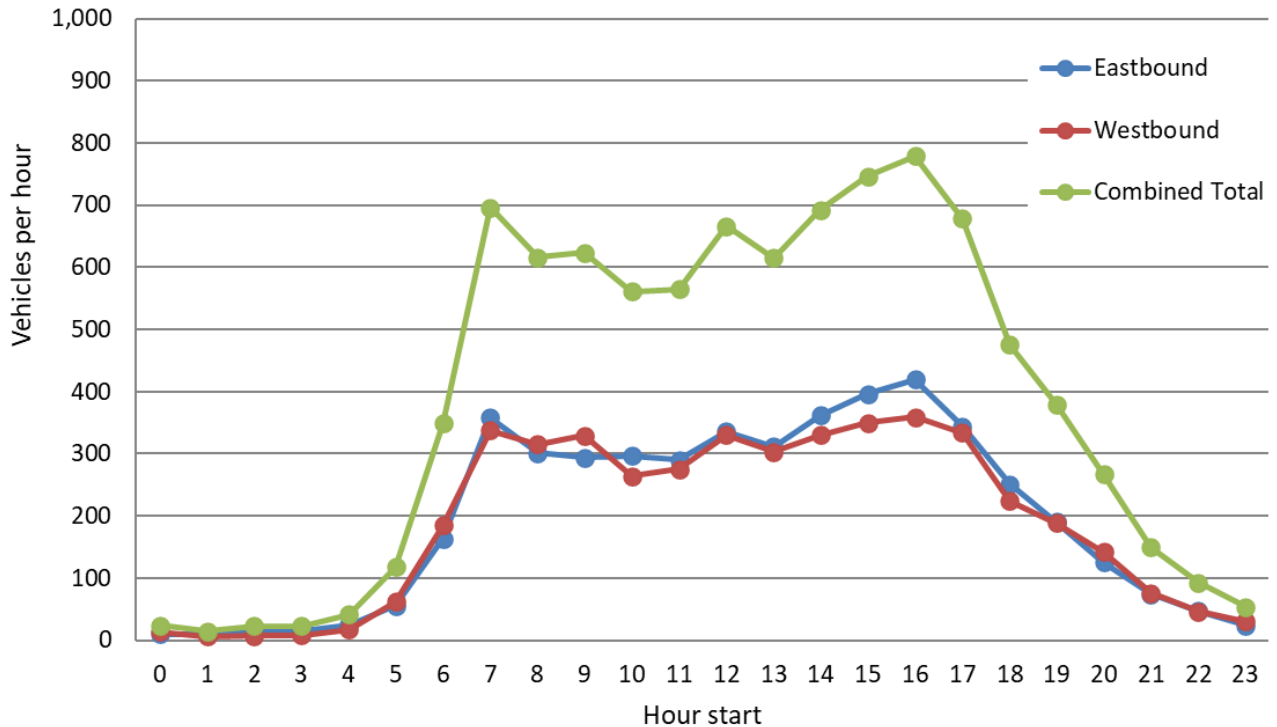
Splits and Phases: 2: Rt. 20 (W. Genesee St.) & State St. (Rt. 321)



## Average Annual Daily Traffic (AADT) History in Skaneateles



## Average weekday hourly volume, U.S. 20 from Route 41A to Route 321 April 2021



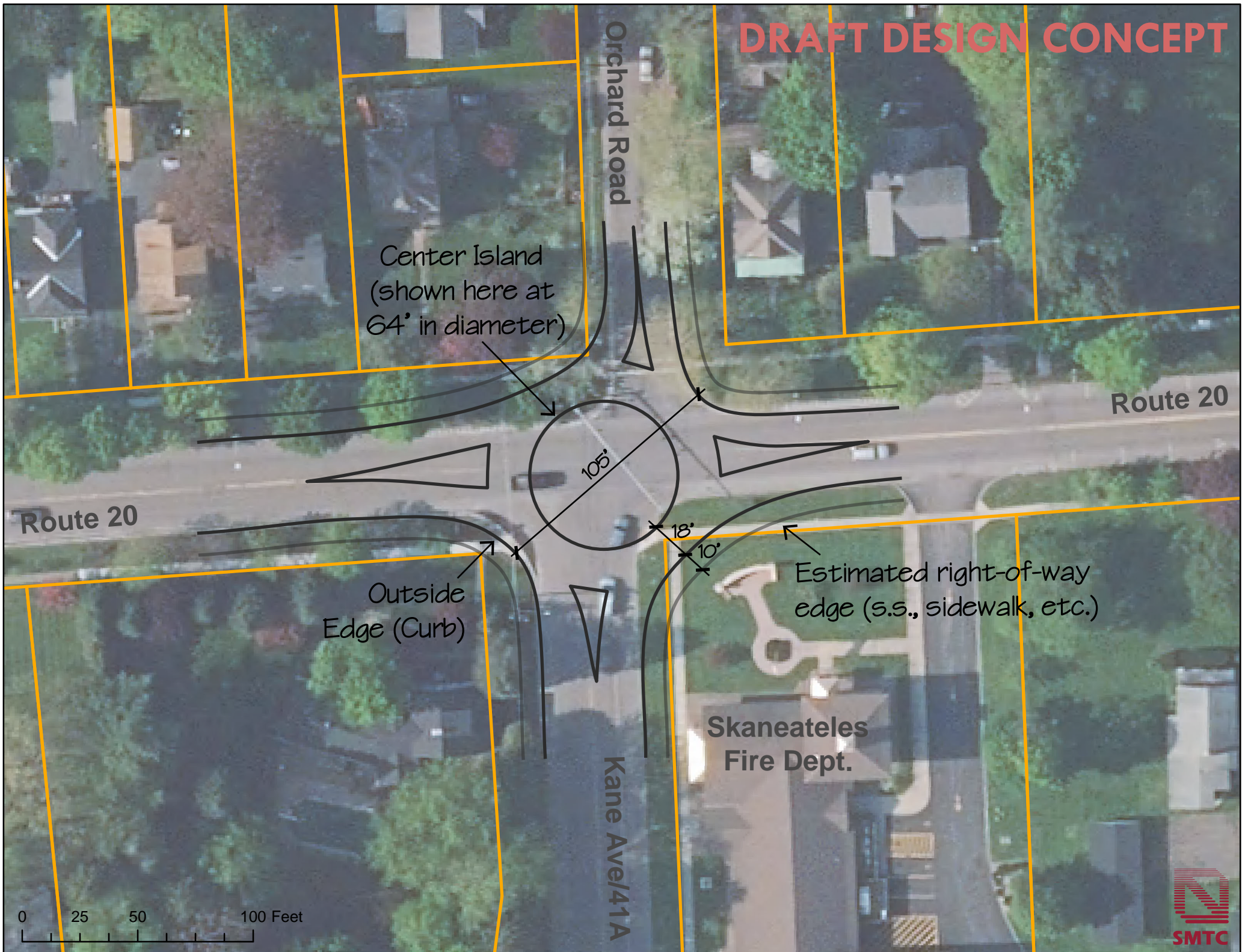


Village of Skaneateles Pedestrian Safety and Access Study

## **Appendix D**

Roundabouts Feasibility Assessment

# DRAFT DESIGN CONCEPT



Orchard Road

Center Island  
(shown here at  
64' in diameter)

Route 20

Route 20

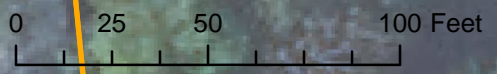
105'

Outside  
Edge (Curb)

Estimated right-of-way  
edge (s.s., sidewalk, etc.)

Skaneateles  
Fire Dept.

Kane Ave/41A



# State Route 20 @ State Route 41A (Kane Ave)



GENERAL	Municipality	Village of Skaneateles
	Road Owner(s)	NYS DOT
	Purpose	Gateway, traffic calming
	Signalized?	Yes
	Previously studied?	No
	Turning Movement Count Available?	Yes ('04)
	Distance to nearest signalized intersection (other than subject intersection)	2,200'
SITE FEATURES	Adjacent to coordinated signal system?	No
	RR crossing, school zone or other bottleneck immediately adjacent?	Skaneateles VFD on SE corner
	Steep slopes?	No
	Right-of-way limitations?	Private residences on three corners, town-owned VFD on SE corner
	High-use bus stop?	No

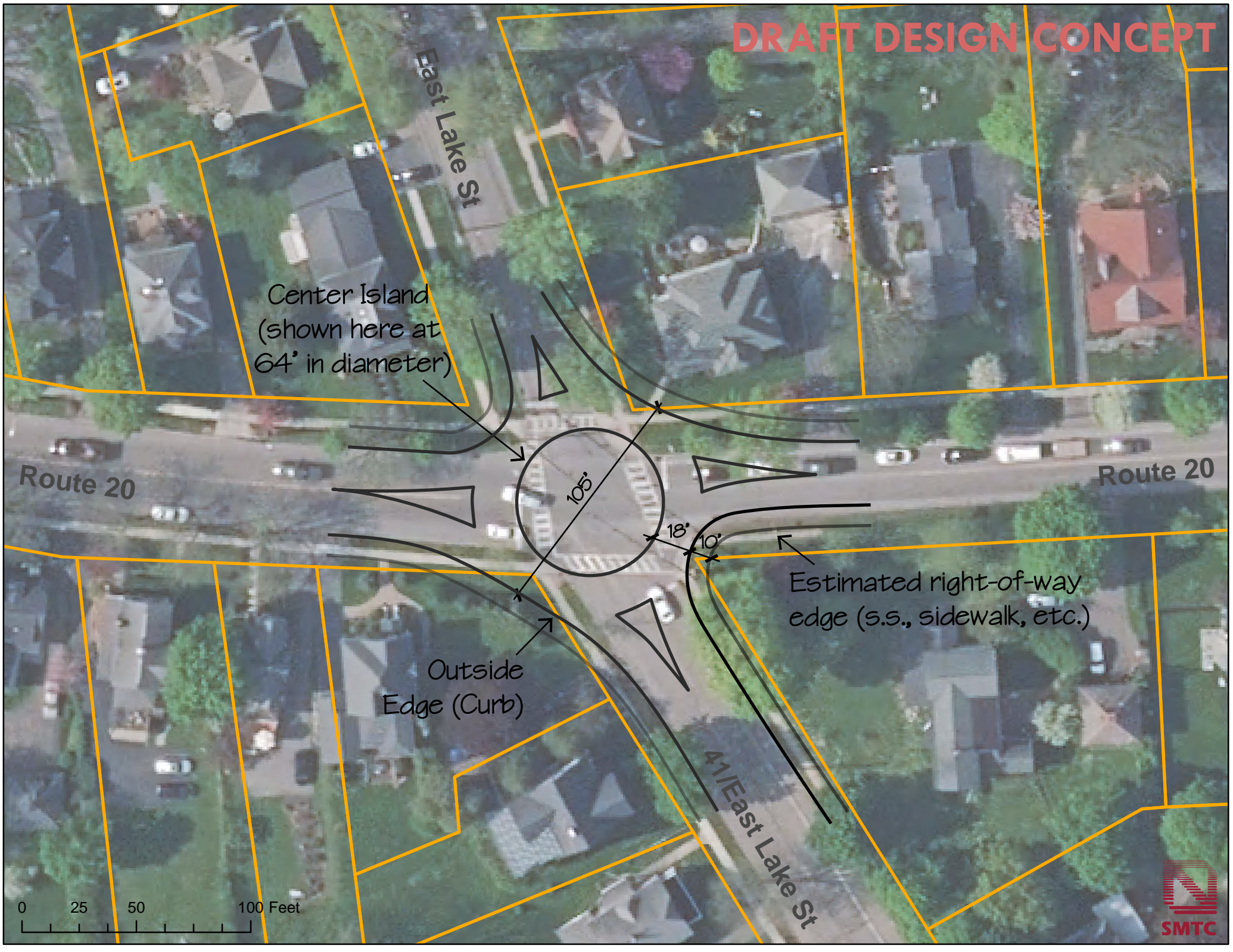
TRAFFIC FLOW FEATURES	Total entering volume (daily)	10,960
	Approximate % of entering vehicles from major street	80%
	Heavy vehicle percentages (>2 axles)	6.7%
	High pedestrian volume (known or expected)?	No
OTHER INFO	Other known plans or improvements at/near intersection?	NYSDOT Paving
	Coordination w/other municipalities or agencies?	NYSDOT, SOCPA
	Other environmental factors present	None
ACCIDENTS	Total number of accidents at intersection (5 years)	13
	Total number of injury accidents at/near intersection (5 years)	ALL: 3
		SERIOUS: 0
	Total number of fatalities at/near intersection (5 years)	0
	Total number of pedestrian/cyclist accidents at/near intersection (5 years)	0
	Accidents / MEV	0.65

---

Comparison to statewide accident rates	Below statewide average
Preliminary Roundabout sizing	Single-lane roundabout

---

# DRAFT DESIGN CONCEPT



Center Island  
(shown here at  
64' in diameter)

Route 20

Route 20

105'

18°

10°

Estimated right-of-way  
edge (s.s., sidewalk, etc.)

Outside  
Edge (Curb)

41/East Lake St

0 25 50 100 Feet



# State Route 20 @ State Route 41 (East Lake Rd)



<b>GENERAL</b>	Municipality	Village of Skaneateles
	Road Owner(s)	NYS DOT
	Purpose	Gateway, traffic calming
	Signalized?	Yes
	Previously studied?	No
	Turning Movement Count Available?	No
	Distance to nearest signalized intersection (other than subject intersection)	3,500'
<b>SITE FEATURES</b>	Adjacent to coordinated signal system?	No
	RR crossing, school zone or other bottleneck immediately adjacent?	No
	Steep slopes?	No
	Right-of-way limitations?	Private residences on four corners

TRAFFIC FLOW FEATURES	High-use bus stop?	No
	Total entering volume (daily)	10,436
	Approximate % of entering vehicles from major street	80%
	Heavy vehicle percentages (>2 axles)	8.6%
	High pedestrian volume (known or expected)?	No
OTHER INFO	Other known plans or improvements at/near intersection?	NYSDOT Paving
	Coordination w/other municipalities or agencies?	NYSDOT, SOCPA
	Other environmental factors present	None
ACCIDENTS	Total number of accidents at intersection (5 years)	9
	Total number of injury accidents at/near intersection (5 years)	ALL: 2
		SERIOUS: 0
	Total number of fatalities at/near intersection (5 years)	0
	Total number of pedestrian/cyclist accidents at/near intersection (5 years)	1
Accidents / MEV	0.47	



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Comparison to statewide accident rates	Below statewide average
Preliminary Roundabout sizing	Single-lane roundabout

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Village of Skaneateles Pedestrian Safety and Access Study

## **Appendix E**

Public Involvement Plan and public input summaries

Village of Skaneateles  
Pedestrian Safety and Access Study

***Public Involvement Plan***

August 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 **Village of Skaneateles Pedestrian Safety and Access 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:

- Village of Skaneateles,
- Skaneateles Chamber of Commerce,
- Skaneateles Central School District,
- Syracuse-Onondaga County Planning Agency (SOCPA),
- New York State Department of Transportation (NYSDOT),
- Central New York Regional Planning and Development Board (CNYRPDB), and
- Onondaga County Department of Transportation (OCDOT).

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 holding a minimum of four SAC meetings over the course of this study, as shown below.

SAC meeting no.	Anticipated purpose
1	Kickoff: confirm study purpose, goals, objectives, schedule, PIP
2	Review collected data and identify mobility issues
3	Discuss proposed improvements & prepare for public meeting
4	Review public meeting results & project recommendations

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 meeting

The SMTC anticipates holding a virtual public meeting for this study. The exact format for this meeting will be determined in cooperation with the SAC as the study progresses. This may include elements such as:

- A pre-recorded presentation of the study’s findings,
- Project visualizations, such as planning-level sketches of possible improvements,
- Online mapping tools, and
- Online surveys or other tools for ensuring that members of the public can provide comments and input on the study.

The virtual public meeting will be held after SMTC staff and the SAC have created a list of recommendations for the study area. This meeting will provide the public with an opportunity to identify additional issues, opportunities, and recommendations for the study area.

The SMTC will be responsible for issuing press releases, creating meeting materials, mailing meeting fliers, running the meeting, and preparing a meeting summary. The SMTC will work with the SAC to develop a strategy for notifying the public of this meeting. This is likely to include press releases, distribution of meeting 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 meeting.

The SMTC will make every effort to ensure that the virtual public meeting is 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 **Village of Skaneateles Pedestrian Safety and Access 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. If requested, SMTC staff will attend meetings to provide a brief overview of the project.

### *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 Skaneateles 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 **Village of Skaneateles Pedestrian Safety and Access Study** will be presented to both the Planning and Policy Committees.

#### **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 **Village of Skaneateles Pedestrian Safety and Access 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 **Village of Skaneateles Pedestrian Safety and Access 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 5,000 individuals, as well as to the media, agency representatives, municipal officials, elected leaders, and community agencies.

It is anticipated that articles on the **Village of Skaneateles Pedestrian Safety and Access Study** (e.g. study development issues or the announcement or coverage of a public meeting) will be 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 **Village of Skaneateles Pedestrian Safety and Access Study**.

The SMTC web site ([www.smtcmpo.org](http://www.smtcmpo.org)) will also serve as a resource for general information about the SMTC, the **Village of Skaneateles Pedestrian Safety and Access 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 **Village of Skaneateles Pedestrian Safety and Access Study**. This study aims to identify opportunities to enhance the public right-of-way in the heart of the Village of Skaneateles. The participation of the people who live and work in this area is crucial to the study's success.




**Village of Skaneateles Pedestrian Safety & Access Study  
Public Question & Answer Session Summary  
January 18, 2022, 5:30-7:00 p.m.**


A recorded presentation was made available on the SMTC’s website and YouTube channel starting January 6. The presentation provided an overview of the SMTC, review of existing conditions in the study area, and a detailed description, with visuals, of the draft design concepts for six 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 18. 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. The information was also shared with the Study Advisory Committee members for dissemination to their own groups and contacts. The Village of Skaneateles shared the information via their Facebook page and website as well. Thirty-two people registered and 28 people attended.

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### Village of Skaneateles Pedestrian Safety and Access Study

The SMTC initiated this study in 2020 at the request of the Village of Skaneateles. The study’s primary focus is on US Route 20 in the Village of Skaneateles and, specifically, reducing conflicts between pedestrians and vehicles on this busy section of roadway. The New York State Department of Transportation is planning a paving project for this section of roadway in the next five years, which will create an opportunity to alter pavement markings and other key roadway features. The presentation provides a brief review of the existing conditions along this corridor, and then presents some possible future design concepts for key locations. We are interested in your feedback on these concepts! SMTC is aiming to complete this study and publish a report in summer 2022. Community feedback will be used to help identify preferred concepts, and will be documented in the final report.



US Route 20 looking east, Village of Skaneateles photo credit: SMTC

- [Frequently Asked Questions \(FAQs\)](#)
- After watching the project overview video below, please email comments to [contactus@smtcmplpo.org](mailto:contactus@smtcmplpo.org) or use the comment form below.



[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 Tuesday, January 18, 2022, from 5:30 p.m. to 7:00 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/tZMuc0Cvry0vHdO\\_k0TiGmTKdpCEUkBDClH7](https://us02web.zoom.us/meeting/register/tZMuc0Cvry0vHdO_k0TiGmTKdpCEUkBDClH7)

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@smtcupo.org](mailto:contactus@smtcupo.org).

**Skaneateles Pedestrian Safety & Access Comments**

**Name \***

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**Comments \***

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

Yes

No

The Zoom Q&A session was also live-streamed to the SMTC's YouTube channel, and the recording is available on the YouTube channel.

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

Meghan Vitale started the session by reviewing and responding to some questions that had been submitted via email/comment form prior to the meeting:

- SMTC is a planning agency; we cannot implement any recommendations. The NYSDOT would need to implement changes on Route 20, since it is a State-owned facility. The NYSDOT is part of the Study Advisory Committee (SAC) along with Village Board, Fire, Police, Chamber of Commerce, Town of Skaneateles, and SOCPA.
- Some commentors noted that painted curb extensions won't work or will just wear away. The focus of the study was on opportunities for pavement striping changes that could be incorporated into an upcoming NYSDOT project. Moving curbs is much more involved and expensive, and would require more conversations between the Village and the NYSDOT.

- There were a few questions about truck traffic in the Village. We recognize that truck traffic has been an ongoing concern in the village for decades. US Route 20 is part of the National Highway System, and trucks are allowed to use it. Our focus in this study is on slowing traffic and improving pedestrians facilities.
- Commentors expressed both support for and opposition to moving the “gazebo crosswalk.” This is why we do public involvement: we want to hear what you think of this proposal. What is the community’s preference? Nothing has been decided yet.
- Overall questions about traffic flow impacts due to lane designation changes (i.e. will limiting through movements to a single lane in order to designate right or left-turn lanes result in longer queues / more congestion?). SMTC analyzed the intersections using Synchro software, and overall, the indication is that the changes could work. Some additional analysis would be required before any changes could be made.

Ms. Vitale also shared links to previous studies completed by the SMTC for the Skaneateles area:

- Village of Skaneateles new sidewalk prioritization assessment: <https://smtcmpo.org/partner/village-of-skaneateles-new-sidewalk-prioritization-assessment/>
- Skaneateles Multi-Use Corridor Study: <https://smtcmpo.org/partner/skaneateles-multi-use-corridor-study/>
- Town of Skaneateles Eastern Gateway Assistance: <https://smtcmpo.org/partner/town-of-skaneateles-eastern-gateway-assistance/>

Aaron McKeon reiterated that design concepts are preliminary, SMTC staff worked with the SAC to adjust them to what would work for the village, and SAC input was incorporated into the concepts we’re presenting now.

Ms. Vitale then opened the floor for questions from the participants.

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Toby Millman: Thank you everyone for doing this study; lots of best practices incorporated. For planning purposes, suggest that the study should documented how curbs could be moved or extended in a future project, so that it is not forgotten. Noticed that study did not extend down W. Lake St., but there is a fair amount of pedestrian traffic here and there is a “sidewalk to nowhere” that just ends on the east side of the road and then pedestrians have nowhere to go and no safe crossing.

Mr. McKeon: W. Lake is outside of the study focus area. But we did take a cursory look at W. Lake, noted that there are not many pedestrian destinations here. Did not look in detail at a potential crosswalk location. Painted curb extensions can be a test case for more long-term changes.

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Vanessa Yates: Concern about Fennel/Jordan intersection, specifically truck traffic from Route 20 to Tops and drugstores. Right now trucks use Kelly St and Hannum Street bridge, and there is no alternative route. Need to be careful not to make that intersection difficult for trucks, which might make them divert to other routes through the village.

Ms. Vitale: We looked at that intersection and developed that concept in a previous SMTC Study (Skaneateles Multi-use Corridor Study). Any suggestions would require more engineering assessment. Engineers can evaluate turning radius, might need to adjust from what's shown on the concept.

Mike Yates: Fennell Street is so long, so people jaywalk towards the town hall, why not put crosswalk there?

Mr. McKeon: Yes, that is a tough intersection, would need to be engineered to accommodate trucks.

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Jessica Millman: Thank you for this study, really appreciate the effort. Love the raised crosswalks idea and medians. Why don't walk signals display automatically when lights turn green? Pedestrians sometimes miss their opportunity because they don't realize you have to push the button. Also, would reduce touch surfaces by making them automatic. Did you consider reducing speed limit? Huge potential solution to truck traffic because GPS, Waze, etc. send trucks through the village using the fastest route possible, so reducing the speed limit would reduce likelihood of trucks being directed through the village because it wouldn't be the fastest route.

Mr. McKeon: We did not look at speed limit reduction from that perspective.

Ms. Vitale: We usually shy away from the idea of reducing speed limit as a traffic calming device, prefer to encourage lower speeds through design. But the GPS directions issue is not one we have thought about before. Will pass along the comment about pedestrian signals to the State. The City of Syracuse has put their signals on automatic ped recall because of COVID, so it is certainly possible.

Toby Millman: The pedestrian button doesn't change the operation of the light, just makes the walk signal come up.

Ms. Vitale: Generally, activating the pedestrian buttons won't change the phasing, but could result in an extended green time for that phase because peds require a longer time to cross. We would have to look at these signals specifically to understand the impact.

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John McAllister: Did I understand that crosswalks are going to be added to Route 20/Kane?

Mr. McKeon: The SAC was very enthusiastic about installing a 3-color signal at 20/Kane Ave, so that is what we have shown. But again, this is a State facility, so it is their decision, our analysis suggests that a signal could be warranted, and crosswalks would be recommended with a signal. Without a signal, crosswalks would be harder to justify at this location. SAC was skeptical of crosswalks here without a signal.

Mr. McAllister: The alignment of Kane Ave is awkward and confusing for pedestrians.

Mr. McKeon: Yes, that echoes what we heard from the SAC.

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Kathleen Zapata: Would like to address the 25 mph speed limit question. Village Board is discussing with Police Dept and village attorney. At Kane Ave, Fire Dept is located there and that needs to be factored into the signal and crosswalks discussion.

Mr. McKeon: Yes, needs of volunteers to get to Fire Dept and for trucks to leave both need to be considered.

Dan Fisher: Wanted to emphasize material that has been submitted to NYSDOT and SMTC. Need to consider truck traffic impacts from the I-81 project, especially during construction but also long-term. Traffic will get diverted off the interstate during construction. Seeing many more long-haul trucks – big, high, visibility is an issue. Please pass along concerns to NYSDOT on behalf of all the Finger Lakes. Not opposed to whatever is determined to be best for City of Syracuse, just want other impacts to be considered.

Ms. Vitale: NYSDOT is on the SAC and we will pass along the comments.

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Fran McCormack: Great study, so interesting to know that W Lake Road has more traffic than E Lake Road, and would be great to get a signal at W Lake. Looking at width of Route 20 west of Kane, concepts reduce the lane widths, but how will that impact trucks? As it is, large trucks track into opposing lanes, will that be worse? Turning right is really tight already – what happens with the curb extension? Also, trucks turning left are an issue.

Mr. McKeon: (Showed Concepts for Kane Ave intersection on screen.) Again, engineering assessment would be necessary to evaluate turning radius for vehicles and trucks. Striped medians can, of course, be traversed by a large truck if necessary.

Ms. Vitale: A signal at Kane Ave IS NOT a certainty. We are aware that this has been discussed previously. Traffic volumes meet the signal warrant, but this doesn't mean that a signal is required – it is only one piece of data to justify installation of a signal. Also need to consider whether a signal would introduce a safety issue where none exists – grade, sight distance concerns, etc.

Ms. McCormack: Presentation indicated accident rate is higher here than for similar facilities.

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Constance Brace: Submitted list of comments via email. Trucks turning at Kane Ave turn into oncoming traffic, sometimes track up on curb. If a signal is installed, consider moving the stop bar. Difficulty of turning at this location results in people using Griffin instead of Orchard. Difficult for pedestrians and cars to cross. How will concepts be edited moving forward, what might change, how will report be distributed? Southwest side of Kane Ave intersection, curb cut is very steep and not very accessible – slippery in the winter. Great document, really reflects experiences of residents.

Ms. Vitale: NYSDOT is part of SAC and is very aware of the study. Will document all the comments in the study final report, recording of meeting will be on YouTube channel. Study report will be made available on our website once reviewed by our Policy Committee.

Ms. Brace: Presentation included closing alley next to bank – would be great! Public restrooms are there. Also, did you look at the lane near the creek, between creek and restaurants? Could just be a service lane, but no other traffic, just pedestrians during business hours, paved in a different material, tie into long-term plans for Creekwalk. Could that be incorporated?

Ms. Vitale: Yes, we saw that comment, but we did not consider closing of that alley. Will definitely document the comment, and think about how else we might be able to incorporate the idea into the study.

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Julie Abbott: Thank you to everyone for the study, it is long overdue. Kane Ave – by the Fire house – talked to NYSDOT years ago when Fire House was being constructed – cited hill as an issue and at the time said they did not have enough data or not enough traffic – maybe that has changed? Crosswalk

signals – what about the ones that make the chirping noise? The button doesn't depress – tourists don't realize that you need to push it. By the bakery – crosswalk – love the idea of putting it across from the town hall – hard to see the people crossing there. Son was on the sidewalk in front of Valentines and struck by a vehicle. Anything that can be done to improve safety would be appreciated.

Mr. McKeon: Good comment about upgrading to pedestrian signals with audible warnings. Our concept didn't suggest moving the crosswalk at Fennel/Jordan.

Ms. Abbott: If you take a left from Route 20, traffic backed up on Jordan. Understand people don't want to lose parking, but when you come around the corner you can't see people waiting to cross, and people get impatient and they just go and they don't see the pedestrians. Lots of suburban elected officials have reached out to NYSDOT about their concerns with truck traffic associated with I-81 Community Grid. One idea was roundabouts – potentially roundabouts at exits to discourage trucks from exiting, or even on Route 20 at E or W Lake Streets.

Mr. McKeon: We sketched out some ideas for roundabouts at Kane and E Lake and ran those by SAC, but impacts to adjacent properties are likely to be substantial, and we did not feel we could reasonably suggest that to the public.

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Martin Cregg: Using painted locations in the corridor is a good idea. Was looking today at trucks unloading on south side of Route 20 between Jordan and State. But if the road was painted with the islands as shown, it would be good to have some time to live with that, see how it works. The geometry is unique. Think there will be an impact to drainage from raised crosswalks. Looking at Fennel Street concept with two bike lanes: street is wide because it used to have the railroad. Don't have a good solution for how to get a bicyclist through the village. Cyclists don't want to be right next to parked cars. Is there any recommendation to the village, for people who bike down Route 20? They can legally take a lane, but that's okay if you are a cyclist used to dealing with traffic but not if you have kids with you. Another community group is trying to address this question. Truck unloading generally at low-traffic times of day, but if the lanes are narrowed trucks have no place to go.

Mr. McKeon: We played around with a few different concepts for Route 20 lanes.

Mr. Cregg: A few summers ago the fire department parked a truck there to see how they would access those buildings. You could still get around, but drivers have to be careful and patient.

Mr. McKeon: About bikes: yes, we puzzled over this. Did not make any strong recommendation. This is a tourist-friendly community. Go-to solution if there isn't sufficient width is usually sharrows, but that doesn't seem appropriate for this section of Route 20 due to high volumes and truck traffic.

Mr. Cregg: People on bikes use side streets instead of Route 20 to get where they're going. But would love to have a way to tie routes together.

Mr. McKeon: some segments are wide enough, but not continuously through the village. Some combination of side streets and Route 20 might be the way to go.

Mr. Cregg: Know it's probably not feasible, but if you could put a deck over the public parking lot, then could remove some on-street parking so there could be space for bike lanes.

Ms. Vitale: A previous SMTTC study, the Skaneateles Multi-use Corridor Study, looked at connection to the Charlie Major Trail into the village, though did not directly address bikes on Route 20.

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Peter Bettis: Thanks for this study – a lot of great information and data. Want to build on what Martin just said. Biking through the village can be scary; try to avoid Route 20. East side of the village, you have a light at 41, so helps cross Route 20. On the west side, crossing at Kane Ave can be scary, option is to go up Orchard and then wait for a gap. Support for some kind of crosswalk or light at Kane Ave. Crosswalk in front of the gazebo: there was a suggestion to move it further west, maybe raised. Sounds like a nice option, but wondering if this is just going to move the congestion west. You can be 10 minutes trying to get around that area, but locals know how to avoid it.

Ms. Vitale: Looking for alternative locations for that crosswalk, we heard from the SAC about conflicts with the signal at Jordan. It is a very long distance without a crossing – trying to balance the needs and the demand – where do people really want to cross?

Mr. Keon: We know Jordan is a busy intersection, a lot of traffic coming south. Trying to move the crosswalk farther away makes sense. Hannum/W Lake isn't nearly as busy, not as much of a hot spot.

Ms. Vitale: Midpoint of that block would be about right where the water department is, but that's not a pedestrian generator so doesn't make sense to put crosswalk there.

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Carol Stokes-Cawley: Like the idea of raised crosswalks, wondering if the State would be able to fit this into the paving plans if they can't do other things like moving curbs.

Mr. McKeon: Not sure, we would need to confirm with them, but the raised crosswalk is about a \$10,000-\$20,000 improvement, which is relatively small. Reasonable ask, but we can't confirm what the State would or would not commit to at this point.

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Mike Yates: Raised crosswalk is a great idea, but maybe water issues. Will also slow traffic, which would help overall with speeds. Would be challenge to move crosswalk from gazebo to Sherwood. People are going to jaywalk anyways. Put a walk/don't walk light with the raised crosswalk, time it with the signal at Jordan, so people cross at the intersection and the raised crosswalk at the same time.

Mr. McKeon: We heard similar ideas from the SAC, but we don't know of a way to control the ped movements outside of a signal. Not aware of a pedestrian control device outside of the three-color signal. Pedestrians have the right of way to cross in the crosswalk.

Mr. Yates: Have seen devices where pedestrians have to push a button to cross in the middle of a block. But somehow sync it with the signal at Jordan.

Mr. McKeon: Yes, there are examples of systems where pedestrians push a button and lights flash to warn drivers. The issue is having that ONLY work when wired to the adjacent signal. Not sure that meets regulations about traffic control devices.

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Steven Busa: Want to continue discussion about the crosswalk. Driver in the fire dept. That is the worst crossing, people just continuously cross. Need a device so pedestrians all walk at once. Even when fire has lights and sirens on, people just go. Also lighting is needed there. Jaywalking is an issue; need a pedestrian education program. Most jaywalkers are locals, not tourists. Bakery, Sherwood to the Lake. Need pedestrian enforcement or education program.

Mr. McKeon: Good point. We tend to look for solutions in the right of way, but signage to remind pedestrians to use crosswalks would be a good idea. Idea of “pulsing” pedestrian traffic is one we heard a lot from the SAC.

Ms. Vitale: Rapid flashing beacons – activate as soon as peds push a button. Concern from SAC about sign clutter, aesthetic of those warning systems. There are pedestrian-activated three-color signals, but that is another level of infrastructure, probably not appealing to NYSDOT so close to the light at Jordan.

Mr. Busa: Question is what can be done to control peds, not vehicles?

Ms. Vitale: Yes, we understand that. But the devices available are for pedestrian safety, to give peds right of way. High visibility signage, rapid flashing beacons: purpose is to warn drivers, slow drivers, for ped safety.

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Mr. Millman: Interested in idea of trying to tie pedestrian crossing to the existing signal. Some fire stations have their own light, and then neighboring lights also turn red. Systems for signals to communicate. Would be helpful to synchronize pedestrian crossings at gazebo with the signal.

Mr. McKeon: Issue is that you would be telling peds NOT to cross at a crosswalk where there is no control of oncoming traffic. State of practice is focused on improving pedestrian safety, not controlling pedestrian movements, so this is a unique challenge.

Ms. Vitale: There are definitely ways to interconnect traffic signals. Not sure there is a way to get what people are asking for without a three-color light. Must have traffic stop before you can tell pedestrians it is definitely safe to cross. The systems that warn drivers are very different from a three-color signal that actually stops traffic and then gives pedestrians a phase to cross. We will do some more research.

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Mr. Yates: One other idea on this topic. Move the red light to the gazebo crosswalk so space between crosswalk and Jordan would have no cars when light is red. Then traffic would stop and pedestrians could cross.

Ms. Vitale: Would require installation of a new set of signal heads, would require two-stage clearance. This is done at offset intersections. But would lose queuing space at that intersection.

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Ms. Zapata: Thanks to Meghan and Aaron and everyone at SMTC and everyone on the committee. SMTC has done a lot of work on this, condensed many ideas down to a nice presentation. Village will be better off for this effort.

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Shawn Corcoran: Concerns are opposite of what this appears to be doing. Everything is focused on pedestrians, which helps businesses. What about traffic flow? Reducing lanes is not going to help traffic flow, it is going to make it worse. How will that be resolved?

Mr. McKeon: Our analysis is traffic flow is fairly seasonal, slower speeds in the summer. That is the existing condition.

Mr. Corcoran: Disagree. Slows down Memorial Day to end of September. Break until Thanksgiving, picks up for Dickens Christmas, then we get our town back from January through May. Avoids the village because traffic is ridiculous, police don't do anything with pedestrians, no enforcement. All that matters is helping businesses. What about people who live here?



Mr. McKeon: Our objectives were to make it better for everyone. Get pedestrians out of the traveled way to help traffic flow better, give pedestrians a clear place to cross to reduce jaywalking. Trying to achieve a balance. Want a safe village for everyone.

Ms. Vitale: Concepts don't reduce lanes, but define the lane usage. Right now very wide lanes and confusing what movements are allowed. Concepts clearly delineate the movements that can be made, such as left-turn lanes, to make clear what space you can be in. Opportunities to define the movements.

Mr. Corcoran: Sounds great on paper, but what about deliveries?

Ms. Vitale: Painted medians are traversable, and we've shown some short-term parking areas.

Mr. Corcoran: Painted areas are not legally traversable.

Ms. Vitale: We know there are competing objectives, trying to balance.

Mr. McKeon: Skaneateles is not likely to become less popular as a tourist destination. Need to be practical about finding a safe way for pedestrians to cross.

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Mary Sennett: Echo what Kathleen said, thank you to SMTC staff. Incredible effort. Appreciate attention to detail and follow-up. Comments make clear that this is not a simple effort!

Ms. Vitale: We appreciate that feedback. Contact info in chat for any follow-up comments. We're using this virtual approach for a lot of studies, would love to get feedback on this process. Also sign-up for SMTC mailing list.

Public comments received via email prior to Skaneateles Q&A session

First thank you so much for that very informative pedestrian study video. It was easily understandable and very well done.

One thing I didn't see it address was the crosswalk used to cross at the Holy Trinity (church) Pre-school. I know first hand many times crossing it that there has been many "close calls" between vehicles and pedestrians.

It may not be used as much as all the other cross walks but, it is heavily used, by very small children, during the school year Monday through Friday between 8:40-9:00am and 2:40-3:00pm. I am wondering if it had been considered to change it at all?

Again, thank you for this very much needed study.

*SMTC response:*

*Thank you for taking the time to watch the video and to send along comments. We appreciate the feedback. Regarding the Trinity Church crosswalk: our Study Advisory Committee had indicated that this location generally works well with the flags that are available there today, so we did not consider options for this location in any detail. This is certainly something that can be discussed at the Q&A session on January 18. Similar to concepts presented for other locations in the village, painted curb extensions might be an option here, along with removing the parking spaces closest to the crosswalk to improve sight lines. However, we would need to hear more feedback on these ideas. I encourage you to participate in the Q&A session on Zoom on January 18 if you are able. Please note that you need to register in advance to participate; the link is on the webpage with the presentation (below the video): <https://smtcmpo.org/skaneatelesped/>*

I thought the presentation and ideas are all well done, nice work by you and your team. I especially like the Fennell/Jordan intersection realignment.

My primary question is: For the section of Rt. 20 immediately West of Jordan St. intersection (before the bridge/outlet, could the sidewalk area be widened (by reducing roadway width) to create both shorter crosswalks across Rt. 20, but also creating more sidewalk space to allow outside dining areas? There are 2 restaurants on the north side of Rt. 20, and another on the south side. Not only could these restaurants and patrons benefit from additional outdoor seating areas, but I believe this 'sidewalk life' would complement the Historic Village fabric, and also provide some additional space for the shops to use during curbstome festival. I understand this may also entail some ROW adjustment with the NYS DOT.

Could same idea be considered for the southwest section of new Fennell/Jordan intersection (3 additional restaurants around that intersection) where outdoor seating space would be valuable?

*SMTC response:*

*Thank you for taking the time to watch the video and to send along comments. We appreciate the feedback.*

*Our focus with this study was on concepts that could be incorporated into the upcoming NYSDOT paving project with relatively low incremental cost and effort, so primarily pavement striping changes or other additions within the existing pavement width/curb alignment. Widening the sidewalk as you propose would, of course, require moving the curb line and parking lane along that section of US 20. This would necessitate additional conversations with NYSDOT, and may require funds from the village for a “betterment” since it would not be part of the scope of a typical paving project. We can certainly document in our report that there is some interest in this idea.*

*Another thought would be for the village to consider a “pop up” dining area by repurposing a few parking spaces. This is a tactic increasingly employed in urban areas, especially as a way to “test” the demand for the additional outdoor dining and the associated impact on parking. (This is part of a host of techniques within “tactical urbanism” to repurpose road space for other uses, and was also very popular as cities tried to [expand outdoor dining space due to COVID](#).) We recently published a [“Community Streets White Paper”](#) outlining many of these techniques. Although the White Paper was written at the request of the City of Syracuse, much of the information is applicable to any municipality.*

*I hope to see you at the Zoom session on the 18<sup>th</sup>! Please feel free to reach out with any other questions.*

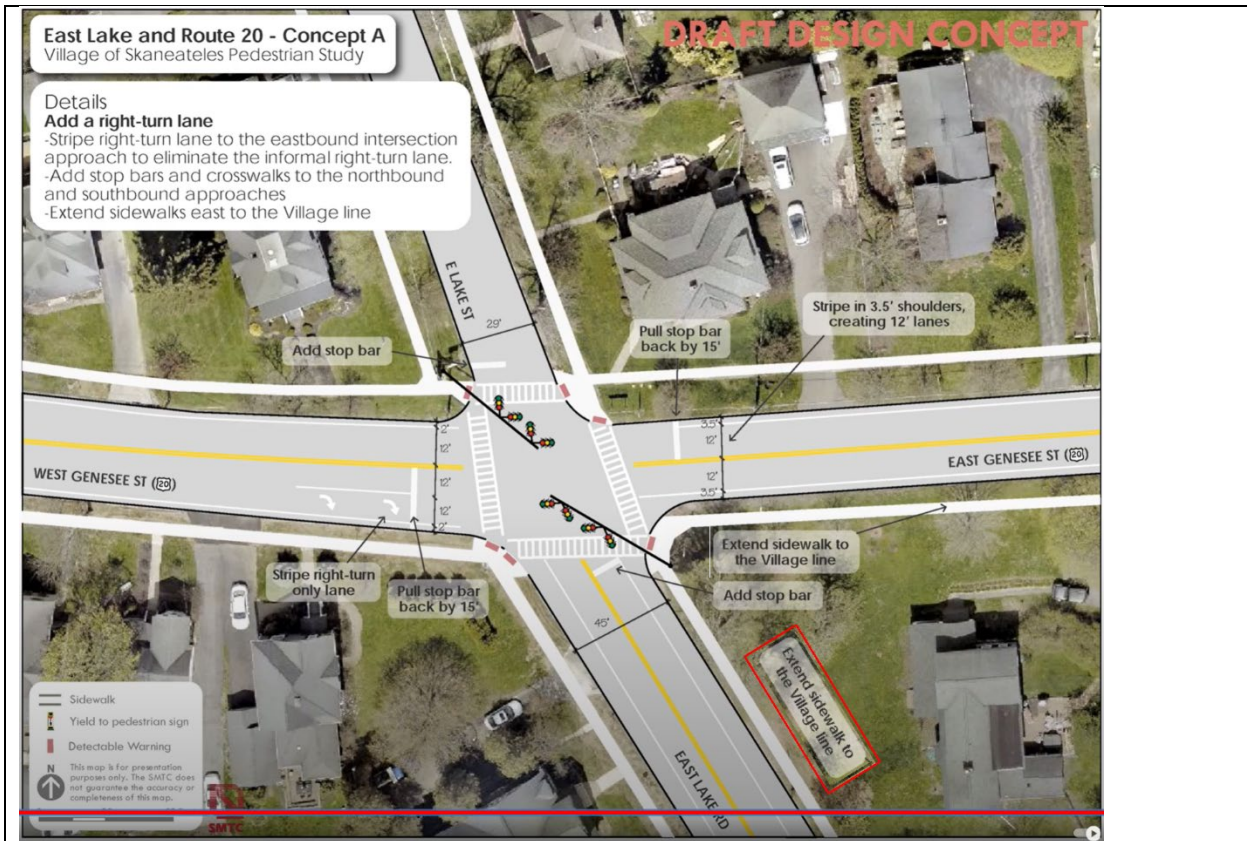
I heard of your study for the Skaneateles Village through friends in town.

I watched the Youtube video and was excited about potential improvements to pedestrian safety.

There is one item I wanted to get your thoughts on (picture attached with additional suggestion outlined in red). There is a proposal in the video to extend the sidewalk from the intersection of Route 20 and Route 41, Eastbound on Route 20 to the Village line. I know there are a number of houses down this route that would benefit from having a safer walk to and from school for their children. I know one of the families in this direction has their children walk home via a longer route and cutting through lawns (with permission). Sidewalks would make their route home safer.

Route 41 Southbound (East Lake St) is similar in which the sidewalks stop approximately .3 miles shy of the village line. Once you pass Sachem Drive, the only place to walk is on the shoulder of the increasingly busy road. The sidewalks do not currently extend to the village line. There are likely dozens of houses, including mine, that would benefit from extended sidewalks in this area to keep pedestrians young and older safer. I believe Route 20 east of 41, and Route 41 south of 20 are the only areas in the village that do not have sidewalks extending to the Village line.

Thanks to you and the team for preparing such a comprehensive plan to improve pedestrian safety throughout the village. I wanted to call out this one potentially dangerous area in the village and see if you could offer suggestions on how it can be made safer.



**SMTC response:**

*Thank you for taking the time to watch the video and to send along comments. We appreciate the feedback. This study was focused primarily on US 20 in the village to coincide with the limits of an upcoming NYSDOT paving project, so we did not assess issues much beyond US 20 (with the exception of the Jordan/Fennel intersection, which had been looked at in a previous SMTC study).*

*However, in 2018, the SMTC conducted a “new sidewalk prioritization assessment” for the Village of Skaneateles. You can find a Technical Memorandum summarizing this work on our website: <https://smtcmpo.org/partner/village-of-skaneateles-new-sidewalk-prioritization-assessment/> This assessment identified the segment of East Lake Road that you reference as “installation difficulty 2,” meaning that sidewalk here “could be built with very minor work” (on a scale of 1 – could be build right now with no constraints – to 4 – very difficult / do not build). This segment of road is owned by the NYSDOT, so any work would need to be coordinated with them, and additional assessment would be needed to determine the right-of-way boundary here. Note that this segment of Route 41 was recently repaved (fall 2019), so it is likely to be many years before NYSDOT revisits any work on this segment.*

*I encourage you to participate in the Q&A session on Zoom on January 18 if you are able. Please note that you need to register in advance to participate; the link is on the webpage with the presentation (below the video): <https://smtcmpo.org/skaneatelesped/>*

After watching Video I have several Comments

At Kane Ave a traffic light has been inquired about in the past but the state always said no. A marked right turn lane on Kane ave would help. Pedestrian crossing have not been a big problem at this point. I would think a light would make Pedestrian crossings safer.

West Genesee Street is narrow when parking is full and traffic is busy from Kane Ave to Hannum St.

Hannum St: Making the crosswalk shorter with Curb extension is a good idea. Painted Curb extensions would fade out over time. I suggest a real Curb extension positioned at the proposed spot.

The Pier crosswalk is where it is because that is where the natural foot traffic crosses the road. It could move a little toward the Gazebo, but all the way to the Sherwood Inn would be a disaster. Much of the pedestrian traffic crosses from the park and pier and then proceeds east towards Jordan St on the north side of the road. Plus a lot of people are destined for the Valentines building. The Sherwood is not the prime destination at all times. This mid-block crosswalk could benefit from extended Curbs offering better sight lines prior to pedestrians crossing by both vehicles and the pedestrians. Pedestrian controls might be good too. When it is busy the volume of pedestrian traffic in an unregulated manner really backs up the vehicular traffic. Even when it is not so busy some pedestrians seem to cross at the uncontrolled crosswalks carelessly. Maybe they need a STOP sign to remind them to look and proceed only when it is safe. (NOT walk out in front of moving cars!)

Extended Curbs do seem to help with traffic flow, but pedestrians are sometimes confused. While waiting some people will step off the curb perilously close to moving traffic. I think this is because they are used to doing that on straight curbs. Are there markings or signage that can assist the pedestrians with their awareness at these locations?

Moving Eastbound on Rt 20, the diagrams show a lot of single lane traffic. The current reality from the Pier crosswalk to the end of the business district the road is used as 2 lanes. Proper lane markings and signage could make the left lane be for left turns at Jordan St and State St to eliminate the race at the east bound merge. This is how the west bound lanes function. This would also allow the Westbound lanes in front of the library to be marked with a bit more width perhaps?

The Fix at Fennel and Jordan Streets is long overdue. I think this has been a problem since the Skaneateles Shortline Railroad stopped using half the street. The super wide lanes on Fennel lead to lots of creative maneuvers in this intersection. It just needs to be re-engineered properly. The diagram looks pretty good.

And finally my street, East Lake Rd. First, the east/west crosswalks both disappeared with the last two paving projects. They need to be redrawn. And the de facto right turn lane from Rt 20 EB to RT 41 SB needs to be properly marked and signed. I wish there could be a left turn lane from RT 20 WB to RT 41 SB, but there is no space for one and the volume of traffic doing this is small. Maybe a little extended green for the WB RT20 traffic would allow the left turn people to clear the intersection and let the traffic behind through. But this does not seem to be a big issue. A little patience and it all works out.

Maybe the raised crosswalks and intersections work, but I noted Cazenovia had some fancy crosswalks for a couple of years then removed them. I don't think we should be a test case, but if the demonstrably work elsewhere in the region then give it a go.

I have been a Village resident my whole life and a driver on these streets since 1981 when I got my license at 16. I even remember when the business district banned bicycle riding on the sidewalk in the early '70s.

*SMTC response:*

*Thank you for taking the time to watch the video and to send along comments. We appreciate the feedback.*

*Our focus with this study was on concepts that could be incorporated into the upcoming NYSDOT paving project with relatively low incremental cost and effort, so primarily pavement striping changes or other additions within the existing pavement width and curb alignment.*

*We appreciate your thoughts on the mid-block crosswalk location. The idea of moving it is only a suggestion, and this is why we conduct public outreach! We are interested to hear how the community feels about the idea.*

*Several of the concepts presented do include striping changes that would delineate multiple travel lanes, the addition of turn lanes, and/or a striped median. We are aware that the crosswalks across E. Lake St. were not replaced after the most recent paving project, and we have shown these added in the concepts for the Route 20/E. Lake St. intersection.*

*I encourage you to participate in the Q&A session on Zoom on January 18 if you are able. Please note that you need to register in advance to participate; the link is on the webpage with the presentation (below the video): <https://smtcmpo.org/skaneatelesped/>*

Attached are my comments on the Pedestrian Safety Study for Skaneateles.

Thank you for preparing a comprehensive report that thoroughly addresses many of the issues that we experience. A very professional presentation.

I have registered for the Zoom call and look forward to further discussion on this important work.

While I am a member of the Skaneateles Village Planning Board, the comments represent my personal opinions and experience.

Thanks again!

To: SMTC

January 11, 2022

RE: (Draft) Skaneateles Pedestrian Safety Study – review comments

From: Constance Brace

As stated in my online comments, thank you for such a comprehensive traffic assessment. It reflects my experience very accurately. As a “west side resident” who walks the village daily, I appreciate that you have included both the 41A & 41 intersections. I am pleased with your approach to define and narrow the traffic lanes, which are currently so confusing and causing so many potential and actual crash conditions. It is a concern at every intersection that you addressed.

I was disappointed that the study excluded the Fuller (Franklin) intersection at the West gateway to the Village. I believe this intersection warrants an additional crosswalk, so that there is one on every side of the intersection. Should there be more traffic control here, as well, to reduce speeds approaching the CBD (speed limit alone does not help)? With more development and change on the west side (new houses on Fuller, Mirabeau, future redevelopment of the hilltop restaurant), and in conjunction with an increase in people walking during COVID, the future of the west side may be much more pedestrian intensive.

A sidebar comment to the Village Trustees: the speed limit for 41A should be 30 MPH from the Village line, the street should NOT have passing lane striping (obviously) and should be reinforced by the lane restrictions addressed in the pedestrian safety study. Sidewalks should be provided on the west side along the apartments, completing the pedestrian walk from Heritage Woods.

Please add commentary about trucking and traffic control incentives to reduce long-haul trucks (garbage from NYC) that keep those trucks on the primary interstates.

Kane / 41A intersection:

- There is a great need for north-south pedestrian crosswalks, as you have outlined. They are important at all sides as you have suggested.
- I do not think “painted” curb extensions are sufficient. Please provide actual curb extensions that cannot be ignored. Nor is the idea of a median an appropriate approach, as it becomes a no-man’s land for persons crossing. Right now, it is extremely difficult to cross the street and a more complete approach is warranted.
- Is there a reason this area was excluded from the “raised intersection” solution? (which I think is a great idea for the other locations). If not the entire intersection, please consider raised crosswalks.
- What about truck turning? As with RTE 41, trucks turning from RTE 20 into 41A are often driving into the opposite traffic lane (although not as bad as 41). Please review stop bars, particularly with a new light (current sight lines will not accommodate that).
- Adding a right-turn only lane from 41A is really important.
- I really want to see a 3-color light installed. I know that the residents living adjacent to this intersection are opposed, due to concerns of increased pollution (idling vehicles) and increased braking noise (added due to east/west traffic stopping). Please address these concerns.
- Please see my comments on the primary Jordan & State intersections regarding 3-color lights.
- Add sidewalk extensions on the West side of 41A.

### Hannum Street

- This intersection DOES need another crosswalk and reductions to the crossing length as proposed. Sight lines are problematic on that curve. Ideas presented are great – particularly with the curb extensions.
- Who handles the seasonal removal of armadillos, what are the maintenance costs?
- I agree with shortening the crosswalk distance between Hannum and the gazebo crosswalks, but the crosswalk at the gazebo should be maintained. ADD another crosswalk at the Sherwood – which is important due to the extensive crossings from the Sherwood to the park for events and wedding shoots.
- There is so much pedestrian use of the park, from both directions that both crosswalks need to be maintained. Perhaps the gazebo one could move further west to accommodate vehicle back-ups as discussed.
- As with the public lot access off Genesee St, did you consider closing the alley along the creek? It is very narrow and could be better served as a pedestrian walk. It could be resurfaced with color/texture to discourage vehicles and only allow service vehicles. This could simplify parking along the north side and improve pedestrian traffic back to Fennel Street business and the artisan gallery.

### Jordan and State Intersections.

- The idea of raised intersection zones is really great.
- Currently the 3-color light timing and sequencing is awful...with long waits for turning traffic and seemingly useless pedestrian buttons. Creates a lot of jaywalking. Can it be improved?
- I think the right turn only lanes are a good idea and could help alleviate the drivers' guessing game I always go through: should I stay right to avoid getting stuck behind turning vehicles or stay left to avoid parking and double-parking.
- Have you considered delivery vehicle access and avoidance of cars trying to parallel park?
- Are any of the streets appropriate for diagonal back-in parking. Great solution for pedestrian safety, as in Syracuse (South Clinton for one).
- What happens to the through traffic with a right turn only lane at each of these intersections? Will there be greater traffic back-ups due to increased wait time for through-traffic?
- I like the idea of closing the north entrance to the municipal lot (West of the Bank). It is a very difficult area for pedestrians going to and from the lot....AND, it includes access to public restrooms (which should be noted in your report).
- I also like the idea of the suggested right-turn only from the southern alley (from the lake-side parking) \_ but I doubt those who use that lane will agree. If it is part of the intersection traffic improvements, is it needed?

Jordan to Fennel – love these proposed improvements. They have been in the making for years. GET IT DONE!

Shuttle service has been considered for years. Did anyone interview visitors in this regard? Not sure people would go for it.

Thanks again for this report. Excited to see the potential and have great hopes to see a large part come to fruition!

Connie Brace



I have just viewed the SMTC video presentation of the results of the Village of Skaneateles Safety & Mobility Study. It is very well-done and indicative of a serious effort to understand these issues.

One area that is not mentioned is the impact of the implementation of the Route 81 community grid on traffic coming up the west and particularly east sides of Skaneateles, on Routes 41A and 41, respectively. There is already a growing trend of north and west-bound long-haul trucks to get off Route 81 at Cortland and take Route 41 up the east side of Skaneateles--and then proceed through the village. This trend will be exacerbated during construction and afterward as traffic--cars and trucks--recognize that the quickest way to points west (Seneca Falls, Rochester, Buffalo, Toronto, Cleveland, etc.) is not to proceed north on 81 to 481 but to get off 81 at Cortland and head north up Skaneateles and Owasco Lakes.

I am all for the community grid option, by the way, but am concerned that the DOT has not planned for this unintended consequence. Likewise, I bring this to your attention because it could affect safety not only along the lake road but also through the village.

I have attached a letter along these lines that I sent to Mark Frechette of NYS DOT in August 2021.

Thank you for doing this project. Please let me know if you have any questions.

You are welcome to forward my email and the attachment however you see fit to do.

*SMTC response:*

*I received your registration for the Skaneateles Pedestrian Study Q&A session on Zoom (submitted Monday 1/17 at 8:15 p.m.). I just approved the registration, so you should have received a confirmation email from Zoom this morning. I will be re-sending confirmations this morning to everyone that has registered. If you do not receive the confirmation email, please let me know.*

*I am also in receipt of your 1/11/22 email with letter to Mark Frechette. The NYSDOT is part of the Study Advisory Committee for this planning study, so all comments will be shared with them.*

August 17, 2021

Mark Frechette, PE, Project Director  
New York State Department of Transportation, Region 3  
333 East Washington Street  
Syracuse, NY, 13202

RE: I-81 Viaduct Project Draft Environmental Impact Statement

Dear Mr. Frechette,

I am in full support of the I 81 Community Grid Alternative that has been outlined and presented to the public. The social, economic, and environmental effects of the project when implemented will be overwhelmingly positive for the City of Syracuse and its inhabitants

I am concerned about the potential unintended consequences to Finger Lakes' roads, villages, and towns west of the project. Has NY State considered the impact of increased traffic flow during and after actual construction in these communities?

There are NY City garbage trucks and some number of long-haul trucks (for example, Maersk) that already find it quicker to get from Binghamton as they travel north on I81 to points west—Seneca Falls, Rochester, and Buffalo—by jumping off I 81 far south of Syracuse and coming up roads along Skaneateles, Owasco, Cayuga, and Seneca Lakes. (And likewise heading south on these roads to get to catch I 81 north of Binghamton.)

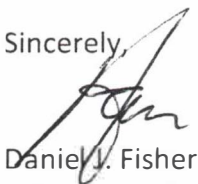
All traffic (trucks and cars) with a western destination using GPS naturally will be directed to travel up and down these lake roads, which were not designed for heavy traffic, not to speak of the obvious increased safety and environmental risks associated with this type of traffic on the lake roads. This will happen during construction and afterwards when traffic would otherwise be directed northeast around Syracuse to pick up 690 or the Thruway to go ultimately west.

Someone at the state-level must be considering this serious matter. It would be helpful to see what is planned and, if nothing is yet planned, when and how these considerations will be addressed.

Thank you for reading and responding to my letter.

I would be glad to discuss if there is a way that I can be helpful on this matter.

Sincerely,



Daniel J. Fisher

Thank you for this information, very interesting presentation.

My question is on how it was arrived at that most of the traffic was local trips -- the numbers seemed to indicate the opposite. The numbers went down as you headed out of the main business district the numbers reduced but were still quite high. I must have missed something.

Also, there was a lot of focus on summer tourists but do you have data to share on the time of year of the incidents, because it is stated that the fatality was in the fall. It might be worth noting in terms of pedestrian safety -- might find that speed is the major factor and not the number of pedestrians.

*SMTC response:*

*Thank you for taking the time to view the presentation and for participating in the Q&A session.*

*The presentation only states that a large proportion of the village's traffic likely originates in and/or is destined for the village (throughout the village – not just the main business district). Pedestrian traffic definitely increases in the summer months. We did not do a detailed analysis of the time of year for pedestrian collisions. We will include a look at available speed data in the final report for the study.*

*We will review all of the feedback with our Study Advisory Committee, and anticipate publishing a final report in the summer (will be made available on our website).*

Some questions/thoughts for tonight's presentation:

- 1) Has there been any consideration of using bike lanes to reduce the road width concerns? Route 20 is a popular route for bikers.
- 2) Will the curb extensions at Fennell and Jordan St's create hardships for the trucks making deliveries to Fennell St business, particularly Tops?
- 3) The addition of a cross-walk at the Sherwood is necessary, but the elimination of the cross-walk near the gazebo would increase jay-walking from the park. Boaters who run to Valentines, Gilda's, etc. will unlikely walk past their destination or in the opposite direction to pick up food. This should be strongly considered. Can we have both?
- 4) The raised crosswalks seems to be an excellent way to reduce the speed of thru traffic, can be cosmetically appealing and protect pedestrians!
- 5) The armadillos, while I understand their purpose will add to additional labor costs, maintenance and replacement expenditures. Something to consider...

*SMTC response:*

*Thank you for taking the time to view the presentation and for participating in the Q&A session.*

*As discussed during the Q&A, some sections of Route 20 do not have enough available width to accommodate both bike lanes and on-street parking. The curb extensions would need to be reviewed by a design engineer to ensure the radius would accommodate turning trucks, but we feel that at a high-level, this is a valid concept. We will document all the concerns we heard regarding the location of the “gazebo crosswalk” – pros and cons of changing the location and/or the design and the desire to control this crossing location in some way. As noted during the Q&A, will we include some options in the report, but the village will need to continue that discussion with the NYS DOT.*

*We will review all of the feedback with our Study Advisory Committee, and anticipate publishing a final report in the summer (will be made available on our website).*

[...] forwarded the study to me and I think it looks great. I am not going to be able to participate in the Q&A tonight, but I do have one comment. I think it would be beneficial to have a turn only lane coming into the village on Genesee St from the east turning onto East Lake Road going south. Often there is a back up there with cars waiting for someone to turn (there is not enough room to safely pass) causing congestion.

I love the raised sidewalk concept both for better sidewalk visibility and to slow traffic and the turn only from Genesee to State street from the west...such a dangerous merge for cars remaining East on Genesee St.!

It is wonderful to make our village pedestrian friendly. I was recently in Sanibel, FL and was so impressed with the very clear hierarchy of right of way: 1. Pedestrians, 2. bikers and 3. Vehicles. All vehicles yielded, even backing up waiting to exit a parking lot to allow pedestrians/bikes to pass first! Very impressive!!

#### Comments received via online comment form

I am in favor of this plan. Many great ideas. The light at Kane/Orchard/20 is desperately needed. That intersection is full of confusion daily with cars trying to find breaks in traffic to cross. The pedestrian/crosswalks are also definitely needed there.

Can I get a copy of the slide deck or just PDFs of the recommendations of each intersection?

I enjoyed the presentation, and am pleased with the recommendations. However, I am concerned about the safety of cyclists through the village on Route 20. Can bike safety be incorporated into the plan? If car lanes are too wide, can a bike lane be added. Cycling is a growing activity in the region.

I agree with moving the walkway away from the gazebo to the front of the Sherwood. I am not opposed to raised medians. I do not like the armadillo proposal.

I'd be curious how you think we could create more walkability generally throughout the Village and from the Town into the village -- e.g., bike paths, outdoor dining areas, etc.

## Frequently Asked Questions

**Q: What is the SMTC?**

A: The Syracuse Metropolitan Transportation Council (SMTC) is the Metropolitan Planning Organization (MPO) for the Syracuse region. The SMTC's role is to foster continuous, cooperative, and comprehensive transportation planning in the region. For more information, see our website: <https://smtcmpo.org/>

**Q: How are you funded and where does that money come from?**

A: The SMTC's annual planning budget is approximately \$1.2 million. Funds are provided by both the Federal Highway (FHWA) and Federal Transit Administrations (FTA). This funding is used strictly for metropolitan transportation planning activities and is not used for capital expenses.

**Q: What area do you cover?**

A: The area that the SMTC covers is called its Metropolitan Planning Area (MPA). The MPA includes all of Onondaga County, the Town of Sullivan in Madison County and the Towns of Hastings, Schroepfel and West Monroe, plus a small area of the Town of Granby, in Oswego County.

**Q: What is the Village of Skaneateles Pedestrian Safety and Mobility Study?**

A: The SMTC initiated this study in 2020 at the request of the Village of Skaneateles. The project's purpose is to identify opportunities to reduce conflicts between pedestrians and vehicles on the section of US Route 20 in the Village of Skaneateles. The New York State Department of Transportation is planning a paving project for this section of roadway within the next five years, which may create an opportunity to alter pavement markings or other features.

**Q: How is this study being funded?**

A: This study is being funded through the SMTC's annual planning budget. Funding is used strictly for metropolitan and/or statewide transportation planning activities and is not used for capital expenses.

**Q: Who is involved in this study?**

A: SMTC staff have been working with a Study Advisory Committee that includes representatives from: Village of Skaneateles (Board, Fire Department, Police Department, Chamber of Commerce); Town of Skaneateles; Syracuse-Onondaga County Planning Agency; and the New York State Department of Transportation (NYSDOT).

**Q: What are you proposing?**

A: Based on a review of existing conditions and input from our Study Advisory Committee, the study has focused on six locations in the village. Five of these locations are on US 20: Orchard Road/Kane Avenue intersection, West Lake Street/Hannum Street intersection, the segment adjacent to Cliff Park, the segment between Jordan and State Streets, and the intersection with East Lake Road. The study also looked at the Jordan Street/Fennel Street intersection. Design concepts have been created for each location, in consultation with the Study Advisory Committee. At this point, these are all just ideas, and we are looking for community feedback before finalizing any study recommendations.

Since US 20 is owned and maintained by the NYSDOT, any changes would need to be implemented by NYSDOT. The Village could use the information presented in this study as the basis for discussion with NYSDOT about the possibility of including some of these ideas in a future project on US 20.

**Q: How many cars use US 20 in the Village of Skaneateles daily?**

A: According to data from the NYSDOT, about 9,200 to 10,600 vehicles use this segment of US 20 on an average day.

**Q: Will any private properties be impacted?**

A: This study focused on changes that could be made within the existing pavement width, without impacting individual private properties, and many of the ideas presented in the study could be accomplished only with changes to the way the pavement striping is painted in the future. Even changes that would require more design and resources – such as raised crosswalks – could be implemented within the existing road width.

**Q: Are raised crosswalks and intersections a problem for snowplows?**

A: Raised features like this are frequently used in snowy areas with no problems for snowplows. Unlike speed bumps, raised crosswalks and intersections have a gradual slope that is similar to crossing the crown (center) of a major highway.

**Q: Who will pay for improvements?**

A: As noted above, US 20 is owned and maintained by the NYSDOT and any modifications within the right-of-way would need to be implemented by NYSDOT. It might be possible to include some of the ideas presented for pavement striping – if they were desired by the Village and approved by NYSDOT – within the cost of a future paving project since restriping would be part of a paving project anyways. In some cases, streetscape enhancements in communities have been implemented through the State's "Betterment Process," whereby a municipality contributes funds to a NYSDOT project to defray the additional cost of the desired enhancements. SMTC staff are developing some rough estimates for the concepts, which will be included in the final study report.

## Village of Skaneateles Pedestrian Safety & Access Study

### Public comments on Draft Final Report

The Draft Final Report for the Village of Skaneateles Pedestrian Safety and Access Study was available for public review and comment on the SMTC website starting May 23, 2022. Public comments were accepted via email through June 3, 2022. These comments are included below, along with SMTC staff responses.

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Dear SMTC,

I am submitting these comments on the Draft Pedestrian Safety and Access Study for the Village of Skaneateles. I currently live [address redacted]. I walk in the Village virtually every day and travel through the Village by vehicle nearly as often. Just as way of background, I have a long professional history of community and transportation planning having served as Commissioner of Planning and Sustainability for Tompkins County, Commissioner of Public Works for Tompkins County, and Director of Planning and Community Development for Oswego County over thirty years of combined service. In these capacities I developed and implemented pedestrian and bicycle, as well as highway, projects including Transportation Enhancement grants.

First of all, I commend the study for its comprehensive approach and identification of many key opportunities for improvements to the pedestrian network in the Village of Skaneateles. I agree with most of the recommendations and will focus in these comments on issues I think need to be emphasized or need further review or consideration, as well as some more general suggestions.

In the area of general suggestions, I favor complete pedestrian striping and crossing realignment where appropriate at all intersections considered including at the Kane/Orchard and Hannum Street intersections. I also recommend that all pedestrian crossing signals be automatic rather than requiring pushing a button to activate them. Pedestrians often either arrive at an intersection too late to push the button or don't realize they need to activate the crossing and end up crossing against the pedestrian signal causing hazards and unnecessary traffic delays.

The study does not address what might be the most glaring pedestrian safety hazard in the Village which is the nose in parking in front of the commercial building that houses Valentine's and two other establishments. This is the most dangerous situation I encounter whether as a pedestrian or a driver. Although it may be seen as somehow beyond the scope of this study it needs to be highlighted and a solution that eliminates the nose in parking developed.

The one recommendation I most disagree with is moving the "Gazebo" crossing to in front of the Sherwood. This crossing is heavily used for good reason as it at perhaps the most heavily trafficked pedestrian area in the Village. I also personally find it to be much safer than crossing at the signalized intersection at Jordan Street where turning vehicles are an issue. I note that there were no recorded pedestrian accidents at the Gazebo crossing location but several at the signalized intersection. The idea of a light to control pedestrian crossings warrants consideration. Moving this crossing, however, is unlikely to stop pedestrians from trying to cross in this area. If it is deemed necessary to move the crossing it should be no further west than in front of the City of Syracuse Water Department building. Ideally it would be in front of the Valentine's building after elimination of the nose in parking there. The Sherwood is very close to the Hannum Street crossing and minimal pedestrian benefit will be gained by another crossing there.



I fully agree with the recommendation to make a right turn only lane eastbound on Route 20 at the State Street intersection. The current two lanes merging to one at this intersection creates confusion and a significant safety hazard.

I also strongly agree that closing the Skaneateles Creek and municipal parking access alleyways would be a great improvement and offer opportunities to improve the overall Village environment.

The improvements recommended for Jordan and Fennel streets are extremely important as the long pedestrian crossing across Fennel Street frustrates both pedestrians and drivers and is unsafe.

Finally, bicycles are given very little consideration despite noting this is an excellent area overall for biking. Creating bicycle parking, perhaps at the closed alleyway locations, would be a great improvement.

Thank you for the opportunity to comment on this study.

*SMTC response:*

*Thank you for taking the time to read the draft report and submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*The response from the public and the Study Advisory Committee was mixed on the idea of moving the “gazebo crosswalk.” While we agree that the Water Department building is about halfway between Jordan Street and State Street – and would, therefore, make sense as a crossing location – the preference was to try to keep the crosswalk closer to a “pedestrian generator” i.e. either the current location at the gazebo or closer to the Sherwood Inn. The Village can continue to discuss this with NYSDOT.*

*The nose-in parking spaces at 18 West Genesee Street are noted in the Issues Assessment section of the draft report (page 28, and Figure 3.2). We considered some draft design concepts that included a seating area in front of this building instead of the parking (with a few on-street parking spaces added), and these concepts were discussed with the Study Advisory Committee (see notes in Appendix A). There was a mixed response to this, with people recognizing that the business depends on these parking spaces, especially for take-out, and that any changes would need to be initiated by the property owner. Should the property ever be redeveloped, reconfiguration of that parking area is likely to be a point of discussion.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

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I have been part of the Skaneateles community for over six years and have lived here for the past four. I come from a similar situation in Watkins Glen, New York where I lived for 70 years. Watkins is a village of 2000 residents in a county (Schuyler) of 18,000 people. The main street (Franklin St.) of Watkins is New York State Route 14. There are many stop lights, including several before and after the entrance to the famed Watkins Glen State Park where over one million tourists visit each year. The NASCAR race brings in over one hundred thousand race fans, plus the track is busy every day of

the week with car clubs. Plan on taking 15 plus minutes to drive through the village during tourist season (3 minutes otherwise).

I continue to work on Seneca Lake and thus drive through Skaneateles 5 days a week at 7:45 am and return to the village and once again drive the entire length of Genesee between 5:30 and 6:00 pm. I always drive into the village on my two days off, but at different times.

I have often wondered during my morning pass through the village, going west, where everyone else is also headed to work, why the two lights on Genesee are not better coordinated. One seems to turn red as you (me) watch the other turn green, then as you slowly pass through the one where State Street is, the one at Jordan turn red?

The Watkins "main street" is much wider than Genesee Street. Tourist only cross at stop lights, not anywhere they want as they do in Skaneateles. The last thing anyone should consider is narrowing Genesee Street! It is dangerous enough now with people (tourists) darting out from behind park cars or trying to parallel park. Parallel parking seems to be a lost "art" and too many take 2 or 3 or 4 tries, while tying up traffic to wedge their vehicle into a space. No, diagonal parking is also not an option - see below.

Then there is the everyday gridlock of delivery trucks or tourist buses dropping off goods or passengers or private vehicles double parking to run into a store to pick something up after the Genesee/Jordan light where the two lanes quickly, without notice merge into one lane. I have seen more than one accident here where someone with out of state plates runs into someone in the lane to their left. Again, narrowing any part of Genesee is just not an option.

I think I read something about special paths for cyclist. That would make the street narrower? Not a good idea. I think it is crazy for anyone on a bike to ride through the village during tourist season. Car doors opening, traffic trying to avoid pedestrians and other cars. Cyclists should not be allowed to bike through the village.

Diagonal parking would also make Genesee narrower. They tried diagonal parking in Watkins Glen. It did not work. Backing into oncoming traffic is not a good idea.

I also agree about an actual stop light being needed at the intersection of Genesee and 41A. I have seen many near accidents with morning cars trying to "escape" from Orchard Street onto Genesee while others are waiting to turn left onto 41A with "my car" trying to drive around them on my way to Auburn and Seneca Lake.

Finally, my "favorite" dangerous spot in the village is the section where Jordan meets Fennell. Businesses like Bijou, Doug's, the bakery, and soon Clover's bring many people where they try to park, walk and cross wherever they want. The crosswalk is at the most dangerous place it could be. Cars coming down Jordan, up Jordon, and cars turning onto Fennell or turning from Fennell onto Jordon. Something needs to be done with the Fennell/Jordan intersection. I almost hit a motorcycle last summer who was coming down Jordon into the village while I was trying to negotiate cars coming up Jordan and people (tourists) crossing everywhere but the crosswalk.

No, not a lot of suggestions for a problem that may have few solutions - like barring large trucks from passing through the village. It just do not think that it makes any sense to make Genesee any narrower. I would suggest some kind of sign to tell tourists that Genesee narrows after the

intersection with State Street. Something certainly needs to be done with the Fennell/Jordon intersection.

*SMTC response:*

*Thank you for taking the time to read the draft report for the Village of Skaneateles Pedestrian Safety and Access Study, and to submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*The concepts presented in the draft final report do not include any diagonal parking on U.S. 20. That idea was included in an earlier draft conceptual design, but was not carried forward based on feedback from the Study Advisory Committee.*

*The Fennell St/Jordan St intersection was examined in a previous SMTC study, the Skaneateles Multi-Use Corridor Study: <https://smtcmpo.org/partner/skaneateles-multi-use-corridor-study/> The design concept shown for this location includes a shortened pedestrian crossing on Fennell Street.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

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While the time spent on this...study...is appreciated, not much is viable.  
For starters it's not trucks turning onto Jordan or State streets that causes traffic backup. It's the tourists. Yup. The ones who don't know what a red hand means. The ones that don't care what that red hand means. The ones who think they don't have a responsibility to LOOK before crossing. During the winter holiday season? It's Dickens and the carriages.  
Trucks are not the problem. A saturated Village is.  
Removing the Genesee St entrance to the municipal parking lot is a good idea.  
A stop light at Kane Ave/West Genesee also needed.  
Center medians? Ridiculous. Ditto for raised cross walks.  
Maybe, just maybe, the Village, Chamber and a majority of Village merchants should focus on long term local residents for a change instead of even more tourism.

*SMTC response:*

*Thank you for taking the time to review the Village of Skaneateles Pedestrian Safety & Access Study draft report, and to submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

Dear Ms. Vitale:

Thank you for the opportunity to comment on the Draft Pedestrian Safety and Access Study. As Village residents and urban planners, we are pleased with the attention the study brings to the importance of walkability. The study team should be commended for its thoughtfulness, research, and diligence. As a whole, we are very supportive of the study and its recommendations, subject to the following comments:

- At the top of p. viii of the Executive Summary, it reads: “Among residents, the bulk of whom do not own boutiques or restaurants, seasonal visitors are a negative externality of the village’s chief export: charm. One way of looking at this project’s underlying goal is to get pedestrians out of the way as safely as possible”. [Emphasis added]. We take strong issue with both of the emphasized statements. We do not believe that most Skaneateles residents see visitors as a negative externality. In fact, we believe that many residents enjoy the energy that visitors bring to the Village and certainly recognize that visitors help support the restaurants and shops that all residents enjoy. We also don’t believe that the purpose of the study should be to get pedestrians out of the way. The goal of the study, as supported by its recommendations, is to allow pedestrians and vehicles to co-exist and, in fact, give pedestrians priority over vehicles. We believe these two sentences in the Executive Summary should be adjusted accordingly.
- One important issue that was discussed with the study team, but does not appear to have made it into the report is the function of the existing pedestrian signals. The signals in the center of the Village (Genesee at State and Jordan) are currently only triggered manually. We have observed that this condition is the single greatest source of confusion and conflict between pedestrians and vehicles. Pedestrians consistently don’t realize that they must manually trigger the signals. They often wait through a full cycle and, getting frustrated, decide to cross, sometimes against the light or out of sync with the left turn signals from Genesee. This dangerous situation could be easily fixed by converting the walk signals to automatic at all times. When this was discussed with the study team, there were concerns that this could upset the timing of the vehicular signal, because the walk signal may add a couple of seconds to each cycle. We don’t know if this was further investigated, but we’d venture that the only signal timing impact would be during high traffic times when there are pedestrians crossing on virtually every signal cycle. Further, we strongly believe the current confusion of pedestrians caught in the crosswalk or crossing at inappropriate times is creating more traffic delays than a few seconds of additional signal time per cycle. **To reiterate, we believe that converting the pedestrian signals to automatic is the single most important and most impactful change that can be made to pedestrian safety today.** We strongly encourage its inclusion in the report.
- One of the recommendations is to remove the crosswalk across Genesee between the Packwood House and the Gazebo and add a new raised crosswalk near the Sherwood Inn. While we agree with adding the new crosswalk near the Sherwood, we strongly disagree with removing the crosswalk at the Gazebo. While this crosswalk does seem to create some traffic backups, we feel that people will almost certainly still cross in this location, given the attractions of the Pier, the Gazebo, and the Judge Ben Wiles. We feel that inevitable crossings in the absence of a crosswalk would create a far more dangerous situation than the current condition with the crosswalk in place.

- Another issue discussed with the study team was the lowering of the speed limit in the Village to 25MPH. Not only do lower speeds reduce pedestrian injuries should an accident occur, the lower speed will reduce through-traffic, an important concern in light of the changes to I-81 in the City of Syracuse. For through-traffic drivers using GPS, the lower speed limit will make the non-highway routes longer and thus less desirable for those whose destination is not Skaneateles.
- Deploying Tactical Urbanism to test concepts is a widely accepted practice and allows communities to test techniques before building more permanent solutions. We commend the study for making this recommendation.
- While we recognize that the focus of this study was on the pedestrian, we feel bicycle infrastructure deserves additional study, especially since biking may conflict with both vehicular and pedestrian travel. Perhaps a bicycle-centric study is the next step.
- The study concludes with statements encouraging the Village to engage with the NYSDOT in order to implement the recommendations. We strongly support a dialogue with NYSDOT so the considerable work involved in this study does not collect dust on a shelf.

*SMTC response:*

*Thank you for taking the time to review the draft report and submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*Your point about the wording in the Executive Summary is well-taken, and we will modify that text for the final report. The feedback on the idea of moving the gazebo crosswalk is definitely mixed, and we will be sure to document that in the final report. As noted in Section 5.2.4, the focus of this study was on pedestrian movements, and the Study Advisory Committee remained very focused on that. Other members of the public have expressed some support for bicycle facilities as well, so we will modify that discussion in the conclusions of the report.*

*At the public Q&A session in January, Trustee Zapata mentioned that the Village Board was discussing the speed limit question with the police department and the village attorney, so I suggest contacting her directly for an update on that item. We will include a comment that automatic recall of pedestrian walk phases should be considered for the highest-demand times (especially summer weekend days) at Jordan Street and State Street. The report already includes a suggestion to relocate the pedestrian push buttons to make them more visible to pedestrians (Section 4.5) at these locations.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

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I've read the draft of the Village Pedestrian Safety & Access Study and would like to make a few comments. (Okay, a *lot* of comments.)

I appreciate the time and effort that is being devoted to the issues discussed in the draft document. My comments are not very well organized but I hope they are clear.

As a resident driver/pedestrian/cyclist since 1985, I have encountered most of the issues described in the report and several which were omitted.

At the lights at the corners of Jordan and Genesee and the corner of State and Genesee, it would be hugely helpful to tourists if there was a sign to communicate that “You must press button for WALK signal.” Too often, I see people waiting for a walk signal that never comes. (I dislike the suggestion in the survey that the lights automatically have a WALK signal with every cycle of the light. Often, especially in winter, no one is crossing on foot, so *all* cars would be delayed for no reason.)

Any suggestion about *narrowing* Genesee St. is insane! There are trucks and cars double-parked in front of businesses nearly all the time during business hours. It’s already an obstacle course to go around those vehicles. Narrowing the road would make things even worse. Without increasing the overall width of the street, a “boulevard” median makes no sense, especially in a climate where pedestrians would be standing in the middle of the street, albeit slightly elevated, as cars and trucks go by, spraying slush as they pass. There is no way to widen Genesee St. without condemning commercial property, so the drawing of a grassy median is just a picture—not a possibility.

Combining parking lanes with bike lanes is also insane. I almost never bike on Genesee because of cars that are moving, pulling out of parking spaces, drivers opening their doors, etc. It’s unlikely anyone would follow such a suggestion, but cyclists should be encouraged to *walk* their bikes on the sidewalks for the 2 blocks of the business district rather than bike on the road. A designated “bike lane” gives cyclists the (false) impression that they can safely ride in the most dangerous portion of the roadway.

One of the drawings depicts *diagonal parking along Genesee St.* Yes, it would add a few spaces, but the result will be cars backing out into traffic (or, as in Auburn, back *into* parking spaces) creating a situation which further clogs traffic and which is universally despised.

Local drivers know that it’s a challenge to go straight on Genesee St. when heading east through the light at State St. With all the discussion about narrowing the roadway, creating a left-turn-only lane, etc., *why has no one ever simply installed a sign that warns people that traffic will be merging from 2 lanes into 1?* If I’m reading the study correctly, there’s mention of actually narrowing the road there to prevent people from going around cars that are turning left. That would make a bad situation even worse. If people were warned that the right lane ends, even tourists would know to apply some common sense and courtesy. A left-turn-only lane would be a mess, especially given the number of cars and trucks that are double-parked and/or getting into and out of parking spaces.

I love the suggestion of *a genuine traffic light at the corner of 41A and Genesee.* Local government, law enforcement, emergency services and individuals have petitioned DOT for a light for years. (I am in possession of a letter from DOT “explaining” why a light cannot be installed. One of the excuses was that vehicles—especially trucks—coming down the hill from the west could have difficulty stopping for a red light! If you can’t control your vehicle, you shouldn’t be driving it!) One of the suggestions mentioned is to create a right-turn lane on 41A at the intersection with Route 20. People were doing that anyway...until DOT painted diagonal “DON’T YOU DARE DRIVE ON THE SHOULDER” lines, forcing everyone to wait behind vehicles going across or turning left onto Route 20. (The traffic jams on Sunday afternoons, as people are towing their boats and trying to turn west onto Route 20, are terrible.)

I think that the number of incidents/accidents caused by that intersection is actually *undercounted* because many people opt to go miles out of their way to turn west onto Route 20 at County Line Rd.

rather than wait for the chance to turn left at 41A and Route 20. Accidents at *that* corner are especially bad because the traffic on Route 20 is traveling 55mph.

The lack of a real light at that intersection also encourages people to skirt the intersection by driving on West Lake Street, which is not designed to accommodate heavy traffic. **INSTALL A REAL LIGHT AT THE CORNER OF ROUTE 20 AND 41A!** I have literally never heard anyone other than the DOT who opposes a traffic light at that corner.

**Eliminating the Genesee St. access to the municipal lot** is a decent idea. However, that will increase traffic on Jordan (which is already a mess) and will create another logjam at the State St. entrance to the parking lot. At the very least, that entrance would have to be widened, taking land from the Baptist Church and/or State St. residents. And there would have to be improved entrances/exits from the lot on Jordan. (The bank's driveway is definitely inadequate to handle the traffic.) We could also use improved signage at the lot's exit next to Byrne Dairy. Too many cars turn left from the right-hand lane at that exit.

**A crosswalk at the Sherwood** is also a decent idea, but *moving* the crosswalk won't solve the problem of gridlock between Jordan and the gazebo. People will cross wherever the hell they want; however, moving the existing gazebo crosswalk to the west *might* reduce the gridlock a little.

Speaking of gridlock...**why are the lights so poorly coordinated** that they guarantee the worst possible backup of westbound traffic between State St. and Jordan St.? The gridlock is so consistently bad that local residents zig and zag through residential neighborhoods to avoid getting stuck. (It probably doesn't save any real time, but at least your car is moving!)

*I think **the most dangerous spot in the village for cars vs. pedestrians is the block of Jordan between Genesee and Fennell.*** Pedestrians walk out between parked cars (often while looking at their phones), and drivers have to be on constant high-alert for pedestrians *and* cars. (Painting an unofficial crosswalk that washes away after a few months just adds to the mayhem.) Drivers turning right from Fennell onto Jordan have to simultaneously look out for cars coming from the left *and* pedestrians meandering to and from the bakery. (You have to be crazy to even attempt a left turn from Fennell onto Jordan, at least in the summer.) The solution to all of those issues as well as the blocking of the intersection by rude drivers on Jordan St. would be to **INSTALL A 3-WAY STOP SIGN AND A LEGITIMATE CROSSWALK AT THE CORNER OF JORDAN AND FENNEL.** It would be much safer for pedestrians because cars would have to slow down and proceed in an orderly fashion. It would even be possible to turn left from Fennell onto Jordan.

Comparisons between Philadelphia and Skaneateles are ridiculous. Removable road bumps?! *We claim to want to make things safer for pedestrians, cyclists, strollers and the disabled—and then propose installing lumps in the roadway?* Who thinks up this stuff?!

Thank you for giving us the opportunity to express our concerns and opinions.

*SMTC response:*

*Thank you for taking the time to review the draft report and submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*I offer some responses to your points:*

- *The study includes a suggestion to move the pedestrian push buttons to bollards that would be more visible, and NYSDOT has indicated that they will evaluate this.*
- *The concepts presented in the final report only include painted medians, not raised (curbed) medians. The road width would not be changed.*
- *The final concepts do not include any diagonal parking on U.S. 20. That idea was included in an earlier draft conceptual design, but was not carried forward based on feedback from the Study Advisory Committee.*
- *We have documented the desire expressed by the Study Advisory Committee and members of the public for a 3-color traffic signal at the Route 41A/U.S. 20 intersection. This would require further evaluation by the NYSDOT.*
- *The Fennell St/Jordan St intersection was examined in a previous SMTC study, the Skaneateles Multi-Use Corridor Study: <https://smtcmpo.org/partner/skaneateles-multi-use-corridor-study/>*
- *Raised crosswalks and raised intersections are becoming more widespread for traffic calming and pedestrian safety, and a variety of examples are cited in the text. These are not removable features. The NYSDOT recently implemented a raised intersection on Route 787 in Cohoes, NY.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

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Just a few comments in regards to the pedestrian safety and access study for the village of Skaneateles .

I would first like to say that I support a three way traffic light and northbound right turning lane on 41a at the intersection of Route 20 and 41a. I live down 41a and try to avoid that intersection during the summer months because it is a very congested intersection.

As for the proposed crosswalk between the Sherwood Inn and Clift Park- My one concern is Route 20 bends in that area making pedestrians less visible. Maybe the elevated crosswalk would alleviate that visual deficit however maybe a sign with flashing lights would help as well.

I would be concerned about removing the crosswalk at the gazebo crossing to the north side of Route 20. I agree it does cause traffic back up but as it is right now people jaywalk between that crosswalk and the corner of Jordan and Route 20! Pedestrians will not want to walk further west to cross at the proposed crosswalk in front of the Sherwood.

Thank you for taking comments and letting us be armchair quarterbacks. I have a new respect for traffic counters!

*SMTC response:*

*Thank you for taking the time to review the draft report and submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*



I have watched the you tube video presentation and overall think your ideas make complete sense. As a village resident who frequently walks in the affected area I can attest to the challenges presented by the current structure. I have three suggestions:

1. Jordan to State – the improvement to your design that I would suggest would be to extend the curb on the Northwest corner, eliminating some or all of the parking in front of the businesses there. This would align the plane of the curb with the curb on the northeast corner and square off the curb on the northwest corner, and potentially eliminate the need for a median.
2. Jordan Street/Fennell Street – the picture on the slide may not be to scale but it appears that the curb extension narrows the road at the walkway such that it would create a chokepoint.
3. Crosswalk in between State St. and Leitch Ave. – this is not addressed in the presentation. This crosswalk is important as pedestrians often walk a loop between the north and south sidewalks to and from the village center and cross at this point. Also, people cross back and forth from one church or the other after services. Currently the crosswalk has a movable ‘pedestrian crossing’ sign. I have seen vehicles hit the sign and often ignore it. This would be a great place to add either a raised cross walk to begin slowing traffic as it enters the village from the west or use pedestrian activated flashing lights as are used on Route 20 in the City of Auburn.

*SMTC response:*

*Thank you for taking the time to read the draft report and submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*Our focus with this study was on concepts that could be incorporated into the upcoming NYSDOT paving project with relatively low incremental cost and effort, so primarily pavement striping changes or other additions within the existing pavement width and curb alignment.*

*The mid-block crosswalks near the churches (both east and west of the village core) are not within the focus areas identified early-on in the study process. Similar to concepts presented for other locations in the village, painted curb extensions might be an option here, along with removing the parking spaces closest to the crosswalk to improve sight lines. These are ideas to continue discussing in the context of the upcoming paving project, and we will make a note of that in the conclusions section of the document.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

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To whom it may concern:

1. It would be great to have bike lanes placed in the village as there is a high number of bikers traveling through the village in the spring, summer, and fall seasons
2. As stop lights and cross walks are addressed please place walk signals for sighted hearing disabled and low vision or blind people as there is a large number of disabled pedestrians vacationing in

Skaneateles. Please especially address the crosswalks at state st and route 20. The volume on the cross walk in town is not loud enough as large trucks downshift up to the light. Its confusing which way is ok to walk when the sounds plays. The cobble stones in the sidewalks near route 20 and Jordan road do not allow for visually impaired using a white cane to feel the difference and easily find the crosswalks. The buttons to cross are located at odd locations near the crosswalks in the village as well.

3. Closing the entrance to the village parking lot off of route 20 would also be wonderful. Adding a park like location would be great to be able to rest or eat in. As a runner I have had several near misses at this entrance to the parking lot.

Please feel free to contact me for clarification of any of my responses. Its if utmost importance to also protect visually and hearing disabled at these crossings.

*SMTC response:*

*Thank you for taking the time to read the Village of Skaneateles Pedestrian Safety and Access Study draft report, and to submit comments. Comments will be included in the appendix to the final report, and shared with the NYSDOT and the Village.*

*We will add a note to the discussion of the Jordan Street / U.S. 20 intersection indicating that "detectable warnings" (the textured and colored panels that indicate that one is entering the roadway) should be added to the curb ramps, and also note that the volume of the audible indications should be evaluated.*

*Regarding bike lanes, this is addressed in Section 5.2.4 of the draft report.*

*We appreciate your feedback. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

*Please feel free to reach out with any additional questions.*

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After watching, and commenting during the zoom meeting, and reading the proposals, I still have several concerns. First and foremost, you're only objective seems to pedestrian safety, not ability of traffic to flow better than the current situation. Let's start there first.

During your zoom meeting, I brought to your attention, that you had said it is common for delivery vehicles to block the right most lane of east bound traffic on route 20 between Jordan and State st. I agree with you. Your response was telling me to drive around the vehicle and INTO the pedestrian zone. Is that really a smart idea? Of course not, let alone illegal. So traffic will be at a literal standstill when a delivery is being made. That is not acceptable. Unless of course you're willing to take personal responsibility for vehicular-pedestrian accidents for people that drive thru the middle pedestrian zone. Which I have a feeling you won't. Therefore that entire scenario is not a viable option. Period. If deliveries can't be made, businesses close, and we won't have a pedestrian problem, so something else must be worked out. Furthermore, making the left hand, east bound rt 20 lane a turn only lane onto State st will make issues worse. There will only be room for 2 cars, possibly three at most. If there are four cars that want to turn, the right most lane (east bound on rt 20) will be completely

blocked once again stopping all traffic. Or it could just be a single tractor trailer and a car which would stop everything.

So far your pedestrian safety plans having vehicles driving into pedestrian zones at your recommendation, and stopping all traffic flow. Neither seem like great ideas to me.

Secondly, closing access routes to public parking will ease traffic flow huh? Sounds like you're forcing one problem into another area. Now you only have two routes available for the parking lot. State st and Jordan rd entrances. This will cause undue traffic on neighboring streets as tourists miss them, get frustrated and drive around the block hoping to get in the other entrance. Only to repeat itself over and over. Simple signs as you had indicated may help, but do we really want large, ugly, bulky signs sprouting up around town? I sure don't. Small ones will be easily missed...

Once again you seem only concerned about pedestrians and have not thought the entire process, and it's side effects, thru.

Let's just say, for the sake of argument, all of your proposals go thru. When the issues I have brought up, come to light after the fact, who will be footing the bill to fix them? And how soon can we expect them to be fixed? More studies, years of discussion? As someone that has lived in the Town of Skaneateles for 48 years, I've seen the slow change of the village. From supporting locals, to now only caring about tourists. Until Covid hit that is, and they quickly realized how bad they NEED locals. Now that Covid is over, they are back to their old ways. How about we, as a community, make the businesses figure out how to deal with bussing tourists around. After all, I get not only NO benefit at all from tourists, but really a detriment to my life from them. I often can't even get groceries or prescriptions at my local stores because the parking lots are full of tourists vehicles.

I realize that isn't your purview, but it does pertain to what you've been tasked with attempting to fix. So it is, in fact, intertwined with your job. Like it or not.

In review, your plans will only cause traffic issues to be MUCH worse. I believe the best course of action is instead to remove all parking spaces on route 20 in the CBD from West lake st to the First Presbyterian Church. This will allow for two full, 12' wide, driving lanes in each direction all the way thru the CBD and will minimize the impact on both pedestrian and vehicular traffic. It will also allow for wider sidewalks, there would be room for a bike lane, and in one or two spots, a special 15 minute ONLY, delivery truck ONLY, pull off could be installed.

My plan would fix traffic issues, fix double parking issues, fix people trying to parallel park and blocking traffic issues, fix pedestrian issues, and allow more sidewalk space for businesses to use, such as dining tables. It will also clean the appearance of an already congested village business district. Given the possible choices, it is not just the proper choice, but really the only choice.

*SMTC response:*

*Thank you for your comments; they will be documented in the final report and shared with the NYSDOT and the Village. The concepts presented in the study are for consideration as the NYSDOT moves forward with their paving project over the next few years. Additional public engagement is expected to be part of that design process.*

Village of Skaneateles Pedestrian Safety and Access Study

## **Appendix F**

Cost Estimate Details

**Cost Estimates Reference Guide**

Design Concepts	Cost per Unit (Each, SF, LF, Mile)	Unit	Adjusted Cost per Unit*	Quantity	Total Cost	Source
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<b>Kane/Orchard &amp; US 20</b>	BASE IMPROVEMENTS: Convert to 3-color signal, pedestrian enhancements (combine with Concept A OR Concept B)							
	\$272,115	3 ladder style crosswalks	\$2,540.00	each	\$3,016.00	3	\$9,047.23	UNC
		sidewalk extensions, north side	\$32.00	lf	\$38.00	36	\$1,367.77	UNC
		curb ramps to crosswalks on US20	\$42.00	sf	\$49.00	32	\$1,595.73	UNC
		sidewalk extensions, south side	\$32.00	lf	\$38.00	25	\$949.84	UNC
		convert flashing red/yellow signal to three-color signal	\$250,000.00	each	\$250,000.00	1	\$250,000.00	NYSDOT
		left/thru only lane with stop bar, NB approach	\$1.94	sf	\$2.30	214	\$872.92	UNC
		right turn only lane with stop bar, NB approach	\$1.94	sf	\$2.30	214	\$872.92	UNC
		pedestrian signals	\$1,480.00	each	\$1,757.00	4	\$7,028.82	UNC
		stop bar, SB approach	\$320.00	each	\$380.00	1	\$379.94	UNC
CONCEPT A: Painted median + base improvements								
+\$2,994	median striping	\$1.94	sf	\$2.30	1,300	\$2,994.37	UNC	
<b>Total \$275,100</b>								
CONCEPT B: Painted curb extensions + base improvements								
+\$6,301	painted curb extensions	\$3.40	sf	\$4.00	1,561	\$6,301.48	UNC	
<b>Total \$278,400</b>								

<b>West Lake/Hannum &amp; US 20</b>	BASE IMPROVEMENTS: basic ped enhancements (combine with Concept A OR Concept B)							
	\$9,950	upgrade crosswalks on NB and SB approaches to ladder style	\$2,540.00	each	\$3,015.00	2	\$6,031.48	UNC
		relocate curb ramp on southeast corner	\$315.00	sf	\$374.00	1	\$374.00	UNC
		ladder style crosswalk WB approach	\$2,540.00	each	\$3,015.00	1	\$3,015.74	UNC
		double yellow line marking NB approach	\$3.06	lf	\$3.60	25	\$90.83	UNC
		additional 2 parking spaces	\$3.06	lf	\$3.60	16	\$58.13	UNC
		stop bar, SB approach	\$320.00	each	\$380.00	1	\$379.94	UNC

+Concepts continued on the following page.

\*Adjusted Cost per Unit based on 19% inflation on GAH, SRTS, and UNC sourced estimates.

**Sources Abbreviations:**

FHWA - Federal Highway Association "Traffic Calming ePrimer"  
 GAH - The Chicago Green Alley Handbook  
 NYSDOT - New York State Department of Transportation staff  
 SFS - SafetySign.com  
 SRTS - NYSDOT Safe Routes to School Quick Estimate Tool  
 UNC - University of North Carolina Highway Safety Research Center "Cost for Pedestrian and Bicyclist Infrastructure Improvements" (2013)

**Other Abbreviations:**

EB - eastbound  
 NB - northbound  
 SB - southbound  
 WB - westbound  
 SF - square foot  
 LF - linear foot

Design Concepts		Cost per Unit (Each, SF, LF, Mile)	Unit	Adjusted Cost per Unit*	Quantity	Total Cost	Source	
West Lake/Hannum & US 20	CONCEPT A: Painted curb extensions + base improvements							
	+ \$4,037	Painted curb extensions	\$3.40	sf	\$4.00	1,000	\$4,037.00	UNC
	<b>Total \$14,000</b>							
	CONCEPT B : Median striping & RRFB + base improvements							
	+ \$32,678	Median striping	\$1.94	sf	\$2.30	650	\$1,497.00	UNC
		existing signs upgraded to Rectangular Rapid Flashing Beacon (RRFB)	\$22,250.00	each	\$26,417.00	1	\$26,417.43	UNC
		ladder style crosswalk, EB approach	\$2,540.00	each	\$3,016.00	1	\$3,015.74	UNC
sidewalk extension, south side		\$32.00	lf	\$38.00	12.5	\$474.92	UNC	
curb ramps to crosswalks on US20		\$42.00	sf	\$49.00	16	\$797.87	UNC	
<b>Total \$42,600</b>	sidewalk extensions, north side	\$32.00	lf	\$38.00	12.5	\$474.92	UNC	
Park/Jordan & US20	CONCEPT A: Relocate crosswalk and add a striped median							
	\$8,187**	raised crosswalk in front of Sherwood Inn	\$8,000.00	each	\$8,000.00	1	\$8,000.00	FHWA
		15 min Loading and Unloading Only (green curb to identify)	\$3.06	lf	\$3.60	38	\$138.00	UNC
		Loading and Unloading Signage	\$24.40	each	\$24.40	2	\$48.80	SFS
**median striping included in Jordan/State & US20 calculations Concept A. Striping MUST coincide with other Concept A interventions.								
Jordan/State & US20	BASE IMPROVEMENTS (combine with Concept A OR Concept B)							
	\$23,837	stop bar, SB approach	\$320.00	each	\$380.00	1	\$380.00	UNC
		close driveway and permeable pavement and rain garden to create a green alley (mid-block, north side)	\$10.00 (permeable pavers) \$5.00 (rain garden)	sf	\$11.90 \$6.00	1,750 250	\$23,247.00 (including \$981 for 3 trees)	GAH
		signage on State St for municipal lot	\$86.00	each	\$86.00	1	\$86.00	SFS
		driveway to lakefront parking right-in/right-out only (signage)	\$62.00	each	\$62.00	2	\$124.00	SFS
	CONCEPT A: Brick crosswalks and median striping + base improvements							
	+ \$32,360	brick paver crosswalks at Jordan St, all approaches	\$3,750.00	each	\$4,452.00	3	\$13,357.13	UNC
		median striping (mid-block Clift Park to Jordan Street)	\$1.94	sf	\$2.30	3,920	\$9,029.18	UNC
		median striping (Jordan to State)	\$1.94	sf	\$2.30	1,420	\$3,270.77	UNC
		left-turn only lane (EB approach at State Street) and stop bar	\$1.94	sf	\$2.30	1,500	\$3,835.04 (including \$380 for stop bar)	UNC
<b>Total \$56,200</b>		left-turn only lane (EB approach at Jordan Street) and stop bar	\$1.94	sf	\$2.30	1,080	\$2,867.63 (including \$380 for stop bar)	UNC
CONCEPT B: Raised intersections + base improvements								
+ \$87,436	raised intersections (Jordan and State)	\$38,000.00	each	\$38,000.00	2	\$76,000.00	FHWA	
	<b>Total \$111,300</b>	pavement markings	\$180.00	each	\$213.70	15	\$3,389.71 (including \$184 for striped lane line)	UNC
*Adjusted Cost per Unit based on 19% inflation on GAH, SRTS, and UNC sourced estimates.								

Design Concepts		Cost per Unit (Each, SF, LF, Mile)	Unit	Adjusted Cost per Unit*	Quantity	Total Cost	Source	
East Lake & US20	CONCEPT A: Add a right-turn lane, crosswalks, stop bars							
	\$38,725	2 ladder-style crosswalks	\$2,540.00	each	\$3,015.70	2	\$6,031.38	UNC
		stop bars, all approaches	\$320.00	each	\$380.00	4	\$1,520.00	UNC
		shoulder striping	\$1.94	sf	\$2.30	563	\$1,297	UNC
		extend sidewalk to the Village line	\$32.00	lf	\$38.00	750	\$28,495.00	UNC
	<b>Total \$38,700</b>	stripe right-turn only lane	\$1.94	sf	\$2.30	600	\$1,382.00	UNC
Jordan & Fennel	CONCEPT A: Curb extensions and bike lanes							
	\$53,640	curb side bike lanes (Fennel) from Jordan to Kelley	\$5,113.00 (includes bike lane striping and symbols)	mile	\$6,070.70	0.38	\$2,307.00	SRTS
		concrete curb extensions	\$13,000.00	each	\$15,435.00	2	\$30,870.00	UNC
		sharrows along Jordan (US20 to Old Seneca Turnpike) and Fennel (Kelley to Old Seneca Turnpike)	\$180.00	each	\$213.70	90 (one every 250')	\$19,234.00	UNC
	<b>Total \$53,600</b>	bicycle warning signs	\$51.20	each	\$51.20	24	\$1,229.00	SFS
*Adjusted Cost per Unit based on 19% inflation on GAH, SRTS, and UNC sourced estimates.								