



Westvale Plaza Area Pedestrian & Bicycle *Mobility Assessment*

May 2024



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Syracuse Metropolitan Transportation Council

May 2024

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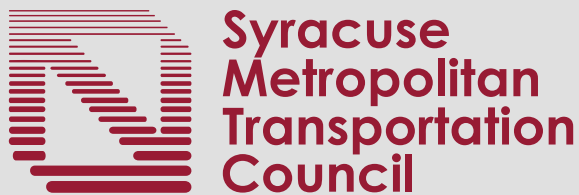
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Executive Summary

The Town of Geddes has signaled an interest in revitalizing the Westvale Plaza area through enhancing its connections to surrounding neighborhoods.

As part of the 2022-2023 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment for the Town of Geddes.



Built in the years following World War II, Westvale Plaza is an early example of the suburban shopping center; a strip of commercial spaces set back from the roadway by a large parking lot. Smaller commercial developments fill the areas surrounding the Plaza in a car-oriented development pattern, with plentiful parking spaces and curb cuts but few, if any, spaces aimed at providing access to individuals outside of personal vehicles. Sidewalks mostly end at the City line, bike lanes and bike racks currently do not exist within the immediate area, and the existing bus stops provide little area to wait. As a result, the area is largely considered unpleasant to walk or ride a bike to, diminishing access to individuals outside of personal vehicles.

The goal of this study was to identify opportunities to improve access and mobility for people walking, biking, or riding transit to the Plaza area from the surrounding neighborhoods. To address this, SMTC staff explored both zoning policies and transportation infrastructure with the aim of creating safe, comfortable connections.

Design concepts and final recommendations were developed in consultation with a Study Advisory Committee (SAC) that included representatives from:

- Town of Geddes
- Village of Solvay
- City of Syracuse
- New York State Department of Transportation (NYSDOT), and
- Centro

Understanding that the built environment impacts how we choose to move around our community, SMTC staff reviewed the land use and zoning policies of the Westvale Plaza area. The existing Plaza does not conform to the Village of Solvay's zoning regulations and has been grandfathered in due to its age. Substantial physical additions or updates would require the Plaza to come into compliance with the existing zoning regulations.



Working off the Town of Geddes and Village of Solvay joint Comprehensive Plan, which identified the area as a potential site for future mixed-use development, SMTC staff utilized zoning policies from other local municipalities to demonstrate what may be achievable on the land currently occupied by Westvale Plaza. To encourage more flexibility, and provide opportunities to create more walkable spaces, the Village is encouraged to pursue updating its zoning code to reflect modern best practices and adhere to its stated goal of creating a mixed-use center.

Recommendations for enhancements to the public right-of-way were broken down along two primary corridors: Charles Ave / Montrose Ave and Salisbury Rd.

Concepts for the Charles Ave / Montrose Ave corridor, which connects Milton Ave south to Salisbury Rd, envisions the narrow streets as a neighborhood greenway. Neighborhood greenways aim to narrow streets and slow vehicles to create more comfortable spaces for people to ride bicycles and walk. This would be accomplished through the use of painted curb extensions and speed cushions located along both streets.

Concepts for Salisbury Rd, which would act as the primary connection into the City of Syracuse, illustrate a protected shared-use path, allowing for direct access into the Tipperary Hill neighborhood, along with Burnet Park, as well as a connection to the recommended Charles Ave / Montrose Ave neighborhood greenway.

As part of the effort aimed at improving transit access to the commercial district, SMTC staff discussed the potential consolidation of bus stops at the Charles Ave / Montrose Ave / W Genesee St intersection. The consolidation would allow for improved amenities for riders, including a shelter, and create a more formal entrance to the district.

As the recommendations cross municipal lines and focus on improving access to businesses in the commercial spaces around Westvale Plaza, coordination between public agencies and local businesses is vital to the success of any changes made as a result of this report.

1

WEST GENESEE ST (1890s)

Photo courtesy of the Solvay-Geddes Historical Society

INTRODUCTION

Overview and Study Area
Study Process



1.1 Overview and Study Area

Built in the years following World War II, Westvale Plaza is an early example of the suburban shopping center;

a strip of commercial spaces set back from the roadway by a large parking lot. Smaller commercial developments fill the areas surrounding the Plaza in a car-oriented development pattern, with plentiful parking spaces and curb cuts but few, if any, spaces aimed at providing access to individuals outside of personal vehicles. Sidewalks mostly end at the City line, bike lanes and bike racks currently do not exist within the immediate area, and the existing bus stops provide little area to wait.



Plaza entrance sign

As part of the 2022-2023 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTTC) agreed to complete the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment for the Town of Geddes, aimed at identifying opportunities to improve pedestrian and bicycle access to the commercial center.

As shown in Figure 1.1, the study area for this assessment includes: W Genesee St, from Myrtle St west to Orchard Rd; Charles Ave, from Milton Ave south to W Genesee St; Montrose Ave, from W Genesee St south to Salisbury Rd; Fay Rd, from W Genesee St south to Salisbury Rd; and Salisbury Rd, from Avery Ave west to Orchard Rd. These streets and boundaries were identified through a review of the intersecting streets around the Plaza and connections to key locations, including into the City of Syracuse and the Milton Ave bike lanes.

In the Town's study application, the area surrounding the Plaza was deemed, "unfriendly to pedestrians and bicyclists, who are cut off from much of the retail businesses along the corridor." Based on this information, the goals of this assessment include:

- Improving safety for all modes of travel;
- Reducing local vehicle trips from nearby neighborhoods through the promotion of walking and cycling;
- Improving ridership at existing Centro bus stops;
- Increasing connectivity to the regional trail network; and
- Contributing to Onondaga County's efforts to reduce greenhouse gas emissions.



Figure 1.1: Study area

1.2 Study Process

This study was completed over an 18-month period, beginning in September 2022.

Study Advisory Committee:



**Department of
Transportation**

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met several times over the course of the study. The SAC consisted of the Town of Geddes, Village of Solway, City of Syracuse Department of Public Works, Onondaga County Department of Planning, New York State Department of Transportation (NYSDOT), and the Central New York Regional Transportation Authority (Centro).

A Public Involvement Plan (PIP) was created for the project which guides the process for reaching out to and including the public in the planning process (see Appendix B). Two public engagement opportunities were included:

1. A public workshop discussing land use and zoning regulations, aimed at envisioning a more mixed-use future for the Plaza area, and
2. A public workshop focused on draft mobility concepts within the public right-of-way.

A detailed breakdown of both public engagement sessions can be found in Appendix E.

In addition to the public engagement opportunities, SMTC staff conducted extensive fieldwork within the study area throughout the process. This included turning movement counts in the fall of 2022 along with field observations on foot and by bike, to better understand the experience of each mode of travel through the area.



SMTC staff at a public workshop on July 12, 2023.

PROJECT TIMELINE

Fall 2022

1

PROJECT INITIATION

- Scope of work
- Assemble SAC
- Develop PIP
- SAC Meeting #1

Winter 2022

2

DATA COLLECTION

- Demographic data collection
- Existing conditions data
- Fieldwork
- Crash Analysis
- Capacity Analysis

Winter 2022/2023

3

IDENTIFICATION

- Issues + Opportunities
- SAC Meeting #2

Spring/Summer 2023

4

DEFINE FUTURE LAND USE

- Define land use vision with SAC
- Public Engagement #1
- Review results of PE1
- SAC Meeting #3

Fall/Winter 2023

5

DRAFT CONCEPT DESIGNS

- Concept ideation
- Public Engagement #2
- Review results of PE2
- Adjust designs based on PE and SAC feedback

Winter 2023/2024

6

FINAL DOCUMENTATION

- Complete draft report
- SAC Meeting #4
- Review SAC feedback
- Post report for public review
- Final report published

2



THE WESTVALE CLUB (1970s)
Photo courtesy of the Solvay-Geddes Historical Society

LOCAL PLANNING STUDIES & INITIATIVES

Recently completed and on-going projects
Town and Village Joint Comprehensive Plan
Other regional planning studies and initiatives



2.1 Recently Completed and On-Going Projects

The following projects, studies, and initiatives illustrate a desire and need for more walkable and rollable development patterns within the study area.

As this study began in 2022, three related projects served as background information for the *Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment*; a NYSDOT paving project along W Genesee St; a Climate Smart Communities (CSC) project aimed at improving pedestrian amenities and improving green infrastructure; and a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant application. All three projects have impacted the scope of this study and how it proceeded.

NYSDOT paving project

In the fall of 2022, NYSDOT completed a paving project along W Genesee St from Myrtle Ave, within the City of Syracuse, west to the Rt 695 interchange near the Fairmount Fair plaza. The paving project maintained the current lane configuration and widths, while making spot improvements to pedestrian facilities. Americans with Disabilities Act (ADA) compliant curb ramps were installed along the corridor, with some additional sidewalks.

Crosswalks were painted across the two main intersections of the study area. Three crosswalks were installed at the W Genesee St/ Charles Ave/ Montrose Ave intersection, with the westbound approach of W Genesee St being the only one to remain without a crosswalk. The W Genesee St/Fay Rd/ Westvale Plaza driveway intersection saw the installation of two crosswalks, both across W Genesee St.

Climate Smart Communities

Early in 2022, the Town of Geddes was awarded a \$219,000 Climate Smart Community (CSC) grant aimed at improving pedestrian infrastructure around the Westvale Plaza area. This grant required the Town to match the funding, for a total project fund of \$438,000. Due to rising costs of materials, this funding may not cover each project as outlined.



Climate Smart Communities

With the NYSDOT paving project finishing in the fall of 2022, the CSC project was held until paving was completed. The CSC project aimed to install additional sidewalks in the area surrounding Westvale Plaza, including a potential extension along Charles Ave north to Driscoll Ave. The missing crosswalks from NYSDOT's project would be added to complete all legs of crossing at the two main intersections.

Other improvements include the installation of green infrastructure, namely rain gardens, bioswales, and trees along W Genesee St. A bus pull-off just west of the Westvale Plaza main entrance is envisioned as a way to help move buses out of the travel lanes and improve boarding and alighting.



Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

In February of 2023, the Town of Geddes submitted a RAISE grant application to fund a series of complete streets improvements along Charles Ave and Fay Rd, from Milton Ave south to Grand Ave, and along Grand Ave connecting into the City of Syracuse.

The overall aim of the project was to improve connections between residential neighborhoods and the nearby commercial centers, Westvale Plaza and Western Lights. Additionally, the route aimed to provide an alternative commuting corridor between the Village of Solvay and the City of Syracuse.

The application called for four-foot-wide bike lanes on Charles Ave, from Driscoll Ave to W Genesee St, and along Fay Rd, from W Genesee St south to Grand Ave. New or improved sidewalks would be built along at least one side of all roadways within the project area, including Charles Ave, Fay Rd, and Grand Ave, in addition to other pedestrian amenities, such as street trees.

Although the application was not selected in the 2023 RAISE grant cycle, the project ultimately received funding through a 2024 Congressional appropriations request by Congressman Brandon Williams.

2.2 Town and Village Joint Comprehensive Plan

In 2019, the Town of Geddes and Village of Solvay completed their first joint comprehensive plan (Comp Plan).

The Comp Plan aims to guide future development within the closely knit communities towards a shared vision.

This vision emphasizes the promotion of more sustainable development practices, a better balance of housing types and affordability that follow smart-growth principles, and the creation of more walkable neighborhoods through improvements to pedestrian and bicycle safety. These visions are laid out within specific policy statements, objectives, and recommendations throughout the Comp Plan, with many identified in the table on the right.¹

The Comp Plan also identifies zoning changes required to achieve the vision and recommendations described in the Plan. For the Westvale Plaza area, the Comp Plan envisions a Neighborhood Commercial/Mixed-Use land use zone along both sides of W Genesee St from the City Line west to N Orchard Rd, as well as along the entirety of Milton Ave. The Neighborhood Commercial/Mixed-Use land use is intended to encourage small-scale retail and commercial developments mixed in with higher density, more urban style residential development. The Comp Plan specifically notes that garden-style, multi-family developments should be discouraged in favor of more transit-oriented development styles that are common in more urban areas.²

The Comp Plan ends with one vision for the redevelopment of the Westvale Plaza area, including the addition of street trees and sidewalks, out parcel commercial development within the existing parking lot, and the redevelopment of Westvale Plaza and neighboring properties into mixed-use structures. This vision occurs over three phases with the street and parking lot improvements envisioned as the beginning of the project.³

1 Town of Geddes and Village of Solvay, Town of Geddes & Village of Solvay Comprehensive Plan (2019), p. 28-40

2 Ibid., p. 42

3 Ibid., p. 49-50

Town of Geddes & Village of Solvay Comprehensive Plan

Recommendation	
Mixed-Use Development	
	<p>Prioritize infill development</p> <p>Prioritize the development of multi-story, mixed-use projects within available infill sites to conserve remaining open space, utilize existing utility infrastructure, and prevent sprawl (Economic Vitality #1).</p>
	<p>Update Town and Village zoning codes to allow mixed-use development</p> <p>Review and revise the Town and Village's zoning code to permit high density multi-story, mixed-use infill development that reflects a traditional "village" atmosphere along primary transportation corridors (Economic Vitality #3).</p>
	<p>Encourage redevelopment of underutilized commercial, office, and industrial spaces</p> <p>Encourage and facilitate the redevelopment and infill of underutilized commercial, office, and industrial areas as well as the mixing of uses to reduce future vacant properties and protect valuable open space from new development (Environmental #18).</p>
	<p>Encourage transit oriented development</p> <p>Encourage the location of higher density, multi-family, mixed use housing developments within a five-minute walking and biking radius of public transportation, and where necessary, require developers of such projects to guarantee ongoing transit access (Sense of Community #4).</p>
Streetscape Improvements	
	<p>Retrofit streetscapes where pedestrians and bicyclists are desired</p> <p>Consider the implementation of urban streetscape retrofit projects in areas where increased pedestrian and bicyclist accommodations are desired to enhance connectivity and place-making (Economic Vitality #11).</p>
	<p>Require street trees in new developments</p> <p>Reduce the heat island effect... All new site plan applications along State Fair Blvd, W Genesee St, and Milton Ave should require the inclusion of trees on site and along the roadway (Environmental #3).</p>
Space for All Transportation Options	
	<p>Identify needed bicycle links from neighborhoods to employment centers</p> <p>Continue to work with area bicyclists, bicycling organizations, and neighborhood associations to determine most needed linkages from existing neighborhoods to employment and commercial centers (Economic Vitality #10).</p>
	<p>Connect existing trail network to local parks and businesses</p> <p>Pursue additional non-vehicular connectivity opportunities between W Genesee St, the Erie Canal, the Fair Grounds, public parks, Solvay business areas, and Onondaga Lake to further strengthen the importance of community cohesion and connectivity (Economic Vitality #14).</p>
	<p>Encourage large scale developments to integrate transit, pedestrian, and bicycle access</p> <p>Collaborate with Centro, local and regional employers, and developers for any new large-scale developments, to provide integrated public transit and pedestrian/bicycle access to encourage and increase walking, biking, and public transit use in lieu of single occupancy vehicle use throughout Geddes (Sense of Community #12).</p>
	<p>Incorporate complete street elements where appropriate</p> <p>Incorporate Complete Street elements and provisions where appropriate for all modes of transportation, including bikes, pedestrians, and public transportation when roadway maintenance or re-striping plans are made. Include amenities for transit users, such as shelters, lighting, signage, etc. Particularly along W Genesee St and State Fair Blvd (Public Health and Safety #7).</p>
	<p>Create inviting spaces for people outside of vehicles</p> <p>Allocate space on our street network to create inviting spaces for bicyclists and pedestrians within the right of way (Public Health and Safety #8).</p>
	<p>Implement a "road diet" on W Genesee St and State Fair Blvd</p> <p>Work with the NYSDDOT to implement a "road diet." ... along W Genesee St and State Fair Blvd for improved bicycle and pedestrian facilities (Public Health and Safety #9).</p>

2.3 Other Regional Planning Studies & Initiatives

Planning for connectivity and accessibility requires coordination at multiple levels.

Beyond the local comprehensive plan, other more regionally-minded plans have looked at ways to better connect the Town of Geddes and Village of Solvay with surrounding municipalities with pedestrian and bicycle infrastructure.

Bicycle Commuter Corridor Study

In 2013, the SMTC identified routes within the metropolitan planning area that were suitable for maintaining “high average cycling speeds to encourage commuter cycling from the suburbs to the city.”⁴ The study identified W Genesee St as an important travel corridor within the region but emphasized cyclists using other roadways to access destinations along it due to high traffic volumes and other safety considerations.⁵

Both Milton Ave and Salisbury Rd were identified as potential commuter corridors for bicycle infrastructure investments. Recommendations for Milton Ave, which now includes a traditional bike lane on both sides, included the use of “sharrows,” or shared lane markings, for the majority of its length through the Village of Solvay.

Recommendations for Salisbury Rd also rely heavily on “sharrows” from Avery Ave west to S Orchard Rd. A traditional bike lane is recommended further west along the corridor.⁶

⁴ Syracuse Metropolitan Transportation Council, Bicycle Commuter Corridor Study (2013), p. i

⁵ Ibid, p. 14-17

⁶ Ibid, Map 19: Suggested Corridor Improvements: West Detail



Bike lane on Milton Ave.

Onondaga County's Empire State Trail Local Economic Development Plan

Building off the success of the Empire State Trail (EST), a statewide trail network that stretches from New York City north to Canada and from Albany west to Buffalo, the Syracuse-Onondaga Planning Agency (SOCPA) worked with the SMTC and Central New York Regional Planning and Development Board (CNY RPDB) to identify corridors that would branch off the main trail and provide access to commercial centers, lodging, and other amenities for visitors.

For the Village of Solvay and Town of Geddes, the Local Economic Opportunities Plan (LEOP) encourages stronger connections from the EST to the current bike lanes on Milton Ave, using that corridor as a primary access point to reach Syracuse's west side.

The LEOP also recommends connecting Woods Rd, which is home to the Geddes Town Hall and public park land, to the network.

There are no recommendations aimed at connecting visitors to the Westvale Plaza area, which is within the four-mile zone analyzed within this plan.⁷

⁷ Onondaga County Planning Department, Onondaga County Empire State Trail Local Economic Opportunities Plan (2022), p. 23



3



WESTVALE PLAZA - P&C (1980s)

Photo courtesy of the Solvay-Geddes Historical Society

EXISTING CONDITIONS

Demographics

Land Use and Zoning

Roadway Conditions

Transit

Pedestrian Facilities

Bicycle Facilities

Vehicular, bicycle, and pedestrian traffic

Parking

Truck Restrictions

Crashes



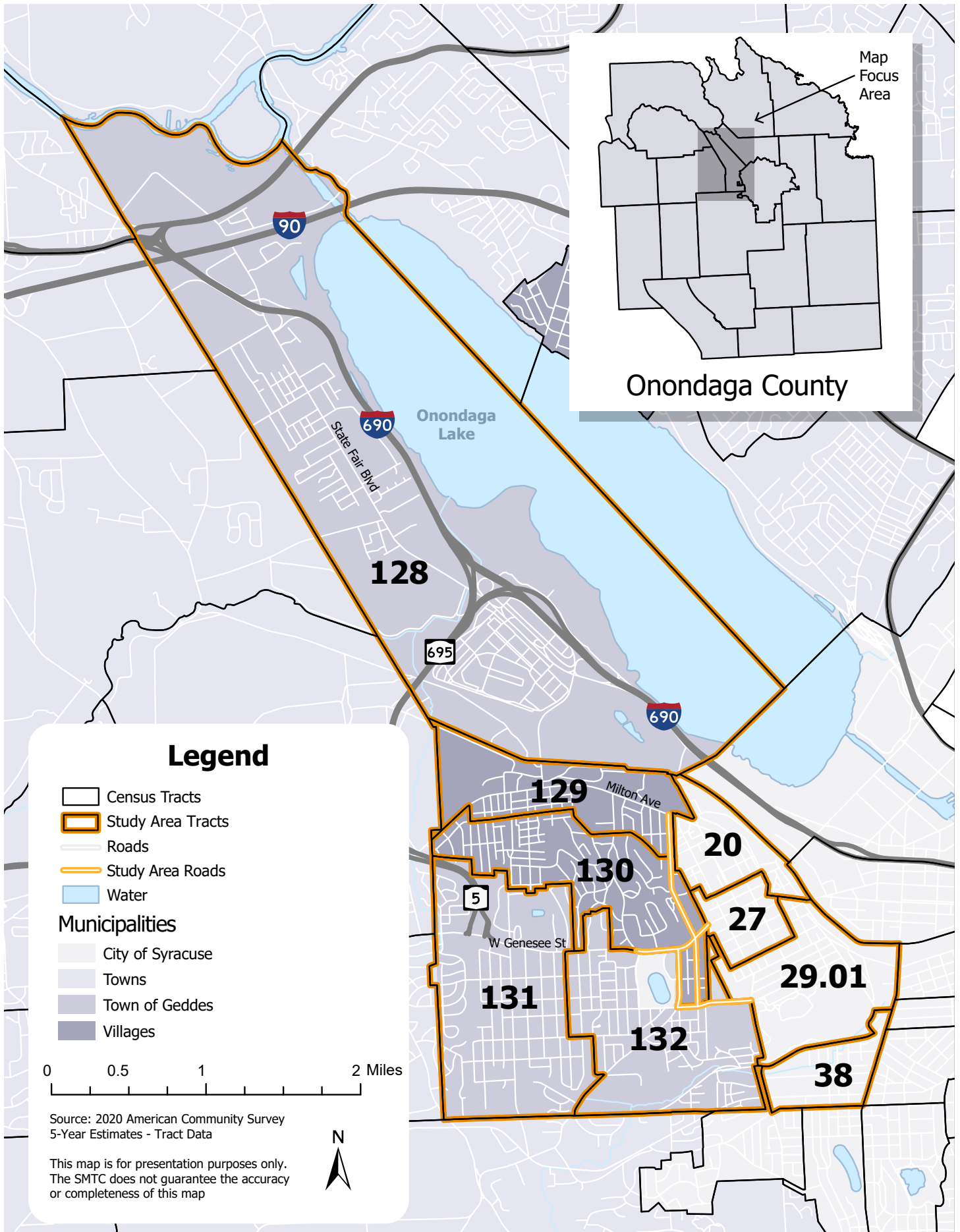


Figure 3.1: Study area Census Tracts

3.1 Demographics

The primary study area for this analysis includes the intersecting streets along NYS Rt 5 (W Genesee St) from the City line west to Orchard Rd, with an emphasis on connections to the commercial node at the W Genesee St/Charles Ave/Montrose Ave intersection. Additional connections into the surrounding neighborhoods, including into the City of Syracuse, and regional trail network will be considered.

SMTC staff reviewed demographic data for Census tracts that encompass the entirety of the Town of Geddes and Village of Salina, as well as neighborhoods within the City of Syracuse along its border. These tracts include 20, 27, 29.01, 38, 128, 130, 131, and 132, which represent a reasonable “catchment area” based on their distance from the commercial centers, making them within an easy cycling distance (Figure 3.1)

Demographic data is based on the 2020 American Community Survey (ACS) 5-year estimates, unless otherwise noted. It is important to note, ACS datasets may have higher-than-expected margins of error at the tract level, especially in low-population tracts.

In general, the demographics of the study area are more similar to Onondaga County than the City of Syracuse.



Fay Rd facing south.

Population

According to decennial census data from 2010 and 2020, the population of the study area's Census tracts experienced a 1.3 percent decline, losing 352 residents. While the population of the study area has shrunk, the City of Syracuse saw a 2.4 percent increase in population. Looking at individual Census tracts, population change ranged from an 8.2 percent decrease to a 3.3 percent increase. The southwestern portion of the study area, made up of tracts 130, 131, and 132, all saw an increase in population. Tract 128 saw a decrease of 257 residents, which accounts for over 70 percent of the total population decrease within the overall study area.

Population Density

Figure 3.2 shows the population density, in persons per square mile, for Census blocks within the study area. The study area's density is fairly consistent within the residential neighborhoods, with a density between 3,000 and 7,500 persons per square mile on average. This range is in line with the average density of the Village of Solvay (4,112 people / square mile) and the City of Syracuse (5,930 people / square mile), while significantly denser than the Town of Geddes (1,863 people / square mile) overall. Pockets of denser development exist, in the Tipperary Hill and Skunk City neighborhoods to the east, as well as along Milton Ave to the north. Development is much less dense in Census tract 128, north of the Village of Solvay.



Single-family and two-family homes along Charles Ave.

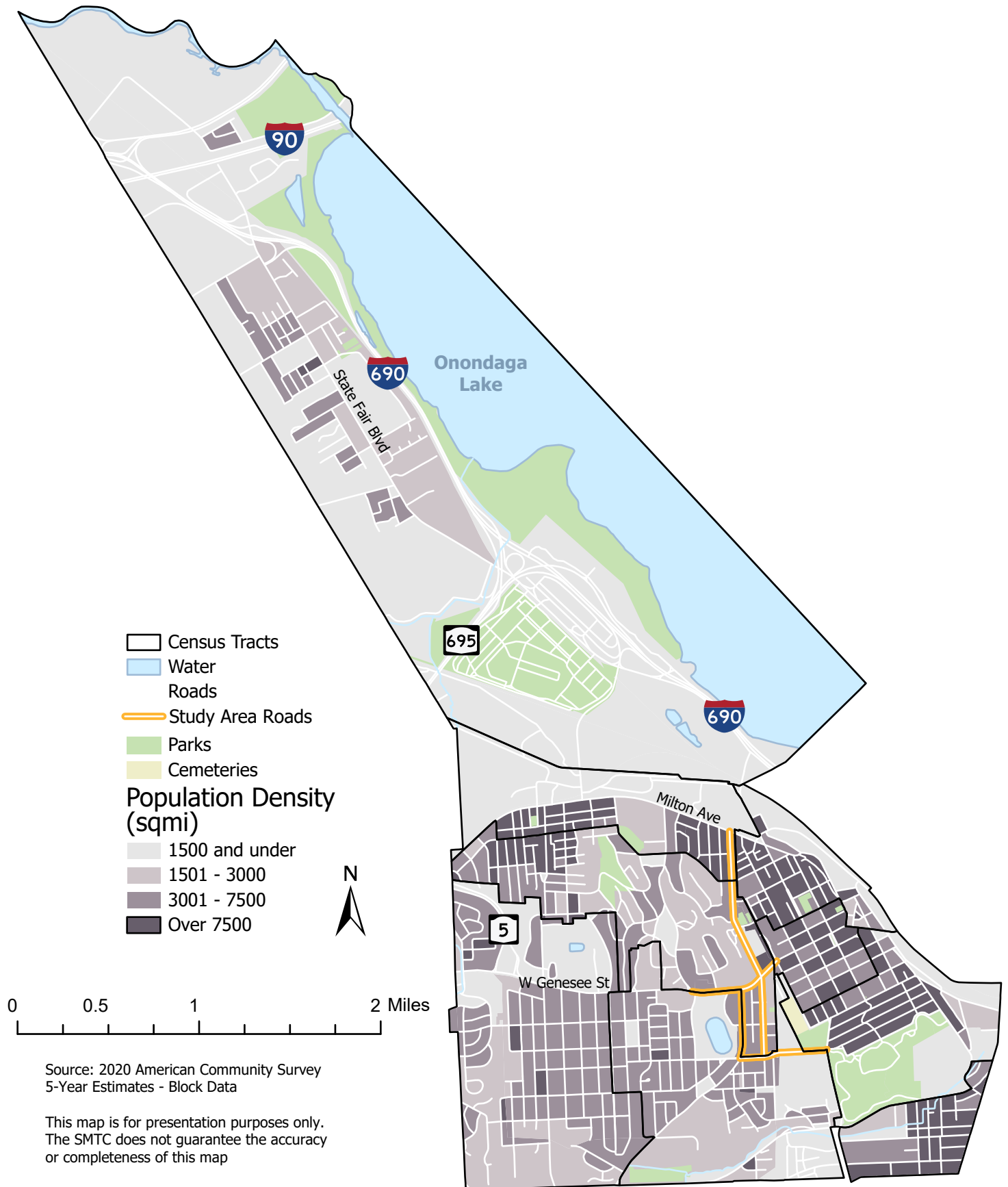
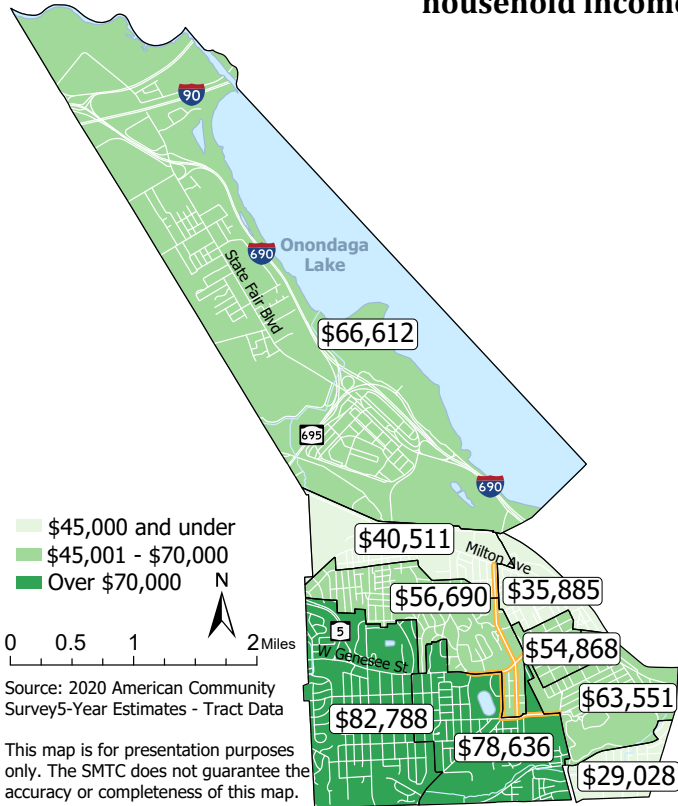


Figure 3.2: Population density, by Block

Figure 3.3: Median household income



INCOME LEVELS

Median household income varies greatly within the census tracts of the study area. As shown in Figure 3.3, median household income in the study area ranges from a low of \$29,028 in the east to a high of \$82,788 in the west.

All Census tracts within the Village of Solvay (129 and 130) and two within the City of Syracuse (20 and 28) have median incomes below that of Onondaga County, which stands at approximately \$63,000 (2020).

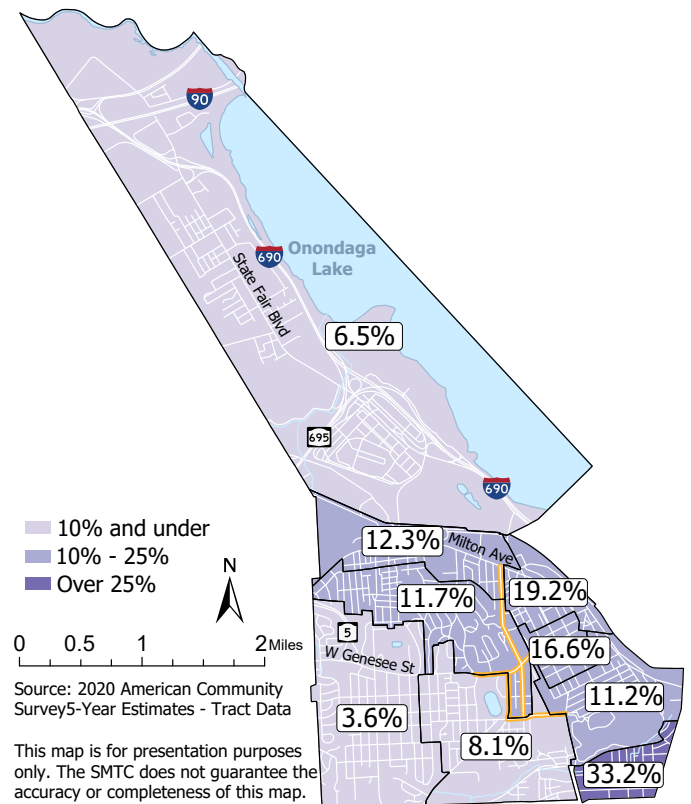
POVERTY

According to the 2020 Federal Poverty Guidelines, a family of four with an income under \$26,200 is living in poverty. As shown in Figure 3.4, poverty within the study area is concentrated primarily to the east, towards the City of Syracuse.

The poverty rate ranges from 3.6 percent in tract 131, west of the primary study area, to 33.3 percent in census tract 38, which corresponds to the Skunk City neighborhood of Syracuse. This is the only tract in the study area that has a poverty rate higher than the citywide poverty rate of 30 percent.

The poverty rate of Onondaga County is 12.8 percent. Tracts within the study area fall both well above and below this rate.

Figure 3.4: Poverty rate



LIMITED ENGLISH PROFICIENCY

As shown in Figure 3.5, four tracts within the Study Area are considered as having concentrated limited English proficiency. These correspond to the tracts within the Village of Solvay and the Skunk City Neighborhood, although only one tract, 130, has a larger proportion of residents who report speaking English “less than very well” (8.4 percent) than the City of Syracuse (7 percent).

No tracts within the study area qualify as a “safe harbor” tract. “Safe harbor” tracts include Census Tracts where more than 5 percent of the population speaks a language other than English and speaks English less than “very well.”

Figure 3.5: Limited English proficiency

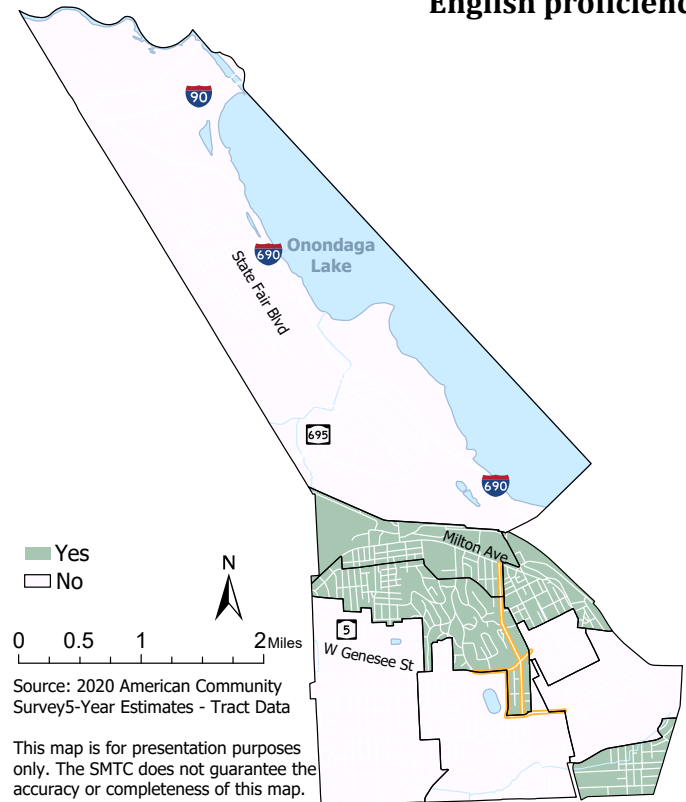
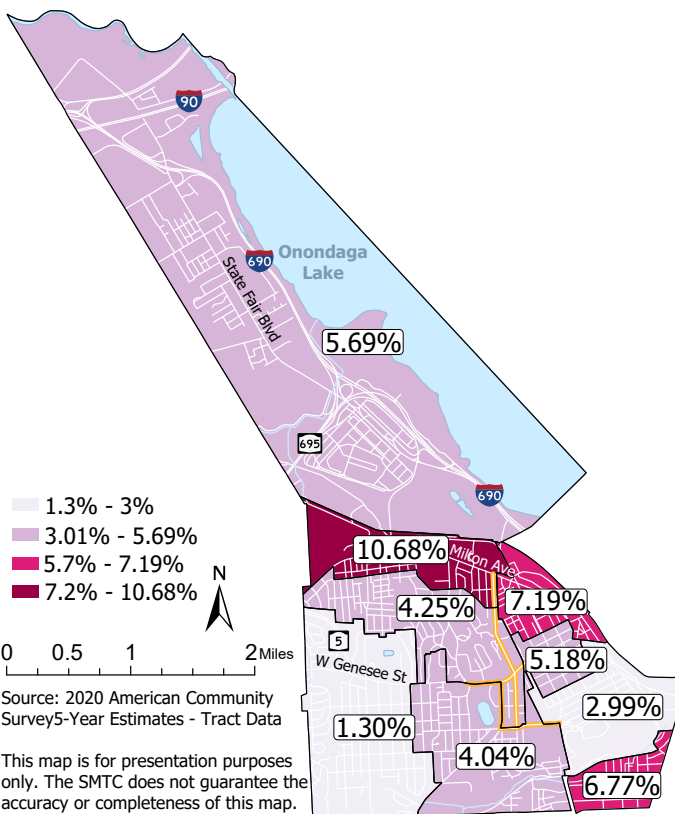


Figure 3.6: Unemployment rate

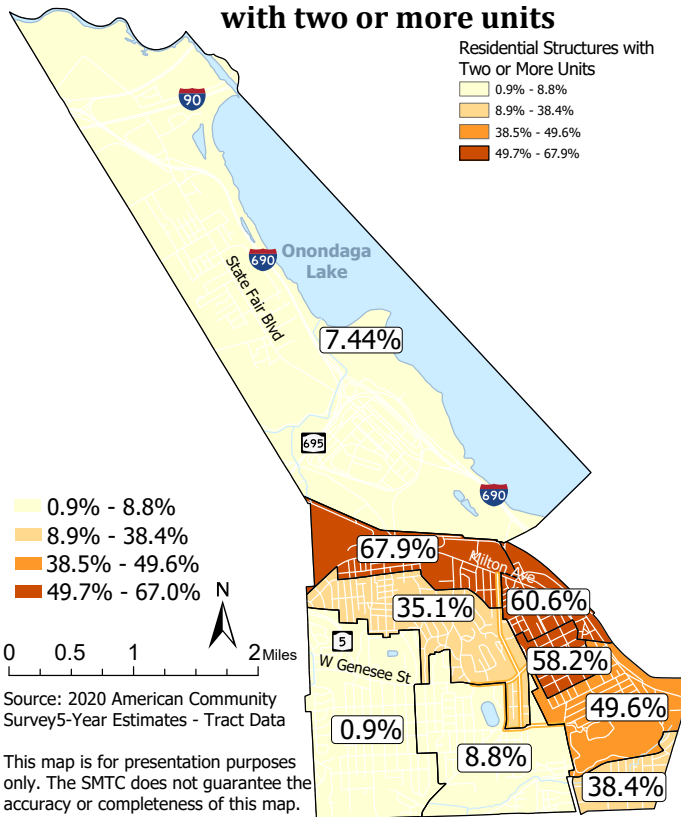


UNEMPLOYMENT RATE

The unemployment rate for census tracts within the study area ranges from 1.3 percent to 10.7 percent. The unemployment rate for Onondaga County falls in the middle of this range, at 5.7 percent, while the City of Syracuse’s unemployment rate, 9.6 percent, is much closer to the higher end of the study area.

The highest rates of unemployment were located along the Milton Ave corridor, as well as Tract 38 in the southeast corner of the study area. The lowest rates were in the Tipperary Hill neighborhood and to the southwest of the study area. Only Tract 129 had a higher unemployment rate than that of the city at 10.7 percent.

Figure 3.7: Residential structures with two or more units



HOUSING

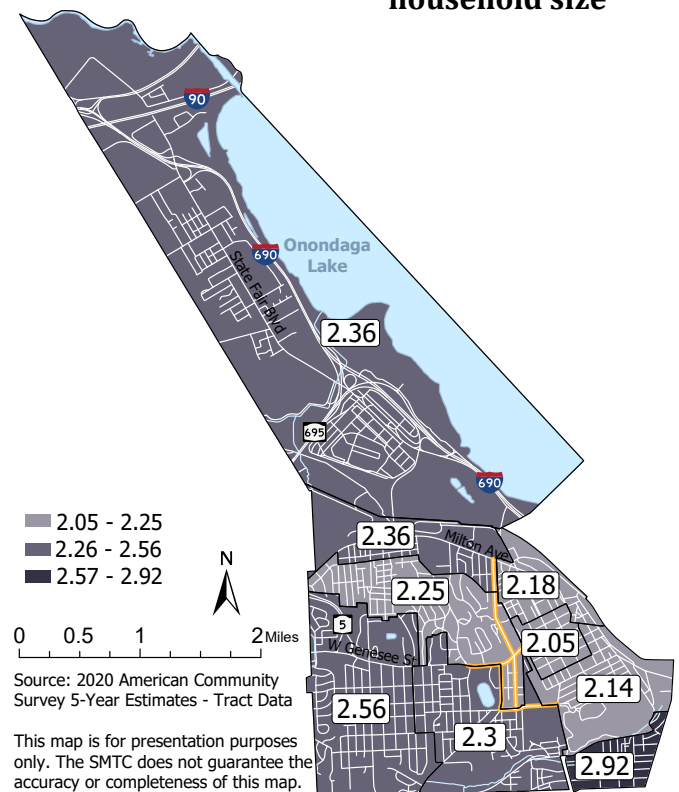
The housing stock within the study area is a mixture of single-family homes and multi-unit residential structures. Residential structures with two or more units are concentrated primarily in the Village of Solway, along the Milton Ave corridor, and in the Tipperary Hill neighborhood, where less than half of the housing stock is single-family homes. This is similar to the City of Syracuse's housing stock, where 52.8 percent of residential structures are multi-unit.

Census tracts in the northern and southern ends of the study area, which are more suburban in nature, include more single-family homes. The percentage of multi-unit structures in these tracts is much lower than that of the City and Onondaga County (29.7 percent).

HOUSEHOLD SIZE

Average household size for the study area ranges from 2.05 persons in Tract 27 to 2.92 persons in Tract 38. Tracts 20, 27, and 29.01 in the east had an average household size smaller than that of the City of Syracuse (2.25). Tracts 128 and 129 in the north had the same average household size as that of Onondaga County (2.36), and Tracts 38 and 131 had a higher average. In general, household sizes were slightly larger for owner-occupied than for renter-occupied structures.

Figure 3.8: Average household size



TRANSIT, BIKE, AND WALKING COMMUTERS

Census Tract 38, which corresponds to the Skunk City neighborhood, and Tracts 129 and 20, which run along the Milton Ave corridor, have the highest rates of commuting by biking, walking, or using transit. The tracts along Milton Ave range from 9 percent to 9.7 percent.

The study area had similar rates of transit ridership, bicycling, and walking compared to Onondaga County, which has a rate of 6.5 percent, while Tract 38 (16.7 percent), was much more similar to the City of Syracuse as a whole (also 16.7 percent). Two Census tracts, 128 in the north and 132 in the south, reported that less than 1 percent of their residents commuted to work without using a personal vehicle.

Figure 3.9: Transit, bike, and walking commuters

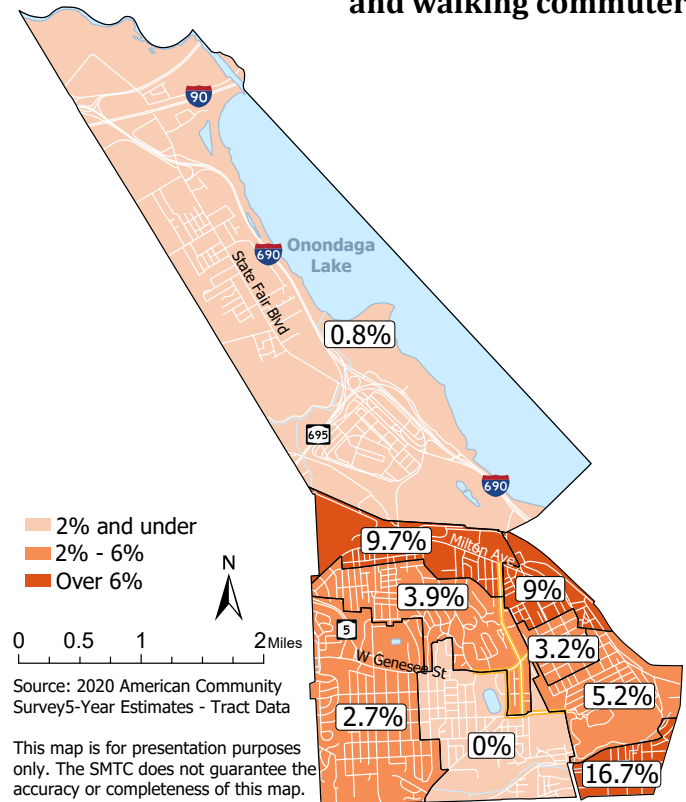
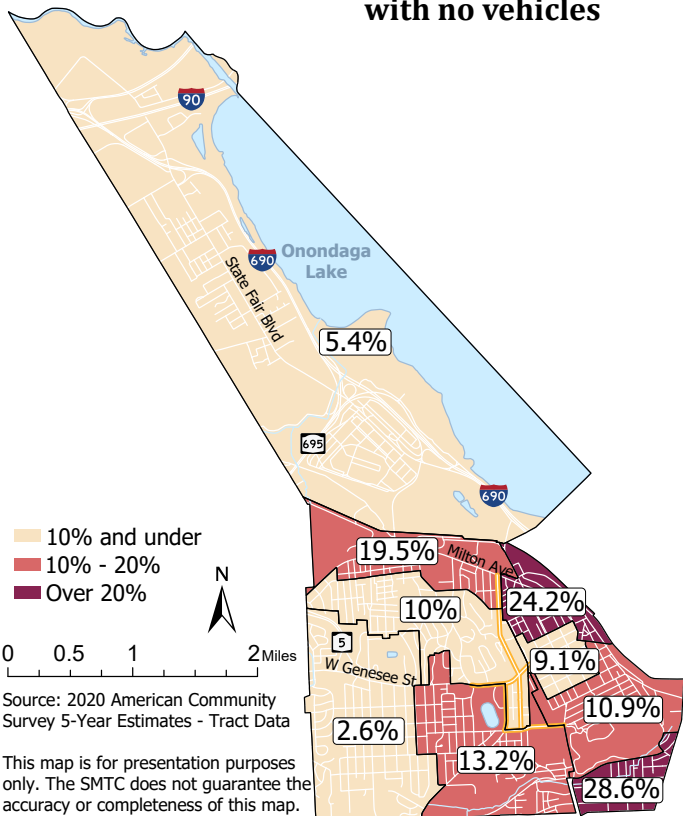


Figure 3.10: Households with no vehicles



NO VEHICLES

Figure 3.10 visualizes the percent of households in each Census tract within the study area that do not own a vehicle. Lack of vehicle ownership is generally concentrated in the eastern portion of the study area. Less than 10 percent of households in the tracts to the west and north lack access to a vehicle. Census Tract 131, which corresponds to the Fairmount neighborhood, has the lowest rate of zero-vehicle households, with only 2.6 percent of households lacking access to a vehicle.

Heading east towards the City line, lack of vehicle ownership is much more prevalent, with census tracts 20 and 38 having over 20 percent of households lacking access to a vehicle, which is a higher rate than the City of Syracuse as a whole (13.5 percent).

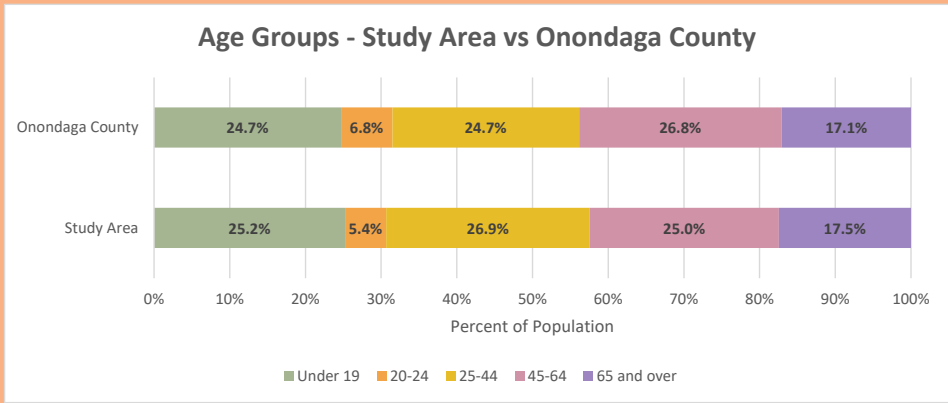


Figure 3.11: Study area age groups

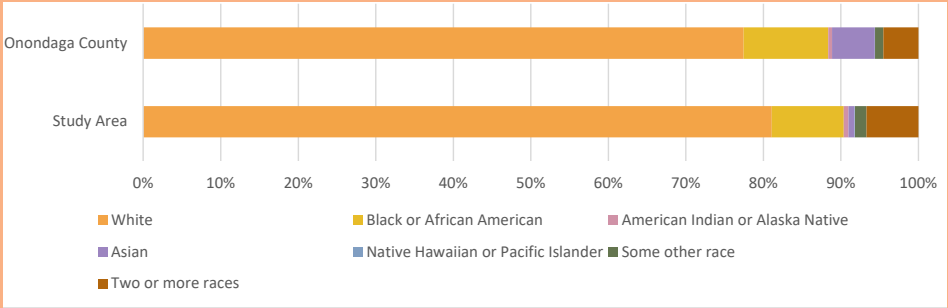


Figure 3.12: Race and ethnicity

Age

The median age within the study area ranges from 20.4 to 53.6. The Village of Solvay, which encompasses much of the study area, has a median age of 36.9. The age distribution of the study area is similar to that of Onondaga County.

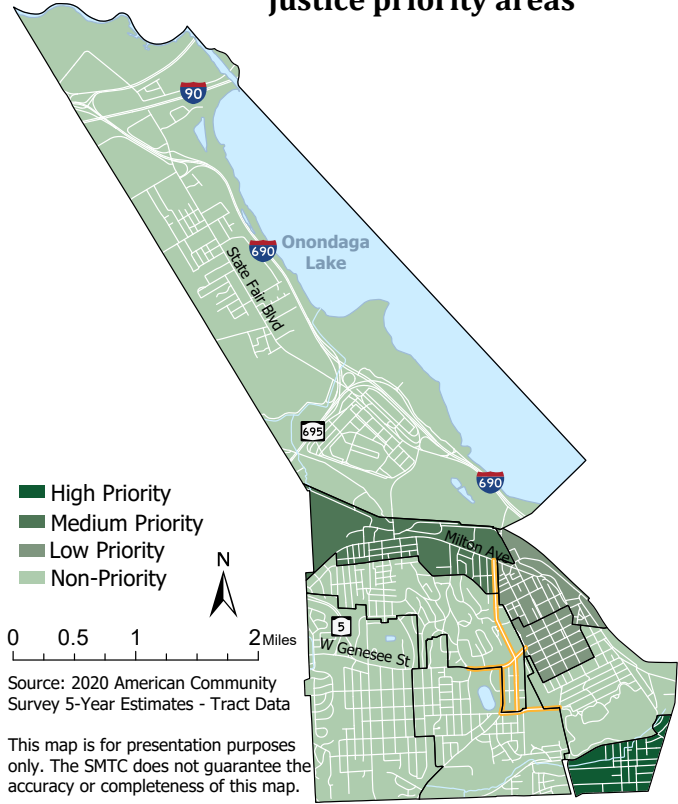
Race and Ethnicity

In general, the racial/ethnic makeup of the study area is similar to that of Onondaga County. The largest proportion of residents in both the study area and county identified as white. The study area had a slightly smaller proportion of Asian residents than the county.

Environmental Justice

As shown in Figure 3.13, Low, Medium, and High Priority Target Areas exist within the study area, per SMTC’s 2020 Environmental Justice analysis. This analysis identifies target areas by combining information about median household income and minority concentrations. Most tracts within the study area are considered non-priority areas. Census Tracts 20 and 129, the eastern portion of the Milton Ave corridor and Tipperary Hill, are considered low priority areas, while Tract 130, the western portion of the Milton Ave corridor, is considered medium priority. Tract 38 in the southeast is the only tract within the study area that is considered a high priority environmental justice area.

Figure 3.13: Environmental justice priority areas





Child safety sign on Charles Ave

3.2 Land Use and Zoning

Land use determines the function of the space. Zoning regulates what development looks like.

The center node of the Westvale Plaza area, surrounding the W Genesee St / Charles Ave / Montrose Ave intersection, is encompassed by commercial land uses. On the northern side of W Genesee St, commercial land uses stretch from the City line to N Orchard Rd, including up the Charles Ave corridor to just before Driscoll Ave. On the southern side of W Genesee St, commercial uses stretch from the City line to Fay Rd, with minimal commercial development along the side streets.

Beyond the commercial center, residential land uses dominate most of the Village of Solvay and Town of Geddes, with pockets of land devoted to more public uses, such as cemeteries, churches, and civic buildings. The Westcott Reservoir, owned by the City of Syracuse, is located on the south side of W Genesee St, from Robertson Ter to S Orchard Rd. Since the study crosses municipal boundaries, there is no uniform zoning code governing development.

Figure 3.14 shows land use characteristics within the study area.

Town of Geddes

The Town of Geddes, which controls zoning for the area between Fay Rd and Robertson Ter, as well as the area south of Salisbury Rd, utilizes a Residential A zoning within the study area. Residential A primarily includes detached single-family housing, along with educational facilities (schools, libraries, museums) and community structures (parks, playgrounds, community centers). Residential lots within this zoning district must be at least 7,500 sq feet and abide by setbacks (front: 30 feet, side: 5 feet, back: 5 feet) and a maximum lot coverage of 25 percent. Non-residential lots must be a minimum of 20,000 sq feet with larger setback requirements (front: 40 feet, side: 20 feet, back: 20 feet) and the same maximum lot coverage of 25 percent.⁸

Village of Solvay

Zoning within the Village of Solvay is more varied around the study area, including Commercial, Residential 1 (R-1), Residential 2 (R-2), and Residential 3 (R-3). All zoning districts within the study area allow for parks, municipal buildings, religious structures, schools, and single-family homes. W Genesee St and Charles Ave, from W Genesee St to near Driscoll Ave, are zoned as commercial.

In addition to the overall permissible uses, commercial districts allow for retail uses, two-family homes, and multi-family structures with special permits. R-2 districts, primarily located along Charles Ave north of Driscoll Ave, allow for two-family homes, while R-3 districts, which surround the commercial center at W Genesee St and Charles Ave, allow for two-family and multi-family structures, with the latter requiring a special permit.⁹

⁸ Town of Geddes, "Town of Geddes, NY / Part II: General Legislation / Zoning, Section 240-11," New York, accessed October 5, 2022. <https://ecode360.com/6500444>

⁹ Village of Solvay, "Village of Solvay, NY / Part II: General Legislation / Zoning, Section 165-27: District Uses," New York, accessed October 5, 2022. <https://ecode360.com/14148638>

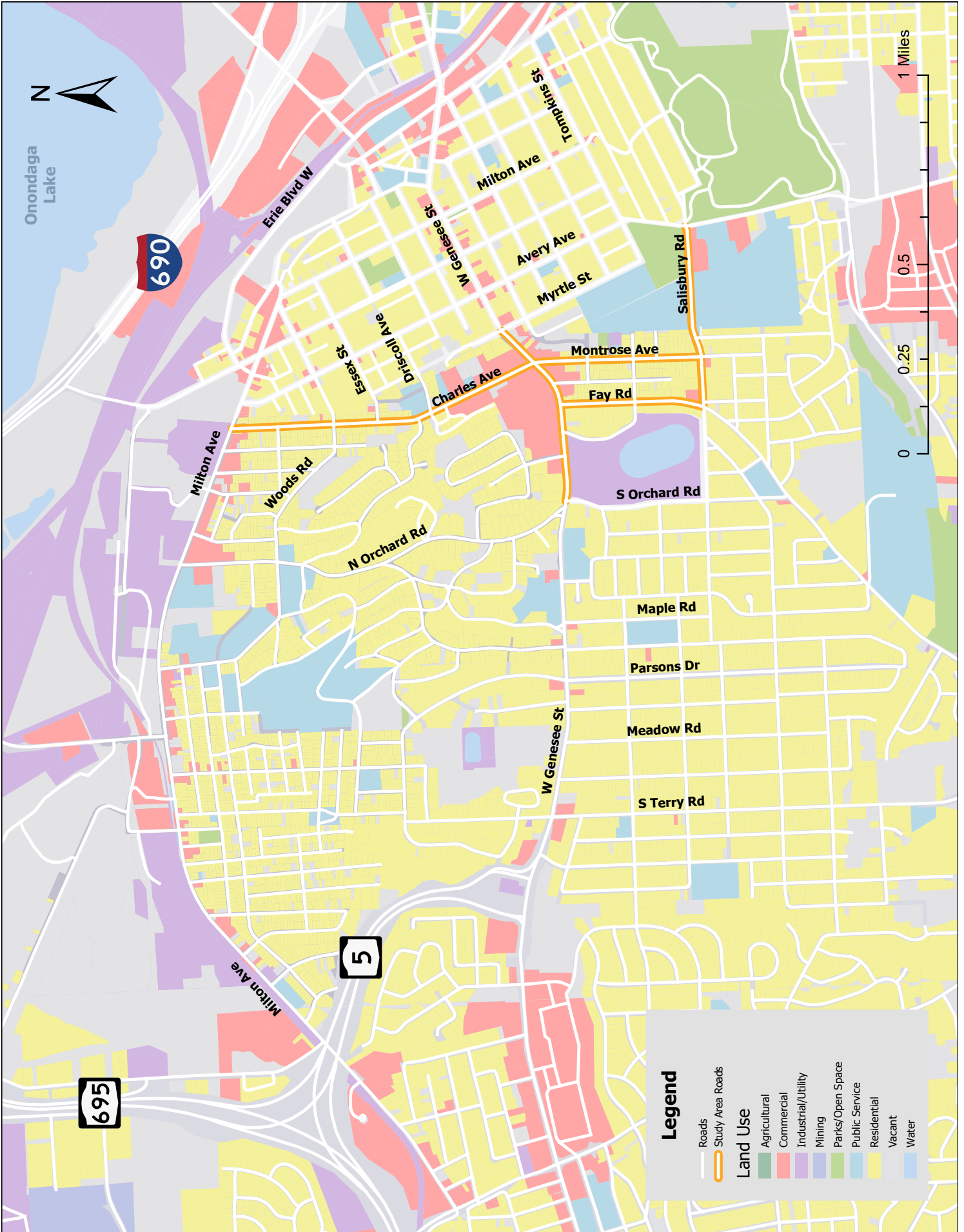


Figure 3.14: Land use

In 2023, the City of Syracuse updated its zoning codes through an effort titled, “Rezone Syracuse.”

As a result of this effort, a new mix of zoning borders the Town of Geddes and Village of Solvay, ranging from primarily residential to mixed-use in nature.



City of Syracuse

Connections into the City of Syracuse are seen as a vital aspect of this study, specifically connections into the Tipperary Hill and Skunk City neighborhoods. The Syracuse Land Use and Development Plan (Land Use Plan) is a component of the Syracuse Comprehensive Plan, 2040. The Land Use Plan identifies current conditions, a vision for future “character areas” throughout the City, as well as neighborhood-specific recommendations for each Tomorrow’s Neighborhood Today (TNT) area. For the Westside, which includes Tipperary Hill and Skunk City, the Land Use Plan encourages the development of better bicycle and pedestrian connections between the neighborhoods and Downtown Syracuse as well as the development of light-industrial properties in older, historic structures.¹⁰

Mixed-use zoning, both MX-1 (Urban Neighborhood) and MX-2 (Neighborhood Center), can be found along W Genesee St from the City line to Emerson Ave, as well as along Avery Ave, from W Genesee St to Hamilton St, and Milton Ave, from W Genesee St to Hamilton St and Ulster St to Tompkins St. Both mixed-use zonings allow residential units to be mixed with some non-residential uses within the same structure. MX-1 maintains setback requirements with lot coverage of up to 75 percent. MX-1 structures must be a minimum of two floors with a maximum of three.¹¹ MX-2 encourages building structures up to the street to help maintain the street wall while allowing lot coverage of up to 90 percent for mixed-use buildings. Standard MX-2 developments must have a minimum of two floors with a maximum of three. If an MX-2 property is developed as a mixed-income development, it is allowed one additional floor, for a maximum of four.¹²

¹⁰ City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Neighborhood-Specific Recommendations, Westside, p. 62-63.

¹¹ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 2: Zoning Districts (2023), p. 23

¹² Ibid., p. 24

MX-2 zoning in the Hawley Green neighborhood



MX-2 zoning in Eastwood



Mixed-income developments are defined as, “a development or redevelopment project within a multi-dwelling unit that allocates a portion of residential dwelling units to income qualified tenants. The dwelling unit(s) identified for income qualified tenants is an affordable dwelling unit. Mixed Income Developments integrate a mix of income levels in one development project, including both affordable housing and market rate housing.”¹³

North of W Genesee St to the City line, and south of Bellevue Ave, the majority of lots are zoned as R-1 residential, which primarily allows for detached single-family homes, but can also accommodate attached units, such as townhouses, and accessory dwelling units. Structures are only allowed to cover 30 percent of the lot, with up to an additional 30 percent used for parking and driveway surfaces.¹⁴

South of W Genesee St and north of Bellevue Ave, the vast majority of lots are zoned as R-2 residential, which also allows for single-family detached and attached homes, as well as two-family homes. Structures are only allowed to cover 30 percent of

¹³ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 7: Rules of Construction and Definitions (2023), p. 235

¹⁴ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 2: Zoning Districts (2023), p. 16

the lot, with up to an additional 35 percent used for parking and driveway surfaces.¹⁵ If developed as a mixed-income property, the structure is allowed to contain up to four units if at least one is deemed affordable, and up to six if at least two are deemed affordable.¹⁶ To accommodate these extra units, a mixed-income structure can cover up to 35 percent of the lot.¹⁷

Interspersed within each of these neighborhoods, primarily along busier roadways, are lots zoned for R-4 residential, which allows for a mix of single-family, two-family, and multi-family structures. Structures are allowed to cover 30 percent of the lot for single- and two-family homes, with up to 35 percent for other uses, including multi-family. An additional 40 percent can be covered to use for parking or driveway surfaces.¹⁸ Structures with 20 – 75 units are required to reserve at least 10 percent of those units for affordable housing, while developments with 76 or more units must reserve at least 12 percent.¹⁹ Mixed-income properties, are allowed to cover up to 35 percent of the lot.²⁰

Finally, large swaths of area, including the Westvale Reservoir and Burnet Park, are now zoned as Open Space (OS). This zoning is aimed at protecting lands for public recreational use, including parks, open spaces, and other public structures.²¹

R-4 zoning in the Hawley-Green neighborhood



¹⁵ Ibid., p. 17

¹⁶ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 3: Use Regulations (2023), p. 59

¹⁷ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 2: Zoning Districts (2023), p. 17

¹⁸ Ibid., p. 19

¹⁹ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 3: Use Regulations (2023), p. 59

²⁰ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 2: Zoning Districts (2023), p. 19

²¹ Ibid., p. 33

3.3 Roadway Conditions

SMTC staff inventoried stretches of five roadways in the study area:

- 0.5 miles of the W Genesee St corridor from Avery Ave to N Orchard Rd
- The 0.8 mile Charles Ave corridor from W Genesee St to Milton Ave
- 0.4 miles of the Montrose Ave corridor from W Genesee St to Salisbury Rd
- 0.4 miles of the Fay Rd corridor from W Genesee to Salisbury Rd
- 0.5 miles of Salisbury Rd from Fay Rd to Avery Ave

W Genesee St

W Genesee St from N Orchard Rd to Charles Ave generally has a curb-to-curb pavement width of about 50 feet, with two travel lanes in each direction. Travel lanes vary from 9.5 ft to 11 ft in width. East of the Westvale Plaza entrance, the roadway widens slightly to accommodate an 11 ft westbound right-turn lane into the plaza. Four- to five-foot shoulders exist along both sides of this portion of W Genesee St, but do not exist east of Charles Ave. As the road enters the City of Syracuse, the cross-section narrows to about 40 ft in width, with two 10-ft lanes travel lanes in each direction.

The Westvale Plaza entrance is 64 ft in width. The northbound entering lane is 25 ft wide with a 4 ft shoulder, and 11 ft left-turn only and through lanes and a 13 ft right-turn lane make up the southbound approach.



W Genesee St outside Westvale Plaza



Charles Ave looking south

Charles Ave / Montrose Ave

Charles Ave begins in the north at its intersection with Milton Ave. To the west of the intersection, Milton Ave has, in each direction, one 8.5 ft parking lane, one 5 ft bike lane, and one 11 ft travel lane, totaling 49 ft in width. To the east, Milton Ave maintains the same overall width, but has one 9 ft parking lane and one 15.5 ft travel lane in each direction. Directly across from Charles Ave is an access driveway to a manufacturing site, which has a roadway width of 35.5 ft.

Charles Ave itself consists of two 12-ft lanes, one in each direction. This 24 ft roadway is maintained for its entire length, as well as along Montrose Ave to the south, only widening at the W Genesee St intersection. There, Charles Ave has a 25 ft northbound lane, a 9 ft southbound left/through lane, and a 10.5 ft southbound right-turn, totaling 44.5 ft in width.



Fay Rd looking south

Fay Rd

Beginning in the north at W Genesee St, Fay Rd is made up of a 13 ft northbound lane and a 15 ft southbound lane, totaling 28 ft in width. This is generally maintained along the entire segment within the study area.

Salisbury Rd

Starting at the Fay Rd intersection, Salisbury Rd measures 29 ft in width, with one 14.5 ft travel lane in each direction. Between Montrose Ave and Benham Ave, the roadway widens to a 21.5 ft westbound lane and a 28.5 ft eastbound lane, totaling 50 ft in width. East of Benham Ave, Salisbury Rd narrows again to 22 ft, with one 11 ft travel lane in each direction. This road width is maintained to the end of Salisbury Rd at the S Avery Ave, Whittier Ave, and Burnet Park Dr intersection.



Salisbury Rd heading west out of the City of Syracuse.

FUNCTIONAL CLASSIFICATION & ROAD OWNERSHIP

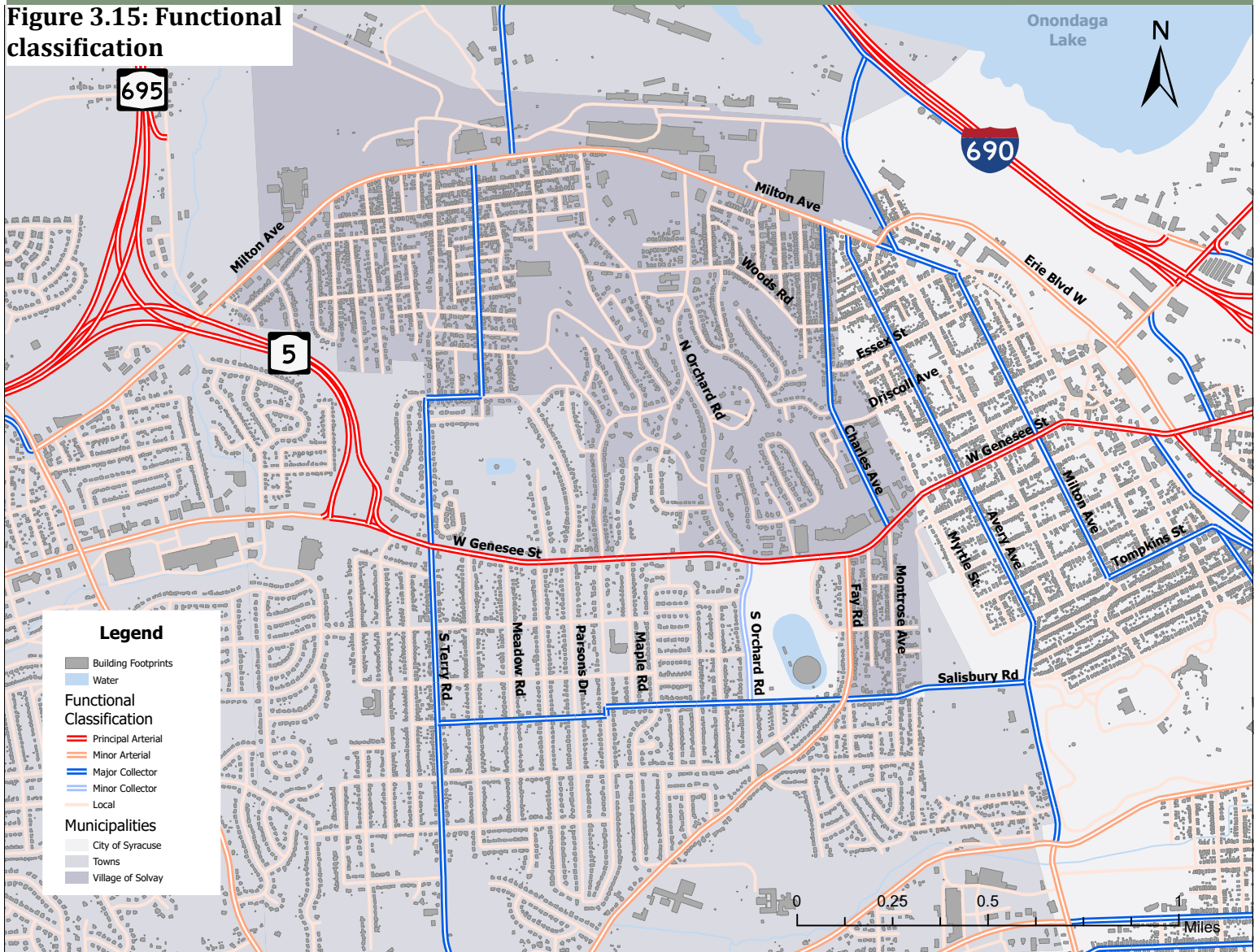
Functional classification is the process by which roads are categorized according to the type of service they are meant to provide. According to the Federal Highway Administration (FHWA):

[Principal Arterials] serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways.

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. They interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes, and typically do not penetrate identifiable neighborhoods.

Functional classification is directly related to federal aid-eligibility, which determines if a road can receive federal transportation funding. Federal-aid eligible status is given to those roads that provide critical connections within or between communities.

Figure 3.15: Functional classification

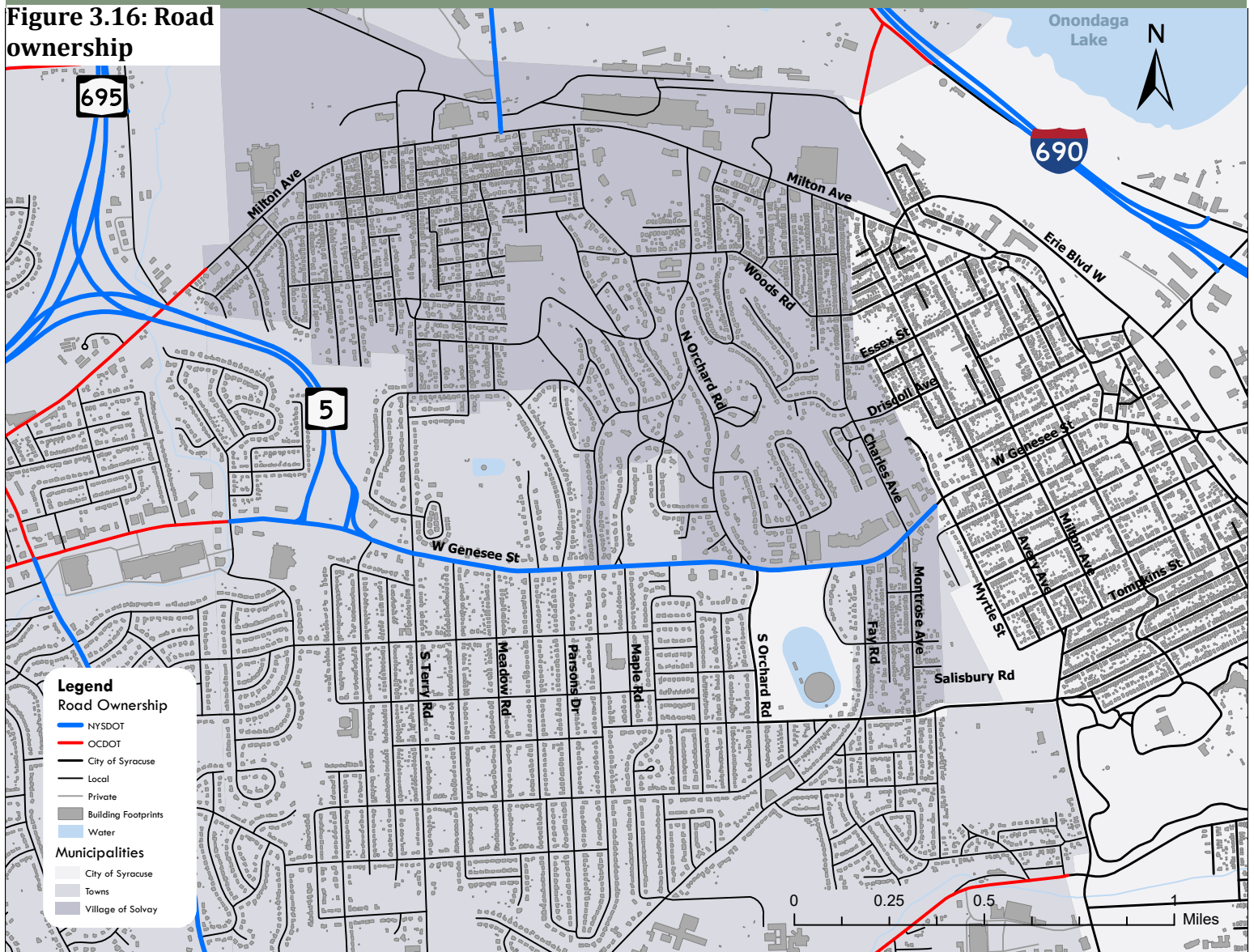


As seen in Figure 3.15, W Genesee St (Rt. 5), NYS Rt. 695 and Interstate 690 are classified as Principal Arterials. Milton Ave, Erie Blvd W, Fay Rd, Grand Ave, Onondaga Rd (Rt. 173), and Genesee St west of Rt. 695 are all functionally classified as Minor Arterials.

Terry Rd (which transitions into Cogswell Ave), Bridge St, Grove Rd (which transitions into Salisbury Rd), Avery Ave, Charles Ave, Willis Ave, and Milton Ave east of Erie Blvd W are all classified as major collector streets. Principal arterials, minor arterials, and major collectors are all federal-aid eligible. The only minor collector classification within the study area is S Orchard Rd along the Westcott Reservoir. All other streets within the study area are classified as local streets. Minor collectors and local roads are not federal-aid eligible.

Figure 3.16 shows that the roads in the eastern portion of the study area are owned by the City of Syracuse. W Genesee St, from Myrtle St to Westlind Rd, is owned by NYSDOT, along with NYS Rt 695, I-690, and Bridge St. West of Westlind Rd, Genesee St is owned by OCDOT, as well as Milton Ave west of the Solvay village boundary. All other streets are locally owned by the Village of Solvay or the Town of Geddes.

Figure 3.16: Road ownership



3.4 Transit

Centro runs two fixed-route bus lines through the study area: Routes 36 and 74.

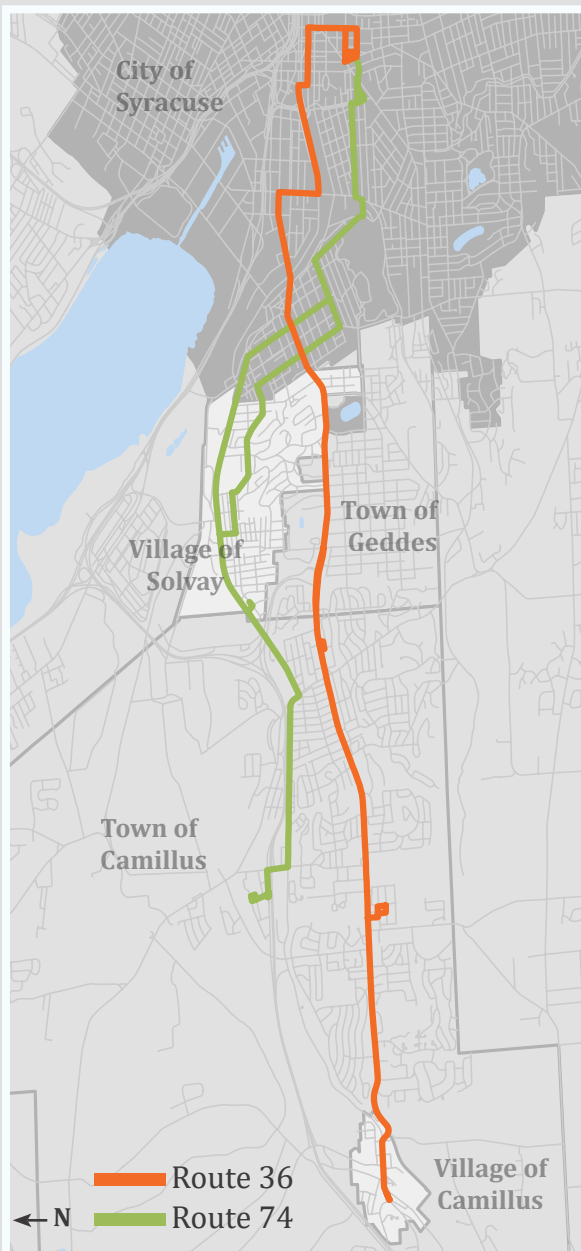


Figure 3.17: Bus Routes

Centro Bus Service

Route 36 runs from Downtown Syracuse to Camillus along W Genesee St. Headways for inbound (to Downtown) buses average about 45 minutes during the morning commute period, with a high of 90 minutes and a low of 20 minutes. Headways for outbound buses on this line average over one hour during the evening commute period. This route runs from 5:00 am to 11:35 pm.

Route 74 runs from Downtown Syracuse, through Tipperary Hill, to Solway and Township 5, crossing Charles Ave at Woods Rd and Milton Ave. Headways for inbound buses average about 40 minutes during the morning commute period. Headways for outbound buses on this line average 60 minutes during the evening commute period, with a high of 80 minutes and a low of 20 minutes. This route runs from 5:00 am to 12:30 am.

Figure 3.17 shows the routes of the buses that serve the study area.

Boarding and Alighting Data

Centro provided boarding (getting on the bus) and alighting (getting off the bus) data by bus stop, with approximate weekday averages for the number of people boarding and alighting at each stop in 2022.

The most used bus stop in the study area is the Woods Rd/Charles Ave stop (Stop #8537). This stop has an average daily activity of 8.87 boardings and alightings. The bus stop with the highest factored daily boardings (FDB) was also Woods Rd/Charles Ave (6.07 FDB). The bus stop with the highest factored daily alightings (FDA) was W Genesee St/Charles Ave (6.51 FDA).

Out of the 13 bus stops within the study area, 8 (62 percent) have FDB activity that is within the top 25 percent (>1.32 FDB) of all stops in the Syracuse area, 2 (15 percent) in the top 10 percent (>5.66 FDB), and none in the top 5 percent (>11.77 FDB).

Table 3.1: Centro bus stops in study area

	Top 25% (>1.32 FDB)		Top 15% (>3.25 FDB)		Top 10% (>5.66 FDB)	
Total #	8		2		2	
Percent of Total	62%		15%		15%	
	Stop ID	Name	Stop ID	Name	Stop ID	Name
	664	W Genesee St & Myrtle St	8537	Woods Rd & Charles Ave	8537	Woods Rd & Charles Ave
	667	W Genesee St & Myrtle St				
	680	W Genesee St & Fay Rd	14645	W Genesee St & Montrose Ave	14645	W Genesee St & Montrose Ave
	682	W Genesee St & Fay Rd				
	684	W Genesee St & Robertson Ter				
	1031	W Genesee St & Charles Ave				
	8537	Woods Rd & Charles Ave				
	14645	W Genesee St & Montrose Ave				

Centro examines bus stops that have an average of at least 50 riders boarding daily to determine if they are eligible for a bus shelter. No stops within the study area meet the activity threshold to qualify for a shelter. Comparatively, 3 percent of stops in

the entire Syracuse area qualify for a bus shelter. 1 percent of all bus stops in the Syracuse area have a bus shelter. No stops within the study area have a bus shelter.

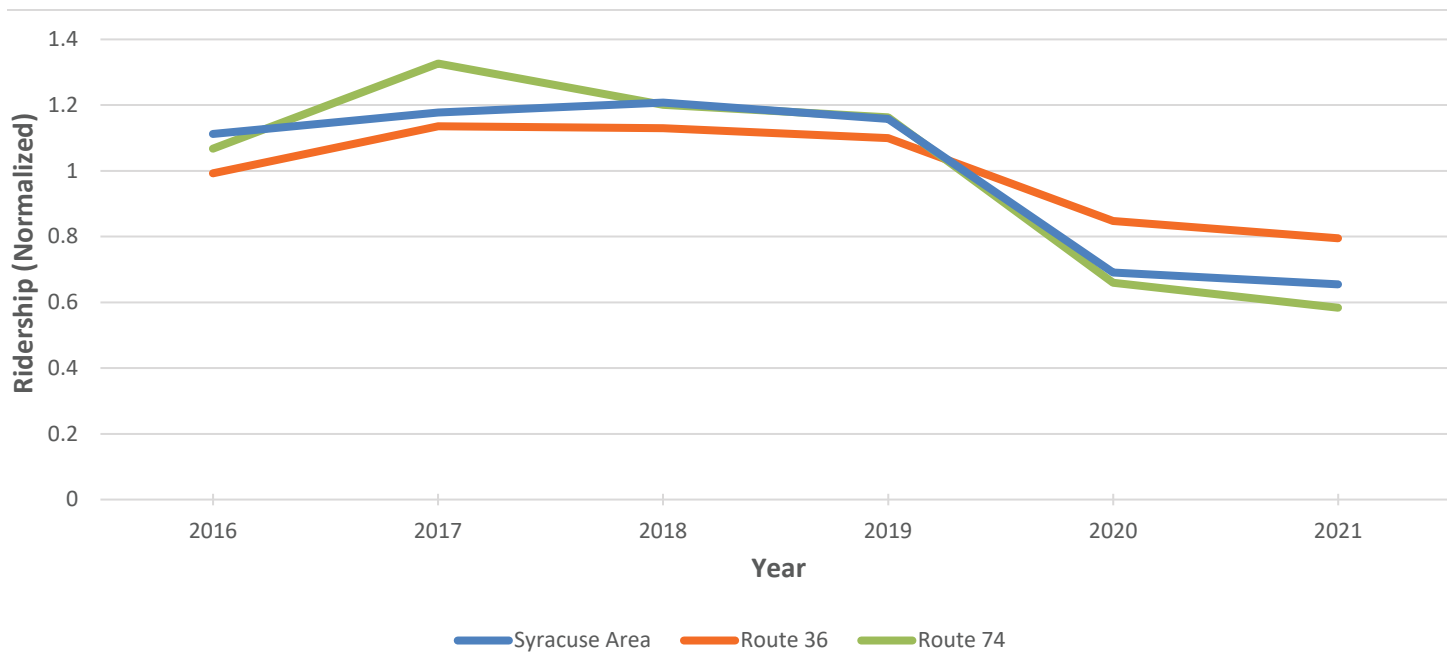


Figure 3.18: Bus ridership impacts from Covid-19

COVID-19 Impacts on Transit

Centro saw a decline in transit ridership across the entire Syracuse area during and after the COVID-19 pandemic. For example, the W Genesee St/Montrose Ave stop declined from 19.64 factored daily boardings in 2019 to 5.91 FDB in 2022.

Figure 3.18 shows how the bus routes within the study area compare to the overall network in terms of decline in ridership.

3.5 Pedestrian Facilities

Sidewalks exist along W Genesee St to the east of the Charles Ave / Montrose Ave intersection. West of this intersection, sidewalks, crosswalks curb ramps, and detectable warnings only exist on the corners of signalized intersections. There is no crosswalk across the westbound approach of W Genesee St at the Charles Ave / Montrose Ave intersection. Sidewalks also exist along the eastern side of Fay

Rd, ending before reaching Salisbury Rd, which has no sidewalks, and both sides of Montrose Ave, which end before reaching W Genesee St. Along Charles Ave, sidewalks only exist from Driscoll Ave to Milton Ave. These sidewalks are narrow, only measuring 3 ft in width. In general, most sidewalks have curb ramps, but detectable warnings are outdated.

Table 3.2: Pedestrian amenities at study area intersections

Location	Control	Crosswalks	Ped Signals/ Buttons	Countdown Timers	Curb Ramps	Detectable Warnings
Charles Ave - Milton Ave	Signal	●	●	●	●	●
Charles Ave - Conklin St	Stop	●	●	●	●	●
Charles Ave - Woods Rd - Chemung St	Stop (4-way)	●	●	●	●	●
Charles Ave - Essex St	Stop	●	●	●	●	●
Charles Ave - Oakridge Dr	Stop	●	●	●	●	●
Charles Ave - Driscoll Ave	Stop (4-way)	●	●	●	●	●
Charles Ave - W Genesee St - Montrose Ave	Signal	●	●	●	●	●
Montrose Ave - Hamilton St	Stop (4-way)	●	●	●	●	●
Montrose Ave - Laveta St	-	●	●	●	●	●
Montrose Ave - Rosita St	Stop (4-way)	●	●	●	●	●
Montrose Ave - Kenmore St	Stop	●	●	●	●	●
Montrose Ave - Salisbury Rd	Stop (4-way)	●	●	●	●	●
Fay Rd - W Genesee St	Signal	●	●	●	●	●
Fay Rd - Rosita St - Robertson Tr	Stop	●	●	●	●	●
Fay Rd - Salisbury Rd	Stop (4-way)	●	●	●	●	●
Salisbury Rd - Benham Ave	Stop	●	●	●	●	●
Salisbury Rd - S Avery Ave - Whittier Ave - Burnet Park Dr	Stop (4-way)	●	●	●	●	●
W Genesee St - N Orchard Rd - S Orchard Rd	Stop	●	●	●	●	●
W Genesee St - Robertson Tr	Stop	●	●	●	●	●
W Genesee St - Draper Ave	Stop	●	●	●	●	●
W Genesee St - Myrtle St	Stop	●	●	●	●	●
	Not Present	●	Present on some approaches	●	Present on all approaches	●

3.6 Bicycle Facilities

A painted bike lane is present along Milton Ave, north of the primary study area, which ends at the Charles Ave intersection. Just north of Matthews Ave at Bridge St, the Empire State Trail (EST) splits to continue north over the bridge towards the New York State Fairgrounds and west along a dedicated off-street path towards Camillus.

There is no existing bike infrastructure along W Genesee St or the intersecting side streets within the primary study area.



Sidewalk along the southern side of Rosita St



Pedestrian infrastructure on the northwest corner of W Genesee St & Fay Rd

Table 3.3: Traffic Volumes

Station #	Street (From-To)	Average Annual Daily Traffic (AADT)	Peak Hour Time	Total Peak Hour Volume	Heavy Vehicle Percentage	85th Percentile Speed (Northbound or Eastbound / Southbound or Westbound)
332030	Fay Rd (W Genesee St - Grand Ave)	3,100	3pm to 4pm	300	0%	N/A
332071	Charles Ave (Milton Ave - W Genesee St)	3,100	4pm to 5pm	300	2%	36 mph / 35 mph
330155	W Genesee St (Rt 930 W - Solvay/Syracuse line)	13,200	5pm to 6pm	1,300	2%	41 mph / 39 mph
330941	W Genesee St (Solvay/Syracuse line - Erie Blvd W)	12,600	5pm to 6pm	1,200	2%	39 mph / 39 mph

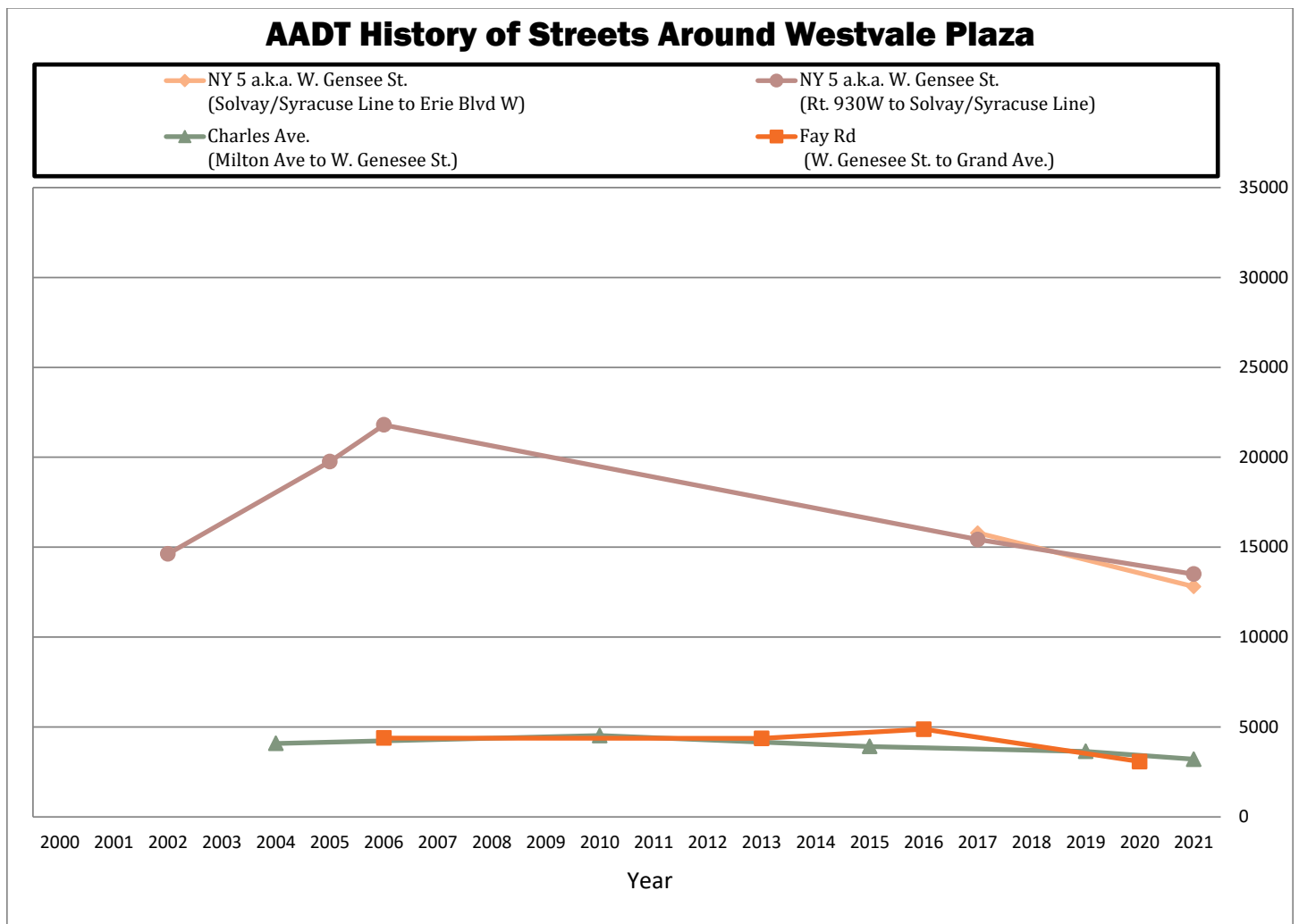


Figure 3.19: Average Annual Daily Traffic (AADT) History

3.7 Vehicular, Bicycle, and Pedestrian Traffic

W Genesee St

Over the past 20 years, the W Genesee St segment within the Village of Solvay has seen a gradual decline in average annual daily traffic (AADT). The AADT reached a peak of over 21,800 vehicles per day (vpd) around 2005-2006, then declined by about 38 percent to a low of 13,500 vpd in 2021. These volumes align with traffic experienced just east of the study area within the City of Syracuse. Overall, the freight traffic along this corridor is fairly low, at around 2 percent.

Traffic along this corridor peaks in the afternoon, with nearly 1,300 vehicles in the 5-6pm hour. Likely due to the commercial nature of the corridor, including restaurants and other services, the midday peak hour volume (~1,000 vehicles) is, on average, higher than the morning peak hour volume (~800 vehicles).

The posted speed limit along W Genesee St is 30 mph. The 85th percentile speed, the speed on which speed limits are often based, is around 39 mph, significantly above the posted limit.

Based on turning movement counts in the fall of 2022, pedestrians primarily cross within the study area at the W Genesee St / Charles Ave / Montrose Ave intersections, but still at relatively low levels. Documentation of midday crossings were not available.

SMTC staff reviewed available traffic data for the study area from a 20-year period (2002 – 2022), including manual turning movement counts conducted by staff in the fall of 2022.

Charles Ave and Fay Rd

Traffic volumes for Charles Ave and Fay Rd have remained fairly consistent over the 20-year period observed. As of 2021, Charles Ave sees roughly 3,200 vpd, while Fay Rd, in 2020, saw roughly 3,000 vpd. It should be noted that in 2016, the last year for data prior to the Covid-19 pandemic, Fay Rd saw nearly 4,900 vpd. According to turning movement counts performed in the fall of 2022, freight traffic is fairly light along both corridors, accounting for roughly 2 percent of traffic at their respective intersections with W Genesee St.

Fay Rd experiences more pronounced peaks than Charles Ave, with a clear morning (7-8am) and evening (4-5pm) peak. Charles Ave does experience an evening peak, with ~300 vehicles, during the 4-5pm hour.

The posted speed limit along Charles Ave and Fay Rd is 30 mph. Speed data for Charles Ave indicates an 85th percentile speed of 36 mph. There is no speed data available for Fay Rd.

3.8 Parking

All commercial buildings within the study area provide off-street parking for their customers.

Westvale Plaza makes use of a large front lot and a smaller back lot, primarily used by Geddes Federal Savings customers. The smaller Geddes Plaza, just east of Westvale Plaza on Charles Ave, also makes use of a large front lot as the property backs up onto a hillside.

For residential properties, driveways and small parking lots are utilized throughout the study area.

On-street parking is prohibited at all times along the following streets within the study area, according to the Village of Solvay and Town of Geddes codes:

- Both sides of Charles Ave, from W Genesee St to Milton Ave
- Western side of Fay Rd, from W Genesee St to Salisbury Rd
- Both sides of W Genesee St, from S Orchard Rd west to the Town of Geddes border with Camillus

Additional signage indicates that parking from 2am – 6am from November 1 to April 1 is prohibited on streets within the Town of Geddes.



Parking lot at Westvale Plaza

3.9 Truck Restrictions

All trucks, tractors and tractor-trailer combinations having a total gross weight in excess of five tons are excluded from all town roads within the Town of Geddes, except Farrell Road, which is a designated truck route. Other roads that are within the Town of Geddes but are not town roads (e.g., W Genesee St) are not subject to this restriction.

Within the Village of Solvay, restrictions on trucks over five tons apply to all highways except for the following:

- New York State Route 5 (W Genesee St),
- 500 block of Charles Avenue,
- Bridge Street,
- Mathews Avenue,
- Boyd Avenue, north of Milton Avenue,
- Gere Lock Road,
- Industrial Drive, and
- Milton Avenue, from Bridge Street west to Village line.



Fay Rd at Robertson Tr - looking north

3.10 Crashes

There were 599 crashes examined during this period, 183 of which occurred on study area roadways.

NYSDOT maintains a database known as the Accident Location information System (ALIS), which catalogues information about crashes that occur throughout the state.

The SMTC used this database to examine the crash history for a five-year period from January 1, 2017, to December 31, 2021. This analysis included the primary study area roadways as well as nearby streets that interconnect with the study area.



W Genesee St at Fay Rd looking northwest.

Intersection Crashes

Crashes are categorized as “intersection” or “non-intersection” (i.e., segment – which were measured from signalized intersection to signalized intersection) crashes. As shown in Figure 3.21, 48% of crashes occurred at an intersection. As shown in Figure 3.20, the intersection with the largest number of crashes is W Genesee Street and Charles / Montrose Avenue. Along segments, many crashes occurred along W Genesee St, as well as along Salisbury Rd.

Crash Rates

Crash rates were calculated for intersections and for segments. Intersection crash rates are based on crashes per millions of entering vehicles (MEV), and roadway segment crash rates are based on crashes per Millions of Vehicle Miles Traveled (MVMT). These formulae require an estimate of the Annual Average Daily Traffic (AADT) entering an intersection or passing through a segment. Either through estimates or actual counts, the NYSDOT has traffic volume information for all segments on the corridor except for Montrose Ave. Intersection counts were conducted for W Genesee St’s intersections with Fay Rd and Charles Ave/ Montrose Ave

The intersection of W Genesee St, Charles Ave, and Montrose Ave had the highest crash rate for intersections from available data. Portions of W Genesee St approaching that intersection, as well as Salisbury Rd, also had some of the highest segment crash rates. Figure 3.20 shows crash rates for segments and intersections.



Figure 3.20: Crash Rates

NYSDOT publishes yearly estimates of accident rates for State Highways, based on facility type and intersection type. Calculated crash rates were compared to NYSDOT's most recent average accident rates from 2018-2019. The W Genesee St/Fay Rd intersection was classified as a 4-legged intersection (urban) with left turn. The W Genesee St/Charles Ave/Montrose Ave intersection was classified as a 4-legged intersection (urban) without left turn. The calculated crash rates were lower than NYSDOT's estimated statewide average rates for similar facilities of 0.26 and 0.24 crashes per MEV, respectively.

Segments along W Genesee St were classified as 4 lanes undivided – free access controlled (urban), and all other segments along study area roads were classified as 2 lanes undivided – free access controlled (urban). All segments along W Genesee St had calculated crash rates lower than NYSDOT's estimate of 6.41 crashes per MVMT. Charles Ave and Salisbury Rd had calculated crash rates that were the same or higher than NYSDOT's estimate of 3.73 crashes per MVMT. It is noted that while W Genesee St is a state facility, all other segments that crash rates were calculated for are not, and comparing non-state facilities to NYSDOT's estimated rates may not be completely accurate.

SMTC staff also compared the crash rates along W Genesee St to other segments and intersections along the same roadway. Crash rates for these segments and intersections were taken from the SMTC's City and County Safety Assessments, completed in 2020. Crash rates along W Genesee St, from Knowell Rd to Westlind Rd, ranged from 6 to 18.9 crashes per MVMT. While these rates are higher than the rates calculated for W Genesee St within the study area, the crash rate for W Genesee St from Erie Blvd W to the City Line was slightly lower, at 3.75 crashes per MVMT.

W Genesee St's intersections with S Geddes St, N Franklin St, Avery Ave, and State Fair Blvd were all identified in the City Safety Assessment as hot spot locations. The crash rates at these locations ranged from 0.97 to 2.37 crashes per MEV. The intersections of W Genesee St with S Geddes St, N Franklin St, and Avery Ave all had higher crash rates than those calculated along the same road within the study area.



Speed bumps and bollards located within Westvale Plaza

Crash Classification

Crashes are classified as either “reportable” or “non-reportable” by the Department of Motor Vehicles. A crash is classified as reportable if it results in death, personal injury, or property damage to any single motor vehicle that meets a threshold of at least \$1,000. All other crashes that do not meet these criteria are considered non-reportable. Reportable events are classified into four categories by severity: fatal, injury, property damage and injury, and property damage only. Figure 3.21 summarizes crashes that occurred in the primary study area during the five-year period by type and severity.

There was one fatal crash in the primary study area or on nearby roads during the five-year period analyzed. Additionally, the SMTC determined

how many crashes involved “serious injuries.” Serious injuries include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, being unconscious when taken from the crash scene, and being unable to leave the crash scene without assistance. Of the 599 total crashes examined, 8 involved a serious injury. There were no crashes with more than one serious injury occurring, but some crashes had both a serious injury and at least one injury, and 75 injury crashes resulted in 98 injuries. Of the 76 crashes that involved a fatality, a serious injury, or an injury, about 64 percent occurred at intersections.

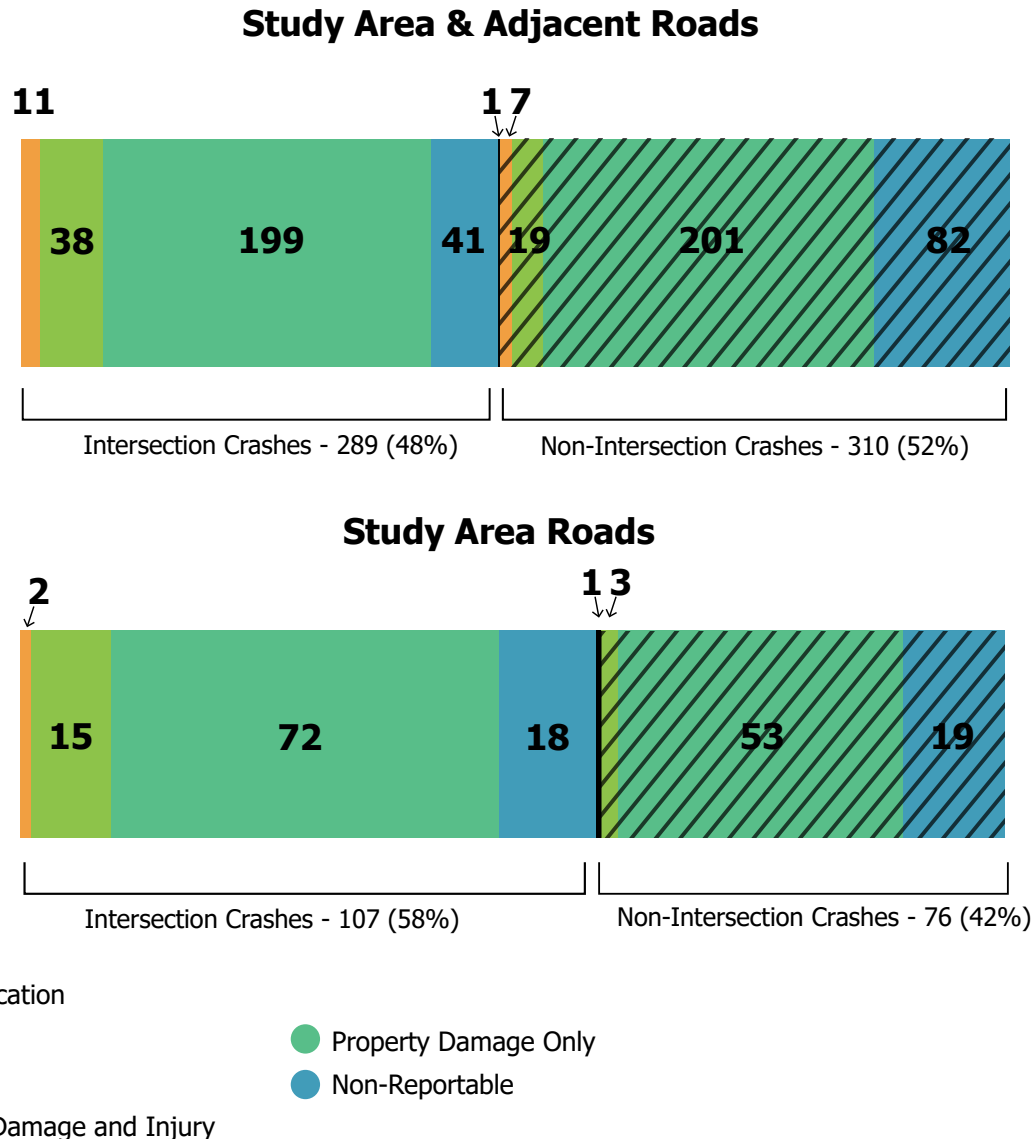


Figure 3.21: Crash Classification

Collision Type and Contributing Factors

For all recorded crashes in the ALIS database, the type of collision (i.e., rear end, right angle, etc.) is noted, and all recorded crashes must also have at least one apparent contributing factor indicated (i.e., human, vehicular, and/or environmental). Common collision types within the study area were Rear End and Right Angle. The most common contributing factors were “Driver Inattention” and “Failure to Yield Right of Way.”

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

Most of the crashes along Salisbury Rd occurred at intersections. There were two crashes that resulted in a total of four injuries, both at the S Avery/Whittier intersection which is a 4-way stop (5-way, including Burnet Park Dr). One was a right-angle collision and the other was a left-turn. The other crashes along the segment were mostly right-angle crashes or vehicles hitting deer at night (open wooded area - there are ‘watch for deer’ signs). Most of the causes were either failure to yield or driver inattention. Ten crashes total occurred at the S Avery/Whittier intersection. Excluding deer collisions, Salisbury Rd’s crash rate drops from 6 to 3.8 - similar to Charles Ave (3.7) and less than all segments on W Genesee (4.3-5.5).

Crashes Involving a Bicyclist or Pedestrian

Over the five-year period analyzed, there were 12 crashes that occurred with a pedestrian and 2 crashes that occurred with a bicyclist. The one fatal collision in the study area was with a pedestrian. One collision with a pedestrian resulted in a serious injury, and four collisions with pedestrians resulted in an injury.

Of these collisions with bicyclists or pedestrians,

- 9 occurred at an intersection
- 5 occurred not at an intersection
- 8 occurred during daylight hours, one at dawn
- 9 occurred with dry road conditions, 4 with wet road conditions, and 1 with snow/ice road conditions

Crashes involving bicyclists and pedestrians are shown on Figure 3.22.

The goals laid out at the beginning of this study focus on improving access for individuals outside of personal vehicles, including those who walk, bike or take transit to the Westvale Plaza area. While improvements to the public right-of-way are vital to achieving these goals, land use patterns and zoning regulations also factor into a person’s ability to access commercial and residential spaces.

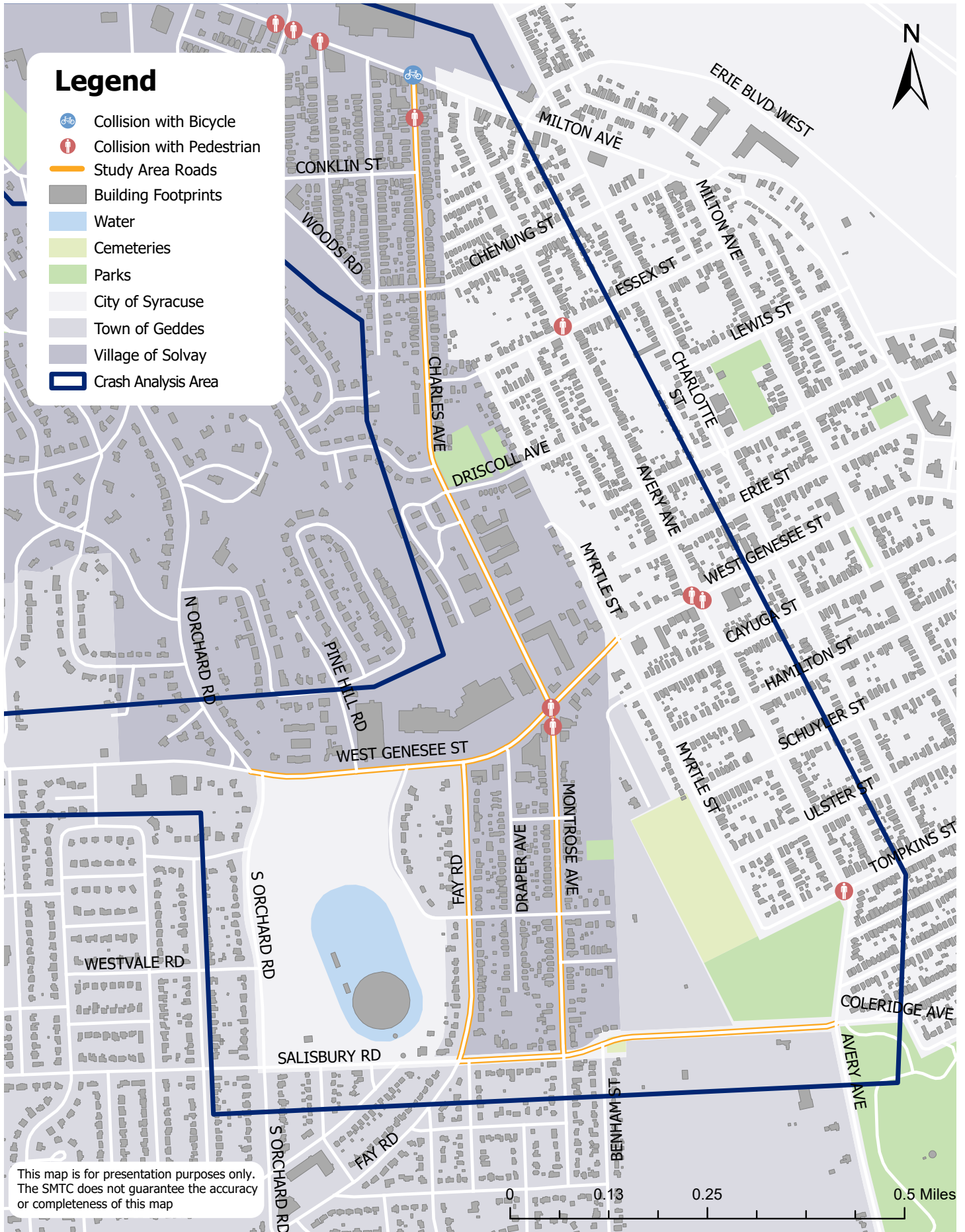
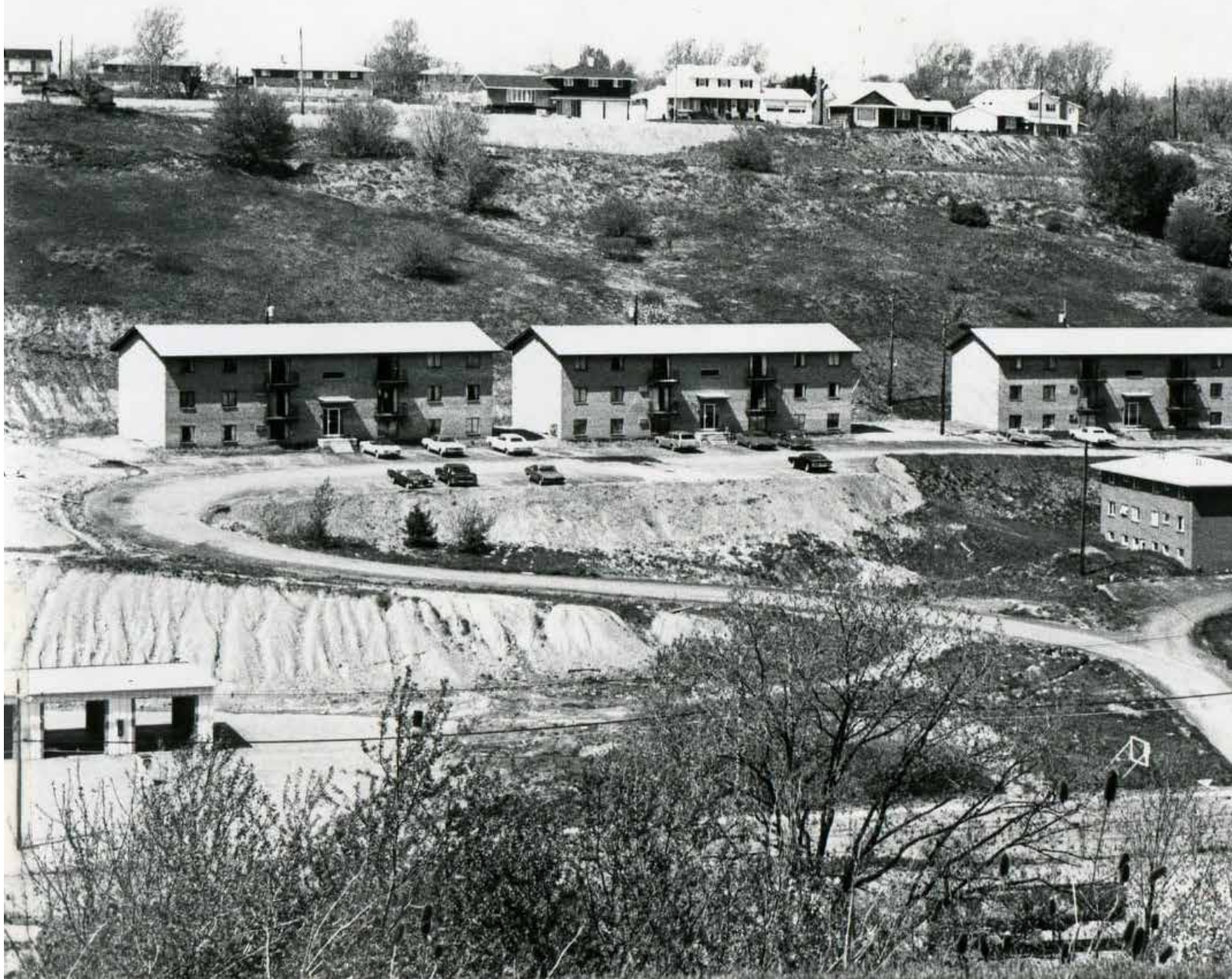


Figure 3.22: Pedestrian and Bicycle Crashes

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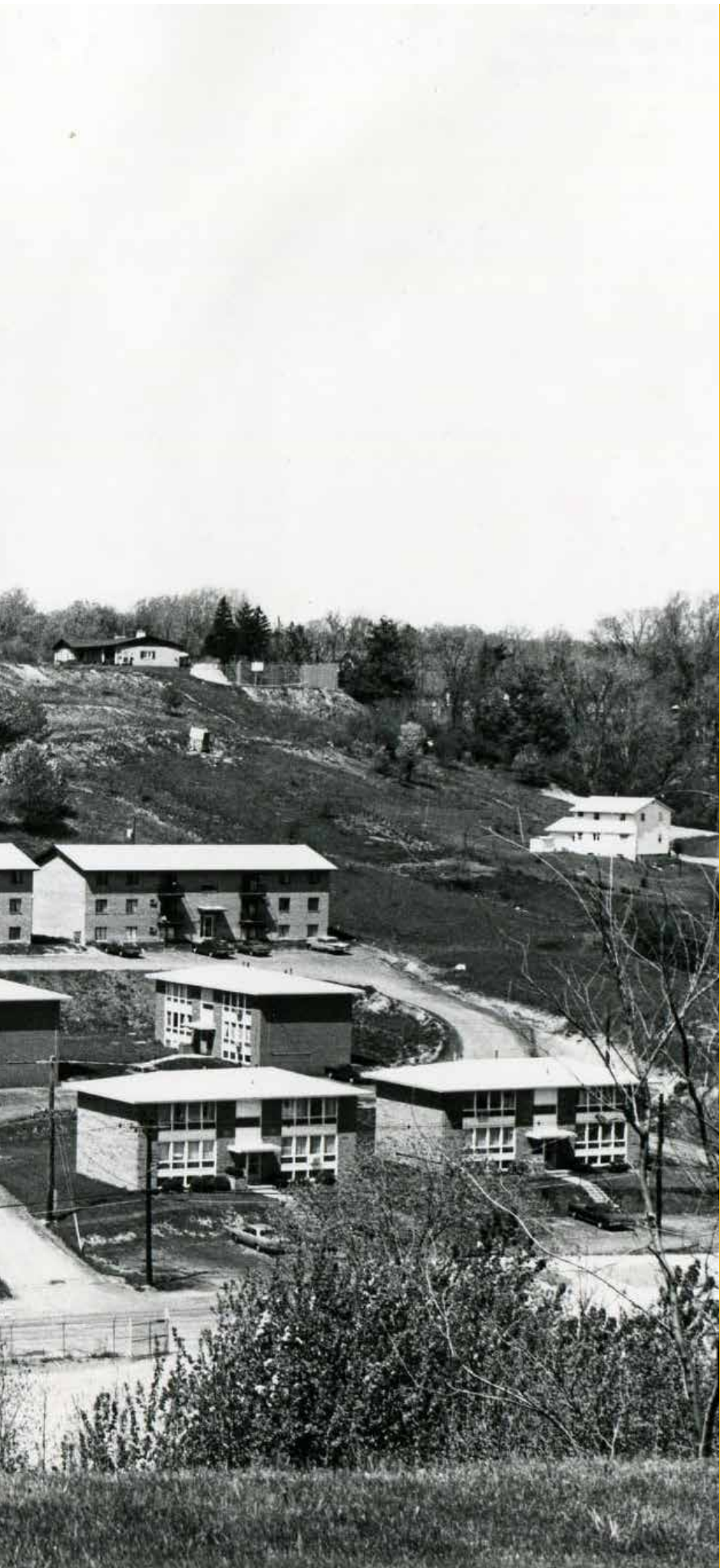


HERITAGE HILLS (1970s)

Photo courtesy of the Solvay-Geddes Historical Society

ENVISIONING FUTURE LAND USE CHANGES

Zoning code review
Westvale Plaza in context
Identifying opportunities
Public opinion



4.1 Zoning Code Review

Within the Town and Village’s joint comprehensive plan, the area surrounding Westvale Plaza is identified as a potential sight for future mixed-use development. Based on this stated vision, SMTC staff evaluated current zoning codes within the Town and Village to identify issues and opportunities, along with zoning codes of other communities within Onondaga County, to provide a larger context of what is possible.

As stated within Chapter 3, the study area contains a mixture of zoning districts, with the primary lots (including Westvale Plaza) situated within the Village of Solvay and zoned for commercial purposes.



Walking along W Genesee St and Milton Ave. While both offer commercial services, they are built in dramatically different ways due to zoning rules like setbacks, building size, and parking requirements.

The Village includes two zoning districts that allow commercial developments: Commercial and the Milton Ave District. Both districts allow for similar uses as-of-right, with some minor differences. For example, Commercial districts allow multi-family developments with a special permit, while housing with more than two units are not allowed within the Milton Ave District.

As Village representatives on our SAC noted, the Village currently does not have specific language to promote mixed-use development within its boundaries.

What truly differentiates the Commercial district from the Milton Ave district are the building regulations. While structures in the Milton Ave District are encouraged to have no setback in the front, with buildings coming up to the sidewalk forming a street wall, Commercial developments must sit at least 20 feet back, with that space often reserved for parking. Additionally, structures in the Milton Ave District are permitted to cover more of their individual lots, allowing structures to abut one another instead of standing on their own, as they do in Commercial zones.

Overall, the Milton Ave District emphasizes more traditional village-style development while the Commercial district promotes a more suburban style. A complete listing of allowable uses and building regulations can be found in Appendix X.

Review of the existing Village of Solvay zoning code revealed that Westvale Plaza, as it stands, would not be able to be constructed today, primarily due to off-street parking requirements. Based on a high-level understanding of the requirement, Westvale Plaza has roughly 600 fewer spaces than the existing code requires of a commercial center of its size. Due to the Plaza’s age, it is currently grandfathered in as an existing structure, but, as noted by Town and Village representatives, any potential structural changes to the building would require the site to align itself with the current zoning regulations.

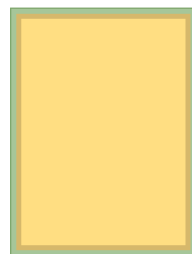
Other towns across Onondaga County have been working to solve similar issues, specifically identifying ways to spur new investments in underutilized commercial centers through adjustments to their zoning codes. In 2018, the Town of DeWitt adopted changes to their zoning code that created a mixed-use overlay district promoting denser development patterns through looser height restrictions and a significant reduction in off-street parking requirements.

The Town of Salina has also begun to explore updates to their zoning code, specifically creating an R-5 zone for the former LeMoyne Manor parcel to allow for mixed-use development in the designated area. Additionally, the City of Syracuse has updated its zoning code through the ReZone Syracuse effort, promoting mixed-use development and reducing minimum lot size and parking requirements. Figure 4.1 shows how these different parking requirements affect the built environment. A full breakdown of the parking requirements for each of these municipalities can be found in Appendix C.

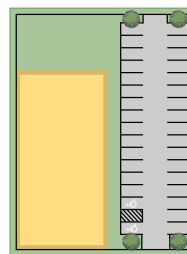
The existing zoning for the Westvale Plaza area requires more than twice as much parking as similar facilities in the Town of DeWitt or the City of Syracuse. While the Town of Geddes and Village of Solvay require fewer residential spaces than the Town of DeWitt (1.5 per unit in multi-family structures vs. 2 per unit, and 1 per unit for single- and two-family homes vs. 2 per unit in Dewitt), within mixed-use zones, DeWitt allows for parking spaces to be shared between uses, as long as the typical hours of operation complement one another. This allows residential units to utilize parking spaces for uses such as banks, offices, and other retail operations that are primarily open during daytime hours.

Key Assumptions:

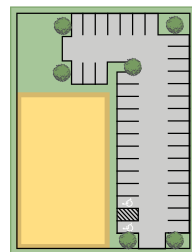
- 30,000 sq ft lot
- One story building
- 10' setbacks, all sides



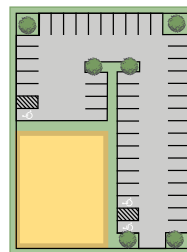
No Parking
26,600 sq ft
--
0 spaces



DeWitt
10,875 sq ft
1 per 333 sq ft
=33 spaces



Geddes
9,450 sq ft
1 per 200 sq ft
=38 spaces



Solvay
7,080 sq ft
1 per 150 sq ft
=48 spaces

Figure 4.1: Parking comparison diagram

4.2 Westvale Plaza in Context

Three major suburban commercial centers can be found within a four mile stretch west of the city: *Westvale Plaza, Fairmount Fair, and Camillus Commons*

Although they are each classified as a suburban commercial center, the character and function of each differ dramatically.

Beyond looking just at zoning requirements, it is helpful to see Westvale Plaza in context along W Genesee St. Figure 4.2 is a transect map of the W Genesee St corridor from Downtown Syracuse in the east to the Village of Camillus in the west.

Along the route, the character of the built environment surrounding W Genesee St changes dramatically, from urban center to suburban residential and commercial to rural.



*W Genesee St in Downtown Syracuse, Westvale, and the Village of Camillus.
Source: Google Streetview*

Camillus Commons



Fairmount Fair



Westvale Plaza



Rural	Rural Town	Suburban Residential	Suburban Commercial (Shopping Center)	Suburban Residential	Suburban Commercial (Strip Corridor)	Suburban Residential	Suburban Commercial (Neighborhood Center)	Urban Neighborhood	Urban Commercial	Urban Core
Camillus	Camillus Village	Camillus	Camillus Commons	Fairmount	Fairmount Fair	Westvale	Westvale Plaza	Tipperary Hill	Automobile Row	Downtown Syracuse
-Sparsely populated -Agricultural uses -Natural Areas	-Small concentrations of developed land -Historic town	-Disconnected road network -Mostly single-family homes	-Large building footprints -Parking lots fronting road	-Disconnected road network -Mostly single-family homes	-Big box stores surrounded by smaller commercial uses -Parking lots fronting road	-Semi-gridlike street network -Some housing fronting road	-Single strip plaza -Large parking fronting road -Grocery store anchor	-Well-connected road network -Dense development	-Small block sizes -Concentrated economic center	-High density & building heights -Regional center & destination
Town of Camillus					Town of Geddes		Village of Solway	City of Syracuse		

Figure 4.2: Transect Diagram

Westvale Plaza

The smallest of the three commercial centers, it is also the oldest. Built in the years following World War II, the plaza is built in a typical style for that era, with a large front parking lot and a strip mall design set back from the street. The plaza has adapted over the decades from being a more regional commercial center to serving primarily local needs.

Once populated with a busy movie theater, grocery stores, and other larger tenants, the plaza has slowly lost tenants over the years. The movie theater was torn down in 1997 and replaced by an auto parts store, which quickly went out of business, with a new auto parts store filling the space decades later. Various grocery store tenants occupied a portion of the main building, with Tops Friendly Market finally leaving the 40,000+ square foot space in 2018. With major store fronts vacant or underutilized, the plaza is primarily the home of smaller, local businesses with unique focuses, including a European food specialty store and a discount furniture store.

It is important to note the location of the plaza at the border between the Village of Solvay and the City of Syracuse. It is the first commercial center as you leave the City heading west. This commercial node feels tied to the built environment of the City, with fairly tight, walkable blocks leading up to the plaza.



View of Westvale Plaza's eastern end, looking west.

Fairmount Fair

Further west along W Genesee St, Fairmount Fair and the surrounding commercial centers could be classified as a commercial strip corridor, with businesses stretching a better part of a mile in plazas of various sizes. Fairmount Fair, the major focal point of the corridor and former mall, is home to national retail outlets, including Target, Michaels, and Ashley Home Furniture, as well as regionally significant stores, including Wegmans. The corridor outside of the main plaza includes national fast-food chains, auto part stores, banks, and other high demand retailers, placed in auto-oriented fashion with large front parking lots and few shared driveways.

The street network and residential developments connecting into the Fairmount Fair area are characterized by a more winding street network and larger lot sizes. A lack of sidewalks beyond the W Genesee St corridor make it unlikely for many residents to walk to their destinations.



Parking lot in front of Fairmount Fair plaza (left) and W Genesee St approaching Fairmount Fair (right).

Camillus Commons

At the far western end of the corridor, Camillus Commons acts as a major shopping center, bringing traffic in from off the main streets and into large parking lots surrounded by businesses. Home to Walmart, Lowe's Home Improvement, and a Tops Friendly Market, the center caters primarily to larger footprint stores, with outparcel sites such as Wendy's and Speedway, and acts as a regional attraction. Smaller plazas and strip malls surround the main shopping center on W Genesee St and Kasson Rd.

Camillus Commons has no direct connections into surrounding neighborhoods, with major roadways bordering the northern (W Genesee St) and western (Kasson Rd) sides, along with West Genesee High School to the east and Westvale Golf Club to the south. Across W Genesee St and Kasson Rd, residential developments follow winding street networks with few connections. Sidewalks do not exist beyond the major roadways, creating a primarily automotive environment.



Tops Friendly Market and Rite Aid (left) and parking lot in front of the Camillus Commons Walmart (right).

4.3 Identifying Opportunities

The plaza no longer serves as a regional destination.

Looking at Westvale Plaza in comparison to its nearest neighbors, it becomes clear that the plaza no longer serves as a regional destination and may be better suited to function as a neighborhood center.

Neighborhood centers focus on the day-to-day needs of nearby residents, with smaller grocery stores, pharmacies, banks, and other small scale retail spaces. In many villages, their Main Streets function as neighborhood centers.

In many ways, Milton Ave serves this purpose for the Village of Solvay, but there is a unique opportunity to create a shared center that also serves the Town of Geddes. Due to its location in the relative center of the Town's population, Westvale Plaza is an easy walking and biking distance from most residents, including many of the westside neighborhoods within the City of Syracuse.

One of the key elements to creating a neighborhood center is providing flexibility through the zoning code. As discussed earlier in this chapter, the existing zoning code would prevent the current plaza from being built as is. Building flexibility into the zoning code, including possible reductions in parking minimums and allowing mixed-use development, can create opportunities for different types of developments. To structure the conversation on rethinking this space as a neighborhood center, SMTC staff identified six objectives the space should aim to accomplish:

1. Create a mixed-use center;
2. Maintain a space for a grocery store;
3. Hold the corner at the W Genesee St / Charles Ave intersection, either through building development or a pedestrian plaza, with the aim of creating a more inviting entrance into the Plaza area;
4. Frame the Fay Rd entrance;
5. Encourage the growth of a street wall, along W Genesee St, where buildings come up towards the sidewalk instead of set back, often behind a parking lot, which creates a more inviting environment to walk ; and
6. Use the development as a transition zone between suburban and urban areas.

Residents within the Town of Geddes have expressed a desire to maintain the residential character along W Genesee St west of the Plaza. By concentrating commercial development, and denser residential units, within the Plaza, you are able to prevent development from sprawling further west.

Based on these objectives, staff developed three concepts (Rehabilitation, Redevelopment #1, and Redevelopment #2) which reflect different levels of reconstruction intensity. Each concept utilized the Town of DeWitt’s mixed-use overlay district zoning requirements as guidance and was compared for traffic impacts against the existing plaza if fully leased, which will be discussed later in this chapter.

The aim of these concepts was not to dictate how the plaza area should be redeveloped, but instead to open conversations on how the site can be used in different ways and what types of policies may need to be in place to encourage this form of change. Ultimately, any changes to the site are exclusively the decision of the plaza owners. The concepts were shared with the Study Advisory Committee

along with the property manager and owners of Westvale Plaza. The property manager and owners of the Plaza noted their business model is primarily aimed at reducing existing vacancies and maintaining the property until it is eventually sold. Any improvements made to the Plaza under their ownership would largely be cosmetic in nature. With this in mind, the larger discussion on these concepts remains aimed at creating flexibility for future owners. An overview of each concept can be found in Table 4.1, with descriptions of each approach below.

Table 4.1: Plaza Concepts

Building	Rehabilitation				Redevelopment #1				Redevelopment #2			
	Use Type	Notes	Estimated Comm Space (sf)	# of Dwelling Units	Use Type	Notes	Estimated Comm Space (sf)	# of Dwelling Units	Use Type	Notes	Estimated Comm Space (sf)	# of Dwelling Units
A	Comm	Existing	19,000	-	MU	-	27,500	25	MU	-	37,000	36
B	Comm	Existing (Grocery Store)	59,000	-	MU	-	43,725	29	MU	-	31,875	33
C	MU	-	17,000	16	Comm	-	15,000	-	Comm	-	18,825	-
D	MU	-	20,000	14	MU	-	20,625	24	MU	-	15,000	20
E	Comm	-	7,500	-	Comm	-	5,625	-	MU	-	25,000	20
F	Comm	Existing	35,000	-	Comm	Grocery Store	40,000	-	Comm	Grocery Store	18,750	-
G	Comm	Existing	63,000	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	TH	-	-	39	TH	-	-	37
Total			251,000	30	Total		152,475	117	Total		146,450	146
Comm - Commerical MU - Mixed-Use TH - Townhouse												

Existing Conditions

Figure 4.3 shows Westvale Plaza as it stands today. The plaza consists almost entirely of one-story commercial buildings. Large surface parking lots separate the buildings from the street network. The anchor of this plaza was a recently-vacated grocery store. No pedestrian or bicycle infrastructure connects the building entrances to the street.



Figure 4.3: Existing Conditions

Rehabilitation Concept

The goal of the Rehabilitation concept was to largely work with the existing structures while bringing retail space forward towards W Genesee St, creating a street wall and helping draw pedestrians into the plaza area. Overall, the largest commercial spaces would be kept in place, while the smaller businesses in the center of the plaza structure would be demolished and relocated in new, mixed-use buildings, as seen in Figure 4.4. Roughly 30 apartments would fit within these building footprints if only one floor of residential was included.

This approach showcases the ability to rethink portions of the plaza in phases, which could eventually lead to a complete redevelopment as needs change. Additional residential units could be added on top of existing commercial spaces if demand increased, potentially tied to larger investments in the region.

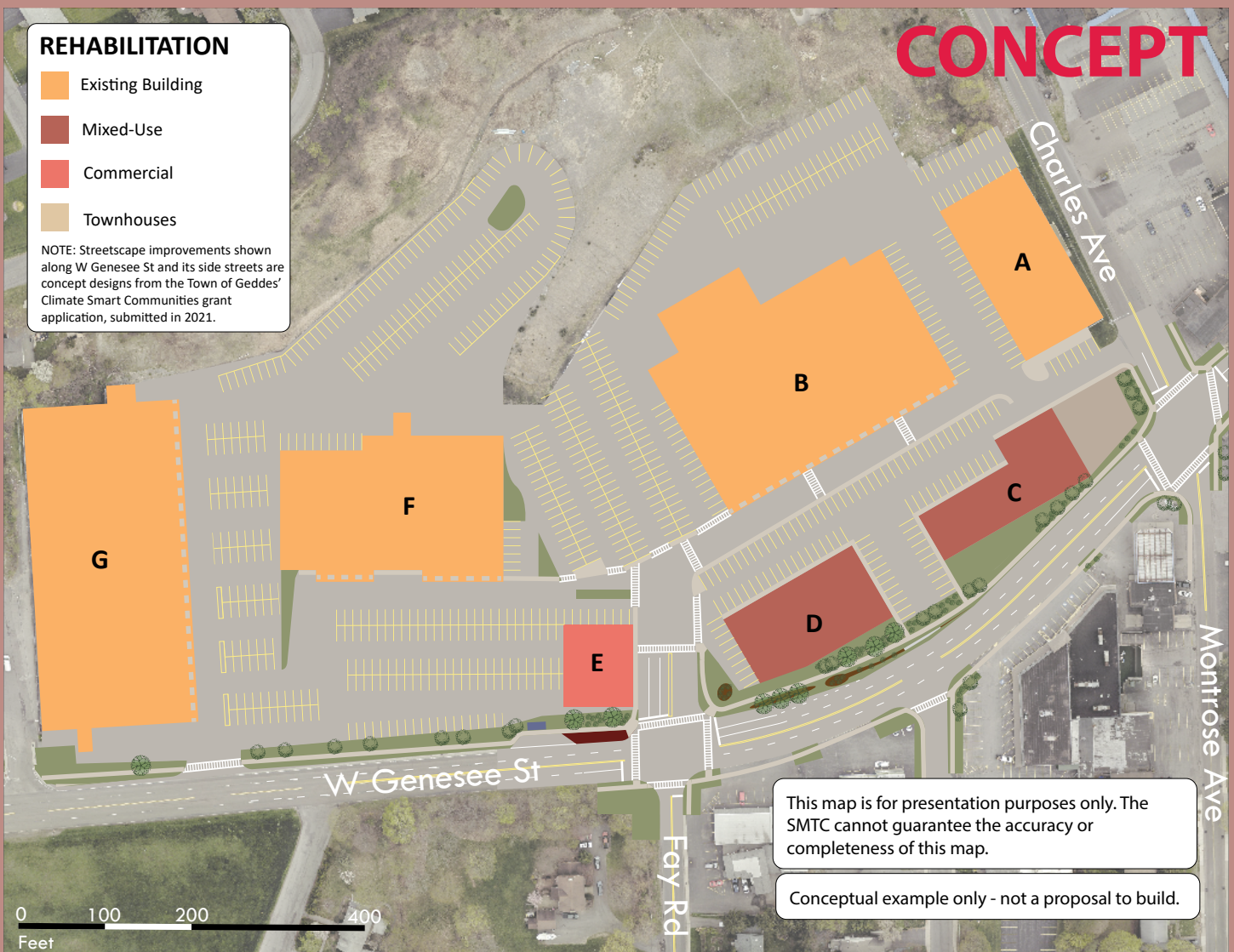


Figure 4.4: Plaza Rehabilitation Concept

Redevelopment Concept #1

When considering a full plaza redevelopment, this first concept keeps the existing entry and exit points largely as they function today, while removing all existing structures. Mixed-use structures would largely occupy the eastern portion of the plaza site, with smaller commercial structures mixed in. An estimated 78 apartments would occupy one upper floor of the mixed-use buildings. A large, 40,000 square foot space would be reserved for a grocery store just west of the Fay Rd entrance, as shown in Figure 4.5.

Up on the western hill, where Planet Fitness and Family Dollar currently exist, a residential development with roughly 39 townhouses would be achievable. This would allow a potential future developer to make better use of the parking lot that snakes its way up the hillside, away from the commercial buildings.

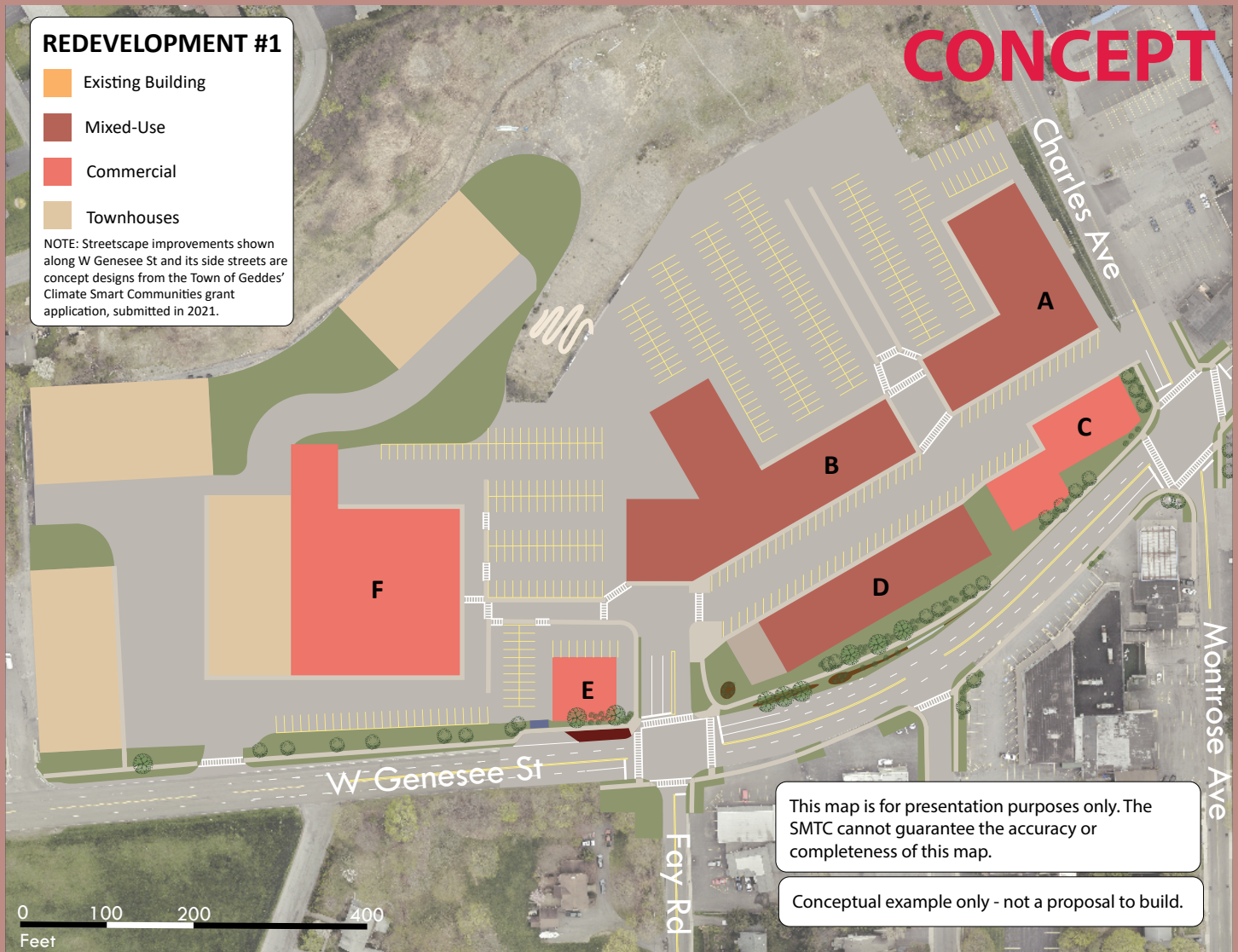


Figure 4.5: Plaza Redevelopment Concept #1

Redevelopment Concept #2

Rethinking the location of the entry and exit points, along with planning for a smaller grocery store tenant, allows for additional flexibility in the design of the plaza. Moving the far western entrance east, to align with Robertson Terrace allows for an improved internal street network. Additionally, shifting the Charles Ave entrance further north helps reduce turning movements near the W Genesee St / Charles Ave intersection while opening up more possibilities for buildings within the plaza, as shown in Figure 4.6.

Shrinking the space reserved for a grocery store down, closer to 20,000 square feet, also allows for greater flexibility. A smaller format grocery store, or a specialty grocer, may be more feasible for this location as five larger format grocers currently operate within two miles of Westvale Plaza, creating a fairly crowded market. Larger mixed-use buildings are again focused towards the eastern end of the plaza, containing roughly 109 apartments located on the second floor of each, acting as a transition from the urban character of the City of Syracuse to the more suburban character further west along W Genesee St. Townhouses, again, occupy the hill at the far western end of the plaza site, with additional greenspace.

Due to the reduction in overall commercial space, primarily due to the reduction in grocery store space, the overall parking requirements for the development would be greatly reduced. This provides space to add additional housing or greenspace, depending on the needs and desires of the community.

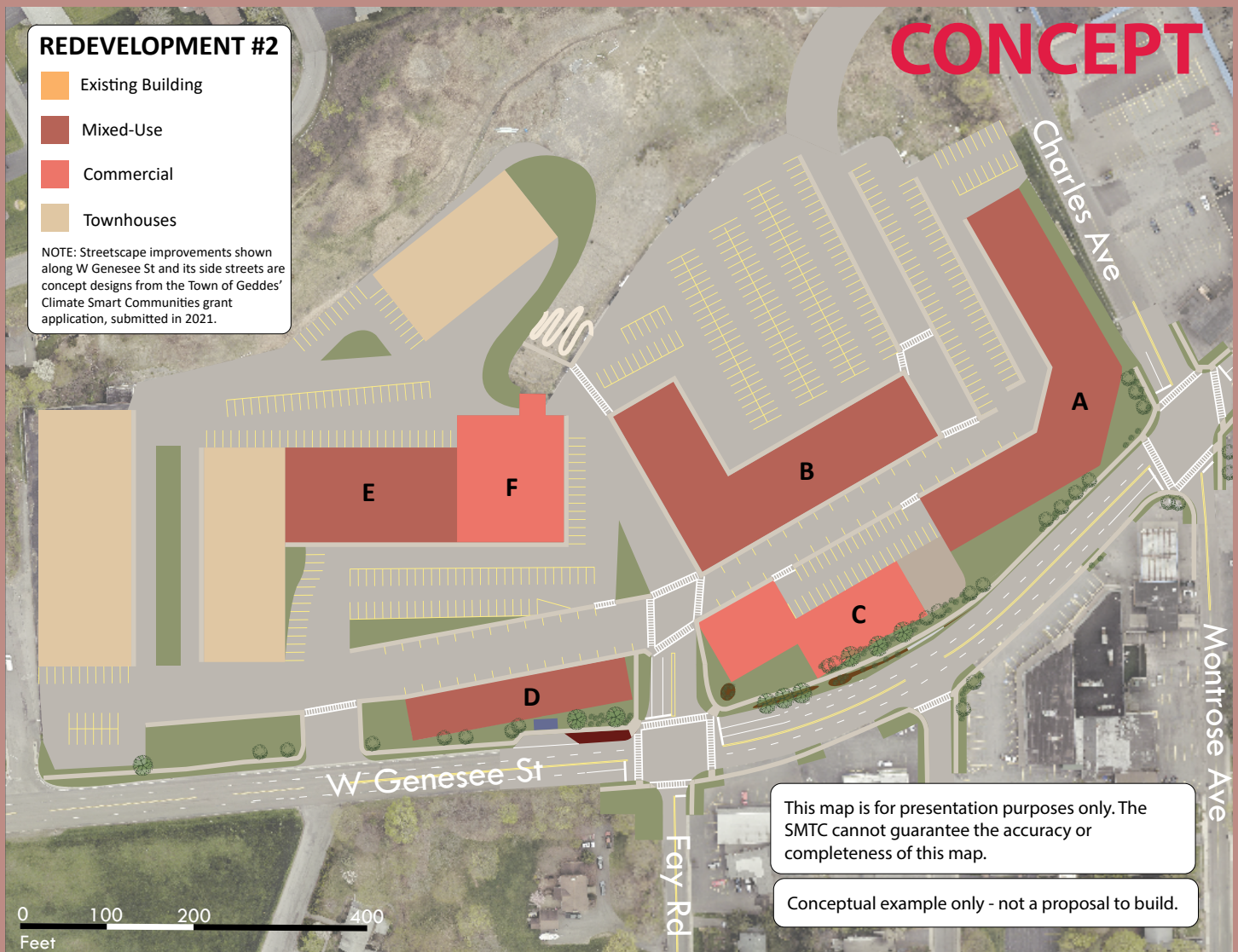


Figure 4.6: Plaza Dedevlopment Concept #2

Intersection Capacity Analysis

To evaluate the impacts each development scenario would likely have on the roadway network, a capacity analysis was performed. Prior to running the analysis, SMTC staff reviewed existing turning movement counts from October 2022. These counts represent a baseline under current conditions. SMTC utilized trip generation data from ITE to estimate the number of trips a fully leased plaza would produce and combined this with the existing turning movement counts to determine a "No Build" scenario for comparison with the rehabilitation and redevelopment scenarios.

Trip generation estimates were produced in a similar fashion for each development scenario. A mixed-use credit was applied based on the Environmental Protection Agency's (EPA) Mixed-use Trip Generation model, which was developed as newer mixed-use communities became more prominent. Additionally, due to the ITE manual's heavy reliance on data from car-centric facilities in Sun Belt states, SMTC staff utilized Replica modeling data to

estimate what percentage of trips are taken outside of a personal vehicle (9 percent walk, 1.2 percent use transit). Staff chose to utilize a conservative estimate of 8 percent of all trips using alternative modes. Together, total car trips generated for each scenario were reduced between 8 and 10 percent.

Trip distribution followed the existing traffic flow, with 60 percent of traffic eastbound in the morning peak, and 60 percent of traffic westbound in the evening peak.

As shown in Table 4.2, no development scenario is expected to result in an intersection or movement operating in a "failed" condition. The overall LOS for each intersection remains high, at an A or B, meaning there would likely be excess capacity within the built network.



Sign outside Mobil Gas Station at the corner of W Genesee St and Montrose Ave.

Table 4.2: Level of Service

Approach	Lane Configuration	Rounded to Nearest Second - 2022																			
		AM Peak Hour										PM Peak Hour									
		No Build Existing		No Build Full Plaza		Rehabilitation		Redevelopment #1		Redevelopment #2		No Build Existing		No Build Full Plaza		Rehabilitation		Redevelopment #1		Redevelopment #2	
		LOS	Delay	LOS	Delay	LOS	Delay	Los	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
W Genesee / Charles																					
NB (Montrose)	LTR	A	8	A	10	A	10	A	10	A	9	B	14	B	16	B	16	B	15	B	15
SB (Charles)	LT	B	11	B	14	B	14	B	13	B	13	B	18	C	21	C	22	C	20	C	20
	R	A	3	A	3	A	3	A	3	A	3	A	4	A	5	A	5	A	4	A	4
EB (W Genesee)	LT	A	3	A	5	A	5	A	5	A	5	A	5	A	6	A	6	A	6	A	6
	TR	A	3	A	5	A	5	A	5	A	5	A	5	A	6	A	6	A	6	A	6
WB (W Genesee)	LT	A	8	A	9	A	9	A	9	A	9	B	10	B	14	B	14	B	12	B	12
	TR	A	8	A	9	A	9	A	9	A	9	B	10	B	14	B	14	B	12	B	12
OVERALL		A	6	A	7	A	7	A	7	A	7	A	9	B	11	B	11	B	10	B	10
W Genesee / Fay																					
NB (Fay)	LTR	B	16	B	18	B	16	B	18	B	17	C	32	C	31	C	31	D	36	C	35
SB (Driveway)	L	B	16	C	24	C	24	C	22	B	20	C	25	D	47	D	47	D	41	D	37
	T	B	15	B	25	B	15	B	16	B	15	C	22	C	22	C	22	C	23	C	23
	R	A	0	A	2	A	2	A	1	A	1	A	0	A	3	A	3	A	4	A	4
EB (W Genesee)	LT	A	6	A	9	A	9	A	7	A	7	A	7	B	11	B	11	A	9	A	9
	TR	A	6	A	9	A	9	A	7	A	7	A	7	B	11	B	11	A	9	A	9
WB (W Genesee)	LT	B	17	B	20	B	20	B	18	B	18	C	21	C	25	C	25	C	22	C	22
	T	B	17	B	20	B	20	B	18	B	18	C	21	C	25	C	25	C	22	C	22
	R	A	0	A	5	A	5	A	4	A	2	A	3	A	5	A	5	A	5	A	5
OVERALL		B	12	B	13	B	13	B	12	B	12	B	17	B	20	B	20	B	19	B	19

4.4 Public Workshop - Land Use and Zoning

On July 12, 2023, SMTC staff hosted a public workshop within the Village of Solvay aimed at discussing land use and zoning issues in the Westvale Plaza area, as well as preferences for walking and biking infrastructure. An online introductory video was posted two weeks prior to the meeting to help inform attendees on the subject matter of the discussion, as well as give them a chance to review the concepts. A full review of the public workshop can be found in Appendix E.

Attendees were generally positive towards the idea of mixed-use development within Westvale Plaza and some of the immediate lots surrounding the plaza. Expansion of mixed-use development further west down W Genesee St was discouraged.

Within the Plaza, many neighbors emphasized the need for a grocery store within walking distance of key members of the Village, including the Ukrainian

community who reside in the apartments just north of the Plaza as well as seniors. While a grocery store is seen as vital, neighbors were open to different store formats, including smaller scale brands, as long as basic necessities, including fresh produce, were available.

Some concerns were raised from existing Plaza tenants as their current locations were not shown in the concept plans. Staff emphasized that the concepts were not plans to build, but instead long-term visions to help structure a conversation on land use and zoning policies.

When looking at mobility, attendees signaled a preference for separated facilities, including protected cycle tracks and wide, decorative sidewalks. Street trees were commonly cited as needed amenities along the roadways in the area.



Public workshop on July 12, 2023

Public Feedback Summary:

Attendees were asked to look at three different posters and rank their preferences for different goals and amenities. At each station, attendees were given three stickers to rank their top three preferences. They did not need to use all three stickers and could use more than one sticker for each option.

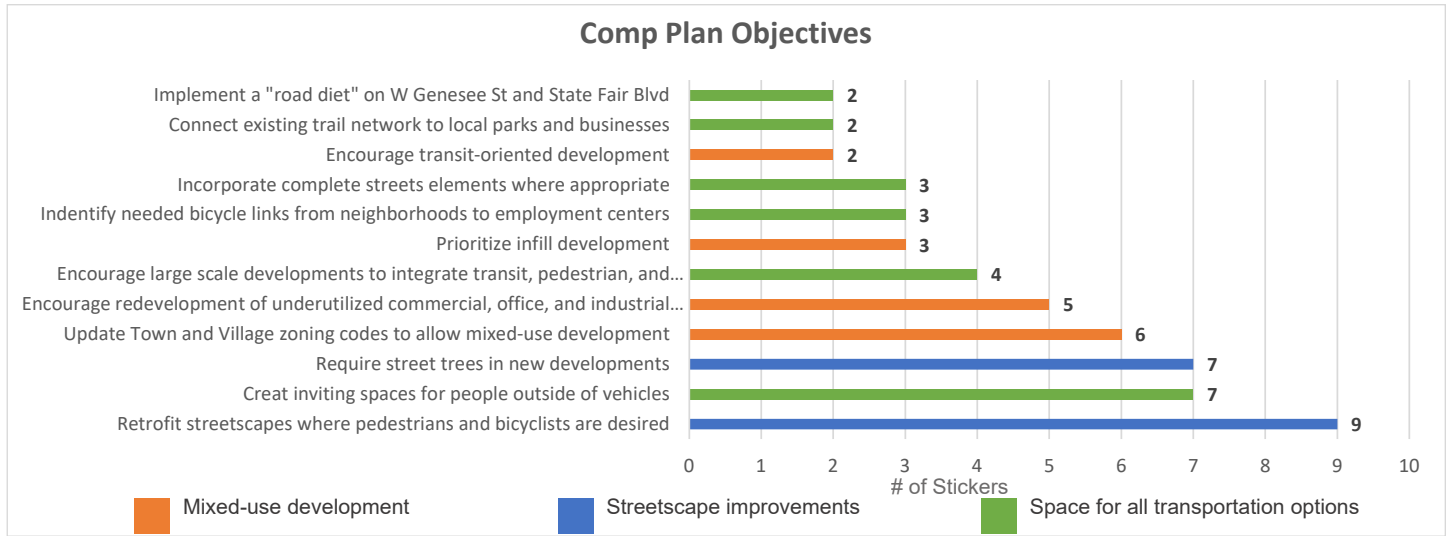


Figure 4.7: Public preferences on comprehensive plan objectives

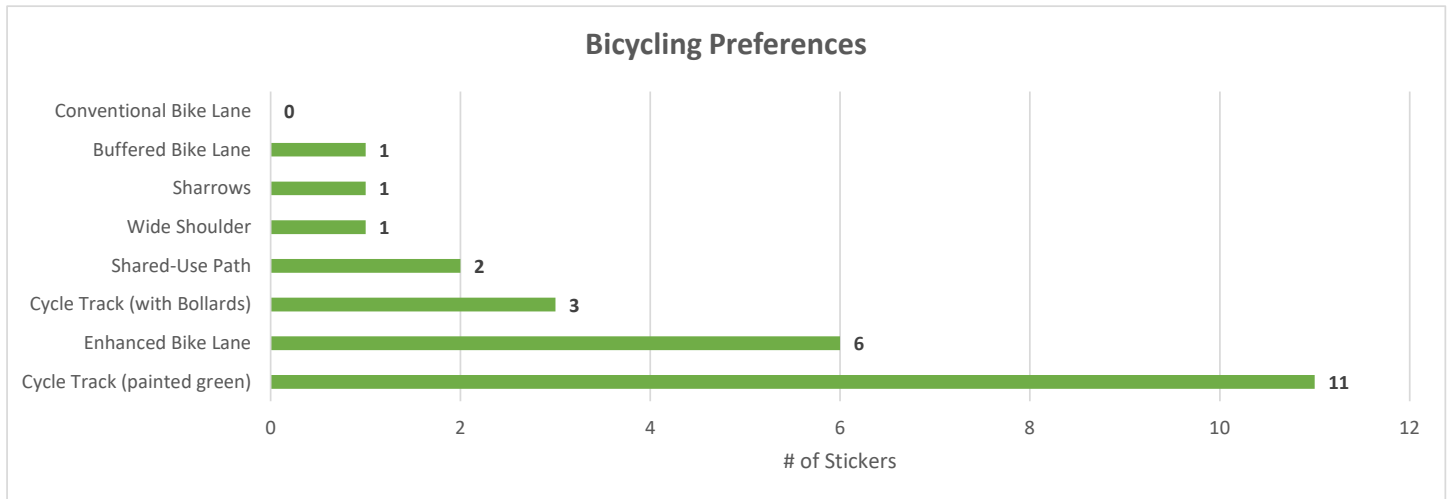


Figure 4.8: Public preferences on bicycling amenities

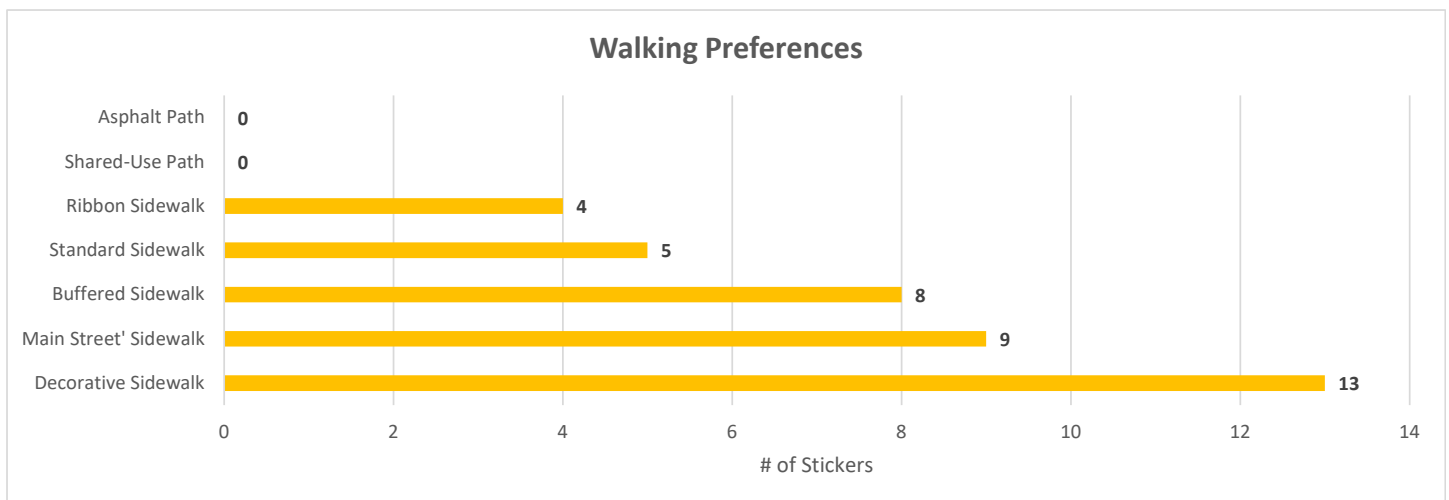


Figure 4.9: Public preferences on walking amenities

5



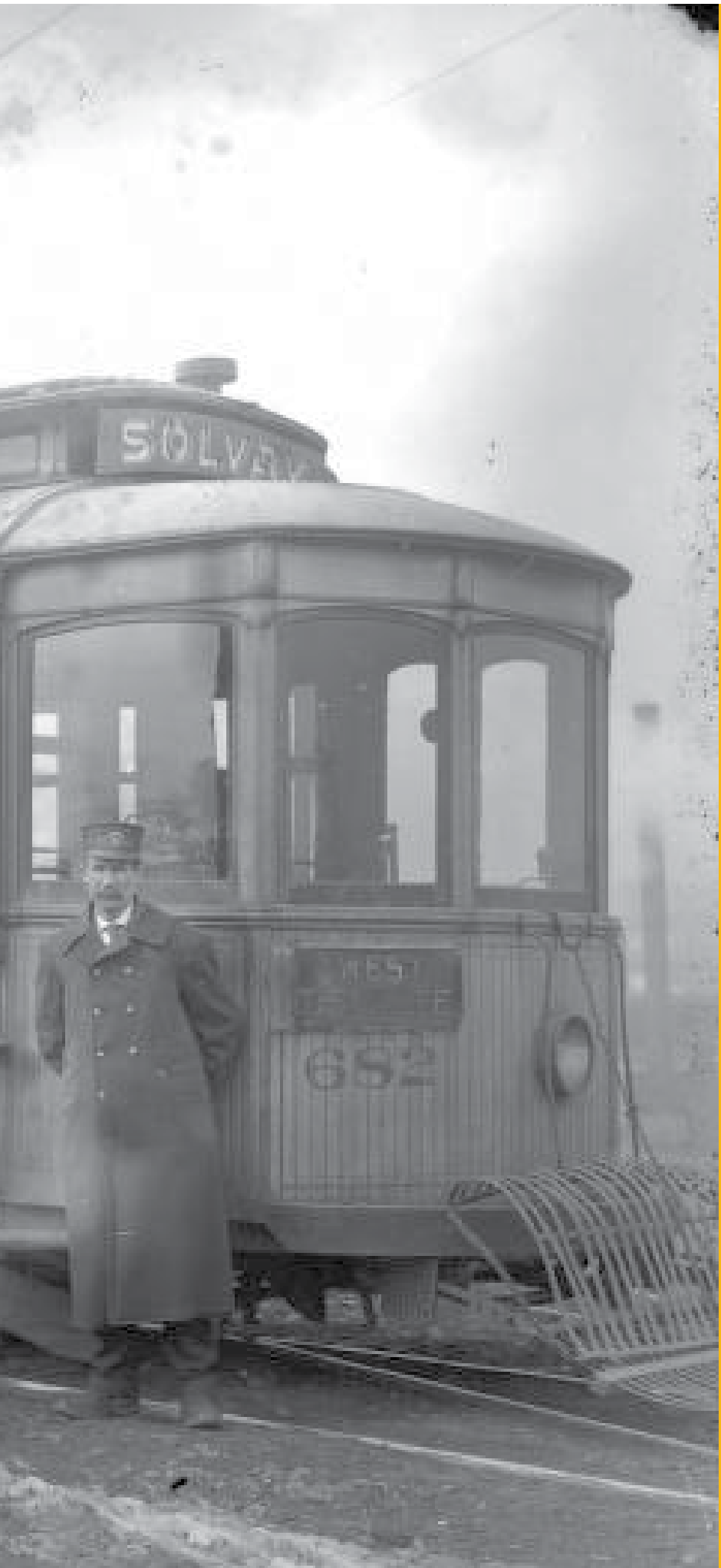
SOLVAY & WEST GENESEE TROLLEY (1890s)

Photo courtesy of the Solvay-Geddes Historical Society

ASSESSMENT OF ISSUES AND OPPORTUNITIES

Identifying Opportunities

Greenway Technique Overview



5.1 Identifying Opportunities

The Town of Geddes requested the SMTC to identify opportunities aimed at improving bicycle, pedestrian, and transit facilities in and around the Westvale Plaza area.

Pedestrian-Related Issues

- Missing crosswalks at intersections
- Some sidewalks, crosswalks, and curb ramps are in poor condition, not well-maintained, nonexistent, or not ADA-compliant.
- Narrow sidewalks, around three feet in width

Bicycle-Related Issues

- No bicycle facilities present in study area
- No connections to bicycle facilities outside of the study area, including the Milton Ave bicycle lane and Empire State Trail

Transit-Related Issues

- No bus shelters or bus pull-off areas.
- No concrete landing pad at a handful of bus stops.



Incomplete pedestrian infrastructure



Narrow sidewalks on Charles Ave

Charles Ave - North of Driscoll

Charles Ave is the most direct north-south route through the Village of Solvay, connecting the Westvale Plaza area in the south to Milton Ave in the north. The bike lanes along Milton Ave provide a valuable connection to the Empire State Trail (EST). At 23 to 25 feet wide, curb-to-curb, Charles Ave is a fairly narrow corridor. Three-foot-wide sidewalks exist on both sides of the roadway, far narrower than the recommended five feet, making it difficult for more than one person to walk on the sidewalk at any given time. Further constraining the existing right-of-way are numerous yards with fencing that come up to the sidewalk. While these properties are using public right-of-way for private use, the lack of enforcement on where the public right-of-way

exists would make it difficult to reclaim that space for other uses.

Existing curb ramps do not utilize detectable warning strips. Crosswalks only exist at the Milton Ave intersection at the far northern end of the corridor.

Due to these physical constraints, traditional bike lanes may not be suitable for the corridor, but instead greenway techniques, such as curb bump outs and chicanes, should be considered. By narrowing the roadway at key locations, traffic will be slowed to a more comfortable speed for cyclists.



Charles Ave, south of Driscoll Ave, looking north

Charles Ave - South of Driscoll

South of Driscoll Ave, Charles Ave switches from a residential street to a commercial corridor. The only sidewalk present south of Driscoll Ave sits in front of the Heritage Hills apartment complex. Curbing is sparse, with most parking lots bleeding into the street, visually widening the roadway. Due to this, there is little to no access management, which allows vehicles to enter or exit properties freely, but makes their movements less predictable and more dangerous to others aiming to access the area, both inside and outside of vehicles.

While there is space for traditional bike lanes along this section of Charles Ave, the existing stormwater drains and access management issues make it a less appealing option. Instead, further greenway techniques could be used to encourage slower speeds and begin to address curb management issues. One key consideration is the ability of trucks used by Orchard Earth & Pipe to traverse the roadway. This could restrict the use of speed cushions and the location of bump outs.

The difficult topography behind the commercial structures complicates any efforts to reconfigure their existing parking lots to better control access. Additional topography issues exist around Geddes Plaza, where an existing retaining wall creates space for garbage storage and parking for a commercial business.

Montrose Ave

Similar to Charles Ave, and many other streets throughout the Village of Solvay, Montrose Ave is a narrow roadway lined with fairly narrow sidewalks on either side. On its northern end, as you approach W Genesee St, the sidewalks drop out and are replaced by asphalt parking lots, with painted spaces encroaching on the public right-of-way. Overall, there is a lack of pedestrian infrastructure within the commercial node at W Genesee St, making it uncomfortable and less safe for people to travel on foot to reach nearby businesses.

Reducing the length of curb cuts, providing sidewalks, and defining access management for the commercial area should be top priorities. Further south, narrowing the roadways at intersections may act as traffic calming measures while improving visibility and reducing crossing distances for pedestrians.



Montrose Ave looking south

Salisbury Rd

From S Orchard Rd heading east out of the study area, Salisbury Rd varies in width, eventually narrowing over small hills as it enters the City of Syracuse. No sidewalks are present on either side of the roadway for its entire length. While the homes along Salisbury Rd are part of the Town and/or Village, the City owns the street and its extended right-of-way that goes beyond the pavement.

This extra right-of way could be repurposed for pedestrian and bicycle access, potentially connecting to Burnet Park and the Westside Trail bike network, currently under study by the SMTC.



Salisbury Rd intersecting with S Avery Ave at Burnet Park - looking east

Fay Rd

Traffic is consistent, if not busy, along Fay Rd, with no crossing opportunities for people on foot south of W Genesee St. Sidewalks are present along the eastern side of the street, within the Village of Solvay, but absent on the western side, within the Town of Geddes. Curb ramps lack clear detectable warnings, outside of the W Genesee St intersection, as well as crosswalks. In 2022, the NYSDOT paving project upgraded the curb ramps and crosswalks at W Genesee St, including new sidewalks that connect to the existing network.

Fay Rd is situated on a steep incline, which could inhibit pedestrian and bicycle activity. Potential opportunities for improvement include upgrading curb ramps and adding crosswalks at key locations and extending the current sidewalk network out to Salisbury Rd. While the Town's RAISE Grant proposal includes bike lanes down Fay Rd, SMTC staff believe the steep grade and traffic levels are not ideal for cyclists, preferring a more direct connection to Charles Ave via Montrose Ave, but recognizing that Fay Rd is still an important route for connectivity. As such, improvements along both Fay Rd and Montrose Ave do not need to be mutually exclusive.



Fay Rd looking south

Westvale Plaza / W Genesee St

Heavy, fast-moving traffic best characterizes W Genesee St. While traffic volumes have declined in recent years, the volume and speed of traffic still make it difficult to cross for a pedestrian and potentially dangerous to ride on for cyclists. In 2022, NYSDOT completed a paving project that upgraded curb ramps and crosswalks in the area but did not include a crosswalk across the westbound approach at the W Genesee St /Charles Ave intersection, based on an assessment of the location by the NYSDOT Region 3 Traffic and Safety Office. The offset geometry of the

intersection results in poor visibility from drivers turning right off of Montrose Ave, creating a safety issue for pedestrians. The "horseshoe" design with three crosswalks still allows pedestrians to get to all four corners. SMTC staff observed pedestrians having difficulty reaching the two bus stops on either side of this approach. Including those two bus stops, five bus stops within or near the study area are ranked in the top 25 percent in terms of ridership for the Syracuse area, indicating high demand for transit in the neighborhood.



W Genesee St looking west

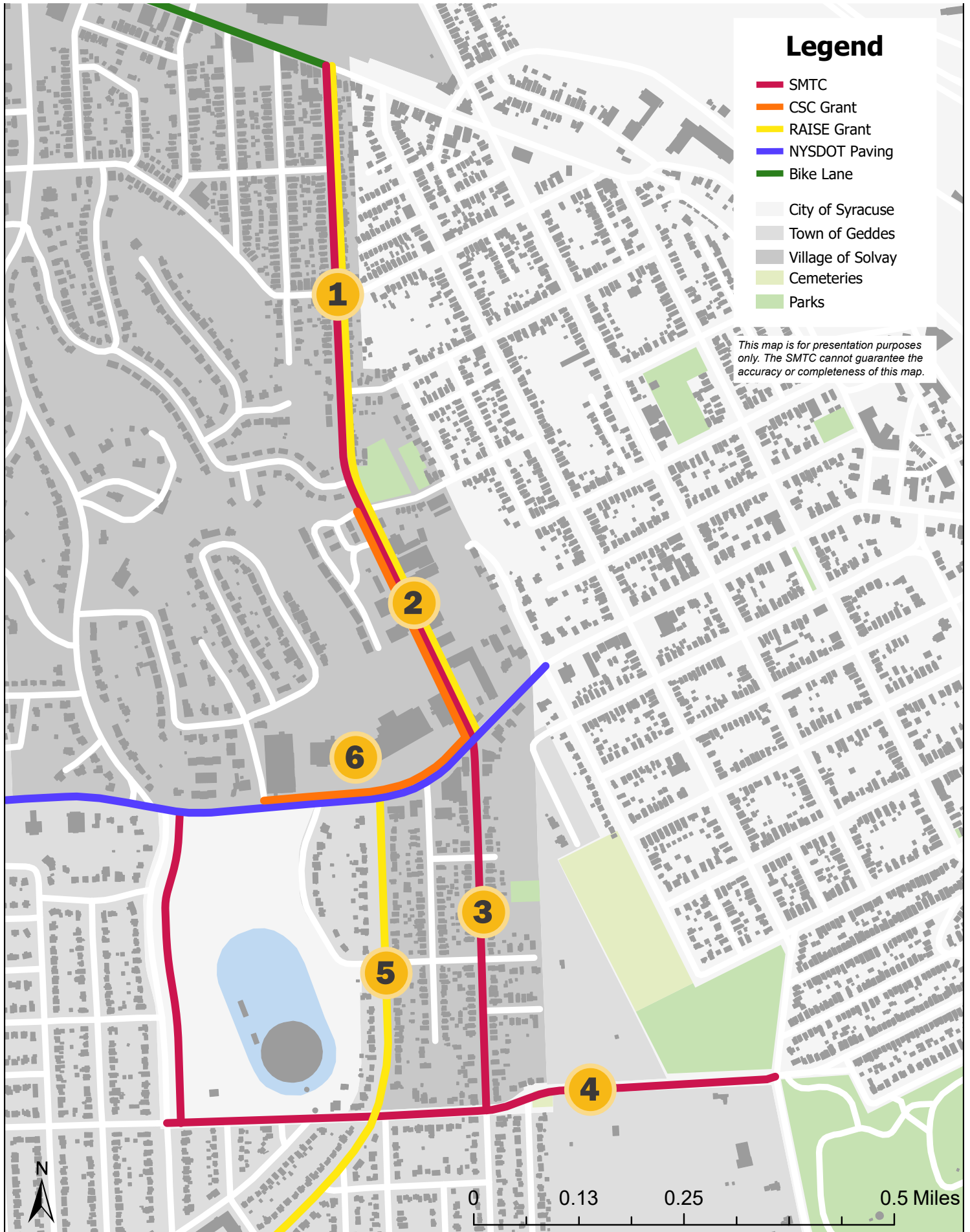


Figure 5.1: Issues/Opportunities

Issues

1

Charles Ave - North of Driscoll Ave

- Private yards extend into ROW
- Existing space between curbs too narrow for bike lanes
- Narrow sidewalks
- Only direct connection between Milton Ave & W Genesee St

2

Charles Ave - South of Driscoll Ave

- No access management - few curbs
- Parking within ROW but not on-street
- Low-bed trucks
- Difficult topography near Geddes Plaza
- Drains and sewer systems in place, difficult to expand space between curbs and regrade

3

Montrose Ave

- Skewed crossing at W Genesee St
- No access management towards W Genesee St
- Existing space between curbs too narrow for bike lanes
- Narrow sidewalks

4

Salisbury Rd

- No sidewalks
- Hilly terrain
- Tough intersection at Avery Ave

5

Fay Rd

- Narrow sidewalks on eastern side of road, no sidewalks on western side
- Hilly terrain heading south
- Consistent traffic

6

Westvale Plaza

- Transit issues

Opportunities

RAISE Grant Proposal

- Widen sidewalks to 5 ft

RAISE Grant Proposal

- Narrow travel lanes to 10 ft
- Add 4 ft bike lanes on both sides
- Add 5 ft sidewalks on both sides
- Add greenery and street trees

No Proposals

No Proposals

RAISE Grant Proposal

- Narrow travel lanes to 11 ft
- Add 4 ft bike lanes
- Add 5 ft sidewalks south of Salisbury Rd

CSC Grant Proposal

- Bus pull-off west of Fay Rd entrance to Westvale Plaza

SMTC Suggestion

- Widen sidewalks to 5 ft
- Narrow travel lanes to 10 ft, or
 - Use chicanes to slow drivers down
 - Use bulb-outs at intersections
- If low-bed trucks only travel south, use speed cushions
- Add sharrows

SMTC Suggestion

- Narrow travel lanes to 10 ft
- Add 5 ft sidewalk to both sides
- Add 5 ft sidewalk at Geddes Plaza
- Potential mid-block crossing at northern end of Geddes Plaza
- Add sharrows
- Add greenery and street trees
- Consider other greenway treatments, such as chicanes and bulb-outs, where possible

SMTC Suggestion

- Straight line from Charles Ave - enhance bike crossing on W Genesee St
- Define access management near commercial businesses through installation of sidewalks and curbs
- Use chicanes and bump-outs to narrow travel lanes at key locations

SMTC Suggestion

- Cycle track on northern side - narrow roadway until off-road space opens up near cemetery
- Connect to potential cycle track / shared-use path on reservoir property

SMTC Suggestion

- Encourage biking on Montrose Ave instead
- Connect to Fay Rd at Salisbury Rd

SMTC Suggestion

- Consolidate bus stops at Charles Ave
 - Eastbound at SE corner, westbound at NW corner
- Build out shelters and loading platforms
- Leave open possibility of larger station to accommodate potential growth if zoning changes

Table 5.1: Issues/Opportunities

5.2 Neighborhood Greenway Techniques

Opportunities to improve accessibility outside a personal vehicle for this area include the continued build out of sidewalks where the NYSDOT paving project left off, the potential consolidation of bus stops to focus transit riders in one area with more amenities, and the addition of missing crosswalks where needed.

The Village of Solvay is home to many narrow streets. As a result, most do not have room for bike lanes, whether they are striped, buffered, or fully protected. Neighborhood greenway techniques may offer useful alternatives where space is constrained. At its most basic level, a neighborhood greenway employs traffic calming measures, such as speed cushions and small traffic circles at intersections, to slow vehicles and provide safer spaces for people to ride their bikes or walk²². These streets often run parallel to busier streets that are less friendly to bikes.

The National Association of City Transportation Officials (NACTO) identifies different groups of design treatments and considerations that greenways, or bicycle boulevards, as some cities and NACTO refer to them, may look to include to achieve a safe biking environment. Outlined on the following pages are examples of some of NACTO's greenway design treatments.

Communities across Upstate New York have seen greenways as vital tools in their work to improve access for those on bike or on foot. Rochester, NY released their Bicycle Boulevard Master Plan in 2015, which identified over 50 miles of streets, with 20 miles deemed priority streets, that would create an interconnected network of greenways that cover the entire city.²³ Streets identified within this plan met three important criteria: direct connections to destinations, low volumes (<3,000 vehicles per

day) and speeds (posted limit of 25mph or less), and connections to the existing bike network.²⁴ The initial plan looked to utilize a variety of traffic calming techniques, including:

- **Traffic Circles** – raised or delineated islands placed at intersections
- **Chicanes** – a series of raised curb extensions, or edge islands, on alternate sides of a street
- **Curb Extensions** – curb extensions at an intersection to narrow the roadway and crossing distance
- **Chokers** – edge islands placed on either side of the street to narrow the center of the lane
- **Medians** – center island parallel to the bicycle boulevard that causes deflection
- **Speed Humps or Cushions** – raised area 12' to 14' long by 3" to 4" high that reduce speeds to 15-20mph²⁵

Ultimately, the City of Rochester relied primarily on speed humps and cushions along with improved crosswalks and additional stop signs to form their initial network.²⁶ The first 20 miles of the Rochester network were completed in 2021.

²⁴ Ibid

²⁵ Ibid, pg. 1.8 - 1.9

²⁶ City of Rochester Department of Environmental Services, Priority Bicycle Boulevards Implementation Project (2021)

²² City of Syracuse, Syracuse Bicycle Plan 2040 (2012), pg. 35

²³ City of Rochester, Bicycle Boulevard Master Plan (2015), pg. 1.2

Portland, OR has embraced greenways as a cornerstone of their safe routes to school program, with over 100 miles throughout the city.²⁷ The extensive greenway network through Portland has a signed 20-mph speed limit, but relies heavily on speed bumps to reduce speeds. Center medians along busier streets are used to discourage through traffic by forcing drivers into a right-turn only as they approach the intersection.²⁸ The center medians allow for bicyclists to pass through and continue in a direct path while providing refuge for pedestrians and cyclists as they cross.

The Portland Bureau of Transportation (PBOT) has issued assessments on the progress of the greenways program in 2015 and 2020. Within these reviews, they identify issues along existing and potential greenways that conflict with the stated goals for greenway streets.

27 Portland Bureau of Transportation, Neighborhood Greenways 2020 Status Report (2020), pg. 2

28 Ibid, pg. 4

Portland's Neighborhood Greenways Assessment Report, 2015 identifies these goals as:

- Vehicle speeds of 20-mph, measured as the 85th percentile speed;
- Automobile volume target of 1,000 average daily traffic (ADT), with 1,500 ADT acceptable and 2,000 ADT maximum; and
- Bicycle and pedestrian crossing opportunities, measured as a minimum of 50 crossing opportunities per hour, with 100 crossing opportunities per hour the preferred level of service.²⁹

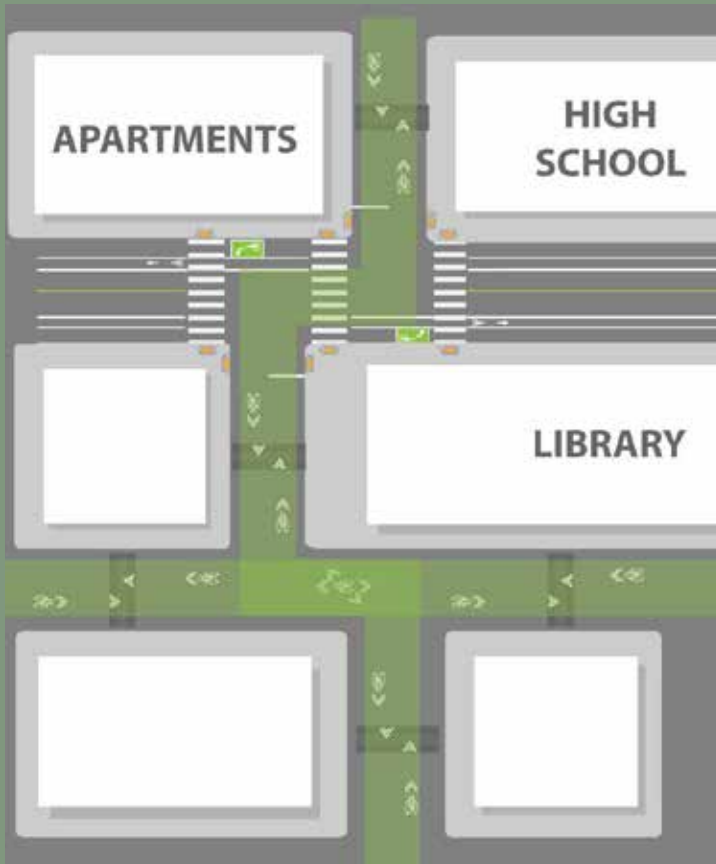
Greenways that do not meet these metrics trigger PBOT to implement temporary, or potentially permanent, changes to the streetscape in order to achieve the desired use and character.³⁰

29 Portland Bureau of Transportation, Portland's Neighborhood Greenways Assessment Report (2015), pg. 4

30 Ibid, pg. 10 - 12



Speed cushions on Hickock Ave in Syracuse's Eastwood neighborhood



Route Planning

Direct access to destinations

NACTO encourages greenways to follow natural desire lines between destinations and provide a continuous path for its length. Typical bicycle trips are between 2 and 5 miles long. For a greenway to be useful it should provide traffic calming measures for at least that length. While the network should utilize quiet, local roads, the bicycle boulevard should be easy to identify and find for users.³¹

³¹ "Route Planning," NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/route-planning/>

Signs and Pavement Markings

Easy to find and follow

Shared lane markings, or "sharrows," help to guide users along the path of a greenway as well as draw the attention of drivers to other road users. Any pavement markings should be coupled with signage that identifies the greenway route and, ideally, brands the route so users know what type of facility they are on. Additional wayfinding signage should be considered to direct users to nearby destinations, such as schools, parks, and shopping centers.³²

³² "Bicycle Boulevard Signs and Pavement Markings," NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>



Signs and pavement markings diagram, Source: NACTO

Speed Management

Slow vehicles down

Vehicle speeds on greenways should be below 25 mph, which is a more manageable speed for people on bikes to adjust to. NACTO recommends looking at reducing the overall speed limit along these corridors but finds infrastructure improvements more important. Infrastructure can either cause a vertical deflection, including speed humps and cushions, or a horizontal deflection, including curb extensions and chicanes. Both forms of deflection slow drivers down to a more appropriate speed.³³

³³ “Speed Management,” NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>



*Speed cushion diagram,
Source: NACTO*



*Controlled access diagram,
Source: NACTO*

Volume Management

Low or reduced vehicle volumes

Greenways work well when traffic volumes are low. Diverting traffic, closing off certain access points, and reducing the usefulness of the street for vehicles are all ways to reduce the number of vehicles along the corridor.³⁴ These treatments should not interfere with needed access, such as to one’s business, but to divert excess traffic.

³⁴ “Volume Management,” NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/volume-management/>

Minor street crossings diagram, Source: NACTO



Minor Street Crossings

Minimal bicyclist delay

When crossing a minor street, the greenway should have the right-of-way to minimize the times a bicyclist or pedestrian must stop. Installing stop signs on the cross streets helps to prioritize these movements.³⁵

³⁵ “Minor Street Crossings,” NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bike-way-design-guide/bicycle-boulevards/minor-street-crossing/>

Major Street Crossings

Safe and convenient crossings

Shortened crossing distances, refuge areas, and bicycle specific traffic signals are all potential improvements at major street crossings. While bicycles may not have the priority at these intersections, reducing the amount of time bicyclists are in a conflict area, as well as increasing their visibility to drivers, will help provide safe crossing opportunities when necessary.³⁶

³⁶ “Major Street Crossings,” NACTO, accessed October 3, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/major-street-crossing/>

Major street crossings diagram, Source: NACTO



Offset Crossings

Clear and safe navigation

Due to bicycle boulevards utilizing local, neighborhood streets, often the street grid is broken up. When this occurs, bicyclists need clear directions on how to continue through the asymmetrical intersection in a safe manner.³⁷

37 "Offset Intersections," NACTO, accessed October 3, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/offset-intersections/>



*Offset crossings diagram,
Source: NACTO*



*Green infrastructure
diagram. Source: NACTO*

Green Infrastructure

Enhancing environments

Reducing the amount of open pavement on a street reduces speeds of vehicle traffic while providing additional space for green infrastructure. Using bioswales, street trees, and other vegetation can reduce stormwater runoff, reduce the urban heat island effect, and create a more aesthetically pleasing path for users.³⁸

38 "Green Infrastructure," NACTO, accessed October 4, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/green-infrastructure/>

5.3 Public Workshop - Mobility

On November 16, 2023, SMTC staff hosted a public workshop within the Town of Geddes which presented draft concepts aimed at improving mobility in the area surrounding Westvale Plaza. An online summary video was posted two weeks prior to the meeting as a supplement to the workshop for individuals who could either not attend or would like more information before attending. A full review of the public workshop can be found in Appendix E.

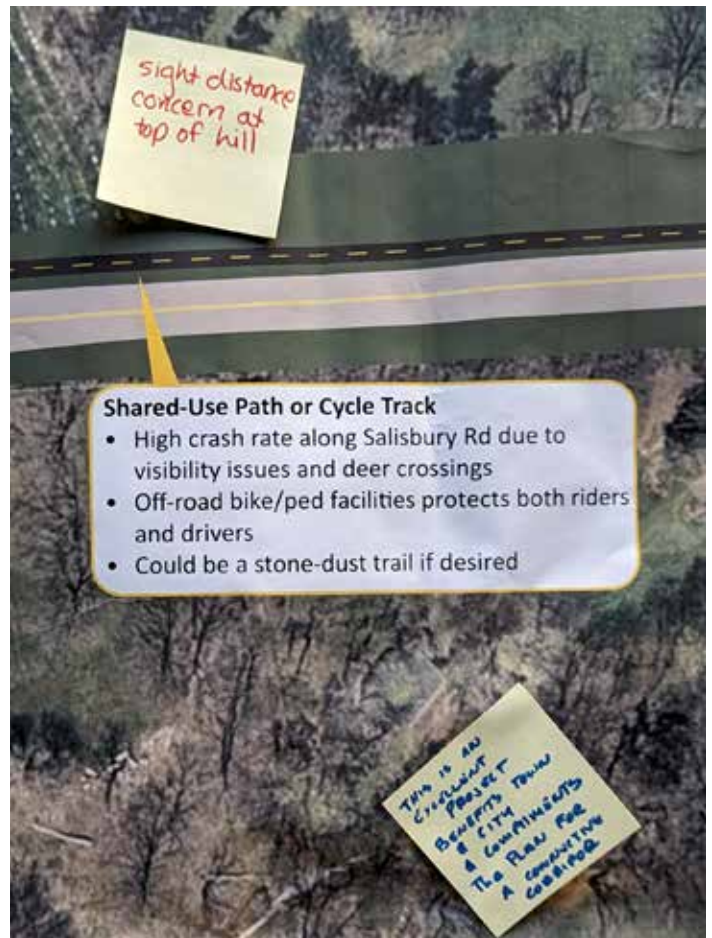
Attendees were largely positive towards the ideas presented in the draft concept maps and photo simulations. Improving sidewalks and narrowing roadways near intersections were both favored by attendees. Speed cushions were met with a split opinion depending on the attendees' experience with them in other contexts.

Conversations around the potential consolidation of bus stops focused on improving access for individuals living in nearby apartment complexes. Some debate about the exact location of the potential consolidated stops occurred, along with the potential locations of bike and scooter parking areas nearby.

The multi-use trail concept along Salisbury Rd received positive feedback, with some attendees identifying further locations outside of the current study area that they would like to see connected to any potential bicycle facility.



Public workshop attendees



Comments on conceptual graphics



Posters displaying photo-simulations and corridor length maps

6



CHARLES AVE (1950s)

Photo courtesy of the Solvay-Geddes Historical Society

RECOMMENDATIONS

Overall Study Area Recommendations

Charles Ave - North of Driscoll Ave

Charles Ave - South of Driscoll Ave

Transit Stops

Montrose Ave

Salisbury Rd

Implementation & Cost Estimates



6.1 Overall Study Area Recommendations

Improving mobility for all users requires adjustments to both our streets and their surrounding uses.

Suburban development over the last 70-plus years has focused primarily on improving the mobility and accessibility of personal vehicles. As a result, many of our roadways and commercial centers are difficult to reach, or uncomfortable to navigate for people on foot, riding bikes, or taking transit. Retrofitting existing infrastructure to improve their functionality for these other modes of mobility requires right-sizing roadways, reducing speeds, and improving the environment for individuals taking it in at a slower pace.

The Westvale Plaza area is situated on the City line, acting as a transitional space from the urban core to a more residential, suburban area. The Plaza and surrounding commercial businesses not only serve residents of the Town of Geddes and Village of Solvay, but also many residents within the City of Syracuse and nearby towns of Camillus and Onondaga. Based on the issues identified throughout this study, feedback from the Study Advisory Committee (SAC) and the public, through two public workshops, the following recommendations aim to create safer mobility corridors and destinations that are welcoming to people regardless of the mode of transportation used to reach them.

A handful of recommendations impact the overall study area and are not confined to specific areas within the public right-of-way. Recommendations include reviewing and updating the existing zoning code, encouraging the deployment of bicycle parking facilities, and creating a unified wayfinding system for non-motorized forms of transportation.

Update the Zoning Code

Both the Village of Solvay and Town of Geddes recognize the importance of the commercial district that surrounds Westvale Plaza to their community. As such, their joint comprehensive plan envisions the area as a neighborhood center, with a mix of uses. Based on conversations held throughout the study, and specifically at the first public workshop, there continues to be an interest in creating more flexibility within the zoning code to allow the commercial properties to redevelop in ways that are currently restricted.

To provide this flexibility, the Village is encouraged to revisit their existing zoning laws in order to adhere to their stated goals in the Comprehensive Plan. As discussed in Chapter 4, the creation of a mixed-use district would provide property owners more flexibility in terms of future uses while allowing existing businesses to continue unimpeded. As increased demand for residential and commercial development occurs as a result of ongoing regionally significant investments, allowing for mixed-use development in this easily accessible location will provide current and future property owners more opportunities to redevelop their land.

A zoning law update should also review existing off-street parking requirements to better reflect modern best practices. Existing parking requirements for commercial properties have limited the ability of Westvale Plaza and other commercial properties to adapt, as any physical changes they make may trigger a need for more parking than their properties can accommodate. In recent years, the Town of Dewitt and the City of Syracuse have both updated their minimum parking requirements, requiring fewer parking spaces and allowing property owners to share spaces between uses and count on-street parking towards their totals. While the Town of Dewitt's mixed-use parking requirements were used as an example in the concepts developed by SMTC staff, the Village should conduct a review of its own to consider what level of parking best suits the needs of their community and allows for the most flexibility for property owners.

The Village may also choose to consider adding a requirement that all new developments include sidewalks along the public right-of-way. Currently, any development within the Milton Ave District must adhere to this requirement, but developments located within other zoning districts do not. Making this a uniform requirement allows for the development of a cohesive and connected network that makes walking a more desirable and safer mobility option.



Tumble Rock, a mixed-use development in the Town of Camillus

Install Bicycle Parking

Currently there are no bike racks or other bike parking accommodations present within the study area. While providing safe facilities to ride a bike is vital to encouraging their use, a key component that is often overlooked is the need for safe, secure places to park the bike once a rider has reached their destination. A simple staple rack should be a standard amenity at major destinations.

Bicycle parking will commonly occur on private property and be up to the individual property owner whether to include facilities or not. The Village and Town may choose to add a bicycle parking requirement within their zoning laws for specific districts or types of development. The City of Syracuse has introduced a new requirement for all public/institutional, mixed-use, and commercial uses to provide off-street bicycle parking at a ratio of one space for every six vehicle parking spaces.³⁹ A similar requirement for new development, especially within commercial and mixed-use districts, should be considered.

In the absence of a requirement, a few key locations should be considered for the installation of bike racks. As part of a potential consolidation of bus stops, which will be discussed later in this chapter,

³⁹ City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 4: Development Standards (2023), p. 105



Staple bike racks within the Camillus Commons parking lot.

bike racks should be considered as part of any new shelter facilities. Additionally, bike racks should be considered near the Fay Rd pylon sign for Westvale Plaza, as shown in Figure 6.1. Currently, the space is underused and unable to accommodate vehicle parking due to the layout of the lot. As part of the Town's Climate Smart Communities (CSC) grant proposal, a sidewalk extension and greenery will better connect this corner to the street. Incorporating a significant bike parking facility within this design will allow for easier access to the Plaza for cyclists, further encouraging their use for everyday activities.

Develop Bicycle and Pedestrian Wayfinding Signage

Wayfinding signage helps improve accessibility for non-motorized road users. As bicycle and pedestrian networks are not complete, directing users towards preferred routes or separated facilities helps to safely connect them to their destinations.

At this time, the Milton Ave bike lane ends at Charles Ave, leaving cyclists without a clear direction to travel before reaching another designated route. The recommendations that follow will highlight the creation of a bike network from Milton Ave to Salisbury Rd and into the City of Syracuse's Tipperary Hill neighborhood. To best accommodate riders and encourage their use of these facilities, along with connecting them to the commercial centers around Westvale Plaza, a wayfinding signage system should be developed. Wayfinding signage should include basic directional information along with distances to key destinations, such as Geddes and Westvale Plazas, municipal facilities, and the Empire State Trail.



Figure 6.1: Bicycle racks concept

6.2 Charles Ave - North of Driscoll Ave

From Milton Ave, Charles Ave acts as the most direct route to W Genesee St and the commercial developments that surround Westvale Plaza. Due to this directness, and the fairly flat terrain, the corridor is a prime candidate to connect the two main commercial centers of the Village of Solvay for people walking and biking.

Please see Appendix F for comparisons of before and after concepts.

Sidewalks

While sidewalks exist along both sides of most of the corridor, they are often extremely narrow, at around 3 feet in width, making it difficult for individuals to pass one another. This conflict is especially true for individuals using wheelchairs or other mobility aids. To better accommodate all users, sidewalks should be widened to 5 feet where possible, and 4 feet in narrower spaces. This can be implemented over time as part of a sidewalk maintenance program.

Additionally, curb ramps along the corridor should be updated to include detectable warning strips consistent with current American's with Disabilities Act (ADA) standards.

Speed Cushions

As discussed in Chapter 5, greenway techniques emphasize creating streets that are comfortable for all road users. One key element to creating comfort for people on bikes and walking is to ensure slower speeds of vehicles on the same facilities. Installing the vertical deflection of a speed cushion slows vehicles to around 15-20 mph, a speed much closer to that of a typical cyclist.

Speed cushions have the added benefit of providing unimpeded access to emergency vehicles, such as fire trucks, as the cushion is designed to allow the wheels of these vehicles to straddle them. The City of Syracuse is currently in the process of expanding their speed cushion program, which was developed through coordination with the Syracuse Fire Department. The City's program utilizes

asphalt speed cushions, which are fairly low-cost interventions and have been durable enough to last through the winter.

Interest in using temporary, or removable, speed cushions was raised at the mobility public workshop. On a local level, the City of Syracuse chose not to pursue the use of removable speed cushions after discussions with the City of Buffalo highlighted the unwieldy and difficult nature of installation. Temporary speed cushions require several dozen holes that penetrate the asphalt, which can lead to significant degradation if not properly filled after removal.

As speed cushions are still relatively new in Central New York, we look to New York City in terms of best practices for where they should be located. New York City requires that speed cushions, or other raised speed reducers, be placed at least 250 feet apart and at least 70 feet from an intersection.⁴⁰ Along Charles Ave, speed cushions are recommended to be placed roughly 125 feet from the intersections of Charles Ave / Conklin St and Charles Ave / Woods Rd / Chemung St, as shown in Figures 6.3, 6.6, and 6.7.

“Sharrows”

To better signal Charles Ave as a designated bicycle route, “sharrows,” or shared lane markings made up of a bike and two chevron arrows, should be included along the length of the corridor. “Sharrows” visually remind drivers that the travel lanes are shared with cyclists while also guiding cyclists between designated facilities.

⁴⁰ New York City Department of Transportation, “Traffic Calming Design Guidelines,” accessed December 8, 2023. <https://www.nyc.gov/html/dot/html/pedestrians/traffic-calming.shtml>



Figure 6.2: Existing conditions, Charles Ave - looking south



Figure 6.3: Speed cushions concept, Charles Ave - looking south



Figure 6.4: Existing conditions, Charles Ave - looking southwest



Figure 6.5: Painted curb extensions concept, Charles Ave - looking southwest

Painted Curb Extensions

Narrowing lanes and reducing crossing distances can both help slow vehicles and improve access for people walking. Charles Ave, at roughly 23 feet wide, is already a fairly narrow street. Further narrowing the roadway around intersections helps to signal to drivers that they are approaching a conflict zone and that other users are likely in the area.

Curb extensions, or bump outs, extend sidewalks and curb ramps out from the curb line to narrow travel lanes and are considered a form of horizontal deflection. Concrete curb extensions can be found in many high traffic pedestrian neighborhoods around Central New York, including several in Downtown Syracuse. While concrete curb extensions may provide more visual enforcement, their installation must be coordinated with work on storm water drainage systems, which can increase their initial cost.

Painted curb extensions offer an inexpensive alternative to concrete curb extensions while providing many of the same safety benefits. Painted curb extensions do not interfere with the existing storm water drainage system, which alleviates many potential conflicts around intersections throughout the Village of Solway. Painted bump outs can also act as a testing method before a more substantial investment is made.

To reinforce the presence of the painted curb extension, consider pairing them with flexible bollards or small delineators known as “armadillos.” Armadillos are small, rubberized delineators that are fastened to the pavement. A prominent example of their use is the Third Avenue bike lane recently completed in New York City.⁴¹

Painted curb extensions should be considered at the intersections of Charles Ave / Conklin St and Charles Ave / Woods Rd / Chemung St. The extensions should be 2 feet on either side, narrowing the travel lanes to 10 feet in each direction, as shown in Figures 6.5-6.7.

Crosswalks

Currently, crosswalks are not present at the vast majority of intersections along Charles Ave. To further emphasize that this corridor is a primary route for people walking, it is recommended to add ladder style crosswalks where they currently do not exist. This includes the intersections mentioned previously, as well as at key crossing points, Oakridge Dr and Driscoll Ave, to improve access to Charles Ave Park.

⁴¹ New York City Department of Transportation, “NYC DOT Celebrate Completion of Major Safety Project on Manhattan’s Third Avenue,” accessed December 8, 2023. <https://www.nyc.gov/html/dot/html/pr2023/completion-safety-project-third-ave.shtml>



Painted curb extensions as part of a temporary street mural near Huntington K-8 School in the City of Syracuse.



Figure 6.6: Charles Ave / Conklin St intersection concepts

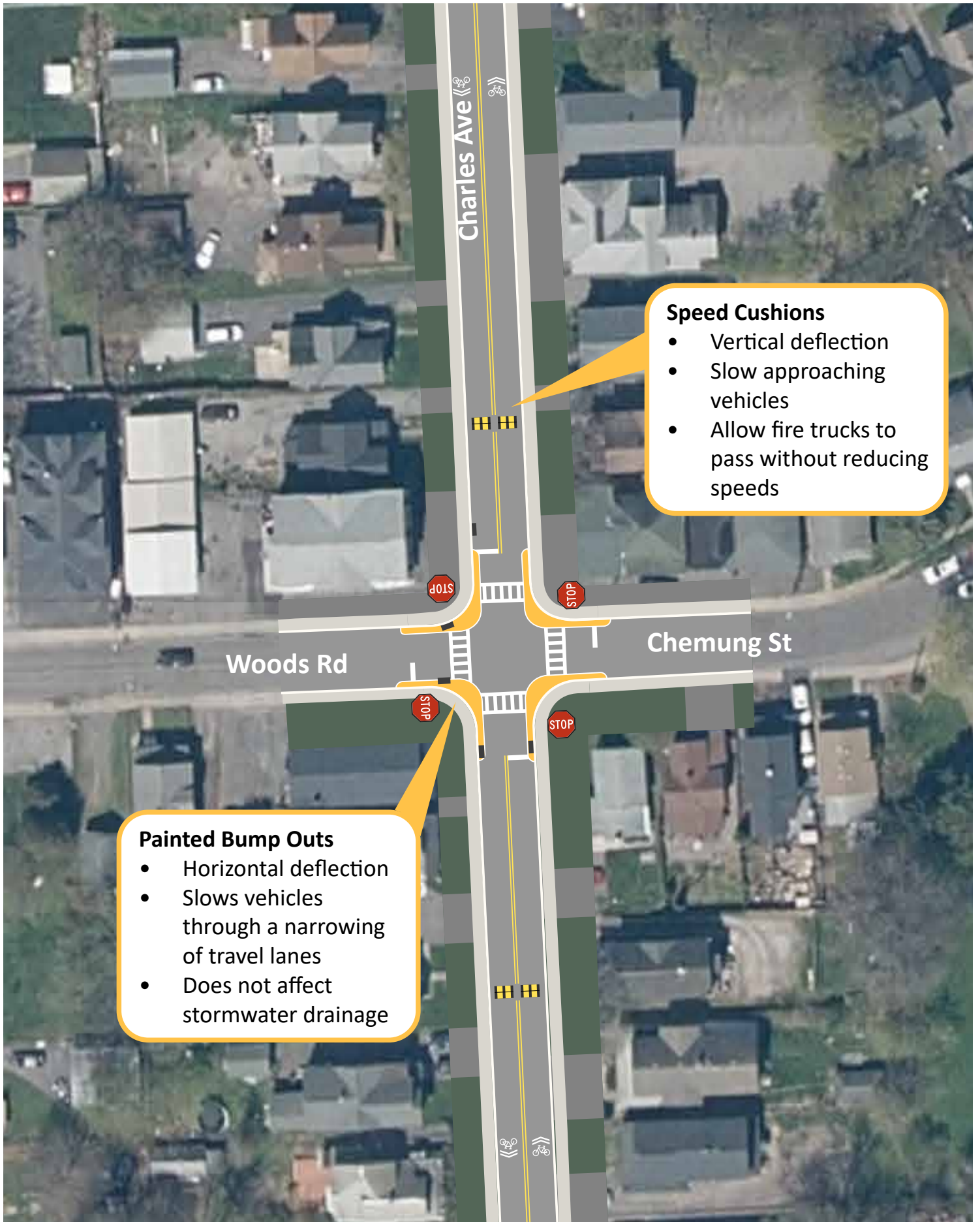


Figure 6.7: Charles Ave / Woods Rd / Chemung St intersection concepts

6.3 Charles Ave - South of Driscoll Ave

South of Driscoll Ave, Charles Ave changes character from a primarily residential street to a commercial corridor. While the roadway remains the same narrow width, the lack of curbing, sidewalks, and curb cuts results in a more wide-open feeling as the roadway has few defined edges.

Define Access Management

Creating designated access points for parking lots and businesses not only can help define the street's edges, but it can also create more predictable vehicle movements. In the corridor's existing condition, there are countless opportunities for vehicles to enter and exit the street, resulting in an increased number of potential conflict points. These conflict points impact how safe people feel walking, biking, and driving along this corridor. A key to improving access for all mobility modes is reducing the number and frequency of potential conflicts.

Due to the many different businesses and parking lot configurations on the eastern side of the street, access management must look for opportunities to share entrances and exits while still maintaining the ability of vehicles to maneuver within the provided spaces, as shown in Figures 6.9-6.11. The western side of the roadway, which is primarily occupied by a single commercial property owner, provides an opportunity to simplify access down to two locations, greatly reducing the number of conflict points.

As mentioned previously, Charles Ave currently has an extensive storm water drainage system to handle runoff from the large amounts of impervious surfaces that surround the commercial centers. To compliment this physical infrastructure, green spaces should be utilized in any effort to define access management. Using grass, low lying shrubbery, and street trees will assist in absorbing storm water runoff, helping prevent the overloading of the existing system. By using green infrastructure to shape the roadway, fewer curbs will be needed, potentially only at specific entrance and exit points, reducing overall costs.

Chicanes

While trucks are restricted on Charles Ave north of Driscoll Ave, heavier vehicles frequent the 500 block, specifically in connection to Orchard Earth & Pipe, a construction company. Some of the trucks seen using this block utilize extremely low truck beds to carry construction vehicles to work sites. As a result, speed cushions are not advised on this block as they would conflict with these trucks.

Instead, chicanes, or off-set curb extensions, offer an alternative horizontal deflection method to maintain slow speeds along the street. Chicanes temporarily shift and narrow the roadway, forcing drivers to slow down as they navigate through them.

For Charles Ave, two chicanes that extend 4 feet into the roadway are recommended at roughly the halfway point on the block. The chicanes will narrow each travel lane to 10 feet before opening back up to 12 feet once through.

Sidewalks

Unlike the northern blocks of Charles Ave, south of Driscoll Ave, sidewalks only exist in front of the Heritage Hills apartment complex.

The SMTC staff recommends extending sidewalks down the western side of the street from Heritage Hills to W Genesee St. The western side of the street is relatively flat and requires fewer curb cuts to provide vehicle access to the properties along it. The eastern side, which is far more complex in terms of access management, also sits on a grade that makes it more difficult to install level sidewalks while still providing vehicle access and parking.

Sidewalks are recommended on the eastern side as you approach Geddes Plaza and W Genesee St. Businesses located within Geddes Plaza, including barbershops, hair salons, and pet stores, offer more day-to-day needs than some of the businesses further north, which include self-storage units and auto repair shops, making improved pedestrian access more important to their success.



Figure 6.8: Existing conditions, Charles Ave - looking northwest



Figure 6.9: Access management & chicanes concept, Charles Ave - looking northwest



New Crosswalks

- Improve connections to Charles Ave Park
- Improve visibility and predictability of pedestrians

Streetscape Improvements

- Add street trees or other vegetation

Define Access Management

- Predictable vehicle movements
- Adds greenery to help reduce run off and improve aesthetics

Figure 6.10: Charles Ave / Driscoll Ave intersection concepts

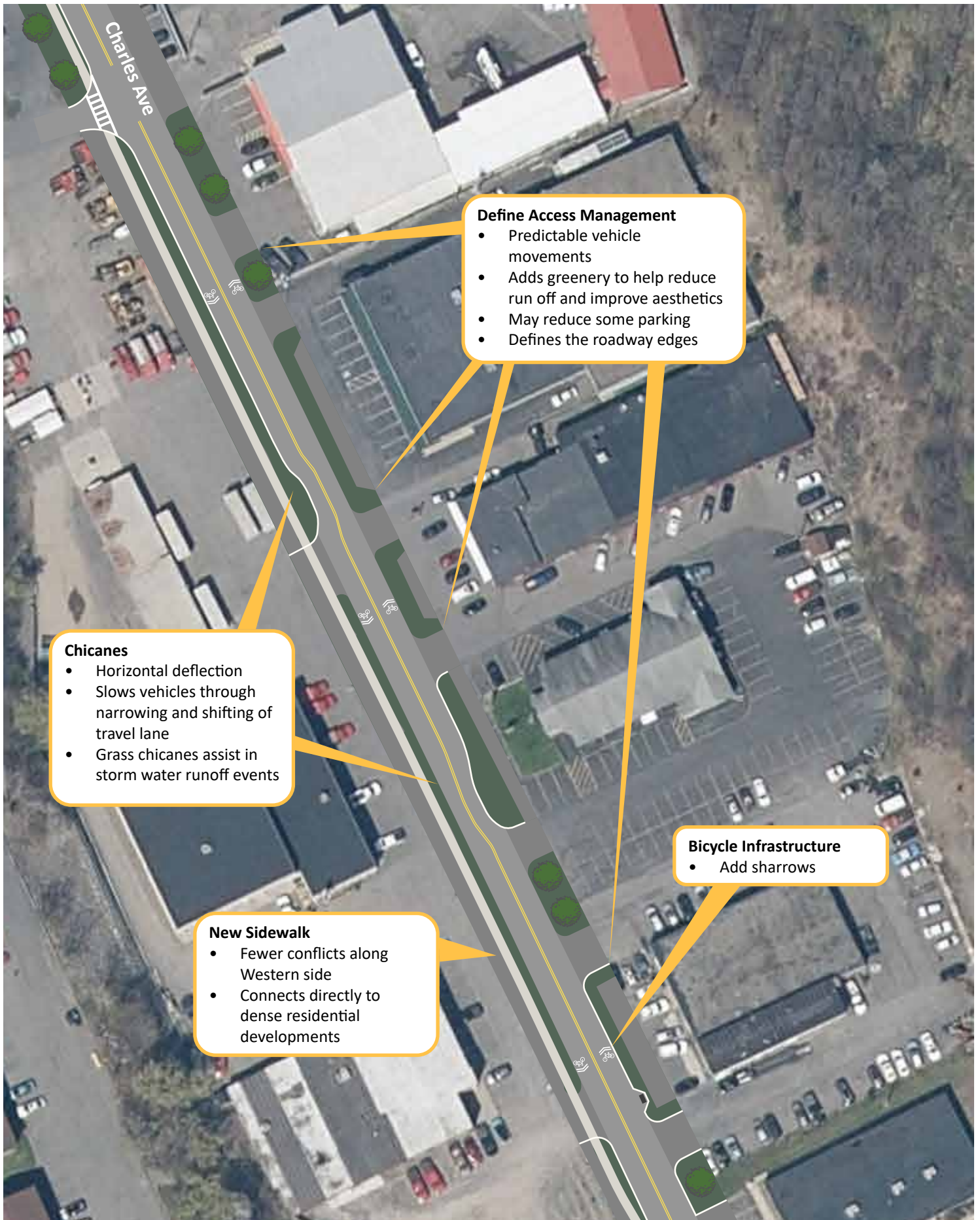


Figure 6.11: Charles Ave south of Driscoll Ave concepts

Mid-Block Crossing

To better connect the sidewalk network and provide improved access along Charles Ave, a mid-block crossing at the northern end of Geddes Plaza is recommended. This location, roughly 500 feet from the W Genesee St intersection, would shorten the length of walking trips from the residential neighborhood to Geddes Plaza as well as encourage greater connections between Westvale and Geddes Plazas.

Yield to Pedestrian signage should be installed 50 feet in advance of the crosswalk in both directions.

To further emphasize the mid-block crossing and aid in maintaining slow moving traffic, a pinch point, or two curb extensions across from one another, should be installed. At 2 feet wide on either side, the pinch point would narrow the travel lanes to 10 feet in each direction.



Figure 6.12: Existing conditions, Charles Ave - looking north



Figure 6.13: Midblock crossing concept, Charles Ave - looking north



Mid-Block Crossing

- Shortens walk from residential areas
- Narrows roadway to slow vehicles

New Sidewalk

- Utilize both sides of the street
- Continue into Geddes Plaza

Define Access Management

- Predictable vehicle movements
- Adds greenery to help reduce run off and improve aesthetics
- May reduce some parking
- Defines the roadway edges

Transit Improvements

- Consolidate stops
- Enhance stop amenities

Note: Streetscape improvements shown along W Genesee St and its side streets are concept designs from the Town of Geddes' Climate Smart Communities grant application, submitted in 2021.

Figure 6.14: Charles Ave / W Genesee St intersection concepts

6.4 Transit Stops

As noted in Chapter 3, Centro runs two fixed-route bus lines through the study area, with Route Sy74 serving Westvale Plaza directly at two stops in each direction along W Genesee St. The stops located at the Charles Ave / Montrose Ave intersection currently experience more boardings than the stops located at the Fay Rd intersection. While ridership has remained below pre-pandemic levels, both stops remain in the top 25 percent of bus stops in terms of boardings for the Syracuse service area.

Stop Consolidation

With two prominent bus stops so close together, roughly 800 feet between them, it is worth considering consolidation. By consolidating stops, Centro buses will be able to streamline service and create a more significant anchor location within the commercial district.

Due to its higher ridership levels, location near denser housing development, and its ability to act as an entrance to the commercial district, the Charles Ave / Montrose Ave intersection should be considered the site for the consolidated stop, as shown in Figure 6.14.

Both existing stops at this intersection are located on the westbound approach of W Genesee St, making the westbound stop a near-side stop and the eastbound stop a far-side stop. To better accommodate bus riders and improve their visibility at the intersection, the westbound stop should be moved to the northwest corner of the intersection to create a far-side stop. Far-side stops allow buses to make it through the intersection before stopping, avoiding additional dwell time due to red lights. Far-side stops also allow riders to cross behind the bus when alighting, giving them more visibility to oncoming traffic.



Existing bus stop at the W Genesee St / Charles Ave intersection

Shelters

With more riders congregating at a singular location in each direction, creating a more pleasant place to wait for the bus should be considered. While the combined ridership of the two stops in each direction still falls short of Centro's threshold for a shelter (50 riders boarding daily), the Town, Village, or adjacent property owners may choose to work with Centro to install a full shelter.

Adapting concepts originally created for the SMTC's Erie Boulevard Transit Mobility Enhancement technical memorandum, both stops should be considered a Level 1 location. Level 1 stops are intended for locations with high levels of daily boarding and are to include, "enhancements such as a bus shelter, pedestrian lighting, a bench, real time displays, and connection to the sidewalk."⁴² By including these additional amenities, in addition to the potential for staple bike racks, the shelters become anchor points to develop around.

Figures 6.15-6.16 visualize what these shelters may look like in their far-side locations. The westbound stop, located on the edge of Westvale Plaza, should be incorporated into the Town's Climate Smart Communities (CSC) project, which aims to improve pedestrian access and implement green infrastructure along W Genesee St to address stormwater runoff issues within the area.

⁴² Syracuse Metropolitan Transportation Council, Erie Boulevard Transit Mobility Enhancements (2019), p. 5



Figure 6.15: Eastbound transit stop concept, W Genesee St - looking southeast



Figure 6.16: Westbound transit stop concept, W Genesee St - looking northwest

Crosswalks

Should denser development occur in the Plaza area, leading to increased pedestrian and transit activity, the inclusion of a crosswalk across the westbound leg of the W Genesee St / Charles Ave / Montrose Ave

intersection may be warranted. Prior to installation, an evaluation of a leading pedestrian interval (LPI) or pedestrian only phasing should occur to address safety concerns from drivers turning right off of Montrose Ave.



Figure 6.17: Existing conditions, Montrose Ave - looking south



Figure 6.18: Access management concept, Montrose Ave - looking south

6.5 Montrose Ave

There are two primary options for continuing improved connections for pedestrians and bicyclists south of W Genesee St: Montrose Ave and Fay Rd.

The Town of Geddes, within their RAISE grant application, highlighted Fay Rd as their choice for improved bicycle facilities that would run from W Genesee St south to Grand Ave before connecting into the City of Syracuse. This plan, as discussed in Chapter 2, would include four-foot wide bike lanes along the length of the corridor. SMTC staff believe this plan is a good option for offering direct connections from southern neighborhoods into the commercial centers of Westvale Plaza and Western Lights and should be encouraged. Staff also believe an additional connection via Montrose Ave is worthwhile due to some of its advantages.

Montrose Ave, with its direct connection to Charles Ave, offers the ability to create a cohesive greenway network from Milton Ave south to Salisbury Rd, a length of nearly 1.3 miles. By allowing riders to continue straight through the intersection with W Genesee St, it simplifies movements and allows for connections further south to occur on the less busy corridor of Salisbury Rd. According to Replica, a data platform for the built environment,⁴³ Montrose Ave, on average, sees less than a third of the traffic that Fay Rd experiences. This low level of traffic creates the opportunity for a low-stress bicycle connection. An additional benefit of Montrose Ave, especially for less experienced bike riders, is the relatively flat terrain when compared to Fay Rd.

Define Access Management

Similar to the 500 block of Charles Ave, the 100 block of Montrose Ave, as you approach the W Genesee St intersection, lacks proper access management, creating unpredictable vehicle movements and additional conflict points. Defining access management within this area should prioritize

⁴³ Replica utilizes a simulated model based on data collected from connected devices, such as cellphones and GPS devices, and compared to traditional traffic counts for ground truthing

moving curb cuts further from the intersection and consolidating where possible. The eastern side of the street could see the use of a singular entrance along Montrose Ave as the parking lots connect directly to an additional entrance on W Genesee St, allowing vehicles to use either option. The consolidation of entrances on the western side of the street is complicated by the existing layout of off-street parking. Working with the property owners, off-street parking can be reconfigured to allow fewer parking aisles and a reduction in the number of curb cuts necessary to accommodate vehicle movements, as shown in Figure 6.19.

Greenway Continuation

As Montrose Ave would be seen as a continuation of the Charles Ave greenway, many of the same techniques would be utilized, including speed cushions and painted curb extensions at intersections along the corridor, as seen in Figure 6.20.

Sidewalks

Existing sidewalks along Montrose Ave are generally wider than the sidewalks along Charles Ave, but still do not continue through the commercial properties near W Genesee St. Extending the sidewalk network northward would allow the existing network to connect to recently completed sidewalks from NYSDOT's 2022 paving project as well as future sidewalks envisioned in the Town's CSC grant project.

Additionally, curb ramps at street corners along Montrose Ave should be updated to include detectable warning strips consistent with current ADA standards.



Define Access Management

- Predictable vehicle movements
- May reduce some parking
- Defines the roadway edges

Complete Sidewalk

- Connect existing sidewalks north to W Genesee St

Figure 6.19: Montrose Ave access management concepts
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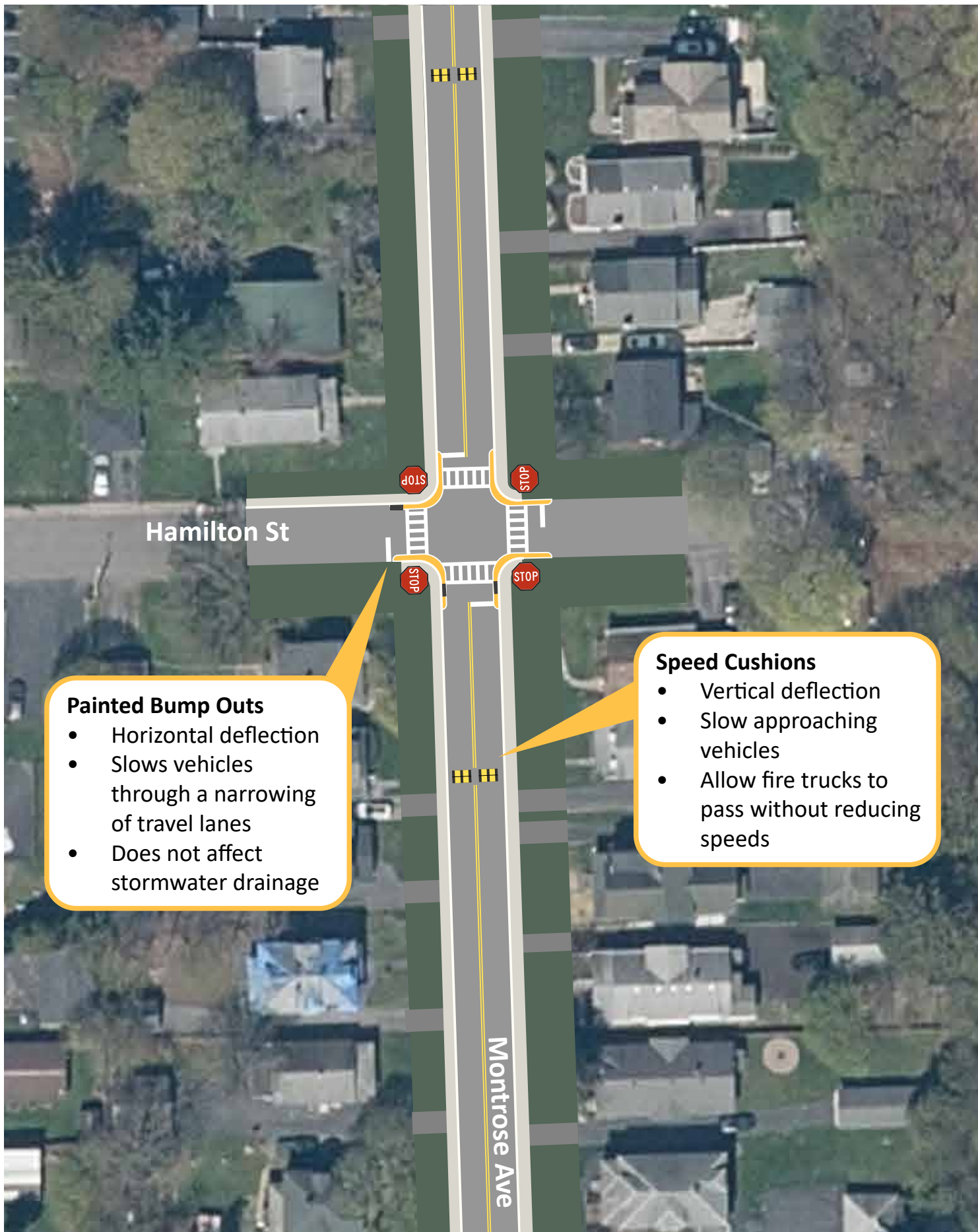


Figure 6.20: Montrose Ave / Hamilton St intersection concepts

6.6 Salisbury Rd

A key component of this planning study was to identify potential bicycle connections into the City of Syracuse aimed at improving access to job opportunities, needed services, and shopping centers for residents in the Village, Town and City.

As NYSDOT completed a paving project along W Genesee St in 2022, an alternative route was explored. Salisbury Rd, from S Orchard Rd east to Avery Ave, runs parallel to W Genesee St and sees roughly a quarter of the traffic. Lower traffic volumes and a fairly wide right-of-way offers an opportunity to implement a true connective corridor that aligns with recommendations being developed for the SMTC's currently ongoing Westside Trail Study.

As Salisbury Rd is owned by the City of Syracuse, along with the Westcott Reservoir, coordination between the City and Town would be required.



Deer crossing signage on Salisbury Rd.

On-Road Shared-Use Pathway

Between S Orchard Rd and the Sacred Heart cemetery entrance, the roadway varies in width from 30 feet to 50 feet , but currently does not include any sidewalks or bicycle facilities. To accommodate both modes of travel, a shared-use path is recommended along the northern edge of the roadway.

A two-way protected shared-use path, 8- to 10-foot wide with a 2-foot buffer, would narrow travel lanes for vehicles down to 10 feet in each direction at the narrowest point, while providing ample room for cyclists and pedestrians to travel.

Utilizing flexible delineators, or flex posts, as a vertical barrier between the shared-use path and the travel lanes would increase the visibility of the dedicated space and its users.

The northern edge of Salisbury Rd offers far fewer conflict zones (15) than the southern edge (21). Conflict zones include driveways and intersections. Due to the Westcott Reservoir, nearly 1,200 feet of roadway sees only three lightly used conflict zones. As you approach a conflict zone, the flex posts must drop off to allow vehicles to enter and exit through them. To signal where conflict zones are for riders and drivers, large green dashes, as seen in figures 6.22 and 6.24, should be utilized.

There are two potential conflicts with property owners, both of whom use public right-of-way for personal car storage: one a private residence and the other a restaurant. The City should work with the property owners to resolve these conflicts, including redefining curb cuts and filling in excess asphalt with greenery to better define public and private spaces.



Figure 6.21: Existing conditions, Salisbury Rd - looking west



Figure 6.22: On-road shared-use pathway concept, Salisbury Rd - looking west

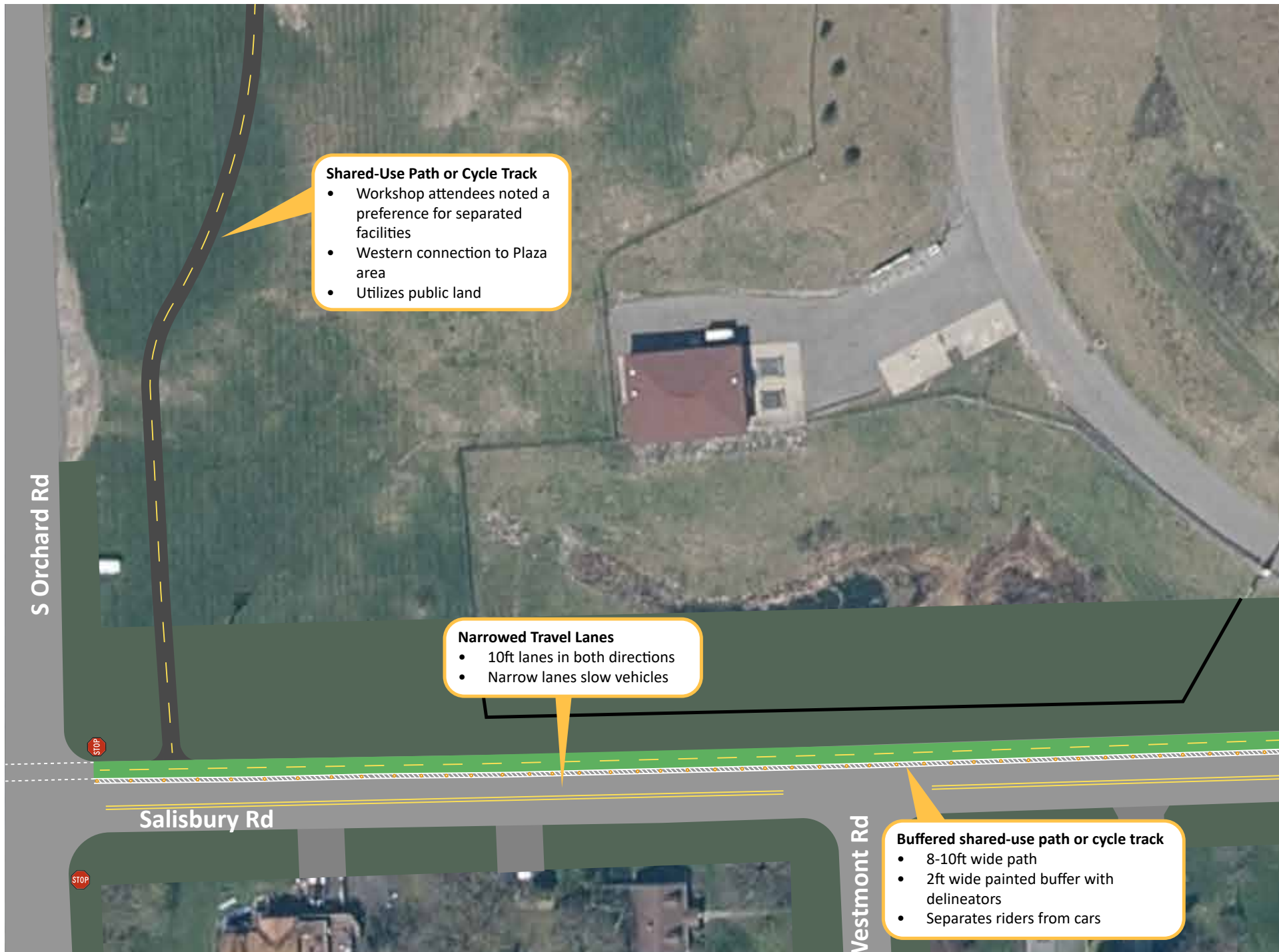


Figure 6.23: Westcott Reservoir and Salisbury Rd share-use trail connection concept



Figure 6.24: Salisbury Rd / Fay Rd intersection concept



Figure 6.25: Existing conditions, Salisbury Rd - looking east



Figure 6.26: Off-road shared-use trail concept, Salisbury Rd - looking east

Off-Road Shared-Use Trail

An off-road shared-use trail is recommended for two sections of the Salisbury Rd connection: through the Westcott Reservoir along S Orchard Rd, from Salisbury Rd to W Genesee St; and along Salisbury Rd from near the Sacred Heart cemetery entrance east to Avery Ave.

The open fields and hillside that surround the Westcott Reservoir facility already act as a public park for many residents and visitors to the area. While an on-road bicycle facility is feasible, the large swath of greenspace allows for an off-road trail to be constructed in a more park-like setting and offer a fully separated facility, which was noted as preferred at the first public workshop.

Further east, near the Sacred Heart cemetery, an off-road trail is warranted as the roadway narrows and sightlines are obstructed due to the hills in the area. As the roadway narrows, there continues to be ample public right-of-way on either side of the street, providing enough space for a fully separate facility. In addition to the narrowed roadway and poor sightlines, Salisbury Rd has an elevated crash rate when compared to the rest of the study area. This is primarily due to the increased prevalence of deer along the corridor along with poor sightlines, which were both noted by attendees at the mobility public workshop. By separating facilities, drivers, cyclists, and pedestrians are given more space to maneuver as needed to adjust to potential conflicts.

The off-road trail would continue to the Avery Ave/Salisbury Rd/Whittier Ave intersection, where a designated crossing would occur across the southbound Avery Ave approach. This connection would lead to facilities currently under consideration as part of the SMTC's *Westside Trail Study*.

Intersection with Avery Ave

The existing Avery Ave/Salisbury Rd/Whittier Ave intersection is complicated by the angle at which Burnet Park Dr meets Whittier Ave. With the existing layout, drivers using Burnet Park Dr are often unsure if they are part of the main intersection or if they must first enter onto Whittier Ave before continuing along Avery Ave.

To better enforce this movement as a two-stage movement, the northeast and southeast corners of the Avery Ave/Salisbury Rd/Whittier Ave intersection should be squared off, as shown in Figure 6.28. By expanding the green space at the northeast corner, to form a tighter turn from Whittier Ave, the direct line from Burnet Park Dr to Avery Ave would be cut off. Additionally, the expanded greenspace at the southeast corner would help to redirect vehicles straight onto Whittier Ave before they encounter the second stop sign.

Enforcing these movements would help make the movements of vehicles more predictable, which in turn would improve safety for all road users.



Figure 6.27: Salisbury Rd off-road trail concept



Figure 6.28: Salisbury Rd / Avery Ave intersection concept

Table 6.1: Cost estimates by corridor (item costs only)

Charles Ave / Montrose Ave Corridor					Estimated Cost for Corridor: \$1,463,000		
Category	Improvement	Estimated Cost per Unit	Unit	Source	Notes	Quantity	Total Estimated Cost (Nearest \$1,000)
Greenway Techniques	“Sharrows”	\$3,675.00	Mile	NYS 2023		1.3	\$5,000.00
	Painted Curb Extensions	\$24.00	Square Foot	NYS 2023		2000	\$48,000.00
	Speed Cushions	\$7,541.00	Each	MD		8	\$60,000.00
	R9-20 Signage (Bikes Allowed Use of Full Lane)	\$600.00	Each	NYS 2023	Signs at each intersection	16	\$10,000.00
	Widened Sidewalks	\$145.00	Linear Foot	NYS 2023	Sidewalks within the study area currently below 4-5 feet in width	3400	\$493,000.00
	New Sidewalks	\$145.00	Linear Foot	NYS 2023	Recommended new sidewalks where they currently do not exist	2750	\$399,000.00
	Crosswalks	\$1,400.00	Each	NYS 2023		23	\$32,000.00
	ADA Curb Ramps	\$6,300.00	Each	NYS 2023		30	\$189,000.00
Greenery	Grass Planting Strips	\$12.00	Square Yard	NYS 2023	Includes the chicanes on Charles Ave	1500	\$18,000.00
	Street Trees	\$834.00	Each	NYS 2023		13	\$11,000.00
	Curbing	\$90.00	Linear Foot	NYS 2023		2200	\$198,000.00
Salisbury Rd Corridor					Estimated Cost for Corridor: \$1,036,000		
Category	Improvement	Estimated Cost per Unit	Unit	Source	Notes	Quantity	Total Estimated Cost (Nearest \$1,000)
Off-Street Trail	Multi-use Asphalt Path (10’ wide)	\$63.00	Linear Foot	NYS 2023	Includes trail within the Westcott Reservoir and along Salisbury Rd	3100	\$195,000.00
	Dashed Yellow Line	\$550.00	Mile	NYS 2023	Includes off-street and on-street segments	1.1	\$1,000.00
On-Street Trail	Hatched Buffer Zone to Delineate Bicycle Lane	\$13,596.00	Mile	NYS 2023		0.5	\$7,000.00
	Bicycle Symbol Pavement Marking	\$1,575.00	Mile	NYS 2023		0.5	\$1,000.00
	Arrow Pavement Marking	\$1,575.00	Mile	NYS 2023		0.5	\$1,000.00
	Flex Posts	\$128.00	Each	NYS 2023	Spaced 10’ apart	225	\$32,000.00
	Green Pavement Marking	\$30.00	Square Foot	MD	Assuming a 10’ wide bike lane along the length of the trail	26000	\$780,000.00
Avery Ave Intersection	Grass Planting Strips	\$12.00	Square Yard	NYS 2023		140	\$2,000.00
	Curbing	\$90.00	Linear Foot	NYS 2023		150	\$14,000.00
	Crosswalks	\$1,400.00	Each	NYS 2023		2	\$3,000.00
Transit Enhancements					Estimated Cost for Enhancements: \$44,000		
Category	Improvement	Estimated Cost per Unit	Unit	Source	Notes	Quantity	Total Estimated Cost (Nearest \$1,000)
Shelters	Prefabricated Bus Shelter	\$19,647.00	Each	NYS 2023		2	\$39,000.00
	Bicycle Rack	\$2,625.00	Each	NYS 2023		2	\$5,000.00

6.6 Implementation & Cost Estimates

Recommendations within this report include policy changes as well as physical infrastructure. As the primary study corridors are locally owned, both policy changes and infrastructure changes can be implemented at the local level.

Zoning and land use decisions must come from local elected officials and implemented on a municipal basis. The recommendations included within this report are an outgrowth of the goals identified within the Town and Village’s Joint Comprehensive Plan from 2019. While the examples presented were based on other local zoning regulations that SMTC staff believe would suit the Westvale Plaza area, the final shape of zoning and land use policies should be determined by local leaders based on their community needs.

Some of the included recommendations could be included in the Town of Geddes’ Climate Smart Communities (CSC) project, such as extending sidewalks along the 500 block of Charles Ave and the installation of bus shelters at consolidated stop locations. The placement of bus shelters must be coordinated with Centro, and the Town and Village are encouraged to work with nearby property owners on improving the spaces around any future shelter. Additional changes, including the neighborhood greenway techniques recommended for Charles Ave and Montrose Ave, may be included in future RAISE grant applications, or other funding opportunities, along with the alternative route on Fay Rd.



Table 6.2: Cost Estimates: Total Construction + Total Project*

Total Estimated Item Cost:		2,543,000.00
% WZTC based on project complexity	10%	\$254,000.00
% for incidentals, inflation, and contingencies	20%	\$507,000.00
Total Estimated Construction Cost:		\$3,300,000.00
% for survey	10%	\$330,000.00
\$10,000 + 10% for design (adjust for project complexity)	10%	\$340,000.00
% for construction inspection (adjust for project complexity)	15%	\$495,000.00
Total Estimated Project Cost:		\$4,464,000.00

*Contingencies based on NYSDOT’s Quick Estimator Reference - Upstate (2023)

The Salisbury Rd protected shared-use path, along with the path through the Westcott Reservoir, should be a coordinated effort between the City of Syracuse, Town of Geddes, and Village of Solway as the facility would be located within the City’s right-of-way but benefits residents and businesses located within all three municipalities.

It is important to note that Charles Ave and Salisbury Rd, classified as major collectors, are both federal aid eligible roadways and, therefore, future projects on these roads may be candidates for federal fund sources that are included in the SMTC’s Transportation Improvement Program.

To provide order of magnitude cost estimates for the recommendations included within this document, SMTC staff reviewed cost estimating tools from New York State Department of Transportation (NYS 2023)⁴⁴ as well as the Maryland Department of Transportation (MD)⁴⁵. The National Highway Construction Cost Index⁴⁶ was utilized to adjust MD cost estimates to 2023 figures. Table 6.1 details the cost of each item by geographic area, while Table 6.2 shows estimated total construction and project costs. These estimates are for planning purposes only. Many factors, including the variability of material and labor costs, and any potential right-of-way impacts, can influence these costs.

44 NYSDOT, *Quick Estimator Reference - Upstate*, (2023)
 45 Maryland Department of Transportation and the Baltimore Regional Transportation Board, *Planning Level Cost Estimating Tool for Bicycle Infrastructure Projects* (2020)
 46 US Department of Transportation, “National Highway Construction Cost Index (NHCCI)”, accessed January 11, 2024. <https://www.fhwa.dot.gov/policy/otps/nhcci/>

APPENDICES

A

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W Genesee St / Fay Rd Turning Movement Counts – October 2022

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Intersection Capacity Analysis – Full Plaza

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B

Public Involvement Plan

Public Involvement Plan

C

Local Zoning Regulations

Village of Solvay Zoning
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F

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A

**Study Advisory
Committee (SAC)
Meeting Minutes**

SAC Meeting #1



Syracuse Metropolitan Transportation Council

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Meeting Summary

WESTVALE PLAZA AREA PEDESTRIAN & BICYCLE MOBILITY ASSESSMENT

Study Advisory Committee Meeting (SAC) #1

Zoom

December 5, 2022

10:00am – 11:00am

Attendees

Thomas Bardenett, SMTC (project manager)

Meghan Vitale, SMTC

Mike Alexander, SMTC

Alex McRoberts, SMTC

Marcia Ferguson, Town of Geddes (Councilor)

Brian Madigan, Dunn & Sgromo (Town Engineer)

James Cometti, Village of Solvay (Trustee)

Sal Sciuga, Village of Solvay (Trustee)

Neil Burke, City of Syracuse (DPW)

Megan Costa, SOCPA

Julie Baldwin, NYSDOT

Bren Daiss, Centro

Meeting Agenda

Mr. Thomas Bardenett opened the kickoff SAC meeting for the *Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment* at 10:00am by asking study advisory committee (SAC) members and SMTC staff to introduce themselves. Mr. Bardenett briefly reviewed the scoping process that has taken place so far and the agenda for today's meeting. SAC members were asked to offer up comments and questions as the meeting went forward.

Project Purpose

Mr. Bardenett noted that purpose of the analysis is to identify opportunities to increase bicycle and pedestrian safety and accessibility to the commercial node around Westvale Plaza, as well as increase use of public transportation. Safety for all road users will be a key component of this analysis. The study will also identify preferred land uses within the study area.

No comments were received.

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& Bicycle Mobility Assessment
SAC meeting #1
Public Involvement Plan/ Project Schedule*

Mr. Bardenett reviewed the anticipated SAC meeting schedule (5 total meetings) and public engagement opportunities (2). The project is envisioned to last roughly 18 months, with the next SAC meeting in March aimed at discussing land uses in the study area and prepping for the first public engagement activity. Mr. Bardenett requested input on preferred times and days of the week for future SAC meetings. Ms. Meghan Vitale noted that the SMTC team would like the next SAC meeting to be in person. Mr. Sal Sciuga preferred meetings after 6pm and identified Mondays as especially difficult. Ms. Marcia Ferguson noted that the Town Board meets on Wednesdays from 5-6pm. Mr. James Cometti emphasized a desire for in-person meetings. Mr. Brian Madigan also identified Mondays and Wednesdays as difficult days to meet. Mr. Neil Burke asked whether this was for SAC meetings or public meetings. Ms. Vitale explained it was for SAC meetings.

Mr. Bardenett asked if there were any comments or concerns on the project schedule. No comments were received.

Mr. Bardenett turned to the joint 2019 Town and Village Comprehensive Plan (Comp Plan). An overlay district was proposed in 2016 which received some push back. Mr. Bardenett asked about the public engagement process for the Comp Plan and if the overlay district discussion informed the process. Ms. Ferguson stated that the Comp Plan was initiated by the Town because it did not have one. This process pre-dates her time on the Council and she does not know the specifics of the public input process or if any push back occurred. Ms. Ferguson notes that Susan LaFex, Town Councilor, would be a preferred person to discuss with. Resistance to commercial development was noted. Mr. Madigan stated that Greg Sgromo, of Dunn & Sgromo, was on the committee for the Comp Plan but their agency did not work on it. Mr. Sciuga indicated that three public hearings occurred for the Comp Plan. Ms. Julie Baldwin stated Keith Ewald of Barton & Loguidice (B&L) completed the Comp Plan. NYSDOT was only contacted near the end of the project for SOCPA Section 239 review. Ms. Vitale explained that the SMTC does not want to create the same issues within this study that we already brought up in the Comp Plan discussions. Mr. Bardenett noted that the SMTC will reach out to Ms. LaFex for more detail.

Existing Conditions review

Mr. Bardenett briefly reviewed initial data collection efforts taken on by SMTC staff including a review of existing land uses, population density, vehicle ownership, and commuting characteristics. Mr. Bardenett asked if this reflects the lived experience of the community. Ms. Ferguson noted yes for the Town of Geddes. Mr. Sciuga noted yes for the Village of Solvay, adding that probably 1 in 4 households in Solvay do not have a vehicle. Mr. Sciuga has seen less traffic going to Westvale Plaza since the Tops Grocery moved out, previously seeing a “ton of foot traffic.”

Mr. Bardenett identified a concentration of limited English proficient (LEP) residents just north of Westvale Plaza, consistent with past discussions on the location of a Ukrainian immigrant population. Mr. Bardenett requested any potential contacts within that community for future public involvement opportunities. Mr. Sciuga does not have any good contacts at the moment, but suggested putting flyers in the apartment complex along Charles Ave. Ms. Ferguson pointed to a Ukrainian grocery store in Westvale Plaza, St. John’s

*Westvale Plaza Area Pedestrian
& Bicycle Mobility Assessment
SAC meeting #1*

Church in Tipp Hill, the Ukrainian Orthodox Church in Warners, and a Pentecostal Church on Warners Rd. Mr. Burke noted the Ukrainian National Club on W Fayette St. Mr. Michael Alexander asked if there is a specific church helping with refugee resettlements in Solvay. Ms. Vitale suggested checking with Catholic Charities.

Mr. Bardenett turned to traffic volumes within the study area, noting a decline in traffic over the past 15-20 years, from over 20k vehicles per day in 2006 to around 13k in 2021. Some businesses have closed, including Tops Grocery. Mr. Bardenett asked if there are other changes the SAC has noticed in the area. Ms. Baldwin noted that NYSDOT did not take a count for 10 years, so we cannot be sure it was a “steady” decline. Ms. Ferguson suggested that people may be taking alternative routes to avoid the lights on W Genesee St, which can be frustrating (“if you get one, you get them all”). Mr. Bardenett asked whether they’ve noticed more people shopping or working in the plazas west of Westvale instead of in the City. Ms. Ferguson agreed, believing some prefer using I-690 more, and the opening of Costco in Camillus drew more people to Township 5.

Mr. Bardenett reviewed initial crash data from the previous 5 years including an issue with deer along Salisbury Rd and one fatal pedestrian crash on Montrose Ave, just south of the W Genesee St intersection. Ms. Ferguson pointed to issues stemming from the lack of defined lanes to enter/exit Geddes Plaza. Mr. Burke noted “interesting” parking lot designs along Genesee St, including parking stalls that may be in the right-of-way, backing into Genesee St, wide curb cuts, and missing buffers. He noted that the City has been working to address these issues within their boundaries as they detract from the pedestrian environment and contribute to safety issues. Additionally, traffic moves quickly, especially if they get all green lights along the corridor.

Mr. Bardenett, referring to the recently completed NYSDOT paving project, asked why the westbound approach crosswalk was not add to the Charles/Montrose/Genesee intersection and if there was a specific reason for it not to be included. Ms. Baldwin was not part of that decision but offered to follow up with more information. She said it could potentially be a sight distance issue.

Preliminary Issues and Opportunities

Mr. Bardenett shared a map with SAC members noting preliminary issues, opportunities, and observations that SMTc staff identified through fieldwork conducted in the fall of 2022 and the other data collection efforts. The opportunities that were shown were there for discussion purposes and will be altered and updated based on conversations with the SAC and the public. Issues include: high 85th percentile speeds, declining but steady traffic throughout the day along W Genesee St, narrow side streets with narrow or missing sidewalks (3 ft in width, on the curb, little to no buffer), and a lack of pedestrian amenities (ADA compliant curb ramps). Mr. Bardenett requested feedback on the initial issues and opportunities, including items to add or remove. A draft of the map will be sent to SAC members along with the meeting minutes so members can review in more detail and respond on their own time.

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SAC meeting #1
Next Steps*

Mr. Bardenett noted that the next SAC meeting will likely be in March 2023 with a focus on land use visioning and preparation for the first public engagement activity. The SAC will also review the initial issues and opportunities present within the study area. Mr. Bardenett requested that any information regarding future planned developments within the Town, Village, and nearby City neighborhoods be sent to the SMTC for their review as a baseline for this study.

Regarding planned developments, Mr. Bardenett referenced the new owner of Westvale Plaza and inquired whether there has been further contact between the Town or Village and the owner. Mr. Cometti has had conversations with the property manager and noted that a new commercial tenant will be taking over the former Tops location. No new information on anything replacing the former Kirby's restaurant. Mr. Bardenett asked if the new owner is primarily looking to fill the current vacancies or if a larger redevelopment is their goal. Mr. Cometti believes the owner would like to redevelop but is looking for funds to do so. He sees the property staying primarily a commercial space. Mr. Bardenett asked if the new owners were likely to be long-term. Mr. Cometti believes they will be. Ms. Megan Costa noted that the new owner may be worth interviewing as part of the land use discussion. Mr. Cometti offered to provide the contact information for the property manager. Ms. Vitale asked if the new owner was shown the Comp Plan and agreed with the direction the Town and Village had laid out. Mr. Cometti stated the owner has seen the Comp Plan but are mostly interested in pursuing grants for façade improvements. The owner is not local, but from Long Island.

Mr. Bardenett asked for an update from the Town on their Climate Smart Communities (CSC) grant. Mr. Madigan explained the current plan to extend sidewalks on Charles Ave from W Genesee St to Driscoll Ave and a bus shelter and/or pull off near the Westvale Plaza entrance. The grant must be spent in three years, starting from August 2021. The Town's goal is to complete construction plans over the winter and use summer 2023 for construction. Mr. Bardenett noted it would be helpful for the SMTC to review those plans as they are completed. Mr. Madigan will send them along. Ms. Ferguson and Mr. Madigan emphasized that SMTC staff should speak with Ms. LaFex for any questions regarding the Comp Plan. Mr. Madigan requested the presentation for this meeting be shared for their internal review and notes. Mr. Bardenett will send the presentation along with the meeting minutes but asked that the materials shared be limited to SAC member review at this point.

Mr. Bardenett thanked the SAC members for their participation and input at the meeting. The meeting concluded at 11:10am.

SAC Meeting #2



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Meeting Summary

WESTVALE PLAZA AREA PEDESTRIAN & BICYCLE MOBILITY ASSESSMENT

Study Advisory Committee Meeting (SAC) #2

Geddes Town Hall

March 30, 2023

3:00pm – 5:00pm

Attendees

Thomas Bardenett, SMTC (project manager)

Meghan Vitale, SMTC

Alex McRoberts, SMTC

Jerry Albrigo, Town of Geddes (Supervisor)

Marcia Ferguson, Town of Geddes (Councilor)

Martin Kelley, Town of Geddes (Councilor)

Susan LaFex, Town of Geddes (Councilor)

Brian Madigan, Dunn & Sgromo (Town Engineer)

Sal Sciuga, Village of Solvay (Trustee)

Julie Baldwin, NYSDOT

Bren Daiss, Centro

Meeting Agenda

Mr. Thomas Bardenett opened the meeting for the *Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment* at 3:00pm by asking study advisory committee (SAC) members and SMTC staff to introduce themselves. SAC members were asked to offer up comments and questions as the meeting went forward.

Existing Zoning and Land Use

Mr. Bardenett opened by reviewing the existing zoning around the plaza. Currently, the plaza does not conform to existing zoning, specifically in terms of parking requirements. There are 60-100 fewer spaces than existing zoning currently requires. Mr. Bardenett explained that many other municipalities are beginning to review and update their zoning codes – most notably the Town of Dewitt. Dewitt's zoning code has a mixed-use overlay district, which requires about half as many parking spaces as the Village of Solvay does.

Mr. Jerry Albrigo noted that he couldn't recall any issues with parking ever in the plaza, even when the P+C was operating. Mr. Albrigo asked if the parking spaces behind the buildings were counted, to which Mr. Bardenett responded that only striped spaces were counted. The parking behind the plaza wasn't utilized

*Westvale Plaza Area Pedestrian
& Bicycle Mobility Assessment
SAC meeting #2*

until the bank drive-thru was added. Mr. Bardenett pointed out that Dewitt recognized a similar problem with parking and their zoning code, so they revised their parking requirements to lower them a reasonable amount. Mr. Martin Kelley asked if Westvale Plaza was given a variance to be constructed with less parking than required. It is likely that the plaza was built when the Village of Solvay had an older, or even non-existent, code according to Mr. Bardenett.

Mr. Brian Madigan added that he had met with a representative of the property owner. He was told in the past that they could not build an outparcel in the plaza due to parking requirements. It seems that the owner would like to do something with the plaza but isn't entirely sure what "mixed use" really means. Mr. Albrigo added that when the P+C moved out, the plaza had a hard time finding a tenant because of the size of the space. At one point, the DMV considered relocating to the P+C from Western Lights Plaza. A Middle Eastern restaurant called Sumer just closed in the plaza too. Mr. Madigan said that the Town will need some space within the plaza along the Village ROW to implement the Climate Smart Communities (CSC) grant project. Mr. Madigan and Mr. Sal Sciuga pointed out that the Village of Solvay doesn't have a definition of "mixed-use" in their code.

Potential Future Zoning and Land Use Changes

Mr. Bardenett shifted the group's focus to the transect map in the packet. When looking at the W Genesee St corridor as a whole, it is clear that Westvale Plaza could function more as a neighborhood center that ties in the surrounding areas rather than a regional shopping center like Fairmount Fair or Camillus Commons. Mr. Albrigo noted Nottingham Plaza by Syracuse University (SU) as a comparable example. The plaza mainly serves the students in the area and the Meadowbrook neighborhood. The SAC members also expressed interest in looking more into Geddes Plaza across Charles Ave as well. This plaza could follow the same concepts as Westvale Plaza and the SMTC can look into creating better connections between the two plazas. SAC members also expressed interest in focusing more on specialty stores that create a unique shopping experience in the area.

Ms. Susan LaFex mentioned that the plaza manager attended the last comprehensive plan meeting for the Town of Geddes. The manager was interested in looking for ideas to revitalize the plaza. It was noted that they were applying for a county façade grant program, but was unable to submit the application in time.

Mr. Bardenett pointed to the strip mall conversions in the packet to show how a plaza can slowly be redeveloped over time – first adding some green space and buildings fronting the road and eventually rehabilitating/replacing the original plaza buildings. Mr. Kelley brought up the issue that some of these concepts presume a blank slate. Redevelopment could become very costly, especially if the plaza is not bringing in a lot of income as construction occurs. Mr. Bardenett said that the redevelopment could occur over time, slowly adding/removing buildings.

Mr. Albrigo suggested a hypothetical situation in which Onondaga Community College was interested in establishing a satellite campus in Westvale Plaza. He wondered how they could pursue grant funding and assistance from the county in construction costs. Mr. Sciuga stated that especially with the Micron developments occurring in the near future, the County Executive is definitely interested in pursuing more

*Westvale Plaza Area Pedestrian
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SAC meeting #2*

clustered, mixed-use development in the entire area. His support for a project like this could help take it further, but the issue is still money.

SMTC staff showed the SAC members the different conceptual designs that they came up with for plaza redevelopment. Mr. Bardenett noted that Dewitt mixed-use parking requirements were used – Solvay’s zoning would need to be revised in order for these concepts to be possible. Ms. Vitale pointed out that these are just ideas for what the plaza could look like, and are not proposals for construction. SAC members provided positive feedback to the concepts and appreciated being able to see what it could look like in the future.

Mr. Kelley referenced the redevelopment of Fairmount Fair – Camillus reduced parking stall size to meet parking requirements. Mr. Bardenett pointed out that this could also be done – but the type of development in Fairmount Fair is very different with big box stores and no residential or mixed-use component.

Mr. Sciuga pointed out that the plaza owners do not own the O’Reilly’s parcel, so any development of that building would have to occur separately but side-by-side with whatever happens to the plaza. A second floor of apartments could potentially be added to the building.

Ms. LaFex referenced the Hunt Real Estate Apartments in Camillus as a type of development that she was not a fan of. Parking was not sufficient and some of the buildings are too close to the road. Mr. Bardenett said that the buildings near the road could be two floors while the buildings set further back could be taller. Ms. Julie Baldwin asked if the setback length would need to be changed for the buildings fronting the road, to which Mr. Bardenett responded that it was unlikely, but the Village could opt for similar requirements as their existing Milton Ave zoning.

SAC members also discussed the Downtown Revitalization Initiative as a potential funding source. This can pay for things such as façade and streetscape improvements. The Village of Manlius was recently awarded money from this grant, with a match from local business owners. Mr. Sciuga and Mr. Madigan estimated the cost for redeveloping the plaza – approximately \$40-60 million. It would cost about \$3-4 million to rehabilitate 50,000 sq ft. Mr. Sciuga was interested in the idea of a “facelift” for the Planet Fitness and O’Reilly’s buildings, constructing mixed-use buildings fronting W Genesee St, and then going from there.

Charles Ave

Mr. Bardenett asked SAC members how they felt about additional development along Charles Ave. It was noted that many businesses along this corridor do very well and should not be forced to move elsewhere, but there could be opportunities for new uses as well – potentially adding mixed uses and upgrading the streetscape. Mr. Albrigo pointed out that many people use a shortcut from nearby apartments to get to the plaza. Mr. Sciuga added that it presents a policing issue and the area needs lighting. Pedestrian amenities could also be improved along Charles Ave to encourage people to use the sidewalk along the street instead. Mr. Bardenett said that Charles Ave could function as the gateway to Westvale Plaza from Solvay and Milton Ave.

*Westvale Plaza Area Pedestrian
& Bicycle Mobility Assessment
SAC meeting #2
Public Engagement*

Mr. Bardenett shifted the group's focus towards an upcoming public engagement opportunity. He asked SAC members what they would like to learn from the public. Ms. LaFex and Mr. Albrigo indicated that they were interested in hearing about what kind of shopping needs the public has. SAC members expressed interest in showing the concepts to the plaza developer before the public meeting so that they are aware of what will be shown. Mr. Kelley noted that more visuals and renderings could be beneficial in helping the community understand what the plaza could look like. Ms. Vitale added that SMTC will add disclaimers to the graphics before showing them to anyone else. SAC members also suggested the Solvay Fire Department as a possible location for the public meeting.

Mr. Bardenett thanked the SAC members for their participation and input at the meeting. The meeting concluded at 5:00pm.

SAC Meeting #3



Syracuse Metropolitan Transportation Council

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Meeting Summary

WESTVALE PLAZA AREA PEDESTRIAN & BICYCLE MOBILITY ASSESSMENT

Study Advisory Committee Meeting (SAC) #3

Geddes Town Hall

September 7, 2023

2:00 – 3:30pm

Attendees

Thomas Bardenett, SMTC (project manager)

Meghan Vitale, SMTC

Alex McRoberts, SMTC

Marcia Ferguson, Town of Geddes (Councilor)

Brian Madigan, Dunn & Sgromo (Town Engineer)

Dan Kwasnowski, Onondaga County Planning Department

Julie Baldwin, NYSDOT

Bren Daiss, Centro

Pre-Meeting Discussion

Mr. Brian Madigan stated that the Town of Geddes is looking to host its public meeting for its Local Waterfront Revitalization Program (LWRP) either the last week of October or first week of November, which will be discussed at a meeting in two weeks. Mr. Thomas Bardenett identified mid-November as a potential date for the second public engagement for the *Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment* in hopes of reaching the public prior to the holiday season.

Meeting Agenda

Mr. Bardenett opened the meeting for the *Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment* at 2:15pm by reviewing the agenda, noting that the study is progressing from the discussion on land use to a discussion on mobility.

Review of July 12, 2023 Workshop

Mr. Bardenett reviewed feedback from the public workshop in July 2023. Workshop attendees were interested in mixed-use development but emphasized confining that development to Westvale Plaza and some of the surrounding parcels. A desire for street trees and other aesthetic amenities, such as flowers and lighting, were identified as ways to create inviting spaces for walking and biking. A preference for separated/protected facilities was also identified.

Up until now, the study has focused on land use and destinations that are welcoming to individuals who walk or ride bikes. From this discussion, the study now transitions to mobility improvements and creating safer, more inviting ways for individuals traveling to and from these destinations.

Mobility Issues and Opportunities

Mr. Bardenett drew attention to a map identifying constraints along the study area roadways, proposed plans by the Town and State, and suggestions made by SMTC staff. The discussion proceeded from the northern end of the study area to the southern end.

Charles Ave – North of Driscoll Ave

Mr. Bardenett pointed to the narrow curb-to-curb width and location of stormwater grates along Charles Ave that both hinder the ability to install any formalized bike infrastructure. The Town's RAISE grant proposal calls for widening sidewalks. SMTC staff suggest the use of two greenway techniques, speed cushions and painted bump outs. Concrete bump outs would interfere with the existing stormwater drainage but can be considered long term if the desire for further investment is there.

Mr. Madigan asked if there is a speeding issue on Charles Ave currently. Mr. Bardenett noted there are more traffic issues south of Driscoll Ave, mostly regarding truck movements, but greenway techniques are meant to emphasize slower speeds, 15 to 20 mph, not necessarily to address known speeding issues. This level of traffic calming is meant to encourage bike and pedestrian activity. Mr. Madigan believes bump outs would be a good idea for this area and finds them more palatable than speed cushions. He also noted that the RAISE grant application included some funding for possible drainage work.

Ms. Julie Baldwin asked if speed cushions are approved by the FHWA or more of a local technique, as well as the difference between a speed cushion and a speed bump. Mr. Bardenett noted that the City of Syracuse is currently using speed cushions on streets throughout the city and they are an approved piece of infrastructure in national design guidelines. A speed cushion is essentially two small speed bumps with a space between them. This space is designed to align with the wheels of fire engines to ensure speedy access for emergency vehicles while slowing personal vehicles. Ms. Marcia Ferguson asked if on-street parking was allowed on Charles Ave. Mr. Bardenett stated that parking is not permitted, but people are often found parking anyways.

Mr. Madigan asked if the focus should be on slowing people mid-block or at the intersections. Mr. Bardenett noted the draft concepts emphasize slowing drivers at intersections where there are more conflict opportunities, but they could be shifted. The draft concepts utilized standards set in New York City, with at least 250 feet between speed cushions and at least 70 feet from intersections.

Charles Ave – South of Driscoll Ave

Mr. Bardenett shifted the conversation to the area south of Driscoll Ave where light industrial and commercial uses are located. The emphasis on this block is defining access management. As this block is used by trucks, some of which have very low truck beds, speed cushions were not considered. Instead, Mr. Bardenett discussed the idea of chicanes, which force drivers to slightly weave along the street as a way to slow them down. Further south, two mid-block bump outs create a pinch point that can be used as a mid-

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& Bicycle Mobility Assessment
SAC meeting #3*

block crossing into Geddes Plaza. Ms. Ferguson noted the movements in and out of Geddes Plaza are a concern, with the current configuration resulting in a free-for-all. On the idea of chicanes, Ms. Ferguson was concerned about the visibility and difficulty of pulling in and out of the locations identified on the map. Mr. Madigan stated the RAISE grant proposal looks to narrow the lanes along the corridor.

Ms. Ferguson asked about potentially adding another crossing at the main entrance to Geddes Plaza. Mr. Bardenett noted it may be too close to the W Genesee St intersection. Mr. Madigan pointed to grade issues where the Plaza's dumpsters currently exist.

Mr. Dan Kwasnowski inquired whether the Town's Comp Plan envisioned any mixed-use development for Geddes Plaza. New development could necessitate a new street network in this area. Mr. Bardenett confirmed that the Comp Plan did signal Geddes Plaza as a potential site for mixed-use development and noted that one redevelopment concept from this study did show a change in how Westvale Plaza connected to Charles Ave.

Mr. Madigan reminded the group of the Village's interest in a path from the Heritage Hills apartments to Westvale Plaza's back parking lot. Mr. Bardenett confirmed the existence of a "goat" path that has formed from use, but noted concerns over liability and who would take ownership. Mr. Kwasnowski believes the Village could work out an agreement to take control of the space. Mr. Bardenett will look to the Village for their level of interest to pursue such an idea.

Looking at Charles Ave, Mr. Kwasnowski remarked that it reminded him of Teall Ave in the Town of Salina, where business owners asked for sidewalks and access management, ultimately resulting in an Onondaga County DOT capital project on the SMTC's Transportation Improvement Program. Mr. Bardenett pointed to some significant grade issues with a lot of the parking areas as to why this is not currently being suggested in these drafts. Mr. Kwasnowski asked about using street parking instead of off-street. Mr. Bardenett noted the current zoning requires the existing parking spaces and does not offer credit for on-street parking. This is something that could be updated through zoning changes and make it more feasible.

Mr. Madigan stated that the Westvale Plaza property manager would like to eliminate some parking along the W Genesee St frontage. Mr. Kwasnowski implored the group to consider zoning overlays and amenity zoning to address some of these issues. Amenity zoning would require the Town or Village to have specific plans in place for an area. When new development, or redevelopment, occurs, the developer would be encouraged to include those planned amenities within their project in order to gain access to more lenient zoning restrictions, such as reduced parking requirements or a higher level of density. Ms. Ferguson noted, anecdotally, a lot of "cut through" movements occur through the Westvale Plaza parking lot to avoid the traffic signals on W Genesee St. These movements typically start from the Charles Ave entrance heading west, exiting out of the western entrance near Family Dollar.

W Genesee St Intersection – Transit

Mr. Bardenett informed the committee that the W Genesee St / Montrose Ave bus stop was the most used stop in the study area prior to the Covid-19 pandemic in 2019, with over 20 boardings per day. The bus stop at W Genesee St / Charles Ave was also a moderately used stop. Today, the Woods Rd / Charles Ave bus

*Westvale Plaza Area Pedestrian
& Bicycle Mobility Assessment
SAC meeting #3*

stop is the most used in the study area, with over 6 boardings per day in 2022. Two additional stops are located at Fay Rd, with moderate ridership levels. SMTC staff are suggesting the consolidation of bus stops at the Charles Ave / Montrose Ave intersection and make them both far side stops. Mr. Madigan voiced concern about far side stops causing blockages through intersections and noted the existence of utilities and drainage at the northwest corner of the intersection. Mr. Bardenett asked if anyone had knowledge of the existing bollards around the traffic signal, which blocks some access. Ms. Baldwin did not know specifically but believed it must have come out of a history of crashes. Ms. Bren Daiss stated that Centro does prefer far side stops when possible, and that this location, beyond concerns over utilities, could benefit from a far side stop as it gives drivers a chance to get around the bus through the intersection. Mr. Kwasnowski pointed out that stop consolidation would be difficult as there is currently no pedestrian infrastructure connecting the old Fay Rd bus stops to the new location. Mr. Madigan mentioned that sidewalks will be installed along both sides of W Genesee St as part of the Climate Smart Communities (CSC) grant project.

Mr. Madigan noted sightline concerns with the existing bus stop at W Genesee St and Fay Rd. There was a brief discussion about the bus pull-off, which was proposed as part of the CSC grant project. The proposed pull-off would be along the Westvale Plaza frontage for westbound buses. Pull-offs require buses to wait for breaks in traffic so they can merge back into the travel lane, whereas an in-lane stop can be more efficient for a bus route, especially on a 4-lane road. Ms. Daiss said she would review the proposal. Mr. Madigan requested that Centro respond as soon as possible to the possibility of a bus pull off at the Fay Rd stop or if they are interested in stop consolidation. Removing the pull off from the CSC grant project would allow the Town to do more work on Charles Ave. Ms. Daiss noted that shelters are usually only considered for stops with 50 or more boardings per day. Mr. Madigan believes it really depends on the future land use of the plaza, which could add more riders. Ms. Baldwin asked if the CSC grant could pay for a bus shelter. Mr. Madigan said that it could be and believes there would be a budget for it.

Mr. Kwasnowski pointed to amenity zoning as an option, with the developer installing a bus shelter. Skaneateles and Lysander are current local examples of amenity zoning.

Montrose Ave

Mr. Bardenett moved the discussion to Montrose Ave. The Town looked to direct cyclists to Fay Rd in their RAISE grant application. SMTC staff lean towards directing cyclists down Montrose Ave instead, due to lower traffic volumes, less grade issues, and the benefit of a direct path through the W Genesee St intersection. Mr. Madigan believes the Town is open to those changes in their grant application, but the final decision would need to be from the Village. Mr. Bardenett stated that he would follow up with the Village representatives on the SAC.

Salisbury Rd – Connection to the City of Syracuse

Mr. Bardenett shifted to the southern end of the study area. Salisbury Rd is being considered as a connection into the City of Syracuse due to its direct route and its connection to another SMTC study evaluating cycling routes on the westside of the City. SMTC staff have suggested a cycle track or multi-use trail that would run from Avery Ave in the City west to S Orchard Rd in the Town of Geddes. The trail would

*Westvale Plaza Area Pedestrian
& Bicycle Mobility Assessment
SAC meeting #3*

be off-road from Avery Ave until just west of the cemetery entrances, where it would shift on-road to a protected trail, including two-foot buffers with vertical delineators. The trail would again shift off-road at S Orchard Rd and continue north through the City's reservoir to W Genesee St. The City had been asked earlier this summer if they were open to using the land surrounding the reservoir. City staff see the value of using the space and its connection for City residents to use, but did not see it being a high priority due to its location making it more useful for non-City residents.

Mr. Kwasnowski asked about the crash rate data for Salisbury Rd. Mr. Bardenett informed the committee that Salisbury Rd has the highest crash rate out of the study area roadways, primarily due to deer collisions. Mr. Kwasnowski believes this route could be included in the County's Safe Streets For All plan.

Ending Comments and Thoughts

Mr. Bardenett asked if there were any lingering comments, questions, or concerns. He noted that he will be following up with the SAC members who were unable to attend, especially those from the Village, before finalizing concepts to present to the public.

Mr. Madigan would like to consider raised intersections and crossings. Drainage infrastructure will be upgraded and can be designed around those improvements.

Ms. Daiss wondered if the traffic calming options should be pared down to simplify the discussion. Mr. Bardenett asked if creating photo simulations showing the improvements from eye-level would help, even if the number of improvements stayed the same. Ms. Daiss believes that would help ground them.

Mr. Bardenett concluded the meeting at 3:40pm.

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SAC Meeting #4



Syracuse Metropolitan Transportation Council

100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

Meeting Summary

WESTVALE PLAZA AREA PEDESTRIAN & BICYCLE MOBILITY ASSESSMENT

Study Advisory Committee Meeting (SAC) #4

Geddes Town Hall

February 14, 2024

2:00 – 3:00pm

Attendees

Thomas Bardenett, SMTC (project manager)

Meghan Vitale, SMTC

Alex McRoberts, SMTC

Susan Lafex, Town of Geddes (Supervisor)

Martin Kelley, Town of Geddes (Councilor)

Brian Madigan, Dunn & Sgromo (Town Engineer)

Julie Baldwin, NYSDOT

Mr. Thomas Bardenett opened the meeting for the *Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment* at 2:00pm by noting this meeting will be the last study advisory committee (SAC) meeting for this study. As such, the meeting will be open-ended to discuss any specific items from the draft report SAC members would like to comment on. Ms. Susan Lafex noted that phase three of the County's Main Street grant program has opened for applications and she has encouraged Larry Socia, the property manager for Westvale Plaza, to apply for funding aimed at façade upgrades at the Plaza. The applications are due February 16, 2024.

Climate Smart Communities (CSC) Update

Mr. Brian Madigan informed the group that the Town has been given the green light to begin work on their CSC grant project, pending design feedback from NYSDOT. Initial feedback revolves around moving some street trees and addressing complications related to installing sidewalks along the southern side of W Genesee St, due to the slope up to the roadway. Mr. Madigan needs to complete the construction documents in the near future and address all comments from NYSDOT. As part of this process, Mr. Madigan asked if Centro has determined if they will opt to move the bus stop at the Charles Ave/W Genesee St intersection, as recommended within the draft document. Mr. Bardenett reminded the group that the report recommends consolidating stops at this intersection into two far-side stops. Ms. Bren Daiss was unable to attend the meeting, but staff will reach out on this question. Mr. Madigan noted existing drainage issues closer to Charles Ave that may need additional work in order to accommodate a stop, but that the CSC grant may be able to pay for the shelter. Mr. Madigan believes Centro prefers to install the shelters. Ms. Meghan Vitale stated that staff will follow up on that point with Centro to better understand their

requirements. She also stated that the area could be designed to accommodate a shelter at some point in the future even if one is not installed as part of the CSC grant project.

Charles Ave / Montrose Ave Corridor

Mr. Martin Kelley drew the group's attention to the speed cushions on Montrose Ave, asking if they were necessary as the street is already broken up by All-Way stop signs and worried about maintenance issues through the winter months. Mr. Bardenett stated the aim is to keep treatments along Charles Ave and Montrose Ave consistent as they act as a singular corridor for cyclists and pedestrians. Keeping vehicular traffic at slower speeds creates a more comfortable experience for individuals outside of cars. Mr. Bardenett noted that the City of Syracuse's speed cushion pilot program has shown success and last through the winter. The program is currently being expanded. Ms. Lafex asked about using removable speed cushions. Mr. Bardenett explained that the City of Buffalo's experience with removable cushions has resulted in damage to pavement and are difficult to install. The City of Syracuse opted to pursue asphalt cushions to avoid similar issues. Mr. Madigan highlighted the bump outs along the corridor and believes they would work well. Mr. Kelley agreed. Mr. Bardenett reminded the group that the recommendations within the report can be considered a menu of options. The Town and Village could choose to pursue some recommendations and not others, based on what they believe works best in their community.

RAISE Grant Update

Ms. Lafex discussed the RAISE grant application that was submitted in early 2023. The draft report notes that it was not selected for funding as part of the 2023 RAISE grant cycle. She explained that Representative Brandon Williams informed a group of town supervisors that the application had made it through appropriations but was getting hung up in Congress. Mr. Madigan believes the project is being pushed through a different funding source based on conversation with Senator Charles Schumer's office. Ms. Julie Baldwin checked the 2023 RAISE grant funding allocations and noted that no projects in the Central New York region were funded.

Salisbury Rd Path

Mr. Bardenett highlighted a slight change to the Salisbury Rd connection at S Orchard Rd as a result of the November 2023 public workshop. Attendees had expressed interest in allowing the shared-use path to terminate at S Orchard Rd in a way that could be extended in the future. Mr. Bardenett explained the new design has the on-road path continue to the intersection, with the off-road path connecting just east of the intersection. Future expansions could be a dedicated facility, like the recommended path, or greenway techniques closer to what are shown along the Charles Ave / Montrose Ave corridor.

Ms. Vitale clarified the next steps for this report. Once all edits are finalized, the draft report will be posted on the SMTC website for public review and comment. After the public review, the report will be presented to the SMTC Planning and Policy Committees to be acknowledged as completed. The report is not a binding document. The Town and Village must ultimately decide if they choose to pursue any of the recommendations included within the report but are not required to.

Mr. Madigan asked if the City has changed their opinion on the Salisbury Rd connection. Mr. Bardenett informed the group that his understanding is the City would desire some sort of partnership for construction

and maintenance as the facility would primarily serve non-city residents even though it would be on a City road.

W Genesee St / Charles Ave / Montrose Ave Intersection

Mr. Bardenett discussed comments submitted by Ms. Baldwin prior to the SAC meeting, concerning the crosswalk across the westbound approach of the W Genesee St / Charles Ave / Montrose Ave intersection. The State examined this intersection as part of their recent paving project and chose not to install this leg of the crosswalk due to visibility issues, primarily for vehicles turning right off Montrose Ave. The draft report concepts include this 4th leg of the crosswalk as a recommendation. Staff will add a note within the report for why the crosswalk was not included in the previous paving project. Staff may also note that the inclusion of a leading pedestrian interval (LPI) or all-ped phase may address this concern, but would need to be predicated on additional pedestrian volume associated with further development of the Plaza area. Ms. Vitale asked if the design of the crosswalk within the report, which is skewed towards the corner instead of running perpendicular, was reviewed by the safety department. Ms. Baldwin did not know what design was considered by the project team. Mr. Kelley noted that a storm drain is also located near that corner which may complicate the design of any crosswalk. Staff will adjust this in the report. Ms. Baldwin did not see any specific text recommending the crosswalk in the report other than on the graphic. Mr. Bardenett noted some text may be added to address the concerns raised in this discussion.

Charles Ave

Mr. Kelley asked about the curb cut restrictions on the commercial block north of W Genesee St. Mr. Madigan stated that the driveway locations shown are pretty close to what was included in the RAISE grant application. Mr. Madigan raised concerns about the mid-block crossing, noting that drivers may not pay attention to them or that pedestrians would not wait to ensure drivers are complying before crossing. Mr. Bardenett explained that midblock crossings must be paired with other traffic calming measures to be effective, such as the curb extensions and signage shown in the recommendation. Adding visual cues help to alert drivers to the potential presence of pedestrians.

Ending Comments and Thoughts

Mr. Kelley asked if there has been any feedback from representatives of the Village on what has been included. Mr. Bardenett noted that the Village engineer asked that concerns about drainage be addressed within the recommendations. Staff explained that the recommendations include the green infrastructure proposed through the CSC grant as well as additional green areas aimed at reducing stormwater runoff into the drainage system. Mr. Bardenett stated that he will reach out to the Village representatives on the SAC after this meeting for additional feedback.

A brief discussion on the ownership of State Fair Boulevard, which lies outside of the study area, occurred, as it relates to the Town of Geddes welcome signs.

Mr. Bardenett reiterated that the draft report will likely be posted by the end of next week, February 23, 2024, for public comment and review. He asked SAC members to assist in publicizing its availability and encouraging public comments.

Mr. Bardenett concluded the meeting at 3:00pm.

B

**Public Involvement
Plan**

Public Involvement Plan

Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment

Public Involvement Plan

October 2022

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 pandemic, 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. The SMTC will work with community groups, the Study Advisory Committee (SAC), and other stakeholders to determine whether in person or virtual public engagement efforts will be utilized. A combination of approaches will likely be used as the study progresses.

This Public Involvement Plan (PIP) is intended to supplement the Scope of Work for this project.

II. Goals

The intent of the Public Involvement Plan (PIP) for the **Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment** is to:

- (1) Describe the approach that will be used to ensure public awareness of the study's goals, objectives, process, and outcomes.
- (2) Solicit public input into the decision-making process
- (3) Describe the electronic and virtual tools that may be used to ensure effective public participation.

III. Study Advisory Committee

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

- Town of Geddes (Supervisor's office, Town Councilors, Dunn & Sgromo Engineers)
- Village of Solvay (Village Board Members, C&S Engineers)
- City of Syracuse (Department of Public Works)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- New York State Department of Transportation (NYSDOT)

- Central New York Regional Transportation Authority (CNYRTA, “Centro”).

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

SMTC anticipates holding a minimum of five 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; Identify anticipated future land use changes and prepare for first public engagement
3	Review results of the first public engagement; Discuss potential improvements (short- and long-term)
4	Discuss preliminary recommendations and prepare for second public engagement.
5	Review results from second public engagement and draft report.

Setting up SAC meetings, whether virtual or in person, 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 staff.

IV. Public Engagement

The SMTC anticipates holding two public engagement opportunities; the first focused on the identifying preferred future land uses in the study area and the second to review and comment on the draft recommendations towards the end of the study. The exact format for each of these engagements will be determined in cooperation with the SAC as the study progresses. Each engagement may include elements such as:

- A presentation, either virtual or in person, on the specific topic of the engagement,
- Project visualizations, such as planning-level sketches of possible improvements,
- Online mapping tools, and
- Online/hard copy surveys or other tools for ensuring that members of the public can provide comments and input on the study.

The public engagement opportunities will provide residents and workers within the study area an opportunity to identify issues, opportunities, and personal

recommendations for the study area, both in terms of future land uses and in response to infrastructure recommendations proposed through this study.

The SMTC will be responsible for issuing press releases, creating materials, mailing and/or e-mailing fliers, running each session, and preparing a summary of the engagements, as needed. The SMTC will work with the SAC to develop a strategy for notifying the public of the engagement opportunities. This is likely to include press releases, distribution of fliers at key locations within the study area, web and social media postings, and coordination with existing community groups. The SMTC will also ask SAC members and stakeholders to assist with outreach prior to the public engagement opportunities.

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

V. Additional public outreach

Stakeholders list

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

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 about specific opportunities for public input, such as the two main public engagements. If requested, SMTC staff will attend meetings to provide a brief overview of the project.

Access to study materials

If deemed necessary by the SAC and SMTC staff, a study-specific page within the SMTC's website will be created to act as a repository of information for the study. This page will be used to announce public engagement opportunities, and as a place for the public to access study materials such as presentation slides and/or recordings, relevant maps and data, Frequently Asked Questions, interim reports or memos, draft concept plans or other graphics, an online survey/questionnaire, or online comment form. The study's draft final report will be posted to this page for public review and comment. SMTC will

encourage municipal partners / SAC members to post links on their own websites and/or social media accounts to the study-specific webpage.

Approved documents, such as the study's Final Report, will be posted to the Publications section of the SMTC's website once acknowledged as complete by the SMTC Policy Committee.

Public comment

All interested individuals 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 **Westvale Plaza Area Pedestrian & Bicyclist Mobility Assessment** will be presented to both the Planning and Policy Committees upon completion.

Limited English Proficiency

Individuals that report speaking English "less than very well" on Census surveys are considered to have a limited proficiency in English – a segment of the population referred to collectively as the "limited English proficiency" or LEP population. Ensuring that the LEP population affected by a project has opportunities for meaningful participation requires careful consideration and planning. The SMTC's LEP Plan is based largely on the NYSDOT's Office of Civil Rights Draft LEP Toolkit. This toolkit provides guidance on a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'"

The SMTC has examined the 2016-2020 American Community Survey data for LEP populations in Census tracts throughout our planning area. Twelve Census tracts within the SMTC's planning area were identified as meeting the "safe harbor" LEP population threshold of at least 5 percent, all of which are located within the City of Syracuse.

While the study area does not include safe harbor tracts, Census Tracts 20, 38, 129, and 130 each have higher rates of LEP population than Onondaga County as a whole. Additionally, Town and Village representatives have noted a growth in the Ukrainian population along Charles Ave north of Westvale Plaza. Although LEP provisions are not required, SMTC staff will work with the Town and Village to engage this community directly. (Note: SMTC always indicates on meeting fliers that American Sign Language interpretation will be provided – with prior notice – for public and/or SAC meetings if necessary.)

VI. Press releases and media coverage

The SMTC will issue press releases, as needed, to major and minor newspapers, television stations, and radio stations during open public comment periods.

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 **Westvale Plaza Area Pedestrian & Bicyclist Mobility Assessment**, 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. An electronic version of the newsletter is produced approximately bimonthly and distributed to over 1,200 email address. A hard-copy version of the newsletter is typically produced twice a year, and mailed to over 4,000 individuals, as well as to the media, agency representatives, municipal officials, elected leaders, and community agencies.

It is anticipated that articles on the **Westvale Plaza Area Pedestrian & Bicyclist Mobility Assessment** (e.g. study development issues) 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 **Westvale Plaza Area Pedestrian & Bicyclist Mobility Assessment**.

The SMTC web site (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **Westvale Plaza Area Pedestrian & Bicyclist Mobility Assessment**, and any final approved reports.

VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the development of the **Westvale Plaza Area Pedestrian & Bicyclist Mobility Assessment**. This study aims to identify opportunities to improve pedestrian and bicycle safety and access around the Westvale Plaza area. The participation of the people who live and work in this area is crucial to the study's success.

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C

**Local Zoning
Regulations**

Village of Solvay Zoning

Parking Requirements		
Land Use	Required Spaces	
Dwellings, 1-family and 2-family	1 per dwelling unit	
Dwellings, multiple-family	1 1/2 per dwelling unit	
Transient lodging	1.25 per guest room	
Professional offices as part of a residence	1, plus 1 additional for every 200 square feet of office space	
Day-care facilities	1 for each 2 staff people, plus 1 for each 5 children	
Community center, halls, auditoriums and theaters	1 for every 3 seats or, if there are no seats in the place of assembly, 1 for every 40 square feet of floor area	
Religious uses	1 for each 5 seats within the main congregational room	
Funeral homes	1 for each 3 fixed seats, 1 for each funeral vehicle and 1 for every 20 square feet of seating area where there are no fixed seats	
Private clubs occupancy	1 for each 3 persons allowed within the maximum load or 1 for each 175 square feet of gross floor area, whichever is greater	
Business		
	General retail and personal service establishments	1 per 150 square feet of gross floor area
	Restaurants and eating and drinking establishments	1 for every 60 square feet of gross floor area used for the preparation and serving of food and drink in any form
Offices		1 for each 250 square feet of gross floor area
Banks, drive-in banks and other window services		1 per 175 square feet of the main floor, lobby or window servicing area, plus 5 holding spaces feeding each drive-in window or lane
Furniture, heavy appliances, machinery or similar bulky merchandise establishments		1 per 500 square feet of gross floor area
Vehicle service stations		6 for full-service gasoline pumping, 3 for self-service gasoline pumping and 5 for each car wash stall; 1 for each 100 square feet of gross floor area for repair facilities
Industrial		
	Warehouses or storage	1 for each 3 employees at maximum shift
	Contractor's storage yard	5 plus 1 for each employee at maximum shift
	Vehicular freight service	1 per 2 employees at maximum shift
	Manufacturing	1 for each employee on the premises at the maximum shift

Zoning Regulations		
	Commercial	Milton
Min Lot Size	-	4,500 min/ 40,000 max
Min Lot Width	-	30 min / 300 max
Max Lot Coverage	70%	50% min/ 100% max
Min Front Yard	20	0 min/ 12 max
Min Side Yard	5	0 min
Min Rear Yard	20	0 min
Min Distance between Access Build and Side Lot	-	5
Max Height	Stories	3
	Feet	30 min / 60 max
Max Height Access	-	25
Lot Area Required	First Dwelling	4,000
	2nd Dwelling	1,000
	Additional	1,000
		50%

Allowable Uses		
Use	C	M
Accessory building ¹	P	P
Adult uses ²		
Business use, manufacturing (other than an activity requiring a special permit)		
Business use, retail (other than an activity requiring a special permit)	P	P
Business use, wholesale (other than an activity requiring a special permit)		
Community center	P	P
Convenience store	SP	
Day-care facility	P	P
Dwelling, 1-family	P	P ⁴
Dwelling, 2-family	P	P ⁴
Dwelling, multiple-family	SP	
Education, higher	P	P
Education, secondary	P	P
Funeral home	P	P
Garage, private	P	SP
Industrial use		
Municipal buildings and facilities	P	P
Municipal park	P	P
Parking lot	P	SP
Religious use	P	P
Power-generating facility		
Private club	P	P
Professional office as part of a residence	P	P
Public parking garage	SP	SP
Research facility	SP	
Restaurant	SP	SP
Shopping center	SP	SP
Transient lodging	SP	SP
Utility structure		
Vehicle service station	SP	
Vehicle sales lot	SP	

Parking Requirement Comparisons

Use Category	Solvay Village Code Minimums	Geddes Town Code Minimums	Manlius Village Code Minimums	Salina Town Code Minimums	ReZone Syracuse Minimums	DeWitt Town Code Minimums
Multiple Dwellings	1.5 per dwelling unit	1.5 per dwelling unit	2-2.25 per dwelling unit	2 per dwelling unit	0.5 per dwelling unit	2 per dwelling unit
One- and Two-Family Dwelling Units and Townhouses	1 per dwelling unit	1 per dwelling unit	2 per dwelling unit	2 per dwelling unit	One-Family: No requirement Two-Family: 0.5 per dwelling unit	2 per dwelling unit
	1 per 150 sf	0 to 25,000 sf: 1 per 200 sq ft 25,000 to 400,000 sf: 4 per 1,000 sf >400,000 sf: 5 per 1,000 sf	1 per 150 sf	1 per 100 sf of gross floor area used for sales purposes	Under 1,000 sf: No requirement 1,000-15,000 sf: 1 per 300 sf Over 15,000 sf: 1 per 300 sf	MIXED USE Office: 3 per 1,000 sf MIXED USE 2,000-25,000 sf: 3.5 per 1,000 sf MIXED USE 25,000 - 200,000 sf: 3 per 1,000 sf, plus 1 per 5 seats in sit-down restaurants and theaters
Restaurants	1 per 60 sf	1 per 60 sf	1 per 3 seats	1 per 80 sf	Under 1,000 sq ft: 1 per 250 sq ft Over 1,000 sq ft: 1 per 200 sq ft	1 per 60 sf
Shopping Centers	NA	NA	0 to 50,000 sf of gross leasable floor area: 1 per 150 sf 50,000 to 150,000 sf of gross leasable floor area: 333 spaces, plus 1 per 165 sf over 50,000 sf 150,000 to 400,000 sf of gross leasable floor area: 937 spaces, plus 1 per 250 sf over 150,000 sf >400,000 sf of gross leasable floor area: 5 per 1,000 sf	1 per 180 sf	NA	0 to 50,000 sq ft of gross leasable floor area: 1 per 150 sf 50,000 to 150,000 sq ft of gross leasable floor area: 333 spaces, plus 1 per 165 sf over 50,000 sf 150,000 to 400,000 sq ft of gross leasable floor area: 939 spaces, plus 1 per 270 sft over 150,000 sq ft >400,000 sq ft of gross leasable floor area: 1,865 space, plus 1 per 285 sf over 400,000 sf
	NA	NA	1 per 150 sf	1 per 200 sf of gross floor area used for office purposes	Over 1,000 sq ft: 1 per 500 sq ft	1 per 150 sq ft
	NA	NA	1 per 150 sf	1 per 200 sf of gross floor area used for office purposes	Over 1,000 sq ft: 1 per 500 sq ft	1 per 150 sq ft

D

Traffic Analysis

W Genesee St / Charles Ave Turning Movement Counts - October 2022

Syracuse Metropolitan Transportation Council

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

W Genesee St & Charles Ave; Solvay
Counter: JPD
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Charles_101822_Formatted
Site Code : 10182203
Start Date : 10/18/2022
Page No : 1

Groups Printed- Cars - Heavy Vehicles

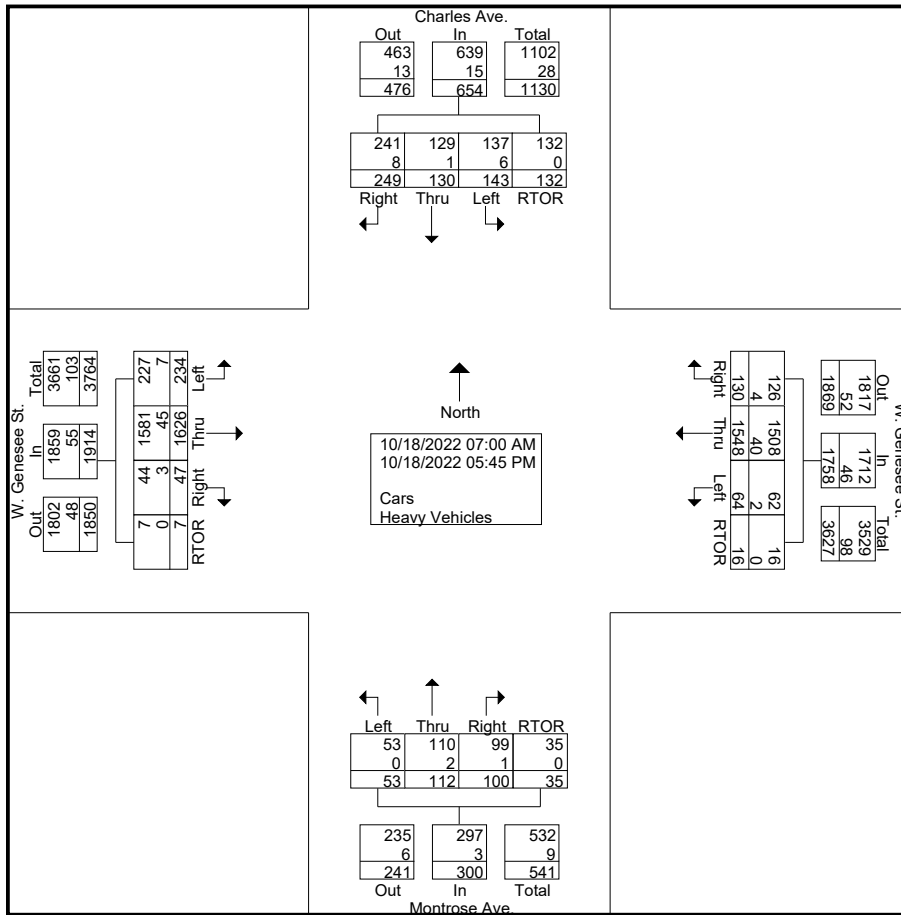
Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	11	89	1	0	101	2	54	1	0	57	1	3	8	4	16	2	2	8	7	19	193
07:15 AM	9	125	1	0	135	1	45	2	0	48	3	9	5	1	18	5	8	13	7	33	234
07:30 AM	8	118	4	1	131	2	69	4	0	75	5	1	11	4	21	7	5	11	7	30	257
07:45 AM	17	117	2	0	136	4	75	1	0	80	1	12	13	3	29	3	7	9	5	24	269
Total	45	449	8	1	503	9	243	8	0	260	10	25	37	12	84	17	22	41	26	106	953
08:00 AM	5	94	3	0	102	2	56	5	1	64	4	10	4	2	20	8	8	9	5	30	216
08:15 AM	12	111	2	1	126	7	71	2	0	80	3	5	7	4	19	10	9	10	5	34	259
08:30 AM	11	94	1	0	106	2	62	5	1	70	0	2	0	0	2	5	5	12	6	28	206
08:45 AM	9	79	2	1	91	3	66	9	3	81	1	3	4	1	9	7	5	12	7	31	212
Total	37	378	8	2	425	14	255	21	5	295	8	20	15	7	50	30	27	43	23	123	893
*** BREAK ***																					
04:00 PM	18	99	4	1	122	6	124	9	0	139	2	9	5	2	18	9	9	20	12	50	329
04:15 PM	19	89	5	0	113	7	128	17	1	153	7	10	9	2	28	15	12	19	11	57	351
04:30 PM	18	105	4	1	128	5	126	10	1	142	4	3	6	2	15	9	12	22	12	55	340
04:45 PM	18	86	3	1	108	4	143	14	1	162	5	9	4	0	18	10	8	27	13	58	346
Total	73	379	16	3	471	22	521	50	3	596	18	31	24	6	79	43	41	88	48	220	1366
05:00 PM	19	109	5	0	133	6	149	13	0	168	5	8	4	1	18	13	11	18	9	51	370
05:15 PM	23	110	3	0	136	4	143	11	0	158	3	9	3	0	15	11	9	14	8	42	351
05:30 PM	20	95	5	0	120	5	130	14	5	154	2	11	8	6	27	21	15	22	6	64	365
05:45 PM	17	106	2	1	126	4	107	13	3	127	7	8	9	3	27	8	5	23	12	48	328
Total	79	420	15	1	515	19	529	51	8	607	17	36	24	10	87	53	40	77	35	205	1414
Grand Total	234	1626	47	7	1914	64	1548	130	16	1758	53	112	100	35	300	143	130	249	132	654	4626
Apprch %	12.2	85	2.5	0.4		3.6	88.1	7.4	0.9		17.7	37.3	33.3	11.7		21.9	19.9	38.1	20.2		
Total %	5.1	35.1	1	0.2	41.4	1.4	33.5	2.8	0.3	38	1.1	2.4	2.2	0.8	6.5	3.1	2.8	5.4	2.9	14.1	
Cars	227	1581	44	7	1859	62	1508	126	16	1712	53	110	99	35	297	137	129	241	132	639	4507
% Cars	97	97.2	93.6	100	97.1	96.9	97.4	96.9	100	97.4	100	98.2	99	100	99	95.8	99.2	96.8	100	97.7	97.4
Heavy Vehicles	7	45	3	0	55	2	40	4	0	46	0	2	1	0	3	6	1	8	0	15	119
% Heavy Vehicles	3	2.8	6.4	0	2.9	3.1	2.6	3.1	0	2.6	0	1.8	1	0	1	4.2	0.8	3.2	0	2.3	2.6

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W Genesee St & Charles Ave; Solvay
Counter: JPD
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Charles_101822_Formatted
Site Code : 10182203
Start Date : 10/18/2022
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Syracuse Metropolitan Transportation Council

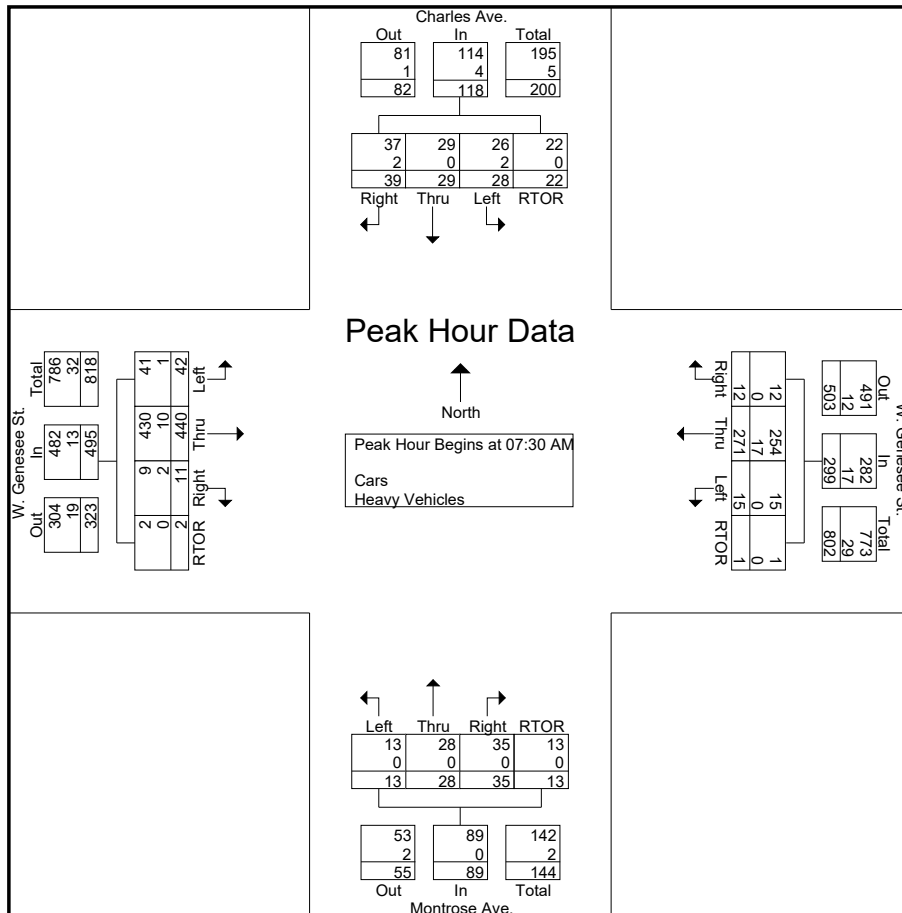
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Start Time	W. Genesee St. Eastbound				W. Genesee St. Westbound				Montrose Ave. Northbound				Charles Ave. Southbound				Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left		Thru	Right	RTOR	App. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	118	4	1	131	2	69	4	0	75	5	1	11	4	21	7	5	11	7	30	257
07:45 AM	17	117	2	0	136	4	75	1	0	80	1	12	13	3	29	3	7	9	5	24	269
08:00 AM	5	94	3	0	102	2	56	5	1	64	4	10	4	2	20	8	8	9	5	30	216
08:15 AM	12	111	2	1	126	7	71	2	0	80	3	5	7	4	19	10	9	10	5	34	259
Total Volume	42	440	11	2	495	15	271	12	1	299	13	28	35	13	89	28	29	39	22	118	1001
% App. Total	8.5	88.9	2.2	0.4		5	90.6	4	0.3		14.6	31.5	39.3	14.6		23.7	24.6	33.1	18.6		
PHF	.618	.932	.688	.500	.910	.536	.903	.600	.250	.934	.650	.583	.673	.813	.767	.700	.806	.886	.786	.868	.930
Cars	41	430	9	2	482	15	254	12	1	282	13	28	35	13	89	26	29	37	22	114	967
% Cars	97.6	97.7	81.8	100	97.4	100	93.7	100	100	94.3	100	100	100	100	100	92.9	100	94.9	100	96.6	96.6
Heavy Vehicles																					
% Heavy Vehicles	2.4	2.3	18.2	0	2.6	0	6.3	0	0	5.7	0	0	0	0	0	7.1	0	5.1	0	3.4	3.4



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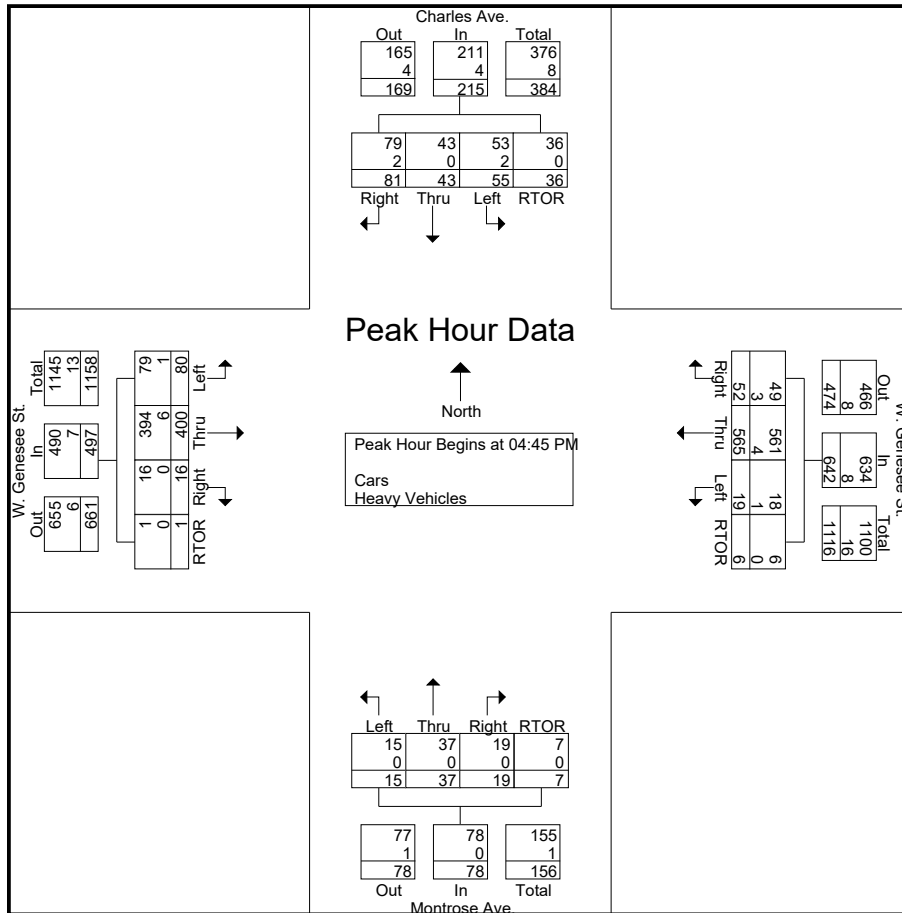
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W Genesee St & Charles Ave; Solvay
Counter: JPD
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

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Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	18	86	3	1	108	4	143	14	1	162	5	9	4	0	18	10	8	27	13	58	346
05:00 PM	19	109	5	0	133	6	149	13	0	168	5	8	4	1	18	13	11	18	9	51	370
05:15 PM	23	110	3	0	136	4	143	11	0	158	3	9	3	0	15	11	9	14	8	42	351
05:30 PM	20	95	5	0	120	5	130	14	5	154	2	11	8	6	27	21	15	22	6	64	365
Total Volume	80	400	16	1	497	19	565	52	6	642	15	37	19	7	78	55	43	81	36	215	1432
% App. Total	16.1	80.5	3.2	0.2		3	88	8.1	0.9		19.2	47.4	24.4	9		25.6	20	37.7	16.7		
PHF	.870	.909	.800	.250	.914	.792	.948	.929	.300	.955	.750	.841	.594	.292	.722	.655	.717	.750	.692	.840	.968
Cars	79	394	16	1	490	18	561	49	6	634	15	37	19	7	78	53	43	79	36	211	1413
% Cars	98.8	98.5	100	100	98.6	94.7	99.3	94.2	100	98.8	100	100	100	100	100	96.4	100	97.5	100	98.1	98.7
Heavy Vehicles																					
% Heavy Vehicles	1.3	1.5	0	0	1.4	5.3	0.7	5.8	0	1.2	0	0	0	0	0	3.6	0	2.5	0	1.9	1.3



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Page No : 1

Groups Printed- Heavy Vehicles

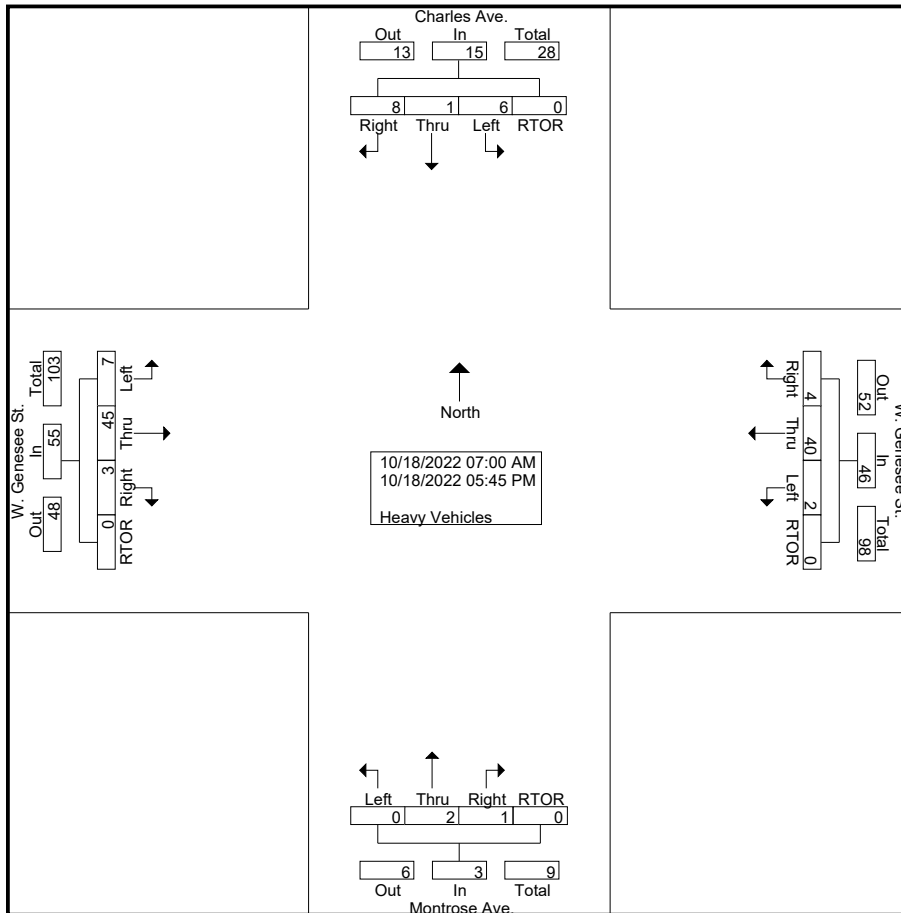
Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	2	1	0	4	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	7
07:15 AM	0	5	0	0	5	0	3	0	0	3	0	1	0	0	1	2	1	3	0	6	15
07:30 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	1	0	1	0	2	8
07:45 AM	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	2	12	1	0	15	0	11	0	0	11	0	1	0	0	1	3	1	5	0	9	36
08:00 AM	0	1	2	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
08:15 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	1	0	1	0	2	13
08:30 AM	2	5	0	0	7	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	10
08:45 AM	0	7	0	0	7	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	11
Total	2	17	2	0	21	1	16	0	0	17	0	1	0	0	1	1	0	1	0	2	41
*** BREAK ***																					
04:00 PM	2	3	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	2	0	0	2	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	6
04:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	5
Total	2	9	0	0	11	1	8	2	0	11	0	0	1	0	1	1	0	0	0	1	24
05:00 PM	1	0	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	4
05:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	8
05:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	1	7	0	0	8	0	5	2	0	7	0	0	0	0	0	1	0	2	0	3	18
Grand Total	7	45	3	0	55	2	40	4	0	46	0	2	1	0	3	6	1	8	0	15	119
Apprch %	12.7	81.8	5.5	0		4.3	87	8.7	0		0	66.7	33.3	0		40	6.7	53.3	0		
Total %	5.9	37.8	2.5	0	46.2	1.7	33.6	3.4	0	38.7	0	1.7	0.8	0	2.5	5	0.8	6.7	0	12.6	

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W Genesee St & Charles Ave; Solvay
 Counter: JPD
 Westvale Plaza Revitalization
 Note: Right Turns Include RTOR

File Name : W Genesee_Charles_101822_Formatted
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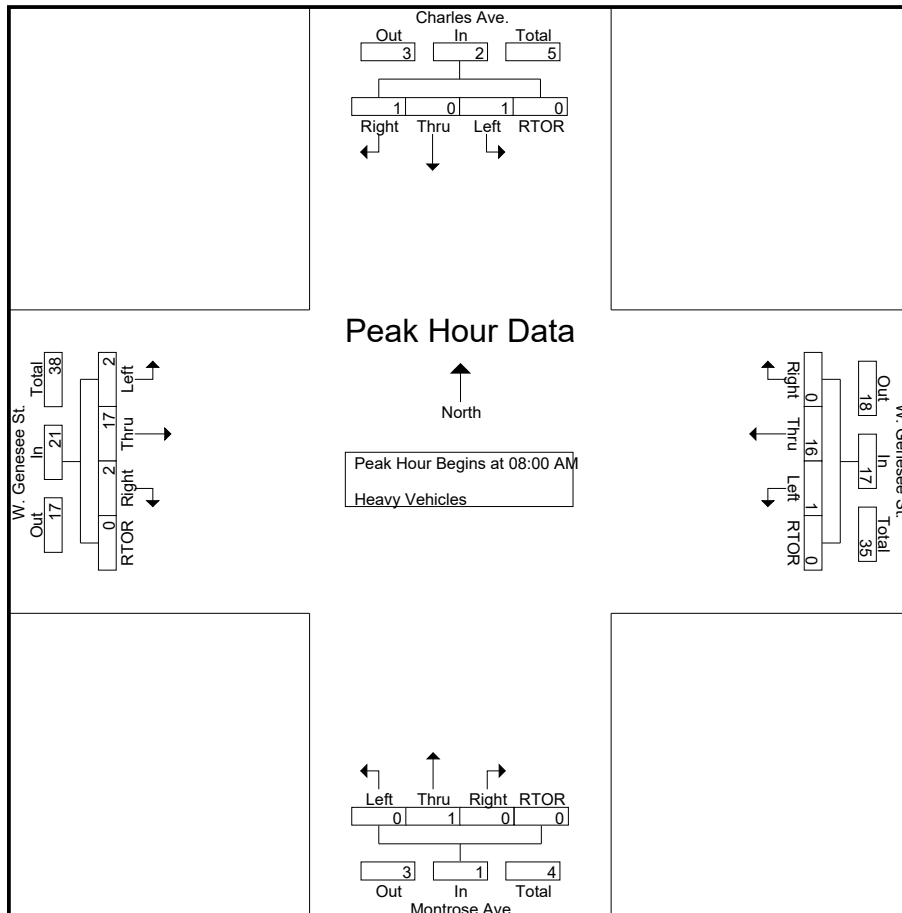
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Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	1	2	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	7
08:15 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	1	0	1	0	2	13
08:30 AM	2	5	0	0	7	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10
08:45 AM	0	7	0	0	7	0	3	0	0	3	0	1	0	0	1	1	0	0	0	0	0	11
Total Volume	2	17	2	0	21	1	16	0	0	17	0	1	0	0	1	1	0	1	0	2	2	41
% App. Total	9.5	81	9.5	0		5.9	94.1	0	0		0	100	0	0		50	0	50	0			
PHF	.250	.607	.250	.000	.750	.250	.571	.000	.000	.607	.000	.250	.000	.000	.250	.250	.000	.250	.000	.250		.788



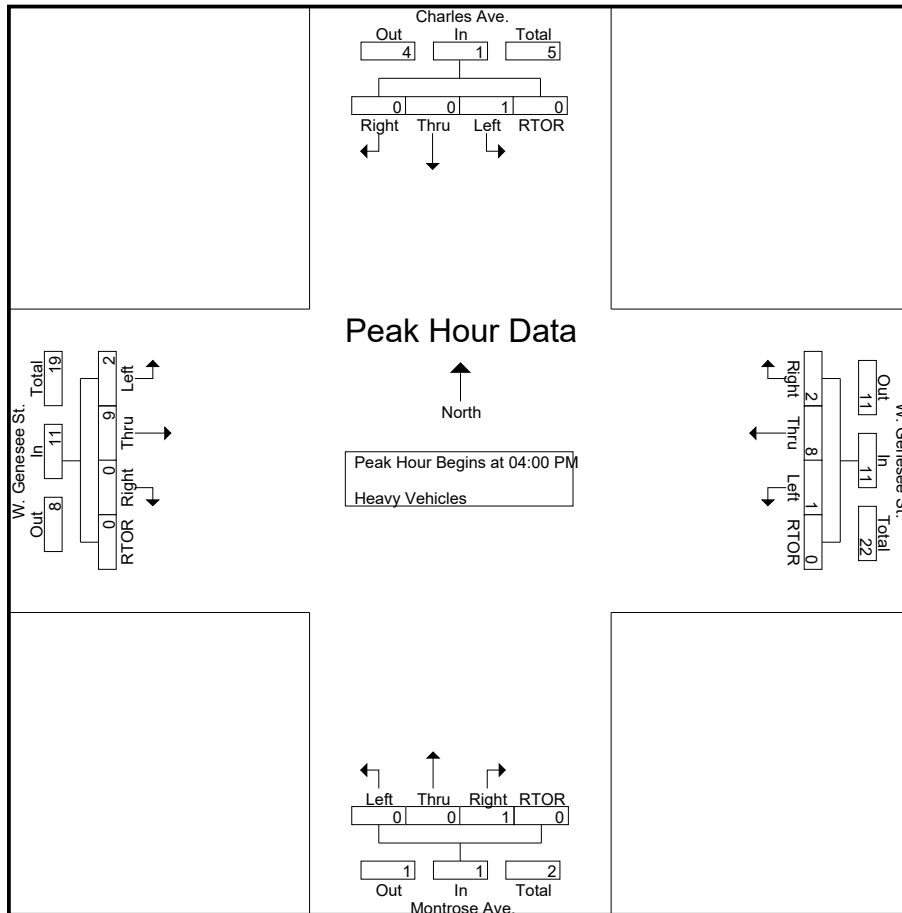
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Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	2	3	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	2	0	0	2	0	2	1	0	3	0	0	1	0	1	0	0	0	0	0	6
04:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	5
Total Volume	2	9	0	0	11	1	8	2	0	11	0	0	1	0	1	1	0	0	0	1	24
% App. Total	18.2	81.8	0	0		9.1	72.7	18.2	0		0	0	100	0		100	0	0	0		
PHF	.250	.750	.000	.000	.550	.250	.667	.500	.000	.917	.000	.000	.250	.000	.250	.250	.000	.000	.000	.250	.750



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Groups Printed- Bikes Peds

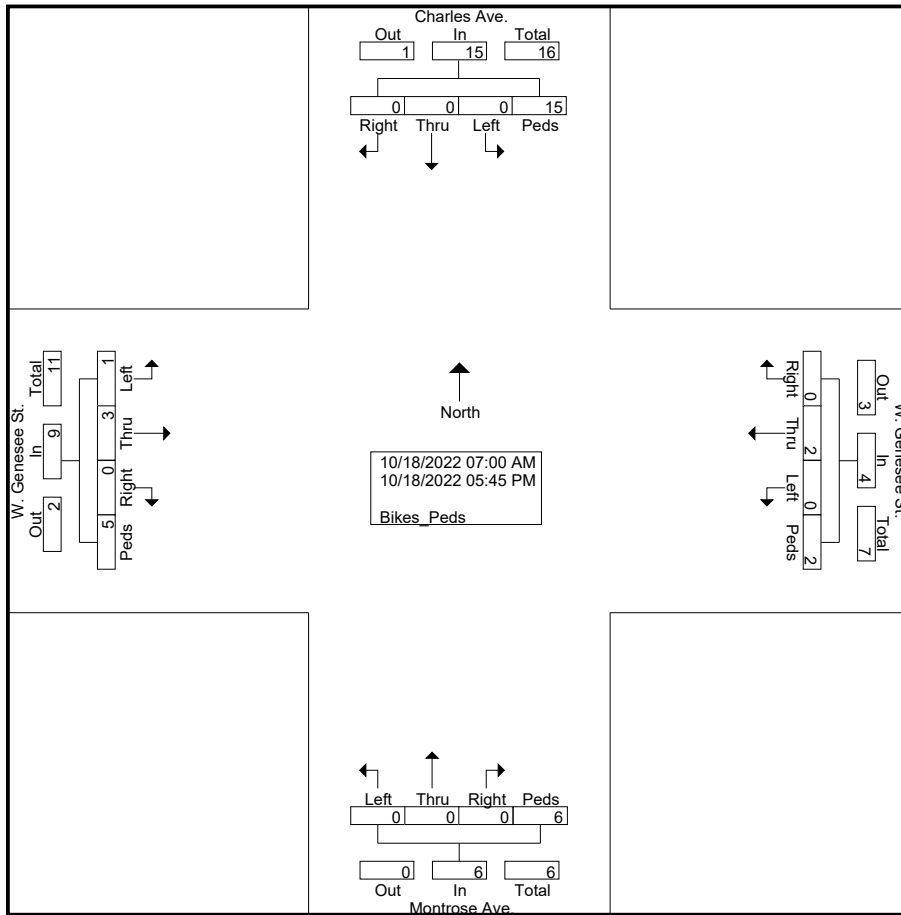
Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	0	0	0	1	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	4	4	0	0	0	3	3	8
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	1	1	3
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	1	0	1	2	0	1	0	1	2	0	0	0	1	1	0	0	0	4	4	9
05:00 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	1	2	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14
Grand Total	1	3	0	5	9	0	2	0	2	4	0	0	0	6	6	0	0	0	15	15	34
Apprch %	11.1	33.3	0	55.6		0	50	0	50		0	0	0	100		0	0	0	100		
Total %	2.9	8.8	0	14.7	26.5	0	5.9	0	5.9	11.8	0	0	0	17.6	17.6	0	0	0	44.1	44.1	

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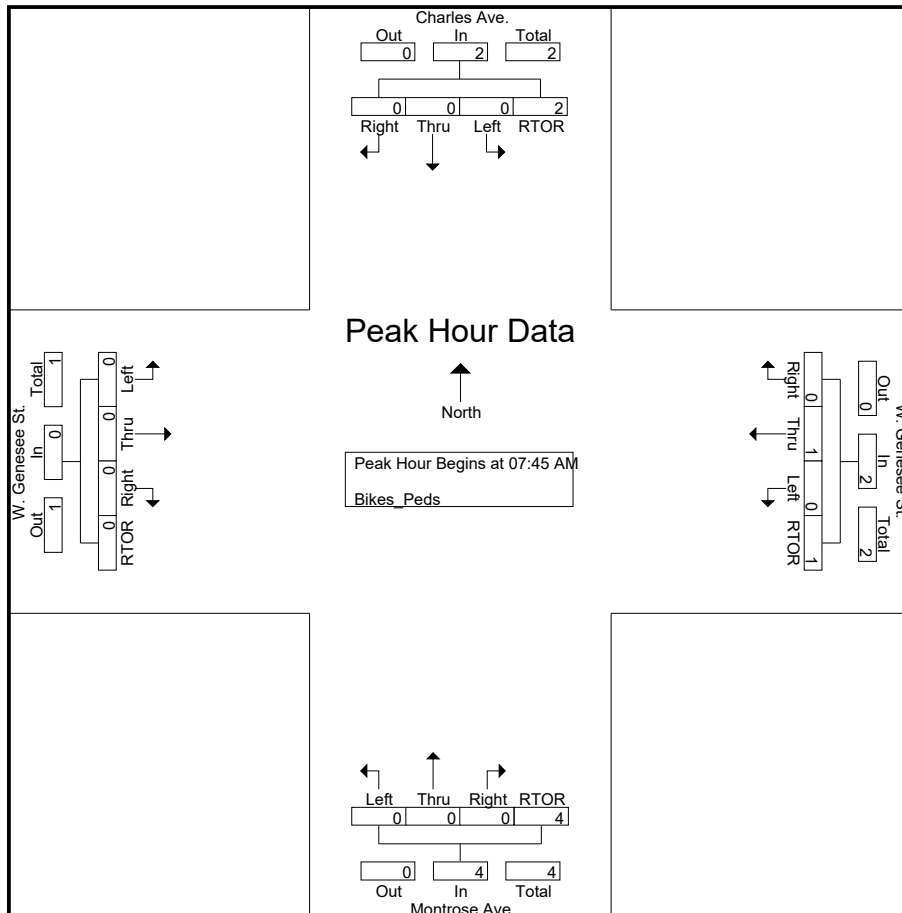
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Start Date : 10/18/2022
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Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total Volume	0	0	0	0	0	0	1	0	1	2	0	0	0	4	4	0	0	0	2	2	8
% App. Total	0	0	0	0	0	0	50	0	50	100	0	0	0	100	100	0	0	0	100	100	100
PHF	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.000	.500	.500	.000	.000	.000	.250	.250	.667



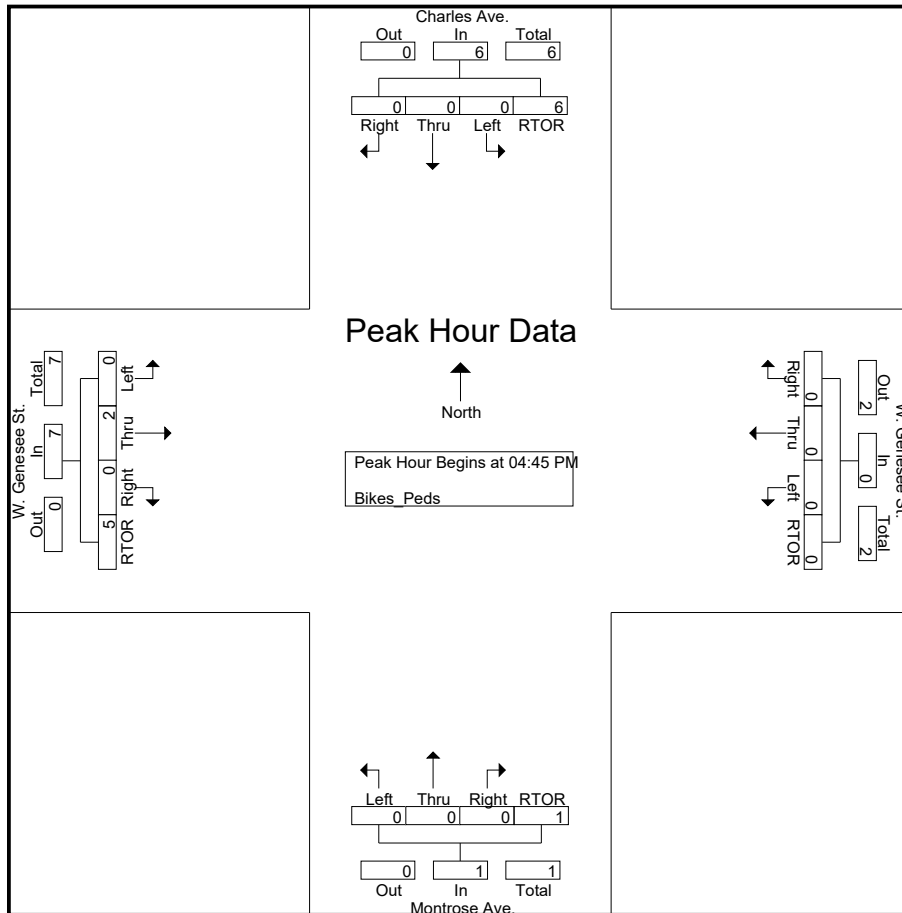
Syracuse Metropolitan Transportation Council

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

W Genesee St & Charles Ave; Solvay
Counter: JPD
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Charles_101822_Formatted
Site Code : 10182203
Start Date : 10/18/2022
Page No : 4

Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Montrose Ave. Northbound					Charles Ave. Southbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:45 PM																						
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	6
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Total Volume	0	2	0	5	7	0	0	0	0	0	0	0	0	1	1	0	0	0	6	6	0	14
% App. Total	0	28.6	0	71.4		0	0	0	0		0	0	0	100		0	0	0	100			
PHF	.000	.250	.000	.625	.583	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.500	.500		.583



W Genesee St / Fay Rd Turning Movement Counts - October 2022

Syracuse Metropolitan Transportation Council

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W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
Page No : 1

Groups Printed- Cars - Heavy Vehicles

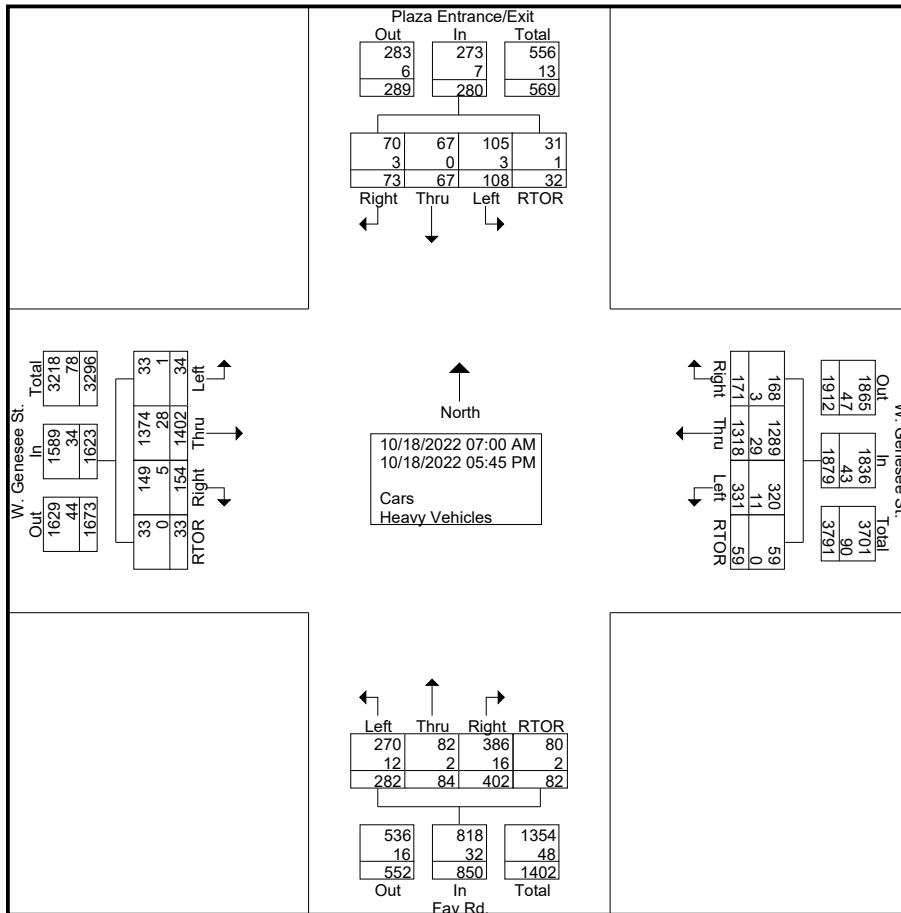
Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	81	2	2	88	13	50	2	1	66	14	0	26	8	48	1	2	0	0	3	205
07:15 AM	1	92	8	0	101	20	42	1	0	63	17	1	32	12	62	4	1	2	2	9	235
07:30 AM	2	108	9	1	120	30	41	2	0	73	20	3	39	6	68	3	1	1	0	5	266
07:45 AM	1	84	5	1	91	26	54	4	0	84	7	2	34	7	50	1	0	1	0	2	227
Total	7	365	24	4	400	89	187	9	1	286	58	6	131	33	228	9	4	4	2	19	933
08:00 AM	1	80	5	3	89	17	40	4	0	61	13	0	22	6	41	5	4	4	1	14	205
08:15 AM	2	99	9	3	113	22	56	4	0	82	11	3	27	5	46	2	0	3	2	7	248
08:30 AM	1	79	6	1	87	19	50	4	2	75	13	1	21	1	36	1	1	3	3	8	206
08:45 AM	1	60	5	0	66	9	60	7	1	77	15	6	21	2	44	4	1	0	0	5	192
Total	5	318	25	7	355	67	206	19	3	295	52	10	91	14	167	12	6	10	6	34	851
*** BREAK ***																					
04:00 PM	1	106	13	2	122	23	111	13	1	148	24	4	13	2	43	10	5	3	2	20	333
04:15 PM	5	71	13	3	92	19	120	21	9	169	22	6	19	4	51	13	3	10	3	29	341
04:30 PM	3	89	12	1	105	20	113	12	5	150	27	6	31	3	67	8	3	6	1	18	340
04:45 PM	1	88	9	3	101	28	123	27	11	189	25	9	25	6	65	10	5	9	8	32	387
Total	10	354	47	9	420	90	467	73	26	656	98	25	88	15	226	41	16	28	14	99	1401
05:00 PM	3	88	14	4	109	27	126	17	7	177	18	16	22	5	61	17	14	11	4	46	393
05:15 PM	2	100	21	3	126	24	114	19	7	164	16	10	22	8	56	11	9	7	2	29	375
05:30 PM	5	93	10	2	110	19	125	18	8	170	21	8	19	1	49	12	6	5	2	25	354
05:45 PM	2	84	13	4	103	15	93	16	7	131	19	9	29	6	63	6	12	8	2	28	325
Total	12	365	58	13	448	85	458	70	29	642	74	43	92	20	229	46	41	31	10	128	1447
Grand Total	34	1402	154	33	1623	331	1318	171	59	1879	282	84	402	82	850	108	67	73	32	280	4632
Apprch %	2.1	86.4	9.5	2		17.6	70.1	9.1	3.1		33.2	9.9	47.3	9.6		38.6	23.9	26.1	11.4		
Total %	0.7	30.3	3.3	0.7	35	7.1	28.5	3.7	1.3	40.6	6.1	1.8	8.7	1.8	18.4	2.3	1.4	1.6	0.7	6	
Cars	33	1374	149	33	1589	320	1289	168	59	1836	270	82	386	80	818	105	67	70	31	273	4516
% Cars	97.1	98	96.8	100	97.9	96.7	97.8	98.2	100	97.7	95.7	97.6	96	97.6	96.2	97.2	100	95.9	96.9	97.5	97.5
Heavy Vehicles	1	28	5	0	34	11	29	3	0	43	12	2	16	2	32	3	0	3	1	7	116
% Heavy Vehicles	2.9	2	3.2	0	2.1	3.3	2.2	1.8	0	2.3	4.3	2.4	4	2.4	3.8	2.8	0	4.1	3.1	2.5	2.5

Syracuse Metropolitan Transportation Council

126 N. Salina Street
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W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
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Syracuse Metropolitan Transportation Council

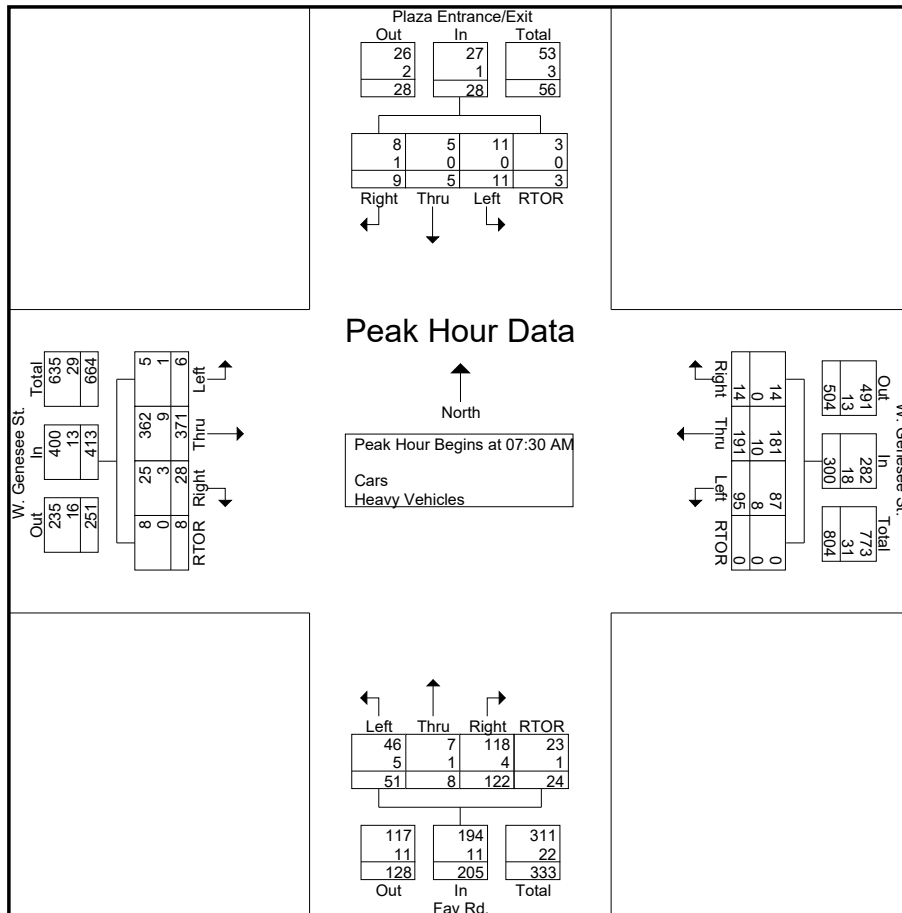
126 N. Salina Street
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W. Genesee St & Fay Rd.; Solvay
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Westvale Plaza Revitalization
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Page No : 3

Start Time	W. Genesee St. Eastbound				W. Genesee St. Westbound				Fay Rd. Northbound				Plaza Entrance/Exit Southbound				Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total					
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	108	9	1	120	30	41	2	0	73	20	3	39	6	68	3	1	1	0	5	266
07:45 AM	1	84	5	1	91	26	54	4	0	84	7	2	34	7	50	1	0	1	0	2	227
08:00 AM	1	80	5	3	89	17	40	4	0	61	13	0	22	6	41	5	4	4	1	14	205
08:15 AM	2	99	9	3	113	22	56	4	0	82	11	3	27	5	46	2	0	3	2	7	248
Total Volume	6	371	28	8	413	95	191	14	0	300	51	8	122	24	205	11	5	9	3	28	946
% App. Total	1.5	89.8	6.8	1.9		31.7	63.7	4.7	0		24.9	3.9	59.5	11.7		39.3	17.9	32.1	10.7		
PHF	.750	.859	.778	.667	.860	.792	.853	.875	.000	.893	.638	.667	.782	.857	.754	.550	.313	.563	.375	.500	.889
Cars	5	362	25	8	400	87	181	14	0	282	46	7	118	23	194	11	5	8	3	27	903
% Cars	83.3	97.6	89.3	100	96.9	91.6	94.8	100	0	94.0	90.2	87.5	96.7	95.8	94.6	100	100	88.9	100	96.4	95.5
Heavy Vehicles																					
% Heavy Vehicles	16.7	2.4	10.7	0	3.1	8.4	5.2	0	0	6.0	9.8	12.5	3.3	4.2	5.4	0	0	11.1	0	3.6	4.5



Syracuse Metropolitan Transportation Council

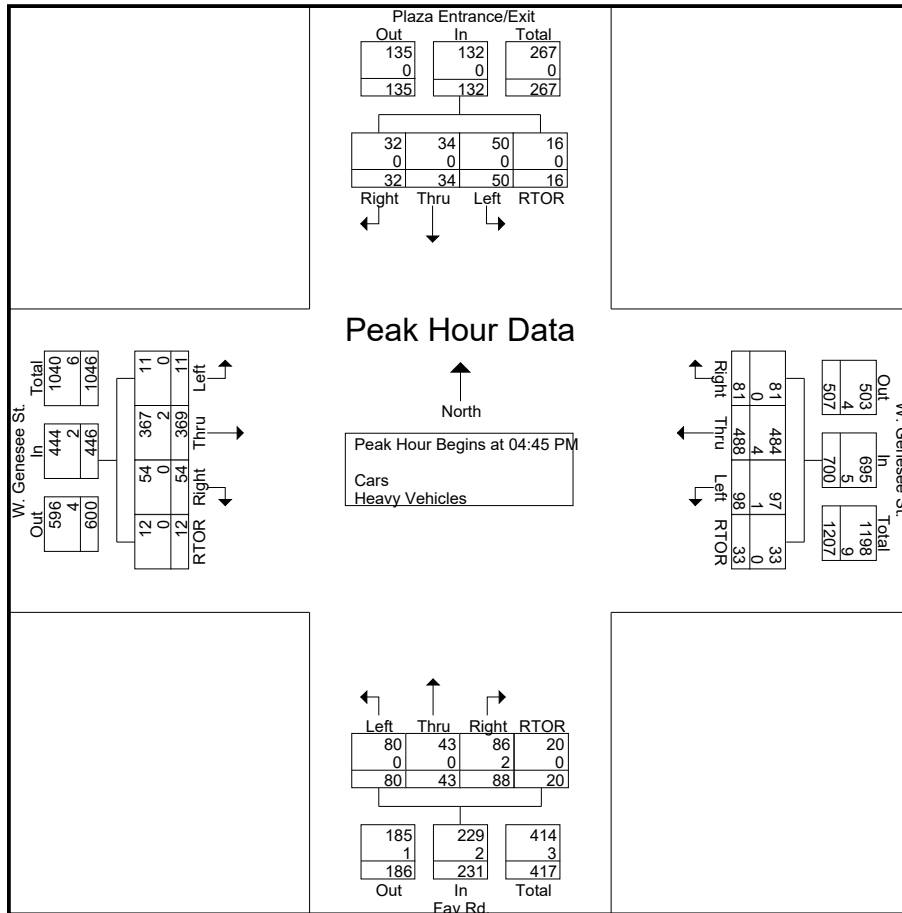
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W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
Page No : 4

Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	88	9	3	101	28	123	27	11	189	25	9	25	6	65	10	5	9	8	32	387
05:00 PM	3	88	14	4	109	27	126	17	7	177	18	16	22	5	61	17	14	11	4	46	393
05:15 PM	2	100	21	3	126	24	114	19	7	164	16	10	22	8	56	11	9	7	2	29	375
05:30 PM	5	93	10	2	110	19	125	18	8	170	21	8	19	1	49	12	6	5	2	25	354
Total Volume	11	369	54	12	446	98	488	81	33	700	80	43	88	20	231	50	34	32	16	132	1509
% App. Total	2.5	82.7	12.1	2.7		14	69.7	11.6	4.7		34.6	18.6	38.1	8.7		37.9	25.8	24.2	12.1		
PHF	.550	.923	.643	.750	.885	.875	.968	.750	.750	.926	.800	.672	.880	.625	.888	.735	.607	.727	.500	.717	.960
Cars	11	367	54	12	444	97	484	81	33	695	80	43	86	20	229	50	34	32	16	132	1500
% Cars	100	99.5	100	100	99.6	99.0	99.2	100	100	99.3	100	100	97.7	100	99.1	100	100	100	100	100	99.4
Heavy Vehicles																					
% Heavy Vehicles	0	0.5	0	0	0.4	1.0	0.8	0	0	0.7	0	0	2.3	0	0.9	0	0	0	0	0	0.6



Syracuse Metropolitan Transportation Council

126 N. Salina Street
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W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
Page No : 1

Groups Printed- Heavy Vehicles

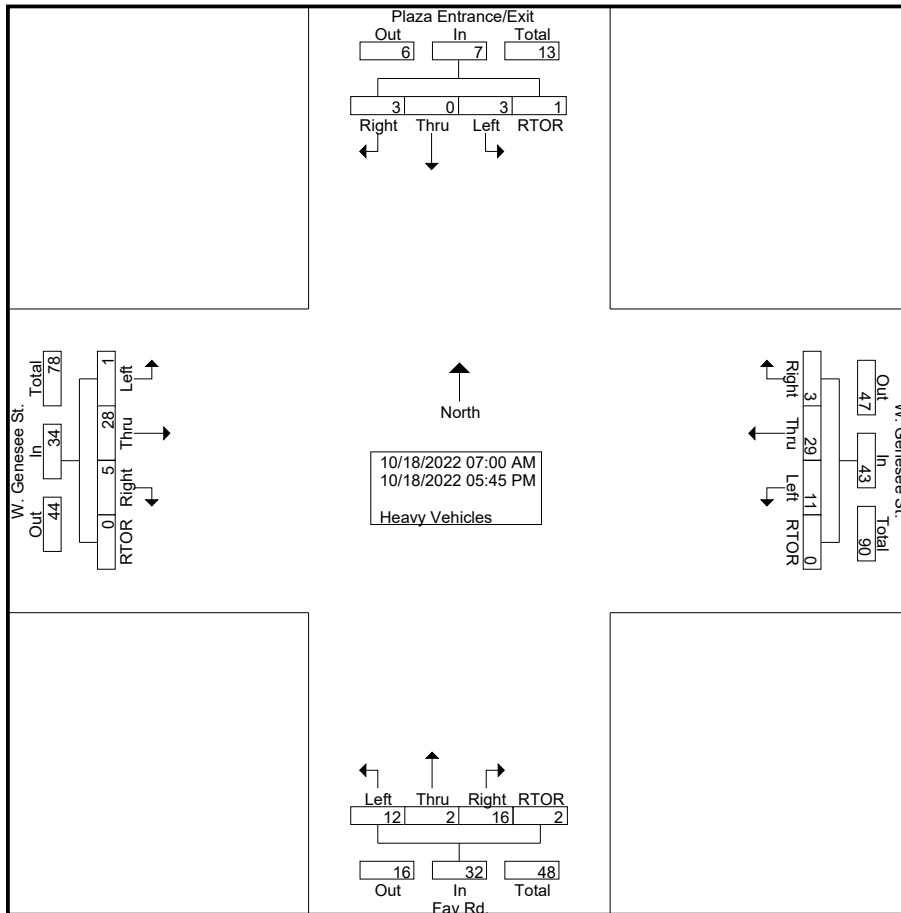
Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	3	0	0	3	0	3	0	0	3	2	0	1	0	3	0	0	0	0	0	9
07:15 AM	0	5	2	0	7	0	3	1	0	4	2	0	0	0	2	0	0	0	0	0	13
07:30 AM	0	2	1	0	3	3	2	0	0	5	3	0	0	0	3	0	0	1	0	1	12
07:45 AM	0	1	0	0	1	0	1	0	0	1	1	1	3	1	6	0	0	0	0	0	8
Total	0	11	3	0	14	3	9	1	0	13	8	1	4	1	14	0	0	1	0	1	42
08:00 AM	0	4	1	0	5	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	1	2	1	0	4	3	5	0	0	8	1	0	1	0	2	0	0	0	0	0	14
08:30 AM	0	1	0	0	1	2	0	0	0	2	2	0	6	0	8	0	0	1	1	2	13
08:45 AM	0	2	0	0	2	0	2	1	0	3	1	0	2	1	4	1	0	0	0	1	10
Total	1	9	2	0	12	7	9	1	0	17	4	0	9	1	14	1	0	1	1	3	46
*** BREAK ***																					
04:00 PM	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	4
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	1	0	1	0	2	6
*** BREAK ***																					
Total	0	4	0	0	4	0	6	1	0	7	0	1	1	0	2	2	0	1	0	3	16
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	1	2	0	0	3	0	0	2	0	2	0	0	0	0	0	6
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	1	5	0	0	6	0	0	2	0	2	0	0	0	0	0	12
Grand Total	1	28	5	0	34	11	29	3	0	43	12	2	16	2	32	3	0	3	1	7	116
Apprch %	2.9	82.4	14.7	0		25.6	67.4	7	0		37.5	6.2	50	6.2		42.9	0	42.9	14.3		
Total %	0.9	24.1	4.3	0	29.3	9.5	25	2.6	0	37.1	10.3	1.7	13.8	1.7	27.6	2.6	0	2.6	0.9	6	

Syracuse Metropolitan Transportation Council

126 N. Salina Street
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W. Genesee St & Fay Rd.; Solvay
 Counter: AM
 Westvale Plaza Revitalization
 Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
 Site Code : 10182204
 Start Date : 10/18/2022
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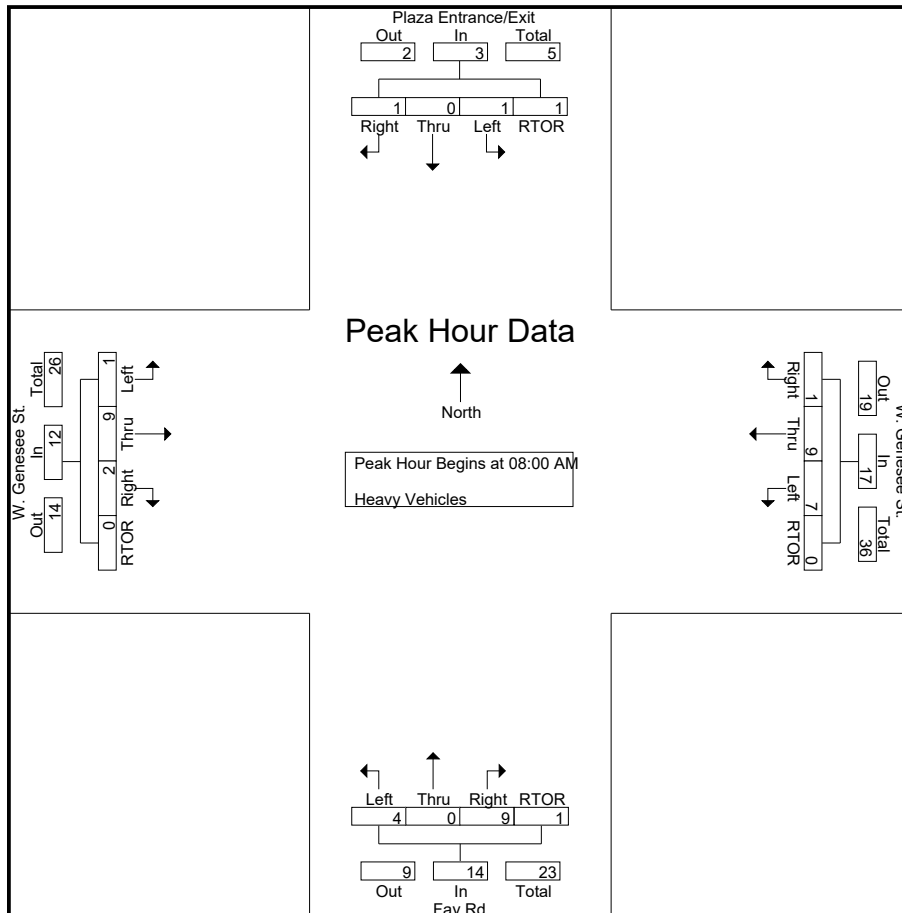
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W. Genesee St & Fay Rd.; Solvay
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Westvale Plaza Revitalization
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	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	1	0	5	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	9
08:15 AM	1	2	1	0	4	3	5	0	0	8	1	0	1	0	2	0	0	0	0	0	14
08:30 AM	0	1	0	0	1	2	0	0	0	2	2	0	6	0	8	0	0	1	1	2	13
08:45 AM	0	2	0	0	2	0	2	1	0	3	1	0	2	1	4	1	0	0	0	1	10
Total Volume	1	9	2	0	12	7	9	1	0	17	4	0	9	1	14	1	0	1	1	3	46
% App. Total	8.3	75	16.7	0		41.2	52.9	5.9	0		28.6	0	64.3	7.1		33.3	0	33.3	33.3		
PHF	.250	.563	.500	.000	.600	.583	.450	.250	.000	.531	.500	.000	.375	.250	.438	.250	.000	.250	.250	.375	.821



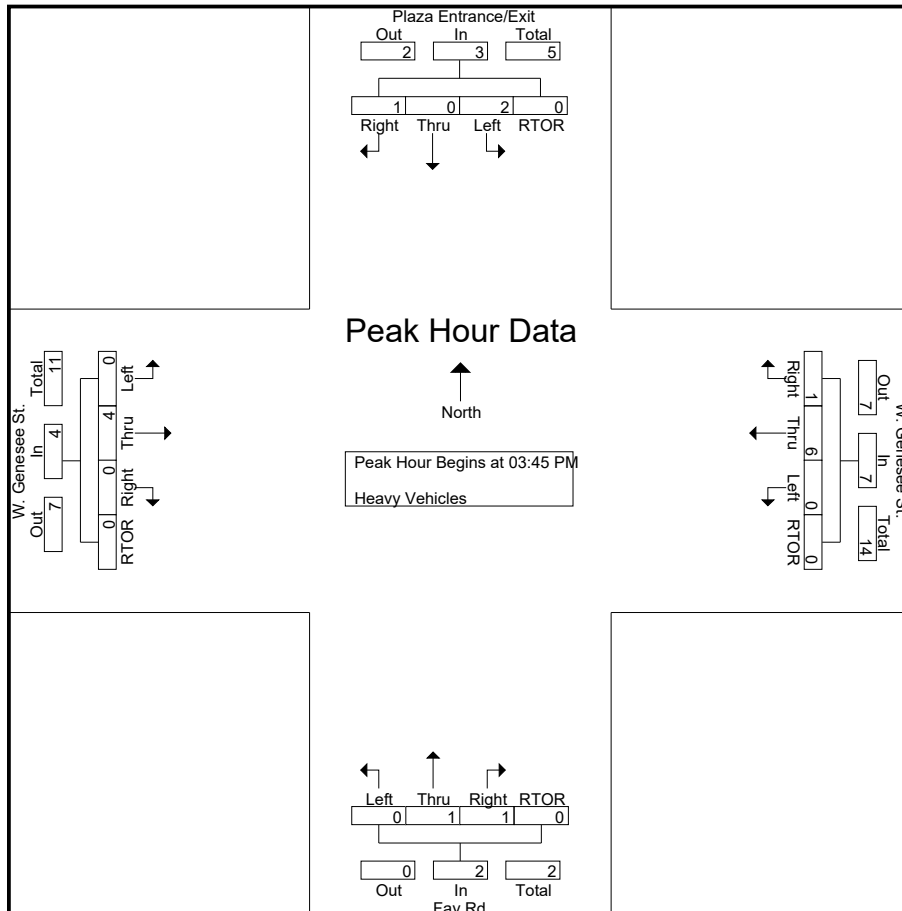
Syracuse Metropolitan Transportation Council

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W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
Page No : 4

Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	0	0	0	0	1
04:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	1	0	1	0	2	6
Total Volume	0	4	0	0	4	0	6	1	0	7	0	1	1	0	2	2	0	1	0	3	16
% App. Total	0	100	0	0	0	0	85.7	14.3	0	0	0	50	50	0	0	66.7	0	33.3	0	0	0
PHF	.000	.333	.000	.000	.333	.000	.750	.250	.000	.583	.000	.250	.250	.000	.500	.500	.000	.250	.000	.375	.667



Syracuse Metropolitan Transportation Council

126 N. Salina Street
Syracuse, NY, 13202

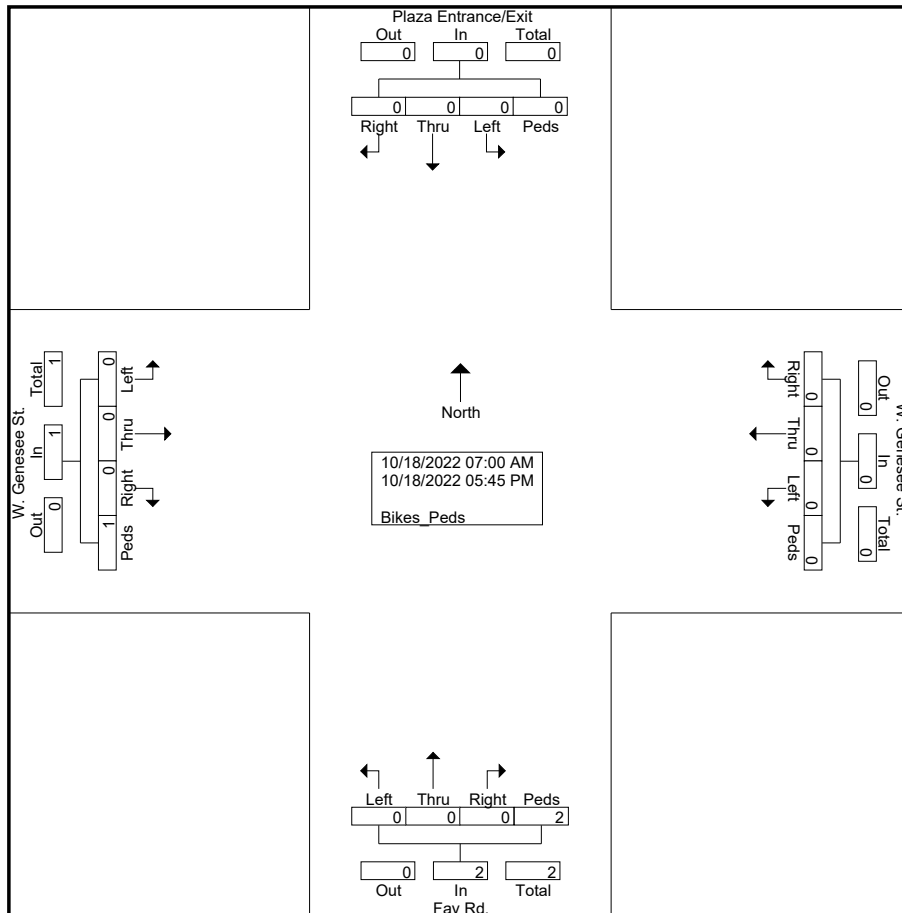
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W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

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Page No : 1

Groups Printed- Bikes_Peds

Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
*** BREAK ***																					
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	66.7	66.7	0	0	0	0	0	0



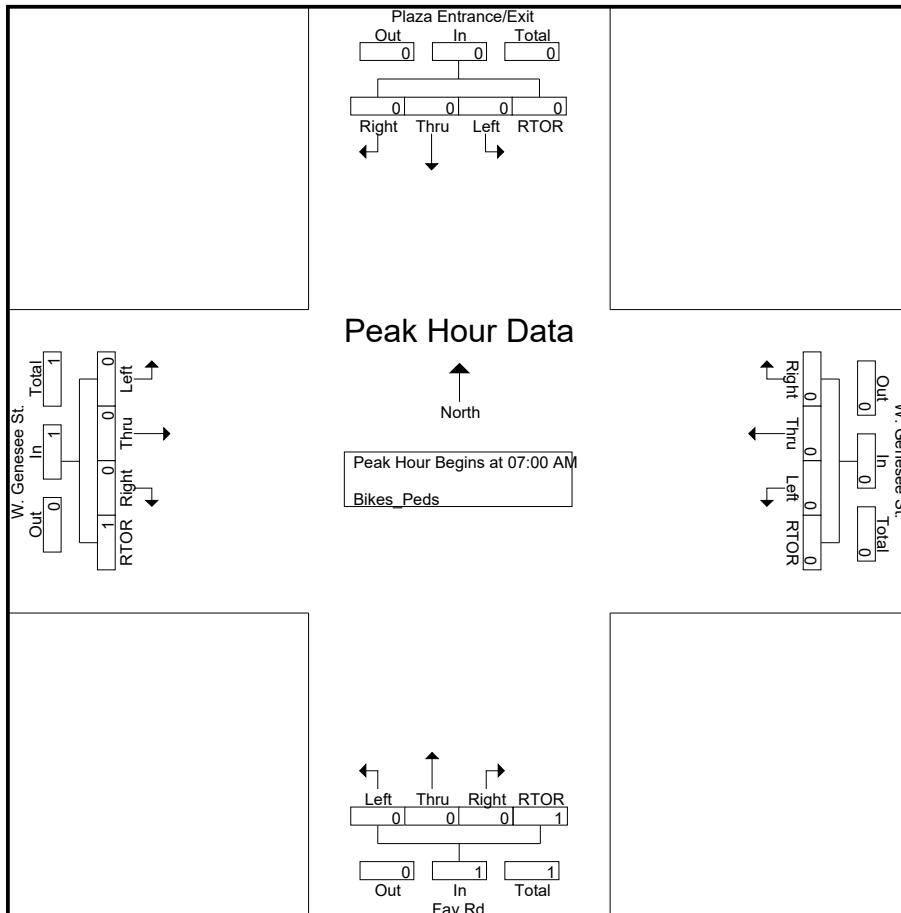
Syracuse Metropolitan Transportation Council

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

W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
Page No : 2

Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
% App. Total	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250



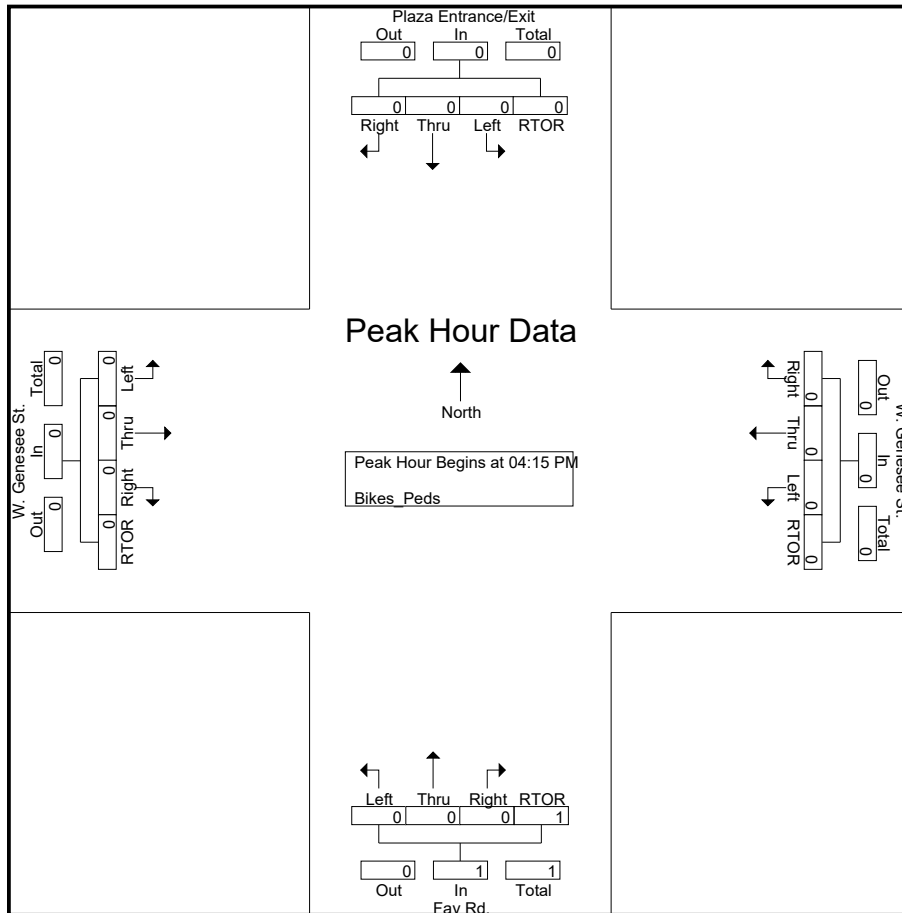
Syracuse Metropolitan Transportation Council

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

W. Genesee St & Fay Rd.; Solvay
Counter: AM
Westvale Plaza Revitalization
Note: Right Turns Include RTOR

File Name : W Genesee_Fay_101822_Formatted
Site Code : 10182204
Start Date : 10/18/2022
Page No : 3

Start Time	W. Genesee St. Eastbound					W. Genesee St. Westbound					Fay Rd. Northbound					Plaza Entrance/Exit Southbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250



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Trip Generation Estimates

Westvale Plaza - Full Capacity				
		IN	OUT	TOTAL
AM	Total Commercial Trips	297	280	578
	Total Vehicles	274	258	531
	Pass By (Commercial)	90	90	181
	New Trips (Commercial)	183	167	351
PM	Total Commercial Trips	477	455	932
	Total Vehicles	439	419	839
	Pass By (Commercial)	143	143	285
	New Trips (Commercial)	297	176	572

Westvale Plaza - Redevelopment Concept #1				
		IN	OUT	TOTAL
AM	Total Commercial Trips	179	155	334
	W/ MXD Credit (4%)	171	149	320
	W/ Alt Transit Credit (8%)	158	137	295
	Pass By (Commercial)	50	50	100
	New Trips (Commercial)	108	87	194
Residential Trips		16	45	61
PM	Total Commercial Trips	268	263	531
	W/ MXD (4%) Credit	258	252	510
	W/ Alt Transit Credit (8%)	237	232	469
	Pass By (Commercial)	80	80	160
	New Trips (Commercial)	157	152	310
Residential Trips		45	28	73

Westvale Plaza - Rehabilitation Concept				
		IN	OUT	TOTAL
AM	Total Commercial Trips	296	280	576
	W/ MXD Credit (2%)	290	274	564
	W/ Alt Transit Credit (8%)	267	252	519
	Pass By (Commercial)	88	88	177
	New Trips (Commercial)	179	164	343
Residential Trips		5	12	17
PM	Total Commercial Trips	474	452	926
	W/ MXD Credit (2%)	465	443	907
	W/ Alt Transit Credit (8%)	428	407	835
	Pass By (Commercial)	142	142	284
	New Trips (Commercial)	286	265	551
Residential Trips		12	8	20

Westvale Plaza - Redevelopment Concept #2				
		IN	OUT	TOTAL
AM	Total Commercial Trips	110	89	198
	W/ MXD Credit (4%)	105	85	190
	W/ Alt Transit Credit (8%)	97	78	175
	Pass By (Commercial)	30	30	59
	New Trips (Commercial)	67	48	76
Residential Trips		20	56	76
PM	Total Commercial Trips	203	207	410
	W/ MXD Credit (4%)	195	199	394
	W/ Alt Transit Credit (8%)	179	183	362
	Pass By (Commercial)	62	62	123
	New Trips (Commercial)	118	121	239
Residential Trips		57	35	92

The tables above include the final trip generation estimates for the rehabilitation and redevelopment concepts shown in Chapter 4. Estimates include mixed-use development (MXD) credit based on the Environmental Protection Agency's (EPA) Mixed Use Trip Generation Model v 4.0. Additionally, an alternative transportation mode share credit was applied based on a mode split identified through Replica, a data platform for the built environment. As most data used within the ITE manual comes from areas that are far more car dependent than the one within the study, this credit looked to provide a more realistic look at movements based on current travel patterns.

A breakdown of how the estimates were developed can be found on the following pages.

Plaza Full to Capacity*																						
ITE Rate Information																						
Business Name	Use Type	ITE Code	AM Rate Label	AM Rate	PM Rate Label	PM Rate	PM Rate Label	AM Pass By	PM Pass By	AM Percent In	AM Percent Out	PM Percent In	PM Percent Out	Co-efficient	Co-efficient Label	Calculations	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Overall Shopping Plaza	Shopping Center	820	1000 sf GLA	0.96	3.71	1000 sf GLA	3.71	0.34	0.34	0.62	0.38	0.48	0.52	22.25	1000 sf GLA	AM Peak Hour Driveway Trips	21	13	8	83	40	43
Future Grocery	Supermarket	850	1000 sf GFA	7.07	8.37	1000 sf GFA	8.37	0.36	0.36	0.52	0.48	0.52	0.48	50	1000 sf GFA	AM Peak Hour Driveway Trips	354	184	170	419	218	201
Planet Fitness	Health / Fitness Club	492	1000 sf GFA	1.43	4.06	1000 sf GFA	4.06			0.47	0.53	0.51	0.49	35.9	1000 sf GFA	AM Peak Hour Driveway Trips	51	24	27	146	74	71
Family Dollar	Variety Store	814	1000 sf GFA	3.81	6.99	1000 sf GFA	6.99			0.5	0.5	0.5	0.5	15.5	1000 sf GFA	AM Peak Hour Driveway Trips	59	30	30	108	54	54
A Bright Furniture	Furniture Store	890	1000 sf GFA	0.4	0.53	1000 sf GFA	0.53	0.53	0.53	0.63	0.37	0.5	0.5	10.5	1000 sf GFA	AM Peak Hour Driveway Trips	4	3	2	6	3	3
China Pavilion	Quality Restaurant	931	1000 sf GFA		9.02	1000 sf GFA	9.02	0.43	0.43	0.53	0.47	0.54	0.46	4.75	1000 sf GFA	AM Peak Hour Driveway Trips	0	0	0	43	23	20
O'Riley's	Auto Parts Sales	843	1000 sf GFA	4.41	6.44	1000 sf GFA	6.44	0.43	0.43	0.5	0.5	0.51	0.49	20	1000 sf GFA	AM Peak Hour Driveway Trips	88	44	44	129	66	63
													Total AM Trips:	577	298	281	934	478	455			

*Calculations performed for currently vacant locations within the main Plaza as well as businesses within the western Plaza and the stand alone facility on Plaza's eastern corner to help interpret turning movement counts performed at the Fay Rd/ W Genesee St intersection and the Charles Ave/W Genesee St intersection.

Plaza Rehabilitation Concept																						
ITE Rate Information																						
Business Name	Use Type	ITE Code	AM Rate Label	AM Rate	PM Rate Label	PM Rate	PM Rate Label	AM Pass By	PM Pass By	AM Percent In	AM Percent Out	PM Percent In	PM Percent Out	Co-efficient	Co-efficient Label	Calculations	AM Total	AM In	AM Out	PM Total	PM In	PM Out
Overall Shopping Plaza	Shopping Center	820	1000 sf GLA	0.96	3.71	1000 sf GLA	3.71	0.34	0.34	0.62	0.38	0.48	0.52	20.475	1000 sf GLA	AM Peak Hour Driveway Trips	20	12	7	76	36	40
Future Grocery	Supermarket	850	1000 sf GFA	7.07	8.37	1000 sf GFA	8.37	0.36	0.36	0.52	0.48	0.52	0.48	50	1000 sf GFA	AM Peak Hour Driveway Trips	354	184	170	419	218	201
Future Residential	Apartment	220	Dwelling Unit	0.55	0.67	Dwelling Unit	0.67			0.29	0.71	0.61	0.39	30	Dwelling Unit	AM Peak Hour Driveway Trips	17	5	12	20	12	8
Planet Fitness	Health / Fitness Club	492	1000 sf GFA	1.43	4.06	1000 sf GFA	4.06			0.47	0.53	0.51	0.49	35.9	1000 sf GFA	AM Peak Hour Driveway Trips	51	24	27	146	74	71
Family Dollar	Variety Store	814	1000 sf GFA	3.81	6.99	1000 sf GFA	6.99			0.5	0.5	0.5	0.5	15.5	1000 sf GFA	AM Peak Hour Driveway Trips	59	30	30	108	54	54
A Bright Furniture	Furniture Store	890	1000 sf GFA	0.4	0.53	1000 sf GFA	0.53	0.53	0.53	0.63	0.37	0.5	0.5	10.5	1000 sf GFA	AM Peak Hour Driveway Trips	4	3	2	6	3	3
China Pavilion	Quality Restaurant	931	1000 sf GFA		9.02	1000 sf GFA	9.02	0.43	0.43	0.53	0.47	0.54	0.46	4.75	1000 sf GFA	AM Peak Hour Driveway Trips	0	0	0	43	23	20
O'Riley's	Auto Parts Sales	843	1000 sf GFA	4.41	6.44	1000 sf GFA	6.44	0.43	0.43	0.5	0.5	0.51	0.49	20	1000 sf GFA	AM Peak Hour Driveway Trips	88	44	44	129	66	63
													Total AM Trips:	593	302	292	947	486	460			

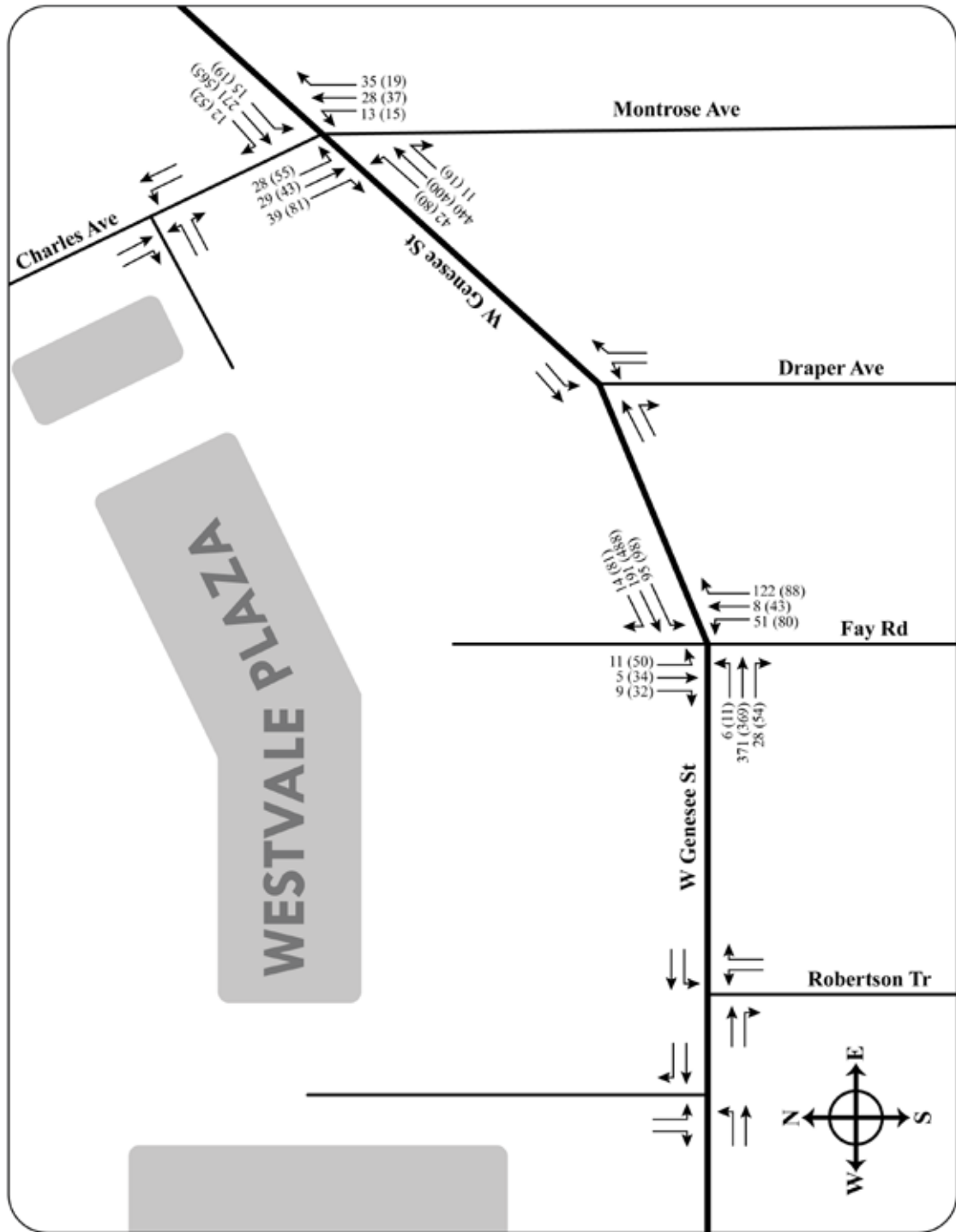
ITE Rate Information														Plaza Redevelopment Concept #1									
Business Name	Use Type	ITE Code	AM Rate	AM Rate Label	PM Rate	PM Rate Label	AM Pass By	PM Pass By	AM Percent In	AM Percent Out	PM Percent In	PM Percent Out	Co-efficient	Co-efficient Label	Calculations								
															AM Total	AM In	AM Out	PM Total	PM In	PM Out			
Overall Shopping Plaza	Shopping Center	820	0.96	1000 sf GLA	3.71	1000 sf GLA		0.34	0.62	0.38	0.48	0.52	53	1000 sf GLA	AM Peak Hour Driveway Trips	51	32	19	197	94	102		
Future Grocery	Supermarket	850	7.07	1000 sf GFA	8.37	1000 sf GFA		0.36	0.52	0.48	0.52	0.48	40	1000 sf GFA	AM Peak Hour Driveway Trips	283	147	136	335	174	161		
Future Residential	Apartment	220	0.55	Dwelling Unit	0.67	Dwelling Unit			0.29	0.71	0.61	0.39	78	Dwelling Unit	AM Peak Hour Driveway Trips	43	12	30	52	32	20		
Town Homes	Residential Condominium/Townhouse	230	0.44	Dwelling Unit	0.52	Dwelling Unit			0.19	0.81	0.64	0.36	40	Dwelling Unit	AM Peak Hour Driveway Trips	18	3	14	21	13	7		
															Total AM Trips:			Total PM Trips:					
															395	194	199	605	313	290			

ITE Rate Information														Plaza Redevelopment Concept #2									
Business Name	Use Type	ITE Code	AM Rate	AM Rate Label	PM Rate	PM Rate Label	AM Pass By	PM Pass By	AM Percent In	AM Percent Out	PM Percent In	PM Percent Out	Co-efficient	Co-efficient Label	Calculations								
															AM Total	AM In	AM Out	PM Total	PM In	PM Out			
Overall Shopping Plaza	Shopping Center	820	0.96	1000 sf GLA	3.71	1000 sf GLA		0.34	0.62	0.38	0.48	0.52	68	1000 sf GLA	AM Peak Hour Driveway Trips	65	41	25	253	121	132		
Future Grocery	Supermarket	850	7.07	1000 sf GFA	8.37	1000 sf GFA		0.36	0.52	0.48	0.52	0.48	18.75	1000 sf GFA	AM Peak Hour Driveway Trips	133	69	64	157	82	75		
Future Residential	Apartment	220	0.55	Dwelling Unit	0.67	Dwelling Unit			0.29	0.71	0.61	0.39	109	Dwelling Unit	AM Peak Hour Driveway Trips	60	17	43	73	45	28		
Town Homes	Residential Condominium/Townhouse	230	0.44	Dwelling Unit	0.52	Dwelling Unit			0.19	0.81	0.64	0.36	37	Dwelling Unit	AM Peak Hour Driveway Trips	16	3	13	19	12	7		
															Total AM Trips:			Total PM Trips:					
															274	130	145	502	260	242			

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Intersection Capacity Analysis

Existing Conditions



Legend
 ### (###)
 a.m. (p.m.)
 Direction of Traffic
 Peak Hr. Counts

Westvale Plaza Base Conditions
 Prepared by SMTTC

Map not to scale. This map is for planning purposes only. The SMTTC does not guarantee the accuracy or completeness of this map.

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Existing_AM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗		↕		↖	↕	↗
Traffic Volume (vph)	6	371	28	95	191	14	51	8	122	11	5	9
Future Volume (vph)	6	371	28	95	191	14	51	8	122	11	5	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t		0.989				0.850		0.909				0.850
Fit Protected		0.999			0.984			0.986		0.950		
Satd. Flow (prot)	0	3583	0	0	3128	1561	0	1669	0	1745	1837	1503
Fit Permitted		0.953			0.705			0.903		0.612		
Satd. Flow (perm)	0	3418	0	0	2241	1561	0	1529	0	1124	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				100		117				113
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	7	431	33	107	215	16	68	11	163	12	6	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	471	0	0	322	16	0	242	0	12	6	10
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Existing_AM
03/27/2023

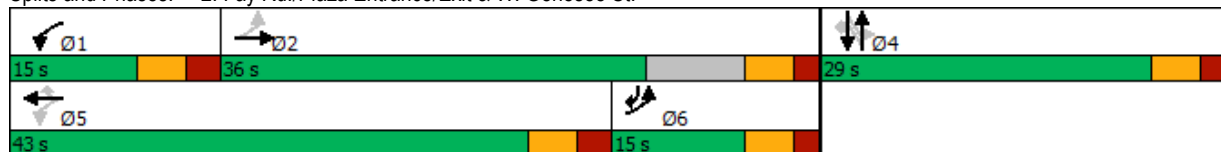


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		25.7			13.5	13.5		9.9		9.9	9.9	21.7
Actuated g/C Ratio		0.55			0.29	0.29		0.21		0.21	0.21	0.46
v/c Ratio		0.25			0.50	0.03		0.58		0.05	0.02	0.01
Control Delay		6.2			17.3	0.1		15.6		16.0	15.4	0.0
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		6.2			17.3	0.1		15.6		16.0	15.4	0.0
LOS		A			B	A		B		B	B	A
Approach Delay		6.2			16.5			15.6			10.2	
Approach LOS		A			B			B			B	

Intersection Summary



















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	46.9
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization:	51.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.















Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Existing_AM
03/27/2023

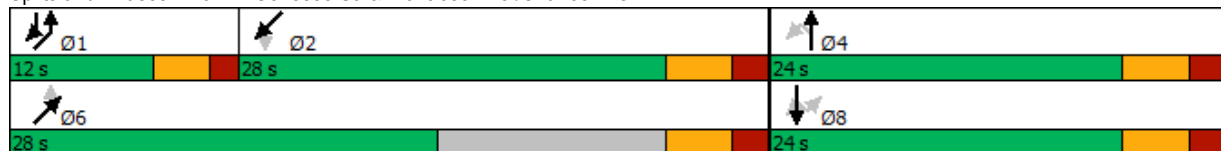
												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	28	35	28	29	39	42	440	11	15	271	12
Future Volume (vph)	13	28	35	28	29	39	42	440	11	15	271	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Flt		0.938				0.850		0.997			0.994	
Flt Protected		0.991			0.976			0.996			0.998	
Satd. Flow (prot)	0	1873	0	0	1733	1487	0	3981	0	0	3393	0
Flt Permitted								0.899			0.905	
Satd. Flow (perm)	0	1890	0	0	1775	1487	0	3593	0	0	3076	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				43		5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)			1	1			1		4	4		1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	17	36	45	30	31	42	46	484	12	16	291	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	61	42	0	542	0	0	320	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Existing_AM
 03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0				0.0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		9.0			9.2	11.2		19.9			17.4	
Actuated g/C Ratio		0.37			0.37	0.46		0.81			0.71	
v/c Ratio		0.14			0.09	0.06		0.19			0.15	
Control Delay		8.1			11.3	2.7		3.3			7.7	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		8.1			11.3	2.7		3.3			7.7	
LOS		A			B	A		A			A	
Approach Delay		8.1			7.8			3.3			7.7	
Approach LOS		A			A			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	64											
Actuated Cycle Length:	24.6											
Natural Cycle:	40											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.19											
Intersection Signal Delay:	5.5						Intersection LOS: A					
Intersection Capacity Utilization	46.9%						ICU Level of Service A					
Analysis Period (min)	15											

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Existing_PM
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗		↕		↖	↕	↗
Traffic Volume (vph)	11	369	54	98	488	81	80	43	88	50	34	32
Future Volume (vph)	11	369	54	98	488	81	80	43	88	50	34	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frts		0.981				0.850		0.944				0.850
Flt Protected		0.999			0.992			0.981		0.950		
Satd. Flow (prot)	0	3523	0	0	3168	1561	0	1688	0	1745	1837	1503
Flt Permitted		0.942			0.764			0.859		0.531		
Satd. Flow (perm)	0	3322	0	0	2440	1561	0	1478	0	975	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				100		40				113
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		395			285			374			198	
Travel Time (s)		9.0			6.5			8.5			4.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	13	429	63	110	548	91	107	57	117	56	38	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	505	0	0	658	91	0	281	0	56	38	36
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Existing_PM
03/27/2023

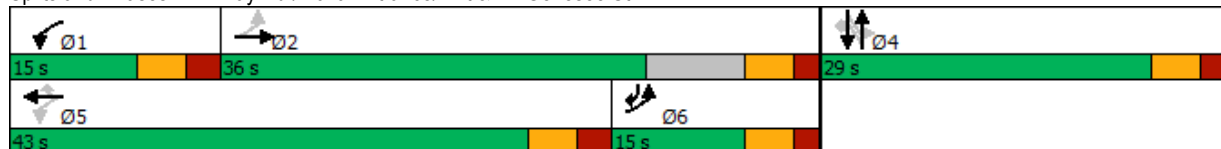


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		38.9			26.4	26.4		16.5		16.5	16.5	28.5
Actuated g/C Ratio		0.58			0.39	0.39		0.25		0.25	0.25	0.43
v/c Ratio		0.26			0.68	0.13		0.71		0.23	0.08	0.05
Control Delay		7.3			21.1	3.3		31.8		24.7	21.6	0.1
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		7.3			21.1	3.3		31.8		24.7	21.6	0.1
LOS		A			C	A		C		C	C	A
Approach Delay		7.3			18.9			31.8			17.0	
Approach LOS		A			B			C			B	

Intersection Summary


















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	66.9
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	17.4
Intersection LOS:	B
Intersection Capacity Utilization:	61.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Existing_PM
 03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	37	19	55	43	81	80	400	16	19	565	52
Future Volume (vph)	15	37	19	55	43	81	80	400	16	19	565	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00				0.98		1.00			1.00	
Frt		0.963				0.850		0.995			0.988	
Flt Protected		0.990			0.973			0.992			0.999	
Satd. Flow (prot)	0	1932	0	0	1719	1487	0	3956	0	0	3375	0
Flt Permitted		0.900			0.775			0.789			0.931	
Satd. Flow (perm)	0	1755	0	0	1370	1464	0	3146	0	0	3145	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				87		8			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)	5					5	6		1	1		6
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	19	48	25	59	46	87	88	440	18	20	608	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	105	87	0	546	0	0	684	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

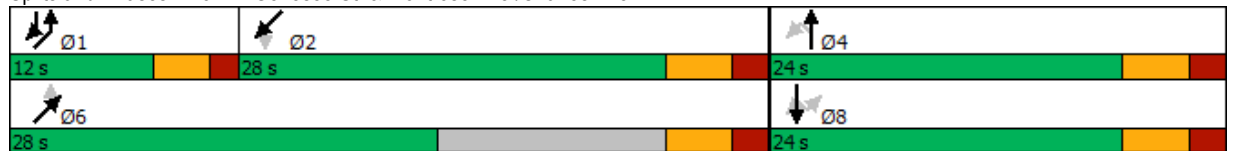
Existing_PM
 03/27/2023

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		10.3			10.8	13.0		27.7			23.1	
Actuated g/C Ratio		0.28			0.29	0.35		0.74			0.62	
v/c Ratio		0.18			0.27	0.15		0.23			0.35	
Control Delay		13.8			18.3	3.5		4.5			10.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		13.8			18.3	3.5		4.5			10.4	
LOS		B			B	A		A			B	
Approach Delay		13.8			11.6			4.5			10.4	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 64
 Actuated Cycle Length: 37.4
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 8.6
 Intersection LOS: A
 Intersection Capacity Utilization 57.5%
 ICU Level of Service B
 Analysis Period (min) 15

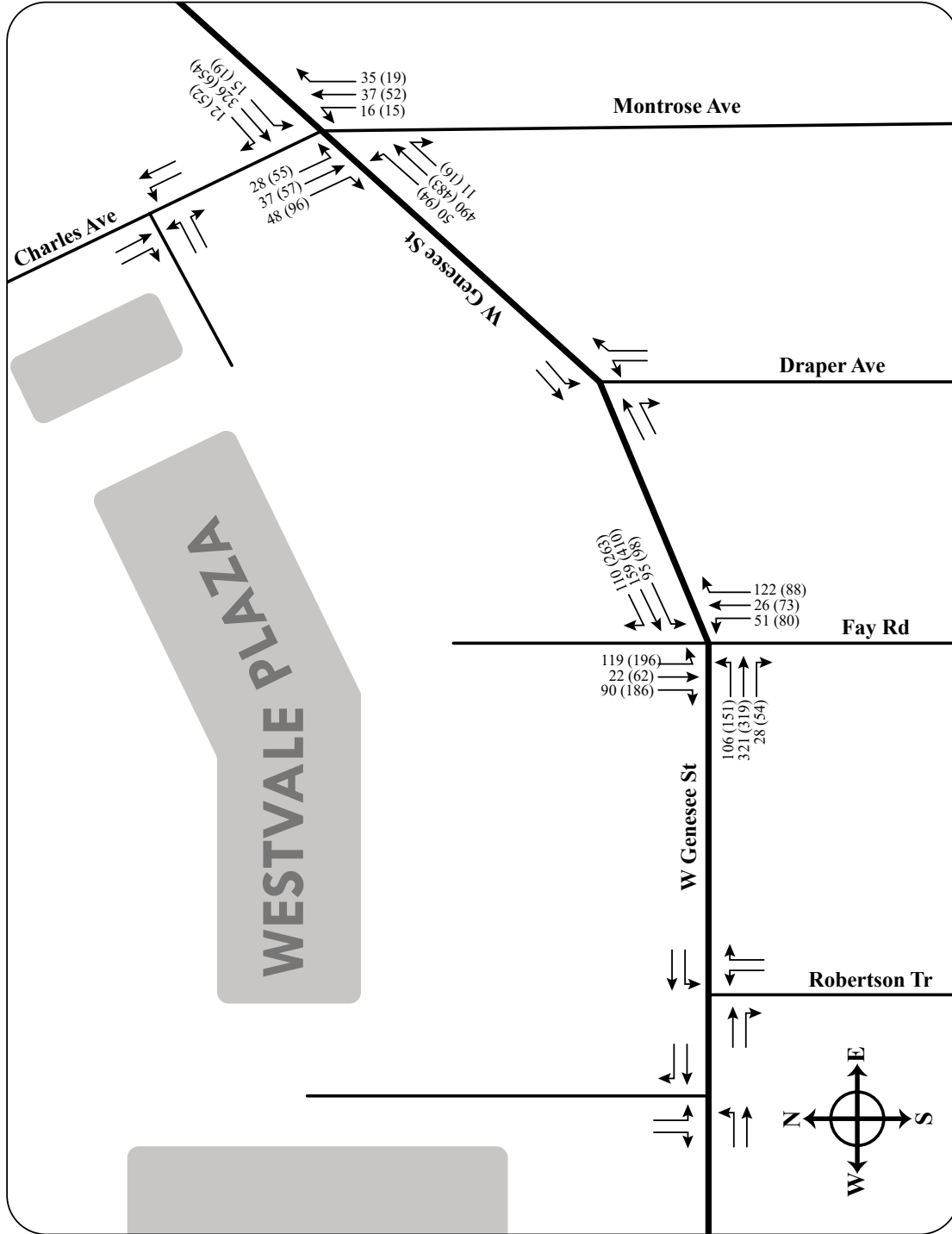
Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



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Intersection Capacity Analysis

Full Plaza



(##) (###)
 a.m. (p.m.)
 Peak Hr. Counts

Westvale Plaza - Full Plaza
 Prepared by SMTTC

Map not to scale. This map is for planning purposes only. The SMTTC does not guarantee the accuracy or completeness of this map

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Full Plaza_AM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗		↕		↖	↕	↗
Traffic Volume (vph)	106	321	28	95	159	110	51	36	122	119	22	90
Future Volume (vph)	106	321	28	95	159	110	51	36	122	119	22	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.991				0.850		0.921				0.850
Flt Protected		0.989			0.982			0.988		0.950		
Satd. Flow (prot)	0	3448	0	0	3118	1561	0	1679	0	1745	1837	1503
Flt Permitted		0.809			0.674			0.911		0.559		
Satd. Flow (perm)	0	2820	0	0	2140	1561	0	1548	0	1027	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				124		80				113
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	123	373	33	107	179	124	68	48	163	134	25	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	529	0	0	286	124	0	279	0	134	25	101
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Full Plaza_AM
03/27/2023

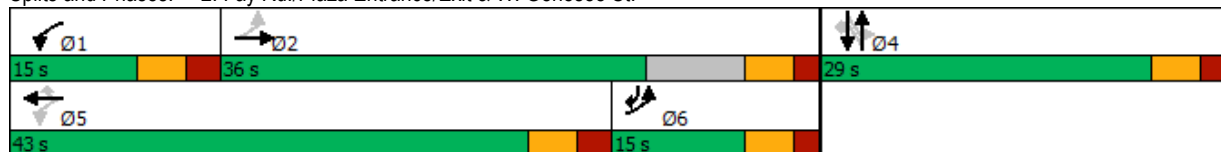


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		26.7			14.1	14.1		13.5		13.5	13.5	25.6
Actuated g/C Ratio		0.52			0.27	0.27		0.26		0.26	0.26	0.50
v/c Ratio		0.34			0.49	0.24		0.60		0.50	0.05	0.13
Control Delay		8.8			19.9	5.3		17.9		23.8	15.0	2.1
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		8.8			19.9	5.3		17.9		23.8	15.0	2.1
LOS		A			B	A		B		C	B	A
Approach Delay		8.8			15.5			17.9			14.5	
Approach LOS		A			B			B			B	

Intersection Summary



















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	51.6
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	13.4
Intersection LOS:	B
Intersection Capacity Utilization:	56.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.















Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Full Plaza_AM
03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	37	35	28	37	48	50	490	11	16	326	12
Future Volume (vph)	13	37	35	28	37	48	50	490	11	16	326	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Fr't		0.945				0.850		0.997			0.995	
Flt Protected		0.992			0.979			0.995			0.998	
Satd. Flow (prot)	0	1890	0	0	1746	1487	0	3977	0	0	3394	0
Flt Permitted		0.931			0.810			0.896			0.913	
Satd. Flow (perm)	0	1774	0	0	1444	1487	0	3581	0	0	3105	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				52		5			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)			1	1			1		4	4		1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	17	48	45	30	40	52	55	538	12	17	351	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	70	52	0	605	0	0	381	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	

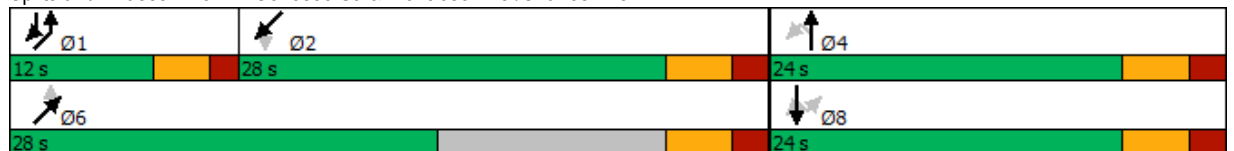
Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Full Plaza_AM
 03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0				0.0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		8.4			8.5	13.5		20.0			17.2	
Actuated g/C Ratio		0.29			0.29	0.46		0.69			0.59	
v/c Ratio		0.20			0.17	0.07		0.24			0.21	
Control Delay		9.8			13.5	2.7		4.8			9.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		9.8			13.5	2.7		4.8			9.0	
LOS		A			B	A		A			A	
Approach Delay		9.8			8.9			4.8			9.0	
Approach LOS		A			A			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length:	64
Actuated Cycle Length:	29.1
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.24
Intersection Signal Delay:	7.0 s
Intersection Capacity Utilization:	50.5%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Full Plaza_PM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↕	↗		↕↔		↗	↕	↗
Traffic Volume (vph)	151	319	54	98	410	263	80	73	88	196	62	186
Future Volume (vph)	151	319	54	98	410	263	80	73	88	196	62	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frts		0.985				0.850		0.951				0.850
Flt Protected		0.986			0.990			0.984		0.950		
Satd. Flow (prot)	0	3370	0	0	3159	1561	0	1696	0	1745	1837	1503
Flt Permitted		0.644			0.695			0.862		0.505		
Satd. Flow (perm)	0	2201	0	0	2218	1561	0	1485	0	928	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				263		33				209
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	176	371	63	110	461	296	107	97	117	220	70	209
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	571	296	0	321	0	220	70	209
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Full Plaza_PM
03/27/2023

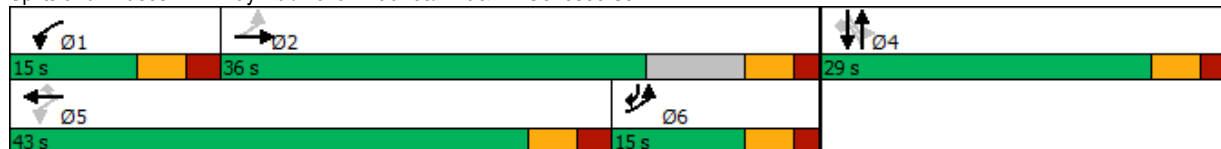


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		40.5			27.4	27.4		22.9		22.9	22.9	35.4
Actuated g/C Ratio		0.54			0.37	0.37		0.31		0.31	0.31	0.47
v/c Ratio		0.46			0.70	0.40		0.67		0.77	0.12	0.25
Control Delay		11.4			25.0	4.9		30.7		47.4	22.3	3.1
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		11.4			25.0	4.9		30.7		47.4	22.3	3.1
LOS		B			C	A		C		D	C	A
Approach Delay		11.4			18.2			30.7			25.3	
Approach LOS		B			B			C			C	

Intersection Summary



















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	74.6
Natural Cycle:	65
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization:	70.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Full Plaza_PM
03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	52	19	55	57	96	94	483	16	19	654	52
Future Volume (vph)	15	52	19	55	57	96	94	483	16	19	654	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00				0.98		1.00			1.00	
Frnt		0.970				0.850		0.996			0.989	
Flt Protected		0.992			0.976			0.992			0.999	
Satd. Flow (prot)	0	1950	0	0	1733	1487	0	3961	0	0	3377	0
Flt Permitted		0.913			0.787			0.721			0.929	
Satd. Flow (perm)	0	1793	0	0	1397	1464	0	2878	0	0	3140	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				72		7			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)	5					5	6		1	1		6
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	19	68	25	59	61	103	103	531	18	20	703	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	120	103	0	652	0	0	779	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Full Plaza_PM
 03/27/2023

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		10.8			10.8	15.5		29.2			22.0	
Actuated g/C Ratio		0.24			0.24	0.35		0.66			0.50	
v/c Ratio		0.25			0.35	0.18		0.33			0.50	
Control Delay		16.1			21.4	5.3		5.7			13.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		16.1			21.4	5.3		5.7			13.5	
LOS		B			C	A		A			B	
Approach Delay		16.1			14.0			5.7			13.5	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 64

Actuated Cycle Length: 44.3

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

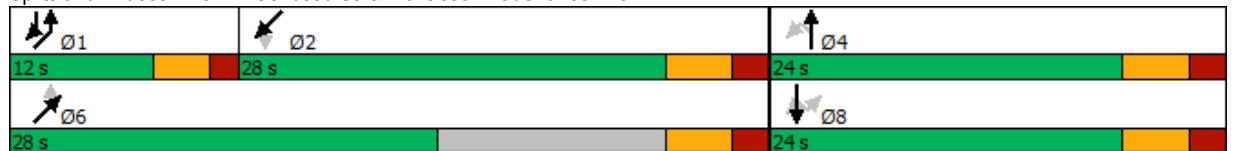
Maximum v/c Ratio: 0.50

Intersection Signal Delay: 10.8 Intersection LOS: B

Intersection Capacity Utilization 63.4% ICU Level of Service B

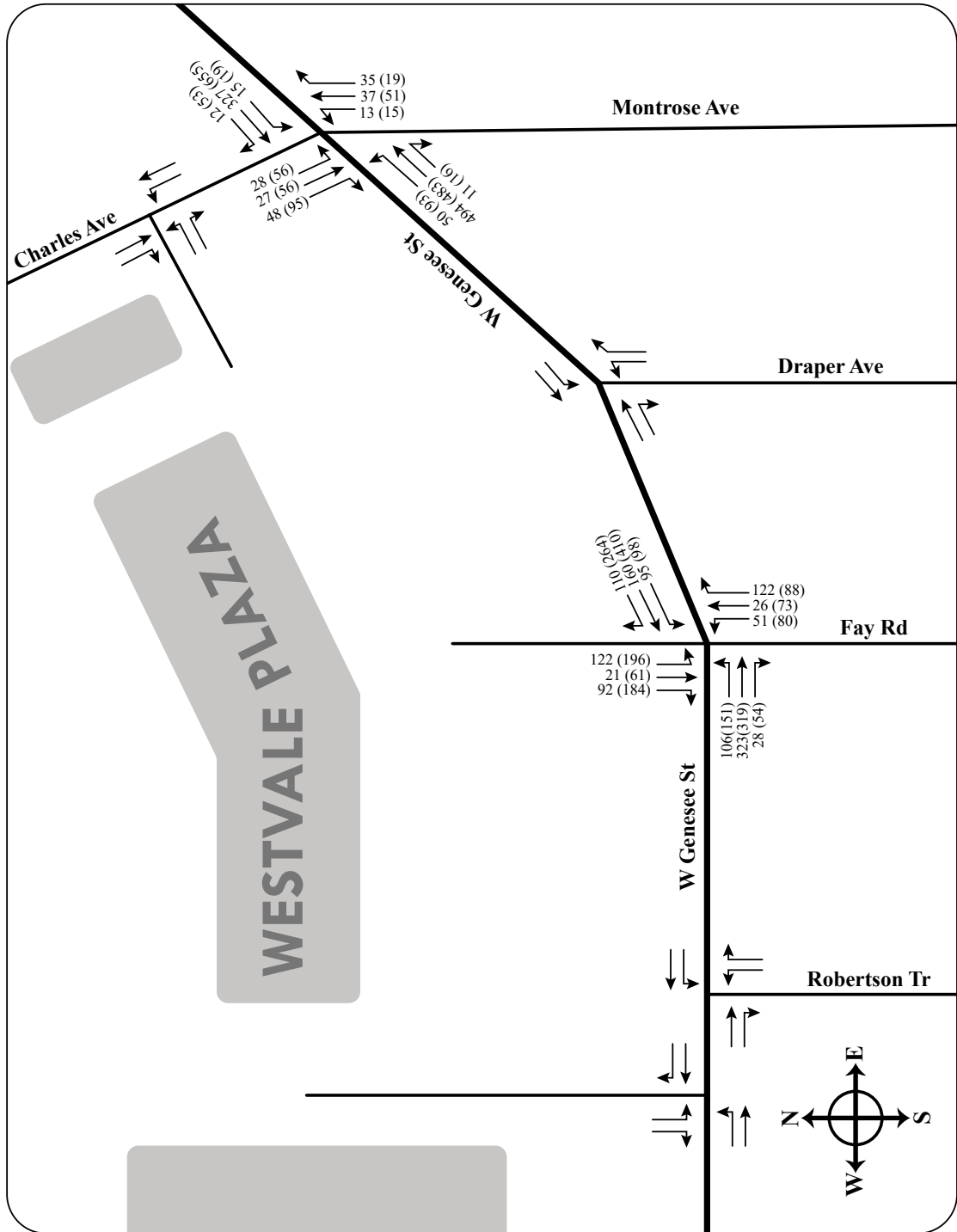
Analysis Period (min) 15

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



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Intersection Capacity Analysis Rehabilitation Concept



Legend

(###)
a.m. (p.m.)
Peak Hr. Counts

Direction
of Traffic

Westvale Plaza - Rehabilitation
Prepared by SMTC

Map not to scale. This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab_AM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗		↕		↖	↕	↗
Traffic Volume (vph)	106	323	28	95	160	110	51	26	122	122	21	92
Future Volume (vph)	106	323	28	95	160	110	51	26	122	122	21	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr't		0.991				0.850		0.917				0.850
Flt Protected		0.989			0.982			0.987		0.950		
Satd. Flow (prot)	0	3448	0	0	3118	1561	0	1675	0	1745	1837	1503
Flt Permitted		0.809			0.673			0.907		0.576		
Satd. Flow (perm)	0	2821	0	0	2137	1561	0	1539	0	1058	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				124		90				113
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	123	376	33	107	180	124	68	35	163	137	24	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	532	0	0	287	124	0	266	0	137	24	103
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov

Lanes, Volumes, Timings
 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab_AM
 03/27/2023

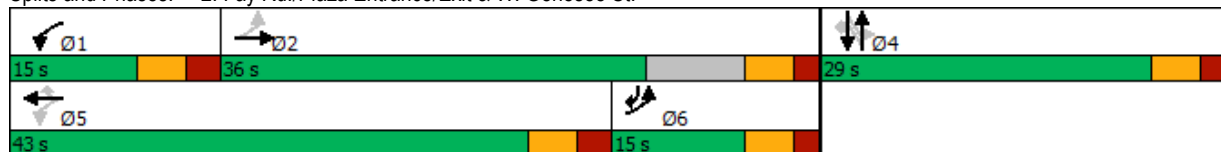


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		26.8			14.1	14.1		13.4		13.4	13.4	25.6
Actuated g/C Ratio		0.52			0.27	0.27		0.26		0.26	0.26	0.50
v/c Ratio		0.34			0.49	0.24		0.57		0.50	0.05	0.13
Control Delay		8.8			19.9	5.3		16.4		23.6	15.0	2.2
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		8.8			19.9	5.3		16.4		23.6	15.0	2.2
LOS		A			B	A		B		C	B	A
Approach Delay		8.8			15.5			16.4			14.5	
Approach LOS		A			B			B			B	

Intersection Summary



















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	51.6
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	13.1
Intersection LOS:	B
Intersection Capacity Utilization:	56.3%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab_AM
03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	37	35	28	37	48	50	494	11	15	327	12
Future Volume (vph)	13	37	35	28	37	48	50	494	11	15	327	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Flt		0.945				0.850		0.997			0.995	
Flt Protected		0.992			0.979			0.996			0.998	
Satd. Flow (prot)	0	1890	0	0	1746	1487	0	3981	0	0	3394	0
Flt Permitted		0.931			0.810			0.896			0.916	
Satd. Flow (perm)	0	1774	0	0	1444	1487	0	3581	0	0	3115	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				52		5			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)			1	1			1		4	4		1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	17	48	45	30	40	52	55	543	12	16	352	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	70	52	0	610	0	0	381	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	

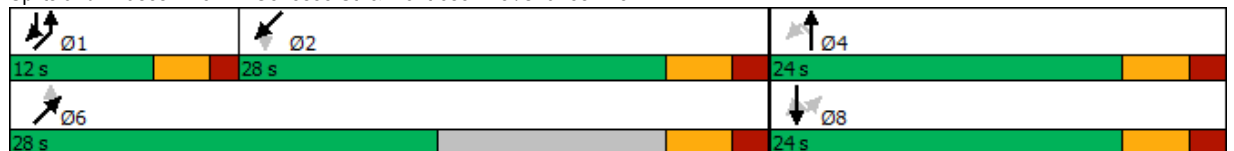
Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab_AM
 03/27/2023

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0				0.0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		8.4			8.5	13.5		20.0			17.2	
Actuated g/C Ratio		0.29			0.29	0.46		0.69			0.59	
v/c Ratio		0.20			0.17	0.07		0.25			0.21	
Control Delay		9.8			13.5	2.7		4.8			9.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		9.8			13.5	2.7		4.8			9.0	
LOS		A			B	A		A			A	
Approach Delay		9.8			8.9			4.8			9.0	
Approach LOS		A			A			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length:	64
Actuated Cycle Length:	29.1
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	7.0 s
Intersection Capacity Utilization:	50.6%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab_PM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↕	↕↗		↕↔		↕↗	↕↕	↕↗
Traffic Volume (vph)	151	319	54	98	410	264	80	73	88	196	61	184
Future Volume (vph)	151	319	54	98	410	264	80	73	88	196	61	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frts		0.985				0.850		0.951				0.850
Flt Protected		0.986			0.990			0.984		0.950		
Satd. Flow (prot)	0	3370	0	0	3159	1561	0	1696	0	1745	1837	1503
Flt Permitted		0.644			0.695			0.862		0.505		
Satd. Flow (perm)	0	2201	0	0	2218	1561	0	1485	0	928	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				264		33				207
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	176	371	63	110	461	297	107	97	117	220	69	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	571	297	0	321	0	220	69	207
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab_PM
03/27/2023

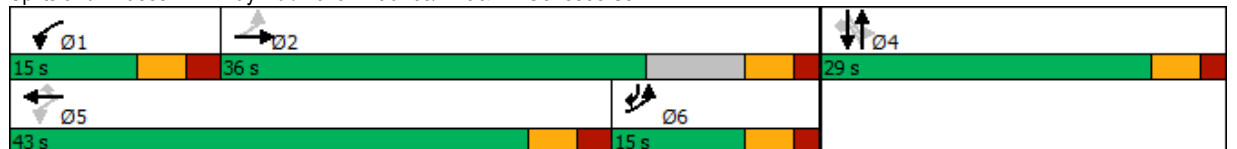


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		40.5			27.4	27.4		22.9		22.9	22.9	35.4
Actuated g/C Ratio		0.54			0.37	0.37		0.31		0.31	0.31	0.47
v/c Ratio		0.46			0.70	0.40		0.67		0.77	0.12	0.25
Control Delay		11.4			25.0	4.9		30.7		47.4	22.3	3.2
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		11.4			25.0	4.9		30.7		47.4	22.3	3.2
LOS		B			C	A		C		D	C	A
Approach Delay		11.4			18.2			30.7			25.4	
Approach LOS		B			B			C			C	

Intersection Summary



















Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 74.6
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 19.7
 Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab_PM
 03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	51	19	56	56	95	93	483	16	19	655	53
Future Volume (vph)	15	51	19	56	56	95	93	483	16	19	655	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00				0.98		1.00			1.00	
Fr't		0.969				0.850		0.996			0.989	
Flt Protected		0.991			0.976			0.992			0.999	
Satd. Flow (prot)	0	1946	0	0	1732	1487	0	3961	0	0	3377	0
Flt Permitted		0.911			0.786			0.722			0.930	
Satd. Flow (perm)	0	1788	0	0	1395	1464	0	2882	0	0	3143	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				72		7			14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)	5					5	6		1	1		6
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	19	66	25	60	60	102	102	531	18	20	704	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	120	102	0	651	0	0	781	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab_PM
 03/27/2023

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		10.8			10.8	15.4		29.2			22.0	
Actuated g/C Ratio		0.24			0.24	0.35		0.66			0.50	
v/c Ratio		0.24			0.35	0.18		0.33			0.50	
Control Delay		16.0			21.5	5.3		5.7			13.5	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		16.0			21.5	5.3		5.7			13.5	
LOS		B			C	A		A			B	
Approach Delay		16.0			14.0			5.7			13.5	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 64

Actuated Cycle Length: 44.3

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

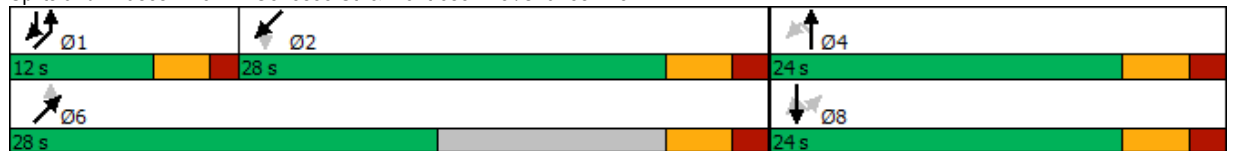
Maximum v/c Ratio: 0.50

Intersection Signal Delay: 10.8 Intersection LOS: B

Intersection Capacity Utilization 63.4% ICU Level of Service B

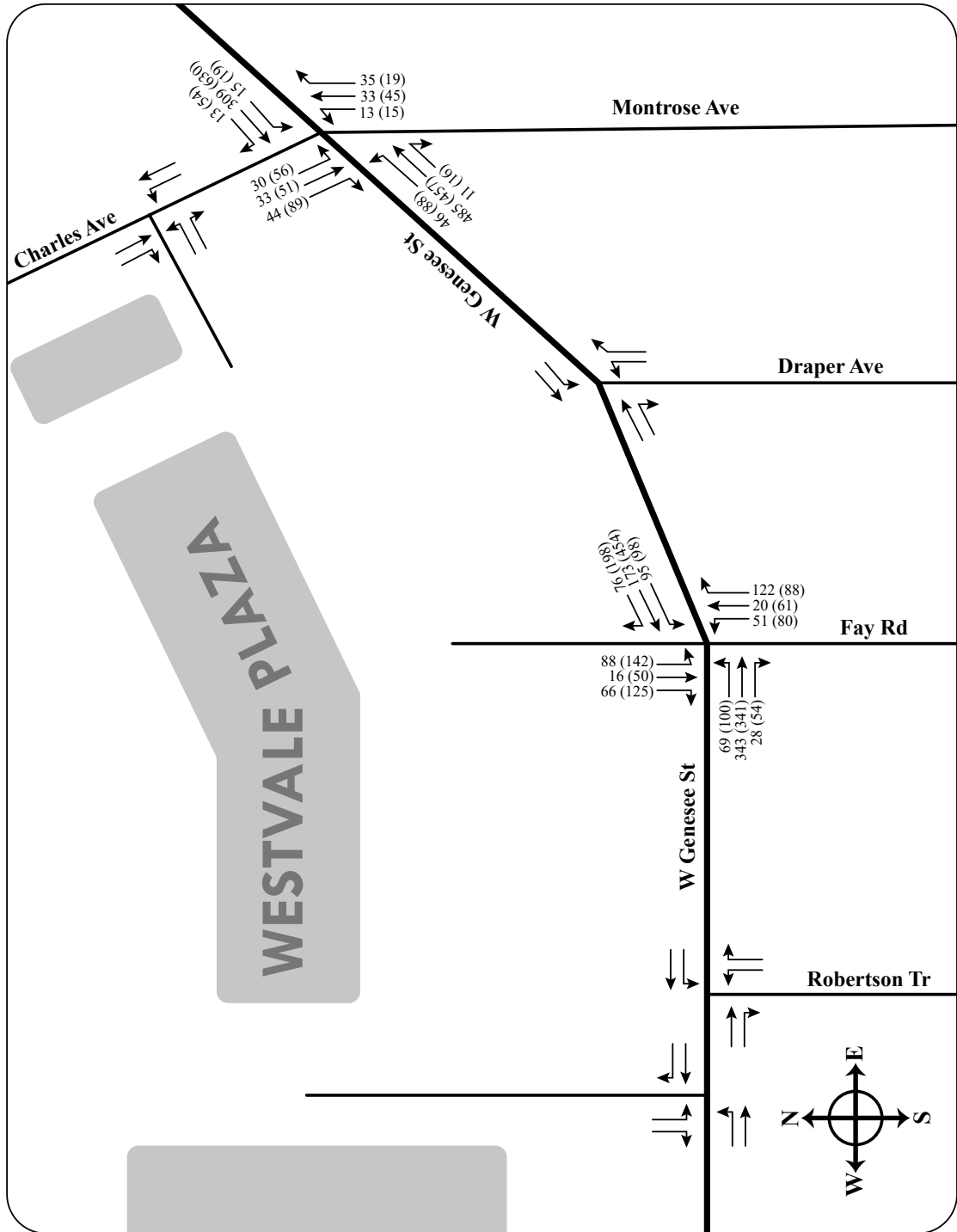
Analysis Period (min) 15

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



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Intersection Capacity Analysis Redevelopment Concept #1



Legend
 Direction of Traffic
 ### (###)
 a.m. (p.m.)
 Peak Hr. Counts

Westvale Plaza - Rebuild #1
 Prepared by SMTC

Map not to scale. This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab #1_AM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↕	↗		↕↔		↗	↕	↗
Traffic Volume (vph)	69	343	28	95	173	76	51	20	122	88	16	66
Future Volume (vph)	69	343	28	95	173	76	51	20	122	88	16	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.990				0.850		0.915				0.850
Flt Protected		0.992			0.983			0.987		0.950		
Satd. Flow (prot)	0	3492	0	0	3123	1561	0	1674	0	1745	1837	1503
Flt Permitted		0.866			0.685			0.904		0.585		
Satd. Flow (perm)	0	3048	0	0	2176	1561	0	1534	0	1074	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				100		97				113
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	80	399	33	107	194	85	68	27	163	99	18	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	512	0	0	301	85	0	258	0	99	18	74
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

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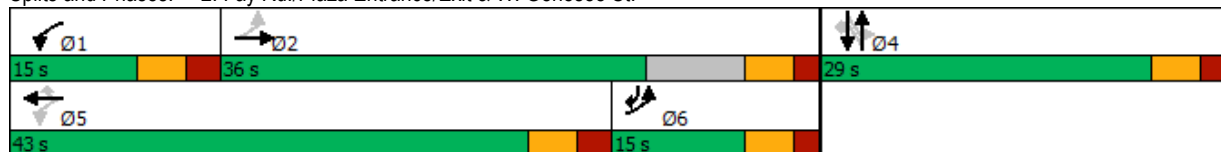


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		26.2			13.8	13.8		11.2		11.2	11.2	23.1
Actuated g/C Ratio		0.54			0.28	0.28		0.23		0.23	0.23	0.47
v/c Ratio		0.30			0.49	0.17		0.60		0.40	0.04	0.10
Control Delay		7.2			18.1	4.0		17.5		21.9	15.6	1.3
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		7.2			18.1	4.0		17.5		21.9	15.6	1.3
LOS		A			B	A		B		C	B	A
Approach Delay		7.2			15.0			17.5			13.3	
Approach LOS		A			B			B			B	

Intersection Summary


















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	48.8
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization:	52.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	33	35	30	33	44	46	485	11	15	309	13
Future Volume (vph)	13	33	35	30	33	44	46	485	11	15	309	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Flt		0.942				0.850		0.997			0.994	
Flt Protected		0.992			0.977			0.996			0.998	
Satd. Flow (prot)	0	1883	0	0	1736	1487	0	3981	0	0	3391	0
Flt Permitted		0.928			0.796			0.902			0.915	
Satd. Flow (perm)	0	1762	0	0	1414	1487	0	3605	0	0	3109	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				47		5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)			1	1			1		4	4		1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	17	43	45	32	35	47	51	533	12	16	332	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	67	47	0	596	0	0	362	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

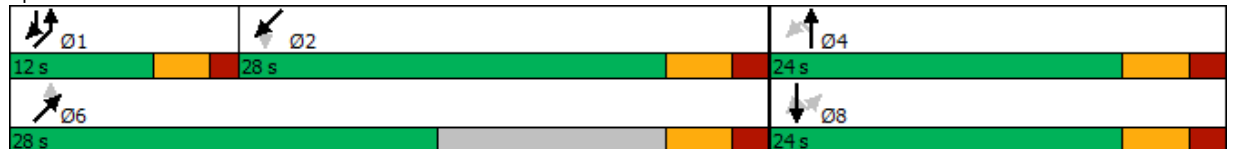
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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0				0.0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		8.4			8.5	13.5		19.8			17.0	
Actuated g/C Ratio		0.29			0.29	0.47		0.69			0.59	
v/c Ratio		0.19			0.16	0.07		0.24			0.20	
Control Delay		9.5			13.5	2.8		4.8			9.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		9.5			13.5	2.8		4.8			9.0	
LOS		A			B	A		A			A	
Approach Delay		9.5			9.0			4.8			9.0	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	64
Actuated Cycle Length:	28.9
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.24
Intersection Signal Delay:	6.9
Intersection Capacity Utilization:	49.6%
Analysis Period (min):	15
Intersection LOS:	A
ICU Level of Service:	A

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↕	↗		↕↔		↗	↕	↗
Traffic Volume (vph)	100	341	54	98	454	198	80	61	88	142	50	118
Future Volume (vph)	100	341	54	98	454	198	80	61	88	142	50	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frts		0.984				0.850		0.948				0.850
Flt Protected		0.990			0.991			0.983		0.950		
Satd. Flow (prot)	0	3420	0	0	3164	1561	0	1692	0	1745	1837	1503
Flt Permitted		0.730			0.732			0.861		0.502		
Satd. Flow (perm)	0	2522	0	0	2337	1561	0	1482	0	922	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				182		35				133
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		395			285			374			198	
Travel Time (s)		9.0			6.5			8.5			4.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	116	397	63	110	510	222	107	81	117	160	56	133
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	576	0	0	620	222	0	305	0	160	56	133
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

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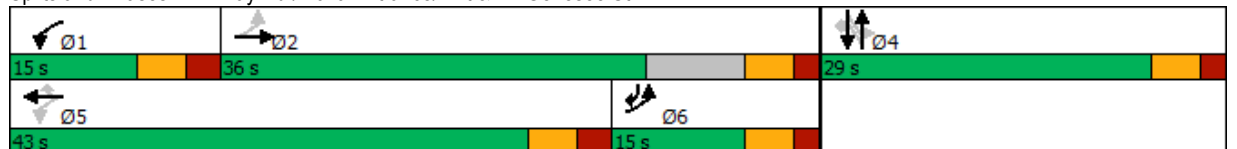


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		40.4			27.1	27.1		17.9		17.9	17.9	30.6
Actuated g/C Ratio		0.58			0.39	0.39		0.26		0.26	0.26	0.44
v/c Ratio		0.37			0.68	0.31		0.75		0.68	0.12	0.18
Control Delay		8.8			22.4	5.4		35.5		41.4	22.7	3.6
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		8.8			22.4	5.4		35.5		41.4	22.7	3.6
LOS		A			C	A		D		D	C	A
Approach Delay		8.8			17.9			35.5			24.0	
Approach LOS		A			B			D			C	

Intersection Summary


















Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 69.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 19.0 Intersection LOS: B
 Intersection Capacity Utilization 63.3% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab #1_PM
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Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	45	19	56	51	89	88	457	16	19	630	54
Future Volume (vph)	15	45	19	56	51	89	88	457	16	19	630	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00				0.98		1.00			1.00	
Frt		0.967				0.850		0.996			0.988	
Flt Protected		0.991			0.975			0.992			0.999	
Satd. Flow (prot)	0	1942	0	0	1728	1487	0	3961	0	0	3374	0
Flt Permitted		0.906			0.782			0.736			0.930	
Satd. Flow (perm)	0	1774	0	0	1386	1464	0	2938	0	0	3141	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				80		7			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)	5					5	6		1	1		6
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	19	58	25	60	55	96	97	502	18	20	677	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	115	96	0	617	0	0	755	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab #1_PM
 03/27/2023

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		10.6			10.6	15.4		26.4			21.5	
Actuated g/C Ratio		0.25			0.25	0.37		0.63			0.52	
v/c Ratio		0.22			0.33	0.16		0.32			0.47	
Control Delay		14.9			20.3	4.4		5.9			12.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		14.9			20.3	4.4		5.9			12.2	
LOS		B			C	A		A			B	
Approach Delay		14.9			13.1			5.9			12.2	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 64

Actuated Cycle Length: 41.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

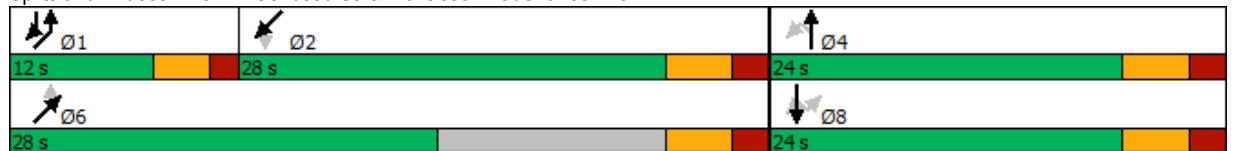
Maximum v/c Ratio: 0.47

Intersection Signal Delay: 10.2 Intersection LOS: B

Intersection Capacity Utilization 61.6% ICU Level of Service B

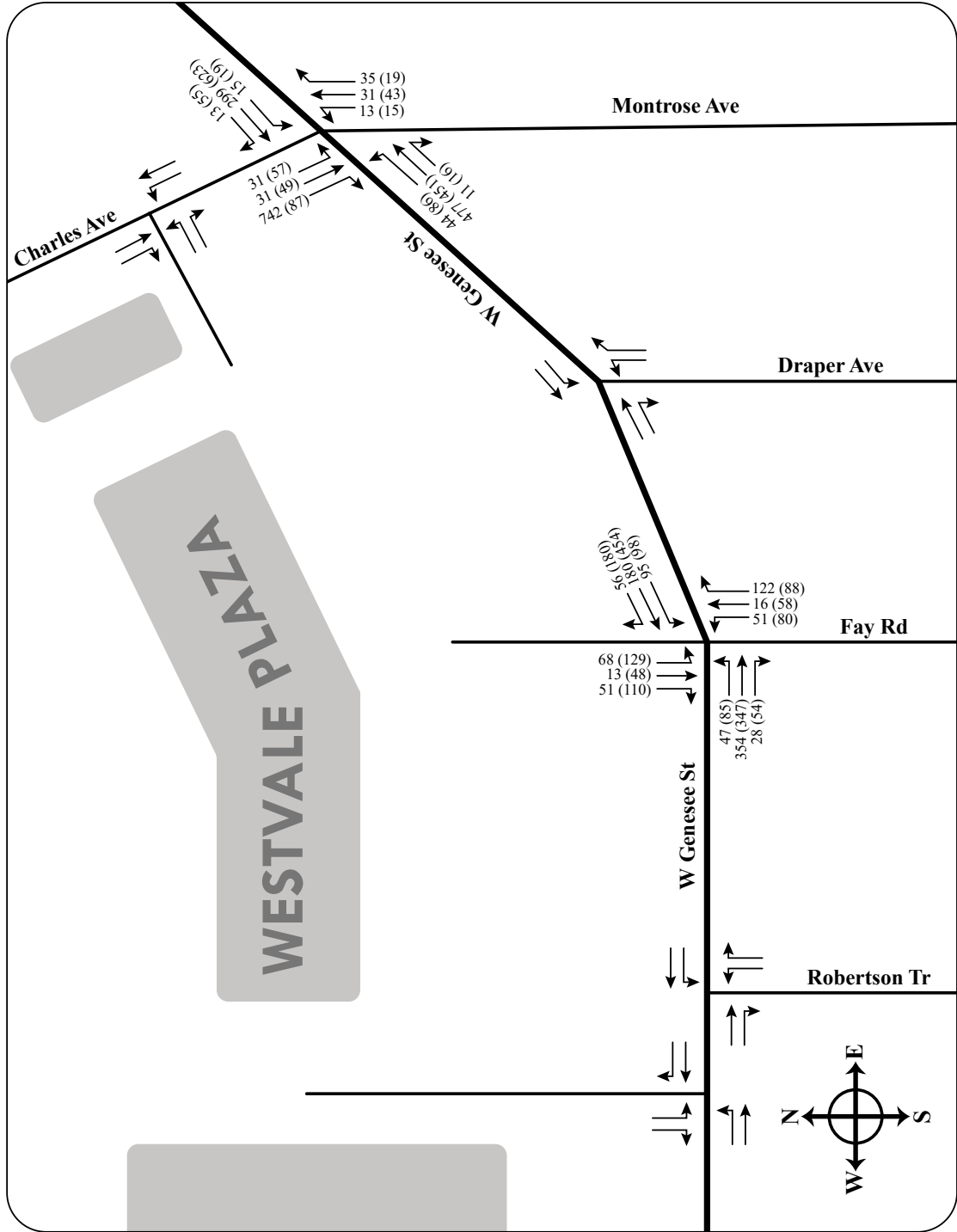
Analysis Period (min) 15

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



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Intersection Capacity Analysis Redevelopment Concept #2



Map not to scale. This map is for planning purposes only. The SMTC does not guarantee the accuracy or completeness of this map

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab #2_AM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↕	↗		↕↔		↗	↕	↗
Traffic Volume (vph)	47	354	28	95	180	56	51	16	122	68	13	51
Future Volume (vph)	47	354	28	95	180	56	51	16	122	68	13	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.990				0.850		0.913				0.850
Flt Protected		0.995			0.983			0.987		0.950		
Satd. Flow (prot)	0	3525	0	0	3123	1561	0	1673	0	1745	1837	1503
Flt Permitted		0.900			0.692			0.903		0.596		
Satd. Flow (perm)	0	3188	0	0	2199	1561	0	1531	0	1095	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				100		104				113
Link Speed (mph)		30			30			30				30
Link Distance (ft)		395			285			374				198
Travel Time (s)		9.0			6.5			8.5				4.5
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	55	412	33	107	202	63	68	21	163	76	15	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	500	0	0	309	63	0	252	0	76	15	57
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab #2_AM
03/27/2023

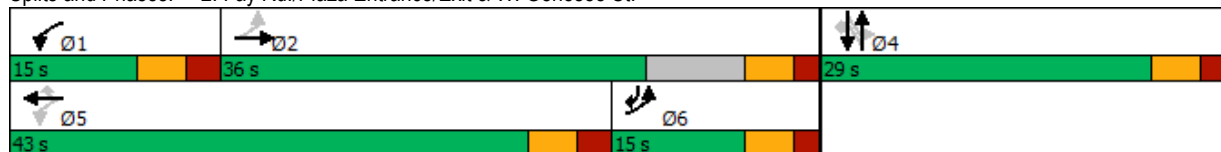


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		25.9			13.6	13.6		10.6		10.6	10.6	22.4
Actuated g/C Ratio		0.54			0.28	0.28		0.22		0.22	0.22	0.47
v/c Ratio		0.28			0.49	0.12		0.60		0.31	0.04	0.07
Control Delay		6.8			17.7	2.2		16.9		19.9	15.4	0.7
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		6.8			17.7	2.2		16.9		19.9	15.4	0.7
LOS		A			B	A		B		B	B	A
Approach Delay		6.8			15.1			16.9			12.0	
Approach LOS		A			B			B			B	

Intersection Summary


















Area Type:	Other
Cycle Length:	87
Actuated Cycle Length:	47.8
Natural Cycle:	40
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	11.8
Intersection LOS:	B
Intersection Capacity Utilization:	52.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.















Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab #2_AM
03/27/2023

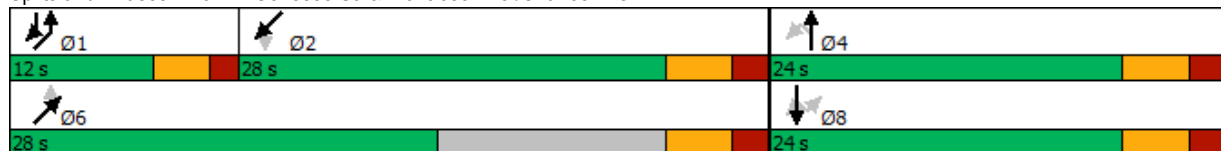
												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	13	31	35	31	31	42	44	477	11	15	299	13
Future Volume (vph)	13	31	35	31	31	42	44	477	11	15	299	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00			1.00			1.00	
Flt		0.940				0.850		0.997			0.994	
Flt Protected		0.992			0.976			0.996			0.998	
Satd. Flow (prot)	0	1879	0	0	1732	1487	0	3981	0	0	3392	0
Flt Permitted		0.927			0.790			0.906			0.914	
Satd. Flow (perm)	0	1756	0	0	1401	1487	0	3621	0	0	3106	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		45				45		5			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)			1	1			1		4	4		1
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	17	40	45	33	33	45	48	524	12	16	322	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	102	0	0	66	45	0	584	0	0	352	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab #2_AM
 03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0	0.0		0.0				0.0
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6				2
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		8.4			8.5	13.5		19.5			16.7	
Actuated g/C Ratio		0.29			0.30	0.47		0.68			0.58	
v/c Ratio		0.19			0.16	0.06		0.24			0.19	
Control Delay		9.3			13.3	2.7		4.8			9.0	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		9.3			13.3	2.7		4.8			9.0	
LOS		A			B	A		A			A	
Approach Delay		9.3			9.0			4.8			9.0	
Approach LOS		A			A			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length:	64											
Actuated Cycle Length:	28.7											
Natural Cycle:	40											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.24											
Intersection Signal Delay:	6.9						Intersection LOS: A					
Intersection Capacity Utilization:	48.9%						ICU Level of Service A					
Analysis Period (min):	15											

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab #2_PM
03/27/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↕↕	↗		↕↔		↗	↕	↗
Traffic Volume (vph)	88	347	54	98	454	180	80	58	88	129	48	110
Future Volume (vph)	88	347	54	98	454	180	80	58	88	129	48	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	13	13	10	10	11	13	13	13	11	11	13
Storage Length (ft)	0		0	0		68	0		0	0		0
Storage Lanes	0		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00			1.00							
Frts		0.983				0.850		0.948				0.850
Flt Protected		0.991			0.991			0.983		0.950		
Satd. Flow (prot)	0	3430	0	0	3164	1561	0	1693	0	1745	1837	1503
Flt Permitted		0.759			0.736			0.860		0.507		
Satd. Flow (perm)	0	2627	0	0	2350	1561	0	1481	0	931	1837	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				166		36				124
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		395			285			374			198	
Travel Time (s)		9.0			6.5			8.5			4.5	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.75	0.75	0.75	0.89	0.89	0.89
Heavy Vehicles (%)	17%	2%	11%	8%	5%	0%	10%	13%	3%	0%	0%	11%
Adj. Flow (vph)	102	403	63	110	510	202	107	77	117	145	54	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	0	0	620	202	0	301	0	145	54	124
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			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	0.96	0.96	1.09	1.09	1.04	0.96	0.96	0.96	1.04	1.04	0.96
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		2	2	2
Detector Template	Left			Left			Left					
Leading Detector (ft)	20	43		20	55	55	20	43		43	43	43
Trailing Detector (ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Position(ft)	0	-10		0	5	3	0	-10		-10	-10	-10
Detector 1 Size(ft)	20	6		20	6	6	20	6		6	6	6
Detector 1 Type	Cl+Ex	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	0.0
Detector 1 Queue (s)	0.0	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	0.0
Detector 2 Position(ft)		3			15	15		3		3	3	3
Detector 2 Size(ft)		40			40	40		40		40	40	40
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings
2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.

Rehab #2_PM
03/27/2023

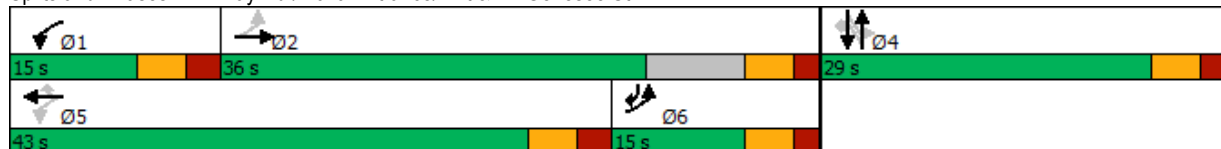


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Perm	NA		Perm	NA	pm+ov
Protected Phases	6	2		1	5			4			4	6
Permitted Phases	2			5		5	4			4		4
Detector Phase	6	2		1	5	5	4	4		4	4	6
Switch Phase												
Minimum Initial (s)	6.0	10.0		4.0	10.0	10.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	11.5	15.5		10.0	16.0	16.0	11.5	11.5		11.5	11.5	11.5
Total Split (s)	15.0	36.0		15.0	43.0	43.0	29.0	29.0		29.0	29.0	15.0
Total Split (%)	17.2%	41.4%		17.2%	49.4%	49.4%	33.3%	33.3%		33.3%	33.3%	17.2%
Maximum Green (s)	9.5	30.5		9.0	37.0	37.0	23.5	23.5		23.5	23.5	9.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)		5.5			6.0	6.0		5.5		5.5	5.5	5.5
Lead/Lag	Lag	Lag		Lead	Lead	Lead						Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	Min	None		None	None	None	None	None		None	None	Min
Act Effct Green (s)		40.2			26.9	26.9		17.7		17.7	17.7	30.4
Actuated g/C Ratio		0.58			0.39	0.39		0.26		0.26	0.26	0.44
v/c Ratio		0.35			0.68	0.29		0.75		0.61	0.12	0.17
Control Delay		8.6			22.2	5.3		34.7		37.2	22.6	3.7
Queue Delay		0.0			0.0	0.0		0.0		0.0	0.0	0.0
Total Delay		8.6			22.2	5.3		34.7		37.2	22.6	3.7
LOS		A			C	A		C		D	C	A
Approach Delay		8.6			18.1			34.7			21.9	
Approach LOS		A			B			C			C	

Intersection Summary


















Area Type: Other
 Cycle Length: 87
 Actuated Cycle Length: 69.4
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 18.5
 Intersection Capacity Utilization 63.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: Fay Rd./Plaza Entrance/Exit & W. Genesee St.



Lanes, Volumes, Timings
3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab #2_PM
03/27/2023

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	15	43	19	57	49	87	86	451	16	19	623	55
Future Volume (vph)	15	43	19	57	49	87	86	451	16	19	623	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	11	11	11	11	16	16	12	12	10
Storage Length (ft)	0		0	0		250	0		0	0		0
Storage Lanes	0		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	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		1.00				0.98		1.00			1.00	
Frt		0.966				0.850		0.996			0.988	
Flt Protected		0.991			0.974			0.992			0.999	
Satd. Flow (prot)	0	1940	0	0	1724	1487	0	3961	0	0	3374	0
Flt Permitted		0.905			0.779			0.742			0.930	
Satd. Flow (perm)	0	1770	0	0	1379	1464	0	2962	0	0	3141	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				83		7			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		749			644			394			642	
Travel Time (s)		17.0			14.6			9.0			14.6	
Confl. Peds. (#/hr)	5					5	6		1	1		6
Peak Hour Factor	0.77	0.77	0.77	0.93	0.93	0.93	0.91	0.91	0.91	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	7%	0%	5%	2%	2%	2%	0%	6%	0%
Adj. Flow (vph)	19	56	25	61	53	94	95	496	18	20	670	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	114	94	0	609	0	0	749	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	0.92	0.92	0.92	1.04	1.04	1.04	1.04	0.85	0.85	1.00	1.00	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	2	1	2		1	2	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	20	40		20	43	43	20	43		20	43	
Trailing Detector (ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Position(ft)	0	-10		0	-10	-10	0	-10		0	-10	
Detector 1 Size(ft)	20	6		20	6	6	20	6		20	6	
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)		0			3	3		3			3	
Detector 2 Size(ft)		40			40	40		40			40	
Detector 2 Type		Cl+Ex			Cl+Ex	Cl+Ex		Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings
 3: W. Genesee St. & Montrose Ave./Charles Ave.

Rehab #2_PM
 03/27/2023

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Detector 2 Extend (s)		0.0			0.0	0.0		0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		Perm	NA	
Protected Phases		4			8	1	1	6			2	
Permitted Phases	4			8		8	6			2		
Detector Phase	4	4		8	8	1	1	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0	4.0	4.0	10.0		10.0	10.0	
Minimum Split (s)	11.5	11.5		11.5	11.5	8.5	8.5	15.5		15.5	15.5	
Total Split (s)	24.0	24.0		24.0	24.0	12.0	12.0	28.0		28.0	28.0	
Total Split (%)	37.5%	37.5%		37.5%	37.5%	18.8%	18.8%	43.8%		43.8%	43.8%	
Maximum Green (s)	18.5	18.5		18.5	18.5	7.5	7.5	22.5		22.5	22.5	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0	1.5	1.5	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		5.5			5.5	4.5		5.5			5.5	
Lead/Lag						Lead	Lead			Lag	Lag	
Lead-Lag Optimize?						Yes	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	None		None	None	
Act Effct Green (s)		10.6			10.6	15.4		26.2			21.4	
Actuated g/C Ratio		0.25			0.25	0.37		0.63			0.51	
v/c Ratio		0.21			0.32	0.16		0.32			0.46	
Control Delay		14.8			20.2	4.1		5.8			12.2	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		14.8			20.2	4.1		5.8			12.2	
LOS		B			C	A		A			B	
Approach Delay		14.8			13.0			5.8			12.2	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 64

Actuated Cycle Length: 41.6

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

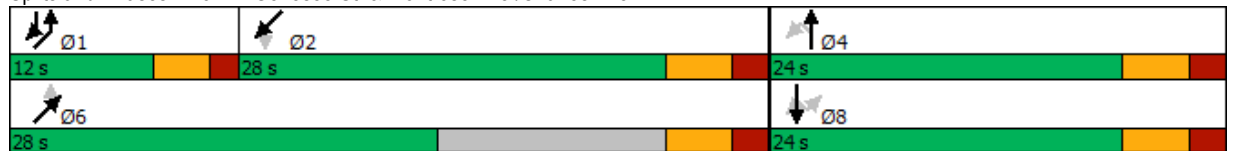
Maximum v/c Ratio: 0.46

Intersection Signal Delay: 10.1 Intersection LOS: B

Intersection Capacity Utilization 61.2% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: W. Genesee St. & Montrose Ave./Charles Ave.



E

**Public Engagement
Summaries**

Land Use and Zoning Public Workshop - July 2023

Land Use and Zoning Public Workshop – July 12, 2023

A public workshop related to land use and zoning, as well as mobility issues, will be held on **July 12, 2023 from 5:00 pm to 7:00 pm at the Solvay Fire Department's community room**. This is a drop-in workshop, so feel free to stop by at any time.

Village of Solvay Fire Department
1925 Milton Ave, Solvay, NY 13209
July 12, 2023
5pm to 7pm

Please watch the below introductory video prior to the meeting. If you are unable to watch on your own, the same presentation will be given at 6 pm at the public session.



[July 12, 2023 – Public Engagement Materials](#)

A recorded introductory presentation was made available on the SMTC's website and YouTube channel starting on June 27, 2023, with an invitation to attend a public workshop on July 12, 2023. The presentation provided a brief overview of the SMTC, the overall goals of the study, and laid out the relationship between land use and walkability. The video walked through existing zoning regulations and visualized draft concepts for the Westvale Plaza area based on new, mixed-use zoning regulations recently adopted by the Town of DeWitt. Additionally, the video offered up questions for residents to consider in terms of what types of spaces make them feel comfortable outside of a personal vehicle.

YOU'RE INVITED!
Public Workshop
 Westvale Plaza Area
 Pedestrian & Bicycle
 Mobility Assessment



Purpose:

- To brainstorm mobility improvements that your community would like to see for the area/roads in and around Westvale Plaza.

Meeting Format:

- Drop-in workshop with interactive stations - 5-7pm
- Please watch the introductory video on our website prior to the meeting.
 - Presentation will be given live at 6pm for those unable to watch online.

Watch Intro Video Here:



<https://smtcmpo.org/westvaleplazastudy/>

Wednesday, July 12th
 Drop in anytime between
5:00 - 7:00 p.m.
 in the **Community Room**
 at the
Solvay Fire Department
1925 Milton Ave

SMTC is conducting this study process with the Town of Solway, Village of Solway, City of Syracuse, New York State Department of Transportation (NYSDOT), Onondaga County Department of Planning and Control.

Syracuse Metropolitan Transportation Council

Meeting facility is ADA Accessible.
 To request special accommodations, please contact the SMTC at communications@smtc.org or 315.422.5795 at least one week prior to the meeting.

A flyer announcing the public workshop was sent to the Study Advisory Committee (SAC) to share on the Town and Village municipal websites and social media pages. Additionally, SMTC posted the announcement on its Facebook page on two occasions, which were collectively shared 20 times. The introductory video was viewed 145 times by the date of the workshop, and a live version of the presentation was given at the workshop for individuals who were unable to watch online.

Syracuse Metropolitan Transportation Council
 June 27 at 8:43 AM

We'll be hosting a public workshop for our Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment on Wednesday, July 12 from 5 p.m. to 7 p.m. at the Solvay Fire Department. You can drop in at any point between 5 and 7 p.m. to brainstorm with us about the mobility improvements you'd like to see in and around Westvale Plaza. Take a few minutes to check out the study intro video on our website, and then stop by on July 12 to let us know what you think!
<https://smtcmpo.org/westvaleplazastudy/>

YOU'RE INVITED!
Public Workshop
 Westvale Plaza Area
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6 comments 12 shares



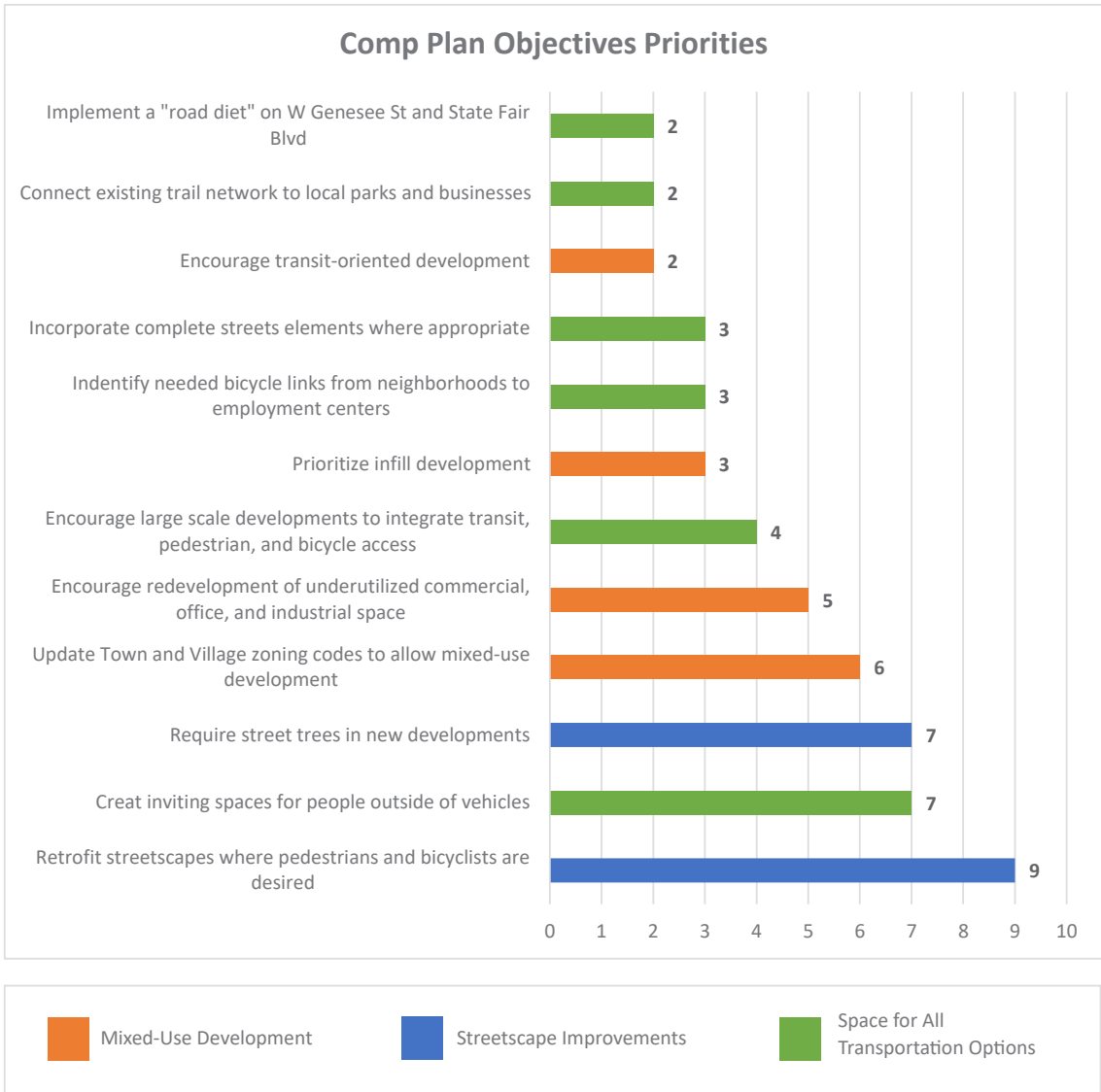
On July 12, 2023, SMTC staff hosted the public workshop at the Village of Solvay’s Fire Department, utilizing the facility’s community and training rooms. In total, 22 individuals attended the workshop, including seven members of the SAC. Half of the attendees noted they had watched the introductory video prior to attending.

The workshop included two sets of interactive posters and a display of draft concept plans for the Westvale Plaza area. A live version of the presentation was given halfway through the workshop in a separate room, allowing individuals who had already viewed the online version to continue their discussions with SMTC staff.

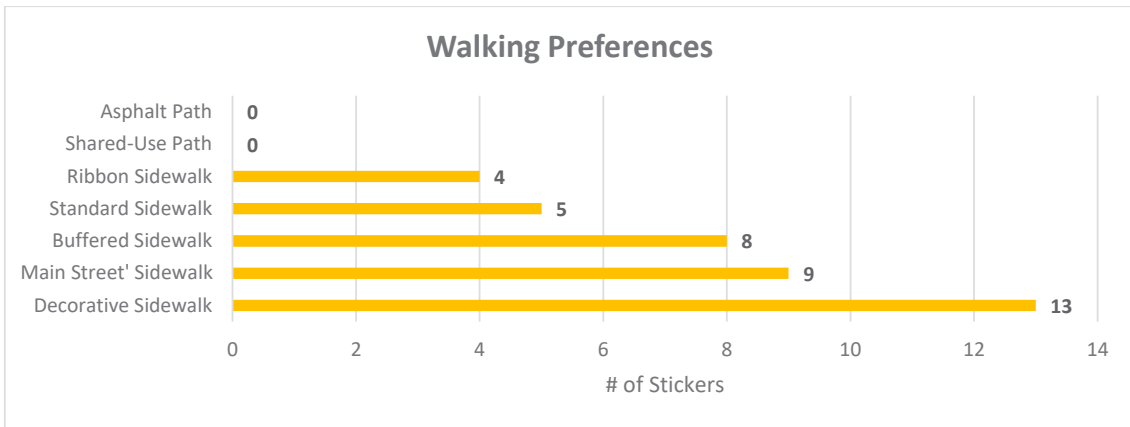
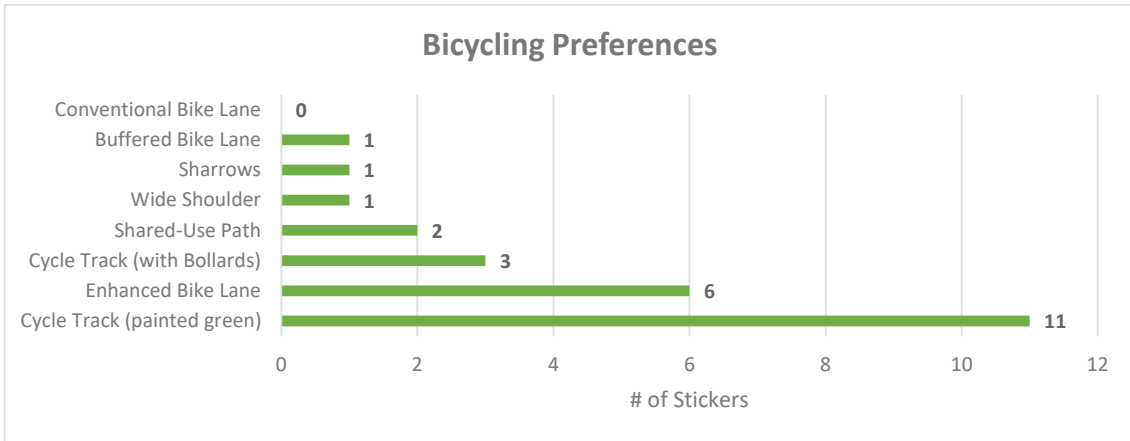
Interactive Posters

Attendees were asked to look at three different posters and rank their preferences for different recommendations. At each station, attendees were given three stickers to rank their top three preferences. They did not need to use all three stickers and could use more than one sticker for each option.

The first poster highlighted objectives from the Town and Village’s joint Comprehensive Plan that relate specifically to Westvale Plaza. The objectives were broken down into three major themes: mixed-use development, streetscape improvements, and space for all transportation options. Most attendees were open to the idea of mixed-use development, but several specified for it only to be used within Westvale Plaza and not further along the W Genesee St corridor. Many attendees were also strongly in favor of street trees and other streetscape improvements.



The other two posters showed photos and descriptions of a variety of bicycle and pedestrian treatments, like shared-use paths, bike lanes, and sidewalks. Most attendees acknowledged the need for more bicycle and pedestrian facilities, but many expressed hesitancies towards un-protected bicycle facilities. A two-way, green-painted cycle track was by far the most preferred treatment. Wide sidewalks with decorative elements were also noted as being desirable.



Draft Concept Plans

Large printouts of three draft concepts for potential future development of Westvale Plaza were displayed on tables surrounded by informational boards. The informational boards identified real world examples of strip mall to mixed-use center developments from across the country, along with examples of façade improvements and village-style development. SMTC staff were on hand to walk attendees through the concepts and how they were developed, including the use of the Town of DeWitt’s mixed-use zoning standards, specifically for parking requirements.

Most attendees were generally positive towards the idea of mixed-use development occurring within Westvale Plaza and some of the immediate lots surrounding the plaza. Some questioned why the concepts only depicted changes to Westvale Plaza, noting the need for improvements at Geddes Plaza, across Charles Ave, and some of the other commercial spaces across W Genesee St. There was interest in seeing some sort of investment act as a catalyst for further investment in the commercial district, believing that the development of a smaller lot could spur a larger investment within the Plaza itself.

Providing a space for a future grocery store was a recurring theme through discussions. Specific concerns were raised regarding the local Ukrainian community, many of whom reside in the apartments just north of the Plaza, as attendees noted they are often walking to perform daily errands in the area. This need for a closer grocery store within a walkable distance was also reflected in a recurring preference for the

inclusion of senior housing in any future mixed-use development. Several conversations included discussions on the need for smaller housing units, such as townhouses, within the Village and Town, which are seen as attractive to both older and younger residents as they are often more affordable and come with less upkeep.

A representative from the plaza's property management expressed concerns heard from tenants that the draft concepts do not include their current locations. Many tenants have signed leases for the medium to long-term future (5-10 years). SMTC staff emphasized that the concepts are not proposals to build, but instead long-term visions to help showcase what zoning changes may allow for in the future. Staff welcomed the chance to speak directly with any current tenants to discuss the ongoing study and better understand the more immediate needs of the area.

The property manager noted that some cosmetic improvements are being looked at in conjunction with the Town's Climate Smart Communities (CSC) grant funded project, which will bring sidewalks and greenspace to the roadway edges.

Email Feedback

SMTC staff received comments and questions through email after the announcement of the public workshop. The following emails have not been edited for content, but have had identifying information removed.

June 30, 2023

Hi,

I saw the online video about the Westvale plaza area and upcoming meeting.

I own a business in the plaza and was wondering what it means for current tenants? I realize these are drafts, but they appear to leave out current businesses.

Thank you

SMTC staff response:

Thank you for your interest in our Westvale Plaza Area Bicycle & Pedestrian Mobility Assessment. The draft concepts presented within the introductory video are not proposals and we do not anticipate that they will be acted upon in any way by the current plaza owners. Instead, the concepts are aimed at demonstrating to the Town and Village what a more flexible zoning code could allow in the future.

As a current business owner, we welcome your thoughts on how the current design of the plaza and the surrounding roads affects your business, and ideas you might have for the future of the area.

Our study is focused primarily on creating more accessibility in and around the Plaza area for individuals outside of personal vehicles. While creating safe and accessible routes on the public streets is the main goal of this study, we are discussing zoning and land use policies to help demonstrate that the type of development has an impact on how comfortable people feel getting around on foot or on a bike or by transit.

We welcome your feedback from your own experience in the Plaza area and as a current tenant. We encourage you to attend our public workshop on Wednesday, July 12th to share your views with us and others. If you are unable to attend, we also encourage you to email us with any specific ideas, concerns, or questions you may have.

Response:

Thank you so much for the information.

I appreciate it.

I will try to make the meeting on the 12th.

Thank you

July 10, 2023

I was reviewing video and all and think it would be a great idea to redesign all of Westvale plaza area. Remember also the area around Manchester road and west genny by Toro lawn mower service has had a very bad time with speeders and unsafe drivers killing deer, injuring other animals could you install a light on that area would be the best – the town of geddes have tried with the speed sign and stacking o ut there but we think a traffic would help out tremendously. Let me know thank u

SMTC staff response:

Thank you for reviewing our study’s introductory video and for your comments. At this time, our study area and scope of work are confined to the area east of Orchard Rd, focused primarily on pedestrian, bicycle, and transit access to the commercial center. Before a traffic signal can be approved at the Manchester Rd / W Genesee St intersection, a separate engineering study would be required, which would be performed by the State as W Genesee St is a State road. We will forward your comment along to the State for their review.

Thank you again for your comments and we encourage you to provide any additional comments you may have over the course of this study.

July 12, 2023

I received the following communication from a resident. Could you please advise us how to have the community respond?

Included email text:

Hello – I have reviewed the video and many of the documents on your webpage relative to tonight’s meeting and this project. I have thoughts, ideas and concerns I would like to share for your consideration relative to the W. Genesee St Corridor and W. Genesee St between Westvale Plaza and Wegmans, in general.

I have not found anywhere on the webpage for such a communication. Is there a place on the webpage for comments? Is there a particular person assigned to Geddes and W. Genesee St relative to this study and project?

SMTC staff response:

I apologize for not having contact information on our study's webpage. We will be updating that today for any future contacts regarding the Westvale Plaza study.

As the project manager for this study, I would be happy to accept any and all comments, questions, and concerns related to this area. My full contact information is below. We would love to hear your feedback and about your experiences in this area.

Email: tbardenett@smtcmpo.org

Phone: 315-422-516, ext. 1305

We also would like to encourage your attendance at our public workshop later this afternoon at the Solway Fire Department's Community Room, a flyer is attached with more information. This is a drop-in session, so feel free to come at any time between 5pm and 7pm to discuss directly with SMTC staff.

Mobility Public Workshop - November 2023

Mobility and Accessibility Public Workshop – November 16, 2023

Upcoming Public Workshop – Mobility (November 16th)

A public workshop focused on improving mobility and accessibility for people on foot, riding bikes, and taking transit, will be held on **November 16, 2023 from 5:00pm to 7:00pm in the Cherry Road Elementary cafeteria***. This is a drop-in workshop, so feel free to stop by at any time.

Cherry Road Elementary
201 Cherry Rd
Syracuse, NY 13219

Unable to attend or want to know more before you go? Please watch the presentation below, which provides a brief summary of the study and introduces the draft concepts that will be on display and discussed in detail at the public workshop. A PDF version of the information presented at the workshop can be found below the summary video.



[November 16, 2023 – Public Engagement Materials](#)

**Meeting facility is ADA accessible. To request special accommodations, please contact the SMTC at contactus@smtcmpo.org or call 315.422.5716 at least one week prior to the workshop.*

A recorded summary presentation was made available on the SMTC's website and YouTube channel starting on October 31, 2023, with an invitation to attend a public workshop on November 16, 2023. The presentation provided a brief overview of the SMTC, the overall goals of the study, summarized the Land Use and Zoning workshop from July 2023, and described the draft mobility concepts that were developed for this workshop. The summary video was intended to provide information to individuals who could either not attend the public workshop or would like additional information before attending.

YOU'RE INVITED!
**Public
Workshop**
Westvale Plaza Area
Pedestrian & Bicycle
Mobility Assessment

Purpose:

- To brainstorm potential roadway improvements that will enhance accessibility to the Westvale Plaza area for people on foot, riding bikes, and taking transit

Meeting Format:

- Drop-in workshop with **interactive stations - 5-7pm**
- Workshop materials and summary video are available on our website below.

**Thursday,
November 16th**
Drop in anytime
between
5:00 - 7:00 p.m.
in the **Cafeteria**
at
**Cherry Road
Elementary**
201 Cherry Rd
Syracuse, NY 13219

smtcmpo.org/westvaleplazastudy/



A flyer announcing the public workshop was sent to the Study Advisory Committee (SAC) to share on the Town and Village municipal websites and social media pages. Additionally, the SMTC posted the announcement on its Facebook page on three occasions. Collectively, all posts were shared 15 times. The summary video was viewed 45 times by the date of the workshop.



Syracuse Metropolitan Transportation Council

November 1 at 12:22 PM · 🌐

...

We will be hosting a second public workshop for our Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment on Thursday, November 16, 5-7 p.m. at Cherry Road Elementary School. Please stop by!

Unable to attend or want to know more before you go? Watch the video presentation on our website <https://smtcmpo.org/westvaleplazastudy/>

Meeting facility is ADA accessible. To request special accommodations, please contact the SMTCC at contactus@smtcmpo.org or call 315.422.5716 at least one week prior to the workshop.

[Town of Geddes](#)

[Westvale Neighborhood Association - Syracuse NY](#)

[Solvay Geddes Historical Society](#)

YOU'RE INVITED!
Public Workshop
Westvale Plaza Area
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On November 16, 2023, SMTC staff hosted the public workshop at Cherry Road Elementary, within the Westhill School District, utilizing the facility’s cafeteria. In total, 20 individuals signed in at the workshop, including five members of the SAC.

The workshop included a summary station describing the SMTC, the genesis for the study, and a summary of the Land Use and Zoning workshop held in July 2023. Beyond the summary station, two sets of corridor maps depicting draft recommendations along the Charles Ave / Montrose Ave and Salisbury Rd corridors were accompanied by point-of-view (POV) visualizations. SMTC staff were stationed at each location to discuss specific ideas and address questions from attendees.

Introductory Station



Attendees viewed five boards that summarized who the SMTC is, the genesis of the current study, and a summary of the previous public workshop which focused on land use and zoning.

Some attendees who had not attended the previous workshop commented on the draft redevelopment concepts presented in July, specifically regarding where parking would be located and how it would be accessed. SMTC staff noted that the draft concepts looked to move parking to the rear of the property in favor of easier access from the sidewalk and street. This is in keeping with the Town and Village’s stated goal within their joint comprehensive plan to “permit high density, multi-story, mixed-use infill development that reflects a traditional ‘village’ atmosphere along primary transportation corridors.”¹

¹ Town of Geddes and Village of Solvay, *Town of Geddes & Village of Solvay Comprehensive Plan* (2019), pg. 35

Charles Ave / Montrose Ave Corridor



Two large scale maps of the Charles Ave / Montrose Ave corridor were presented to attendees, one with existing conditions and the other showcasing draft concepts of how to improve the corridors for all transportation modes. The maps were surrounded by POV photo simulations of the draft concepts shown on the second map. Concepts included widening existing sidewalks, extending sidewalks where they are currently missing, using speed cushions and painted bump outs as you approach intersections, and chicanes along the 500 block of Charles Ave. Additionally, concepts showcased more defined access management approaches within the commercial blocks of Charles Ave and Montrose Ave.

Attendees were largely supportive of the ideas displayed, especially in terms of extending sidewalks and the use of painted bump outs at intersections. Discussions on the use of speed cushions were mixed, with some believing there are less intrusive ways to keep vehicles traveling slower and others noting their experiences with speed cushions in the City of Syracuse have overall achieved the goals set forth in this study. A question on whether temporary speed cushions, or seasonal ones, could be explored, to allow for snow plowing to occur unincumbered over the winter, was asked. SMTC staff stated that temporary options will be looked into as concepts are refined.

The creation of defined driveways to improve access management was met with positive reactions overall, with some believing the practice could go further in some locations, specifically on the western side of Montrose Ave.

Discussions about formal connections between the Heritage Hills apartments complex and the upper parking lot of Westvale Plaza occurred, with an interest in extending the roadway and potentially opening the underutilized land for further residential development. Currently, makeshift “goat” paths do appear in the brush between the apartment complex and the plaza, indicating a formal connection may be desired.

Draft concepts proposed consolidating the four bus stops, two in each direction, that serve the plaza into two bus stops, one in each direction, at the Charles Ave / Montrose Ave intersection. SMTC staff explained that ridership is higher at this location and consolidation could create more of an anchor as you enter the commercial space. Attendees largely agreed that most riders would be coming from the Heritage Hills apartments or from the nearby businesses, making the consolidated location appropriate. Some attendees expressed a desire to consolidate stops at the Fay Rd entrance to encourage riders to walk through the Plaza prior to boarding the bus. Frequency of service remains a barrier to increased ridership.

Discussions held between attendees noted a lack of bicycle parking throughout the commercial node, which restricts the ability of cyclists to patronize the businesses as there is no safe space to leave their bikes. Additionally, attendees noted Veo scooters seeing their batteries cut out in front of the former Tops Grocery location, creating conflicts as users leave them in the middle of the lot. A desire for a more dedicated space to leave personal bikes and scooter share vehicles was noted.

Several attendees asked what the likelihood of these concepts being implemented is. SMTC staff noted that decisions on implementation are up to the road owners, but that many of the concepts are designed in a way that they could be implemented quickly and relatively cost effectively if the desire is there.

Salisbury Rd Corridor



An off-road shared use path and on-road protected shared used path were depicted as draft concepts on a large-scale map of Salisbury Rd, accompanied by two POV photo simulations. The draft concept aimed to provide a direct connection between the Town, Village, and City for individuals who are walking or riding a bike. The protected on-road path would provide a safer space for people walking and biking while narrowing overly wide travel lanes for cars, encouraging slower speeds. The off-road path would occur in spots where the roadway currently narrows and sight lines are poor, primarily as you head east towards

the City. Removing the path from the roadway reduces potential conflict points and provides needed room to maneuver where deer sightings are frequent.

Attendees discussed existing issues with people walking and biking along Salisbury Rd in areas where sightlines were difficult due to hills and sun angle. Overall, they supported providing separate facilities for people to walk and bike as a way to make all modes of travel safer and more predictable.

Support for the protected facilities resulted in some attendees asking about the potential to continue them further down Salisbury Rd to Cherry Rd as a way for kids to reach their school. Additionally, questions on whether the paths should continue along S Orchard Rd towards Western Lights were raised, along with what treatments would occur at the W Genesee St / Orchard Rd intersection. SMTC staff noted that the current study area ends at the S Orchard Rd / Salisbury Rd intersection, but will state within the final report that desire lines continue past this location. SMTC staff will also address within the final report the need for treatments at W Genesee St / Orchard Rd but that the current concepts do not demonstrate any.

On the eastern side of the study area, at the Avery Ave / Salisbury Rd / Whittier Ave intersection, attendees noted existing conflicts between vehicles due to the awkward angle at which Burnet Park Dr intersects with the intersection. Attendees believed the concept shown would address some of those conflicts but suggested rerouting Burnet Park Dr further east to meet Whittier Ave at the existing traffic triangle near Coleridge Ave if the grade of the terrain is not too difficult.

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Draft Report Public Review and Comment



Syracuse Metropolitan Transportation Council

The Metropolitan Planning Organization for the Greater Syracuse area.

About Us

Public Participation

Publications

Planning Activities

Data

News/Announcements



Home » News/Announcements

February 28, 2024: The next Forum on Active Transportation (FOAT) has been scheduled for March 21st from 3:30 – 5:00 PM. More details are available [here](#).

February 26, 2024: The draft report for the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment is now available for public review through March 15th. More details are available [here](#).

News/Announcements

RFPs

Public comment period announced on the SMTC website's News / Announcements page.

Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment

Draft Report for Public Review

The draft Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment report is available for public review and comment through March 15, 2024. Comments can be submitted via email to tbarnett@smtcmpo.org.

[DRAFT Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment](#)

Public comment period announced on the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment webpage.

The draft Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment report was posted online for public review from February 23, 2024 to March 15, 2024. A link to the draft report was sent to all public workshop attendees who provided an email address on the sign in form, encouraging them to review the report, provide additional comment, and share the link with friends, family, and neighbors.

SMTC E-mail to Public Workshop Attendees

Good morning,

Out for Public Review and Comment: A draft of the Syracuse Metropolitan Transportation Council's (SMTC) Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment is now available for public review and comment.

Please visit the study's website (<https://smtcmpo.org/westvaleplazastudy/>) to access the document. SMTC

staff will be accepting comments through March 15th. Comments and questions can be submitted via email to this address (tbardenett@smtcmpo.org). All comments and SMTC staff responses will be documented within an appendix of the report.

Additionally, you will find all materials shared at both public workshops on the website, including two recorded presentations.

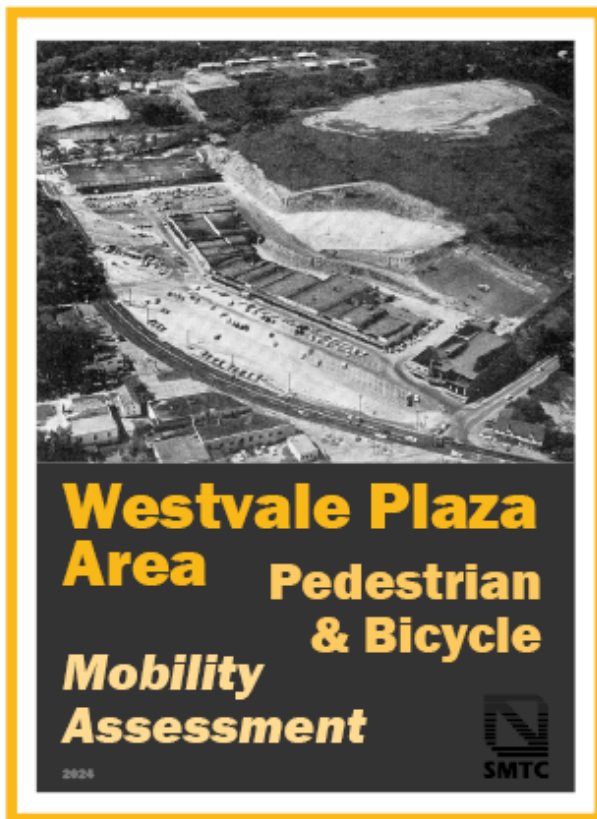
We encourage you to review the document, provide your thoughts and questions, and share it with your neighbors for their own review.

Thank you all for your participation at our public workshops and we look forward to hearing from you as we complete this study.

Public Comment Period Announcement

The public comment period was announced via social media (Facebook and Instagram) by the SMTC and the Town of Geddes. The Town of Geddes also provided a physical copy of the draft report within the Clerk's office at the Town Hall.

Document for Public Review and Comment



The Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment

is an evaluation aimed at improving connections between residential neighborhoods and the commercial district along W Genesee St for people outside of personal vehicles.

Email comments to
TBARDENETT@SMTCMPO.ORG
through March 15, 2024.

**Review the document at:
smtcmpo.org/westvaleplazastudy/**

Syracuse Metropolitan Transportation Council
 February 26 at 8:22 AM · 🌐

A draft of the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment is now available for public review and comment. Please visit the study's website to access the document.
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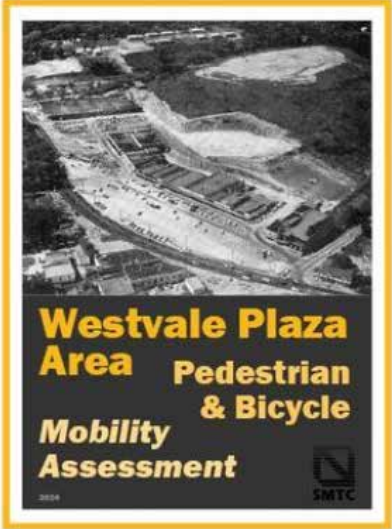
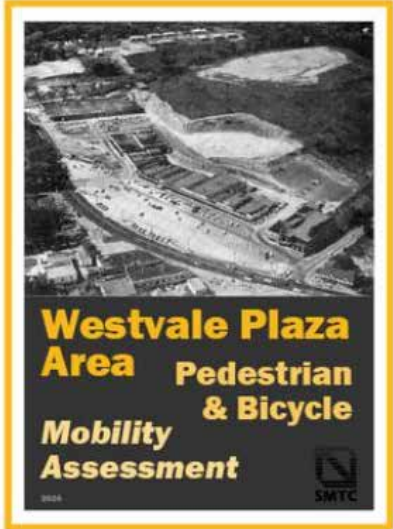
Comments and questions can be submitted via email to tbardenett@smtcmpo.org through March 15. All comments and SMTC staff responses will be documented within an appendix of the report.

All materials shared at both public workshops can be found on the website, including two recorded presentations.

Town of Geddes
 February 23 at 7:12 PM · 🌐

The Syracuse Metropolitan Transportation Council has a draft prepared of the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment report and is asking for the public to review and comment on the study's webpage:
<https://smtcmpo.org/westvaleplazastudy/>

Comments will be accepted via email through March 15th, and documented, along with SMTC staff responses, within the final appendices of the report.

 Document for Public Review and Comment		 Document for Public Review and Comment	
	<p>The Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment is an evaluation aimed at improving connections between residential neighborhoods and the commercial district along W Genesee St for people outside of personal vehicles.</p> <p>Email comments to TBARDENETT@SMTCMPO.ORG through March 15, 2024.</p>		<p>The Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment is an evaluation aimed at improving connections between residential neighborhoods and the commercial district along W Genesee St for people outside of personal vehicles.</p> <p>Email comments to TBARDENETT@SMTCMPO.ORG through March 15, 2024.</p>
<p>Review the document at: smtcmpo.org/westvaleplazastudy/</p>		<p>Review the document at: smtcmpo.org/westvaleplazastudy/</p>	

Social media posts announcing the public review and comment period, SMTC (left) and Town of Geddes (right).

**Public Comment Responses
 February 24, 2024**

I live on Sherfield Drive, close to the intersection of West Genesee Street and Orchard Road. No sidewalk exists for most of the walk between that intersection and Westvale Plaza. Walking on the shoulder of West Genesee Street there is dangerous. A sidewalk in that area would make walking far safer.

SMTC staff response:

Thank you for reviewing our draft report and for your comment. Due to the recent paving project performed by New York State Department of Transportation, connections along W Genesee St were not evaluated, outside of the Town of Geddes' ongoing Climate Smart Communities (CSC) project. The CSC project, which is currently in the design phase, does include some sidewalk expansion around the Westvale Plaza area, but does not include sidewalks along the Wescott Reservoir on the southern side of the street or west of Byrne Dairy on the northern side.

Providing improved pedestrian connections along this corridor has been discussed with the study advisory committee. While this study's focus area did not include this further exploration of W Genesee St, the desire for those connections will be documented and provided to the Town and Village for their future considerations.

February 24, 2024

I gleaned the subject report this morning and was very excited to see the proposed improvements for pedestrian and bicycle safety around the areas mentioned. These improvements around Westvale Plaza are indeed sorely needed.

In the report there is no focus on the section of West Genesee Street from the end of Westvale Plaza to the intersection of Onondaga Rd.(Rt.173). I live on Scarboro Drive in the Village of Solvay. Many of us who live in this very short stretch of area would love to walk to the shopping and eatery options at either end. We cannot as there isn't a sidewalk and we are forced to drive. The epitome of the island effect.

In addition to the isolation with no pedestrian options there is the danger of those who have no options to drive. So often do I pull out onto W Genesee St. to see grocery store, restaurant, retail and other workers walking on this busy street at a very high risk. As you might assume, the problem is worse in winter when the shoulder of this road gets only more narrow.

The distance of this span is just about 1.5 miles but it is a perilous pedestrian commute for not only the people who walk from the city to their jobs in the Fairmount Fair retail area but for those of us who simply don't feel that it's necessary to take a car for what could be a .75 mile walk to a grocery store.

Is there any way to expand this study or exploration to include this stretch of W. Genesee Street?

SMTc staff response:

Thank you for reviewing our draft report and for your comment. Our study's scope of work was primarily focused on connections between Westvale Plaza and its immediate surrounding neighborhoods. A further exploration of connections between Westvale Plaza and Fairmount Fair would require an additional planning effort.

Due to the recent paving project performed by New York State Department of Transportation, connections along W Genesee St were not evaluated, outside of the Town of Geddes' ongoing Climate Smart Communities (CSC) project. The CSC project, which is currently in the design phase, does include some sidewalk expansion around the Westvale Plaza area, but does not include any expansion west of Fay Rd.

Providing improved pedestrian connections along this corridor has been discussed with the study advisory committee. While this study's focus area did not include this further exploration of W Genesee St, the desire for those connections will be documented and provided to the Town and Village for their future considerations.

February 26, 2024

I just saw this on your instagram, and I'm excited to add my thoughts. I would have gladly participated in the workshop if I had known about it, as revitalizing this plaza would greatly impact my daily life. Please add me to your email list for this project, if there is one! :)

I live on Avery, in Syracuse, only 0.5 miles away. I'm newer to this area, and have never lived in a place that is this low on a walk-score (65), and that felt so unfriendly to pedestrians. In every other city I've lived in, I could walk to a grocery store (on sidewalks!), and this deficit has created doubts about staying here long-term. If there were a grocer (as well as other stores like hardware store, pharmacy, restaurants, post office?, etc) in that plaza, it would be a game-changer. Of course, there are businesses there, but the feeling of the plaza has kept me away from trying any of the stores—it feels unfriendly, desolate, a little creepy, which is

probably not helping current businesses if others feel similarly to me (and maybe they don't!).

If I walked to this plaza, I would take Charles Ave from Driscoll, so your recommendations on that location are spot on. This is NOT currently a fun place to walk. Sidewalks, street trees, and managed road access would help a ton.

I wanted to add a vote toward your Redevelopment Concept #2. I'd like to see denser buildings like in this plan: I don't want to feel like I'm trekking to the next store. I agree with:

- specialty grocer or local farmers market space so competition with the nearby groceries doesn't run it out of business

For 4.4 public workshop: I agree with street trees (and other native shrubs and groundcover plantings!), wide sidewalks, protected bike lanes **throughout** the plaza (not just parking at the edge of the parking lot. You'd still have to traverse unsafe space to get to the sidewalk! PHOTO attached), and mixed use development, like Milton Ave, James St in Eastwood, Hanover Square!, or other walkable cities, like Philadelphia or worst case, Bay Street in Emeryville, CA (PHOTO attached. stores below, housing above).

This is just a re-paste of what your report included, and I wanted to second it/vote for it (with an articulation, although I know details of development depend on the next developer. Just wanted to pass along my 2 cents for the planners).

1. Create an **integrated** mixed-use center;
2. Maintain a space for a grocery store;
3. Hold the corner at the W Genesee St / Charles Ave intersection, either through building development or a pedestrian plaza, with the aim of creating a more inviting entrance into the Plaza area;
4. Frame the Fay Rd entrance;
5. Encourage the growth of a street wall, along W Genesee St, where buildings come up towards the sidewalk instead of set back, often behind a parking lot, which creates a more inviting environment to walk ; and
6. Use the development as a transition zone between suburban and urban areas. Residents within the Town of Geddes have expressed a desire to maintain the residential character along W Genesee St west of the Plaza. By concentrating commercial development, and denser residential units, within the Plaza, you are able to prevent development from sprawling further west

Only edit to the last one is to build mixed use buildings, NOT separate townhouses and then commercial... in my opinion this continues the suburban, car-driven mentality... This redevelopment would be smart to think "local village," not "no-mans land in-between suburbs and city." Tumble Rock in Camillus is NOT a bridge from suburban to city life. It's fully suburban (or maybe worse). It's depressing to note the (private, not public like a city street) parking and road directly outside the building, which reduces community feel, and the green space is an inaccessible storm drain... People who live here just incidentally live together—they are not part of an urban fabric, which promotes walking and integration with other daily activities. It's like they live in a residential version of a strip mall...

Thanks so much for reading!

Fingers crossed some of these improvements in your draft make it through to those in charge.

SMTC staff response:

Thank you for reviewing our draft report and for your comments. The public review and comment period currently underway is the last piece of our study before it is presented to the SMTC Planning and Policy Committees to be acknowledged as complete. After the report is completed, it is up to the individual facility owners, including the Town of Geddes, Village of Solvay, and City of Syracuse, to consider which, if any, of the recommendations included within this document they would like to pursue.

I wanted to note that we did not receive the photos you mention within your comments, but your overall comments are clear even without the visuals.

The discussion within the report on zoning and land use is built upon the work of the Town and Village's Joint Comprehensive Plan from 2019, indicating a desire for future mixed-use development around the Westvale Plaza area. The draft concepts shown within are based on the mixed-use zoning currently in use within the Town of Dewitt in order to showcase what may be allowable with only minor tweaks to their zoning regulations. Ultimately, any zoning changes will be up to the Village of Solvay and Town of Geddes. Mixed-use zoning may provide more flexibility for future developers, including a mix of housing and commercial development.

Tumble Rock, within the Town of Camillus, is not a perfect mix of housing and commercial space, nor does it serve as a transition between urban and suburban development, but it does highlight a changing form of suburban development that sees value in mixing uses. Westvale Plaza's location on the city line, in a more densely developed area, would likely encourage a different form of mixed-use than the more suburban nature of Tumble Rock. Having a more flexible zoning district in place along with improved pedestrian, cycling, and transit connections may encourage developments that emphasize those forms of mobility more than the current style of development.

February 27, 2024

On the Montrose and Charles Ave suggestions of speed bumps this would be problematic for both Montrose and Charles Ave in storms. FYI.

SMTC staff response:

Concerns related to stormwater runoff have been factored into our discussions and is one reason we believe speed cushions are preferable to speed bumps in these locations. Speed cushions do not cross the entirety of the roadway, leaving space between each cushion and the curb for emergency vehicle tires to run in order to avoid impeding their movement. At the same time, these openings will allow for stormwater runoff to flow into the existing stormwater drainage system as they currently do. Placement of the speed cushions, and their specific designs, can be tailored to further address these concerns if the Village chooses to pursue their installation in the future.

For winter storms, the current pilot program being run within the City of Syracuse has shown that asphalt speed cushions are able to make it through the winter with minimal damage from snow plowing, if properly signed so plow drivers are made aware.

We would also like you to consider these recommendations as a menu of options. We believe they all work well together in creating a cohesive neighborhood greenway to ensure slow moving vehicles to better improve access for people on foot or riding bikes, but they can also be applied separately or added over time.

Please let us know if you have any further comments or questions as you review, as well as the general interest

level in possibly pursuing any of the recommendations mentioned within the report.

March 11, 2024

First and foremost,

Thank you both for your time and consideration. I am including Mr. Miczan in this email chain, because I think it is of the utmost importance for our elected officials that actually represent the first ward, where the above mentioned proposal is taking place, be aware of his constituents' observations and concerns. I don't believe the people of Solvay, especially those that reside in the first ward who will be most affected, have been accurately represented.

I would like to start with observations: Much of the Village of Solvay's infrastructure is in disrepair, especially the sidewalks and streets. It is common to see crumbling concrete, weeds growing, and displaced storm drains; Among roads that are failing. Adding more to an already stressed system seems counterintuitive. Raising questions: Who will be responsible for maintaining bike lanes, new sidewalks, roads? Will proposed speed bumps be seasonal or permanent? If permanent- will this effect plowing in the winter? Will this cause ponding water? Ice dams? Have the Village of Solvay's Highway Department, Police Department, Fire Department, or Electric Department been consulted? Does the current plaza ownership work collaboratively with elected officials on current issues that involve infrastructure and improvements? And if not, why proceed with good faith bargaining. How has it come to be that the Plaza is in such disrepair? How do the current tenants, some very long standing, feel about being displaced?

I am very familiar with the layout of the Westvale Plaza and surrounding businesses. There are four apartment complexes within feet of Westvale Plaza, adding housing into an already densely populated village will in no doubt increase the crime rate, decrease single family home property values and stress our EMS services. Fact: according to US Census Bureau.com 51 % of Solvay is rental property. Only 49 % of the village is owner occupied. It is my understanding the Village of Solvay is currently having difficulty tracking, maintaining communication with landlords. Fact: according to Crimesciencejournal.biomedcentral.com "In communities with unstable population size, residents avoid socially investing in their neighborhoods, which hurts community organization and weakens social control, thus increasing misbehavior and crime (Miethe et al., 1991; Sampson 1988) Fact: According to neighborhoodscout.com the National Median incident of Crimes Per Square Mile is 27, Solvay it's 54. Twice the National Median and greater than New York.

Concerns: who is responsible for financing the funding for the maintenance of these improvements? Will Centro be responsible for the bus stations? Will the plaza owner? How much crime is already occurring at Centro bus stops? Has a needs assessment been done? How much new business does the Village need? Vacant commercial buildings line Milton Ave, to the South East intersection of West Genesee/Charles/Montrose a vacant office building, and to the west all along West Genesee street. How much "shrink" occurs at our plaza stores? Family Dollar is targeted regularly and Target and Marshalls have implemented loss prevention strategies.

Questions: On Page 64 "Attendees were generally positive towards the idea of mixed-use development within Westvale Plaza and some on the immediate lots surrounding the plaza. Expansion of mixed-use development further west down W. Genesee Street was discouraged". Leaving me perplexed. Where do the bicyclists and pedestrians go after they get so far West on West Genesee Street? Does the bike lane just end? And why not continue mixed use west down West Genesee Street? Is it because the Town wants the revenue but not the responsibility? Does the Town want tax dollars but not the residents that come with it?

In closing I have been a life-long resident of the first ward and am nauseated that I am writing to you today.

I feel as though the first ward, owner occupied residents and the Village of Solvay-especially our Elected officials continue to disregard our concerns and put their vested interest above the greater good and the life-long residents of the Village. 51% just went to 52%.

SMTC staff response:

Thank you for reviewing our draft report and for your comments. They will be included in the appendix of the final report along with all other public comments we have received.

We would like to note that this is a planning level study and is not a binding document. The Town of Geddes and Village of Solvay are encouraged to pursue any recommendations within this report that they believe best fit the needs of their community. As the SMTC does not own any infrastructure, it is up to the facility owner to pursue capital projects.

The mixed-use concepts shown within the report are not plans to build, but, instead, shown to help visualize what may be allowed if zoning regulations are altered. This was also done to evaluate any potential traffic impacts that may arise from changes to land use. This conversation primarily sprung from the Town and Village's Joint Comprehensive Plan from 2019, which envisioned the area surrounding Westvale Plaza as "Neighborhood Commercial/Mixed Use." The intent of the recommended zoning changes is to provide more flexibility for property owners within this commercial district. They would not impact the Plaza's ability to continue functioning as a commercial plaza but would provide room for changes if desired by the owners. The concepts showcased various levels of redevelopment to illustrate ways in which it can occur over time.

Concerns related to stormwater runoff have been factored into our discussions and is one reason we believe speed cushions are preferable to speed bumps along the Charles Ave / Montrose Ave corridor. Speed cushions do not cross the entirety of the roadway, leaving space between each cushion and the curb for emergency vehicles, such as ambulances and fire trucks, to run in order to avoid impeding their movement. At the same time, these openings will allow for stormwater runoff to flow into the existing stormwater drainage system as they currently do. Placement of the speed cushions, and their specific designs, can be tailored to further address these concerns if the Village chooses to pursue their installation in the future.

For winter storms, the current speed cushion pilot program being run within the City of Syracuse has shown that asphalt speed cushions are able to make it through the winter with minimal damage from snow plowing, if properly signed so plow drivers are made aware. You can learn more about the City's pilot program on their website.

Additional green infrastructure, including trees, shrubbery, and bioswales, are being evaluated as part of the Town's Climate Smart Communities (CSC) grant project, to further address stormwater runoff concerns.

Any permanent infrastructure pursued as a result of recommendations from this report will require additional engineering analysis before they can be installed. Engineers from both the Town and Village have been kept informed throughout this study.

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**Additional Concept
Maps and Visuals**

Existing Conditions and Concept Comparisons

On the following pages you will find comparisons between the existing conditions around Westvale Plaza, based on satellite imagery, and the recommendations included within this report. Recommendations aimed to stay within the public right-of-way wherever possible, with small adjustments identified for private properties where needed. This includes the potential re-stripping of parking lots that stretch into the public right-of-way or may be impacted by changes to access management.

Where noted, concepts include preliminary sketches of the Town of Geddes' Climate Smart Communities (CSC) grant application. This includes additional greenery and sidewalks along W Genesee St. The concepts were included as the Town intends to move forward with this vision.



**Existing
Conditions**

Left Page



**Concept
Plans**

Right Page

Existing Conditions



Concept Plan

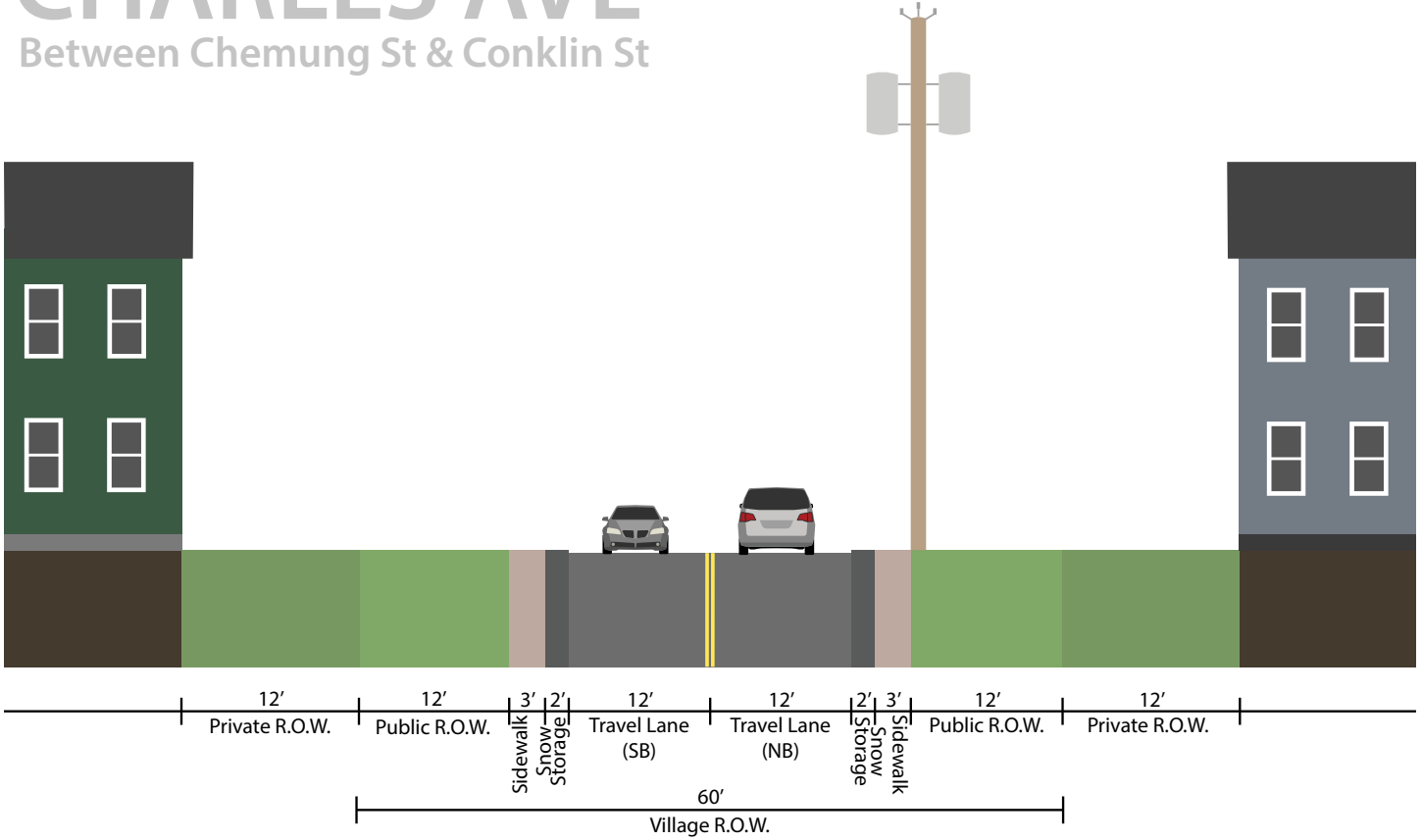


Note: Streetscape improvements shown along W Genesee St and its side streets are concept designs from the Town of Geddes' Climate Smart Communities grant application, submitted in 2021.

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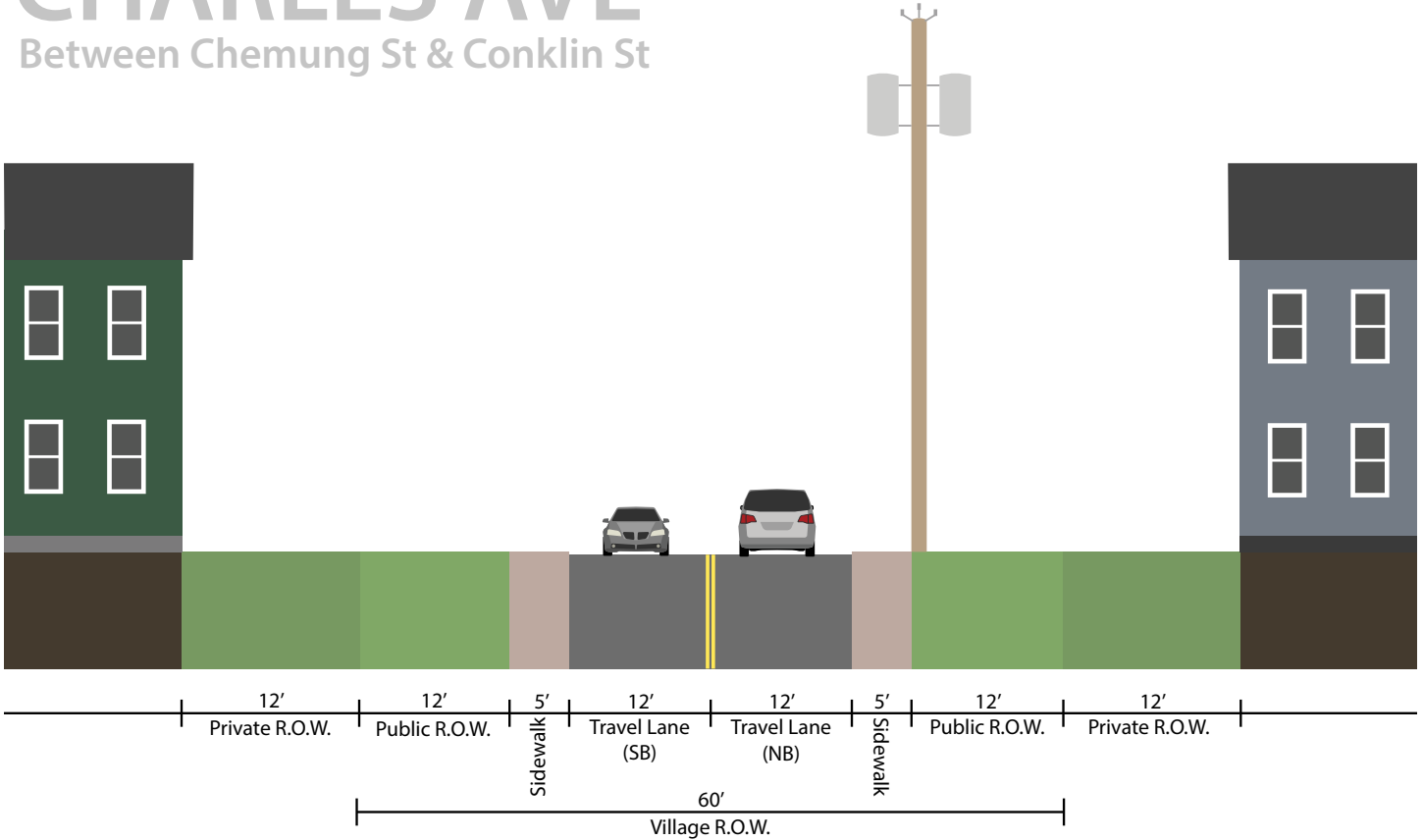
CHARLES AVE

Between Chemung St & Conklin St



CHARLES AVE

Between Chemung St & Conklin St



Existing Conditions



Figure X: Speed Cushions, Charles Ave - looking south

Concept Plan

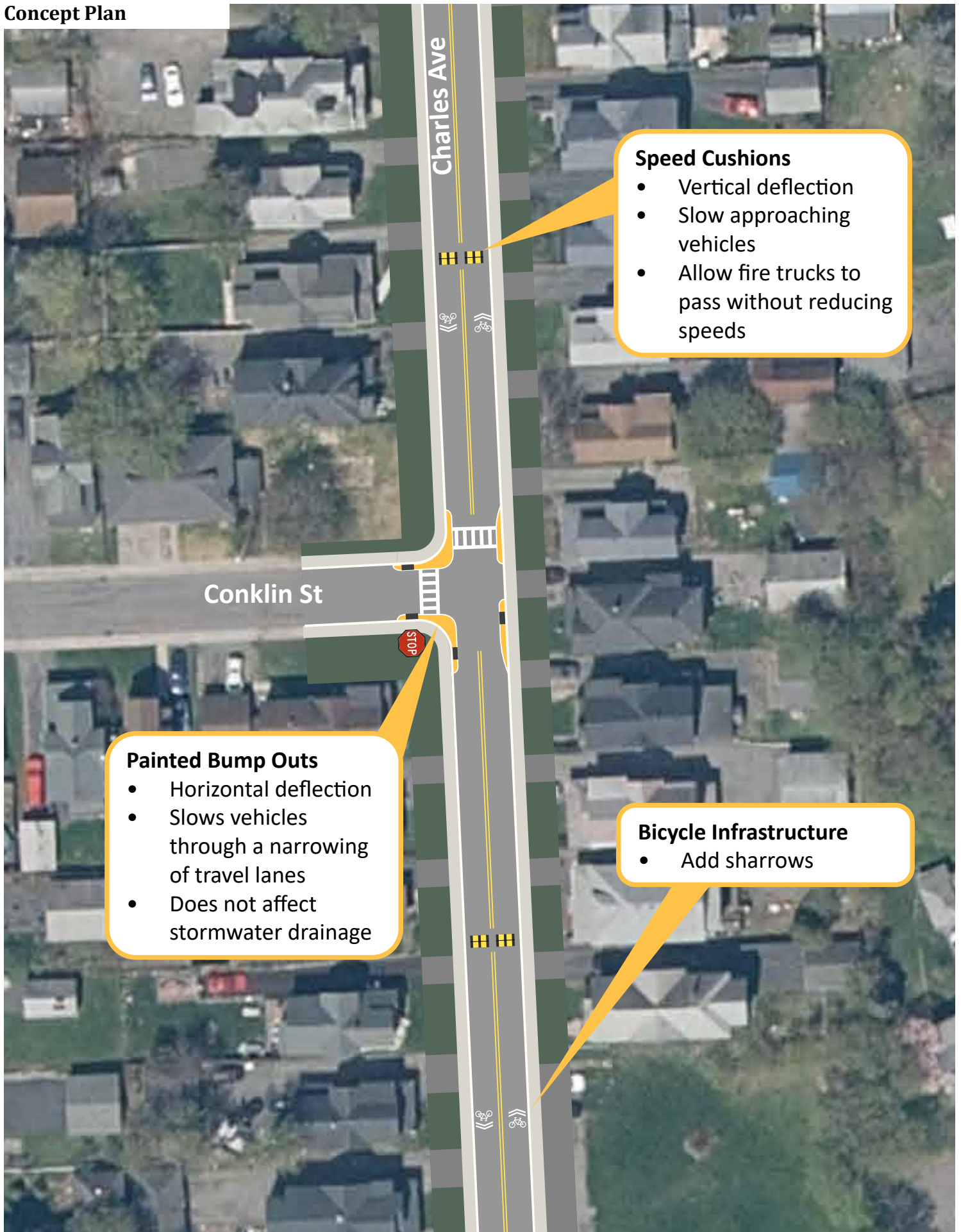
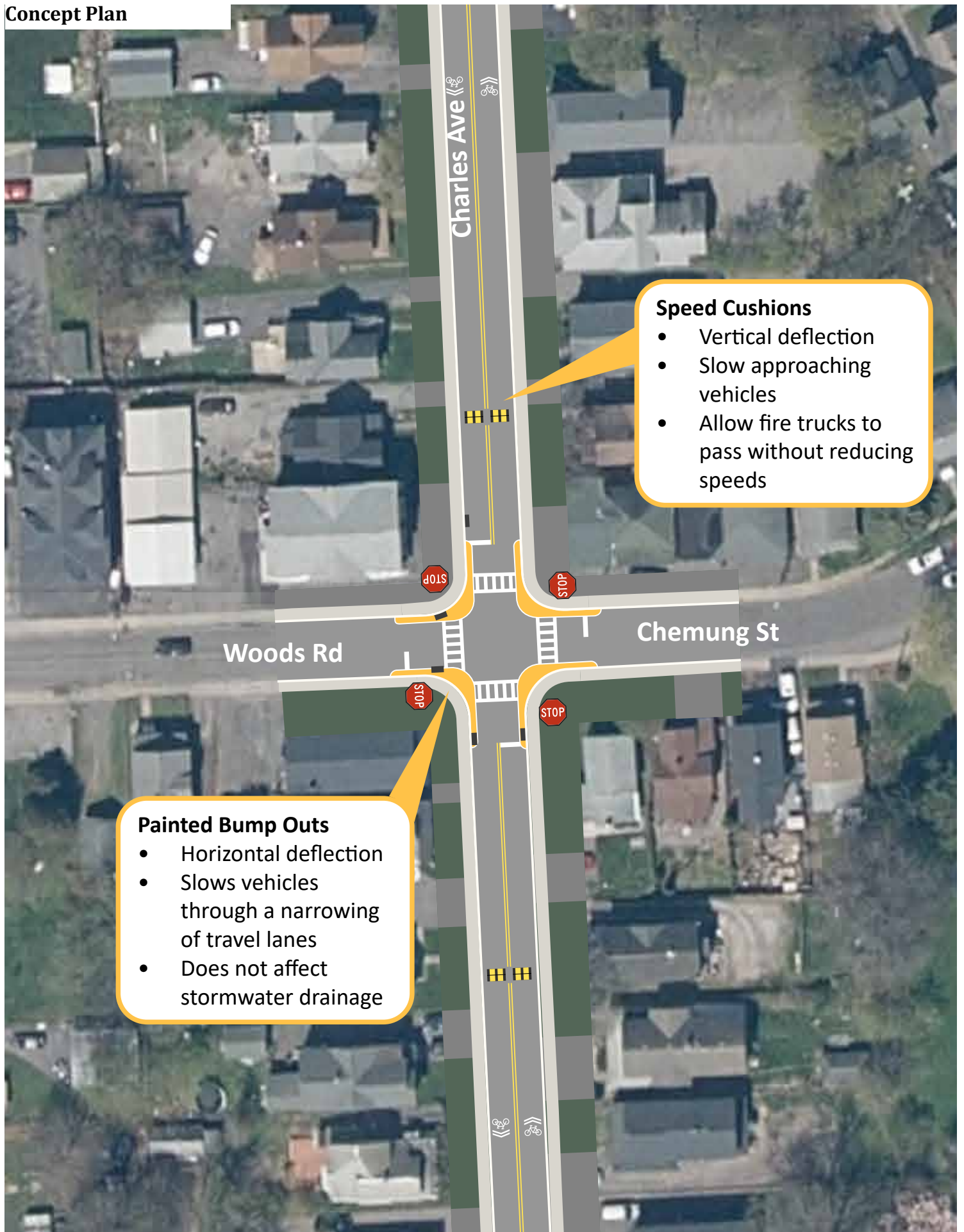


Figure X: Speed Cushions, Charles Ave - looking south

Existing Conditions



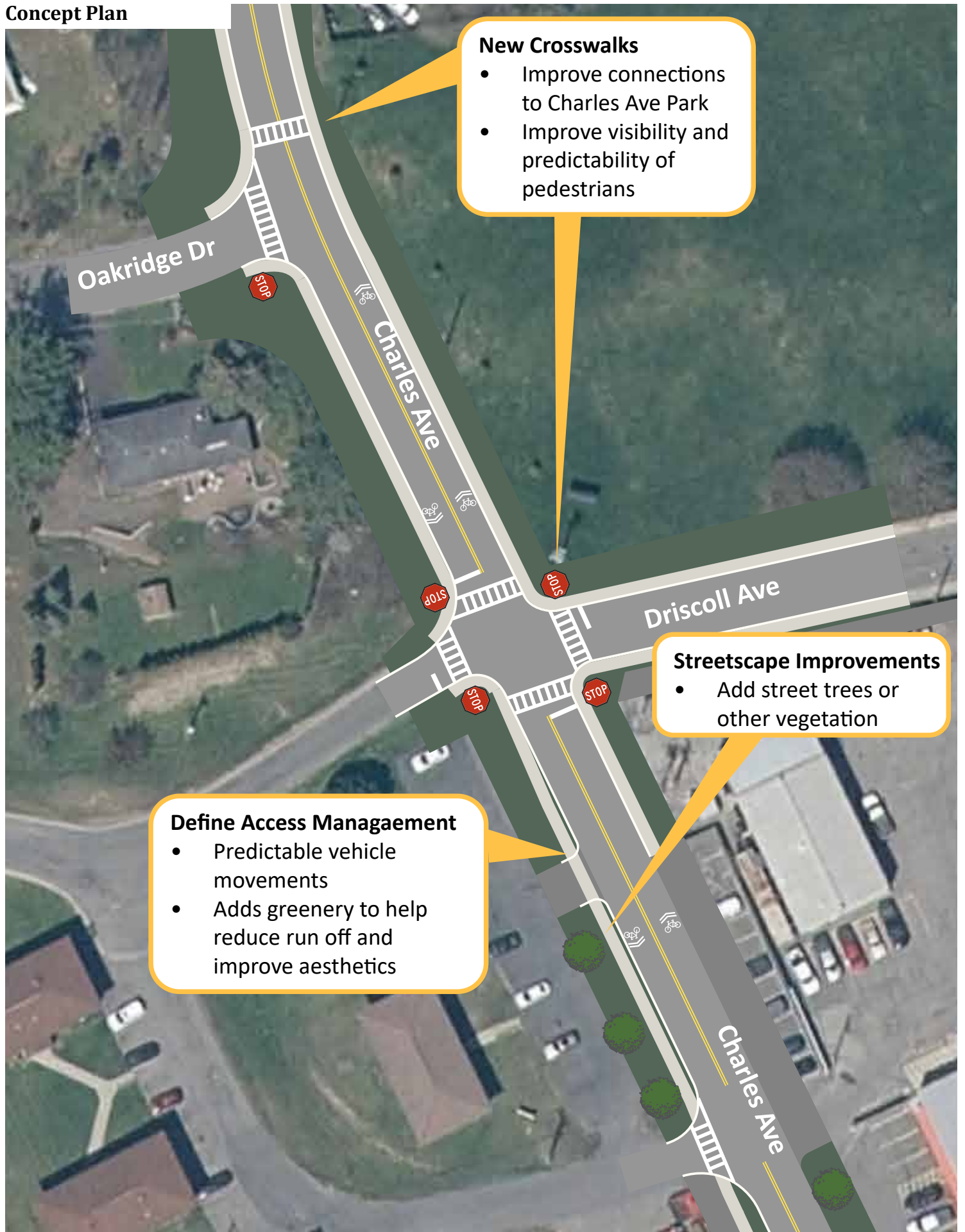
Concept Plan



Existing Conditions



Concept Plan



New Crosswalks

- Improve connections to Charles Ave Park
- Improve visibility and predictability of pedestrians

Streetscape Improvements

- Add street trees or other vegetation

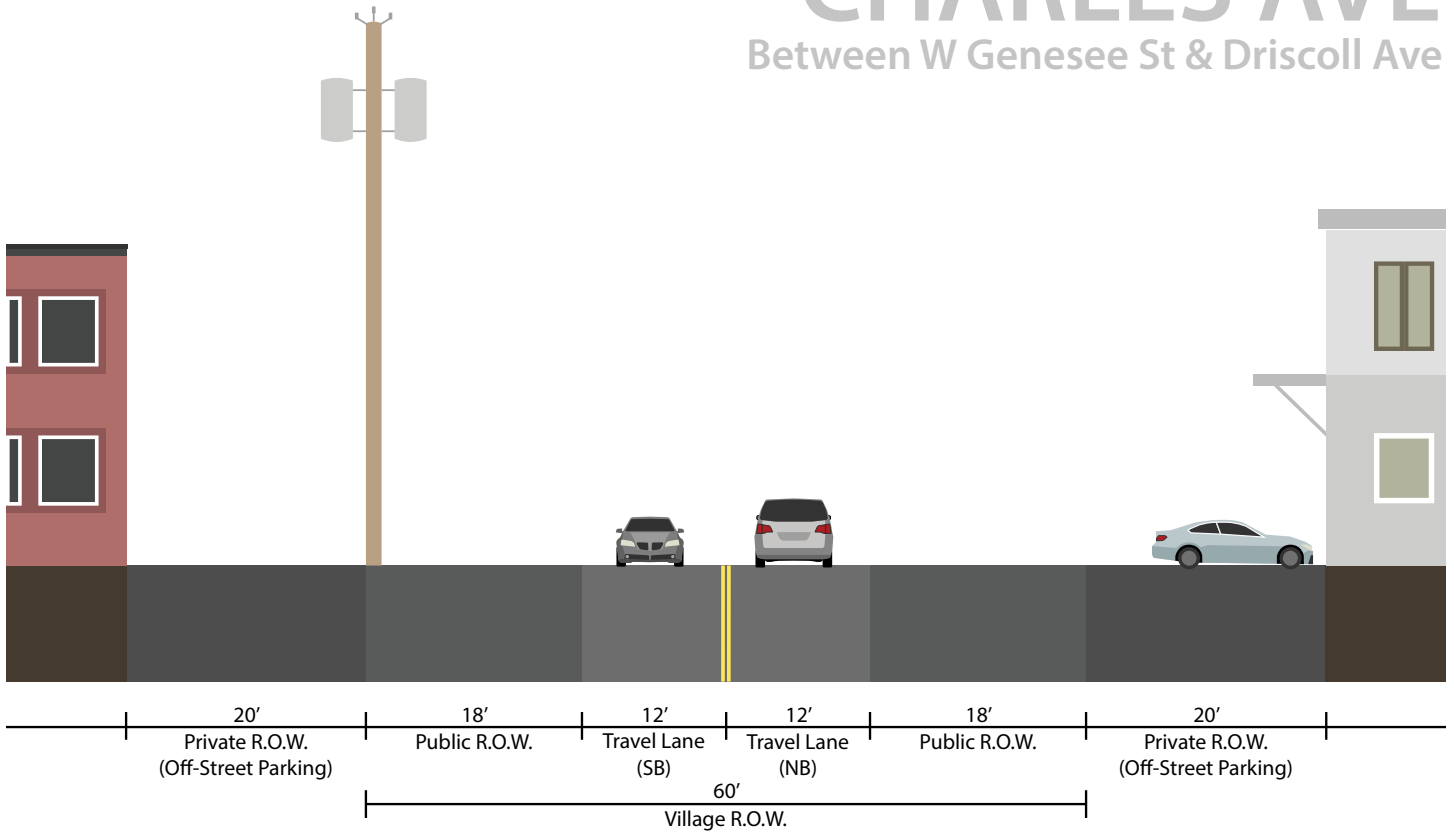
Define Access Management

- Predictable vehicle movements
- Adds greenery to help reduce run off and improve aesthetics

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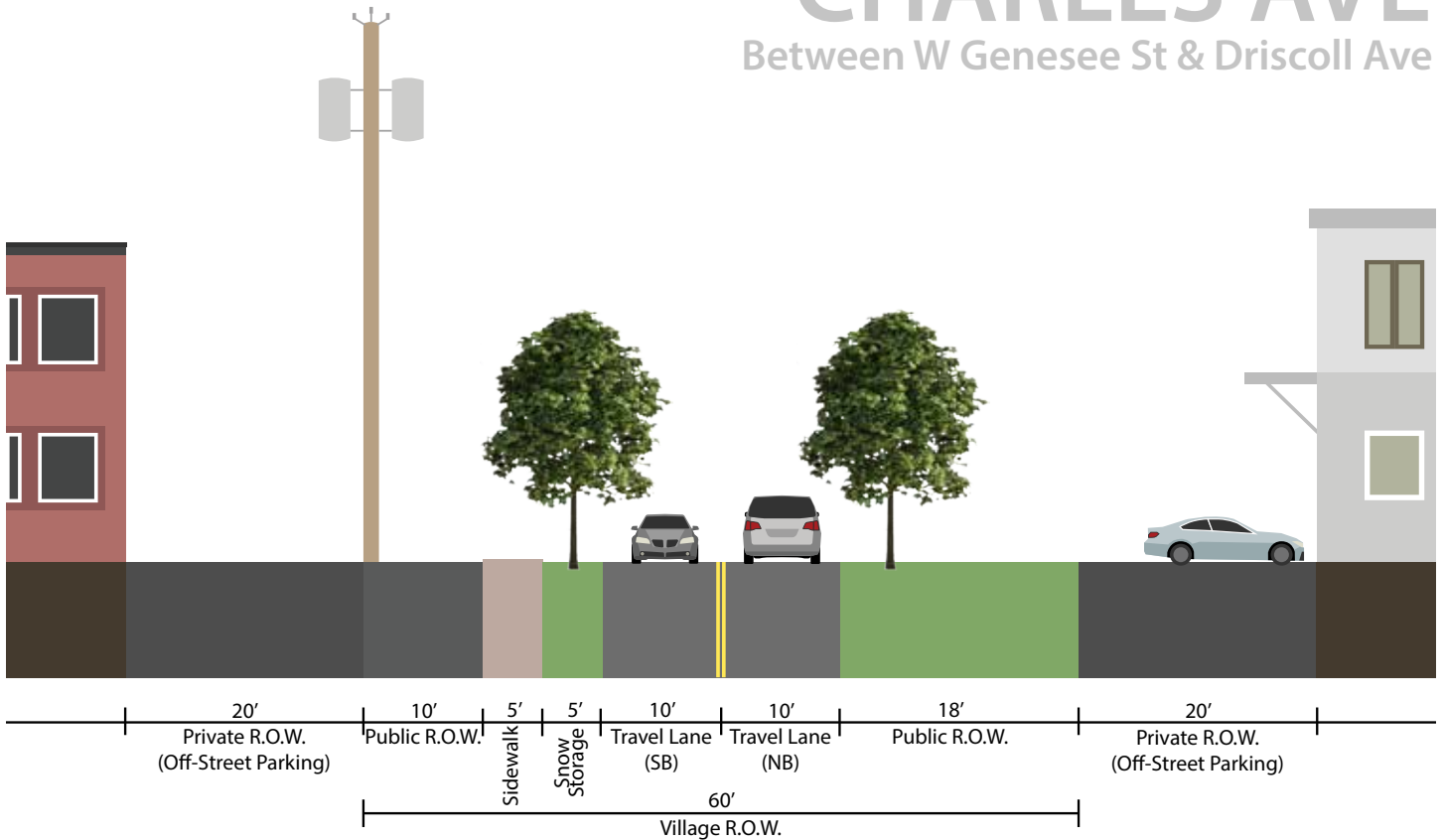
CHARLES AVE

Between W Genesee St & Driscoll Ave



CHARLES AVE

Between W Genesee St & Driscoll Ave



Existing Conditions



Concept Plan



Define Access Management

- Predictable vehicle movements
- Adds greenery to help reduce run off and improve aesthetics
- May reduce some parking
- Defines the roadway edges

Chicanes

- Horizontal deflection
- Slows vehicles through narrowing and shifting of travel lane
- Grass chicanes assist in storm water runoff events

New Sidewalk

- Fewer conflicts along Western side
- Connects directly to dense residential developments

Bicycle Infrastructure

- Add sharrows

Existing Conditions



Concept Plan



Mid-Block Crossing

- Shortens walk from residential areas
- Narrows roadway to slow vehicles

New Sidewalk

- Utilize both sides of the street
- Continue into Geddes Plaza

Define Access Management

- Predictable vehicle movements
- Adds greenery to help reduce run off and improve aesthetics
- May reduce some parking
- Defines the roadway edges

Transit Improvements

- Consolidate stops
- Enhance stop amenities

Note: Streetscape improvements shown along W Genesee St and its side streets are concept designs from the Town of Geddes' Climate Smart Communities grant application, submitted in 2021.

Existing Conditions



Concept Plan



Define Access Management

- Predictable vehicle movements
- May reduce some parking
- Defines the roadway edges

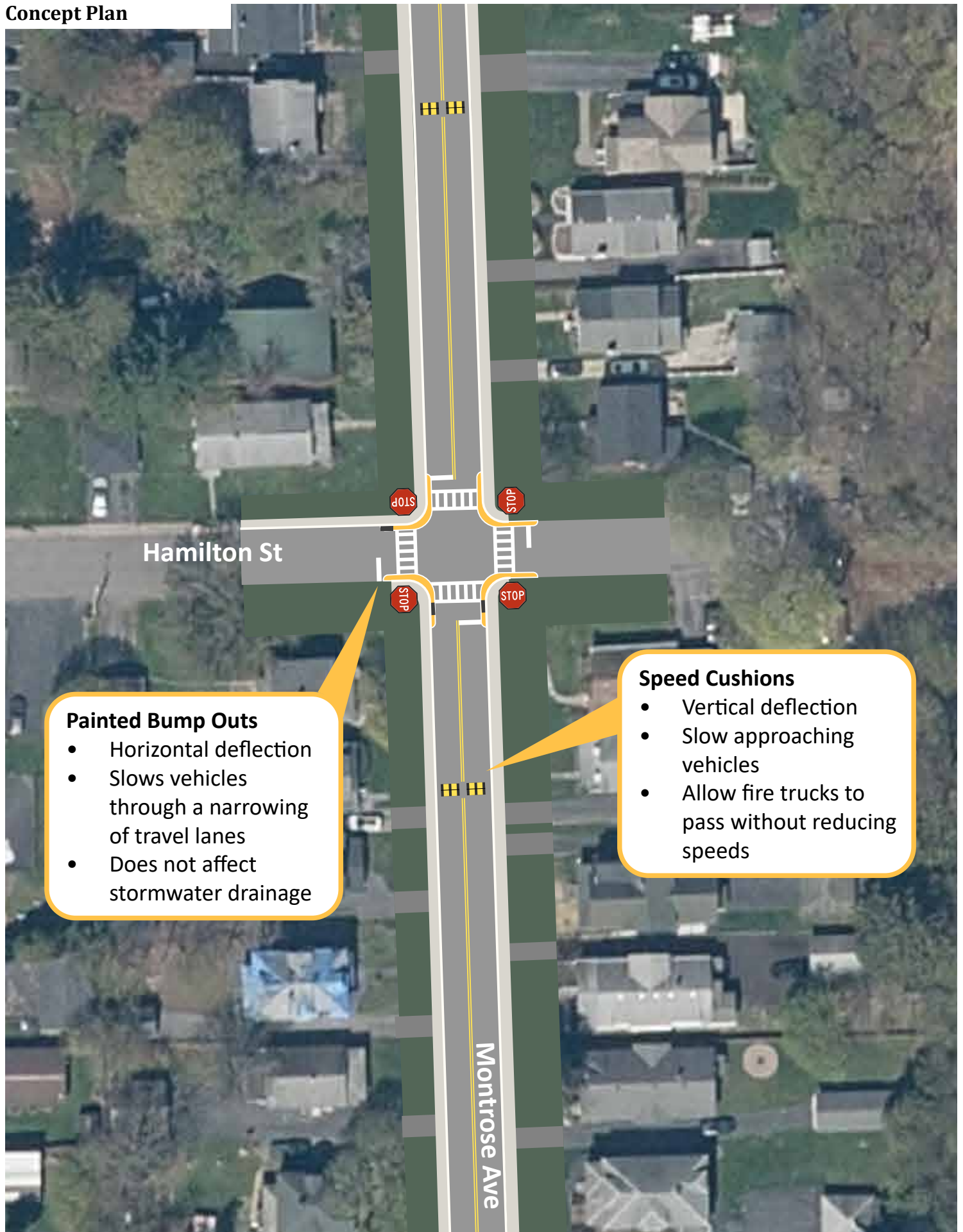
Complete Sidewalk

- Connect existing sidewalks north to W Genesee St

Existing Conditions



Concept Plan



Painted Bump Outs

- Horizontal deflection
- Slows vehicles through a narrowing of travel lanes
- Does not affect stormwater drainage

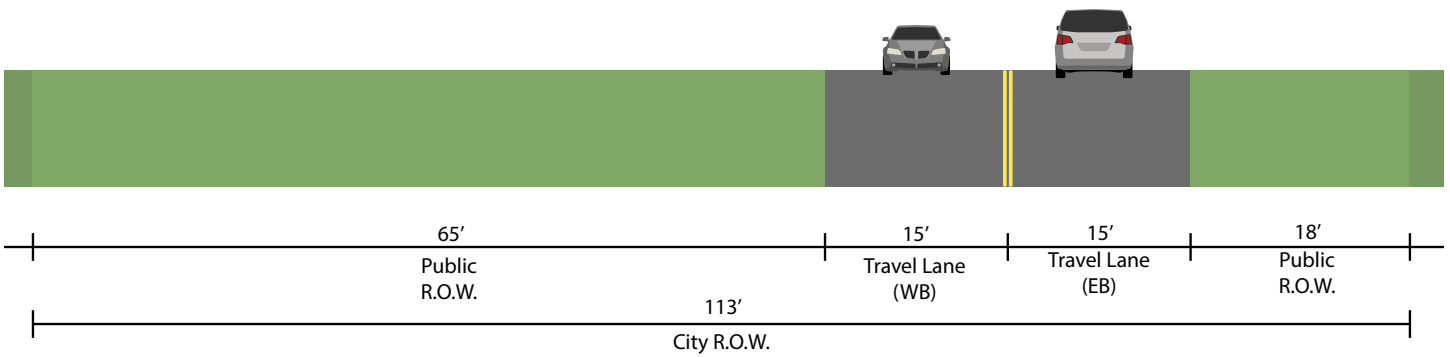
Speed Cushions

- Vertical deflection
- Slow approaching vehicles
- Allow fire trucks to pass without reducing speeds

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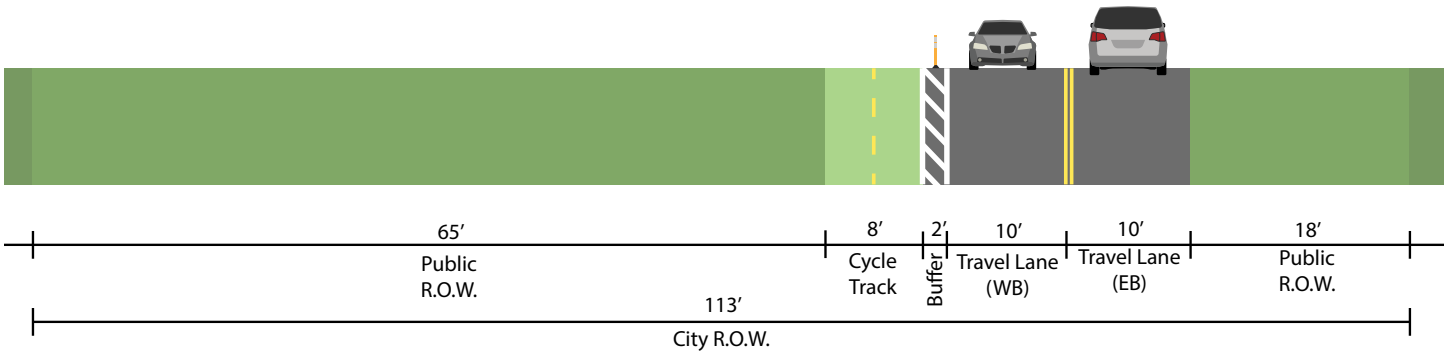
SALISBURY RD

Between S Orchard Rd & Fay Rd



SALISBURY RD

Between S Orchard Rd & Fay Rd



Existing Conditions

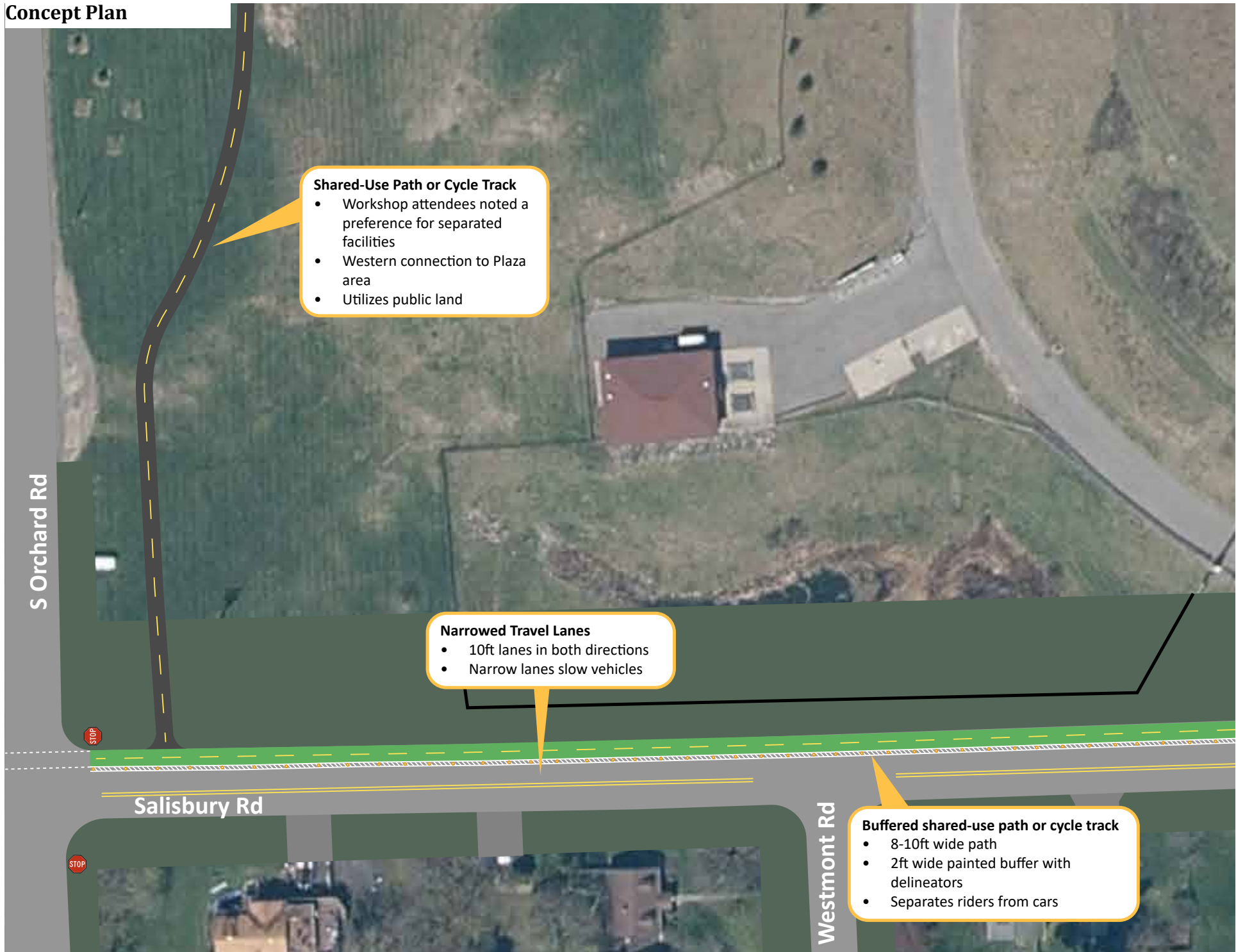
S Orchard Rd



Salisbury Rd



Concept Plan



Shared-Use Path or Cycle Track

- Workshop attendees noted a preference for separated facilities
- Western connection to Plaza area
- Utilizes public land

Narrowed Travel Lanes

- 10ft lanes in both directions
- Narrow lanes slow vehicles

Buffered shared-use path or cycle track

- 8-10ft wide path
- 2ft wide painted buffer with delineators
- Separates riders from cars

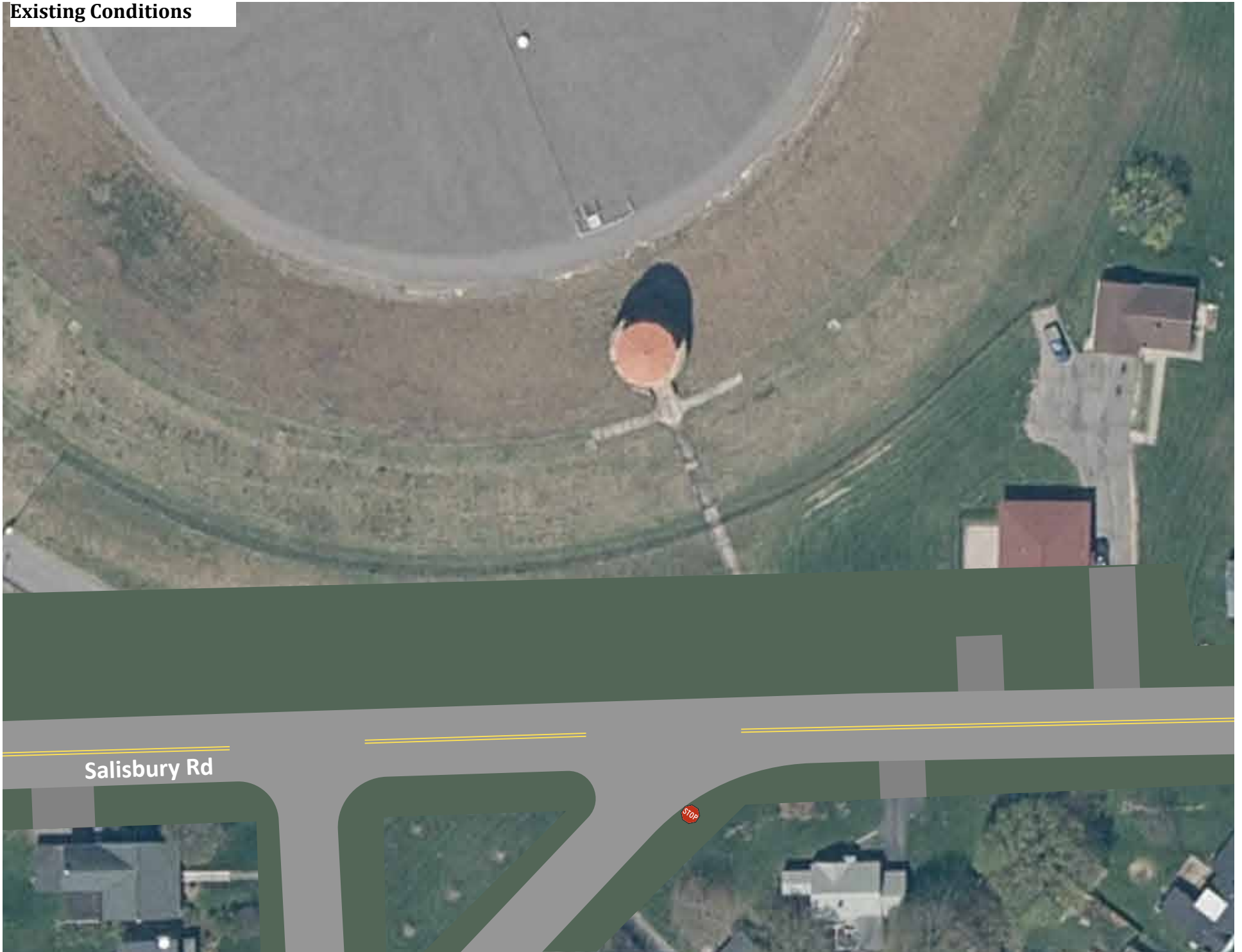
S Orchard Rd

Salisbury Rd

Westmont Rd



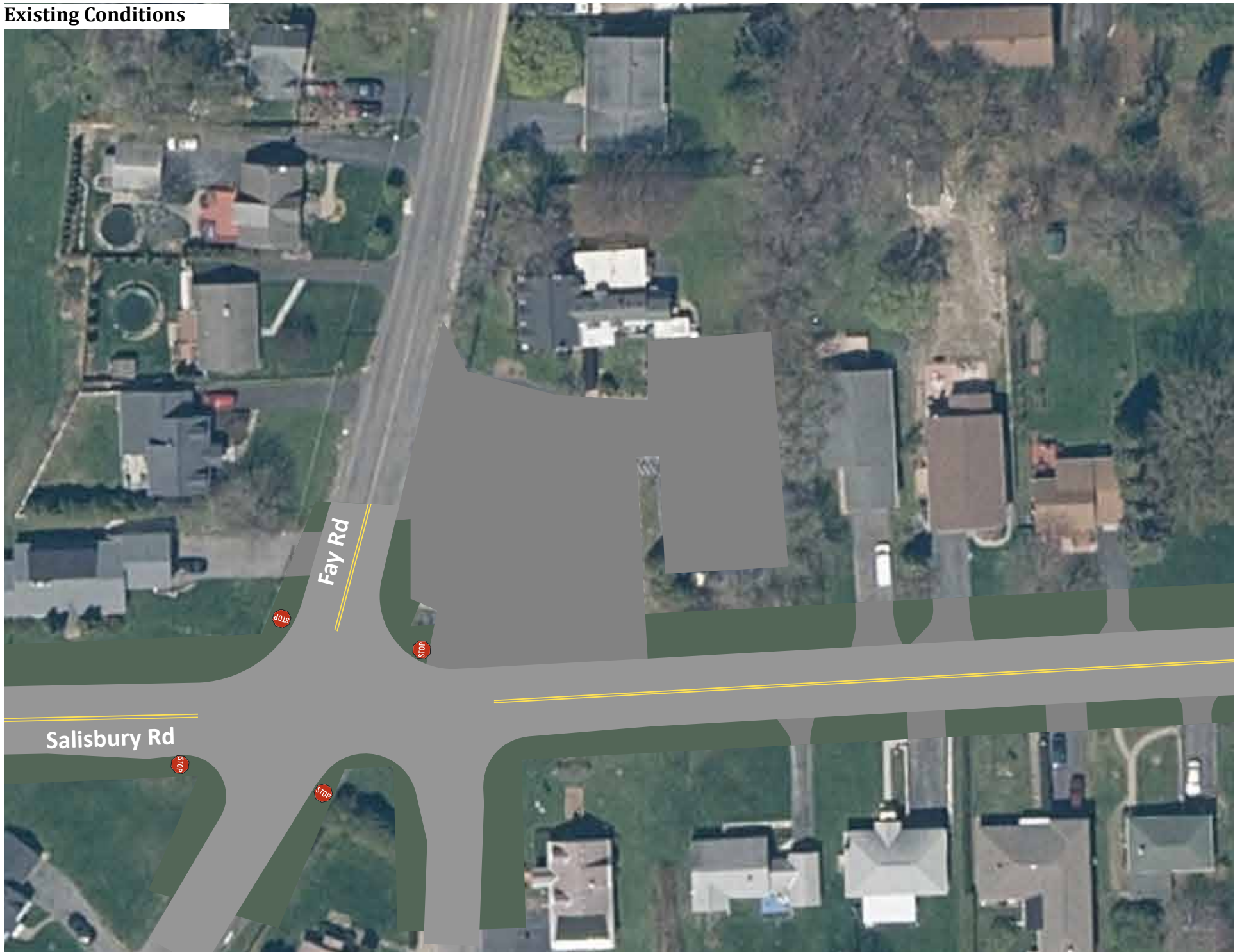
Existing Conditions



Concept Plan



Existing Conditions



Concept Plan



Existing Conditions



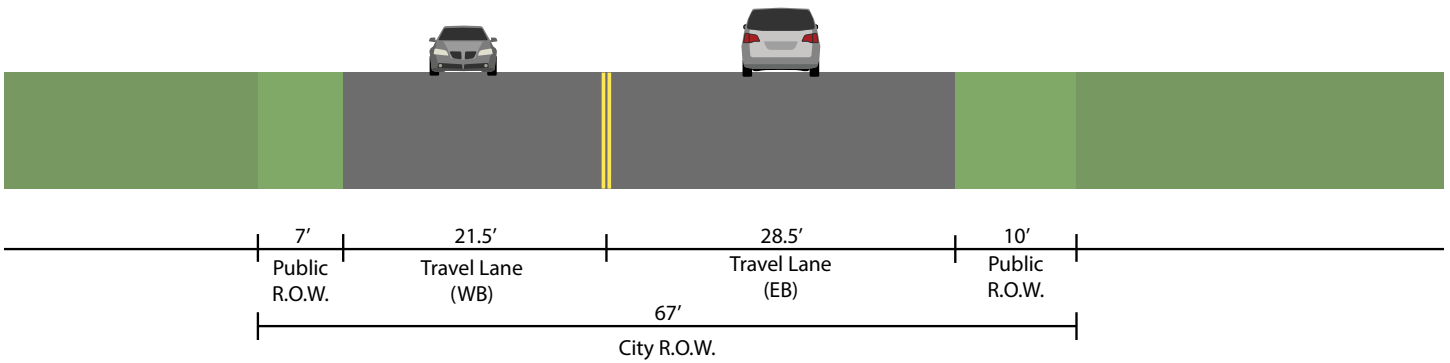
Concept Plan



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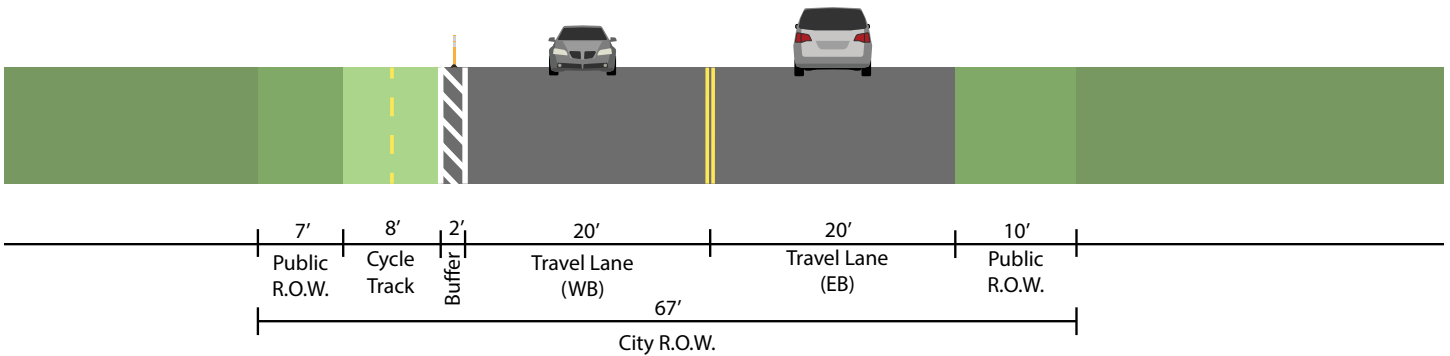
SALISBURY RD

Between Montrose Ave & Benham Ave



SALISBURY RD

Between Montrose Ave & Benham Ave



Existing Conditions



Salisbury Rd

Benham Ave

STOP

Concept Plan

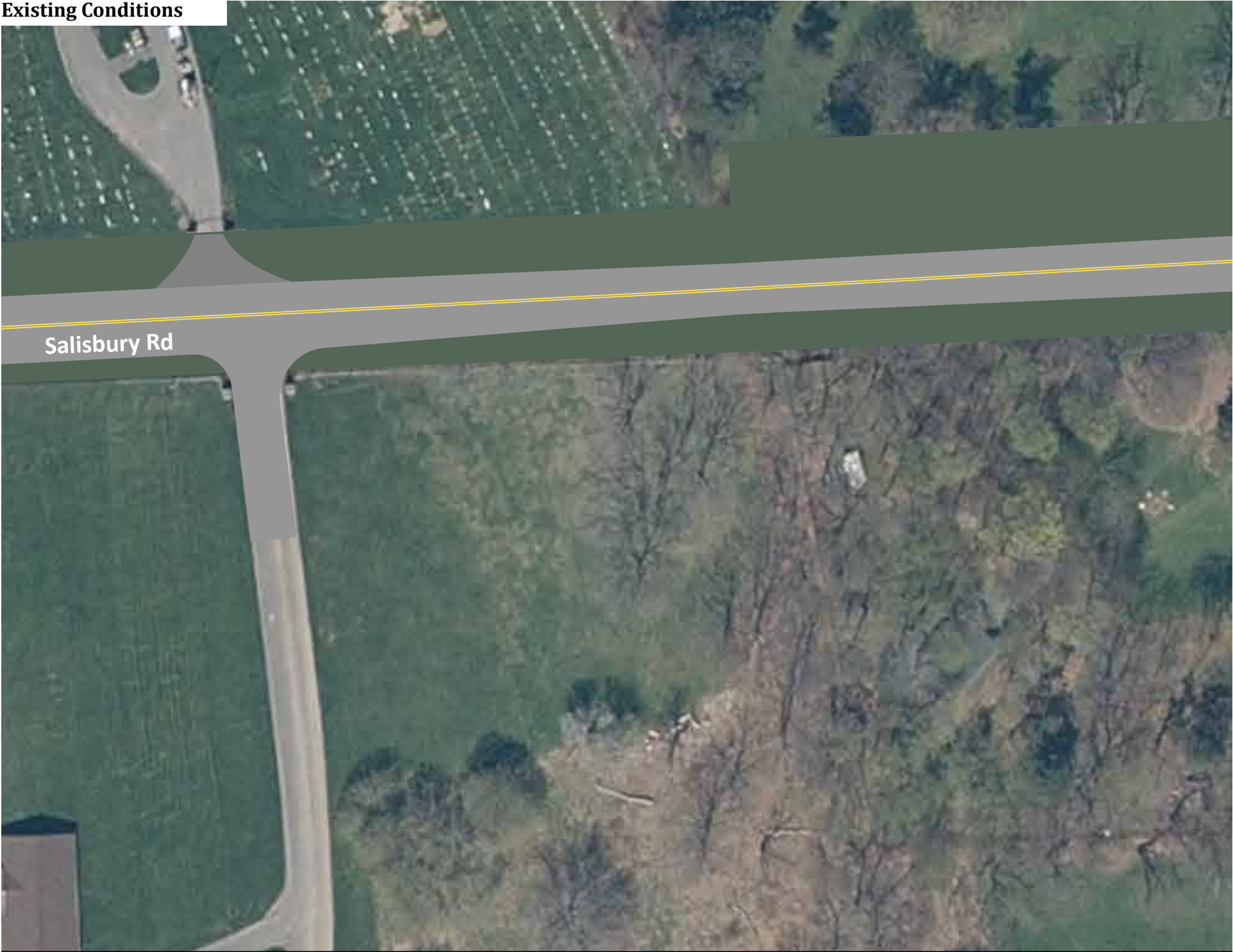


Salisbury Rd

Benham Ave

STOP

Existing Conditions



Salisbury Rd

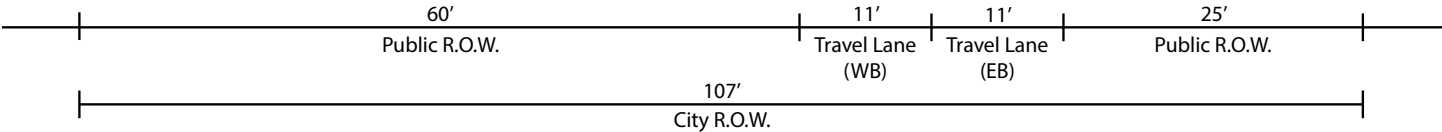
Concept Plan



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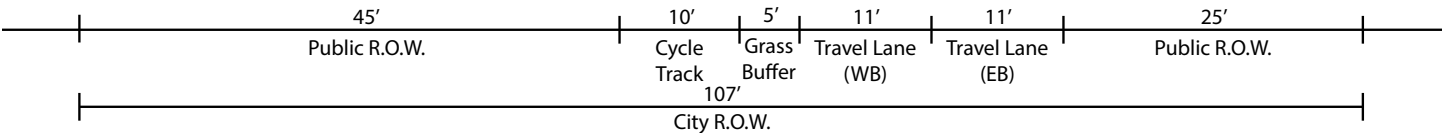
SALISBURY RD

At S Avery Ave



SALISBURY RD

At S Avery Ave



Existing Conditions



Concept Plan



Salisbury Rd

Square Intersection

- Extend sidewalks and grass to square the NE and SE corners of the intersection
- Reduce the crossing length
- Add crosswalks

Avery Ave