

Memorandum

TO: Michael Aregano, Supervisor, Town of Cicero
Kate Fiorello, Town Engineer, Town of Cicero

FROM: Michael Alexander

DATE: 9-18-24 (Presented to Policy Committee on 10/29/24)

RE: Brewerton Trail Technical Assessment
Technical Memorandum #2

In late 2023, the Town of Cicero (Cicero) completed a draft Local Waterfront Redevelopment Program (LWRP) for the hamlet of Brewerton (Brewerton). Cicero submitted it to the New York State Department of State (NYS DOS) for final approval. However, in early 2024, the NYSDOT stated the draft LWRP could not be approved because it was not comprehensive to the entire waterfront and suggested that the town submit a Consolidated Funding Application (CFA) to complete the LWRP for the entire town. Cicero is waiting to hear if their application was successful and if they have been awarded CFA funding. As such, the draft LWRP will remain as a draft document for the foreseeable future.

The Draft Brewerton LWRP identifies routes to consider for enhanced mobility connections to Brewerton’s riverfront and business district. Cicero asked SMTC to help prioritize the routes and identify mobility amenity options. SMTC agreed to prepare two technical memos. In April 2024, SMTC finished the first technical memo (TM#1), which summarizes existing conditions. The second technical memo (TM#2) identifies priority routes and planning-level improvement options to inform Cicero’s planning processes.

Comments on TM#1

Three SAC members provided comments on draft TM#1. SMTC incorporated Cicero’s comments into TM#1. The Onondaga County Department of Transportation (OC DOT) indicated that the draft TM#1 did not need any changes. The Central New York Regional Planning and Development Board (CNYRPB) asked to include information about the Central New York Peace Trail Plan (CNY Peace Trail). A summary is provided below to supplement TM#1 and inform recommendations in TM#2.

CNYRPDB Peace Trail Plan

The plan identifies a network of scenic bicycle corridors across five CNY counties accessible from the Empire State Trail. The envisioned network seeks to promote economic vitality through encouraging bike and pedestrian visitation. This trail network also seeks to connect sites of historic and scenic resources and community centers. The plan denotes routes via trailblazing signs and high-level recommendations for facility improvements.

It identifies a potential bike route through the study area, the *Caughdenoy-Bridgeport Bicycle Touring Corridor*. This envisioned route connects the hamlets of Caughdenoy and Brewerton to Route 31 and links to notable sites such as Lock 23 NYS Canal Park and Oneida Lake. The plan identifies the following three study area roads for sharrows and trailblazing signs: Guy Young Road, Route 11, and Bartell Road.

Additional Updates

Trail from Brewerton to Micron - National Grid, Micron, Town of Clay Outreach

Cicero spoke with National Grid (Grid) and decided it was premature to have a meeting together with Micron and the Town of Clay (Clay). Grid agreed to confirm with Cicero that there are no obstacles to a trail network. Once confirmed, Cicero indicated that its next step to meet with Clay, Grid, and Micron to figure out finances and then engage a professional design firm to draft up plans for Grid to review. Once Grid approves design plans, Cicero, Clay, and Micron will determine how to fund construction.

Route 11 Streetscape Improvements

Improvements are currently underway. Cicero did not receive additional Transportation Alternatives Program (TAP) funds in 2024 to further extend sidewalks.

Route 11 Bridge Project

The New York State Department of Transportation (NYSDOT) awarded the project to Economy Paving. Cicero anticipates the project to start by the end of summer 2024. No decision has been made yet on whether the project will include sidewalks on the east side of Route 11 to the walkway under the bridge. The question also remains whether a walkway will be made under the bridge in the Town of Hastings.

NY Forward (\$4.5 Million Award to joint Hastings/Cicero application for Brewerton riverfront)

The state announced a \$4.5M grant award (NY Forward) to invest in approximately 15 envisioned projects on both sides of the river (i.e., within the Town of Hastings in Oswego County and the Town of Cicero in Onondaga County). Cicero held its first public meeting on June 10, 2024, to solicit ideas for improvements. Project ideas within Cicero include:

- Kathan Road Sidewalks & Lighting
- Signs: wayfinding, interpretive, etc.
- New housing: including small homes, apartments, and mixed-use housing/ commercial. At various locations.

At this point, it is too early to indicate what projects will result in Cicero.

Hastings hopes to make similar riverfront improvements to its shoreline as was done in Riverfront Park in Cicero and to extend trails from Lighthouse Park to the Route 11 bridge. Hastings also hopes to develop walkways along its shoreline, including an underpass beneath the Route 11 Bridge, as mentioned above.

Study Area Observations and Recommendations

Staff conducted a windshield survey on May 30, 2024, between 11:00 a.m. and 1:00 p.m. Observations helped fine-tune site-specific recommendations and the mobility network map (Figure 1). Figure 1 identifies the location of envisioned mobility enhancements to help link outer neighborhoods and rural areas to the business district and riverfront. Once established, the network could be expanded as needed.

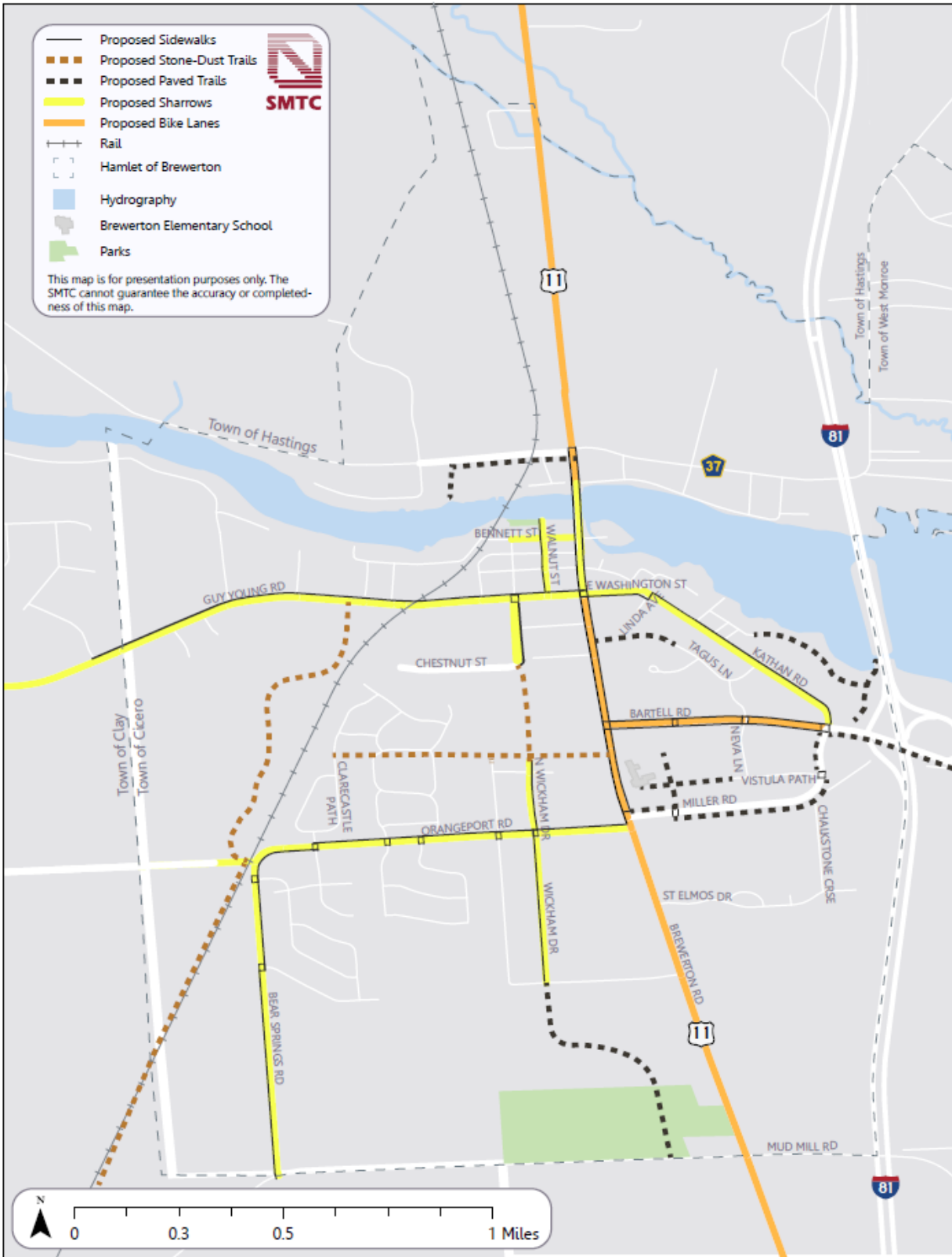


Figure 1 – Proposed Enhanced Mobility Network

Bartell Road

Staff witnessed two seniors traveling together from Miller Road to McDonalds on Route 11. One used a walker, the other a motorized wheelchair. Figure 2 shows their travel route, which, interestingly, shows they avoided using the Route 11/Bartell Road intersection. The seniors came up the western shoulder of Miller Road, then traveled along the southern shoulder of Bartell Road. They visited the U.S. Post Office and then continued west along the southern shoulder. They crossed mid-block into Brewerton Centre Plaza and then traveled across its parking lot to its driveway at Route 11. Next, they crossed Route 11 mid-block and proceeded south (on the western shoulder) to McDonalds.



Figure 2 – Observed pedestrian travel route

Their travel route, although anecdotal, shows their preference to travel a longer distance to avoid crossing Route 11 at Bartell Road. Bartell Road has 9-foot-wide shoulders that narrow to 2-to-3 feet at the intersection's northeast and southeast corners. Since sidewalks do not exist at these corners, pedestrians (and bicyclists) must enter the travel lane or the grass lawn as they approach the intersection.

Aside from the absence of sidewalks, the intersection does have 'ladder' crosswalks, curb cuts with detectable warnings, pedestrian 'landing pads' with pedestrian-activated push buttons to activate pedestrian crossing signals. Figure 3 shows an image of conditions at the southeast corner.

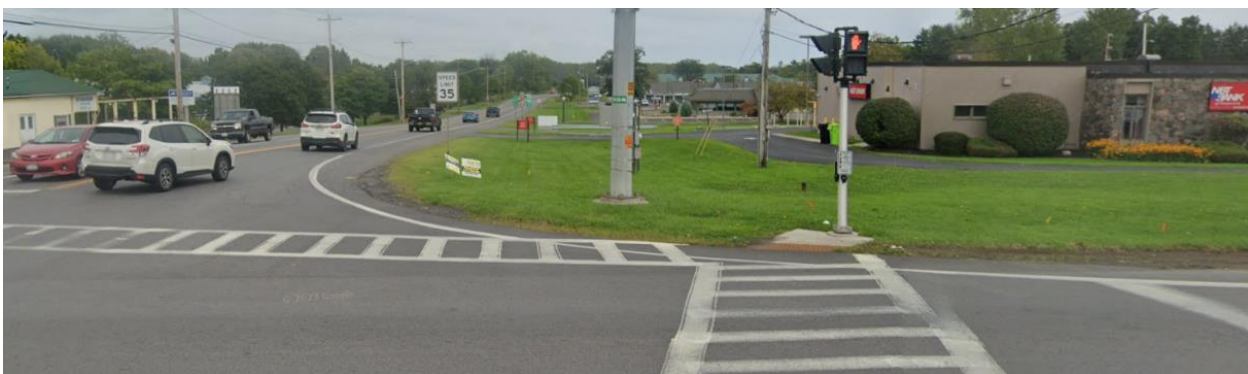


Figure 3 – Route 11/Bartell Road Intersection (On Route 11 looking east at the southeastern corner), Image source: Google, May 2023

Figure 4 illustrates the existing conditions for the Route 11 / Bartell Road intersection. Figure 5 shows the envisioned conditions at the intersection for Option 1. NYSDOT indicated they are moving away from installing slip ramps. SMTC is also concerned about bicyclists making a southbound left. So, SMTC prefers Option 2 in Figure 6. Figures 7 shows existing conditions for Bartell Road from Route 11 to Neva Lane. Figure 8 shows envisioned conditions. Figures 9 shows the existing conditions for from Neva Lane to Kathan Road and Figure 10 shows the envisioned conditions.



Figure 4 – Existing Conditions of Route 11/Bartell Road Intersection

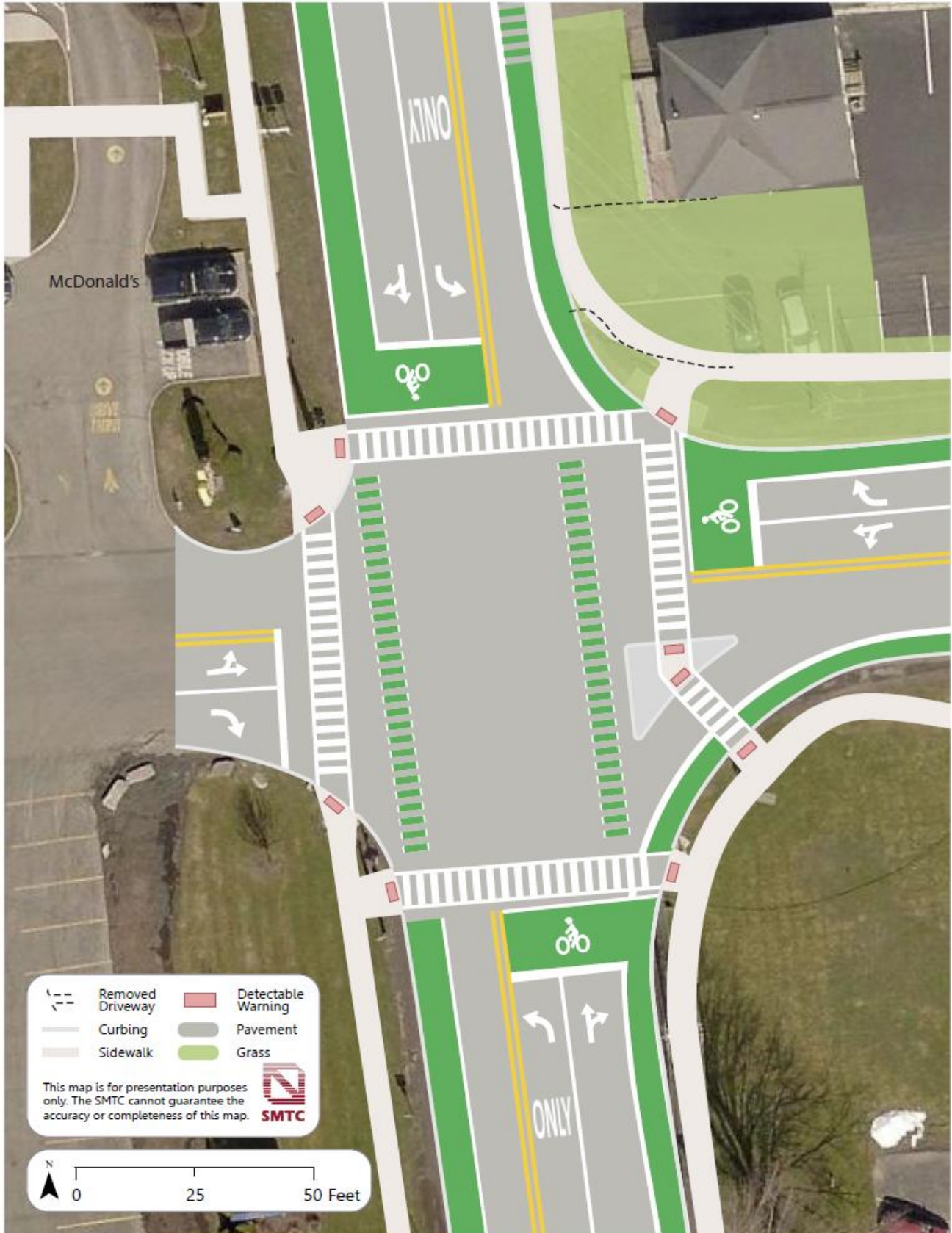


Figure 5 – Option 1 – “Slip Lane Option” Mobility Improvement Options

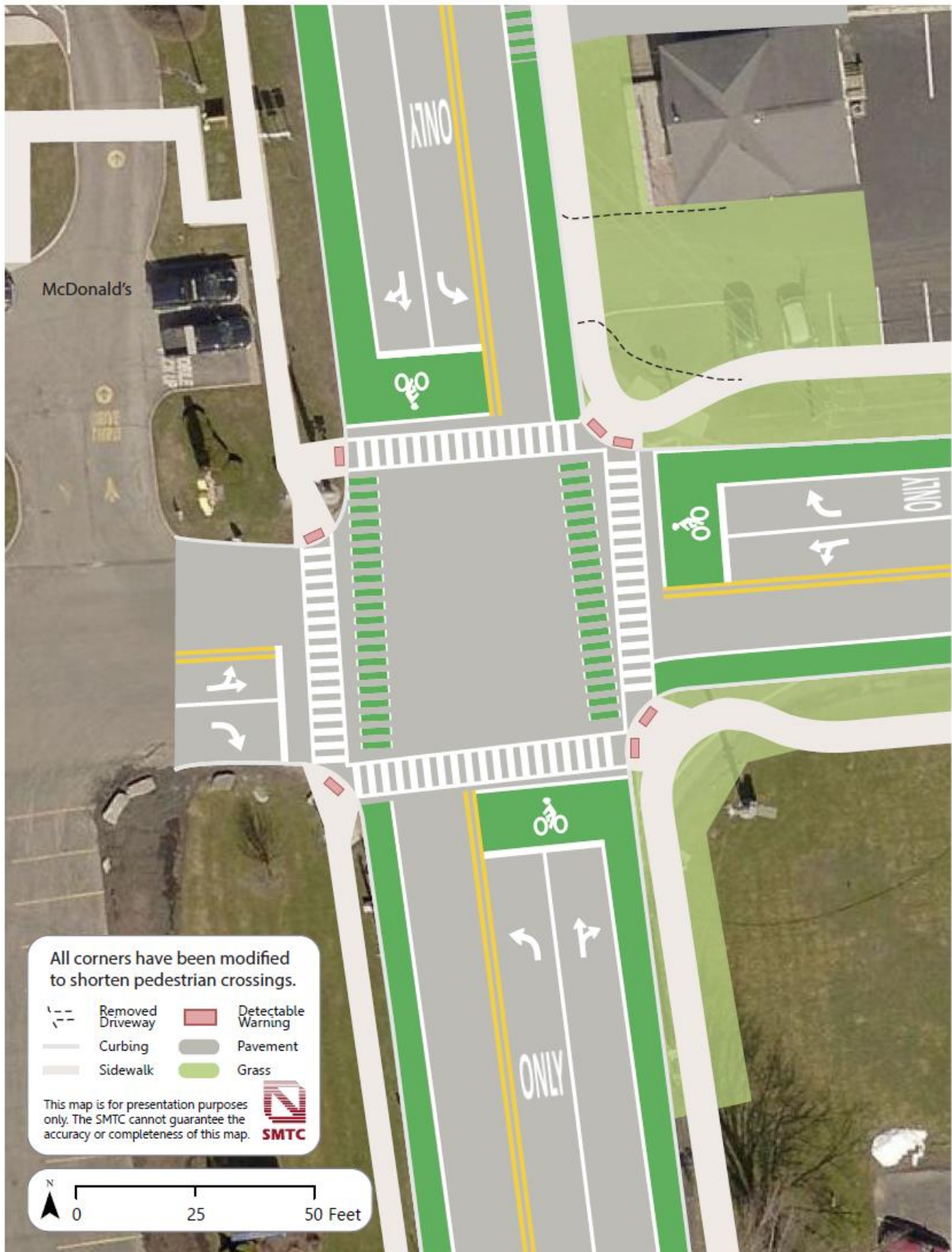


Figure 6 – Option 2 – “Tighten Corners Option” Mobility Improvement Options

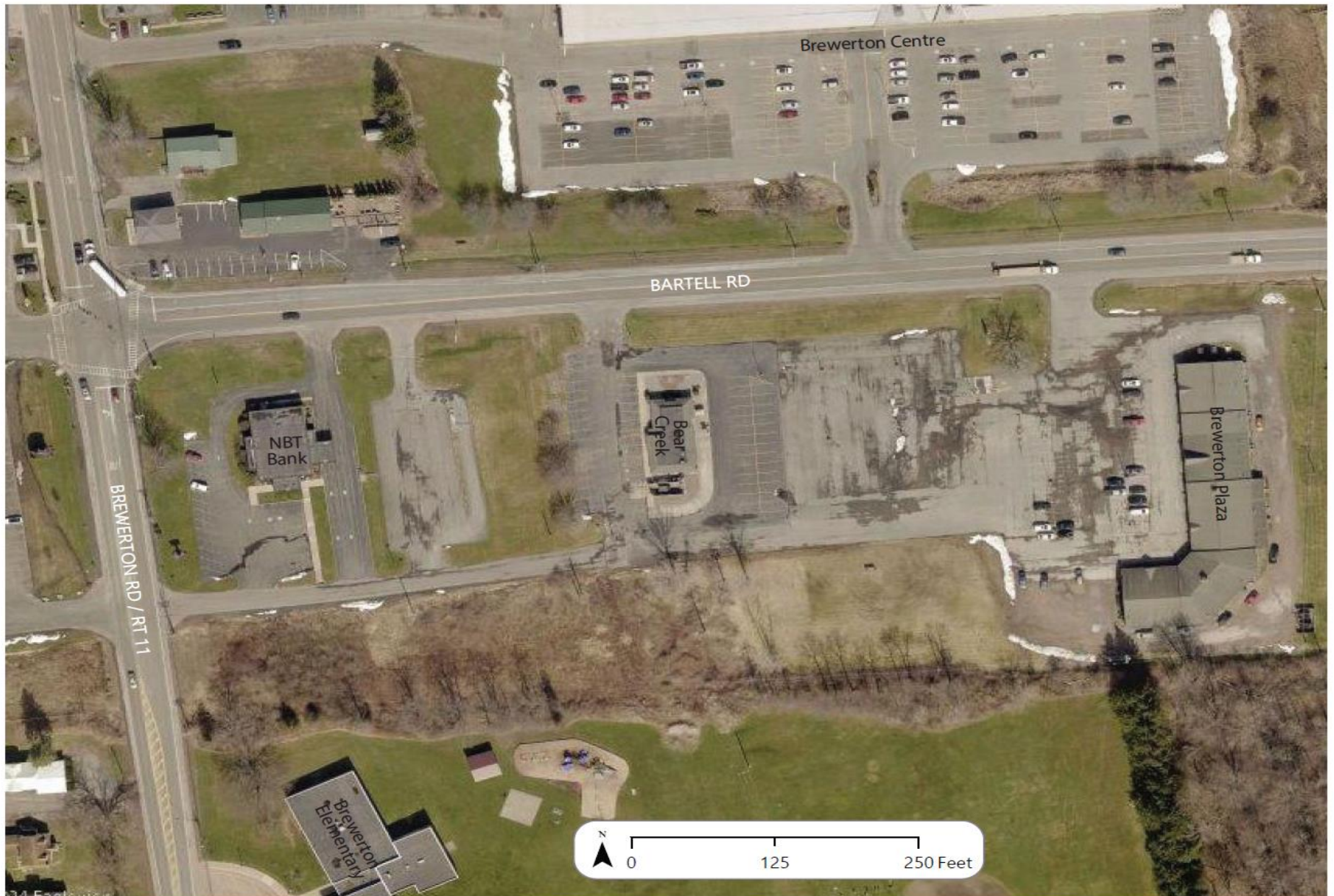


Figure 7 – Existing Conditions: Bartell Road (Route 11 to Neva Lane)

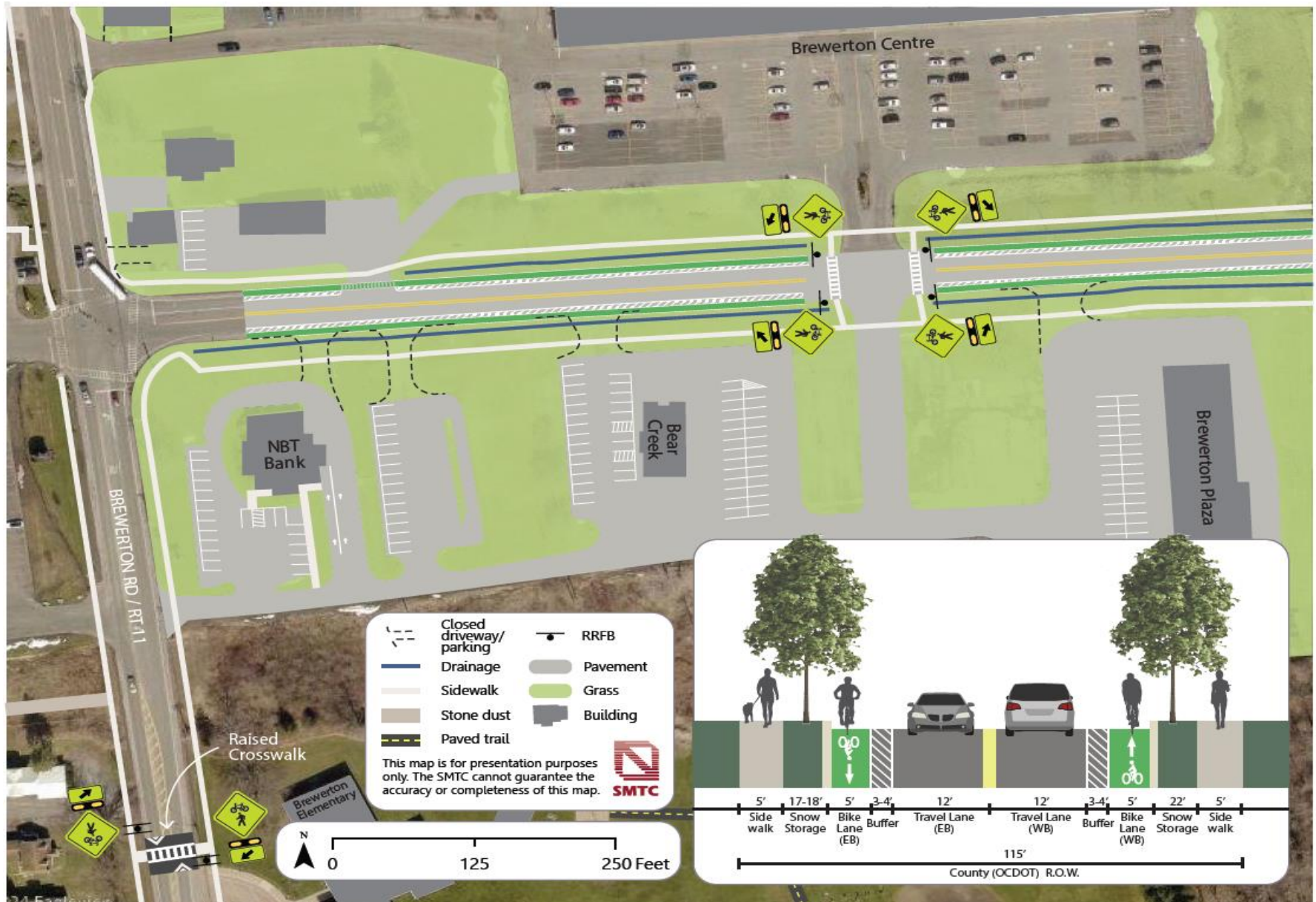


Figure 8 – Envisioned Conditions: Bartell Road (Route 11 to Neva Lane)

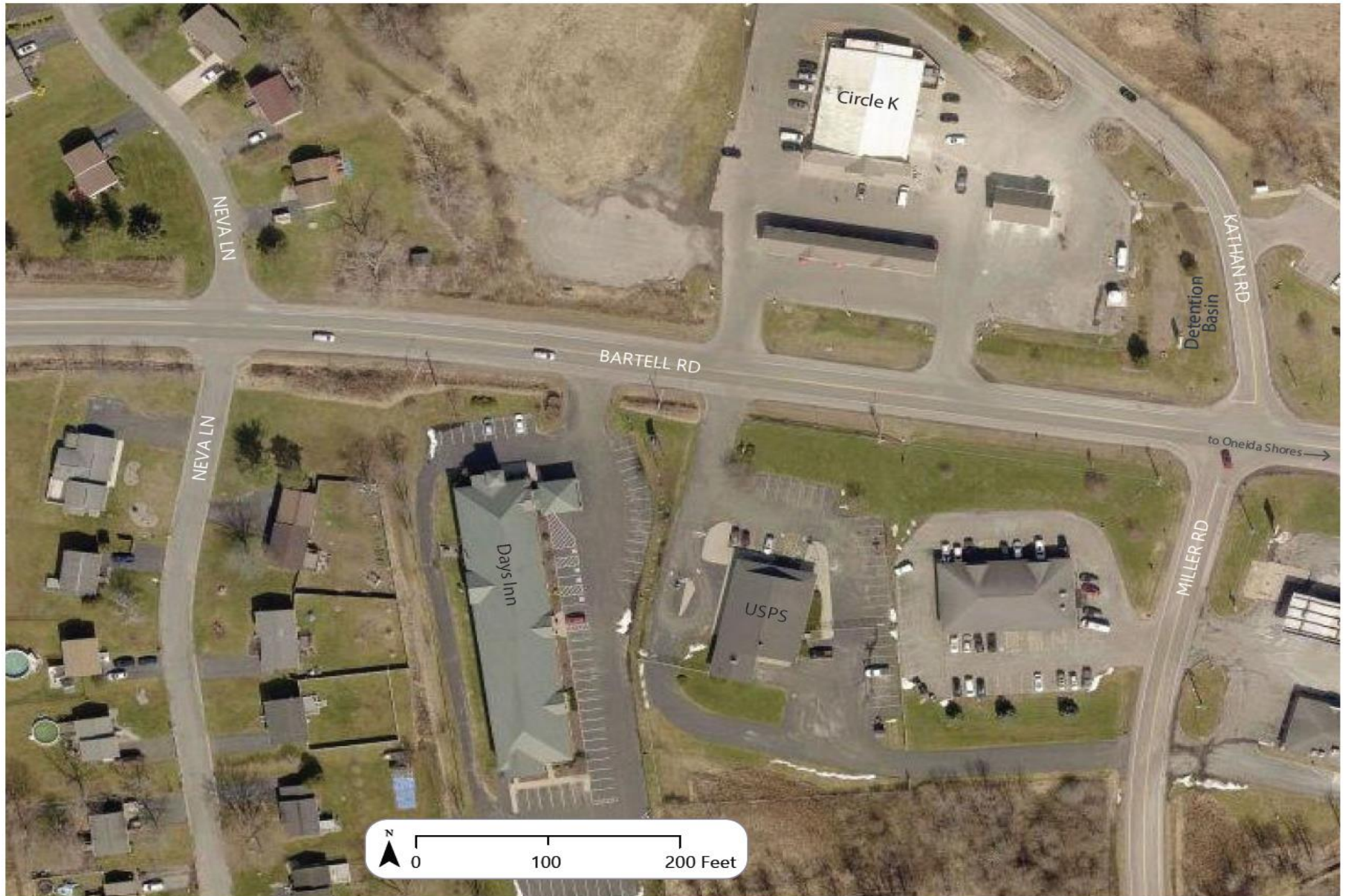


Figure 9 – Existing Conditions: Bartell Road (Neva Lane to Miller Road/Kathan Road)

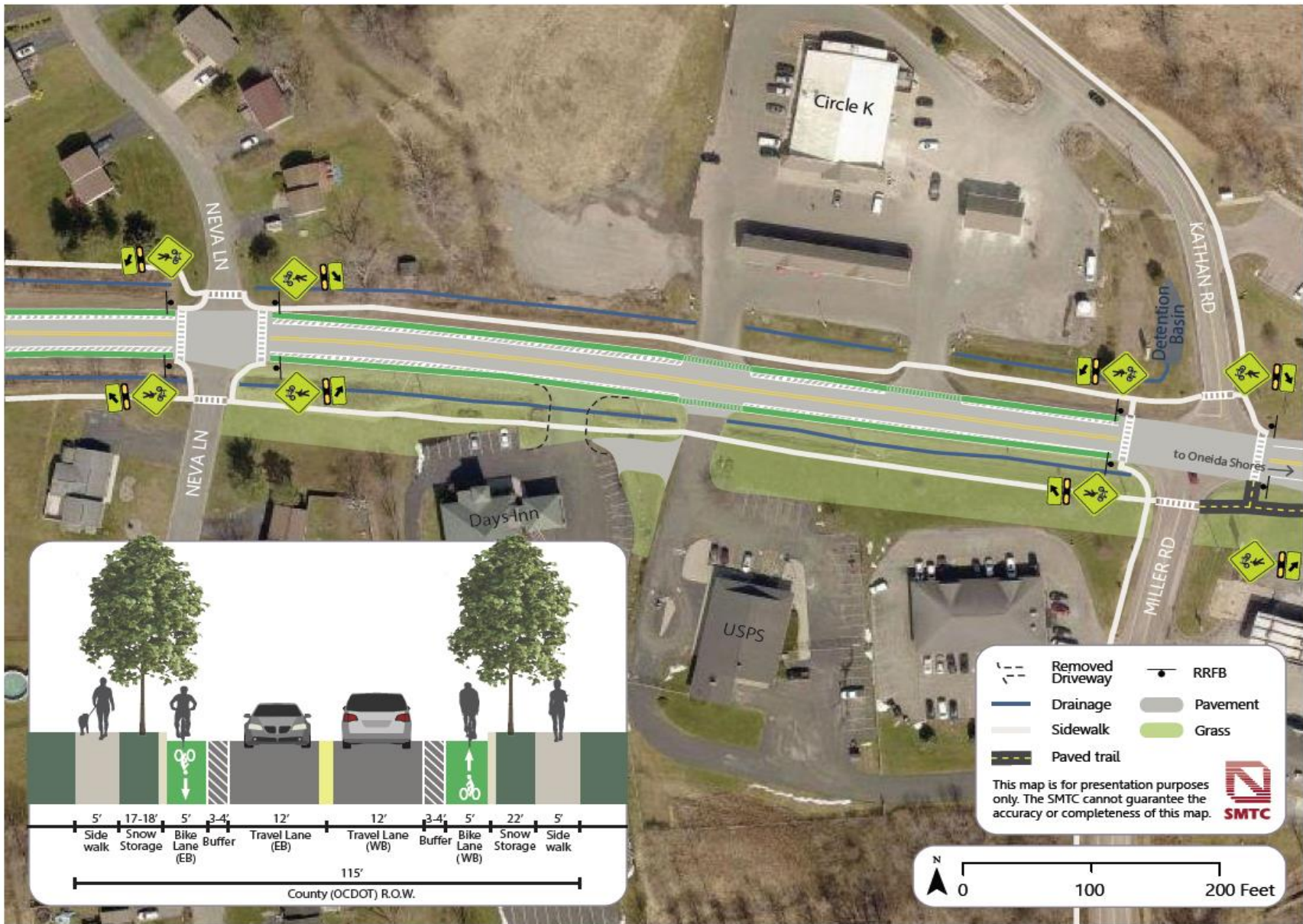


Figure 10 – Envisioned Conditions: Bartell Road (Neva Lane to Miller Road/Kathan Road)

The following list summarizes specific improvements as shown in the envisioned condition graphics above.

Access management

- Collaborate with the following properties to improve safety through access management:
 - 9562 Route 11 – close both driveways; acquire 5501 Bartell Road and develop a new lot with access from the Plaza’s driveway. Alternatively, use Bartell Road driveway only.
 - 9556 Route 11 – close both driveways along Bartell Road – use rear access road driveway.
 - 5480 & 5500 Bartell Road – close both driveways – install new driveway opposite plaza driveway and extend it to the access road driveway.
 - 5552 Bartell Road – close driveway, use Post Office driveway, enter opposite porte cochere.
- 9562 Route 11 – Modify the parking lot to include a sidewalk and parking for 6 cars.

Sidewalks / Shared Use Path

- Place sidewalks on both sides of Bartell Road from Route 11 to Miller Road/Kathan Road. On the north side of the road, place the sidewalk atop the linear berm (north of drainage swale/ditch) from Brewerton Centre Plaza to Kathan Road.
- East of study area – extend a 9-foot-wide shared use path from Miller Road to Oneida Shores Park on south side of Bartell Road.

Crosswalks / Rapid Flashing Beacons

- Place Rectangular Rapid Flashing Beacons (RRFB) w/crosswalks and shark teeth across Bartell Road at: 1) Neva Lane, 2) Kathan/Miller Road, 3) Plaza (see NYS Pedestrian Safety Action Plan guidelines.)

Bike Lanes/Sharrows

- Convert Bartell Road shoulders as 5-foot-wide bike lanes with 4-foot-wide striped buffer.

Intersection (Route 11/Bartell Road)

- Incorporate a Leading Pedestrian Interval (LPI) to accommodate slower pedestrians.
- Realign crosswalks to shorten crossing distance.
- Connect sidewalks to curb-cuts.
- Consider a pedestrian refuge island at southeast corner (see Option 1).
- Consider reducing the radius at the northeast and southeast corners (see Option 2).

Lighting

- Install ornamental pedestrian-scale lights along the sidewalks.

Miller Road, Chalkstone Course, and Vistula Path

Staff observed pedestrians on the western shoulder on Miller Road (near Bartell Road) that eventually traveled west on Bartell Road (along Bartell Road’s southern shoulder). Staff also observed pedestrians on the southern shoulder of Miller Road (west of Chalkstone Course) walking west to Route 11, then south on Route 11’s eastern shoulder, and then east onto St. Elmos Drive back to Chalkstone Course. This was a male who appeared to be a senior out for a walk “around the block”. Staff also noticed that a drainage swale/ditch exists in areas along both sides of Miller Road. Staff also noticed that the trees along the inside bend of Miller Road may limit sight lines, and that the Post Office driveway (off Miller Road) is gated

and can't be used as a shared access point. When viewed together, these four roadways present specific opportunities for pedestrian and bicycle facility improvements. Figure 11 shows the suggested pathway connections to Brewerton Elementary School as well as the suggested sidewalk / crosswalk connections.

Sidewalks / Shared Use Paths

- Install a shared use path along the south side Miller Road from Vistula Path to the baseball field at the elementary school.
- Continue shared use path north between the baseball fields and the elementary school and follow the utility corridor to the school's northernmost playground.
- Install a shared use path (between baseball fields) from Vistula Path to the elementary school.
- Install the shared use path along north side of Miller Road from baseball field to Route 11.
- Install a sidewalk north along the east side of Route 11 to Bartell Road.
- Install a shared use path along Chalkston Drive.

Crosswalks / Raised Crosswalks / Rectangular Rapid Flashing Beacons

- Install a raised crosswalk and RRFB across from the baseball field (per NYS Pedestrian Safety Action Plan guidelines).
- Install crosswalks across Miller Road at Route 11, and at Vistula Path (uncontrolled crosswalk) consider Pedestrian Safety Action Plan (PSAP) guidelines
- Install crosswalks across Chalkston Course, Vistula Path, Miller Circle

Lighting

- Install cobra lights to utility poles along Miller Road, especially at crossing locations.

Guy Young Road

The Central New York Finger Lakes Land Trust "Riverwalk Trail" exists west of the hamlet. The Riverwalk Trail abuts the Riverwalk Neighborhood on the north side of Guy Young Road. Few properties exist south of Guy Young Road and that an open drainage swale/ditch exists along the south side of the road. Utility poles primarily exist on the north side of the road. Figure 12 shows the existing conditions for the CSX railroad crossing at Guy Young Road. Figure 13 shows a plan-view of the sidewalk path.

Sidewalks / Shared Use Paths

- Provide a sidewalk on north side (north of utility poles) from White Tail Path to Route 11
- At the CSX RR crossing, the sidewalk should cross tracks at a 90-degree angle north of the road and crossing gate. This would allow the road to accommodate wider shoulders and/or bike lanes, and allow the railroad crossing gate to be repositioned, if the road was to be redesigned to accommodate more development in the future. Pedestrian crossing gates should also be installed on both sides of the track. Figure 14 shows an example of a pedestrian crossing gate in Baldwinsville, NY. All safety improvements must comply with the Manual on Uniform Traffic Control Devices (MUTCD) – Chapter 8E – *Pathway and Sidewalk Grade Crossings*. The exposed corrugated drainage pipe would likely need to be extended north, and the swale/ditch backfilled. Additionally, the NYSDOT may require an Administrative Law Review for pedestrian work (particularly sidewalks) going across a railroad corridor.
- The sidewalk should fit south of the utility pole closest to the tracks (north side of road). The sidewalk will likely need to be installed north of the utility poles heading east.



Figure 11 – Envisioned Conditions: Brewerton Elementary School, Route 11, Miller Road



Figure 12 – Existing Conditions: CSX Railroad crossing at Guy Young Road

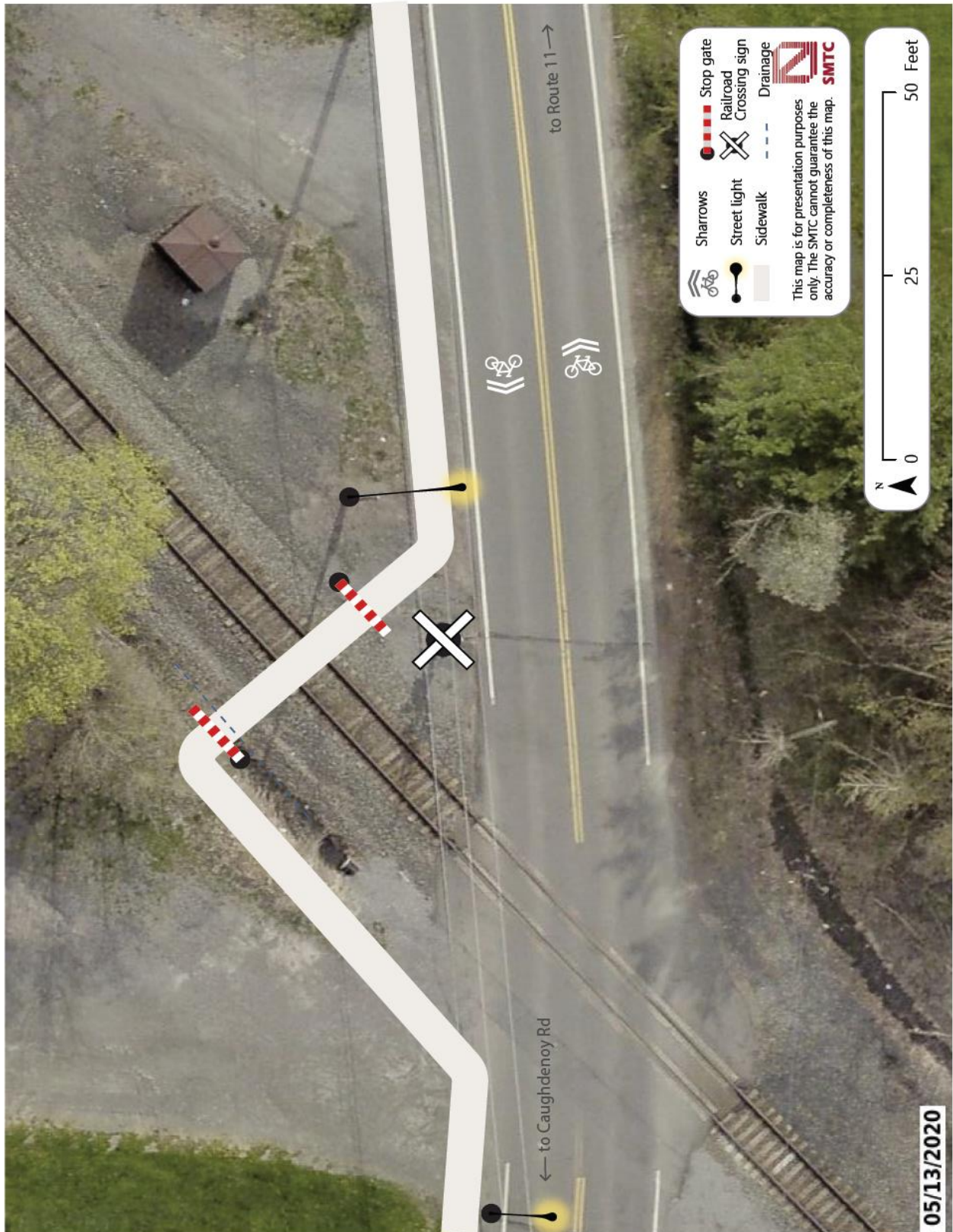


Figure 13 – Envisioned Conditions: CSX Railroad crossing at Guy Young Road

Bike Lanes / Sharrows

- Sharrows should be placed along the entire road length.
- Bike lanes should be considered as part of any future plans to widen the road when new development/growth occurs.

Crosswalks

- Install a crosswalk (all approaches) at Chestnut Street. The crosswalks across Guy Young Road are uncontrolled crosswalks, consider PSAP guidelines.
- Install crosswalks across Oak Street and Walnut Street.

Lighting

- Install ornamental cobra lights affixed to utility poles west of the railroad tracks.
- Install ornamental pedestrian lighting along sidewalk west of the railroad tracks.



Figure 14 – Example of pedestrian crossing gate, Route 31 (E. Genesee St.) Baldwinsville, NY.

Source: Google, Sept 2023

Walnut Street

Staff suggest using Walnut Street as a “neighborhood gateway” connection to Riverfront Park. Staff noticed that the road has drainage grates on the east side of the street. Loading docks for freight deliveries also tend to exist on the east side of the road, so improving pedestrian facilities along the west side of the road may be sufficient. (See Figure 1.)

Sidewalks

- Place sidewalk with curb along the edge of the street’s west side to the east of the utility poles.
- Depending on community preference or cost, the improvements may or may not match the improvements along Bennett Street.
- Another option would be to improve the road with “neighborhood greenway” features to promote traffic calming, aesthetics, green infrastructure, etc.

Crosswalks

- Place crosswalks along the west side of Walnut Street across: Baldwin Street, Library Street, and Bennett Street.

Lighting

- Install ornamental pedestrian lighting consistent with those along Main Street and in Riverfront Park.

East Washington Street, Linda Avenue, and Kathan Road

Building setbacks are shallow on East Washington Street. The road does not have a shoulder and it has drainage grates on the south side (within the grass area). Utility poles are also located close to the road on both sides. East Washington Street is the preferred connection to Kathan Road. Kathan Road is also narrow with no shoulders. There is an all-way stop controlled intersection on Kathan Road at Tagus Lane. Utility poles exist along the southern side of the road. Portions of a sidewalk exist along the north side of Kathan Road. (See Figure 15.)

Sidewalks

- A sidewalk should extend along the south side of East Washington Street from Route 11 through to the east side of Linda Avenue
- A sidewalk should be placed along the north side of Kathan Road its entire length.

Crosswalks

- A crosswalk should be placed across Linda Avenue and across Kathan Street (starting at the northwest corner of Linda Avenue and then perpendicular across Kathan Street)
- Install crosswalks across all approaches of Kathan Road / Tagus Lane intersection.

Sharrows

- Install sharrows along Kathan Road and East Washington Street.

Chestnut Street (Willow Street to Guy Young Road)

Chestnut Street south of Guy Young Road can serve as an extension of a trail that connects Chestnut Street to North Wickham Drive. Although this is a low volume road that would not typically necessitate bike or pedestrian facilities for safety reasons, it would still be helpful for bicyclists and pedestrians to see sharrow pavement markings and sidewalk to direct them towards the riverfront and business district.

Should a sidewalk be installed, place it along the east side of Chestnut Street. Sharrows could also be placed from the trail north to Guy Young Road. (See Figure 1.)

Bennett Street

Install sharrows along Bennett Street.

County Route 37 (Oswego)

Copart auto salvage yard is located off Route 37 (west of Lighthouse Park) and experiences a high volume of tow trucks coming and going along Route 37. Observed truck speeds may pose a safety issue. There appears to be space for a proper pedestrian/shared use path crossing of the CSX railroad tracks along the south side of Route 37. As previously shown, Figure 14 shows an example of a pedestrian crossing gate in Baldwinsville, NY. All safety improvements must comply with the MUTCD – Chapter 8E – *Pathway and Sidewalk Grade Crossings*. (See Figure 1.)



Figure 15 – Envisioned Conditions: Washington Street, Kathan Road, Route 11

Shared Use Path

- A shared use path along the south side of Route 37 is preferred.
- Alternatively, a wide sidewalk could be considered with sharrows along the road.

Speed Limits

- Speed limits should be marked, preferably 25 to 30 MPH. Since Hastings has a population of fewer than 50,000, it must coordinate with the NYSDOT to set speed limits on town-owned roads. Thus, to change speed limits, the town board must file a request with the NYSDOT Region 3 office to conduct a speed limit study.

Lighting/Banners/Wayfinding

- Ornamental lighting (cobra attached to utility poles or pedestrian scale lights) should be considered. Banners/wayfinding leading to Lighthouse Park may spur traffic calming.

Route 11 in Oswego County (East River Road to Route 37)

Route 11 is NYS Bike Route 11. Route 11 has wide shoulders north of the bridge over the river.

Sidewalks

- Install sidewalks on both sides of Route 11 from the bridge to Route 37.

Bike lanes

- Route 11 (north of the bridge to Central Square) may be a good candidate for bike lanes with a striped buffer.

Crosswalks and other pedestrian facilities at the signalized intersection

- Install crosswalks (and all necessary pedestrian facilities such as signal heads, buttons, landing pads, detectable warnings, etc.) across all approaches at Route 11 and Route 37 intersection.

Route 11 (Guy Young Road to Bartell Road)

This portion of Route 11 has many curb cuts for driveways. This creates confusion and potential safety concerns by increasing opportunities for turning movement conflicts between vehicles as well as between vehicles and pedestrians/bicyclists. Route 11 is also designated as NYS Bike Route 11. Shoulders appear to be 3' to 5' feet in width and there are raised curbs along several of the blocks. (See Figure 1.)

Access Management

- Narrow / reduce driveways at: 9583, 9602, 9625, 9633 (use side street), and 9643 (rear parking).

Sidewalks & Bike Lanes

- Add sidewalks and bike lanes.

Shared Use Path

- Connect address 9641 to Tagus Lane with sidewalk or a shared use path. (See Figure 16.)



Figure 16 – Envisioned Conditions – Route 11 with paved path connection to Tagus Lane

Route 11 (Bartell Road to Orangeport Road)

This portion of Route 11 becomes two lanes wide. The Brewerton Elementary School is located on the east side of the road and land use becomes more rural south of the elementary school. (See Figure 1.)

Sidewalks

- Extend a sidewalk along both sides of Route 11 to Miller Road and Orangeport Road.

Crosswalk

- Install a raised crosswalk with RRFBs at the school's northern driveway and at the Miller Road intersection (per NYS Pedestrian Safety Action Plan guidelines).

Bike Lanes

- Convert shoulders to bike lanes with a striped buffered area.

Orangeport Road

Orangeport Road is a two-lane road with 2' to 3' foot wide shoulders and a 40 MPH speed limit. SMTC suggests reducing the speed limit in this area to 30 MPH. An open drainage ditch exists along the south side of the road. Utility poles and fire hydrants exist on the north side. As previously shown, Figure 14 shows an example of a pedestrian crossing gate in Baldwinsville, NY. All safety improvements must comply with the MUTCD – Chapter 8E – *Pathway and Sidewalk Grade Crossings*. Additionally, the NYSDOT may require an Administrative Law Review for pedestrian work (particularly sidewalks) going across a railroad corridor.

Sidewalk

- Install a sidewalk along the north side of the road from Route 11 to Kildare Path/Lebeau Lane. Then, cross Orangeport and add a sidewalk to Goodeve Lane.
- As shown in Figure 17, the sidewalk crosses Orangeport Road twice. Typically, this would be discouraged, but there is not sufficient space for a sidewalk to extend on the north side of Orangeport Road at the railroad crossing. The abutment in this area drops off steeply to a waterway. So, it's necessary to place a sidewalk along the south side of Orangeport Road at the railroad crossing. By extension, the sidewalk extends to and across Bear Springs Road to connect to Orangeport Road.

Sharrows

- Add sharrows along the road.

Crosswalks

- Crosswalks across: Lebeau, Peregrine, Woodlands, Woodlawn, Wickham, Bear Springs.

Bear Springs Road

Bear Springs Road is a two-lane road with no shoulders. Its posted speed limit is 35 MPH and it has utility poles along its western side that are set back 18 to 20 feet. (See Figure 1.)

Sidewalks

- Install a sidewalk along the east side of Bear Springs Road from Goodeve Lane to Orangeport Road.

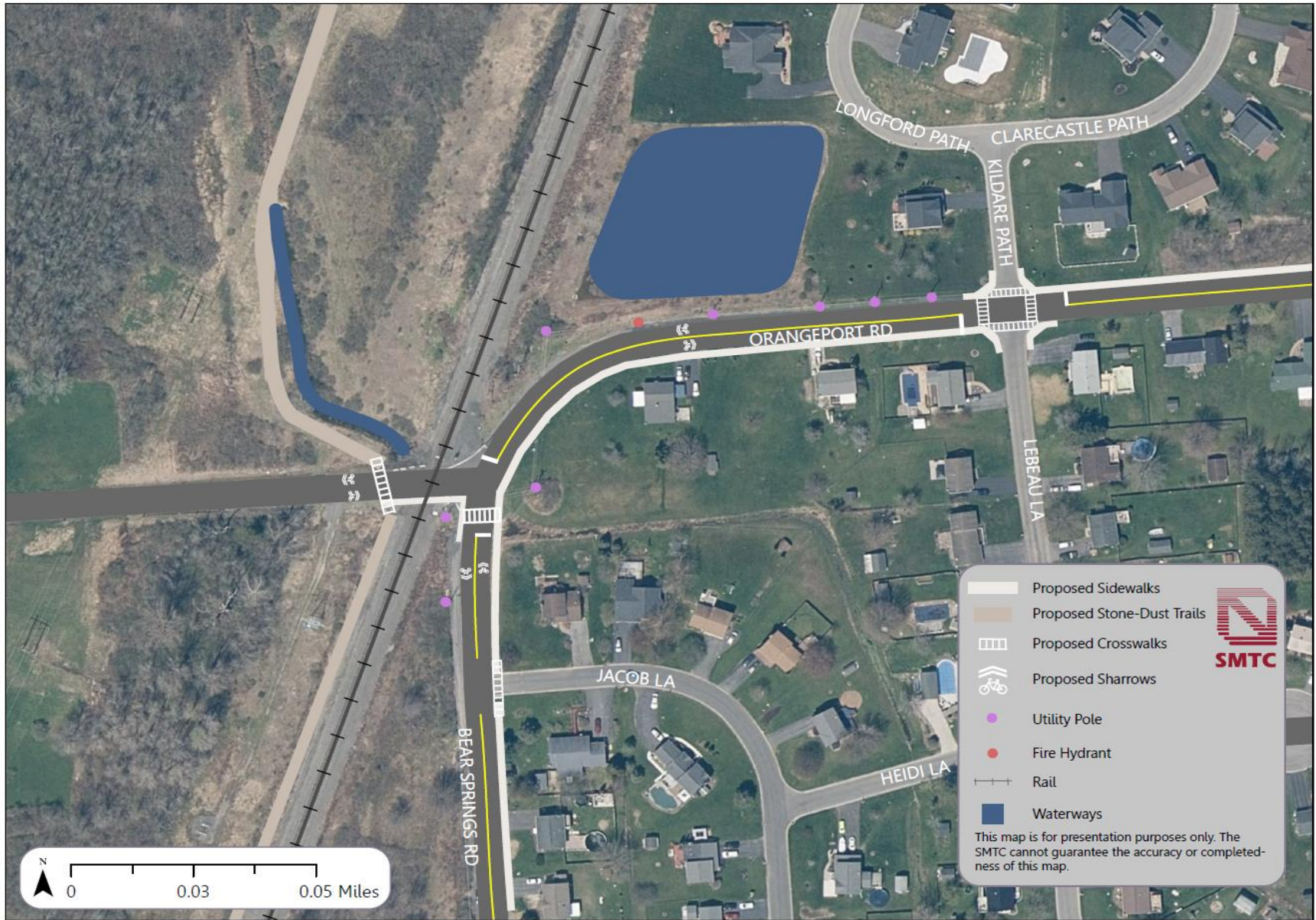


Figure 17 – Envisioned Conditions: Orangeport Road and Bear Springs Road

Sharrows / Shared Use Path / Bike Lanes

- Install sharrows along Bear Springs Road.
- As new development occurs east, west and south of Bear Springs Road, consider installing a shared use path along the west side of Bear Springs Road. Alternatively, sidewalks could be installed, and the road could be widened, and bike lanes could be installed.

Wickham Road and North Wickham Road

Wickham Road (south of Orangeport Road) can be extended south as new development occurs. A Town park, Plank Road Park, exists directly south of Wickham Road. As development occurs, a trail, sidewalks, bike lanes, etc. should be extended from Plank Road Park to Wickham Road. North Wickham Road serves as a connection to an envisioned trail system at the northern terminus of the road. (See Figure 1.)

Sidewalks

- Install a sidewalk along the west side of road only (North Wickham Road)
- Install a sidewalk along the east side of road only (Wickham Road)

Sharrows and Shared Use Path

- Install Sharrows on both roads
- Extend a shared use path from Wickham Road south to the Plank Road Park.

Trails (stone dust) / Shared Use Paths (paved)

Trails (stone dust) and Shared Use Pathways (paved) locations are shown in Figure 1. Trails along property owned/controlled by Grid must adhere to Grid's design standards. Shared Use Pathways installed within rights-of-way of roads that connect to sidewalks and bike lanes should be paved and between 8' to 12' wide as needed, with wider widths preferred whenever possible.

Brewerton to Micron Trail along Grid property

As mentioned, the Town of Cicero is coordinating with the Town of Clay, Grid, and Micron about selecting a trail route along Grid corridors. See tech memo #1 for a list of considerations that a community should weigh before obtaining a Right of Entry Agreement from Grid (Attachment A); Standards and Requirements for Recreational Trail Proposal (Attachment B); and an application (Attachment C).

Two Grid utility corridors exist west of the CSX railroad tracks between Brewerton and the Micron site. Grid owns the land along one of the two corridors. The other corridor is likely established by easement. As shown in Figure 18 and Figure 19, SMTC suggests using a combination of property owned by Grid, Cicero, two private property owners (see Figure 18), CSX, and the Onondaga County Industrial Development Agency (see Figure 19). The envisioned trail alignment has at least two waterways that require bridges.



Ownership & Tax Map

1) National Grid, 115.-01-01.0

Connection to Guy Young Road at this location provides better sight lines (plus a view to the river).

2) Town of Cicero, 116.-01-19.3

This parcel is “parkland” owned by the Town of Cicero. It is landlocked with no access from Guy Young Road. A trail through this parcel would provide access to recreation land.

3) LaFace Domenico 116.-01-19.1

A connection to the “easement corridor” would allow the trail to remain away from the CSX railroad tracks. There may be a waterway to cross.

4) Melvin Merle D 116.-01-18.1

Again, using the “easement corridor” would allow the trail to remain away from the CSX railroad tracks. It would also help avoid a significant water way crossing at Orangeport Road.

5) National Grid, 117.-01-06.0

SMTC suggests using the corridor owned by National Grid from Orangeport Road to Mud Mill Road. This should avoid wetlands and allow for a good crossing point across Mud Mill Road.



Figure 19 Ownership & Tax Map

1) National Grid, 042.-01-06.0

SMTC suggests using the corridor owned by National Grid from Orangeport Road to Mud Mill Road. This should avoid wetlands and allow for a good crossing point across Mud Mill Road.

2) National Grid, 048.-01-04.0

SMTC suggests continuing trail along corridor owned by Grid.

A. This waterway would require a bridge.

B. There appears to be a crossing point across the CSX railroad tracks at this location. SMTC suggests improving this crossing to prevent the need to Caughdenoy Road further south and the need to cross the tracks at Caughdenoy Road.

3) OCIDA, 048.-01-02.2

SMTC suggests entering OCIDA property under the power lines to connect to Micron.

Trails within the Study Area along Grid Property

As shown in Figure 20, SMTC suggests using the utility corridor that runs north/south from North Wickham Drive to Chestnut Street. Land is owned by three private property owners listed in Table 1.

Table 1 – Ownership Information

| | | | | |
|----|----------------------|---|--------------|----------------------|
| 1. | Corscor, LLC | 9583 Brewerton Road, Brewerton NY 13029 | 115.-01-39.0 | 11500000010390000000 |
| 2. | Corscor, LLC | PO Box 587, Brewerton, NY 13029 | 116.-01-03.1 | 11600000010030000000 |
| 3. | Walnut Hill Dev Corp | PO Box 587, Brewerton, NY 13029 | 116.-01-05.3 | 11600000010050000000 |

SMTC also suggests using the east/west corridor owned by Grid (116.-01-07.0) between Clarecastle Path and Route 11 for a trail (see “A”). Additionally, trail connections to local roads are shown at locations “B” to “D”. (See “Chestnut Street” and “North Wickham Street” for additional recommendations.)



Figure 20 – Neighborhood Trail System

Shared Use Pathways (paved)

As previously shown in Figure 1, SMTC has identified several shared use trails that connect to sidewalks and/or bikeways. As noted, paved shared use paths could range from 8' to 12' wide as needed to accommodate site constraints, with larger widths preferred whenever feasible. Shared use pathway locations include:

- County Route 37 (Oswego) along the road's south side between Lighthouse Park and Route 11.
- Between Route 11 and Tagus Lane (as those parcels develop in the future)
- Miller Road
 - Along the west side between Bartell Road and Vistula Path
 - Along the south side from Vistula Path to the baseball fields (at elementary school)
 - Along the north side from the baseball fields (at elementary school to Route 11)
- Between Vistula Path and Brewerton Elementary School
- Between Wickham Drive and Plank Road Park

Wayfinding

SMTC developed a bike wayfinding plan to guide bicyclists (and pedestrians) to and through the hamlet – see Figure 21. Table 2 lists destinations to place on each sign legend. Destinations include:

| | |
|---------------------|---------------------------|
| Fort Brewerton | Oneida Shores Park |
| Business District | Historic Bridge & Markers |
| Riverfront Park | Elementary School |
| Fishing Access Site | Plank Road Park |
| Centro Park-n-Ride | Micron Trail |
| Library | Riverwalk Trail |
| Lighthouse Park | |

Cicero and Hastings should coordinate on sign legends as planning activities in both towns evolve. If a sign legend is modified from what is proposed in Table 2, all subsequent signs along the route in Figure 21 should be updated as well. Once sign legend destinations are confirmed, the number of miles to that destination (i.e., or walking time or biking time) should be included next to each destination. Sign design, placement, and legends must comply with MUTCD as well as the NYS Supplement to the MUTCD.

Conclusion

SMTC prepared two technical memos that delve into planning-level considerations necessary to establish a comprehensive mobility network that links neighborhoods and rural areas (prime for future development) to Brewerton's Riverfront Park and its business district. This planning effort has produced very specific recommendations about what types of facilities and amenities to install and where to locate them. To assist with future decision making and implementation efforts, SMTC identified detailed recommendations (in bullet form) for each roadway and area, and developed planning maps to illustrate envisioned facilities, amenities and envisioned improvements.

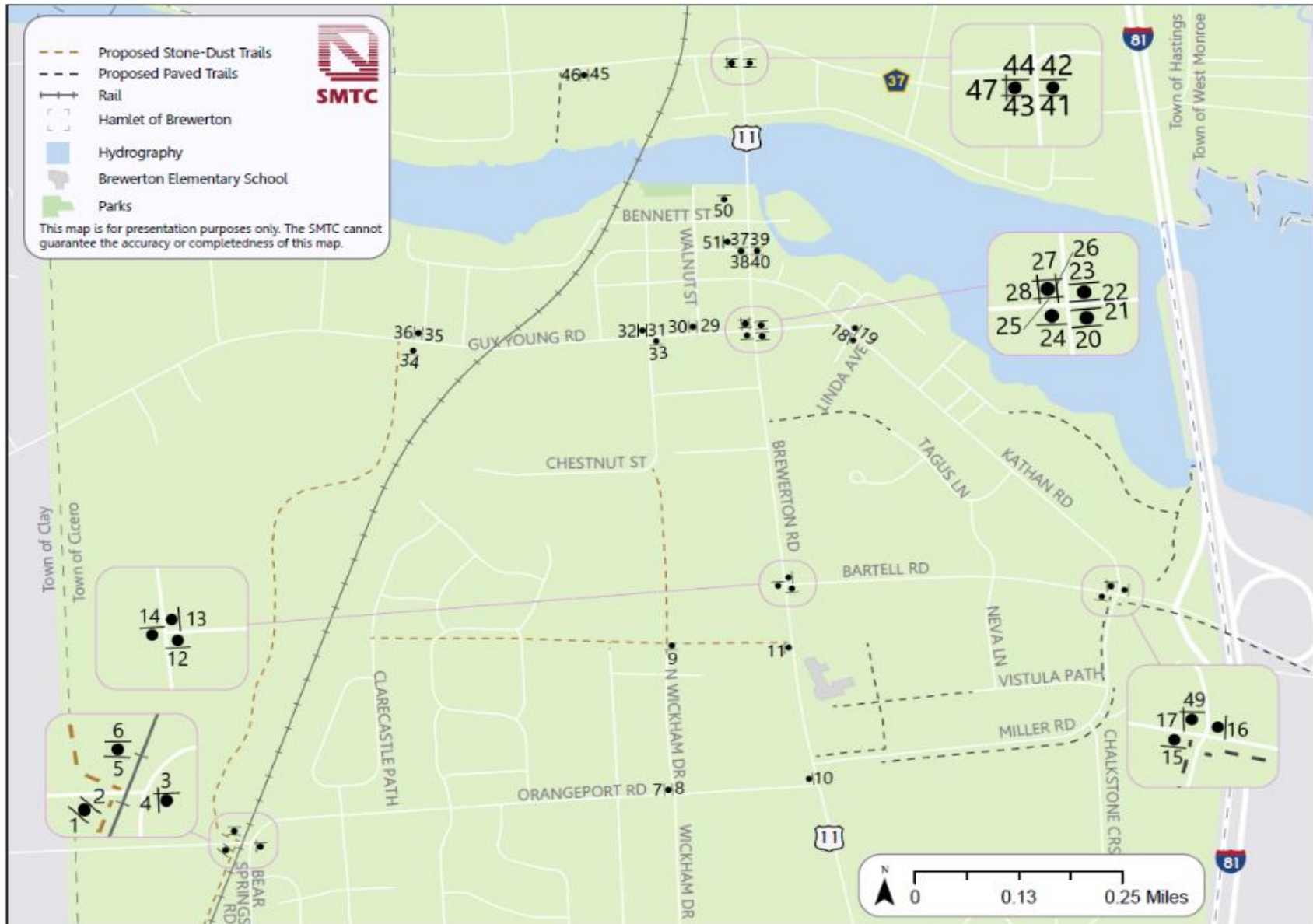


Figure 21 – Envisioned Wayfinding System Map

Table 2 – Destinations to list on Bicycle Wayfinding Sign Legends

| Sign | Left Arrow | Right Arrow | Thru Arrow |
|------|--|---|---|
| 1 | | Plank Road Park Centro Park-n-Ride Fishing Access Site | Business District Riverfront Park Fort Brewerton Lighthouse Park |
| 2 | | | Micron Trail |
| 3 | | Micron Trail Riverfront Trail Riverfront Park Business District | |
| 4 | Plank Road Park Centro Park-n-Ride Fishing Access Site | | |
| 5 | | | Riverfront Park Business District Fort Brewerton Lighthouse Park |
| 6 | Plank Road Park Centro Park-n-Ride Fishing Access Site | | Micron Trail |
| 7 | Riverfront Park Business District | Plank Road Park Centro Park-n-Ride Fishing Access Site | |
| 8 | Plank Road Park | Riverfront Park Business District Riverfront Trail | Micron Trail |
| 9 | | | Riverfront Park Business District Riverfront Trail Fort Brewerton |
| 10 | | | Micron Trail Plank Road Park Riverfront Park |
| 11 | Business District Centro Park-n-Ride Fishing Access Site Oneida Shores Park | Elementary School | |
| 12 | | Centro Park-n-Ride Fishing Access Site Oneida Shores Park | Business District Riverfront Park Fort Brewerton Lighthouse Park |
| 13 | Micron Trail Plank Road Park | Business District Riverfront Park Fort Brewerton Lighthouse Park | |
| 14 | Centro Park-n-Ride Fishing Access Site Oneida Shores Park | | Plank Road Park Micron Trail |
| 15 | | Oneida Shores Park | Business District Centro Park-n-Ride Fishing Access Site |
| 16 | | Business District Riverfront Park Fort Brewerton Lighthouse Park | |
| 17 | Business District Riverfront Park Fort Brewerton Lighthouse Park | | Oneida Shores Park |
| 18 | | | Centro Park-n-Ride Fishing Access Site Oneida Shores Park |
| 19 | Business District Riverfront Park Fort Brewerton Lighthouse Park | | |
| 20 | Riverfront Trail | Oneida Shores Park | Riverfront Park Fort Brewerton Lighthouse Park |
| 21 | Centro Park-n-Ride Fishing Access Site Oneida Shores Park | | |
| 22 | | | Historic Bridge & Markers Riverfront Park Fort Brewerton Lighthouse Park |
| 23 | Centro Park-n-Ride Fishing Access Site Oneida Shores Park | Riverfront Trail | |
| 24 | Riverfront Trail | Oneida Shores Park | Riverfront Park Fort Brewerton Lighthouse Park |
| 25 | | | Historic Bridge & Markers Riverfront Park Fort Brewerton Lighthouse Park |
| 26 | | Historic Bridge & Markers Riverfront Park Fort Brewerton Lighthouse Park | Micron Trail Riverfront Trail |
| 27 | Centro Park-n-Ride Fishing Access Oneida Shores Park | Micron Trail Riverfront Trail | |
| 28 | Historic Bridge & Markers Fort Brewerton Lighthouse Park | | Centro Park-n-Ride Fishing Access Oneida Shores Park |
| 29 | | Riverfront Park | Micron Trail Riverfront Trail |
| 30 | Riverfront Park | | Business District Historic Bridge & Markers Fort Brewerton |
| 31 | Orangeport Road Plank Road Park | | |
| 32 | | Orangeport Road Plank Road Park | Riverfront Park Business District Historic Bridge & Markers |
| 33 | Micron Trail Riverfront Trail | Riverfront Park Business District Historic Bridge & Markers | |
| 34 | Riverfront Trail | Riverfront Park Business District Fort Brewerton Lighthouse Park | |
| 35 | Micron Trail | | Riverfront Trail |
| 36 | | Micron Trail | Riverfront Park Business District Fort Brewerton Lighthouse Park |
| 37 | | Riverfront Park | Business District Centro Park-n-Ride Fishing Access Oneida Shores Park |
| 38 | Riverfront Park | | Historic Bridge & Markers Fort Brewerton Lighthouse Park |
| 39 | | Riverfront Park | Business District Centro Park-n-Ride Fishing Access Oneida Shores Park |
| 40 | Riverfront Park | | Historic Bridge & Markers Fort Brewerton Lighthouse Park |
| 41 | Fort Brewerton Lighthouse Park | | Brewerton Speedway |
| 42 | | Fort Brewerton Lighthouse Park | Historic Bridge & Markers Business District Riverfront Park Micron Trail |
| 43 | Fort Brewerton Lighthouse Park | | Brewerton Speedway |
| 44 | | Fort Brewerton Lighthouse Park | Historic Bridge & Markers Business District Riverfront Trail Micron Trail |
| 45 | Lighthouse Park | | |
| 46 | | Lighthouse Park | Fort Brewerton Historic Bridge & Markers Business District Riverfront Park |
| 47 | Historic Bridge & Markers Business District Riverfront Park Micron Trail | | |
| 48 | | | Riverfront Park Business District |
| 49 | | Oneida Shores Park | Elementary School Plank Road Park |
| 50 | Business District Historic Bridge & Markers Fort Brewerton | | |
| 51 | | Business District Historic Bridge & Markers Fort Brewerton | |

* Only list on legend when access is provided.