Section 4.12: Traffic and Transportation Effects

This section assesses the potential traffic impacts of the Proposed Action and its alternatives on traffic and transportation in the affected areas. It should be noted that the traffic analysis does not reflect the actual environmental baseline on the date of the Nation's fee-to-trust application. Actual environmental baseline traffic conditions would reflect the existence of operating gaming facilities at the Seneca Falls and Union Springs properties. The temporary closing of these gaming operations necessitated the analyses presented.

The analysis of Alternatives 1 and 3 is referred to in this section as the "Build" condition. The analysis considers the effects of these alternatives in respect to traffic generating uses. Specifically, the analyses considers the effects of reopening of the Nation's LakeSide Entertainment gaming facilities located on NYS Route 89 in the Town of Seneca Falls, Seneca County, and on NYS Route 90 in the Village of Union Springs, Cayuga County.

A. ALTERNATIVE 1: PROPOSED ACTION

Under this alternative, the Nation's land in the Village of Union Springs, and the Towns of Springport and Montezuma in Cayuga County, and the Town of Seneca Falls in Seneca County, would be taken into and held in trust by the Bureau of Indian Affairs (BIA).

The Nation would continue use of its properties for multiple purposes, involving the continuation of previous and existing uses, including convenience store and gas station operations, gaming facilities, a car wash and related activities.

Under the Proposed Action, the Nation's two LakeSide Entertainment gaming facilities will be reopened at sites of their former locations at the Nation's Seneca Falls and Union Springs properties. In Seneca Falls, the gaming business occupies the rear portion of the convenience store at the Nation's existing LakeSide Trading business. The Union Springs gaming facility is located in a stand-alone approximately 2,300 square foot building that formerly housed an auto parts store.

It is anticipated that the LakeSide Entertainment facilities would resume operations as they existed prior to September and October 2005, when the gaming operations were temporarily suspended. As during their previous operation, the facilities will be small-scale Type II gaming operations consisting of electronic bingo machines. Consistent with federal regulations, the LakeSide Entertainment Class II gaming facilities will not be "casinos" with table gaming (e.g., poker, blackjack, or roulette) or slot machines.[1]

[1] See 25 CFR Part 502.

SENECA FALLS STUDY AREA

PROPERTY DESCRIPTION

The Seneca Falls property is comprised of LakeSide Trading, consisting of a gas station and convenience store. The analysis considers the reopening of the LakeSide Entertainment gaming facility which will resume operations in its former location within the existing convenience store building. The property is located at the northwest corner of the intersection of NYS Route 89 and Garden Street in the Town of Seneca Falls.

The Proposed Action would consist of the reopening of the gaming facility with 33 individual electronic gaming machines in operation at the LakeSide Entertainment property.

TRIP GENERATION

Table 4.12-1 shows the trip generation rates used to compute the vehicular trips generated by the 33 gaming machines. These rates were developed based on information presented in the article "Trip Generation Characteristics of Small to Medium-Sized Casinos" which was presented as part of the Institute of Transportation Engineers (ITE) 2001 Annual Meeting Compendium (see Appendix D). It is estimated that the 33 gaming machines would generate approximately 23 trips (12 entering, 11 exiting) during the Friday PM peak hour and 26 trips (14 entering, 12 exiting) during the Saturday Midday peak hour, as shown in Table 4.12-1.

TRIP DISTRIBUTION AND ASSIGNMENT

For the purpose of estimating the likely distribution of property-generated trips to and from the property, the property-generated trips were assigned to the traffic network using existing travel patterns for each peak hour. The property-generated vehicle trips are shown in Figures 4.12-1 and 4.12-2 for the Friday PM and Saturday Midday peak hours, respectively.

TRAFFIC CONDITIONS

The property-generated traffic volumes were added to the 2007 No Build traffic volumes to estimate the traffic volumes under Alternative 1 and Alternative 3 (the "Build" conditions). The Build traffic volumes for the Friday PM and Saturday Midday peak hours are shown in Figures 4.12-3 and 4.12-4 respectively.

Table 4.12-2 presents a comparison of 2007 No Build and 2007 Build LOS for the study area intersections.

Under 2007 Build conditions there would be no notable changes in LOS for any of the lane groups/approaches at the study area intersections. All lane groups and approaches at the study area intersections would continue to operate acceptably at LOS A or B.

ACCIDENT ANALYSIS

No significant change in the accident experience in the study area is expected under Alternatives 1 and 3.

Table 4.12-1
Seneca Falls Property: Build Traffic Generation (1)

Casino Size	Friday PM Peak Hour					Saturday Midday Peak Hour				
	'In' Trips		'Out' Trips		Total # of Trips	'In' Trips		'Out' Trips		Total # of Trips
	Trip Generation Rate	# of 'In' Trips	Trip Generation Rate	# of 'Out' Trips		Trip Generation Rate	# of 'In' Trips	Trip Generation Rate	# of 'Out' Trips	
33 gaming positions	0.36	**12**	0.33	**11**	**23**	0.42	**14**	0.36	**12**	**26**

Note:
(1) Based on the article “Trip Generation Characteristics of Small to Medium-Sized Casinos” which was presented as part of the Institute of Transportation Engineers (ITE) 2001 Annual Meeting Compendium.

Table 4.12-2
Level-of-Service Analysis Results :
2007 No-Build and Build Traffic Conditions
Seneca Falls Study Area

Intersection	No.	Approach	Lane Group	Friday PM Peak Hour						Saturday Midday Peak Hour					
				2007 No-Build			2007 Build			2007 No-Build			2007 Build		
				v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS
NYS Route 89 (N-S) @	1	Eastbound	LTR	0.25*	9.7	A	0.25*	9.8	A	0.22*	9.1	A	0.22*	9.1	A
East Bayard Street/Lake Road		Westbound	LTR	0.08*	8.8	A	0.08*	8.8	A	0.05*	8.4	A	0.05*	8.4	A
		Northbound	LTR	0.41*	11.1	B	0.42*	11.3	B	0.26*	9.4	A	0.26*	9.5	A
		Southbound	LTR	0.23*	9.4	A	0.24*	9.5	A	0.29*	9.5	A	0.30*	9.6	A
		Intersection			10.2	B		10.3	B		9.3	A		9.4	A
NYS Route 89 (N-S) @	2	Northbound	LT	0.00	7.6	A	0.00	7.6	A	0.00	7.8	A	0.00	7.8	A
NYS Chiropractic College		Eastbound	LR	0.07	11.3	B	0.07	11.4	B	0.02	11.3	B	0.02	11.4	B
Driveway															
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 89 (N-S) @	3	Northbound	LT	0.00	7.6	A	0.00	7.7	A	0.01	7.7	A	0.01	7.7	A
Seneca Falls Health Center		Eastbound	LR	0.03	10.0	B	0.03	10.1	B	0.03	10.5	B	0.03	10.5	B
Driveway															
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 89 (N-S) @	4	Southbound	LT	0.00	7.7	A	0.00	7.7	A	0.00	7.6	A	0.00	7.6	A
Jackson Road		Westbound	LR	0.03	10.5	B	0.03	10.6	B	0.02	10.3	B	0.02	10.3	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 89 (N-S) @	5	Northbound	LT	0.01	7.8	A	0.01	7.8	A	0.01	7.8	A	0.01	7.8	A
Property Driveway		Eastbound	LR	0.11	11.9	B	0.12	12.1	B	0.08	11.4	B	0.10	11.5	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
Garden Street (E-W) @	6	Eastbound	LT	0.05	7.5	A	0.05	7.5	A	0.04	7.6	A	0.05	7.6	A
Property Driveway		Southbound	LR	0.15	10.2	B	0.16	10.3	B	0.16	10.8	B	0.18	11.0	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 89 (N-S) @	7	Northbound	LTR	0.05	7.7	A	0.05	7.7	A	0.05	7.8	A	0.05	7.8	A
Garden Street		Southbound	LTR	0.01	7.5	A	0.01	7.5	A	0.01	7.5	A	0.01	7.5	A
		Westbound	LTR	0.12	11.8	B	0.12	11.8	B	0.08	12.4	B	0.08	12.5	B
		Eastbound	LTR	0.19	12.7	B	0.2	12.9	B	0.21	12.8	B	0.22	12.9	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 89 (N-S) @	8	Northbound	LTR	0.00	7.6	A	0.00	7.6	A	0.00	7.8	A	0.00	7.8	A
Willows Hill Road		Southbound	LTR	0.01	7.5	A	0.01	7.5	A	0.01	7.6	A	0.01	7.6	A
		Westbound	LTR	0.06	10.0	A	0.06	10.0	A	0.06	10.7	B	0.06	10.7	B
		Eastbound	LTR	0.03	10.9	B	0.03	11.0	B	0.03	12.6	B	0.03	12.7	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 89 (N-S) @	8	Northbound	LTR	0.01	7.6	A	0.01	7.6	A	0.00	7.7	A	0.00	7.7	A
Noble Road		Southbound	LTR	0.01	7.6	A	0.01	7.6	A	0.01	7.6	A	0.01	7.6	A
		Westbound	LTR	0.02	10.6	B	0.02	10.7	B	0.05	10.4	B	0.05	10.5	B
		Eastbound	LTR	0.03	11.0	B	0.03	11.1	B	0.04	11.3	B	0.04	11.3	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		

Notes:
L = Left Turn, T = Through, R = Right Turn; LOS = Level of Service.
*For 4-way stop controlled unsignalized intersections, HCS calculates a lane-utilization factor and not a v/c ratio.

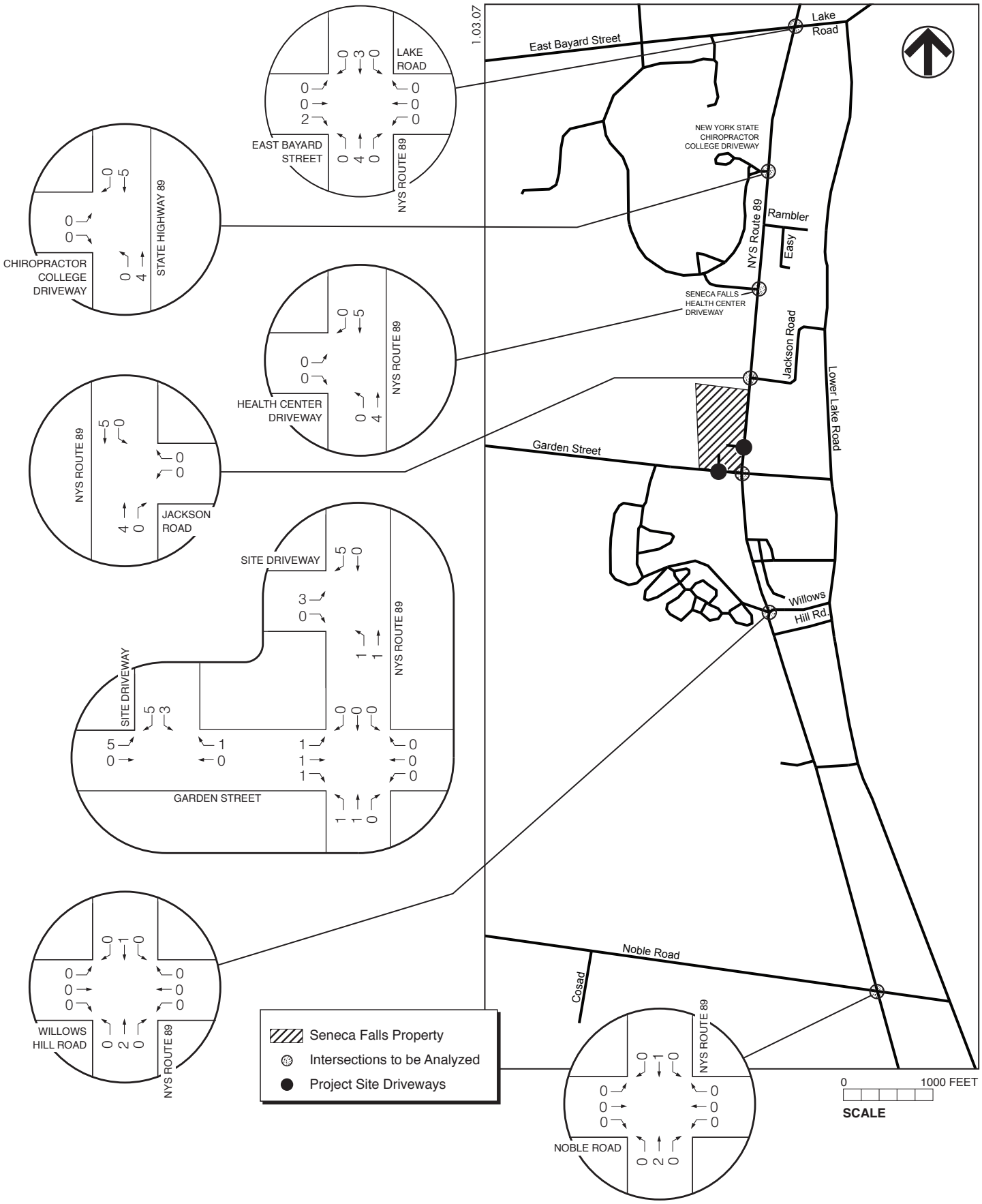

Figure 4.12-1

Seneca Falls
2007 Property-Generated Traffic Volumes
Friday PM Peak Hour (4:00-5:00 PM)

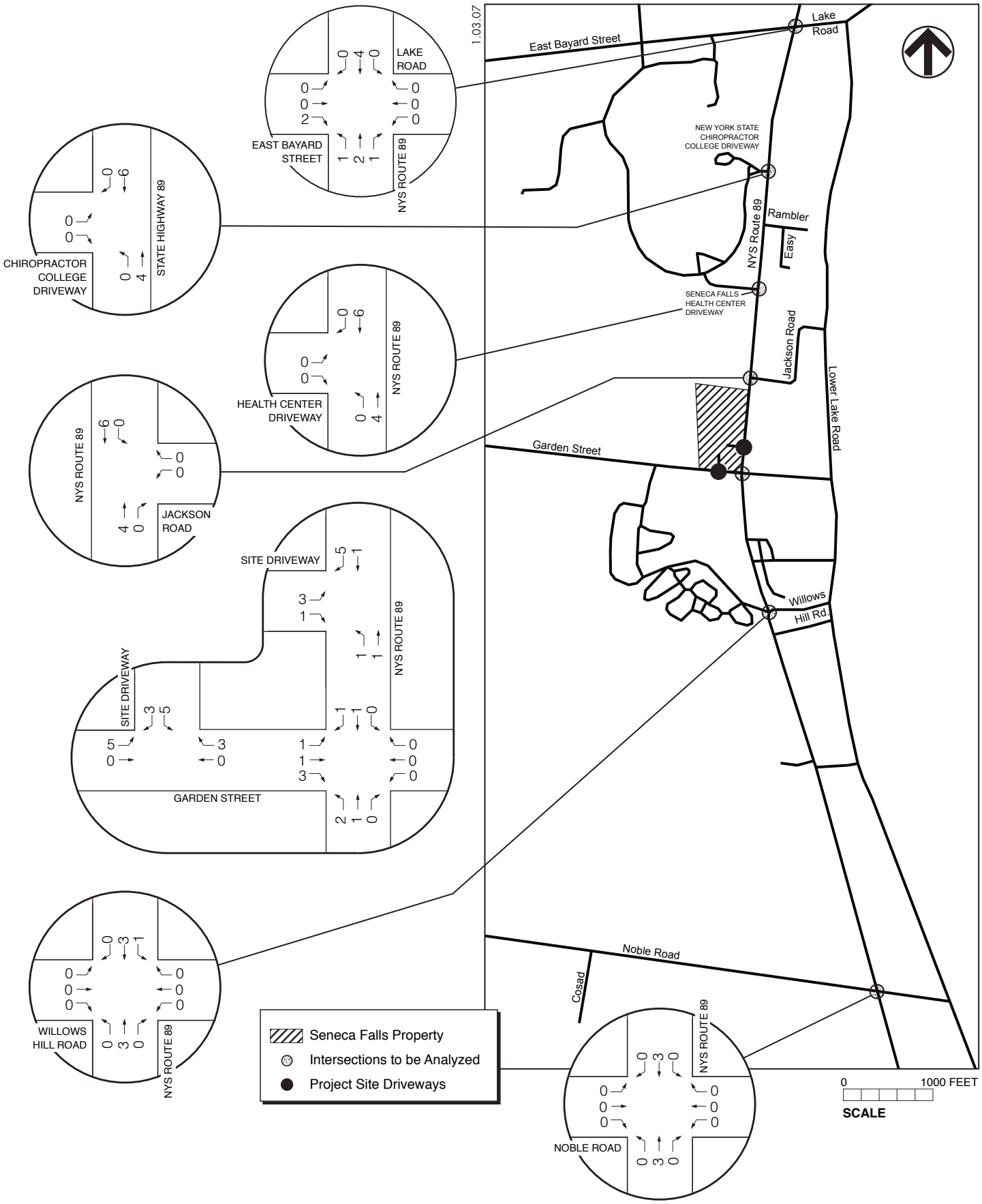

Figure 4.12-2

Seneca Falls

2007 Property-Generated Traffic Volumes

Saturday Midday Peak Hour (12:00-1:00 PM)

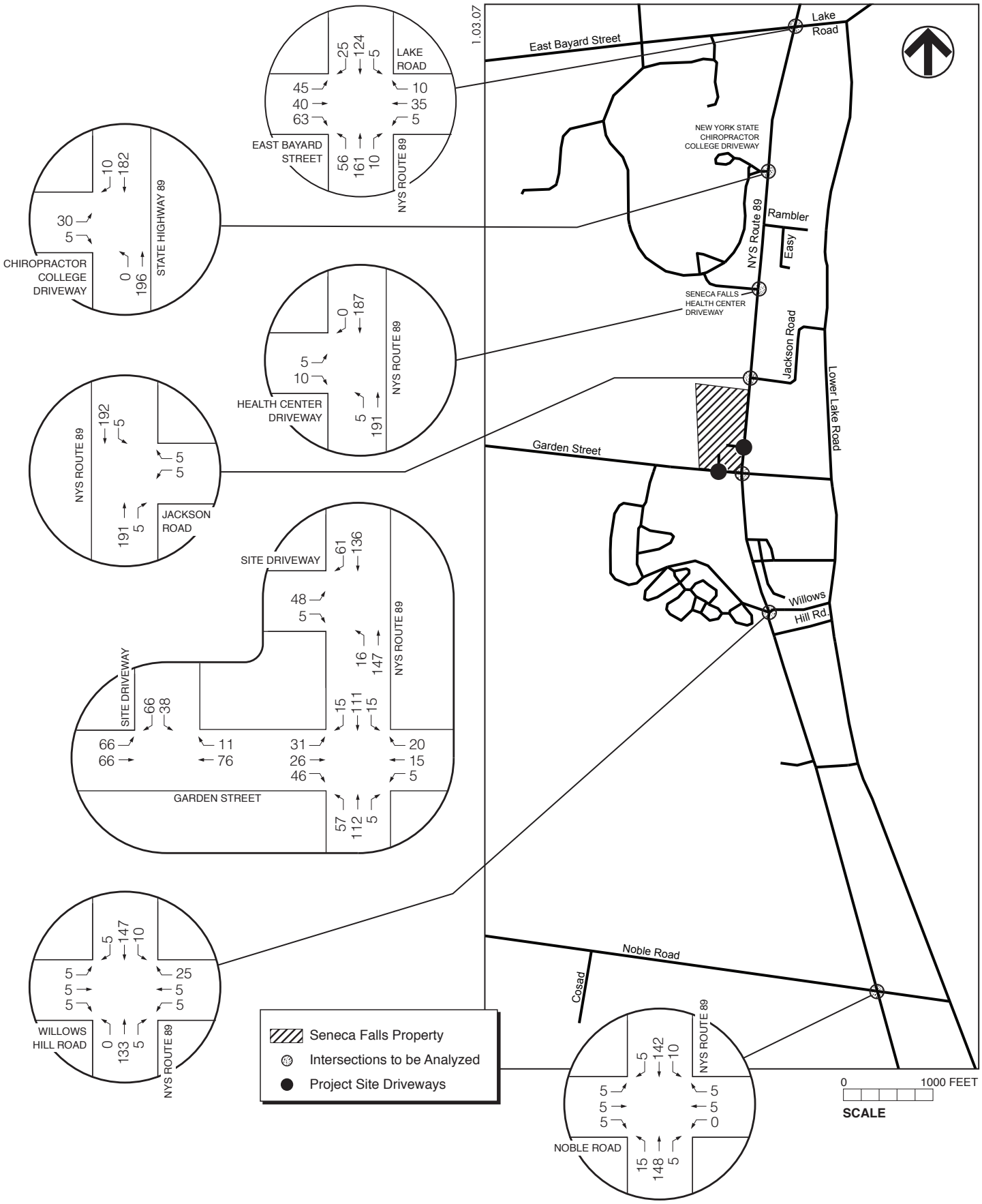

Figure 4.12-3

Seneca Falls
2007 Build Traffic Volumes
Friday PM Peak Hour (4:00-5:00 PM)

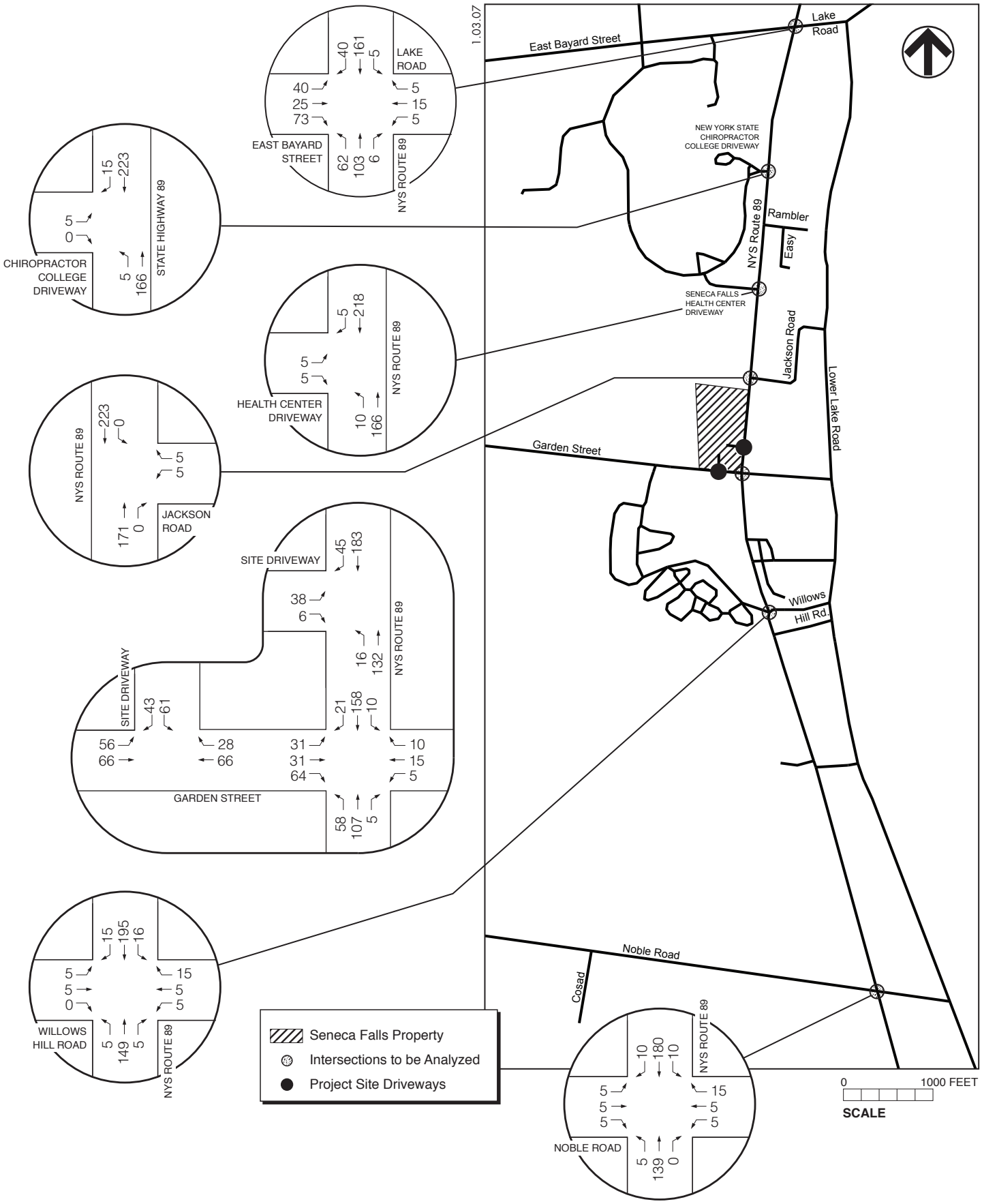

Figure 4.12-4

Seneca Falls

2007 Build Traffic volumes

Saturday Midday Peak Hour (12:00-1:00 PM)

UNION SPRINGS STUDY AREA

PROPERTY DESCRIPTION

The Union Springs property is located on a land parcel on the west side of NYS Route 90, north of McDonalds Point Road. The property consists of LakeSide Trading, composed of a gas station and convenience store, as well as the LakeSide car wash. This analysis considered the reopening of the Nation's LakeSide Entertainment gaming facility which is located in a separate building to the south of the LakeSide Trading operations.

The Proposed Action would consist of the reopening of the gaming facility with 86 individual electronic gaming machines in operation at the property.

TRIP GENERATION

Table 4.12-3 shows the trip generation rates used to compute the vehicular trips generated by the 86 gaming machines. These rates were developed based on information presented in the article "Trip Generation Characteristics of Small to Medium-Sized Casinos" which was presented as part of the Institute of Transportation Engineers (ITE) 2001 Annual Meeting Compendium. It is estimated that the 86 gaming machines would generate approximately 59 trips (31 entering, 28 exiting) during the Friday PM peak hour and 67 trips (36 entering, 31 exiting) during the Saturday PM peak hour, as shown in Table 4.12-3.

TRIP DISTRIBUTION AND ASSIGNMENT

For the purpose of estimating the likely distribution of property-generated trips to and from the property, the property-generated trips were assigned to the traffic network using existing travel patterns for each peak hour. The property-generated vehicle trips are shown in Figures 4.12-5 and 4.12-6 for the Friday PM and Saturday PM peak hours, respectively.

TRAFFIC CONDITIONS

The property-generated traffic volumes were added to the 2007 No Build traffic volumes to estimate the 2007 Build Traffic volumes. The Build traffic volumes for the Friday PM and Saturday PM peak hours are shown in Figures 4.12-7 and 4.12-8 respectively.

Table 4.12-4 presents a comparison of 2007 No Build and 2007 Build LOS for the study area intersections.

Under 2007 Build conditions there would be no notable changes in LOS for any of the lane groups/approaches at the study area intersections. All lane groups and approaches at the study area intersections would continue to operate acceptably at LOS A, B, or C.

ACCIDENT ANALYSIS

No significant change in the accident experience in the study area is expected under 2007 Build conditions.

MONTEZUMA AND SPRINGPORT STUDY AREAS – VACANT PARCELS

Under the Proposed Action, these properties would remain in their current undeveloped condition, therefore there would be no new traffic generating uses that would affect the roadway system.

Table 4.12-3
Union Springs Property: Build Trip Generation (1)

Casino Size	Friday PM Peak Hour					Saturday PM Peak Hour				
	'In' Trips		'Out' Trips		Total # of Trips	'In' Trips		'Out' Trips		Total # of Trips
	Trip Generation Rate	# of 'In' Trips	Trip Generation Rate	# of 'Out' Trips		Trip Generation Rate	# of 'In' Trips	Trip Generation Rate	# of 'Out' Trips	
86 gaming positions	0.36	**31**	0.33	**28**	**59**	0.42	**36**	0.36	**31**	**67**

Note:
(1) Based on the article "Trip Generation Characteristics of Small to Medium-Sized Casinos" which was presented as part of the Institute of Transportation Engineers (ITE) 2001 Annual Meeting Compendium.

Table 4.12-4
Level-of-Service Analysis Results :
2007 No-Build and Build Traffic Conditions
Union Springs Study Area

Intersection	No.	Approach	Lane Group	Friday PM Peak Hour						Saturday PM Peak Hour					
				2007 No-Build			2007 Build			2007 No-Build			2007 Build		
				v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS	v/c Ratio	Delay (sec)	LOS
NYS Route 90 (N-S) @	1	Southbound	LT	0.01	8.1	A	0.01	8.1	A	0.01	7.6	A	0.01	7.7	A
NYS Route 326		Westbound	LR	0.39	16.1	C	0.42	16.9	C	0.15	11.1	B	0.17	11.5	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 90 (N-S) @	2	Northbound	LTR	0.04	8.1	A	0.04	8.2	A	0.03	7.8	A	0.04	7.9	A
Old NYS Route 326		Southbound	LTR	0.00	7.9	A	0.00	7.9	A	0.00	7.5	A	0.00	7.5	A
		Westbound	LTR	0.04	14.0	B	0.05	15.1	C	0.04	11.7	B	0.04	12.2	B
		Eastbound	LTR	0.30	17.5	C	0.31	18.3	C	0.17	13.0	B	0.18	13.8	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 90 (N-S) @	3	Northbound	LT	0.00	8.1	A	0.01	8.2	A	0.00	7.8	A	0.01	7.9	A
Project Site Driveway		Eastbound	LR	0.00	0.0	A	0.07	14.1	B	0.00	0.0	A	0.06	11.9	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 90 (N-S) @	4	Northbound	LT	0.00	8.1	A	0.00	8.1	A	0.00	7.7	A	0.00	7.8	A
McDonald's Point Road		Eastbound	LR	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A	0.00	0.0	A
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		
NYS Route 90 (N-S) @	5	Northbound	LT	0.01	8.1	A	0.01	8.2	A	0.00	7.7	A	0.00	7.8	A
High School Driveway		Eastbound	LR	0.11	13.6	B	0.12	14.0	B	0.04	10.7	B	0.04	10.8	B
		Intersection		Unsignalized			Unsignalized			Unsignalized			Unsignalized		

Notes:
L = Left Turn, T = Through, R = Right Turn; LOS = Level of Service.

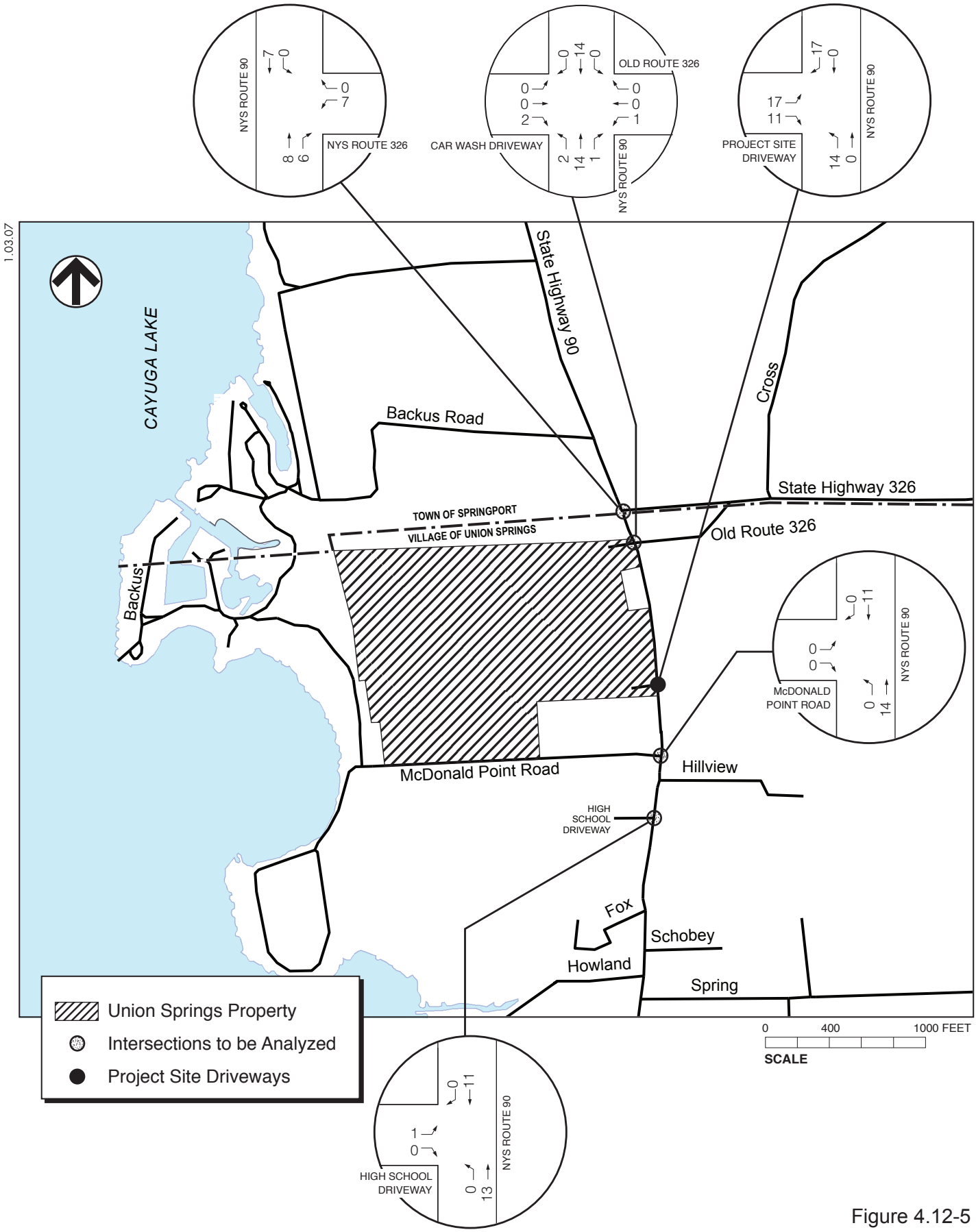

Figure 4.12-5

Union Springs
2007 Property-Generated Traffic Volumes
Friday PM Peak Hour (2:30-3:30 PM)

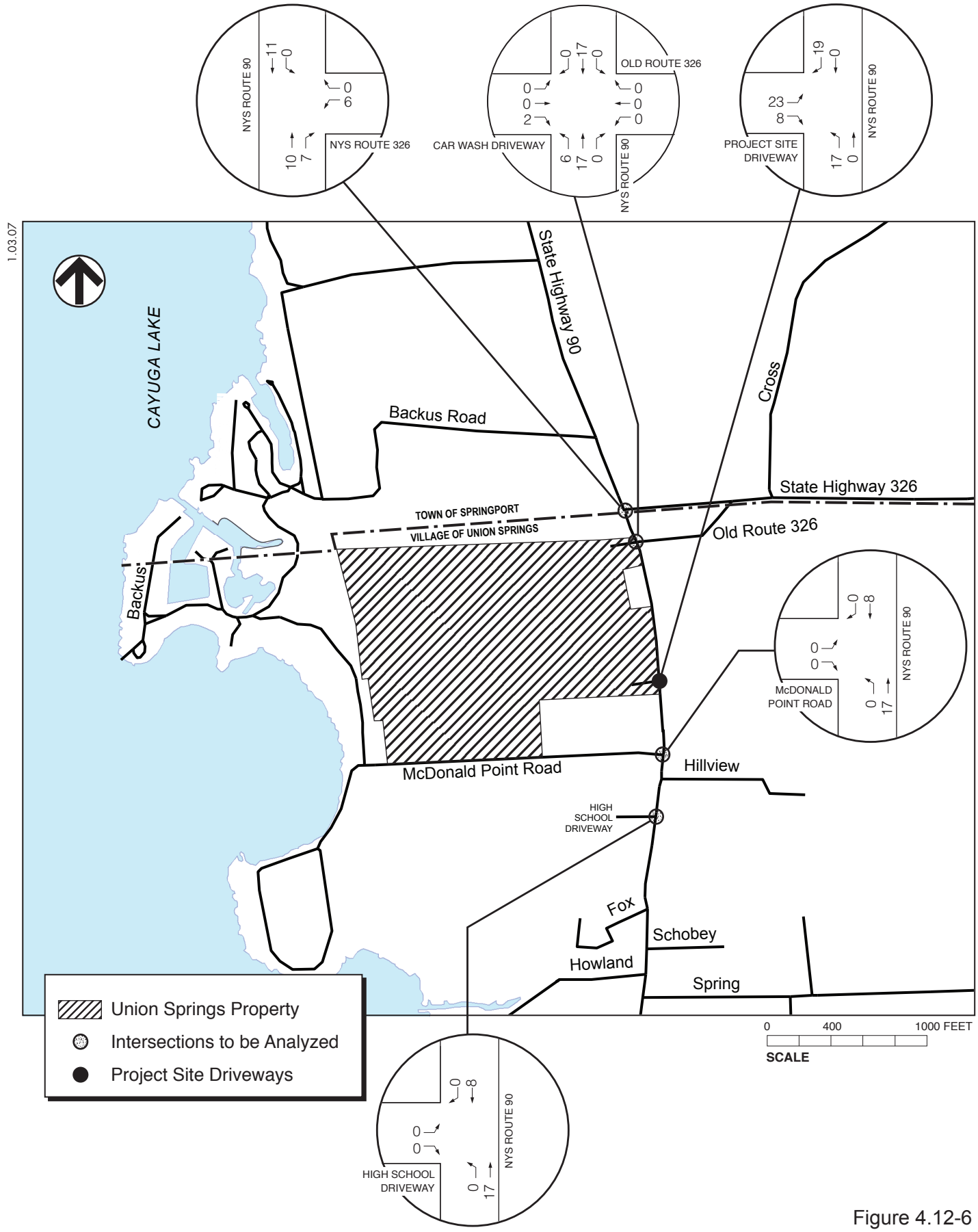

Figure 4.12-6

Union Springs
2007 Property Generated Traffic Volumes
Saturday PM Peak Hour (3:15-4:15 PM)

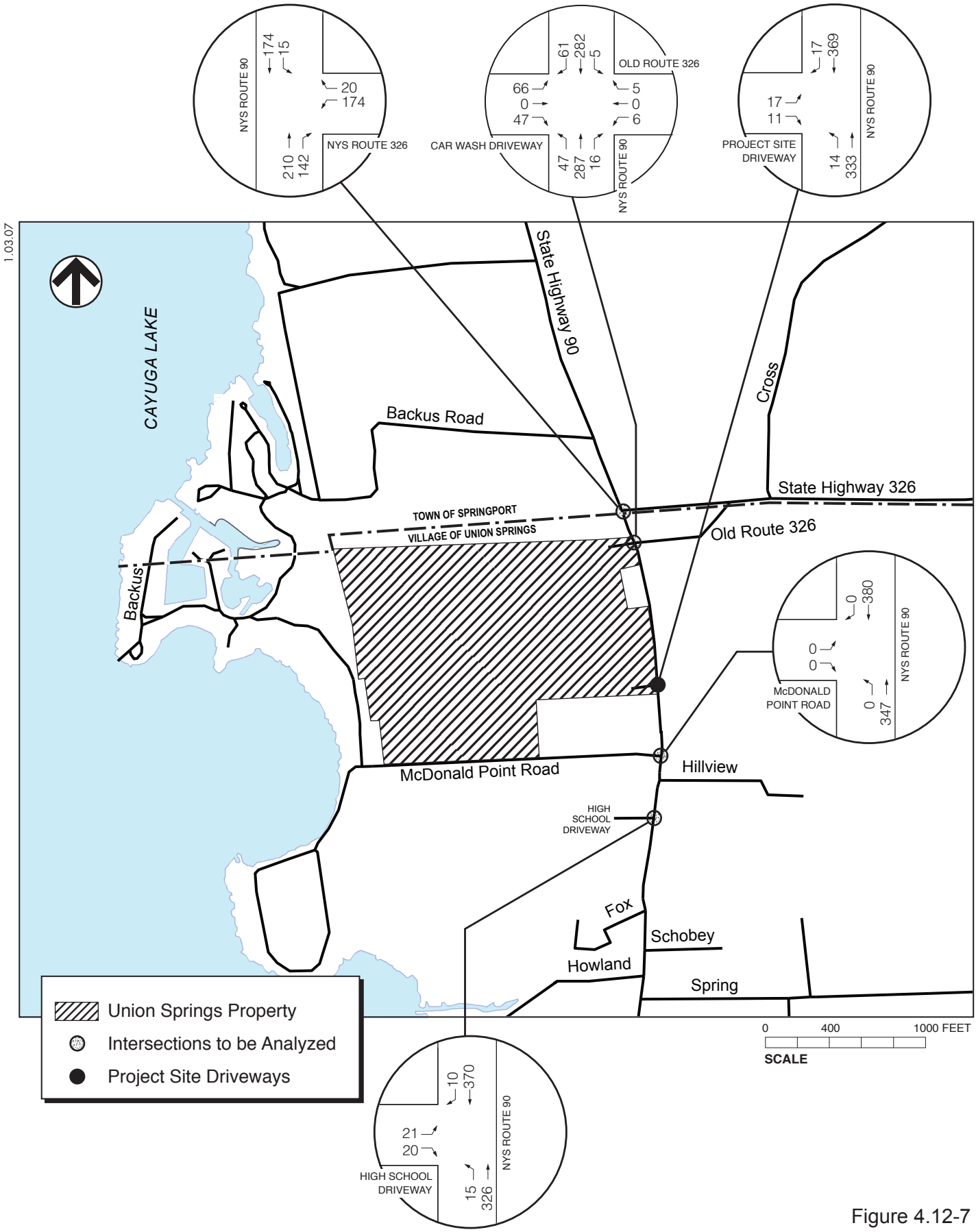

Figure 4.12-7

Union Springs
2007 Build Traffic Volumes
Friday PM Peak Hour (2:30-3:30 PM)

CAYUGA INDIAN NATION OF NEW YORK

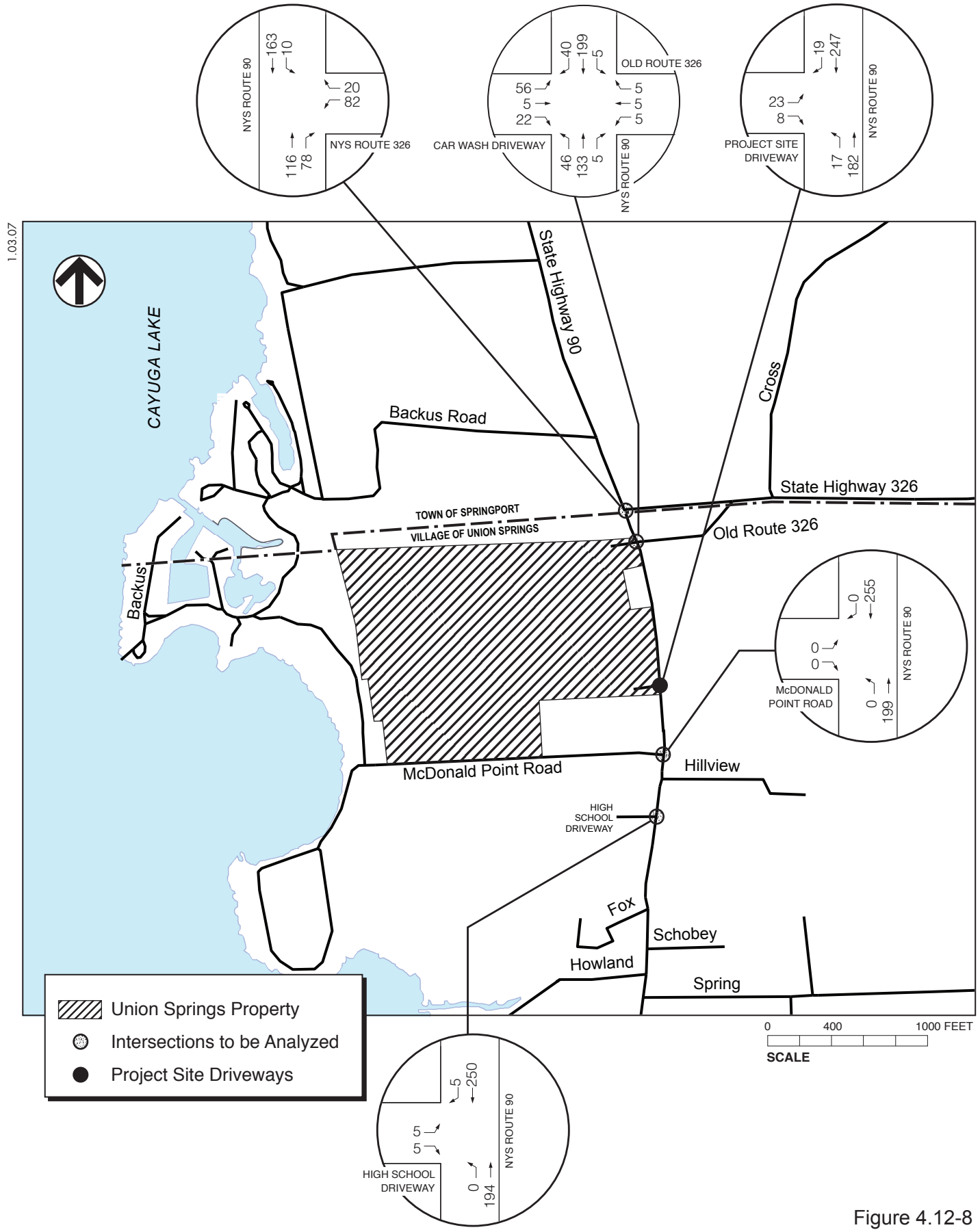

Figure 4.12-8

Union Springs
2007 Build Traffic Volumes
Saturday PM Peak Hour (3:15-4:15 PM)

CAYUGA INDIAN NATION OF NEW YORK

B. ALTERNATIVE 2: NO ACTION

Under this alternative, the Nation's properties would not be taken into trust. Traffic and transportation conditions would be consistent with the "Existing Traffic Conditions" and the "Future Without the Proposed Action" analyses, discussed in Section 3.12, "Traffic and Transportation."

C. ALTERNATIVE 3: ENTERPRISE PROPERTIES INTO TRUST

Under Alternative 3 the Nation's property in Seneca Falls and Union Springs would be placed into trust. Potential traffic impacts would be the same as those discussed under Alternative 1 above. Like Alternative 1, this alternative would involve the reopening of the Nation's LakeSide Entertainment gaming facilities located on NYS Route 89 in the Town of Seneca Falls, Seneca County, and on NYS Route 90 in the Village of Union Springs, Cayuga County. Under this alternative, the nation's vacant parcels in Montezuma and Springport would remain in their current undeveloped condition, therefore there would be no new traffic generating uses that would affect the roadway system.

D. CUMULATIVE IMPACTS

No cumulative traffic impacts are anticipated for the proposed action under any of the analyzed alternatives. No other currently active proposals are similar to the proposal in either county. Tribal fee-to-trust applications in other New York counties are also not anticipated to produce statewide cumulative impacts, since any traffic impacts other proposals, if any, would be localized. Implementation of the Nation's proposal would return both Counties' conditions to those of the environmental baseline date of the Nation's application, which included the gaming operation. With no traffic impacts resulting from the proposal, and no other proposals impacting the traffic, no cumulative impacts are anticipated.