

EAST GENESEE STREET SIDEWALK STUDY



Prepared by



The Syracuse Metropolitan
Transportation Council

For
City of Syracuse

Final Report
November 2011

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Syracuse Metropolitan Transportation Council

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This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

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EAST GENESEE STREET SIDEWALK STUDY

EXECUTIVE SUMMARY

Study Purpose

The Syracuse Metropolitan Transportation Council (SMTC) completed the East Genesee Street Sidewalk Study on behalf of the City of Syracuse as part of both the 2009-2010 and 2010-2011 Unified Planning Work Programs (UPWP). The purpose of this project was to determine the feasibility of completing the sidewalk network along East Genesee Street between East Avenue/Brookford Road and the eastern city line, and assessing the existing sidewalk network along Meadowbrook Drive between Hurlburt and Kimber Roads. The project also established gross order of magnitude cost estimates of recommended sidewalk facilities.

The project included an analysis of traffic operations and an assessment of existing roadway conditions to determine the technical feasibility of completing the sidewalk network. The study also considered issues such as vehicle speeds, pedestrian and bicycle safety, and adjacent land uses to assess the appropriateness of a complete sidewalk network along this corridor.

A Study Advisory Committee (SAC) was formed to guide the study. Representatives from the City of Syracuse, New York State Department of Transportation (NYSDOT), the Syracuse City School District, and the Central New York Regional Transportation Authority (CNYRTA) were included on the Study Advisory Committee. In addition, public meetings were held to inform the community about the project and gather their input.

Based on the analysis of pedestrian movement and other study area conditions, input from the Study Advisory Committee members, and input from the community, this study concludes that adding sidewalk is both feasible and recommended along East Genesee Street between East Avenue/Brookford Road and the eastern city line.

Study Process

The first major task in this project was to collect various data relevant to the study. The SMTC gathered existing conditions information throughout the corridor, including roadway conditions, bicycle and pedestrian facilities, traffic characteristics, and demographics. The City of Syracuse surveyed the study area along East Genesee Street between East Avenue/Brookford Road and the eastern city line to determine the Right of Way extent, distance from the edge of pavement to the street's centerline and potential obstacles to the installation of sidewalks, such as fire hydrants, utility poles, etc. These data were then used to evaluate the existing conditions in the study area and the anticipated area/space on a planning analysis level required for completing the sidewalk network.

The City of Syracuse and the SMTC also completed traffic counts, including pedestrian and bicycle counts, at key locations within the study area. The City of Syracuse collected speed,

volume and vehicle classification traffic counts in two locations along the corridor using automatic traffic recorders (ATR). Turning movement counts were also gathered and capacity analyses were conducted at four intersections within the study area (two signalized, two unsignalized) by the SMTC. An accident analysis of the corridor was also conducted to provide input into this study.

The SAC met with the SMTC staff at key points during the study to track study progress and provide input towards the final recommendations. Two public meetings were also held during the course of the study to present the existing conditions analysis, the findings of the technical and qualitative analysis, and to share alternatives. Final recommendations were made based on the analysis results, input from the SAC, and input from community members. There were a total of four SAC meetings for this project. See Appendix A for a listing of the SAC members and their affiliated agencies and/or organizations.

Public Involvement

Two public meetings were held for this project at Nottingham High School: one on March 23, 2011 and one on August 9, 2011. The purpose of the first meeting was to provide an overview of the project and share existing conditions data and the associated analyses. The public then had the opportunity to note issues/concerns on large maps of the project study area. This information was then used as input during the development of study recommendations. The second public meeting was held to review draft recommendations and rough cost estimates for sidewalks along East Genesee Street between East Avenue/Brookford Road and the eastern City line.

Identification of Issues

Through the course of completing the existing conditions inventory documented in the previous section, and the public involvement process, several transportation issues were identified along the East Genesee Street Corridor study area, which fell into several major categories including safety, pedestrian accommodations, connectivity, intersection/roadway configuration, aesthetics/property maintenance, and Edgehill Park concerns.

Development/Evaluation of Alternatives

A list of potential alternatives was developed to address the issues and needs identified in the issues section of this report. Viable alternatives were examined based on results of right-of-way findings, community input, gross order-of-magnitude cost estimates, ability of the proposed alternatives to address the issues and needs identified, impacts of the proposed alternatives (for example, rough estimates of right-of-way impacts), and other factors as deemed appropriate. The preliminary alternatives were developed by the SAC using public input garnered at the public meetings and include:

- | | |
|----------------|--|
| Alternative 0: | No build |
| Alternative 1: | Sidewalks on both sides of East Genesee Street from East Avenue/Brookford Road to Hurlburt Road with crosswalk improvements |
| Alternative 2: | Alternative 1 plus sidewalks on one side of East Genesee Street from Hurlburt to the City line (using either one side of the street, alternate sides |

of street to take advantage of existing sidewalks, and/or sidewalks on East Genesee Parkway)

Alternative 3: Alternative 1, plus sidewalks on both sides of East Genesee Street from Hurlburt Road to the City line (sidewalks on East Genesee Parkway are also an option)

Refined Alternatives

Upon review of the planning level ROW mapping provided by the City of Syracuse's Engineering Department, the SAC determined that adding sidewalk to both sides of East Genesee Street is feasible and there is enough room to do so within City ROW. After further review of the preliminary alternatives, coupled with the knowledge that there is physical space for a sidewalk along East Genesee Street, the SAC refined the alternatives.

The SAC determined that moving forward with Alternatives 1 and 3 would be most beneficial to the study area and most in-line with public desires. Combined, these alternatives will provide students with safer areas to walk to school as well as with safer crossing zones. The alternatives provide safe pedestrian access to City of Syracuse and DeWitt commercial areas, places of worship, senior housing, Nottingham High School, and commercial areas scattered throughout the corridor.

Recommendations

The recommendations contained in this report are the product of technical and qualitative analyses, input garnered from the community through e-mails, phone calls and public meetings, and guidance from the SAC.

Corridor-wide

Broad level corridor-wide recommendations for the study area include re-striping of existing pavement markings throughout the corridor using a more durable material; examination of intersection configurations at East Genesee Street/Sunnyside Park Road/Hillsboro Parkway which is located directly next to the intersection of Meadowbrook Drive/East Genesee Parkway/Hillsboro Parkway, and the East Genesee Street/Gifford Parkway intersection; and that the City of Syracuse should continue to consider maintenance/improvements to Edgehill Park.

Phased Sidewalk Recommendations

Recommendations for the installation of sidewalk along both sides of East Genesee Street were separated into four phases and include rough planning level cost estimates developed by the City of Syracuse Department of Engineering. As this study is a planning level study only, it is important to note that prior to construction, additional engineering studies and/or information would be necessary prior to moving forward with the recommendations noted herein. Cost estimates are based on 2011 construction costs, and additional costs could emerge during construction depending on the results of additional engineering studies, etc. The recommendations noted in this study can be implemented in individual phases, all at once, or a few at a time. The City of Syracuse will ultimately determine which recommendations or portions of recommendations they will implement (as they are the road owner).

Phase I

Phase I includes sidewalks on both sides of East Genesee Street between Brookford Road/East Avenue and Hurlburt Road. Phase I also includes improved crosswalks and signage, the addition of pedestrian islands at the intersection of East Genesee Street with Brookford Road/East Avenue, and extending the medians at the intersection of Hurlburt Road/Meadowbrook Drive to help pedestrians get across the wide street here.

The rough cost estimate of Phase I is between \$250,000 and \$300,000. The assumptions associated with this cost estimate are included within the report.

Phase II

Phase II recommendations include sidewalk on both sides of East Genesee Street between Hurlburt and Albert Roads. Phase II also includes improved crosswalks and signage, and an enhanced bus stop (including a concrete pad and kiosk) on the north side of East Genesee Street in front of the Childtime Day Care center.

Phase II recommendations also include the Nottingham Extension Alternative which extends sidewalks east along East Genesee Street and travels south toward Nottingham High School just past the Verizon building/property. This Extension also recommends crosswalks, a median and tightening the turning radius on Meadowbrook Drive in front of the school. The sidewalk would then continue on school property toward Nottingham High School.

The rough planning level cost estimate for Phase II without the Nottingham Extension Alternative is \$150,000 to \$200,000. With the Nottingham Extension the cost is \$250,000 to \$350,000. The assumptions associated with these cost estimates are noted within the document.

Another recommendation included as a possible add-in to Phase II includes changing the asphalt walks to concrete sidewalks along Meadowbrook Drive, north of Nottingham High School. According to City of Syracuse code, the City requires that sidewalks be constructed of concrete. This would cost an additional \$50,000 to \$75,000. The potential overall cost of Phase II ranges from \$150,000 to \$425,000.

Phase III

Phase III recommendations include utilizing existing sidewalk where possible along the southern side of East Genesee Street, with the addition of sidewalks to the south side of East Genesee Parkway. Because of the potential slope-limiting factors along the north side of East Genesee Street which abuts the Meadow Brook drainage area, the SAC determined that East Genesee Parkway was a viable option. Phase III includes improved crosswalks and signage, relocation of some of the guide rails located on the southern side of East Genesee Parkway, and the potential narrowing of East Genesee Parkway between Albert Road and Deforest Road.

Recommendations for Phase III also include adding to/improving the park area between the intersection of Gifford Parkway/Wilson Place/East Genesee Parkway and Gifford Parkway/East Genesee Street. This grassy, treed area currently contains brick/stone columns and brick sidewalks and would make a beautiful pocket park along this corridor. Tightening the turning

radius at Wilson Place is also recommended. These two recommendations will also help to better define the driving area at this intersection.

The rough cost estimate of installing sidewalks and crosswalks and relocating guide rails is \$300,000. The assumptions associated with Phase III are contained within the report.

Phase IV

Phase IV recommendations include sidewalk and crosswalk improvements, with appropriate signage, on both sides of East Genesee Street between Gifford Parkway (east) and DeWitt Road (east). This Phase also includes the connection to the Town of DeWitt, where the sidewalk currently ends while traveling west into the City of Syracuse. The implementation of Phase IV would allow pedestrians to reach the commercial areas in DeWitt, various places of worship and senior living areas along East Genesee Street.

The rough planning level cost estimate of this phase is \$250,000 to \$300,000. The assumptions associated with this cost are noted within the document.

Cost Estimate for Phases along Entire Corridor

The rough planning level cost estimate for pedestrian accommodations and improvements to the entire corridor ranges from \$950,000 to \$1,325,000. The \$950,000 includes all low end cost estimates and no Phase II alternatives. The \$1,325,000 includes all high end cost estimates and all Phase II alternatives with their associated high end cost estimates.

Implementation

The SMTC has completed the East Genesee Street Sidewalk Study as requested by the City of Syracuse. The SMTC and the SAC for this project recommend that the City of Syracuse add sidewalks to both sides of East Genesee Street between East Avenue/Brookford Road and the eastern City line. Implementation of recommendations noted within this document is the responsibility of the City of Syracuse, as the City owns and maintains East Genesee Street within the study area. The City of Syracuse can choose to implement all of the recommendations and/or portions of the recommendations outlined in this document.

Should the City of Syracuse decide to move forward with any and/or all of the study's recommendations, potential funding opportunities to assist with costs include a variety of federal transportation funding programs as noted within the SMTC's Transportation Improvement Program (TIP), including Safe Routes to School funding, and/or Transportation Enhancement Program (TEP) monies. Other funding options may also be available.

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1. INTRODUCTION

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1.3 Public Involvement Plan (PIP)

Getting the public's input is an important part of any study. That is why engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws that apply to Metropolitan Planning Organizations such as the SMTC. The East Genesee Street Sidewalk Study included the development of a Public Involvement Plan (PIP), which is contained in its entirety in Appendix A. The PIP is a reflection of the SMTC's overarching Public Participation Plan, which outlines strategies for encouraging public involvement in transportation planning projects throughout the region. The specific goals of the East Genesee Street Sidewalk Study PIP were to:

- Create public awareness relative to the study goal(s), objectives, and process, as well as publicize the public participation opportunities and activities throughout the study; and
- Involve the public throughout the planning process (by receiving/incorporating public input into the study).

Public Meeting #1

To achieve these goals, the SMTC presented the project at a public meeting held at Nottingham High School in March 2011. The SMTC notified nearly 400 property owners within and near the study area of this neighborhood meeting by direct mailing. SAC members were also instrumental in assisting the SMTC with better notification to community members living and/or working in the study area about the public meeting and the study in general. In the event community members could not attend the meeting, they were encouraged to submit comments to the SMTC. The public meeting presentation included an explanation of the SMTC, a project overview, and existing conditions data and summary. Following the presentation, a question and answer period was conducted along with a map activity where attendees were asked to note their

corridor issues and concerns on large maps of East Genesee Street. In addition to noting what changes they would like to see, attendees were asked to note positive corridor elements on the maps. All of this information was compiled and used as input during development of study recommendations. Approximately 25 people attended the first public meeting.

Public Meeting #2

A second public meeting was held in August 2011, again at Nottingham High School. Public meeting attendees from March 2011 were sent a direct invitation to the second public meeting, as were nearly 400 property owners within and near the study area. Once again, the presentation included an explanation of the SMTTC, an overview of the project, and a summary of the existing conditions information shared at the first public meeting. The focus of the remainder of the meeting was on recommendations and rough cost estimates for sidewalks along East Genesee Street between East Avenue/Brookford Road and the eastern City line. The study determined that sidewalks are feasible in this area. In addition, corridor-wide recommendations (such as refreshing the roadway striping) were reviewed. Approximately 20 people attended the second public meeting.

All public meeting materials, including notices, and the minutes from the public meetings as well as individual comments received by phone and e-mail can be found in Appendix A.

1.4 Study Area Limits

The study area for this project is in the City of Syracuse along East Genesee Street between East Avenue/Brookford Road and the eastern city line, as well as along Meadowbrook Drive between Hurlburt Road and Kimber Road. For the purpose of this study, those parcels that front East Genesee Street and Meadowbrook Drive within the study limits define the width of the study area. Both segments of East Genesee Street and Meadowbrook Drive are located in primarily residential areas. Nottingham High School is located near Meadowbrook Drive, in the western section of the East Genesee Street corridor being examined in this study. This section of East Genesee Street is well-traveled by commuters into the City. In addition, various businesses and several places of worship flank this corridor. See Figure 1.1 for a map of the study area.



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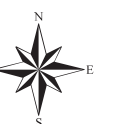
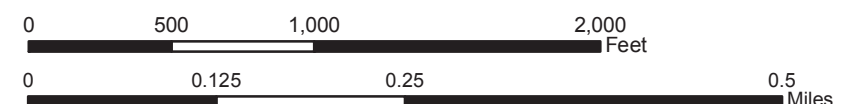


Data Sources: SMTC, SOCPA
Prepared by SMTC, 3/2011

Study Area

East Genesee Street Sidewalk Study

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.



2. EXISTING CONDITIONS ANALYSIS

The following section provides a summary of all data that was collected and analyzed for this study. This data was used in the development of alternatives for the completion of a sidewalk network along East Genesee Street.

2.1 Bicycle and Pedestrian Facilities

Pedestrian facilities

Concrete sidewalks in varying conditions are intermittently dispersed along East Genesee Street between East Avenue/Brookford Road and the eastern city line. Along the south side of East Genesee Street concrete sidewalks exist from East Avenue/Brookford Road to Hurlburt Road and from East Genesee Parkway (the entrance nearest Albert Road) to Hillsboro Place. Along the north side of East Genesee Street a small section of concrete sidewalk exists between Albert Road and Sunnyside Park Drive.

There are limited crosswalk facilities located along the corridor. There is a signalized crosswalk at the intersection of East Genesee Street and East Avenue/Brookford Road, which directs pedestrians to cross on the south side of East Genesee Street and the west side of East Avenue/Brookford Road.

Along Meadowbrook Drive there is a combination of concrete sidewalks and asphalt pathways, which provide pedestrian access on the north side of Nottingham High School, from East Genesee Street to Hurlburt Road.



Existing sidewalk on north side of E. Genesee St. between Albert Rd. & Sunnyside Park Rd.



Crosswalk at intersection of E. Genesee St. with Brookford Rd. & East Ave.



Sidewalk near Nottingham High School entrance

On street bicycle routes

There are bicycle lanes on both sides of East Genesee Street between East Avenue/Brookford Road and the eastern city line. These bicycle lanes range from 3-5 foot in width. There are no designated bicycle lanes along Meadowbrook Drive within the study area, however, bike lanes flank the remainder of Meadowbrook Drive as it travels west between Hurlburt Road and Lancaster Avenue.

“Ad-hoc” facilities

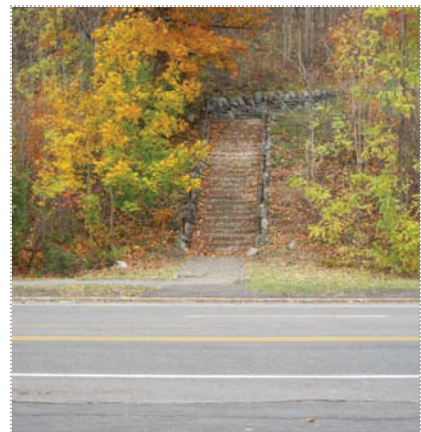
Ad-hoc pedestrian facilities are generally identified as locations where existing pedestrian movements are significant, as evidenced by visible worn paths or pedestrian volume counts, or as estimated from travel demand models.

There is a brick stairwell and brick/stone dust path leading from East Genesee Street to Edgehill Park, which lies north of the East Genesee Street Corridor nearest East Avenue. During data gathering efforts, several students were observed using the stairwell and pathway to walk home from school (to access neighborhoods located north of Genesee Street) as an alternative to walking along the street. There were at least two worn paths leading to the stairwell. One path led to the base of the stairs and lies in the right-of-way on the north end of East Genesee Street, while the other worn path intersects the stairwell/path roughly mid-way up the hill.

Further east along the corridor, where Hurlburt Road intersects East Genesee Street, there is another worn path used to “cut the corner.” The worn path shows us where the pedestrians are going. There is also a slightly worn path within the southern right-of-way of East Genesee Street between Hurlburt Road and Kimber Road.



Bike lane along East Genesee Street



Staircase leading to Edgehill Park



Worn path at intersection of East Genesee Street with Hurlburt Road

2.2 Roadway Conditions

Traffic Flow

East Genesee Street between East Avenue/Brookford Road and the eastern city line generally operates as a two-way street with a center turn lane. Meadowbrook Drive operates as a two-way street with a channelized stream bed separating the lanes on the western end of the study area between Hurlburt and Kimber Roads.

There is a one-way access road connecting East Genesee Street to Meadowbrook Drive in front of Nottingham High School. This road allows vehicles from East Genesee Street to travel south onto Meadowbrook Drive, but does not allow motorists traveling on Meadowbrook Drive to travel north to East Genesee Street.

Roadway Width

The curb-to-curb pavement width was measured at various points along East Genesee Street and Meadowbrook Drive. Widths along East Genesee Street fall between 39 and 41 feet. The full width of Meadowbrook Drive (divided with the median) is 80 feet. The results were as follows:

FIGURE 2.1: ROAD PAVEMENT WIDTH						
Roadway Section	South Shoulder	Westbound	Center	Eastbound	North Shoulder	Full Width
East Genesee St., East Ave to Hurlburt Rd.	3'	10'	12'	10'	4'	39-40'
East Genesee St., Hurlburt Rd. to Hillsboro Pkwy	4'	10'	11'	10'	4'	39-40'
East Genesee St., Hillsboro Pkwy to Gifford Pkwy	4-5'	9-10'	11-12'	10'	4'	39-40'
East Genesee St., Gifford Pkwy to Terrace Dr.	4'	10'	11'	10'	5'	40-41'
Meadowbrook Dr. (divided w/median)	NA	26'	31' (median)	23'	NA	80'
Meadowbrook Dr. (not divided)	NA	13'	NA	16'	NA	29-30'

Road Ownership and Functional Classification

East Genesee Street between East Avenue/Brookford Road and the eastern city line is designated as New York State Touring Route 92 and is owned by the City of Syracuse and classified as a principal arterial. Although East Genesee Street in this area is owned by the City (including

ownership/operation of traffic signals), ownership of the road outside the City rests with the NYSDOT.

Meadowbrook Drive between Hurlburt and Kimber Roads is owned by the City of Syracuse and classified as a minor arterial. The majority of other nearby streets are classified as local roads. The functional classification of roadways in and around the study area is shown on Figure 2.2.

Pavement Markings and Parking Regulations

East Genesee Street between East Avenue/Brookford Road and the eastern city line is generally striped as a two-lane road with a center turn-lane and striped bike lanes along its entire length. There are several left-turn designations along East Genesee Street as follows:

Left Turn Designations on East Genesee Street	
Intersection	For Vehicles Traveling EB, WB or both
East Avenue/Brookford Road	WB
Hurlburt Road	WB
Sunnyside Park Road/Hillsboro Parkway	Both
Albert Road	EB
East Genesee Parkway (west)	WB
Deforest	Both
Carlton Drive	EB
Hillsboro Place	EB
Manor Drive	EB
DeWitt Road (west)	WB

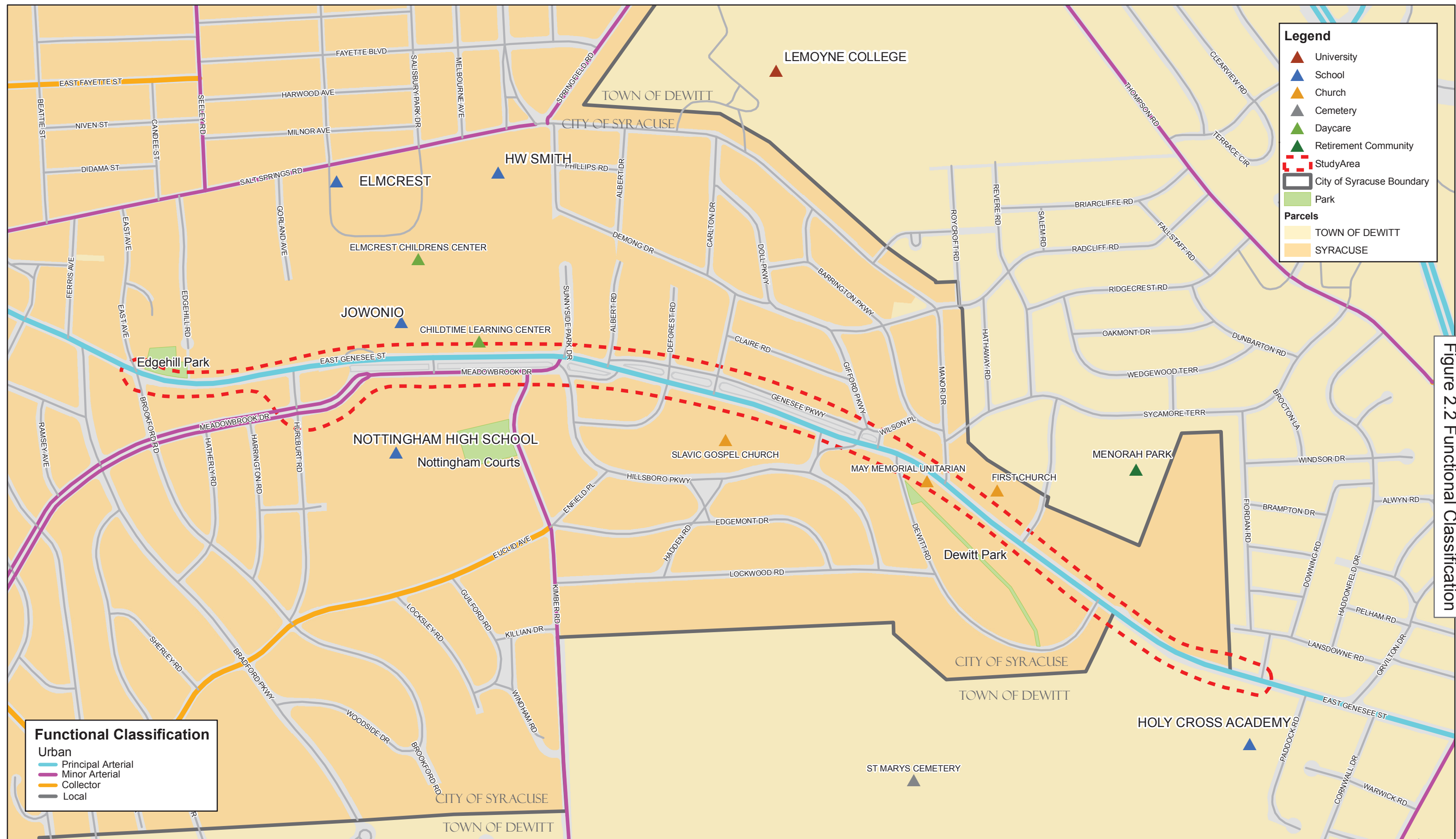
Along Meadowbrook Drive between Hurlburt and Kimber Roads, a channelized stream bed acts as a median separating east- and westbound traffic near Hurlburt Road and a double-yellow line provides separation between east- and westbound traffic to Kimber Road.

No vehicular parking is allowed on East Genesee Street between East Avenue/Brookford Road and the eastern City line, nor is it allowed on Meadowbrook Drive within the study area.

Right-of-Way

The City of Syracuse's Engineering Department provided the SMTC with a planning level survey of East Genesee Street within the study area, which identified significant impediments within the right-of-way such as fire hydrants, guide rails and utility poles that may hinder completion of the sidewalk network. Figures 2.3 and 2.4 show the study area, highlighting significant impediments located within the East Genesee Street right-of-way.

In addition to public utilities, the topography and natural features in many locations limits the amount of space to complete a sidewalk network. Towards the eastern city line, there are either full grown trees or tree brush located within the right-of-way. In other locations there are hills or gradual slopes to take into consideration. East Genesee Street corridor is separated from Meadowbrook Drive and other streets by a clearly defined water feature, named Meadow Brook.



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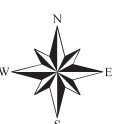
SMTc
Data Sources: SMTc, SOCPA
Prepared by SMTc, 3/2011

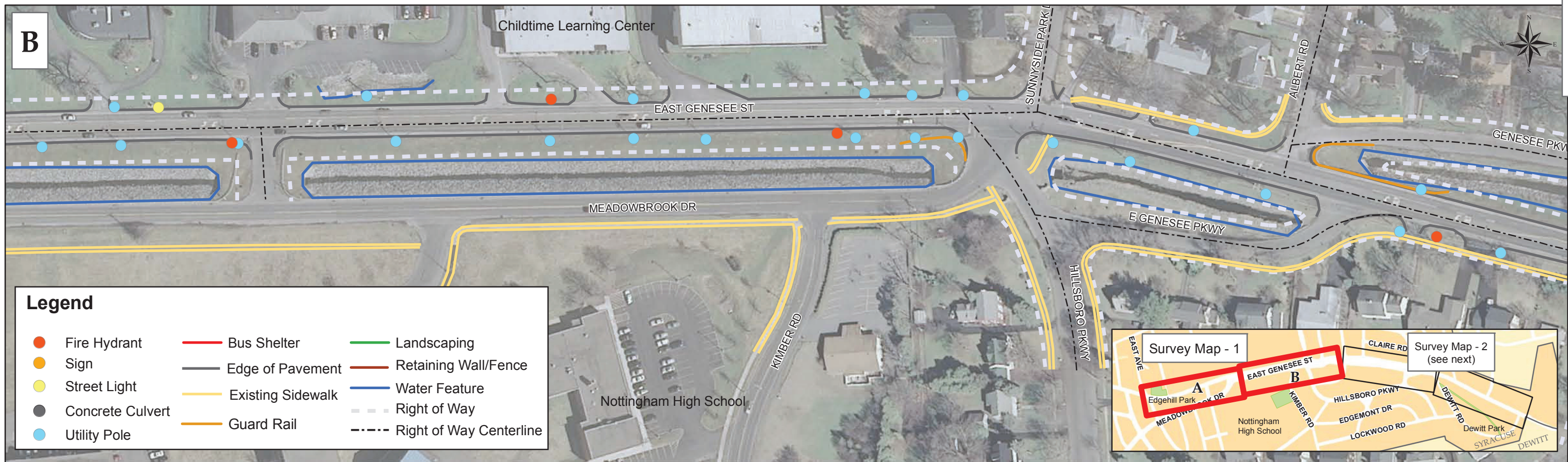
Functional Classification

East Genesee Street Sidewalk Study

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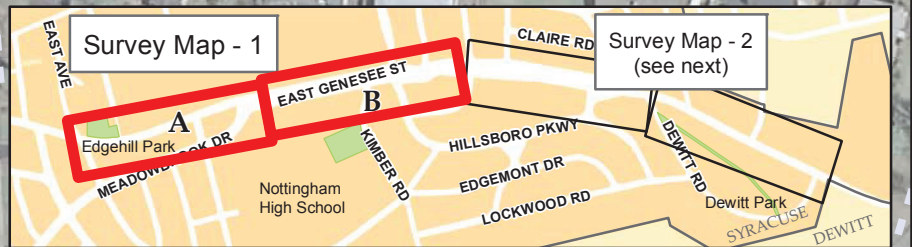
0 500 1,000 2,000 Feet
0 0.125 0.25 0.5 Miles





Legend

● Fire Hydrant	— Bus Shelter	— Landscaping
● Sign	— Edge of Pavement	— Retaining Wall/Fence
● Street Light	— Existing Sidewalk	— Water Feature
● Concrete Culvert	— Guard Rail	— Right of Way
● Utility Pole		— Right of Way Centerline



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Data Sources: SMTC, SOCPA, City of Syracuse
Prepared by SMTC, 3/2011

Survey Map - 1

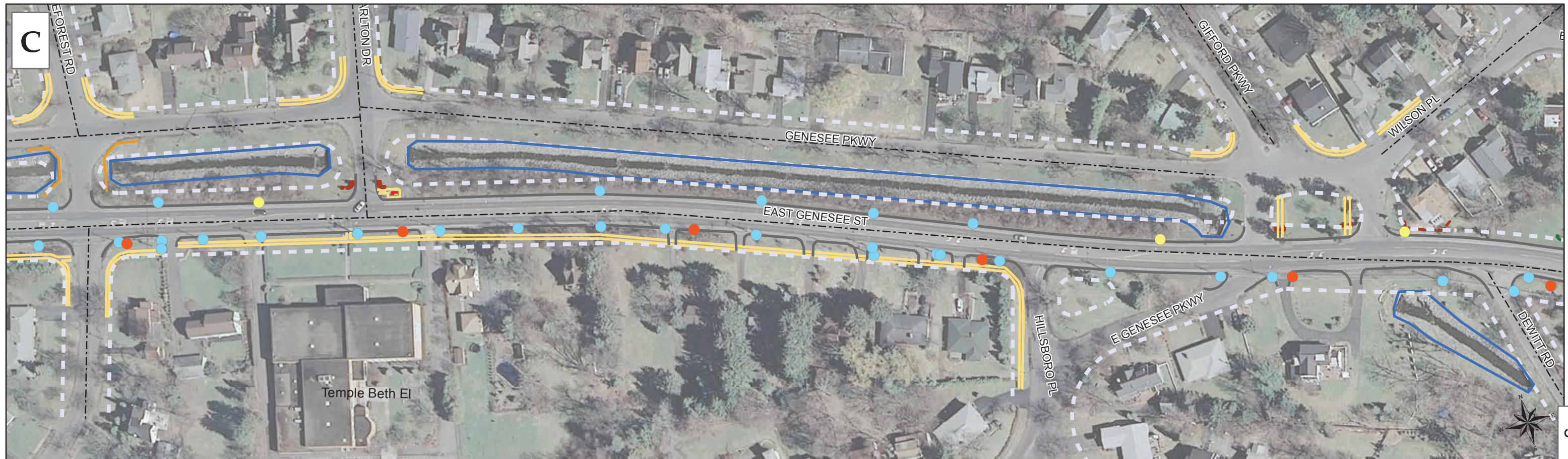
East Genesee Street Sidewalk Study



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Figure 2.3 Survey Map - 1

Continues to Survey Map - 2



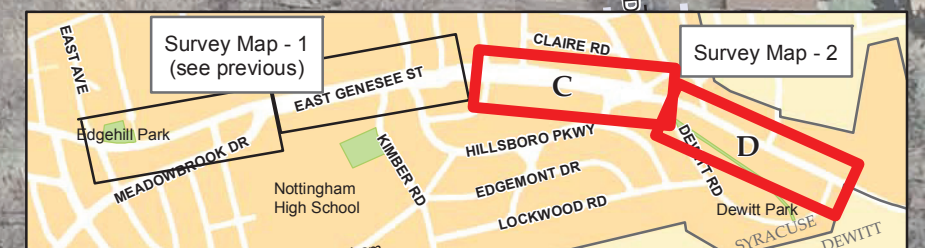
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Figure 2.4 Survey Map - 2



Legend

- | | | |
|--------------------|---------------------|---------------------------|
| ● Fire Hydrant | — Bus Shelter | — Landscaping |
| ● Sign | — Edge of Pavement | — Retaining Wall/Fence |
| ● Street Light | — Existing Sidewalk | — Water Feature |
| ● Concrete Culvert | — Guard Rail | — Right of Way |
| ● Utility Pole | | — Right of Way Centerline |



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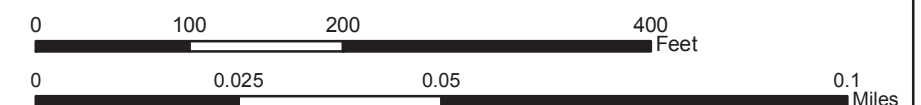


Data Sources: SMTC, SOCPA, City of Syracuse
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Survey Map - 2

East Genesee Street Sidewalk Study

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Though the water itself is not in the right-of-way, its steep banks are often located in the right-of-way. In addition, guide rails have been placed within the right-of-way to protect drivers and pedestrians from accidents.

There are also many private driveways along East Genesee Street, utilized for both residential and commercial purposes. In many cases driveway widths are not well defined and allow vehicles to enter and exit the properties along East Genesee Street in varying directions. This, in part, is due to a low or lack of curb in front of some establishments. Some properties also have business signs, landscaping, parking lot lamps, and/or retaining walls/fences located within the right-of-way, which would likely require relocation prior to sidewalk construction.

The East Genesee Street corridor contains other right-of-way improvements, such as municipal signs (e.g. bus stop, bike lane, fire hydrant marker, parking restriction, street, speed limit, and miscellaneous traffic signs etc.), residential mailboxes, commercial parking spaces along with their wheel stop blocks, and utility pole guides. These insignificant improvements are not considered problematic or cost prohibitive to remove or relocate for completion of the sidewalk network.

2.3 Traffic Characteristics

Traffic Volumes

In June 2009 while school was still in session, the City of Syracuse used automatic traffic recorders (ATRs; also known as traffic count tubes) to record the speed, volume and classification of vehicles using East Genesee Street. Two counters were utilized; one placed just east of the East Genesee Street intersection with East Avenue/Brookford Road, and the other was placed near the East Genesee Street intersection with Manor Drive. The data from these ATRs can be used to characterize average traffic conditions for two segments of East Genesee Street: the East Avenue to Hurlburt Road segment, on the eastern end of the study area, and the DeWitt Road to Stoneridge Drive segment, on the western end of the study area.

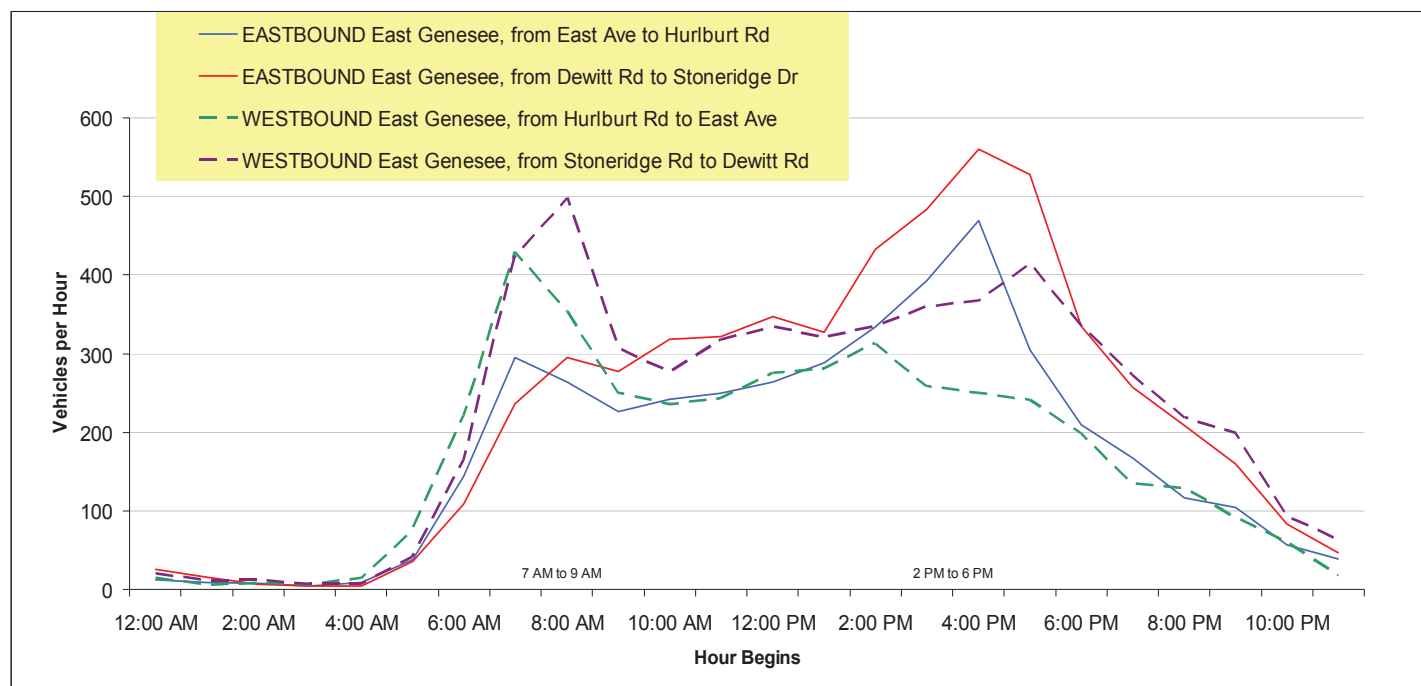
Based on the data from these ATRs, the average number of vehicles using East Genesee Street daily between East Avenue and Hurlburt Road is estimated at 8,350. Average daily traffic on East Genesee Street between DeWitt Road and Stoneridge Drive is approximately 10,800.

As shown in Figure 2.5, peak traffic volumes on East Genesee Street fall into two periods: 7 AM to 9 AM, when the flow of traffic is predominantly to the west, and 2 PM to 5 PM, when the flow of traffic is predominantly to the east. The presence of two schools, Nottingham High School and Jowonio Pre-School, on East Genesee Street near the Sunnyside Park Road intersection affects traffic patterns, particularly in the afternoon period. As a result, the afternoon peak for westbound traffic is around 2 PM in the segment closest to the schools (East Avenue to Hurlburt Road) and around 5:30 PM in the segment farther to the west, away from the schools (DeWitt Road to Stoneridge Drive).

Approximately 500 vehicles per hour use East Genesee Street westbound during the morning peak period (8 AM to 9 AM) and approximately 560 vehicles an hour use this street during the

evening peak period (4 PM to 5 PM). As a principal arterial providing direct access between the suburban communities of Fayetteville and Manlius and downtown Syracuse, the observed traffic flow conforms to expectations. Commuters in this area are generally westbound, toward downtown, in the morning and eastbound, toward suburban communities, in the afternoon and evening. There is also an interchange with Interstate 481, a major north-south route through Onondaga County, to the east of the study area.

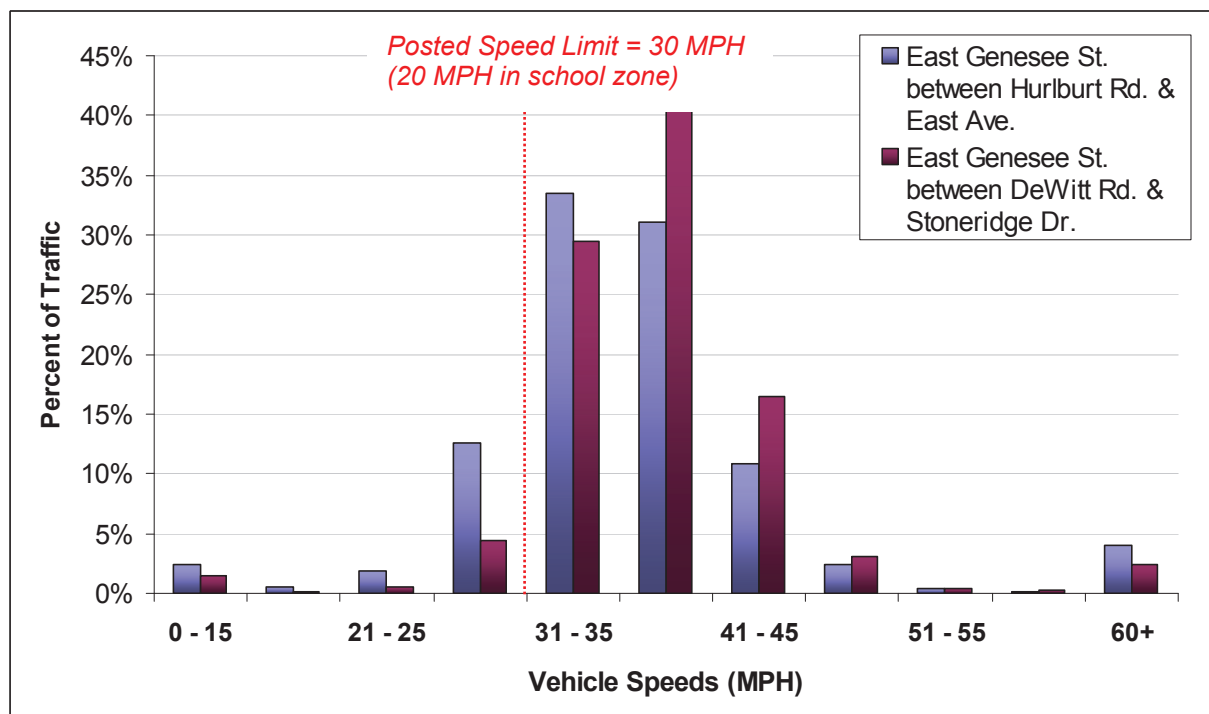
Figure 2.5: Hourly Traffic Volume Data



Speed

The posted speed limit on East Genesee Street in the study area is 30 MPH (with a school speed zone of 20 MPH). Average speeds recorded by the ATRs are slightly higher: 36 MPH between East Avenue and Hurlburt Road and 37 MPH in the segment between DeWitt Road and Stoneridge Drive.

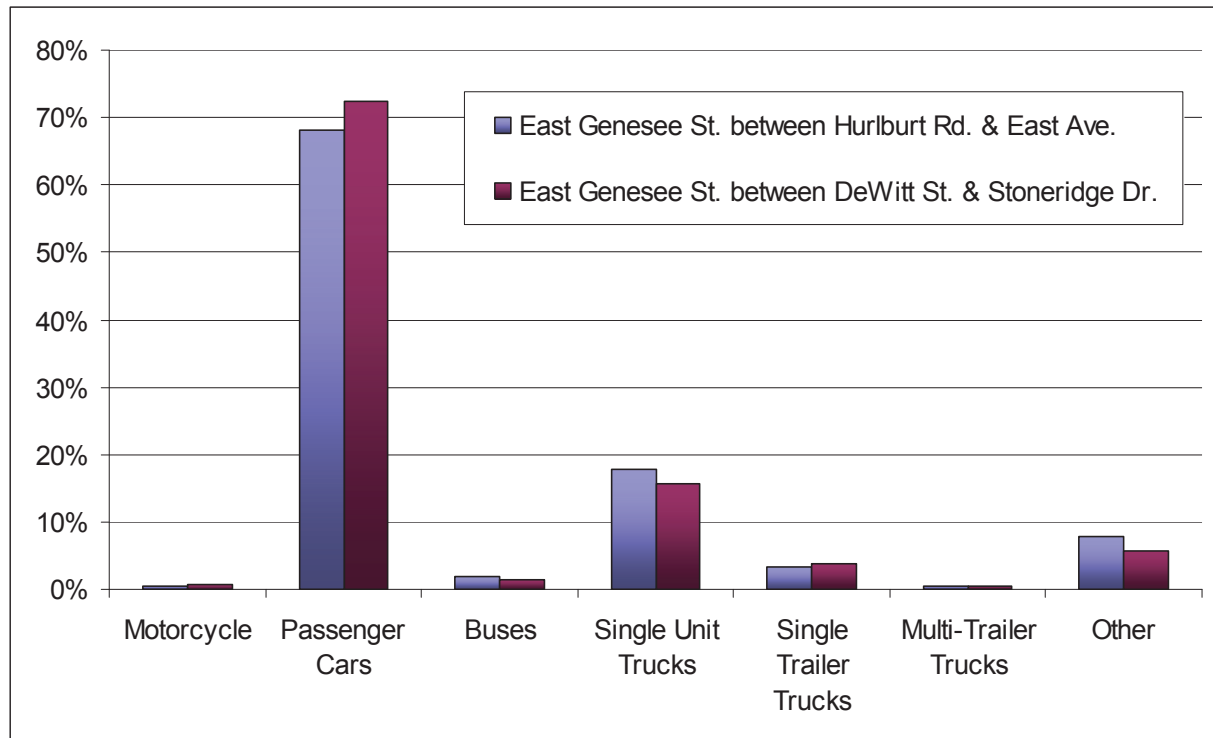
According to the ATR data, 83 percent of traffic exceeds the speed limit in the segment of East Genesee Street between East Avenue and Hurlburt Road, and 93 percent of traffic exceeds the speed limit in the segment between DeWitt Road and Stoneridge Drive. Vehicle speed data in the study area are noted in Figure 2.6.

Figure 2.6: Vehicle Speed Data in the Study Area

Vehicle Classification

East Genesee Street in the study area is used predominantly by passenger vehicles, which make up approximately 70 percent of total traffic volume. Single unit trucks (such as parcel delivery trucks) make up approximately 15 percent of daily traffic. Single trailer trucks make up about four percent of traffic on East Genesee Street in the study area. Trucks with more than one trailer are rare: about 40 a day pass through this area, making up 0.4 percent of total traffic volume.

About 160 buses use East Genesee Street in the study area daily, making up less than two percent of total traffic volume. This includes Centro buses and school buses traveling to and from Nottingham High School. Figure 2.7 shows the breakdown of traffic by vehicle classification within the corridor.

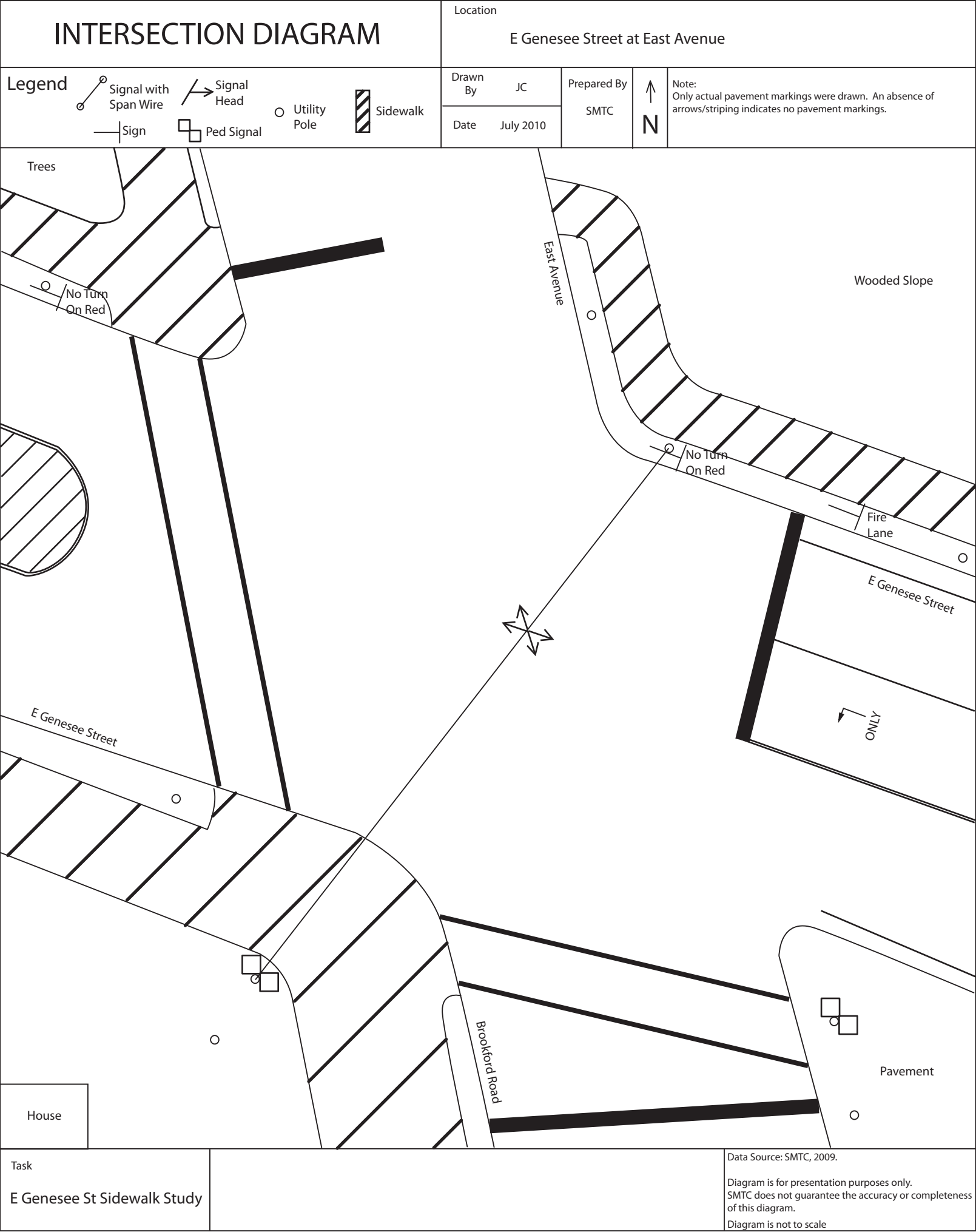
Figure 2.7: Vehicle Classification in the Study Area

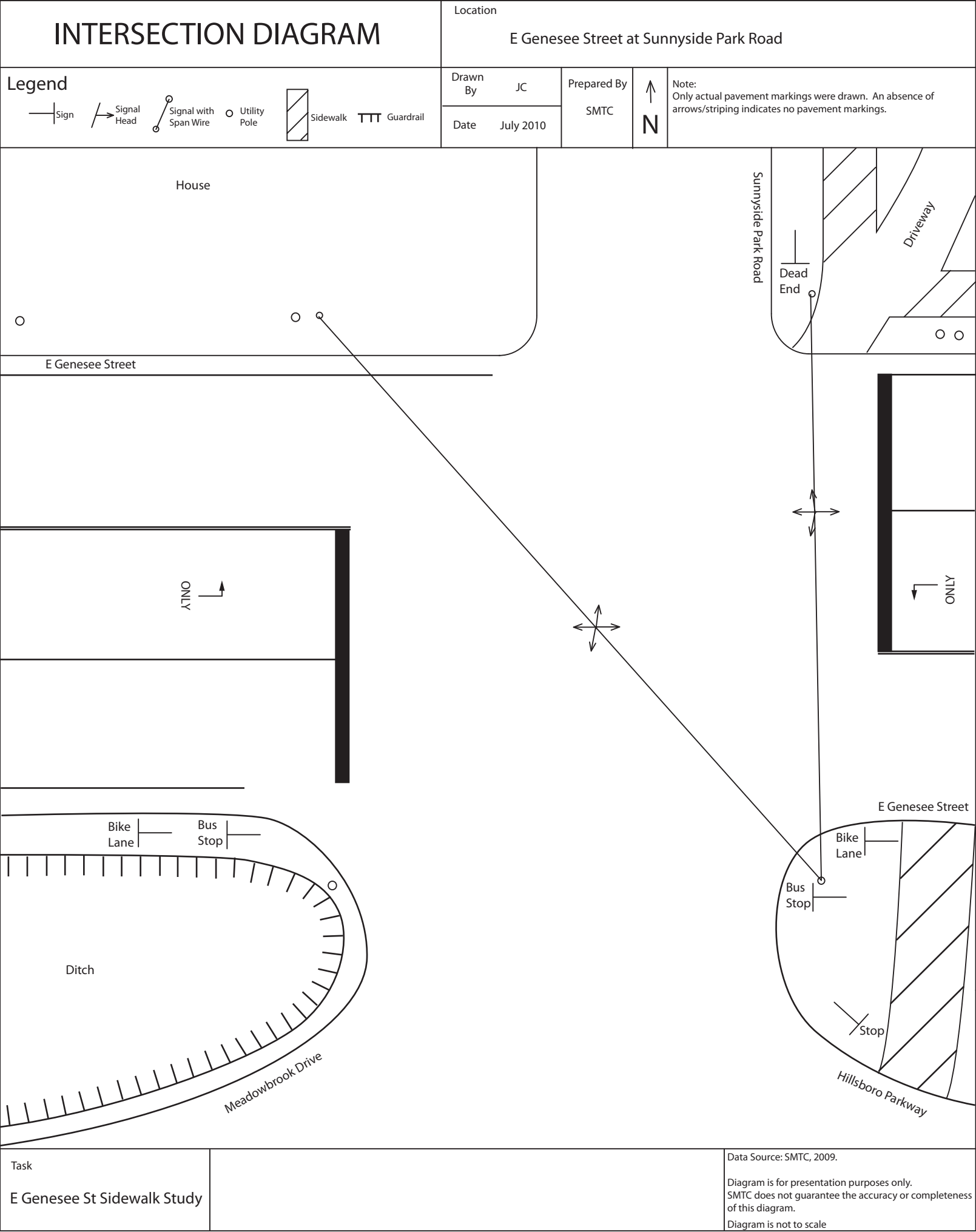
Intersection Control and Geometry

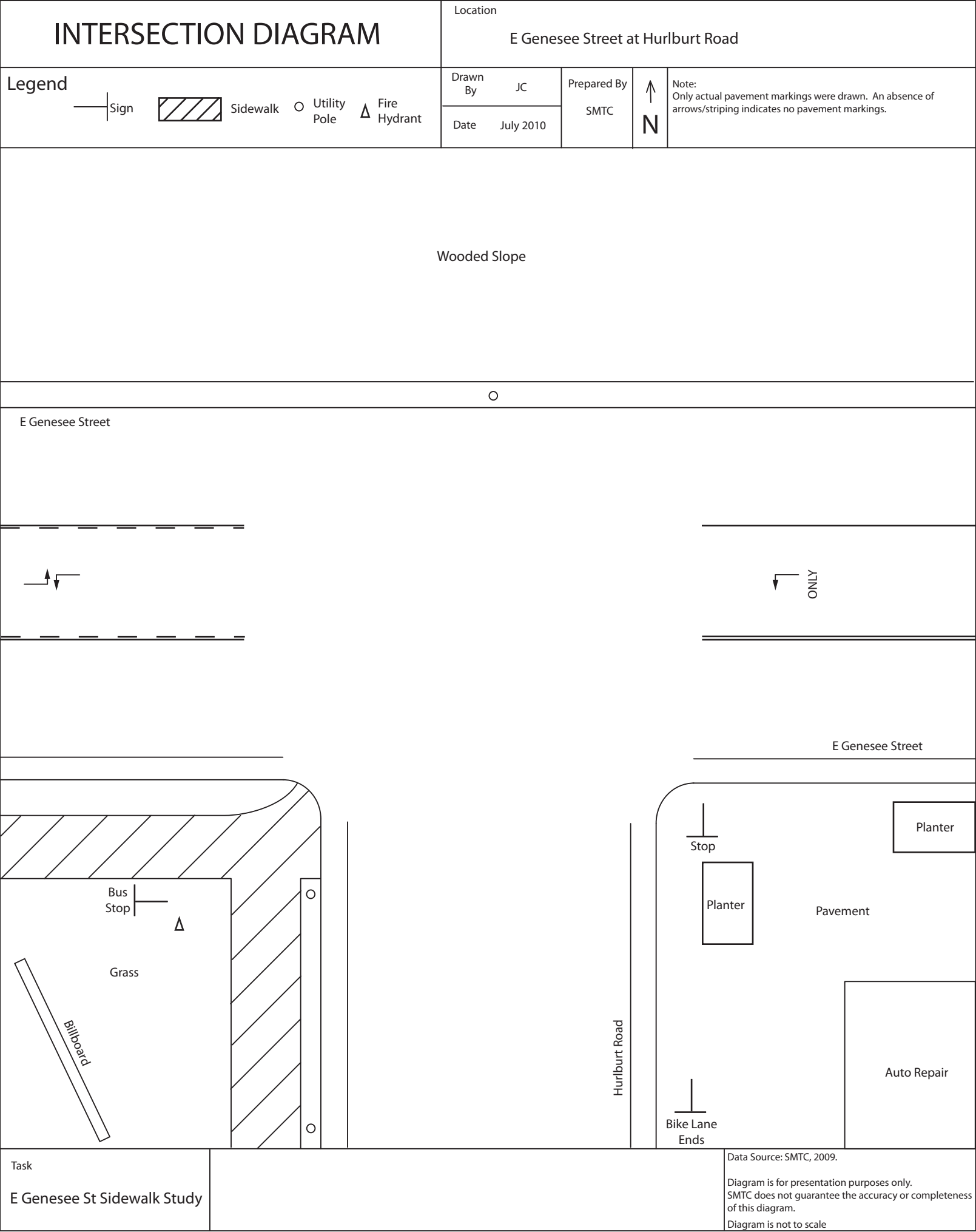
There are fifteen intersections along the East Genesee Street corridor, and two intersections within the Meadowbrook Drive study area. The following four intersections were selected for a more detailed analysis in this study due to their proximity to pedestrian traffic generators and general safety considerations:

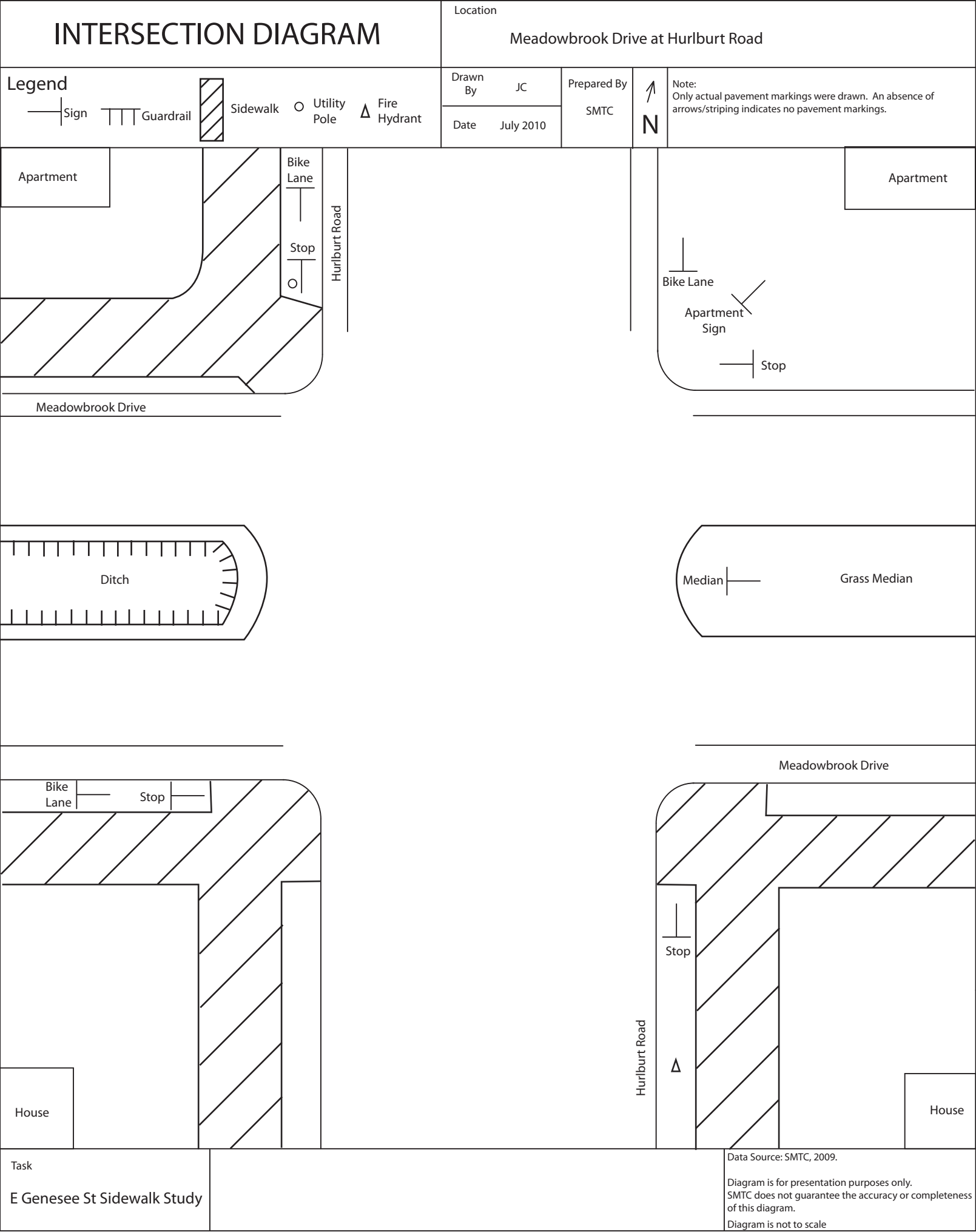
- East Genesee Street/East Avenue/Brookford Road (signalized)
- East Genesee Street/Meadowbrook Drive/Sunnyside Park Drive (signalized)
- East Genesee Street/Hurlburt Road (controlled)
- Meadowbrook Drive/Hurlburt Road (controlled)

Intersection diagrams of these intersections are found in the following pages. A more detailed review of the intersections at the eastern end of the study area was not conducted.









Bicycle, Pedestrian and Vehicle Counts

To help gauge current utilization of the roadways within the study area, bicycle, pedestrian and vehicular counts were gathered for the same four intersections located at the western end of the study area:

- East Genesee Street/East Avenue/Brookford Road (signalized)
- East Genesee Street/Meadowbrook Drive/Sunnyside Park Drive (signalized)
- East Genesee Street/Hurlburt Road (controlled)
- Meadowbrook Drive/Hurlburt Road (controlled)

The intersections were analyzed using Highway Capacity Software (HCS). This analysis combines information about the intersection with traffic volume data for the morning and afternoon peak traffic hours to estimate vehicles' average delay during these peak hours. For purposes of describing pedestrian movements, the "peak hour" used for the pedestrian count analysis provided below refers to the peak hour of pedestrian activity, not necessarily the peak hour of traffic volume.

At the two signalized intersections being studied, East Genesee Street and East Avenue/Brookford Road, and East Genesee Street/Sunnyside Park, the analysis included the average lengths, in seconds, of green, yellow and red signals. Other inputs included the number, width and configuration of traffic lanes, the proportion of heavy vehicles (trucks and buses) in the flow of traffic, and the number of pedestrians using crosswalks.

An analysis using HCS provides a calculation of an intersection's peak-hour traffic volume compared to the intersection's overall capacity, known as a Level of Service (LOS). LOS is rated using five letter grades, A, B, C, D, E and F, with LOS A indicating free-flow or minimal delay conditions and LOS F indicating high traffic volumes relative to the intersection's capacity and a substantial delay for drivers. Typically, LOS E and LOS F are not considered acceptable and indicate the need for improvements.

The four intersections in the study area are operating at acceptable levels of service. Average delay, as calculated by HCS, was under 20 seconds in most cases and not more than 30 seconds for any movement. See Figure 2.8 for details.

All four of these intersections are near Nottingham High School, which in the 2008/09 school year had total enrollment of more than 1,200 students, many of whom likely walk to school (as according to school district policy, students are not bused if they live within 2 miles of Nottingham High School). This is reflected in the relatively high number of pedestrians crossing intersection approaches during the traffic counts conducted by the SMTC. Peak hour morning and afternoon pedestrian crossings are detailed on the following page.

Figure 2.8: Level of Service at Key Intersections along East Genesee Street

Intersection	Approach / Intersection	AM Peak	LOS AM	Delay AM (in seconds)	PM Peak	LOS PM	Delay PM (in seconds)
E. Genesee / Sunnyside Park (Signalized)	Intersection	7:30 - 8:30	B	11	3:00 - 4:00	A	10
	<i>Eastbound</i>		<i>A</i>	<i>7</i>		<i>A</i>	<i>9</i>
	<i>Westbound</i>		<i>A</i>	<i>8</i>		<i>A</i>	<i>8</i>
	<i>Northbound</i>		<i>C</i>	<i>20</i>		<i>B</i>	<i>20</i>
	<i>Southbound</i>		<i>B</i>	<i>19</i>		<i>B</i>	<i>19</i>
E. Genesee / East Avenue / Brookford Road (Signalized)	Intersection	7:30 - 8:30	B	18	2:15 - 3:15	B	15
	<i>Eastbound</i>		<i>B</i>	<i>10</i>		<i>B</i>	<i>11</i>
	<i>Westbound</i>		<i>B</i>	<i>14</i>		<i>B</i>	<i>11</i>
	<i>Northbound</i>		<i>C</i>	<i>24</i>		<i>C</i>	<i>22</i>
	<i>Southbound</i>		<i>C</i>	<i>28</i>		<i>C</i>	<i>22</i>
Meadowbrook / Hurlburt (All-Way Stop)	Intersection	7:30 - 8:30	B	15	2:00 - 3:00	B	10.5
	<i>Eastbound</i>		<i>C</i>	<i>18</i>		<i>B</i>	<i>10</i>
	<i>Westbound</i>		<i>B</i>	<i>13</i>		<i>B</i>	<i>11</i>
	<i>Northbound</i>		<i>B</i>	<i>10</i>		<i>A</i>	<i>9</i>
E. Genesee / Hurlburt (Two-Way Stop)	Intersection	7:45 - 8:45	C	16	2:15 - 3:15	C	21
	<i>Northbound</i>		<i>C</i>	<i>16</i>		<i>C</i>	<i>21</i>

The following data were collected for the signalized intersections (see Figures 2.9, 2.10, and 2.11 for existing vehicular, pedestrian and bicycle counts):

Genesee Street/Sunnyside Park

During the morning peak hour (7:30 – 8:30), the East Genesee Street/Sunnyside Park intersection operates at LOS B, with an average delay of 11 seconds. Eastbound and westbound traffic on East Genesee Street has minimal delays (less than 9 seconds on average). Northbound and southbound traffic sees delays on the order of 20 seconds. During the afternoon peak hour (3:00 – 4:00), the intersection operates at LOS A, with an average delay of 10 seconds. As in the morning, east-west traffic sees fewer delays than north-south traffic; none of the approaches to this intersection have average delays of more than 20 seconds.

There were 10 pedestrian crossings of approaches to this intersection during the morning peak hour and 12 pedestrian crossings during the afternoon peak hour. During the morning peak hour, 80 percent of pedestrian traffic crossed the westbound East Genesee Street approach and 20 percent crossed the eastbound approach of East Genesee Street. During the afternoon peak hour, 75 percent of pedestrian traffic crossed the westbound East Genesee Street approach and 25 percent crossed East Genesee Street on the eastbound approach.

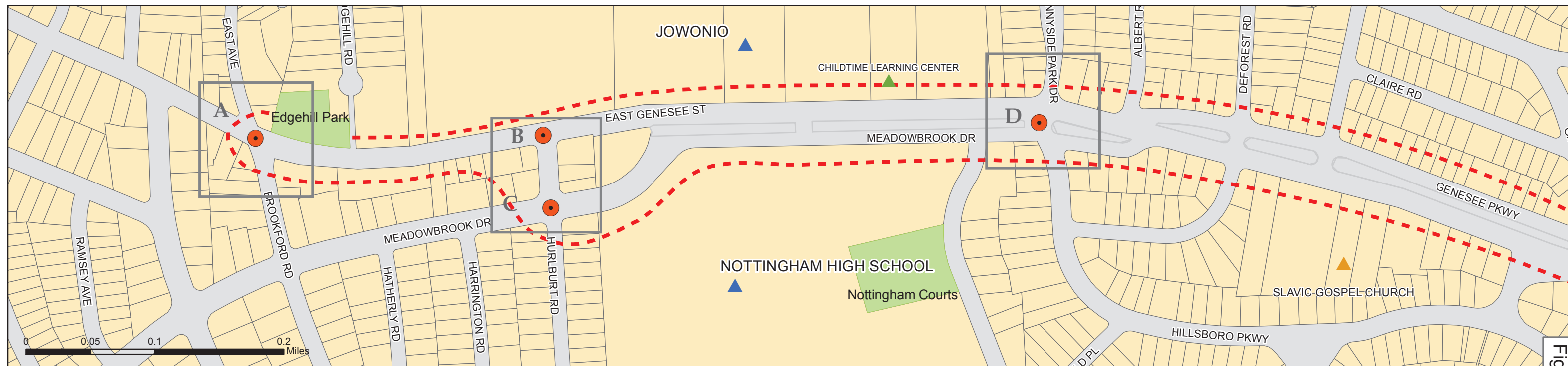
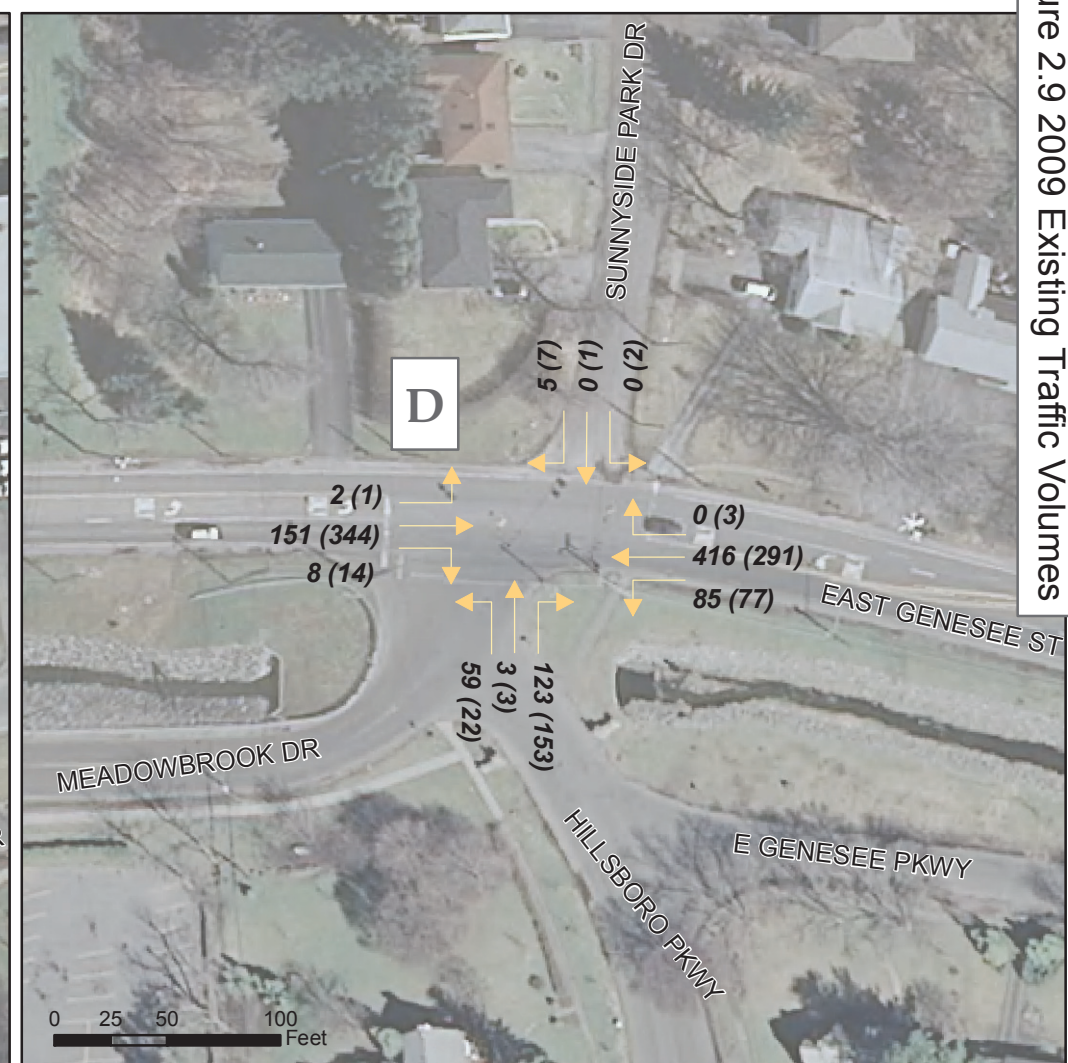
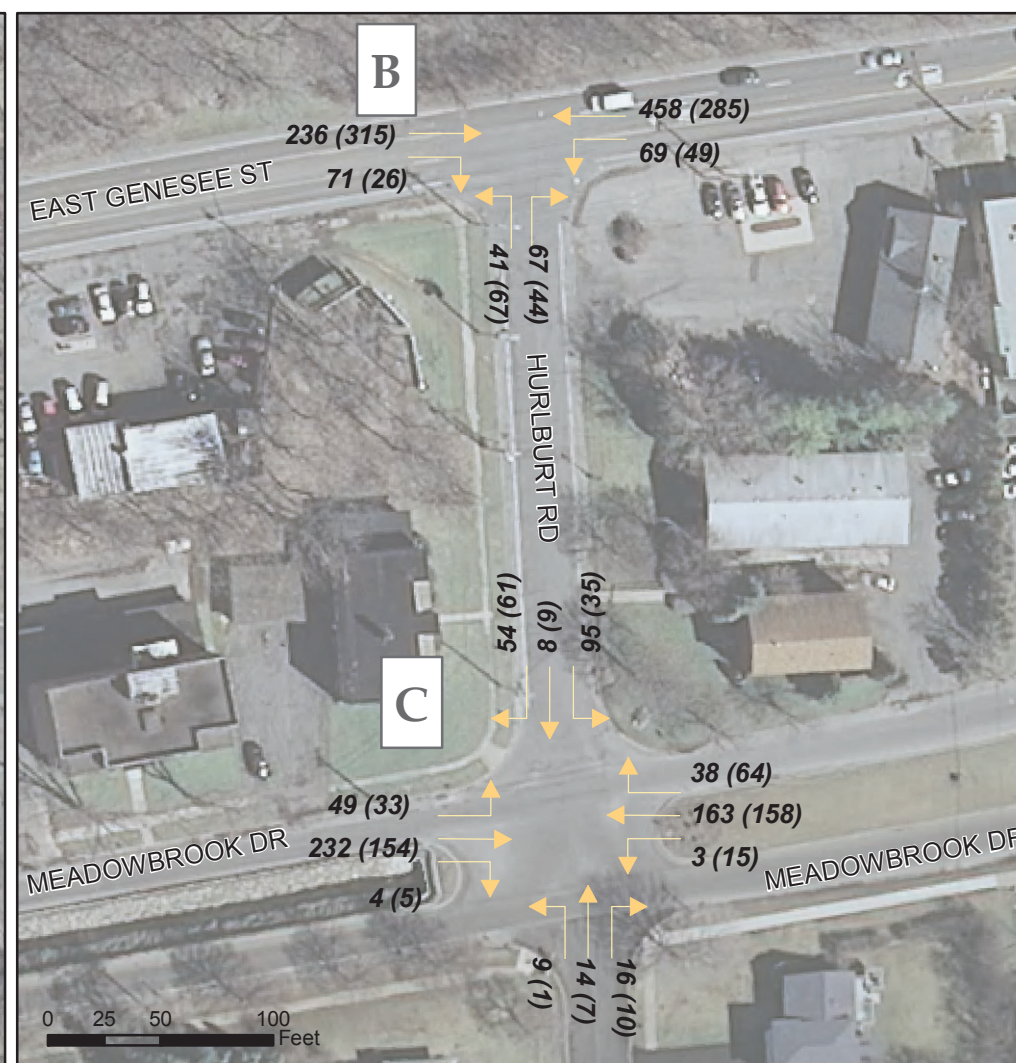


Figure 2.9 2009 Existing Traffic Volumes



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Prepared by SMTC, 3/2011

2009 Existing Traffic Volumes

East Genesee Street Sidewalk Study

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Legend

- Traffic Count Locations
- Park

- Parcels
- Study Area



82 (107) AM Count (PM Count)

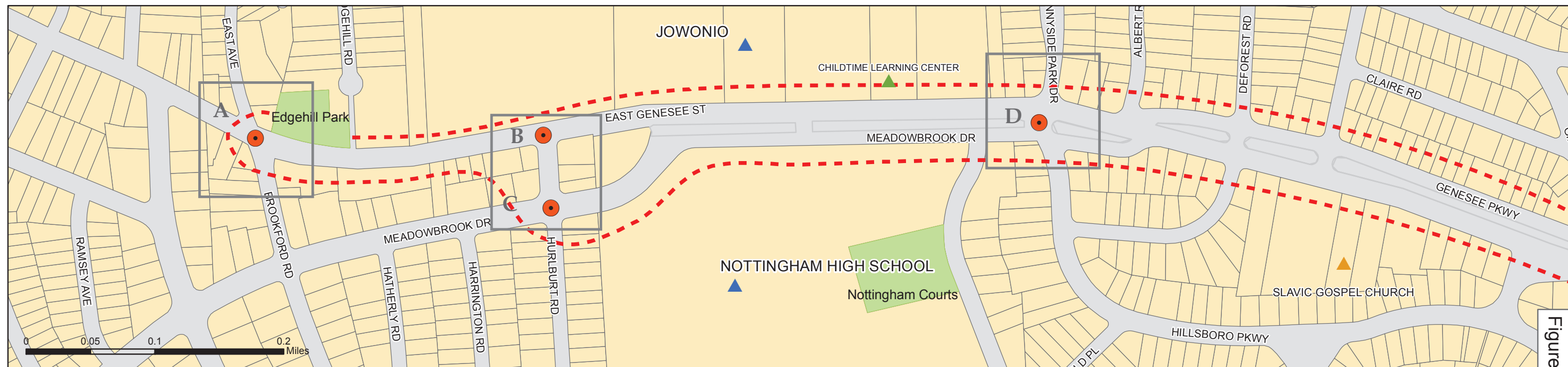
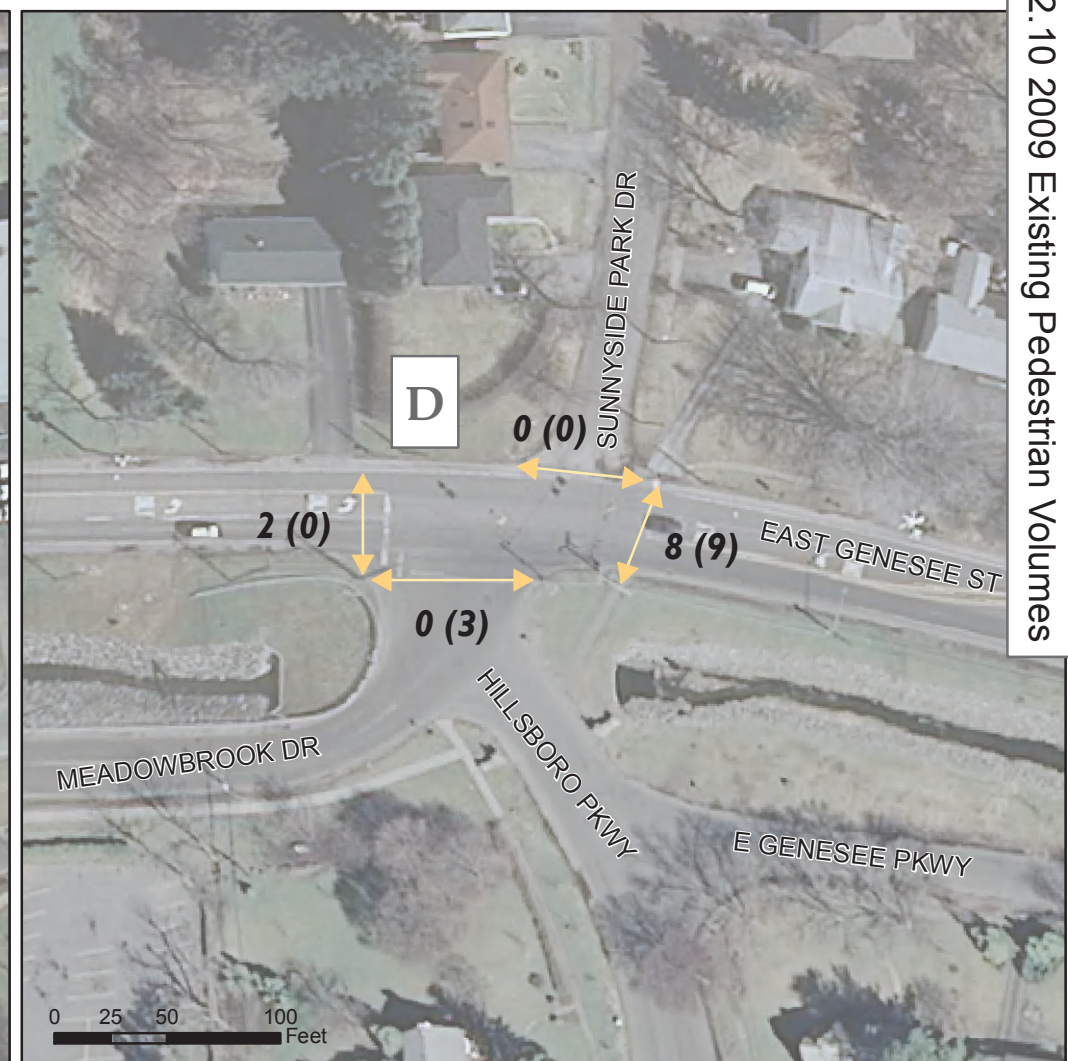
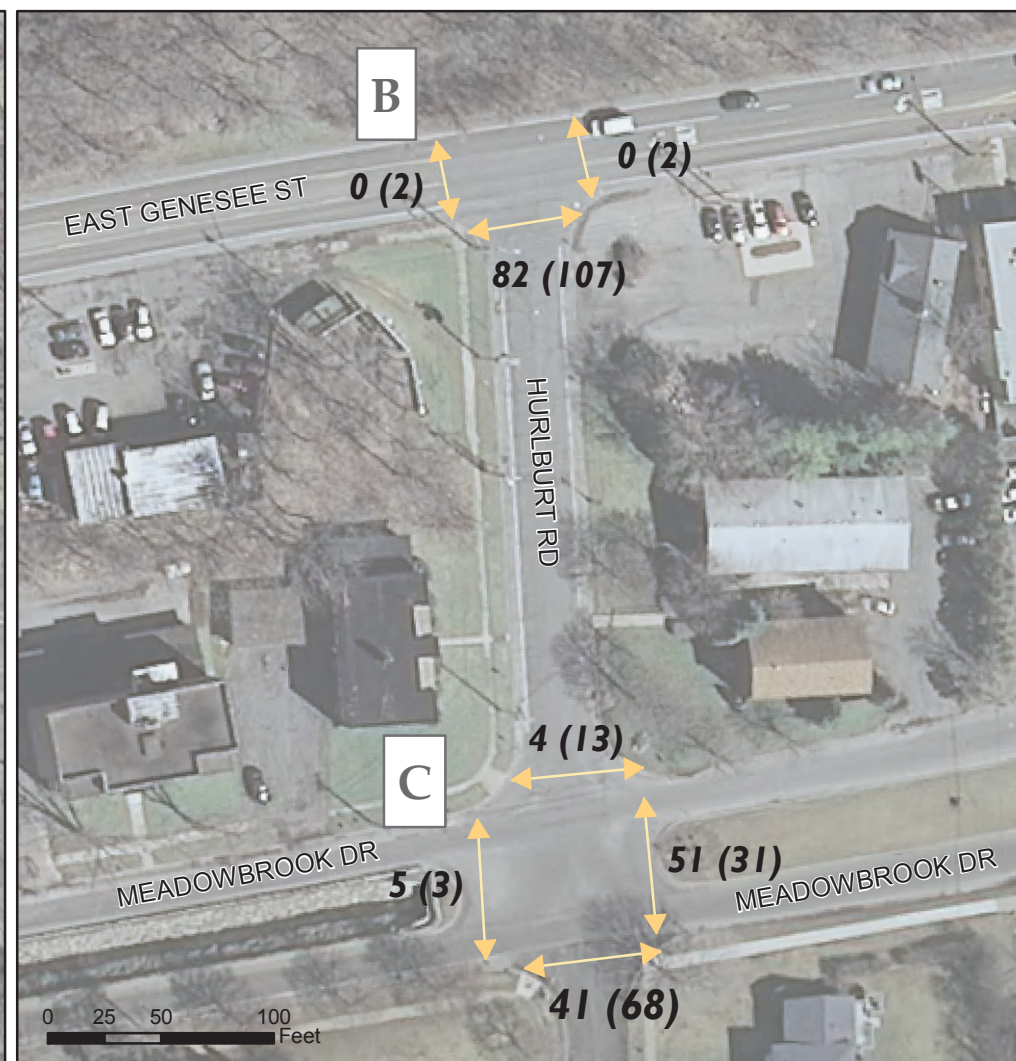
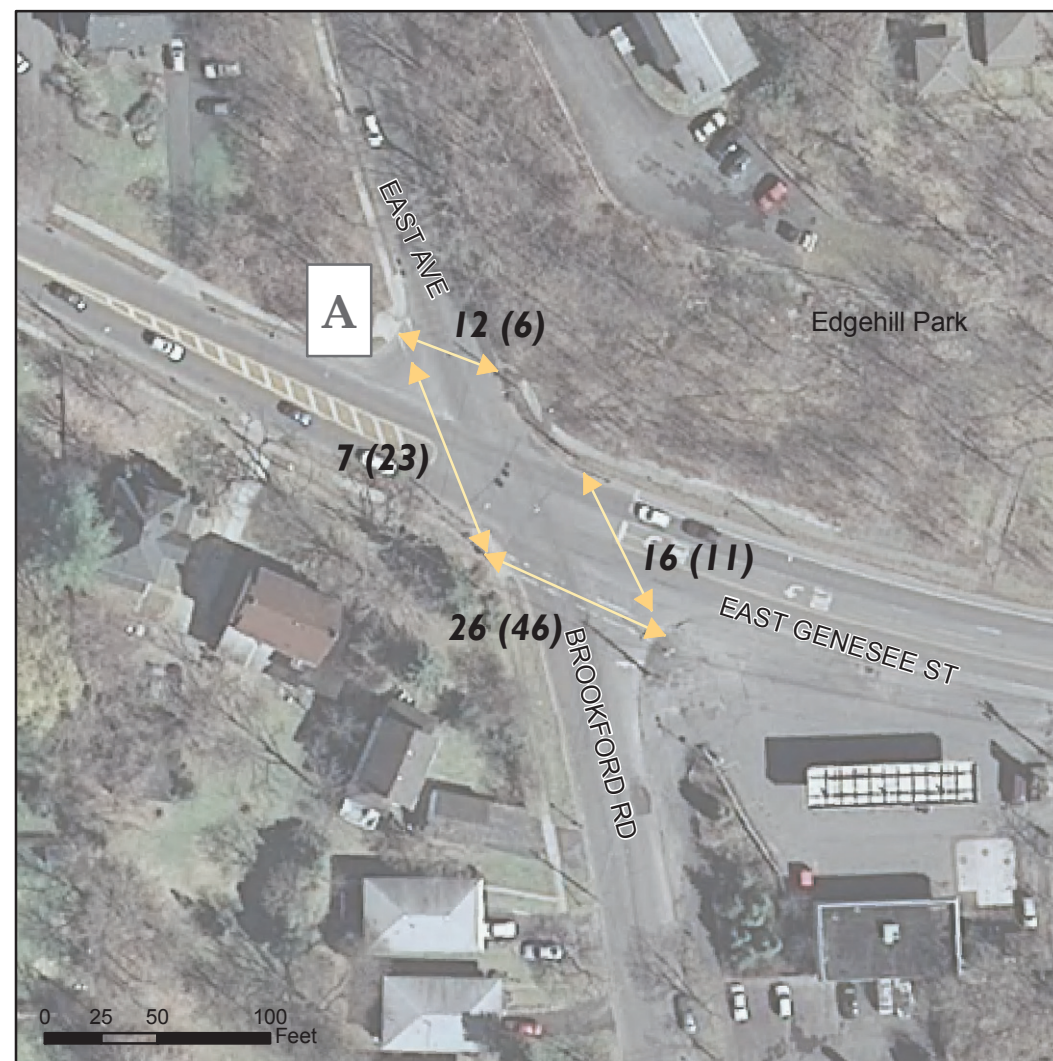


Figure 2.10 2009 Existing Pedestrian Volumes



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2009 Existing Pedestrian Volumes

East Genesee Street Sidewalk Study

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Legend

- Pedestrian Count Locations
- Park
- Parcels
- Study Area

82 (107) AM Count (PM Count)



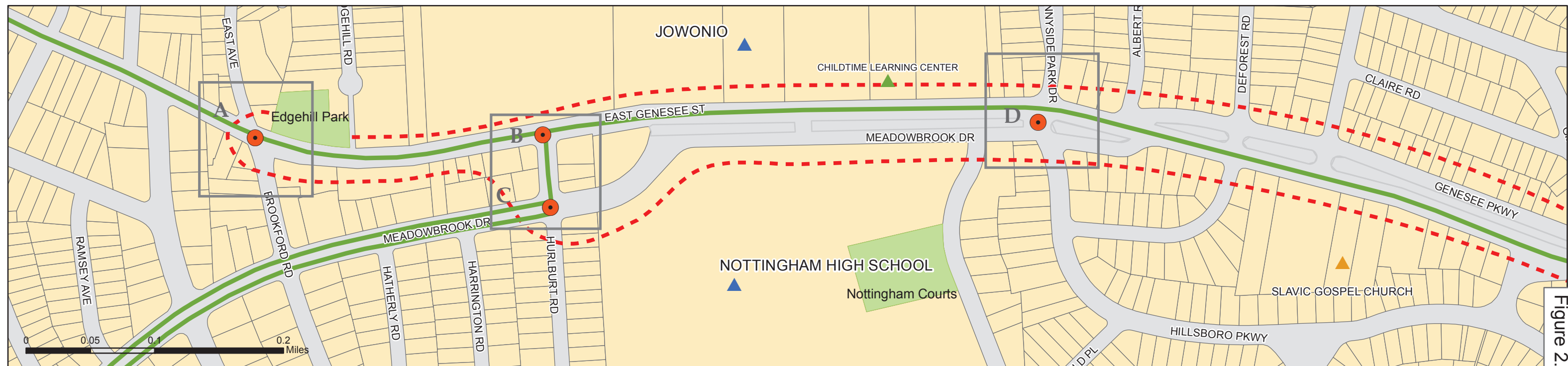
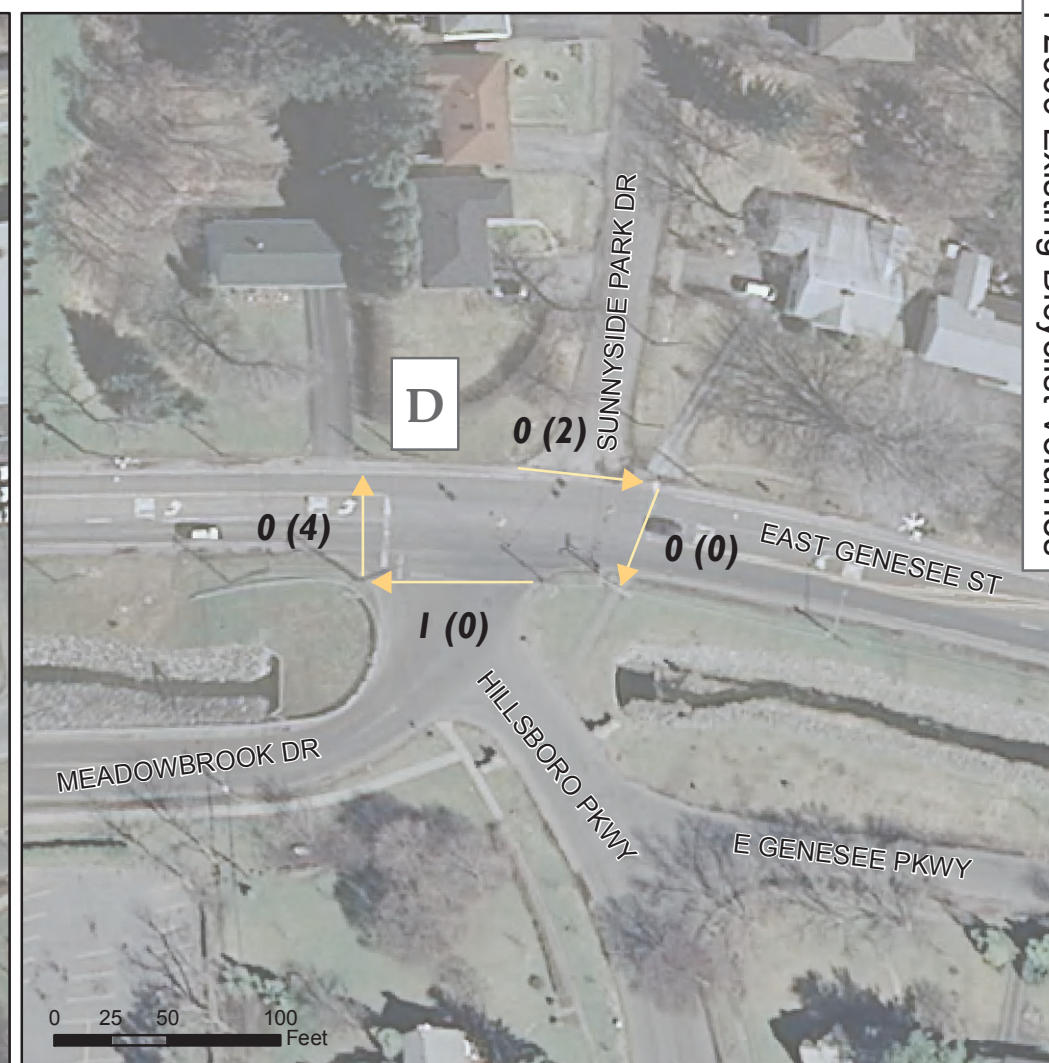
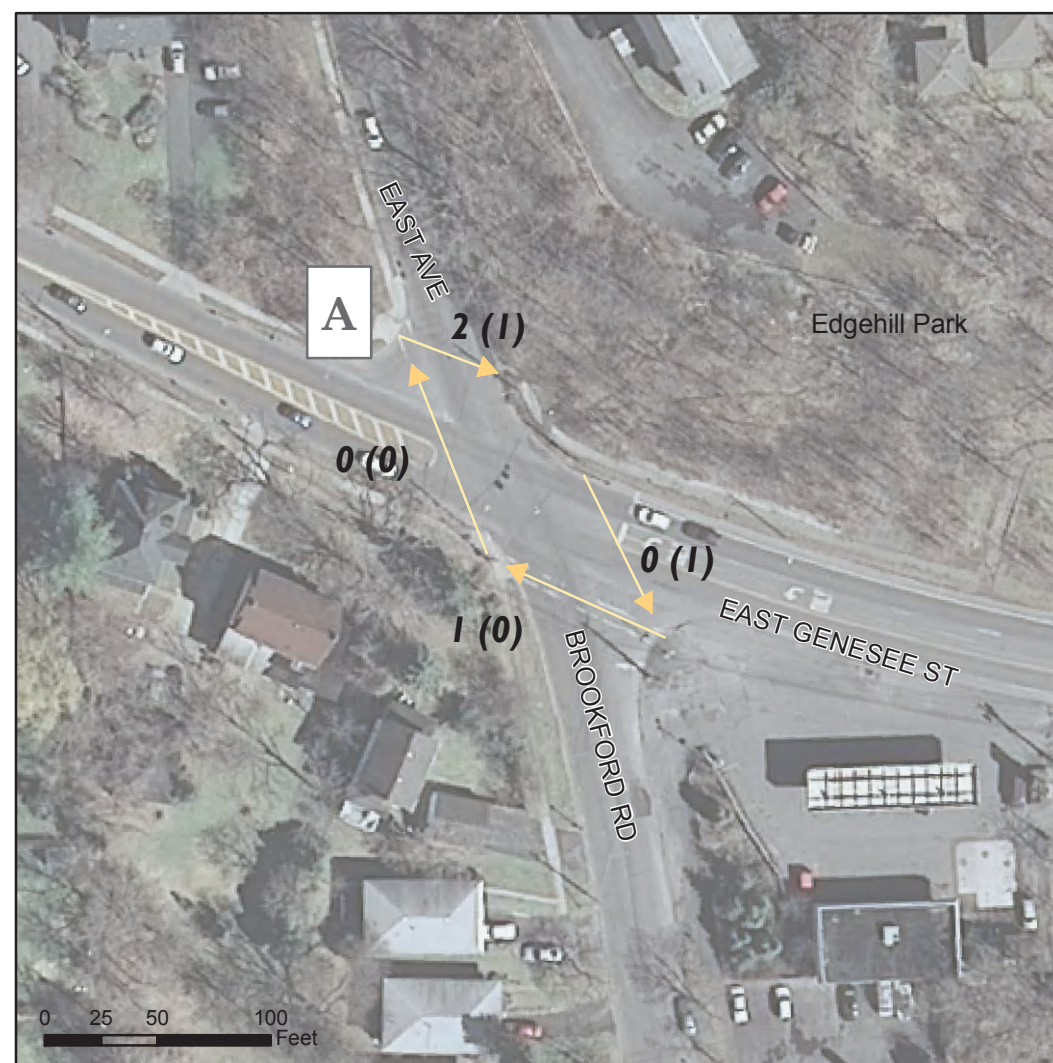


Figure 2.11 2009 Existing Bicyclist Volumes



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2009 Existing Bicyclist Volumes

East Genesee Street Sidewalk Study

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Legend

- Bicycle Count Locations
- Park
- Study Area
- I (0) AM Count (PM Count)
- Bike Lanes
- Parcels



East Genesee Street and East Avenue/Brookford Road

During the morning peak hour (7:30 – 8:30), the East Genesee Street and East Avenue/Brookford Road intersection operates at LOS B, with an average delay of 18 seconds. East-west traffic on East Genesee Street has minimal average delays (less than 15 seconds) and north-south traffic has slightly longer delays (less than 30 seconds). Intersection operations are almost identical during the afternoon peak hour (2:15 – 3:15), with an average delay of 15 seconds and overall LOS of B.

There were 61 pedestrian crossings of approaches to this intersection during the morning peak hour and 86 pedestrian crossings during the afternoon peak hour (most pedestrians likely cross more than one approach at this intersection). During the morning peak hour, 43 percent of pedestrian traffic crossed the northbound Brookford Road approach, 26 percent crossed the westbound approach of East Genesee Street, 20 percent crossed East Avenue's southbound approach and 11 percent crossed East Genesee eastbound. During the afternoon peak hour, 53 percent of pedestrian traffic crossed the northbound Brookford Road approach, 27 percent crossed East Genesee Street on the eastbound approach, 13 percent crossed on the westbound approach and 7 percent crossed on the southbound approach.

The following data were collected for the stop-controlled intersections:

Meadowbrook Drive/Hurlburt Road

The all-way stop sign controlled intersection of Meadowbrook Drive and Hurlburt Road operates at LOS B during the morning peak hour (7:30 – 8:30), with an average delay of 15 seconds. All approaches to this intersection have average delay of under 20 seconds. Intersection operations are similar during the afternoon peak hour (2:00 – 3:00); the intersection operates at LOS B with an average delay of 10.5 seconds. During the afternoon peak hour, all approaches have an average delay of under 12 seconds.

During the morning peak hour, there were 101 pedestrian crossings of the approaches to this intersection (most pedestrians likely cross more than one approach at this intersection): 50 percent of crossings were on the westbound approach of Meadowbrook Drive, 41 percent were on the northbound approach of Hurlburt Road, 5 percent were on the eastbound approach of Meadowbrook Drive and 4 percent were on the southbound approach of Hurlburt Road. During the afternoon peak hour, there were 115 pedestrian crossings: 59 percent were on the northbound approach of Hurlburt Road, 27 percent were on the westbound approach of Meadowbrook Drive, 11 percent were on the southbound approach of Hurlburt Road and 3 percent were on the eastbound approach of Meadowbrook Drive.

East Genesee Street/Hurlburt Road

Access to East Genesee Street from Hurlburt Road is controlled by a stop sign on northbound Hurlburt; northbound Hurlburt Road terminates at East Genesee Street. East-west traffic is not controlled by a stop sign or signal, and as a result sees free-flow conditions at all times. During the morning peak hour (7:45 – 8:45), the northbound

approach operates at LOS C, with an average delay of 16 seconds. During the afternoon peak hour (2:15 – 3:15), the northbound approach operates at LOS C with an average delay of 21 seconds.

Like the other intersections being studied, operations at East Genesee Street and Hurlburt Road are influenced by the flow of pedestrians to and from the nearby high school. During the morning peak hour, 82 pedestrians crossed through the intersection: 100 percent used the northbound approach of Hurlburt Road. During the afternoon peak hour, there were 111 pedestrian crossings at the intersection's approaches: all but four of these were on northbound Hurlburt Road.

2.4 Accident Analysis

The NYSDOT's Accident Location Information System (ALIS) was used to determine the number and location of collisions located at or within 50 feet of the two study areas—East Genesee Street between East Avenue/Brookford Road and the eastern city line (Terrace Drive was utilized as the end point), and Meadowbrook Drive between Hurlburt and Kimber Roads.

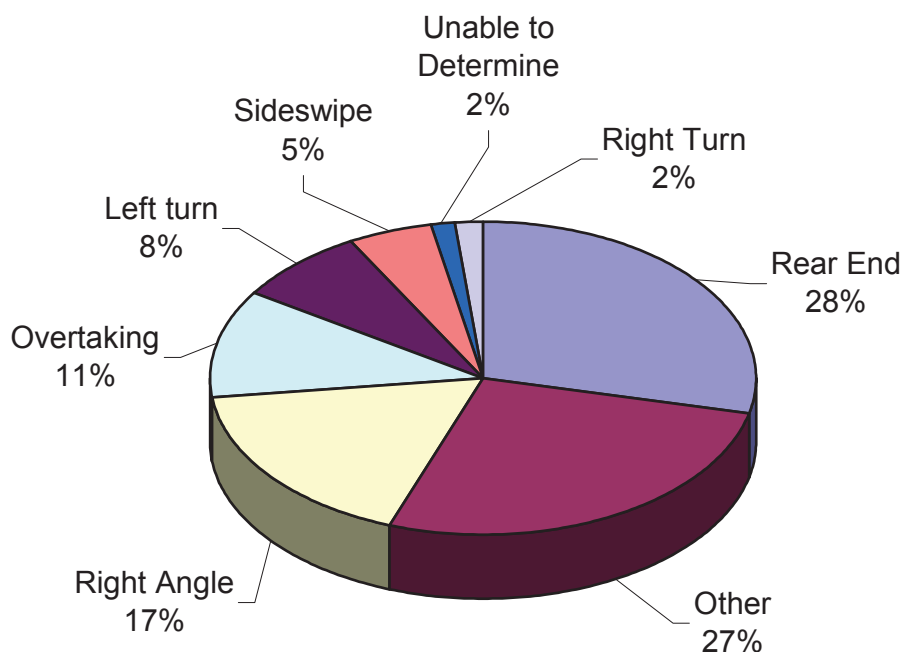
The three year period examined was August 31, 2006 to August 31, 2009. It was the latest 3-year time period available for this report. The data obtained included collision attribute information for reportable (any collision resulting in \$1,000 or more in property damage or with a personal injury or fatality) and non-reportable (any collision resulting in less than \$1,000 in property damage with no personal injury or fatality) accidents.

The system also identified which collisions had property damage only, the time of day, date, weather conditions, light conditions, number of vehicle(s) involved, number of occupants in each vehicle, type of vehicle(s) involved, weight of vehicle(s) involved, road surface conditions, road characteristics, state of registration of involved vehicle(s) and direction of travel of involved vehicle(s).

Collision summary reports were prepared for each of the study areas based upon the data contained in the ALIS. In conjunction with the summary reports, various traffic data were collected at each intersection (these data included AM and PM peak hour turning movement counts, intersection geometry, pavement markings, traffic signage and signal timing and phasing plans). This information can be found in the Roadway Conditions section (section 2.2) of this report.

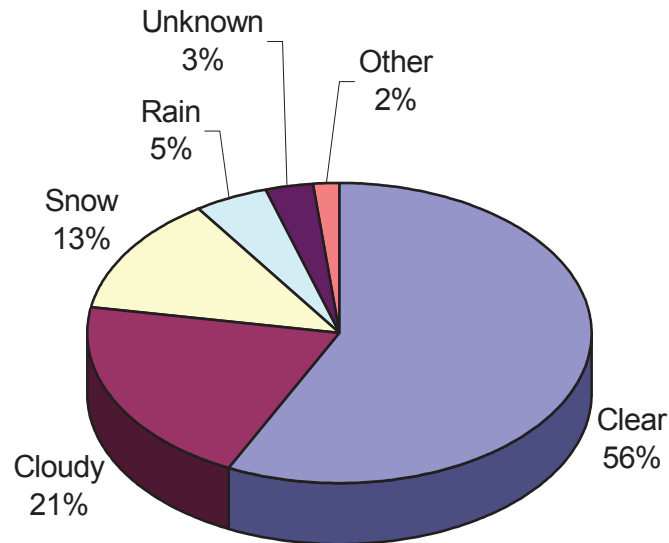
East Genesee Street

Of the 63 total accidents that occurred during the 3-year time period, 45 of them were reported within 50 feet of the East Genesee Street corridor from East Avenue/Brookford Road to Terrace Drive. Just over 25% of the 63 total accidents that occurred were rear end collisions, which may possibly be due to driver inattention. See Figure 2.12.

Figure 2.12: East Genesee Street Accidents by Type

Of the 63 total accidents, 73% were between 2 cars and 43% occurred at an intersection. One of the larger concentration of accidents occurred at the intersection of East Avenue/Brookford Road and East Genesee Street. The number of people injured in accidents in the entire study area was minimal with most of the accidents – 67% -- resulting in property damage only. Not one of the accidents involved a pedestrian or a bicyclist.

In the first six months of data collection in 2009 there were more accidents than had occurred in each of the previous three years. The accidents that occurred in 2009 doubled those that took place in 2006, which only included six months of analyzed data. Even though 2006 data was collected from August to December and 2009 data was collected from January to August, inclement weather does not appear to have been a major factor in the 2009 accidents. Of the 20 total accidents in 2009, only two accidents occurred in snowy conditions. In the 3-year time period studied, most of the 63 accidents (77%) occurred in clear or cloudy conditions while 18% occurred in either snowy or rainy conditions. See Figure 2.13.

Figure 2.13: Weather Condition at Time of Accident (East Genesee Street)

It should also be noted that 77% of accidents that occurred within 50 feet of the East Genesee Street corridor occurred during the daylight.

The amount of accidents on weekend days was less than the amount of accidents that occurred during the week. Thursday was the day of the week when the most accidents occurred over the time period studied.

Meadowbrook Drive

A total of four accidents occurred along Meadowbrook Drive from Hurlburt Road to Kimber Road from August 2006 to August 2009, none of which involved a pedestrian or bicyclist.

2.5 Transit Service

There is one bus stop shelter within the study area on East Genesee Street located at the intersection of East Genesee Street and Carlton Drive. There are several standard blue signs identifying Centro's designated bus stops along East Genesee Street and Meadowbrook Drive.

Centro bus routes 130, 230, 330, 430, 530 travel along East Genesee Street and generally provide service between Syracuse University and Downtown Syracuse to destination points on or near Route 92 such as Nottingham High School or the Shoppingtown Mall. Centro bus route 62, 162, and 262 also travel along East Genesee Street providing access between Downtown Syracuse, Fayetteville, and Manlius. The location of the bus stops and the bus routes are shown in Figure 2.14.



Centro bus stop with shelter at E. Genesee St./Carlton Dr.

Centro buses are also used to transport students to and from Nottingham High School. There are upwards of 10 to 15 Centro buses entering and existing Meadowbrook Drive within the study area during times of student arrival and dismissal.

2.6 Land Use and Zoning

Land Use

Studies consistently show that distance is the primary factor in the initial decision to walk. The majority of pedestrian trips are .25 mile or less, with 1 mile generally being the limit that most people are willing to travel on foot. Most people are willing to walk 5 to 10 minutes at a comfortable pace to reach a distance. Land uses within .25 miles of the study area are shown on Figure 2.15.

The East Genesee Street corridor generally consists of commercial retail uses such as a gas station, bakery, dry cleaner, car repair shop and clothing store on the western end and single-family residential uses located on the eastern end. Larger scale commercial office uses such as medical facilities, a funeral home, and a retirement center are dispersed throughout the corridor. Nottingham High School, one of the study area's largest pedestrian generators, is located along Meadowbrook Drive on the south side of the street.

Land uses that are not located directly on the corridor, but are still within .25 miles of the study area, consist mainly of single-family homes with some apartment complexes due west of Nottingham High School and senior apartments due north. On the edge of the quarter mile radius are a few schools and just beyond that, a college institution.



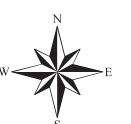
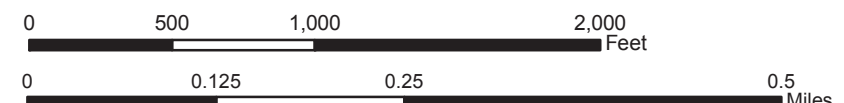
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Centro Routes

East Genesee Street Sidewalk Study

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Existing Land Use

East Genesee Street Sidewalk Study

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Zoning

The City of Syracuse zoning districts located within 500 feet of the study area are as follows (see Figure 2.16).

Residential District Class A-1 (RA-1) The intent of this zoning district is to preserve and encourage single-family residential development within the City of Syracuse. New and/or old religious, recreation and educational development that are compatible with a balanced single-family residential neighborhood are encouraged. Special uses permitted in this district are offices of religious and educational institutions.

Residential District Class B-1 (RB-1) The intent of this zoning district is to provide an area that permits a medium density of larger residential dwellings such as single, two, three and four family dwellings as well as apartment houses. The intent is to allow uses that preserve both the environmental and residential amenities that are associated with single and two family residential neighborhoods.

Residential District, Class C (RC) The intent of this district is a hybrid of the RA-1 and RB-1 residential districts. It provides for the development of not only residential uses with a medium density but also office and business development so long as it is compatible.

Local Business District, Class A (BA) The intent of this zoning district is to allow for much more intense uses than the residential districts. Mixed development of residential, retail, services and certain industrial uses are all permitted under this zoning district. This district allows the development of uses that require direct and frequent access as long as they are not a nuisance to the adjacent uses and population.

2.7 Demographics

According to the 2010 U.S. Census, the total population of the City of Syracuse is approximately 145,170 persons. The City of Syracuse's population remained relatively stable between 2000 and 2010, with the City losing less than 1% of its population.

The following demographic maps and information are based on Summary Files from the 2000 Census (not all of the data reflected in the accompanying maps was available via the 2010 Census at the time of the writing of this document, therefore data from the 2000 Census were used). As previously noted, because pedestrians will typically travel one-quarter to one-half mile, the SMTC chose to buffer the centerline of the road by both one-quarter, and one-half mile. The census block groups within this buffered area were then selected for demographic analysis (as the SMTC generated buffer area does not correspond exactly to Census geography, block group data was interpolated to develop the demographic information that falls within the buffer area). This results in the population of people that are potential pedestrians in the study area. This method yields synthesized results that may be in error.

The SMTC examined the following demographics for this study within both a quarter-mile and half-mile of the study area: population, senior citizen population (those individuals 65 years of age and older), population of workers (16 years of age and older), population of workers with a



Figure 2.16 Existing Zoning

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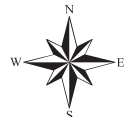
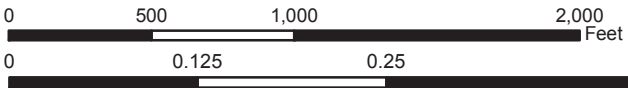


Data Sources: SMTC, SOCPA
Prepared by SMTC, 3/2011

Existing Zoning

East Genesee Street Sidewalk Study

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10 minute or less commute to work, and the population of school aged children (children between 5 years of age and 18 years of age).

The review resulted in the number of people that are potential pedestrians on the East Genesee Street and/or Meadowbrook Drive corridors. There is a population of nearly 10,813 people living within a half mile of the project study area. From this demographic profile, it is evident that there is enough of a population base within the study area to justify some type of pedestrian facility for transportation purposes along the East Genesee Street and Meadowbrook Drive corridors. And as noted previously, several destinations flank this corridor in both the east and west, including Nottingham High School, places of worship, and the commercial strips in DeWitt as well as the commercial plaza at the western end of the study area. These locations could be accessed by pedestrians more easily with the addition of sidewalks. Demographic data is detailed below and in the accompanying maps.

The figures located at the end of this chapter represent data summarized at a quarter mile buffer around the study area. Ninety-four (94) partial block groups were analyzed within the quarter mile buffer and the same geographic location—the northwest block group—consistently contained the low or high values regardless of the variable analyzed.

Figure 2.17 (found at the end of this chapter) shows the approximate total population of each block group within a quarter mile of the study area. Values ranged from a low of 0 persons in the central block groups to a high of 605 persons in the northwest block group.

Figure 2.18 shows the approximate senior citizen population within a quarter mile of the study area. Values ranged from a low of 0 persons in the central and outer lying block groups to a high of 163 persons in the northwest block group.

Figure 2.19 shows the approximate population of workers (Age 16+) within a quarter mile of the study area. Values ranged from a low of 12 persons in the northwest block group to a high of 739 persons in the north/ northeast block groups.

Figure 2.20 shows the approximate population of workers with a ten minute or less commute to work in the study area. Values ranged from a low of 2 and 35 persons respectively in the north, northwest block groups to a high of 320 persons in the north/ northeast block groups.

Figure 2.21 shows the approximate school aged children (5-18 years of age) population within a quarter mile buffer of the study area. Values ranged from a low of 0 persons in east and outer-lying block groups to a high of 106 persons in the northwest block group.

The following figures represent data summarized at a half-mile buffer around the study area. One hundred and eighty four (184) entire and/or partial block groups were analyzed within the half-mile buffer.

Figure 2.22 displays the approximate total population of each block group within a half mile of the study area. Values ranged from a low of 0 persons in

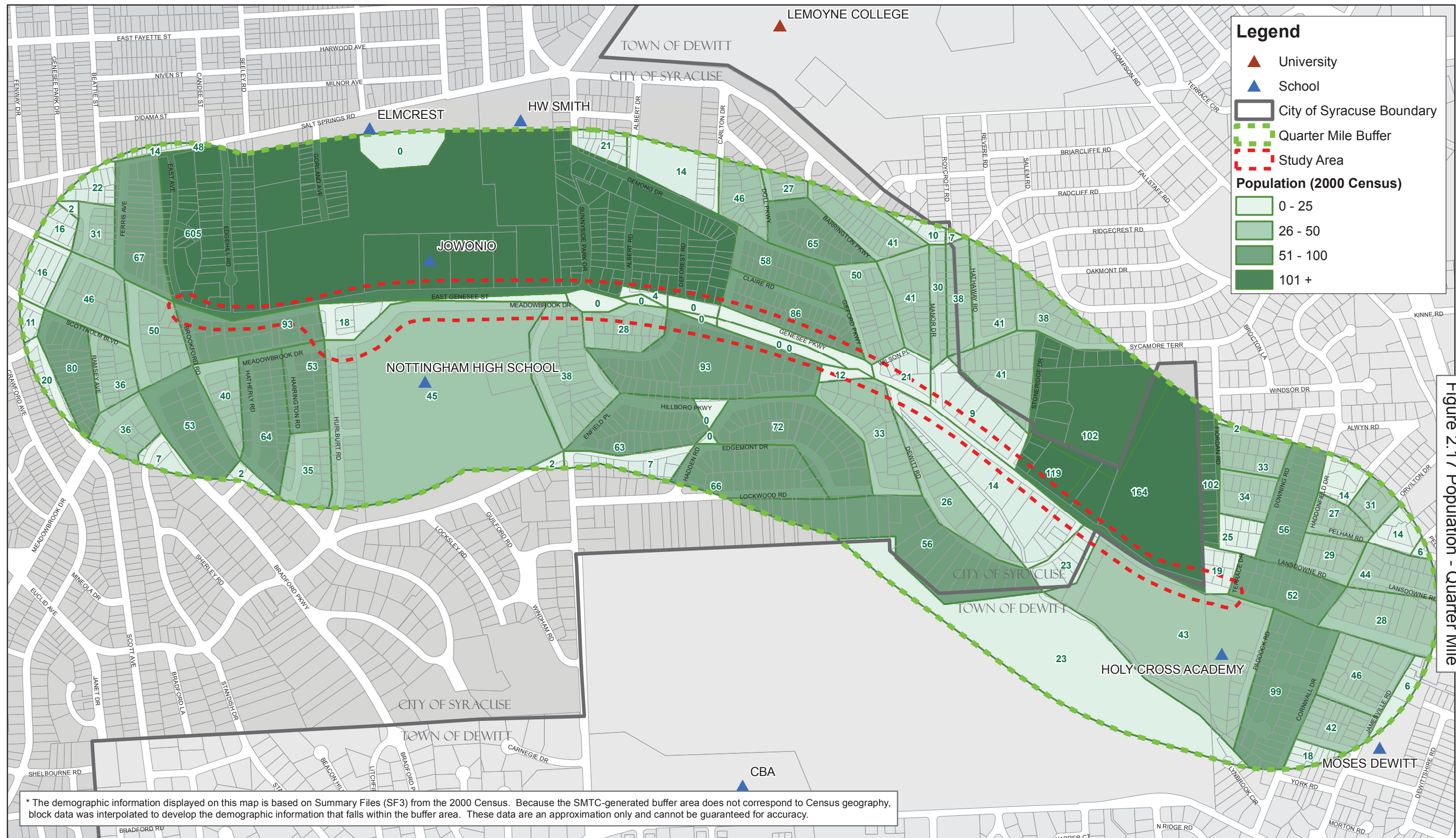
the central block groups to a high of 1,328 persons in the north, northwest block group.

Figure 2.23 shows the approximate senior citizen population within a half mile of the study area. Values ranged from a low of 0 persons in the central and outer lying block groups to a high of 163 and 155 persons respectively in the northwest and southeast block groups.

Figure 2.24 shows the approximate population of workers (Age 16+) within a half mile of the study area. Values ranged from a low of 24 persons in the portion of the far west block group to a high of 932 persons in the central block groups.

Figure 2.25 shows the approximate population of workers with a ten minute or less commute to work in the study area. Values ranged from a low of 2 in the eastern most block group to a high of 406 persons in the central block groups.

Figure 2.26 shows the approximate school aged children (5-18 years of age) population within a half mile buffer of the study area. Values ranged from a low of 0 persons in the eastern most and central block groups to a high of 219 persons in the central north block groups.



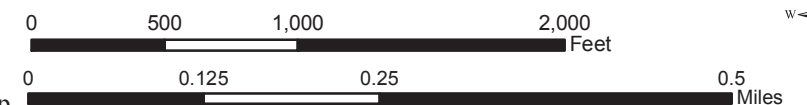
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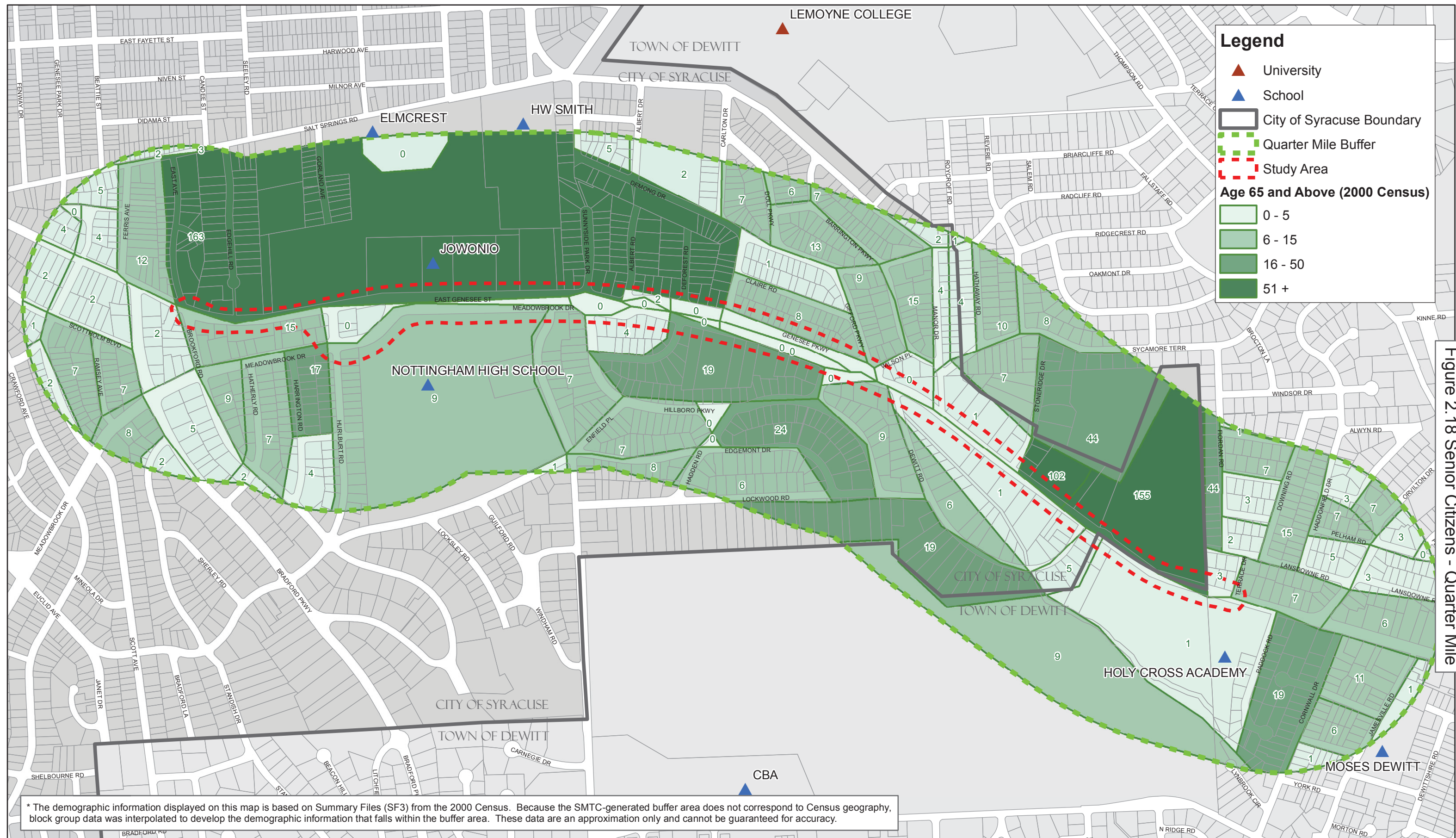
SMTC
Data Sources: SMTC, SOCPA,
Census 2000 Block Data
Prepared by SMTC, 3/2011

Population within a Quarter Mile of Study Area

East Genesee Street Sidewalk Study

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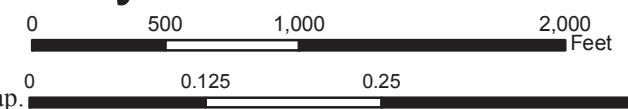
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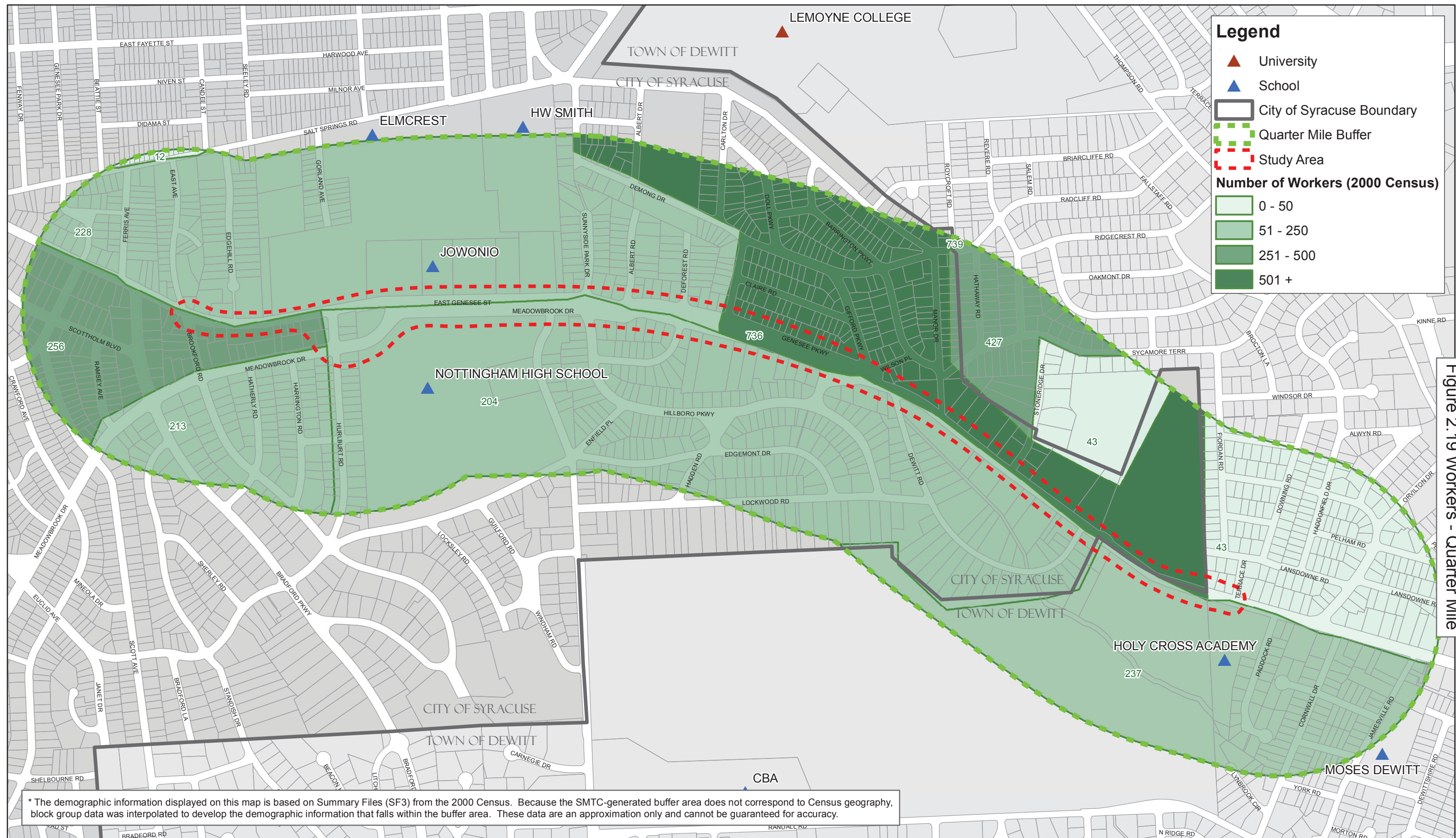
SMTC
Data Sources: SMTC, SOCPA,
Census 2000 Block Data
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Senior Citizens (65+) within a Quarter Mile of Study Area

East Genesee Street Sidewalk Study

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Data Sources: SMTC, SOCPA,
and Census 2000 Block Group Data
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Number of Workers (Age 16+) within a Quarter Mile Study Area

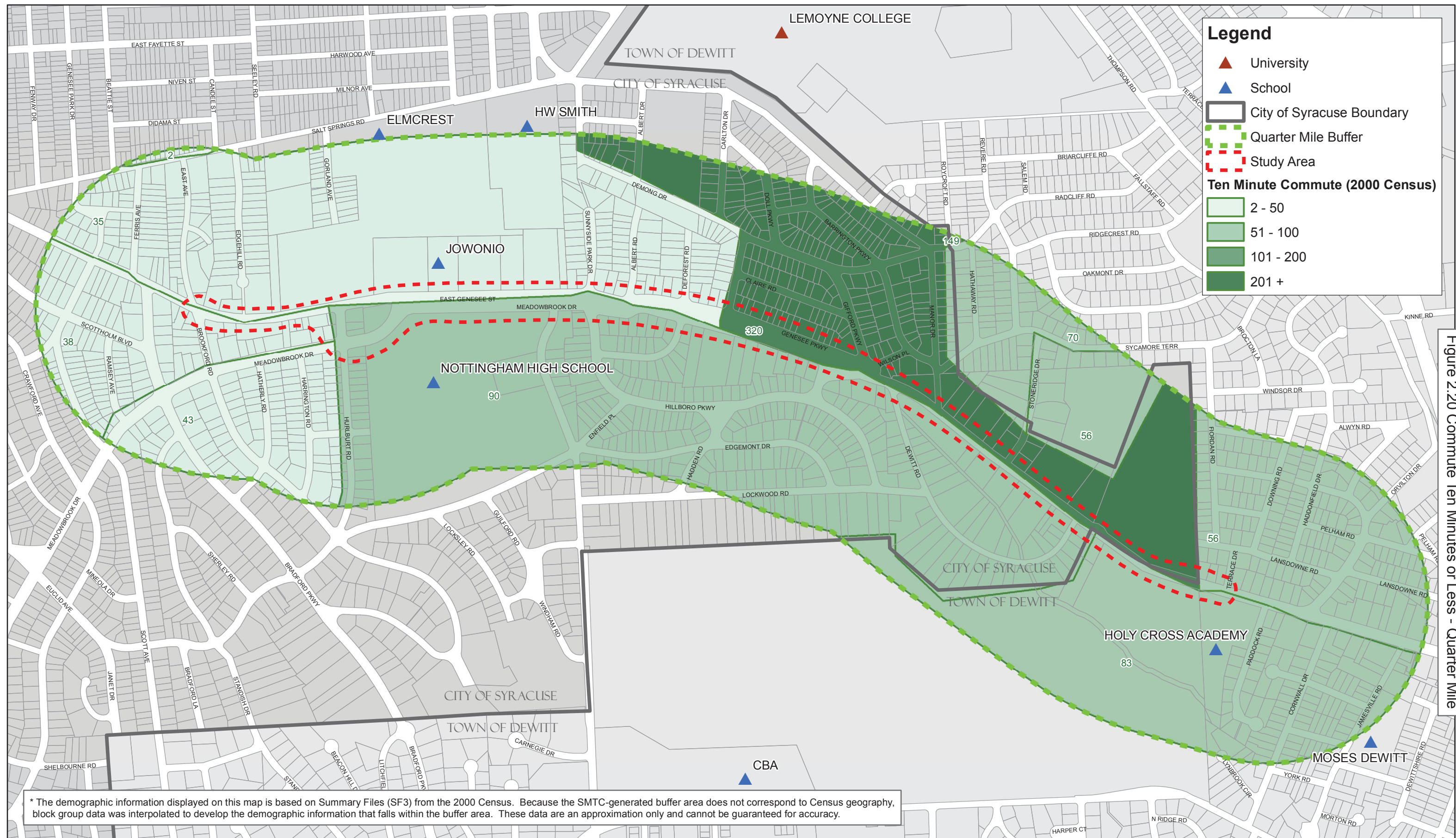
East Genesee Street Sidewalk Study

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0 500 1,000 2,000 Feet

0 0.125 0.25 0.5 Miles





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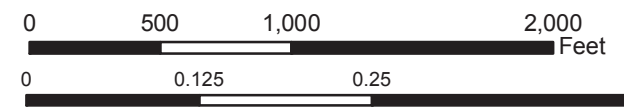


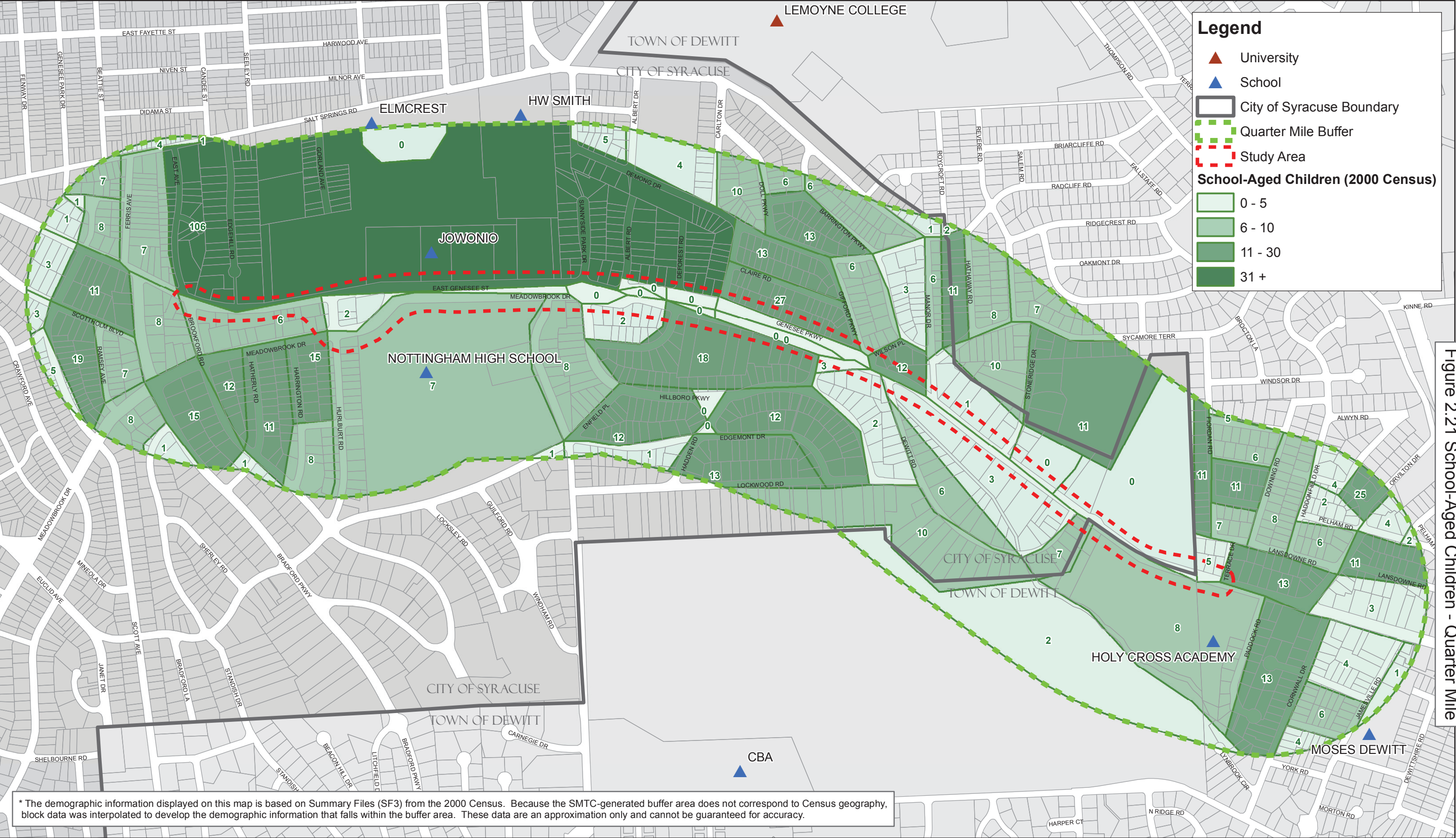
Data Sources: SMTC, SOCPA,
Census 2000 Block Group Data
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Workers with a Ten Minute or Less Commute within a Quarter Mile of Study Area

East Genesee Street Sidewalk Study

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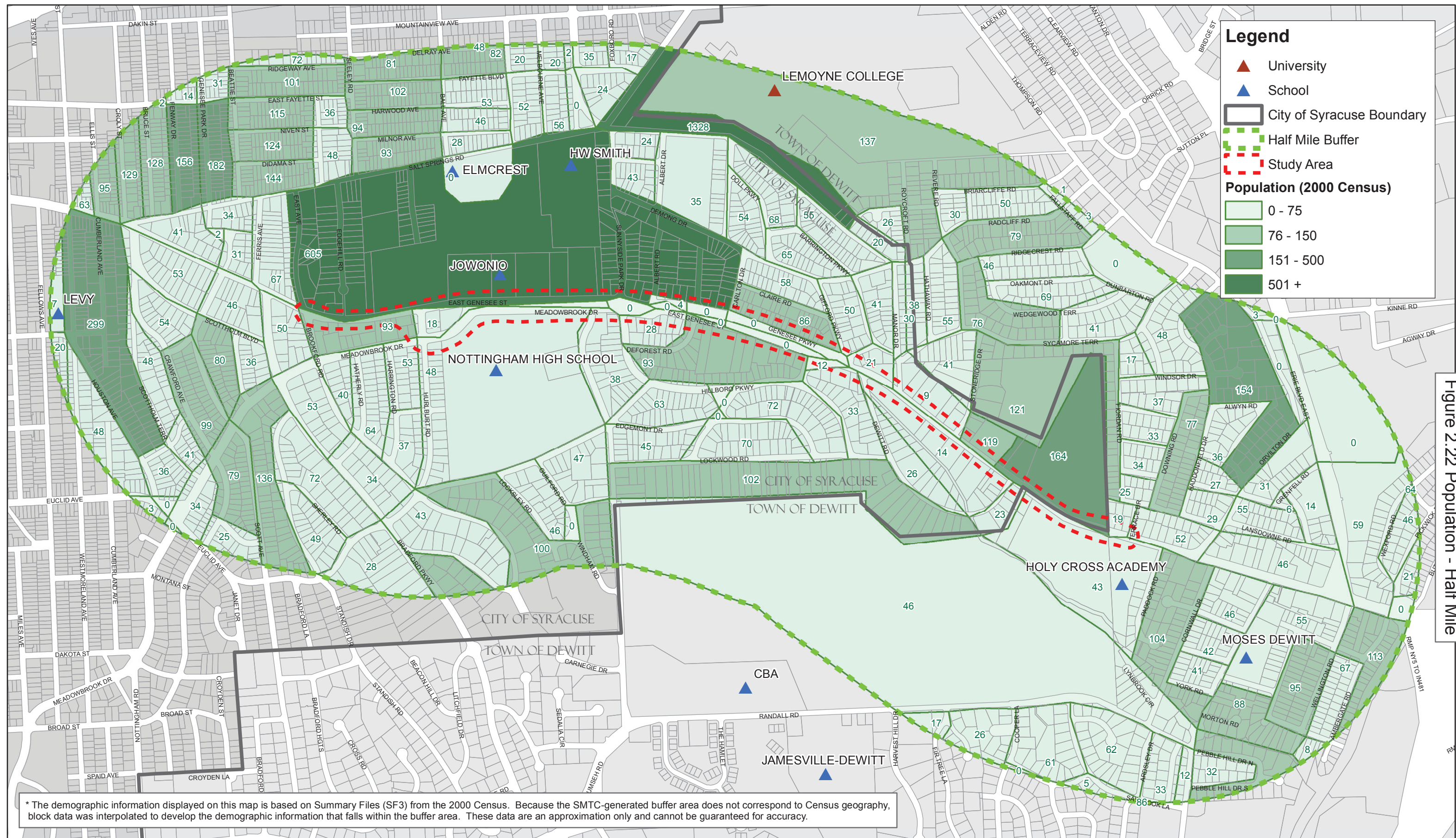
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SMTC
Data Sources: SMTC, SOCPA,
Census 2000 Block Data
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School-Aged Children (5-18) within a Quarter Mile of Study Area East Genesee Street Sidewalk Study

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Population within a Half Mile of Study Area

East Genesee Street Sidewalk Study

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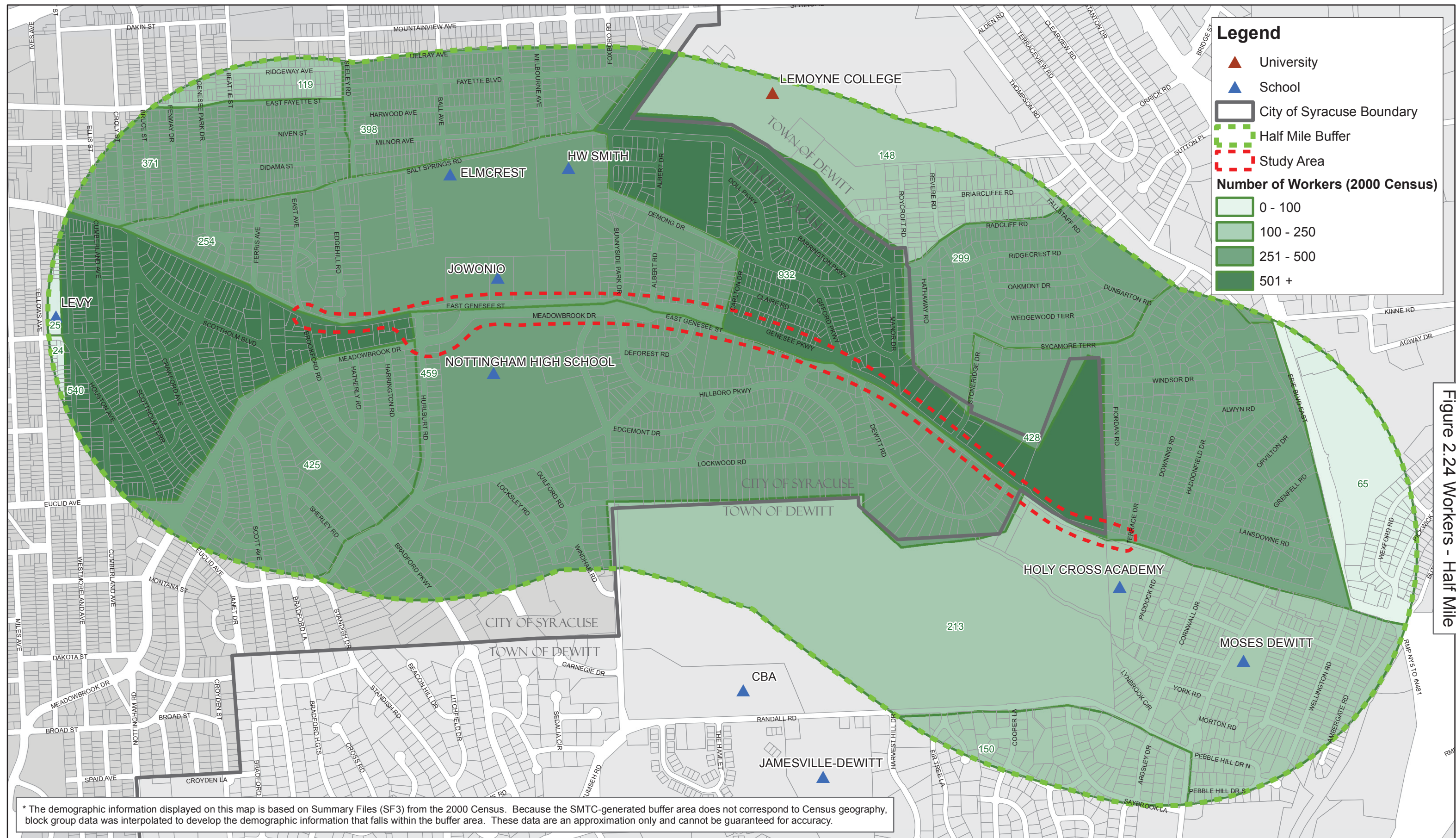
SMTC
Data Sources: SMTC, SOCPA,
Census 2000 Block Data
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Senior Citizens (65+) within a Half Mile of Study Area

East Genesee Street Sidewalk Study

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SMTC
Data Sources: SMTC, SOCPA,
Census 2000 Block Group Data
Prepared by SMTC, 3/2011

Number of Workers (Age 16+) within a Half Mile of Study Area

East Genesee Street Sidewalk Study

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0 500 1,000 2,000 Feet
0 0.125 0.25 0.5 Miles





Figure 2.25 Ten Minute or Less Commute - Half Mile

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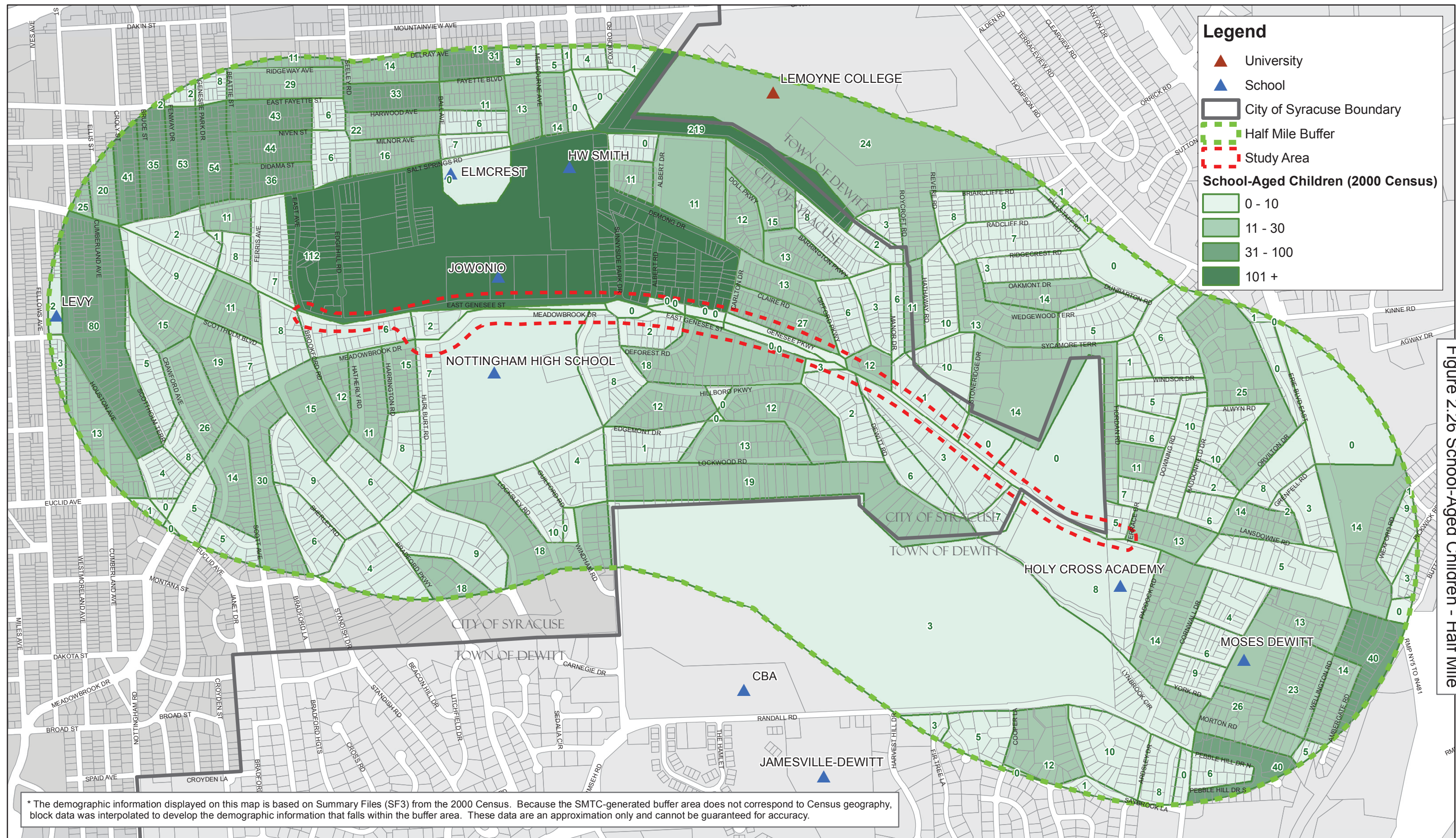
Workers with a Ten Minute or Less Commute within a Half Mile of Study Area

East Genesee Street Sidewalk Study

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0 500 1,000 2,000 Feet
0 0.125 0.25 0.5 Miles





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School-Aged Children (5-18) within a Half Mile of Study Area East Genesee Street Sidewalk Study

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0 500 1,000 2,000
Feet

0 0.125 0.25 0.5
Miles



3. IDENTIFICATION OF KNOWN AND PERCEIVED ISSUES

Through the course of completing the existing conditions inventory documented in the previous section, and the public involvement process, several transportation issues were identified along the East Genesee Street Corridor study area. These issues and concerns fell into several major categories, which are outlined below. Specific issues noted by the public during and following the two public meetings are detailed in Appendix A.



Sample of public comments received at Public Meeting #1 (March 2011)



Participants at Public Meeting #1 (March 2011)



Discussion at Public Meeting #2 (August 2011)

3.1 Safety

Several residents expressed concern about poor sight distance at the west end of the study area where Brookford Road and East Avenue intersect with East Genesee Street. It is difficult for motorists to make a left hand turn from East Avenue onto East Genesee Street because their line of sight is compromised by the hill heading south down Brookford Road. This in turn creates difficulties for pedestrians crossing at the intersection.

Pedestrian safety was repeatedly mentioned as a concern. Many residents indicated that they see mothers with strollers, as well as students walking in the street throughout the corridor. This happens both in good and inclement weather.



Sidewalk near plaza at E. Genesee St./Brookford Rd.

During winter months, the sidewalks that do exist aren't kept adequately cleared according to several residents of the area. In addition, much of the existing sidewalk that does exist is in a state of disrepair, or has been paved over with tarvia in parking lots making it difficult to see the distinction between the parking lot and pedestrian travel path.

3.2 Pedestrian Accommodations

The large majority of the public emphasized the need for pedestrian accommodations, primarily sidewalks, crosswalks, and pedestrian traffic lights, throughout the corridor. Students that live within a two-mile radius of Nottingham High School are not eligible for bus pick-up. Because of the lack of sidewalks along the corridor, many students walk in the road. Sidewalks that do exist along East Genesee Street are non-contiguous. They are located on the south side of the corridor for a few blocks and then they switch over to the north side of the block a few blocks thereafter. Suggested improvements from the public included adding sidewalks on both sides of East Genesee Street from East Avenue to the eastern city line, improving existing crosswalks, adding new crosswalks, adding a pedestrian light at the Hillsboro Parkway/East Genesee Street/Sunnyside Park Road intersection, and fixing the pedestrian light/button at Carlton Drive. Also of concern to area residents is the lack of clearing snow and ice from the sidewalks that do exist within the corridor.

There were also a handful of residents that did not feel there is enough pedestrian traffic to justify sidewalks at the eastern end of the study area. Some residents suggested a pedestrian survey be conducted to determine how much foot traffic is moving through the eastern end of the corridor.

3.3 Connectivity

Creating connections throughout the corridor is desirable for both motorized and non-motorized activities, as it creates travel alternatives for users of East Genesee Street. Residents noted the lack of pedestrian connections - including the lack of off-road pedestrian accommodations, lack of pedestrian linkages to commercial areas (plazas in DeWitt) and Nottingham High School. There are also senior living areas within and along the corridor that could benefit from connections to nearby commercial areas.

3.4 Intersection/Roadway Configuration

The intersection of East Genesee Street/Sunnyside Park Road/Hillsboro Parkway was noted as an area of concern. This intersection is located directly next to the intersection of Meadowbrook Drive/East Genesee Parkway/Hillsboro Parkway. Several stop signs and two traffic lights are located here to control traffic at these closely spaced intersections. The configuration of the two intersections is difficult to navigate and confusing to motorists. There are also no pedestrian accommodations to assist students and other pedestrians in crossing these intersections. It is suggested that the City of Syracuse further examine the intersection configuration at this location.

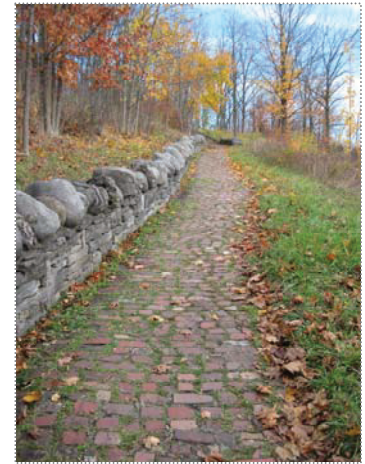
The intersection of East Genesee Street/Gifford Parkway is also confusing, as the eastern entrance to Gifford Parkway is one-way northbound, and the western portion of Gifford Parkway is one-way southbound. The City of Syracuse may want to further examine this intersection configuration and consider consolidating the two portions of Gifford Parkway.

3.5 Aesthetics/Property Maintenance

The importance of visual appeal of the East Genesee Street corridor was also expressed by the community. As a major commuter route into Downtown Syracuse and University Hill, residents are concerned about keeping the corridor well-maintained and attractive. Some of the public felt that property owners need to clean up the trash on their land. Dead trees, dead brush, and overgrowth on much of the north side of East Genesee Street along the Meadow Brook drainage area was repeated by several residents as being a major eyesore along the corridor, as well as obstructing motorists' views. There is also a lot of public support for maintaining and improving Edgehill Park, located at the western end of the study area (see section 3.6 below for more detail), and restoring/maintaining the stone columns located throughout the corridor. A significant concern of area residents is the lack of clearing snow and ice from the sidewalks that do exist within the corridor. There is also the concern that if additional sidewalk is constructed throughout the corridor, who will be responsible for maintenance. Liability (if someone gets hurt on a sidewalk in front of their home) is another concern.

3.6 Edgehill Park

Several comments were received in regards to Edgehill Park, an official City park located on the slope just north of East Genesee Street and east of the East Avenue/Brookford Road intersection. Edgehill Park is accessed from the north by Edgehill Road, a dead end street extending south from Salt Springs Road, and via a brick staircase located on East Genesee Street across from the gas station at the western end of the study area. The brick staircase and a brick and paved pathway extends north through the wooded area to reach Edgehill Road.



Brick path through Edgehill Park



Edgehill Rd. entrance to Edgehill Park



View from the top of the staircase at Edgehill Park

It is clear from both public meetings that several neighbors of Edgehill Park take great interest in the park and are looking for ways to restore and maintain the brick staircase, pathways, and wooded area. They indicated that this is a popular student route (which was confirmed during gathering of existing conditions data throughout the corridor) and believe it is a safer route for students than traveling on East Avenue between East Genesee Street and Salt Springs Road (where sidewalk exists on one side only and is in disrepair).

Issues brought up by neighbors of the park include lack of lighting, drainage/water issues on the hillside, dead trees and brush along East Genesee Street at southern end of park, deterioration of park steps, and illicit activity (described by these neighbors as Nottingham High School truancy, substance abuse, and other illicit activity). Neighbors of the park have installed two privately funded security cameras to deter said illicit activity.

4. DEVELOPMENT AND EVALUATION OF ALTERNATIVES

A list of potential alternatives was developed to address the issues and needs identified in the issues section of this report. Viable alternatives have been examined based on results of right-of-way findings, community input, gross order-of-magnitude cost estimates, ability of the proposed alternatives to address the issues and needs identified, impacts of the proposed alternatives (for example, rough estimates of right-of-way impacts), and other factors as deemed appropriate.

4.1 Preliminary Alternatives

The following section provides an analysis of the preliminary alternatives for completing the sidewalk network within the study area. These alternatives were developed by the SAC using public input garnered at the public meetings. The SAC consisted of several agencies lending their expertise in the field of transportation, planning, and land use, including the NYSDOT, the City of Syracuse, CNYRTA and the SMTC. Additionally the SAC included a Syracuse City School District representative. All of the SAC representatives shared their expertise and guidance in developing and choosing the best and most appropriate set of alternatives to examine in further detail based on the nature of the East Genesee Street Corridor. The preliminary alternatives included the following:

Alternative 0:	No build
Alternative 1:	Sidewalks on both sides of East Genesee Street from East Avenue/Brookford Road to Hurlburt Road with crosswalk improvements
Alternative 2:	Alternative 1 plus sidewalks on one side of East Genesee Street from Hurlburt to the City line (using either one side of the street, alternate sides of street to take advantage of existing sidewalks, and/or sidewalks on East Genesee Parkway)
Alternative 3:	Alternative 1, plus sidewalks on both sides of East Genesee Street from Hurlburt Road to the City line (sidewalks on East Genesee Parkway are also an option)

Figure 4.1: Preliminary Alternatives Evaluation, outlines the preliminary alternatives, potential issues associated with the alternatives and the costs/benefits of each alternative.

Figure 4.1: Preliminary Alternatives Evaluation

Alternatives	Potential Issues	Costs/Benefits	
		Costs	Benefits
Alternative 0: No build	<ul style="list-style-type: none"> • Non-contiguous sidewalks will remain • Deteriorated sidewalks • Lack of sidewalks • Pedestrians walking in the street 	<ul style="list-style-type: none"> • Pedestrian safety 	<ul style="list-style-type: none"> • No cost
Alternative 1: Sidewalks on both sides of East Genesee Street from East Avenue / Brookford Road to Hurlburt Road with crosswalk improvements	<ul style="list-style-type: none"> • Topography (slope), particularly on the north side of East Genesee Street • More tree/brush to remove on the north side of East Genesee Street • Utility poles and/or street lights will possibly need to be relocated • May affect parking spaces at plaza on south side of East Genesee Street • Sight distance concerns at the East Avenue / Brookford Road intersection • Sidewalk maintenance 	<ul style="list-style-type: none"> • Construction costs • Sidewalk maintenance costs 	<ul style="list-style-type: none"> • Small scale, pedestrian oriented/walk up, commercial on west end of study area that can be served from having a sidewalk/improved sidewalk • Pedestrians wanting to connect to the staircase / pathway to Edgehill Park will be able to more easily access this area
Alternative 2: Alternative 1 plus sidewalks on one side of East Genesee Street from Hurlburt Road to the City line (using either one side of the street, alternate sides of street to take advantage of existing sidewalks, and/or sidewalks on East Genesee Parkway)	<ul style="list-style-type: none"> • Same issues as Alternative 1 • Topography (slope of land next to Meadow Brook drainage areas along corridor) makes it a potential challenge (erosion, room for sidewalk, etc.) • Removal / relocation of portions of guide rails throughout the corridor • Does not provide pedestrian accommodations on both sides of East Genesee Street • Potential for non-contiguous sidewalks along one side of the street (should alternate side sidewalk be installed) • Utility poles and/or street lights will possibly need to be relocated • Sidewalk maintenance 	<ul style="list-style-type: none"> • Construction costs • Sidewalk maintenance costs 	<ul style="list-style-type: none"> • Same benefits as Alternative 1 • Residential areas on east end of study area will be served from the addition of a sidewalk • More pre-existing sidewalk to work with, hence a foot print to follow • Better chance of serving the students coming out of school

<p>Alternative 3: Alternative 1, plus sidewalks on both sides of East Genesee Street from Hurlburt Road to the City line (adding sidewalks on East Genesee Parkway in lieu of East Genesee Street as needed/ appropriate)</p>	<ul style="list-style-type: none"> • Same issues as Alternative 1 • Topography (slope of land next to Meadow Brook drainage areas along corridor) makes it a potential challenge (erosion, room for sidewalk, etc.) • Removal / relocation of portions of guide rails throughout the corridor • Utility poles and/or street lights will possibly need to be relocated • Sidewalk maintenance • Adding sidewalk to Meadow Brook drainage area green space along East Genesee Parkway may raise opposition (decrease in green space, increase in impervious surface) • Coordination with Onondaga County for sidewalk maintenance along Meadowbrook drainage area 	<ul style="list-style-type: none"> • Higher construction costs with sidewalk on both sides • Sidewalk maintenance costs 	<ul style="list-style-type: none"> • Same benefits as Alternative 1 and Alternative 2 • Contiguous sidewalks throughout corridor
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4.2 Refined Alternatives

Upon review of the planning level ROW mapping provided by the City of Syracuse's Engineering Department, the SAC determined that adding sidewalk to both sides of East Genesee Street is feasible. There is enough room within City ROW for sidewalks along the corridor between East Avenue/Brookford Road and the eastern City line.

After further review of the preliminary alternatives, coupled with the knowledge that there is physical space for a sidewalk along East Genesee Street, the SAC refined the alternatives (see Figure 4.2 below).

Figure 4.2: Refined Alternatives		
Alternatives	Potential Changes / Improvements to Corridor	Move Forward to Recommendations Stage?
Alternative 0: No build	<ul style="list-style-type: none"> • Non-contiguous and deteriorated sidewalks will remain • Limited pedestrian access/options (lack of sidewalks along corridor, many existing sidewalks are non-contiguous or in poor condition) 	<ul style="list-style-type: none"> • No
Alternative 1: Sidewalks on both sides of East Genesee Street from East Avenue / Brookford Road to Hurlburt Road with crosswalk improvements	<ul style="list-style-type: none"> • Provides pedestrian access at east end of corridor (Small scale commercial area on west end of study area can be served from having a sidewalk/improved sidewalk) • Provides students with a safe area to walk to school • Improved crosswalks at East Avenue / Brookford Road • Connects Edgehill Park (staircase, pathways) to the East Genesee Street corridor 	<ul style="list-style-type: none"> • Yes
Alternative 2: Alternative 1 plus sidewalks on one side of East Genesee Street from Hurlburt Road to the City line	<ul style="list-style-type: none"> • Same changes / improvements as Alternative 1 • Does not provide pedestrian accommodations on both sides of East Genesee Street. Non-contiguous sidewalks are not desirable. 	<ul style="list-style-type: none"> • No
Alternative 3: Alternative 1, plus sidewalks on both sides of East Genesee Street from Hurlburt Road to the City line	<ul style="list-style-type: none"> • Same improvements as Alternative 1 • Provides pedestrian access throughout corridor • Provides improved crosswalks throughout corridor 	<ul style="list-style-type: none"> • Yes

The SAC determined that Alternative 0 (the null alternative) was not desirable, since not building sidewalks or making changes to the existing limited pedestrian accommodations along the corridor will not provide desired pedestrian access/options, and will not address the pedestrian safety issues noted within this study.

While Alternative 2 provides for sidewalks on one side of the street, it was removed as an option because placing sidewalks on only one side of the street does not allow for connectivity of the pedestrian network. According to the American Association of State Highway and Transportation Officials' (AASHTO) *Guide for the Planning, Design, and Operation of Pedestrian Facilities*:

“Where sidewalks are provided on only one side of a roadway, the overall connectivity of the sidewalk is weakened, as well as pedestrian safety and accessibility. Sidewalk provided on only one side of the street often require pedestrians to cross streets unnecessarily to meet their travel needs. As a result, the level of exposure of pedestrian to potential conflicts is increased.”¹

Since there is physical space for a sidewalk on both sides of East Genesee Street, as well as destinations that would benefit from sidewalks on both sides of the street (a commercial plaza, Nottingham High School and various places of worship on the south side; various commercial destinations and senior living areas on the north side), the SAC determined that pursuing sidewalks on only one side of the street was not appropriate for this corridor.

The SAC determined that moving forward with Alternatives 1 and 3 would be most beneficial to the study area and most in-line with public desires. Alternative 1 includes sidewalks on both sides of East Genesee Street from East Avenue/Brookford Road to Hurlburt Road with improved crosswalks. Alternative 3 includes Alternative 1, plus sidewalks on both sides of East Genesee Street from Hurlburt Road to the eastern City line where sidewalks currently exist in the Town of DeWitt. Combined, these alternatives provide pedestrian access to the small scale commercial area on the west end of the study area to the larger commercial strips to the east in the Town of DeWitt. Alternatives 1 and 3 will provide students with safer areas to walk to school as well as with safer crossing zone. These alternatives provide safe pedestrian access to City of Syracuse and DeWitt commercial areas, places of worship, senior housing, Nottingham High School, and commercial areas scattered throughout the corridor.

¹ American Association of State Highway and Transportation Officials, *Guide for the Planning, Design, and Operation of Pedestrian Facilities*, July 2004, p. 57.

5. RECOMMENDATIONS

5.1 Overview

The recommendations contained in this report are the product of technical and qualitative analyses describe in the previous chapters, input garnered from the community through e-mails, phone calls and public meetings, and guidance from the SAC. As noted in Chapter 3, the planning level survey of the Right-of-Way (ROW) mapping provided by the City of Syracuse's Engineering Department indicated that adding sidewalk to both sides of East Genesee Street is feasible. To that end, the SMTC and SAC developed and evaluated the alternatives noted in Chapter 4 and recommend that the City of Syracuse move forward with Alternatives 1 and 3, which when combined call for the installation of sidewalks on both sides of East Genesee Street from East Avenue/Brookford Road to the eastern City line where sidewalks currently exist in the Town of DeWitt. Corridor-wide recommendations were also developed for East Genesee Street. Recommendations for the East Genesee Street Sidewalk Study are detailed below.

5.2 Corridor-wide

Based on public input and the existing conditions analyses the SAC determined that a few broad, corridor-wide recommendations were necessary:

Re-striping

Re-striping of the existing pavement markings is necessary. Worn pavement markings make it difficult to distinguish where travel and turning lanes are located. The City of Syracuse should investigate striping and/or striping techniques that will be more durable for use within the corridor. Specific paint types and/or techniques that lend themselves to standing up to a variety of weather conditions year after year would be most appropriate to eliminate the continual need for re-striping. It is important to note that adding crosswalk striping at non-controlled intersections (no stop signs or traffic signals) would require careful consideration and would need to be sufficiently warranted. Additional signage may also be needed to alert motorists to crosswalks ahead.

Examination of Intersection Configuration

The City of Syracuse should further examine intersection configurations at two key locations within the East Genesee Street Corridor. The intersection of East Genesee Street/Sunnyside Park Road/Hillsboro Parkway is located directly next to the intersection of Meadowbrook Drive/East Genesee Parkway/Hillsboro Parkway. Several stop signs and two traffic lights provide traffic control at these closely spaced intersections. The configuration and traffic control present at these intersections is difficult to navigate and confusing to motorists. There are also no pedestrian accommodations to assist pedestrians in crossing here. Further examination of these intersections by the City of Syracuse is recommended. Clarification on how to navigate the intersections is necessary for motorists, pedestrians and the safety of all users. The City of Syracuse may also want to further examine the intersection of East Genesee Street/Gifford Parkway. Currently, the eastern entrance to Gifford Parkway is one-way northbound, and the

western portion of Gifford Parkway is one-way southbound. Consolidation of the Gifford Parkway intersection may clear up motorist confusion on how to navigate the intersection.

Edgehill Park

During public meetings and through phone calls and comments received on the East Genesee Street Sidewalk Study, the SMTC and SAC were made aware of the existence and importance of Edgehill Park to the local community. Edgehill Park is an official City park located on the slope just north of East Genesee Street and east of the East Avenue/Brookford Road intersection. Most of the park is located outside of the study area.

Edgehill Park is accessed from the north by Edgehill Road, a dead end street extending south from Salt Springs Road, and via a brick staircase located on East Genesee Street across from the gas station at the western end of the study area. The brick staircase and a brick and paved pathway extends north through the wooded area to reach Edgehill Road.

Although most of the park is located outside of the study area, as noted in Chapter 3, it is clear from both public meetings that several neighbors of Edgehill Park take great interest in the park and are looking for ways to restore and maintain the brick staircase, pathways, and wooded area. Park issues include lack of lighting, drainage/water issues on the hillside, dead trees and brush along East Genesee Street at southern end of park, deterioration of park steps, and illicit activity (described by these neighbors as Nottingham High School truancy, substance abuse, and other illicit activity). Neighbors of the park have already installed two privately funded security cameras to deter said illicit activity. Edgehill Park advocates have suggested the following recommendations for the Park:

- Restore and maintain the brick staircase and walkway through the park
- Add lighting to the park (using solar power if possible)
- Reverse the storm drain on Edgehill to drain in a rain garden in the park
- Repair and maintain the drainage pipes/drains along the hillside of Edgehill Park.

The planning level cost estimates outlined in Section 5.3 do not include costs for Edgehill Park work. The City of Syracuse should continue to consider maintenance and improvements to Edgehill Park, and further examine if the public's recommendations could be incorporated with the sidewalk recommendations outlined in Section 5.3.

5.3 Phased Sidewalk Recommendations

Alternatives 1 and 3 have been recommended for implementation by the SMTC and SAC. Combined, these recommendations include the installation of sidewalk on both sides of East Genesee Street from East Avenue/Brookford Road to the eastern City line, along with the addition of appropriate crosswalk and signage.

Recommendations for the installation of sidewalk along both sides of East Genesee Street were separated into four phases and include rough planning level cost estimates developed by the City of Syracuse Department of Engineering. As this study is a planning level study only, it is important to note that prior to construction, additional engineering studies and/or information

would be necessary prior to moving forward with the recommendations noted herein. Cost estimates are based on 2011 construction costs, and additional costs could emerge during construction depending on the results of additional engineering studies, etc. The City of Syracuse Department of Engineering also indicates that after obtaining funding and getting the contracting in place, actual construction of each phase is anticipated to take approximately 3 months.

The recommendations noted in this study can be implemented in individual phases, all at once, or a few at a time. The City of Syracuse will ultimately determine which recommendations or portions of recommendations they will implement (as they are the road owner). See the Proposed Phases Index Map along with the individual Phase I-IV maps and their associated gross order of magnitude costs.

5.4 Alternative 1/Alternative 3: Phase I - Brookford Road/East Avenue to Hurlburt Road

Phase I includes sidewalks on both sides of East Genesee Street between Brookford Road/East Avenue and Hurlburt Road.

Phase I also includes improved crosswalks and signage, the addition of pedestrian islands at the intersection of East Genesee Street with Brookford Road/East Avenue, and extending the medians at the intersection of Hurlburt Road/Meadowbrook Drive to help pedestrians get across the wide street here.



Looking west on East Genesee Street toward the intersection of Brookford Road/East Avenue



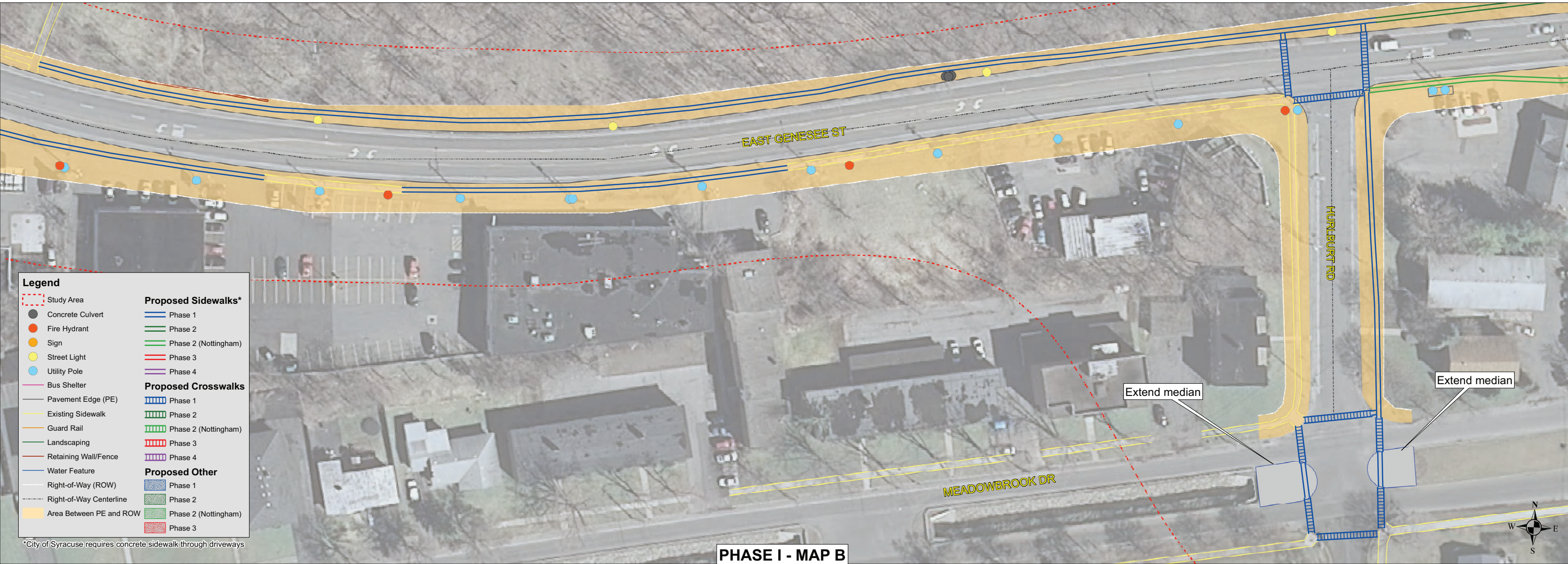
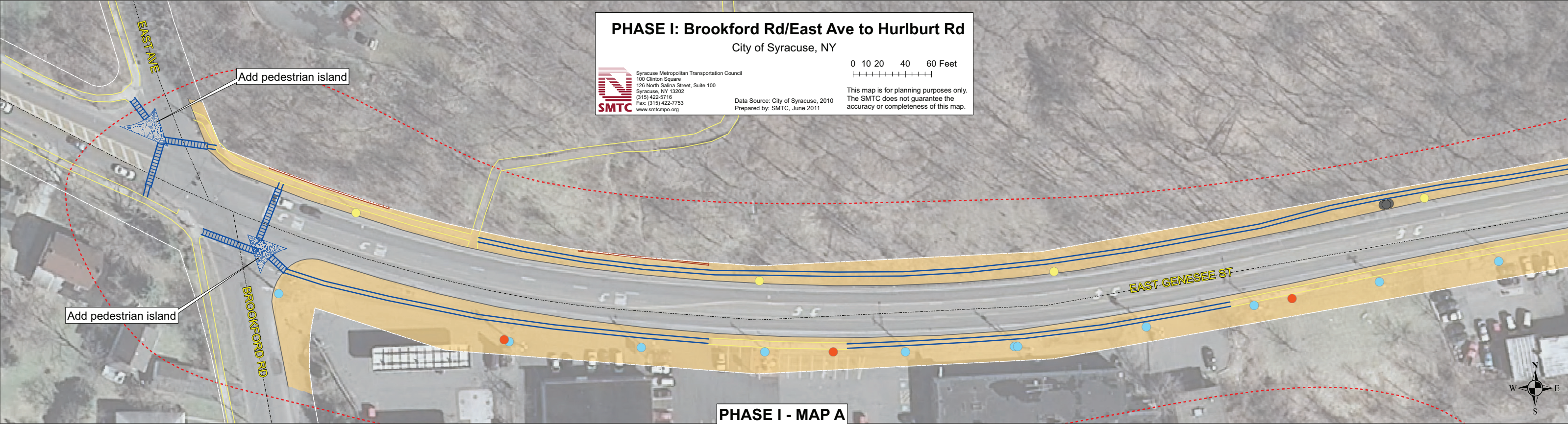
Intersection of Hurlburt Road and Meadowbrook

See the Proposed Phases Index Map and Phase I map of recommendations on the following page.

The rough cost estimate of Phase I is between \$250,000 and \$300,000. The assumptions associated with this cost estimate include:

- No retaining wall needed on the north side of East Genesee Street
- No signage/utility poles require relocation
- New sidewalk along commercial strip driveways.

Details of the cost estimate are found following the Phase I map.



East Genesee Sidewalk Study
Rough Estimated Costs - Phase I
July 2011

			Phase 1		Notes	Estimate Source
Item	Estimated Unit Cost	Unit	Estimated Quantity	Subtotal		
New Concrete Sidewalk (5' width, 6"depth)	\$7	SF	8,750	\$61,250	Estimate 1750 LF of new sidewalk on north and south sides of E. Genesee and east side of Hurlburt	2011 Connective Corr. Contract
New Concrete at Driveways/Corners (7" depth)	\$8	SF	4,450	\$35,600	Estimate 80 sf per 2-crosswalk corner (8); 40 sf per one-crosswalk corner (14); plus assume 650 feet on south side of E. Genesee has driveway	2011 Connective Corr. Contract
Crosswalk Striping (zebra)	\$450	Ea	14	\$6,300		FHWA estimate increased 50%
New Detectable Warning Units	\$36	Ea	17	\$612		2011 City Sidewalk contract
Retrofit Detectable Warning Units	\$55	Ea	11	\$605		2011 City Sidewalk contract
New Pedestrian Island	\$15,000	Ea	2	\$30,000		Estimate
Extend Road Median	\$15,000	Ea	2	\$30,000		Estimate
New Granite Curb at Corners/Crosswalks	\$43	LF	320	\$13,760	Estimate 20 LF per curbed corner	2011 City Sidewalk contract
Clearing and Grubbing (up to 12" diam)	\$5,900	Ac	0.3	\$1,770	Estimate 800 LF x 15 foot width on north side E. Genesee	Means, 2011
Grading	\$4,900	Ac	0.3	\$1,470	Estimate 800 LF x 15 foot width on north side E. Genesee	Means, 2011
Concrete Excavation	\$35	CY	40	\$1,400	Estimate 400 LF sidewalk removed on south side E. Genesee	2011 City Sidewalk contract
ROC Gravel	\$50	CY	110	\$5,500	3-inch ROC depth x 5-foot width	2011 City Sidewalk contract
Topsoil	\$46	CY	65	\$2,990	3-inch depth 2 feet on both sides of sidewalk	2011 City Sidewalk contract
Seed and Mulch	\$2	SY	1,550	\$3,100	Estimate 8 feet width seeding x 1750 LF	2011 Connective Corr. Contract
Silt Fence	\$4	LF	1,100	\$4,400	Estimate 1100 LF (north side E. Genesee)	2011 Connective Corr. Contract
Subtotal				\$198,757		
Mobilization (4%)				\$7,950		
Contingency (25%)				\$49,689		
Total				\$256,397		

Estimate \$250,000 - \$300,000

Assumptions

- 1. No retaining wall needed on north side of E. Genesee in cleared area.
- 2. New sidewalk will be installed along commercial strip driveways on south side E. Genesee.
- 3. No signage or utility poles require relocation.

5.5 Alternative 3: Phase II – Hurlburt Road to Albert Road

The Phase II recommendations includes sidewalk on both sides of East Genesee Street between Hurlburt and Albert Roads.

Phase II also includes improved crosswalks and signage, and an enhanced bus stop (including a concrete pad and kiosk) on the north side of East Genesee Street in front of the Childtime Day Care center (see the Phase II map).



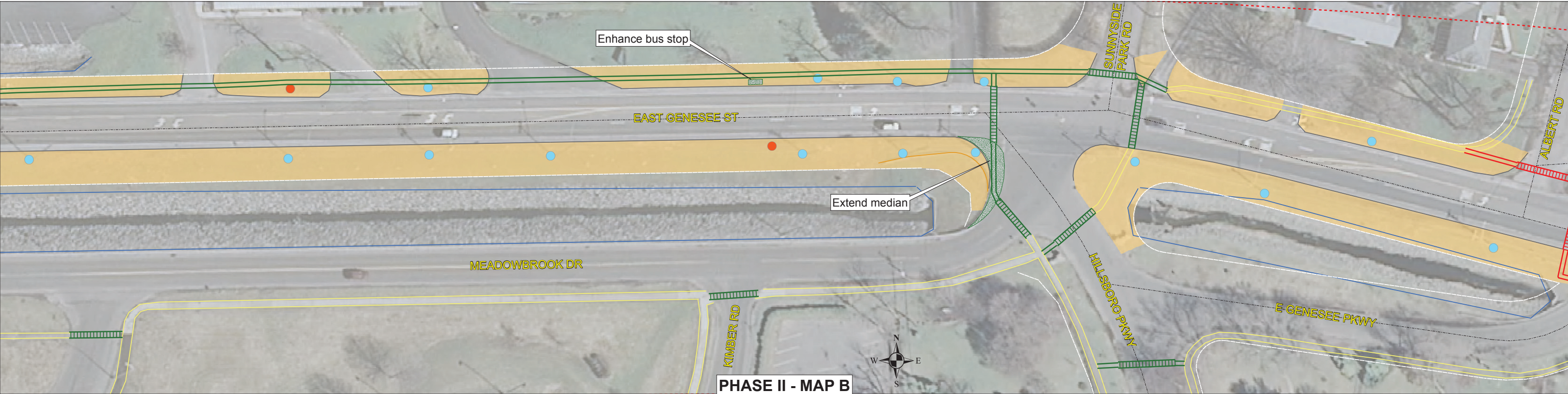
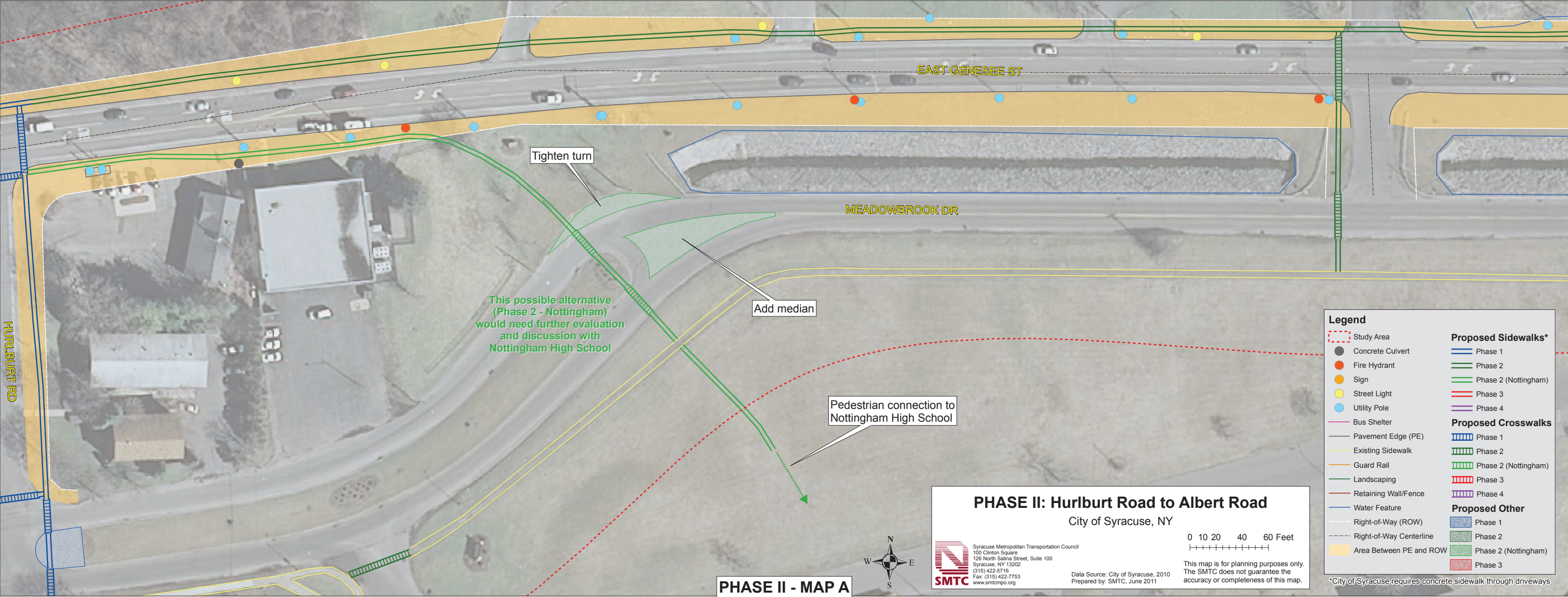
Bus stop located on the north side of East Genesee Street, just west of the Sunnyside Park Road/Hillsboro Parkway intersection

Phase II recommendations also include the Nottingham Extension Alternative. This alternative option would need further evaluation and discussion with Nottingham High School should the City of Syracuse decide to pursue this alternative. The Nottingham Extension Alternative extends sidewalks east along East Genesee Street and travels south toward Nottingham High School just past the Verizon building/property. There is already a worn pedestrian path here, indicating that students are currently using this as a pathway to school. This Extension also recommends crosswalks, a median and tightening the turning radius on Meadowbrook Drive in front of the school as there is a lot of wide open pavement here. The sidewalk would then continue on school property toward Nottingham High School (see the Phase II map).

The rough planning level cost estimate for Phase II without the Nottingham Extension Alternative is \$150,000 to \$200,000. With the Nottingham Extension (adding the median, tightening the turning radius, additional sidewalks and crossing improvements) is \$250,000 to \$350,000. The assumptions associated with these cost estimates are as follows:

- No signage/utility poles require relocation
- ROW acquisition costs not included.

Another recommendation included as a possible add-in to Phase II includes changing the asphalt walks to concrete sidewalks along Meadowbrook Drive north of Nottingham High School. According to City of Syracuse code, the City requires that sidewalks be constructed of concrete. This would cost an additional \$50,000 to \$75,000. The potential overall cost of Phase II ranges from \$150,000 to \$425,000.



East Genesee Sidewalk Study
Rough Estimated Costs - Phase II
July 2011

			Phase II			
Item	Estimated Unit Cost	Unit	Estimated Quantity	Subtotal	Notes	Estimate Source
New Concrete Sidewalk (5' width, 6"depth)	\$7	SF	10,000	\$70,000	Estimate 2000 LF of new sidewalk	2011 Connective Corr. Contract
New Concrete at Driveways/Corners (7" depth)	\$8	SF	800	\$6,400	Estimate 80 sf per 2-crosswalk corner (2); 40 sf per one-crosswalk corner (16)	2011 Connective Corr. Contract
Crosswalk Striping (zebra)	\$450	Ea	10	\$4,500		FHWA estimate increased 50%
New Detectable Warning Units	\$36	Ea	20	\$720		2011 City Sidewalk contract
Retrofit Detectable Warning Units	\$55	Ea	0	\$0		2011 City Sidewalk contract
New Granite Curb at Corners/Crosswalks	\$43	LF	320	\$13,760	Estimate 20 LF per curbed corner	2011 City Sidewalk contract
Clearing and Grubbing (up to 12" diam)	\$5,900	Ac	0.1	\$590	Estimate 275 LF x 15 foot width on north side E. Genesee	Means, 2011
Grading	\$4,900	Ac	0.75	\$3,675	Estimate 2100 LF x 15 foot width on north side E. Genesee	Means, 2011
Concrete Excavation	\$35	CY	0	\$0		2011 City Sidewalk contract
ROC Gravel	\$50	CY	105	\$5,250	3-inch ROC depth x 5-foot width	2011 City Sidewalk contract
Topsoil	\$46	CY	85	\$3,910	3-inch depth 2 feet on both sides of sidewalk	2011 City Sidewalk contract
Seed and Mulch	\$2	SY	1,800	\$3,600	Estimate 8 feet width seeding x 2000 LF	2011 Connective Corr. Contract
Silt Fence	\$4	LF	1,850	\$7,400	Estimate 1850 LF (north side E. Genesee)	2011 Connective Corr. Contract
Bus Stop Improvement (Kiosk) and pad	\$10,000	Ea	1	\$10,000		Engr. Dept. Estimate
Subtotal				\$129,805		
Mobilization (4%)				\$5,192		
Contingency (25%)				\$32,451		
Total				\$167,448		
Estimate \$150,000 - \$200,000						

- Assumptions**
- 1. Nottingham High School walkway alternative not included.
 - 2. New sidewalk will not be installed across business driveways on north side E. Genesee.
 - 3. No signage or utility poles require relocation.

East Genesee Sidewalk Study
Rough Estimated Costs - Nottingham HS Alternative Costs
July 2011

			Phase IV			
Item	Estimated Unit Cost	Unit	Estimated Quantity	Subtotal	Notes	Estimate Source
New Concrete Sidewalk (5' width, 6"depth)	\$7	SF	3,500	\$24,500	Estimate 700 LF of new sidewalk	2011 Connective Corr. Contract
New Concrete at Driveways/Corners (7" depth)	\$8	SF	80	\$640	Estimate 80 sf per 2-crosswalk corner (0); 40 sf per one-crosswalk corner (2)	2011 Connective Corr. Contract
Crosswalk Striping (zebra)	\$450	Ea	2	\$900		FHWA estimate increased 50%
New Detectable Warning Units	\$36	Ea	2	\$72		2011 City Sidewalk contract
Retrofit Detectable Warning Units	\$55	Ea	0	\$0		2011 City Sidewalk contract
New Pedestrian Island	\$15,000	Ea	1	\$15,000		Estimate
Extend Road Median	\$15,000	Ea	2	\$30,000		Estimate
New Granite Curb at Corners/Crosswalks	\$43	LF	40	\$1,720	Estimate 20 LF per corner	2011 City Sidewalk contract
Clearing and Grubbing (up to 12" diam)	\$5,900	Ac	0	\$0		Means, 2011
Grading	\$4,900	Ac	0	\$0		Means, 2011
Concrete Excavation	\$35	CY	0	\$0		2011 City Sidewalk contract
ROC Gravel	\$50	CY	35	\$1,750	3-inch ROC depth x 5-foot width	2011 City Sidewalk contract
Topsoil	\$46	CY	30	\$1,380	3-inch depth 2 feet on both sides of sidewalk	2011 City Sidewalk contract
Seed and Mulch	\$2	SY	630	\$1,260	Estimate 8 feet width seeding x 700 LF	2011 Connective Corr. Contract
Silt Fence	\$4	LF	100	\$400	120 LF near Meadowbrook	2011 Connective Corr. Contract
Subtotal				\$77,622		
Mobilization (4%)				\$3,105		
Contingency (25%)				<u>\$19,406</u>		
Total				\$100,132		
Estimate \$100,000 - \$150,000						

Assumptions

1. No signage or utility poles require relocation.
2. No cost added for ROW acquisition.

Cost Estimate - Asphalt to Concrete Sidewalk along Meadowbrook north of Nottingham HS

			Phase IV		
Item	Estimated Unit Cost	Unit	Estimated Quantity	Subtotal	Notes
New Concrete Sidewalk (5' width, 6"depth)	\$7	SF	5,000	\$35,000	Estimate 1000 LF of new sidewalk
New Concrete at Driveways/Corners (7" depth)	\$8	SF	80	\$640	Estimate 80 sf per 2-crosswalk corner (0); 40 sf per one-crosswalk corner (2)
Crosswalk Striping (zebra)	\$450	Ea	2	\$900	
New Detectable Warning Units	\$36	Ea	2	\$72	
Retrofit Detectable Warning Units	\$55	Ea	0	\$0	
New Pedestrian Island	\$15,000	Ea	0	\$0	
Extend Road Median	\$15,000	Ea	0	\$0	
New Granite Curb at Corners/Crosswalks	\$43	LF	40	\$1,720	Estimate 20 LF per corner
Clearing and Grubbing (up to 12" diam)	\$5,900	Ac	0	\$0	
Grading	\$4,900	Ac	0	\$0	
Concrete Excavation	\$35	CY	0	\$0	
ROC Gravel	\$50	CY	50	\$2,500	3-inch ROC depth x 5-foot width
Topsoil	\$46	CY	40	\$1,840	3-inch depth 2 feet on both sides of sidewalk
Seed and Mulch	\$2	SY	900	\$1,800	Estimate 8 feet width seeding x 1000 LF
Silt Fence	\$4	LF	0	\$0	120 LF near Meadowbrook
Subtotal				\$44,472	
Mobilization (4%)				\$1,779	
Contingency (25%)				<u>\$11,118</u>	
Total				\$57,369	
Estimate \$50,000 - \$75,000					

5.6 Alternative 3: Phase III - Albert Road to Gifford Parkway (east)

Phase III recommendations include utilizing existing sidewalk where possible along the southern side of East Genesee Street, with the addition of sidewalk to the south side of East Genesee Parkway. Because of the potential slope-limiting factors along the north side of East Genesee Street which abuts the Meadow Brook drainage area, the SAC determined that East Genesee Parkway was a viable option (see the Phase III map). There is a potential issue here within installing sidewalk in the green space along the brook, as this reduces green space and could increase impervious cover.



Guide rails along East Genesee Parkway

Phase III includes improved crosswalks and signage, relocation of some of the guide rails located on the southern side of East Genesee Parkway, and the potential narrowing of East Genesee Parkway between Albert Road and Deforest Road.

Recommendations for Phase III also include adding to and improving the park area between the intersection of Gifford Parkway/Wilson Place/East Genesee Parkway and Gifford Parkway/East Genesee Street. This grassy, treed area currently contains brick/stone columns and brick sidewalks and would make a beautiful pocket park along this corridor. Tightening the turning radius at Wilson Place is also recommended. These two recommendations will also help to better define the driving area at this intersection.

The rough cost estimate of installing sidewalks and crosswalks and relocating guide rails is \$300,000 (see cost estimate details following the Phase III map). The assumptions associated with these cost estimates are as follows:

- This figure does not include improvements and/or additions to the park area.
- It does assume that about 300 Linear Feet of sidewalk will need to be replaced (because of disrepair) on the south side of East Genesee Street.



Park area at intersection of Gifford Parkway

East Genesee Sidewalk Study
Rough Estimated Costs - Phase III
July 2011

Phase III						
Item	Estimated Unit Cost	Unit	Estimated Quantity	Subtotal	Notes	Estimate Source
New Concrete Sidewalk (5' width, 6" depth)	\$7	SF	16,000	\$112,000	Estimate 3200 LF of new sidewalk, including 300 LF replacement on south side E. Genes	2011 Connective Corr. Contract
New Concrete at Driveways/Corners (7" depth)	\$8	SF	2,530	\$20,240	Estimate 80 sf per 2-crosswalk corner (22); 40 sf per one-crosswalk corner (13)	2011 Connective Corr. Contract
Crosswalk Striping (zebra)	\$450	Ea	31	\$13,950		FHWA estimate increased 50%
New Detectable Warning Units	\$36	Ea	55	\$1,980		2011 City Sidewalk contract
Retrofit Detectable Warning Units	\$55	Ea	0	\$0		2011 City Sidewalk contract
New Pedestrian Island	\$15,000	Ea	0	\$0		Estimate
Extend Road Median	\$15,000	Ea	0	\$0		Estimate
New Granite Curb at Corners/Crosswalks	\$43	LF	700	\$30,100	Estimate 20 LF per corner	2011 City Sidewalk contract
Clearing and Grubbing (up to 12" diam)	\$5,900	Ac	0	\$0		Means, 2011
Grading	\$4,900	Ac	0	\$0		Means, 2011
Concrete Excavation	\$35	CY	30	\$1,050	300 LF sidewalk replaced	2011 City Sidewalk contract
ROC Gravel	\$50	CY	150	\$7,500	3-inch ROC depth x 5-foot width	2011 City Sidewalk contract
Topsoil	\$46	CY	120	\$5,520	3-inch depth 2 feet on both sides of sidewalk	2011 City Sidewalk contract
Seed and Mulch	\$2	SY	2,850	\$5,700	Estimate 8 feet width seeding x 3200 LF	2011 Connective Corr. Contract
Silt Fence	\$4	LF	900	\$3,600	900 feet along Meadowbrook	2011 Connective Corr. Contract
Relocate guiderail	\$3,000	Ea	3	\$9,000		Estimate
Subtotal				\$210,640		
Mobilization (4%)				\$8,426		
Contingency (25%)				\$52,660		
Total				\$271,726		
Estimate \$300,000						

- Assumptions**
- 1. Additions and improvements to park area not included.
 - 2. Estimate 300 LF sidewalk to be replaced on south side E. Genesee.
 - 3. No signage or utility poles require relocation.

5.7 Alternative 3: Phase IV - Gifford Parkway (east) to DeWitt Road (east)

Phase IV recommendations include sidewalk and crosswalk improvements, with appropriate signage, on both sides of East Genesee Street between Gifford Parkway (east) and DeWitt Road (east). This Phase also includes the connection to the Town of DeWitt, where the sidewalk currently ends while traveling west into the City of Syracuse. The implementation of Phase IV would allow pedestrians to reach the commercial areas in DeWitt, various places of worship and senior living areas along East Genesee Street.



Looking west from Town of DeWitt to Syracuse City line (where the sidewalk ends as you head into Syracuse)

The rough planning level cost estimate of this phase is \$250,000 to \$300,000. The estimate assumes that no signage/utility poles require relocation.

5.8 Cost Estimate for Phases along Entire Corridor

The rough planning level cost estimate for pedestrian accommodations and improvements to the entire corridor ranges from \$950,000 to \$1,325,000. The \$950,000 includes all low end cost estimates and no Phase II alternatives. The \$1,325,000 includes all high end cost estimates and all Phase II alternatives with their associated high end cost estimates. Again, the recommendations have been designed in phases so that the City of Syracuse could implement them individually or all at one time.

5.9 Implementation

The SMTC has completed the East Genesee Street Sidewalk Study as requested by the City of Syracuse through the SMTC's Unified Planning Work Program. The SMTC and the SAC for this project recommend that the City of Syracuse add sidewalks to both sides of East Genesee Street between East Avenue/Brookford Road and the eastern City line. Implementation of recommendations noted within this document is the responsibility of the City of Syracuse, as the City owns and maintains East Genesee Street within the study area. The City of Syracuse can choose to implement all of the recommendations and/or portions of the recommendations outlined in this document.

Should the City of Syracuse decide to move forward with any and/or all of the study's recommendations, sidewalks must adhere to the Americans with Disabilities Act of 1990 (ADA) standards and requirements. It is also important to note that according to Chapter 24 (Streets and Sidewalks), Article 9 (Sidewalk Construction), Section 24-39 (Specifications for commercial and residential sidewalk construction) of the City of Syracuse Code of Ordinances, that sidewalks

within the study area shall be constructed with concrete.² Article 2 of the City’s Code of Ordinances also requires the removal of snow and ice from sidewalks by “the owner, agent or occupant of any structure fronting any park, street, or alley”.³ The City of Syracuse should continue to look into residents’ continued concerns about sidewalk installation costs, liability, and the maintenance/upkeep of sidewalks on their property.

In addition, potential funding opportunities to assist with costs include a variety of federal transportation funding programs as noted within the SMTC’s Transportation Improvement Program (TIP), including Safe Routes to School funding, and/or Transportation Enhancement Program (TEP) monies. Other funding options may also be available.

² <http://library.municode.com/index.aspx?clientId=10074&stateId=32&stateName=New%20York>, Chapter 24 – Streets and Sidewalks, Article 9 – Sidewalk Construction, Section 24-39 – Specifications for commercial and residential sidewalk construction.

³ <http://library.municode.com/index.aspx?clientId=10074&stateId=32&stateName=New%20York>, Chapter 24 – Streets and Sidewalks, Article 2 – Snow and Ice.

East Genesee Sidewalk Study
Rough Estimated Costs - Phase IV
July 2011

Phase IV						
Item	Estimated Unit Cost	Unit	Estimated Quantity	Subtotal	Notes	Estimate Source
New Concrete Sidewalk (5' width, 6" depth)	\$7	SF	21,000	\$147,000	Estimate 4200 LF of new sidewalk	2011 Connective Corr. Contract
New Concrete at Driveways/Corners (7" depth)	\$8	SF	720	\$5,760	Estimate 80 sf per 2-crosswalk corner (4); 40 sf per one-crosswalk corner (10)	2011 Connective Corr. Contract
Crosswalk Striping (zebra)	\$450	Ea	9	\$4,050		FHWA estimate increased 50%
New Detectable Warning Units	\$36	Ea	18	\$648		2011 City Sidewalk contract
Retrofit Detectable Warning Units	\$55	Ea	0	\$0		2011 City Sidewalk contract
New Pedestrian Island	\$15,000	Ea	0	\$0		Estimate
Extend Road Median	\$15,000	Ea	0	\$0		Estimate
New Granite Curb at Corners/Crosswalks	\$43	LF	300	\$12,900	Estimate 20 LF per corner	2011 City Sidewalk contract
Clearing and Grubbing (up to 12" diam)	\$5,900	Ac	0	\$0		Means, 2011
Grading	\$4,900	Ac	0	\$0		Means, 2011
Concrete Excavation	\$35	CY	0	\$0		2011 City Sidewalk contract
ROC Gravel	\$50	CY	200	\$10,000	3-inch ROC depth x 5-foot width	2011 City Sidewalk contract
Topsoil	\$46	CY	160	\$7,360	3-inch depth 2 feet on both sides of sidewalk	2011 City Sidewalk contract
Seed and Mulch	\$2	SY	3,800	\$7,600	Estimate 8 feet width seeding x 4200 LF	2011 Connective Corr. Contract
Silt Fence	\$4	LF	120	\$480	120 LF near Meadowbrook	2011 Connective Corr. Contract
Subtotal				\$195,798		
Mobilization (4%)				\$7,832		
Contingency (25%)				\$48,950		
Total				\$252,579		

Estimate \$250,000 - \$300,000

Assumptions

- 1. No signage or utility poles require relocation.

APPENDIX A

Public Involvement

East Genesee Street Sidewalk Study

Public Involvement Plan

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 (SMTTC) is solely responsible for its content.

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www.smtcmpo.org*

I. Introduction

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws. Such legislation underscores the need for public involvement, calling on Metropolitan Planning Organizations (MPO) such as the Syracuse Metropolitan Transportation Council (SMTC) to provide citizens, affected public agencies, businesses, local government, and other interested parties with a reasonable opportunity to comment on transportation plans and programs.

While public participation is mandated, it is also practical. No one organization has a monopoly on good ideas – they often germinate through an open exchange of information. It is the SMTC’s intention to promote the shared obligation of the public and decision makers to define the goals and objectives of the **East Genesee Street Sidewalk Study**, to develop alternatives, and to evaluate the alternatives.

This Public Involvement Plan (PIP) was created under the SMTC’s umbrella Public Participation Plan (PPP), which can be found at the SMTC website, www.smtcmpo.org.

II. Goals

The intent of the PIP for the **East Genesee Street Sidewalk Study** is to:

- (1) Create public awareness relative to the study’s goals, objectives, and process, as well as publicize the public participation opportunities and activities available throughout the study; and
- (2) Involve the public throughout the planning process.

III. Formation of Study Advisory Committee and Interested Stakeholder Group

The PIP includes the formation of two groups to assist the SMTC in the study effort: a Study Advisory Committee (SAC) and a stakeholders group. Selected representatives from the following affected agencies will be invited to participate in this study as SAC members:

- City of Syracuse, Administration
- City of Syracuse, Bureau of Planning and Sustainability
- City of Syracuse, Department of Public Works
- City of Syracuse School District
- New York State Department of Transportation (NYSDOT)
- Central New York Regional Transportation Authority (CNYRTA)
- Syracuse Onondaga County Planning Agency (SOCPA)
- Other SMTC member agencies as appropriate

The SAC will meet regularly with the SMTC to assist in managing the project. The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed input and guidance throughout the project.

It is anticipated that a **minimum** of three (3) SAC meetings will be held throughout the course of the study. Securing a meeting location (facility), announcing the SAC meetings through mailings, running the SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will all be the responsibility of the SMTC.

SMTC will maintain a list of additional interested stakeholders (a broader group of interested individuals with significant relations and interest in the study area). The stakeholders will be sent pertinent study information, kept apprised of significant study developments, notified of all public meetings, and encouraged to provide feedback and comment regarding the **East Genesee Street Sidewalk Study**.

The SMTC and project sponsors will determine initial representation on the SAC, the focus groups, and the stakeholders group. However, the SMTC will actively seek input at its "kick-off meeting" and throughout the course of the study regarding additional individuals who could participate in this planning activity and provide valuable input and perspective.

IV. Meetings and Public Comment

The SMTC will hold at least two public involvement meetings at specific stages during the study. Securing a meeting location (facility), promoting the event through flyers, mailings and press releases, presenting the public meetings (including preparation of agenda, materials, presentations, etc.) and preparing the minutes of each meeting will be the responsibility of the SMTC.

The first public meeting will provide the opportunity to formally present the study to the public, review an inventory of existing conditions data, and discuss issues and opportunities along the corridor. The input obtained from this meeting will be considered throughout the remaining stages of the study, and will be factored into subsequent reports, conclusions, and/or recommendations.

The second public meeting will take place after the SMTC and the SAC have developed a list of potential alternatives to address pedestrian accommodation needs and issues, and completed a preliminary evaluation of these alternatives. The preliminary recommendations and a draft implementation plan will be presented and the public will be invited to provide input on such. Input from the community will be considered in the final evaluation of alternatives, which will be completed by the SMTC and the SAC following the second public meeting.

Note: All meetings (SAC and public) will be held in a handicapped accessible facility in compliance with the Americans with Disabilities Act. The SMTC will make every effort to respond to those who notify the SMTC for the need of a sign language interpreter, assistive learning system, or any other accommodations to facilitate the public's participation in the transportation planning process.

To further increase its outreach to the public, the SMTC may initiate and conduct public involvement activities such as material distribution at locations within study area. For instance, if deemed necessary (at the discretion of the SAC and/or other appropriate SMTC committees), the SMTC may distribute miscellaneous study-specific information at sites within the study area. This information may include one or more of the following: introductory flyer, meeting notice, comment card, or a pre-addressed questionnaire on a particular study issue. It is also the SMTC's intent to work with and encourage other agencies to include this information in their publications or to assist in material distribution.

All citizens (especially those who are not able to attend the public meetings or participate in direct contact with the SMTC staff) are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study's project schedule, verbally, and on all study material and publications. The public is also welcome to attend any of the publicized SMTC Executive, Planning and Policy Committee meetings in which the **East Genesee Street Sidewalk Study** may be on the agenda as a discussion item.

V. Press Releases/Media Coverage

The SMTC will issue news releases (announcing the details of all public meetings) to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the **East Genesee Street Sidewalk Study**.

If possible, 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. As for speaking to the media on specific issues and questions regarding the **East Genesee Street Sidewalk Study**, its progress and development, this is the exclusive responsibility of the SMTC.

VI. SMTC Publications

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and particular studies. This newsletter is distributed to nearly 3,000 individuals, some of

who include the media; local, state, and federal agencies associated with the SMTC; municipal and elected officials; community agencies and representatives; and a large number of interested citizens. It is anticipated that articles on the **East Genesee Street Sidewalk Study** (e.g. study development issues or the announcement or coverage of a public meeting) may be published in subsequent issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flyer/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 **East Genesee Street Sidewalk Study**.

VII. Miscellaneous Public Involvement Efforts

The SMTC will ask the SAC members and interested stakeholders to assist them in better notifying citizens and community groups living and/or working in the study area about the public meetings and the study in general. Such a request is imperative in order to get the “grassroots community” involved. By helping to distribute flyers/announcements and speaking to the members of the community about the **East Genesee Street Sidewalk Study**, the SAC and interested stakeholders will serve to further promote public involvement in areas (and to individuals) that were not reached through the standard outreach.

Meeting notices and study-specific material previously mentioned may also be posted at libraries, local stores, shopping centers, and/or businesses.

Approved documents, such as the study’s Final Report, may be made available at libraries within the study area. News releases will be produced to announce the availability of such items, as well as invite written comments at any time.

The SMTC web site [www.smtcmpo.org] will also serve as a resource for general information about the SMTC, the **East Genesee Street Sidewalk Study**, and any final approved reports.

If a certain need arises to get public perception/opinion on a particular topic/issue, surveys may be used at one or more of the public meetings.

Additionally, the **East Genesee Street Sidewalk Study** will include various types of visualization techniques to aid the study. Examples of techniques include mapping, aerial photographs, traffic simulation graphics, and pictures of the study area.

VIII. Conclusion

Through the activities described in this public involvement plan, the SMTC will solicit public input and provide opportunities for the public to develop greater awareness of and

active involvement in the **East Genesee Street Sidewalk Study**. This project has the potential to recommend additional and/or enhanced pedestrian accommodations along East Genesee Street, and to alter the character of a major community thoroughfare; therefore, public involvement will be critical to the study effort.

PUBLIC MEETING

east genesee st sidewalk study



Please join the Syracuse Metropolitan Transportation Council (SMTC) on **March 23, 2011** for a **public meeting** about the East Genesee Street Sidewalk Study.

The city has requested that the SMTC study whether pedestrian improvements along **EAST GENESEE STREET BETWEEN EAST AVENUE AND THE CITY LINE** are feasible and cost effective. Come hear about existing conditions and provide input on potential locations for improved pedestrian accommodations.

As a stakeholder in the study area, your input is important to us:

- Where do you walk along the corridor?
- How could the city make it easier and safer for people walking in this area?
- What sections along the corridor should be a priority for pedestrian improvements?



How can the East Genesee corridor work better for pedestrians?



We want to hear from you!

Learn more about the study and share your feedback at the meeting.

Public Meeting Details
March 23, 2011 6:30 pm
Nottingham High School Cafeteria
3100 E. Genesee St., Syracuse, NY



The meeting facility is handicapped accessible. Please advise SMTC of any special accommodations required to facilitate your participation at this public meeting.

Questions?

Danielle Krol, Project Manager
315.422.5716
dkrol@smtcmpo.org
126 N. Salina Street
Syracuse, NY 13202



The Syracuse Metropolitan Transportation Council (SMTC) is a state-designated metropolitan planning organization (MPO), responsible for administering the continuous and comprehensive transportation planning process in Onondaga County and small portions of Madison and Oswego Counties.



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East Genesee Street Sidewalk Study
Public Meeting #1
March 23, 2011
6:30 p.m. - 8:30 p.m.

Meeting Notes

1st Question and Answer session (prior to map activity session)

A woman who referred to herself as the unofficial park ranger for Edgehill Park asked that the SAC consist of a representative from their Edgehill Park group. They want everyone to be aware that there are issues with students using the steps leading up to Edgehill Park. The Edgehill Park group was successful in getting security cameras installed to police the area (paid for by taking up a collection from those living nearby). The group is always looking for funds to help improve Edgehill Park. Ms. Krol responded by thanking the woman for the information and reminded everyone that the purview of this study was to examine the sidewalk situation along the corridor and not necessarily the park conditions. Yet, being made aware of this information is still appreciated.

A gentleman asked when the vehicle counts were taken and whether or not there will be pedestrian counts done on the other end of the corridor/study area. Ms. Krol stated that vehicle counts were completed in June 2009 and that there will not be pedestrian counts taken on the other end of the corridor/study area as of right now. She noted that staff is aware of the increased pedestrian traffic on that end of the corridor when local religious populations attend services.

A gentleman asked what the cost of the study was. Ms. Krol responded \$40,000. Mr. D'Agostino made note that the study timeline had a pause in it due to the SMTC awaiting survey work of the corridor from the City's Engineering Department. The gentleman asked whether there was any cost calculation for engineering staff time spent on this project. Mr D'Agostino responded that the surveying is something that the city did in-kind and that there was no cost to the SMTC for the survey work.

Another resident questioned whether the average set back was measured, with regards to the right of way. Ms. Krol responded by saying that this has not been done yet but will be calculated as part of the alternatives process.

A gentleman suggested that if new sidewalks are placed in the right of way they should be located far enough back to accommodate the snow that gets kicked up by snow plows so that sidewalks are not filled with snow. He followed up by asking why certain items in the ROW were not surveyed. Ms. Krol responded by saying that the SMTC worked with

the survey provided by the Engineering Department, and that for the most part the items that were not surveyed are items that comparatively would not take as much effort or cost to remove or relocate as an item such as a guardrail or fire hydrant. Ms. Krol also noted that the City provided a planning level survey and that a more detailed engineering level survey would have to be completed prior to sidewalk construction (and would likely include mailboxes, signage, etc.).

Ms. Krol was asked to clarify the decision making process. She explained that the SMTC staff presents the draft report and recommendations to the SMTC Committee structure (made up of the members noted previously in the presentation) which acknowledges completion of the study. The final acknowledged report is then given to the project sponsor – the City of Syracuse – and the City then decides what and how to implement study recommendations.

A woman from the audience noted that the city could use this study to seek outside funding to get money to do the project. Mr. Mercurio from the City's DPW Department responded by saying that it is always better for a funding source to see that there is a study that shows the need for sidewalks and that the public had input into the study.

2nd Question and Answer session (after map activity session)

A woman from the Jowonio School wanted to share with the audience that buses serving their children often back up into East Genesee Street. She noted that although SMTC has found that no pedestrians have been injured, there have been times that she has seen mothers with their baby's walking east from East Avenue in the road and that she is concerned for their safety. She feels this should be noted. She asked what general principles are used to decide where sidewalks go and what justifies adding sidewalks in an area? Ms. Krol mentioned that there are number of things that are examined to determine where sidewalks go, such as grade of the land, water features, what is in the right of way, etc. Ms. Krol noted that certainly having a school in the area justifies having a sidewalk. There are also two pre-schools within the corridor, so that is justification as well.

Ms. Krol was asked if the cost of sidewalks is incurred by property owners, and if this study recommends that sidewalks be built, isn't the city hard pressed to complete the sidewalks because of lack of funding. Ms. Krol differed to Mr. Mercurio who said yes - the property owner incurs the cost of new sidewalks. But he noted that if the city finds money to install sidewalks, whether by grants or other funds, it can build the sidewalks using such funds.

A gentleman commented that there are property owners around the city that have sidewalks in various conditions. He feels that if there is a property owner with a deteriorated sidewalk then it is their civic responsibility to fix it. They should be encouraged to take care of their property.

Mr. Mercurio wanted to tell everyone that even though records may show that there have not been any pedestrian and/or bike accidents along the corridor, it does not mean that there haven't been any. Oftentimes pedestrian and bike accidents are undercounted either because they were not serious, or because they may have been missed. This should be kept in mind.

A gentleman who lives on Edgehill Road made note of property near Edgehill Park that is undeveloped that has received a lot of attention. He does not feel it is a developable piece of real estate due to curvature of the land, drainage, and a host of other issues.



Syracuse Metropolitan Transportation Council

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www.smtcmpo.org

East Genesee Street Sidewalk Study
Public Meeting #1
Summary of Sticky Notes Placed on Maps
March 23, 2011
6:30 p.m. - 8:30 p.m.

Map 1 of 3

Sticky notes placed immediately surrounding the East Avenue/Brookford Road and East Genesee Street Intersection:

- Have apartment property owner clean land; trash [*Arrow on sticky note points to East Avenue*]
- Kids and mother kids jay walking
- Need crossing light esp. for students and safe walking areas
- Lines of sight at East/Brookford intersection w/ East Genesee are extremely poor (it's a miracle there haven't been more accidents.)
- Blind spot when turning left from East to Genesee in car
- May not be relevant for pedestrian transportation, however the intersection is a blind view while crossing Genesee St. Some "main" pedestrian crosswalk should be installed and force people to cross in only 1 or 2 locations, not 4
- No good place to cross at this intersection; dangerous for pedestrians all along this corridor

Sticky notes placed between East Avenue and Hurlburt Road:

- Re: Edgehill Park:
 - (1.) It is an official city park. Thus Parks & Rec. Dept. needs to be included on the SAC
 - (2.) Any funds that could be directed toward restoring maintenance would be most welcome
 - (3.) Neighbors take great interest in park (enough so to have put up two privately funded security cameras to deter illicit activity – Nottingham H.S. truancy, substance use [*Arrow points toward stairwell on hill leading to the park*])
- The students need a safe way to walk to school from their houses. It is a matter of respect, that those not eligible for buses, have sidewalks
- Reverse storm drain on Edgehill to drain in a rain garden in park
- Add light in park "solar"
- Urgent - fix storm drain and manhole [*Arrow points to area across the street from the Pizza Hut/former dollar store parking lot*]
- Edgehill Park Hillside should be repaired and maintained/drainage pipes repaired

- From East Avenue to Coleman Florists badly needs a side walk. There are a lot of joggers and walkers who use this path
- Amen *[Arrow points to previous bullet]*
- Dead trees and dead brush much of north side
- Hills all along N side of E Genesee are full of springs/water – this will need to be taken into consideration if a sidewalk is planned for N side
- Kids walking in Road from East Avenue to Hurlburt
- How or who would sidewalks be shoveled in winter
- Any consideration for maintenance of Edgehill Park (i.e. staircase)
- So. Side - State DOT & City surveyed (did in '98) deemed non developable for speeds & sightline
- Edgehill Park
 - popular student route
 - safer than East Ave between Salt Springs & Genesee (where sidewalk is on 1 side only and in disrepair)
 - steps need serious maintenance
 - opportunity to preserve history, beauty
- Drainage freezing are major issues here – sidewalk maintenance would be difficult
- How many feet does state/city own – right of way -

Sticky notes placed between Hurlburt Road and end of map:

- Kids walk thru yard/playground from Salt Springs/Edgehill to Nottingham
- Jowonio buses in loop 8:30-9:15 – sometimes extending into street
- Who owns drainage areas and who should maintain
- Bus stop blocks traffic
- Dead shrubs
- Parents walking with strollers in the street to Childtime – (day care) *[Arrow points eastward off the map]*
- Curb from Hurlburt to Nottingham drive-way is non-existent

Map 2 of 3

Sticky notes placed between end of map and Deforest Road:

- Crossing button/light needed – Hillsboro & E. Genesee Pkwy
- Restore columns
- Good idea, make it happen
- There is not sufficient pedestrian traffic to justify walks on both sides

Sticky notes placed around intersection of Carlton Drive and East Genesee Street:

- Traffic light, pedestrian buttons not working
- Is this lite needed
- Restore stone columns

Sticky notes placed between Carlton Drive and Hillsboro Place:

- Would have many walkers going east toward Dewitt *[sticky note placed on south side of E. Genesee Street]*
- Dead trees, dead brush *[sticky note placed on north side of E. Genesee Street]*

Map 3 of 3

Sticky notes placed between Hillsboro Place and Stoneridge Drive:

- Use E. Genesee sidewalk and shoulder between Deforest and E. end of Dewitt Rd. The stretch between Hillsboro Pl. & E. end of Dewitt Rd. needs sidewalks
- Restore stone columns *[sticky note placed on north side of E. Genesee Street]*
- Who owns and “maintains” drainage areas
- Sidewalk(s) between W. end of Dewitt sidewalk & Hillsboro Pl. should be on City’s Capital Improvement Plan!
- The grade of the northern side of the street is too steep for sidewalk. If any sidewalk is built here it should be on the southern side
- Improve lighting
- Need Pedestrian Survey at eastern end. Based on my experience and observations there’s far less foot traffic down there
- I don’t think that there is enough pedestrian traffic on map 3 to justify a sidewalk
- What about commercial parking in church lot for adjoining business

Sticky notes placed between Stoneridge Drive and the end of the map

- Recent developments in this area (The Oaks, the Menorah Park expansion; Holy Cross expansion; the Bradford; have greatly increased traffic)
- Use E. Genesee shoulder between Dewitt Rd. and St. Mary’s cemetery entrance, needs sidewalk
- Overgrowth in vacant lot interferes with intersection *[Arrow points to north side of E. Genesee Street]*
- Issue of deer

Transcribed

Danielle Krol

From:
Sent:
To:
Subject:

I cannot make the meeting at Nottingham next Wed., so I hope you will consider these comments.

I have lived on DeMong Drive for 19 years. The absence of sidewalks on Genesee St. has bothered me since I moved here. To me it sends a clear message that walking is not a concern. That's not a good message in a residential area.

The reconstruction of Genesee St. several years ago has been good for the neighborhood. I and many others use the bike lanes for riding and running, and the reduction to one vehicle lane in each direction has not hurt the traffic flow. Adding sidewalks will only improve things further.

I want to mention two points in particular:

1. When my son, who now attends Nottingham, was a baby and toddler, I often walked and ran with him in a stroller. The commercial area of DeWitt, just a mile down Genesee St., was a perfect destination. But with no sidewalks, the only way to get there was up and down the hills north of Genesee St.
2. Every Saturday you can see Orthodox Jews walking on Genesee St. to the synagogue in DeWitt. With no sidewalks, they have to walk in the street. I'm not saying the city should build sidewalks to accommodate this particular synagogue, but simply giving an example of the need.

Thanks,

Thank you for attending the public meeting for the **East Genesee Street Sidewalk Study** on March 23, 2011.
Please provide any additional comments in the space below.

This form can be returned to the comment box or to any SMTC staff member at tonight's meeting. You may also return this form via mail (SMTC, 126 N. Salina St., Suite 100, Syracuse, N.Y. 13202) or fax (315-422-7753).
Please return comment forms by April 4, 2011.

- Nottingham H.S. generates a large volume of pedestrian traffic particularly from East Ave to the school.

- The lack of sidewalks on E. Genesee and on Meadowbrook between Hurlburt & the school puts the students in the road.

- Sidewalks all the way to DeWitt would be great, also.

Name (optional) _____

Address (optional) _____

Email (optional) _____

4

Would you like to be added to the SMTC mailing list? Yes ☒ No ☐

For additional information on the **East Genesee Street Sidewalk Study** please contact Danielle Krol at the SMTC by phone (315-422-5716) or email (dkrol@smtcmpo.org).

PUBLIC INFORMATION MEETING

east genesee street sidewalk study

AUGUST 9, 2011 - 6:00 p.m.
Nottingham High School
Cafeteria
3100 E. Genesee St., Syracuse

Please join the Syracuse Metropolitan Transportation Council (SMTC) on **August 9, 2011** for the final **public information meeting** about the East Genesee Street Sidewalk Study.

The City has requested that the SMTC study whether pedestrian improvements along **EAST GENESEE STREET BETWEEN EAST AVENUE AND THE CITY LINE** are feasible and cost effective.

At the meeting, the SMTC will share:

- Alternatives for improved pedestrian accommodations
- Rough cost estimates for such facilities

Questions?

Danielle Krol, Project Manager
315.422.5716
dkrol@smtcmpo.org
126 North Salina Street, Suite 100
Syracuse, NY 13202



The meeting facility is accessible. Please advise the SMTC of any special accommodations required to facilitate your participation at this meeting.



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East Genesee Street Sidewalk Study Public Information Meeting August 9, 2011 6:00 p.m.

*Nottingham High School Cafeteria
3100 East Genesee Street
Syracuse*

Meeting Notes

The purpose of the August 9, 2011 East Genesee Street Sidewalk Study Public Information Meeting was to share the alternative sidewalk recommendations developed since the first public meeting, and obtain public feedback on these recommendations.

The formal presentation began at approximately 6:15 p.m., which included an overview of both the SMTC and the East Genesee Street Sidewalk Study, a summary of the first public meeting, and the study's recommendations. Following the presentation, Ms. Krol responded to questions and comments from the public.

Public Comment:

- Ms. Sage indicated how pleased she generally was with the study, stating it was long overdue. She wanted to know if the recommendations and rough cost estimates included fixing the curbs and trees, as she stated that curbs are essentially non-existent. She pointed to the Town of DeWitt which did include curbs and trees in their plans.

Ms. Krol indicated that curbs and trees were not part of the estimates. Mr. Houck, from the City's Engineering Department stated that trees are a relatively small expense while curbs would be a larger effort and more expensive.

- An Edgehill Road resident stated that he owns three lots that extend from Edgehill Road south to East Genesee Street, between East Avenue and Hurlburt Road. He wanted to know if sidewalks were being recommended on both sides of East Genesee Street in this area. His understanding is that there would be draining and lighting costs associated with installing a sidewalk. He noted that there are drainage issues with the entire hill as a whole, and that New York State has already determined that it is not feasible to build on his property.

Ms. Krol stated the study recommends that sidewalks be installed on both sides of East Genesee Street. She said that the City's Engineering Department would have to further examine drainage, among other items, if the City decides to move forward with installing sidewalks within City Right-of-Way along East Genesee

Street. She noted that the East Genesee Street Sidewalk Study is a planning level project, and that a design phase would follow the planning phase in which engineering matters (such as draining) would be examined in detail.

- Another resident expressed her concern that improvements allow access for people with disabilities. Though the recommendation to change any blacktop to concrete meets this requirement and is a start, she feels it is equally important for crosswalks and corners to be accessible. She commends this study and mentioned that when she first moved here her family was not able to walk to the plazas in the area. She sympathizes with the students. She also noted that the study meets many of the objectives put forth by the Nation's Healthy People 2020 Initiative and thought this should be noted within the final document.
- Mr. Evangelisti thanked the SMTC for doing the study. He drives the road a lot. There were a few items he wanted to note:
 - There is an abandoned sidewalk along Edgehill Park that should be noted in the study.
 - At the Centro bus shelter nearest Carlton Drive, whenever the sun is up, the windows are dirty and you can not see from Carlton Drive onto East Genesee Street. He would like to see the bus stop and an old traffic light post located nearby moved.
 - He would like to see the reduction of the amount of asphalt so that the amount of water going into the ground will be increased.
 - Regarding the brush along the brook east and west of Carlton Drive, he has mixed feelings. Though it may contribute to being a sound barrier, it does not look nice. It looks like a dead forest.
 - Overall, he feels that pedestrians have tried to use the sidewalks in the neighborhood, but use has been marginal and more accessibility is needed. The more green space and less asphalt around the Gifford Parkway area, recommended in the report is a great idea. Mr. Evangelisti also noted that he appreciated that this process had a citizen participation component. He feels the fact that the public has an impact on a project is much appreciated.

Ms. Krol informed the group of the next steps, which include incorporating the comments from tonight's meeting into the draft final document, sending the document through the SMTC committee structure for acknowledgement, and finalizing the document for delivery to the City. She noted that once the project is forwarded to the City, it will be up to the City to determine if any of the study recommendations should be implemented. Ms. Krol asked that any further questions or comments be communicated to the SMTC no later than August 23rd.

Thank you for attending the **East Genesee Street Sidewalk Study** public information meeting on August 9, 2011. Please provide your comments on this planning project in the space below.

This form can be returned to the comment box or to any SMTC staff member at tonight's meeting. You may also return this form via mail (SMTC, 126 N. Salina St., Suite 100, Syracuse, N.Y. 13202) or fax (315-422-7753). Comments can also be forwarded via e-mail to Danielle Krol (dkrol@smtcmpo.org). **Please forward your comments to the SMTC by August 23, 2011.**

THIS BASICALLY ~~AND~~ A NON-PROBLEM. PEDESTRIAN IMPROVEMENTS ARE NEEDED AT GENESSEE + EAST AVE/BROOKFORD, BUT SIDEWALKS ON BOTH SIDES OF GENESSEE FROM THERE TO E CITY LINE ARE NOT NEEDED AND WOULD BE A TERRIBLE WASTE OF MONEY.

IF A SIDEWALK IS REALLY NEEDED, PUT IT ON THE SOUTH SIDE OF GENESSEE WHERE 1) SOME SIDEWALKS ALREADY EXIST AND 2) TERRAIN WOULD MAKE CONSTRUCTION LESS DIFFICULT + EXPENSIVE. ALSO FROM ALBERT RD TO DUNN RD, SIDEWALK ON N SIDE NOT PRACTICAL DUE TO CREEK. PLEASE GIVE SERIOUS CONSIDERATION TO CONTINUOUS SOUTH SIDE SIDEWALK, IF IT IS REALLY FELT TO BE NEEDED.

Name (optional) _____

Address (optional) _____

Email (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☐ No ☐

For additional information on the **East Genesee Street Sidewalk Study** please contact Danielle Krol at the SMTC by phone (315-422-5716) or email (dkrol@smtcmpo.org).

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- Excellent proposed plan — all phases!
- Like the extension sidewalk to Nottingham High School
(safety of students should be a high priority
& prevention of injury)
- See :- Center for Disease Control CDC website for more about the
- Healthy People 2020 for objectives for prevention of injury, safety,
obesity, diabetes, etc. and safety for children,
adolescents, adults.

Name (optional) _____

Address (optional) _____

Email (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☒ No ☐

For additional information on the **East Genesee Street Sidewalk Study** please contact Danielle Krol at the SMTC by phone (315-422-5716) or email (dkrol@smtcmpo.org).

Danielle Krol

From: Danielle Krol
Sent:
To:
Cc:
Subject:

Good afternoon

Thank you for your email dated July 27, 2011. The Syracuse Metropolitan Transportation Council (SMTC) is completing the East Genesee Street Sidewalk Study at the request of the City of Syracuse. This is a planning project that utilizes federal transportation planning funds, which can only be used for the purpose of planning studies, such as the East Genesee Street study.

The recommended alternatives from this study will be forwarded to the City of Syracuse this fall. At that point, the City of Syracuse will determine whether or not to proceed with recommendations noted within the plan (as the City owns the streets). Should the City decide to move forward with any of the recommendations, the recommendations would be more thoroughly examined (at an engineering level) by the City.

If you would like additional information, or have further questions, please do not hesitate to contact me, or the SMTC's Director, James D'Agostino at (315) 422-5716.

Thank you,
Danielle, SMTC

MS. DANIELLE B. KROL
SENIOR TRANSPORTATION PLANNER

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL 100 CLINTON SQUARE • 126 N SALINA ST SUITE 100 •
SYRACUSE NY 13202 • P 315.422.5716 • F 315.422-7753 dkrol@smtcmpo.org • www.smtcmpo.org PThink GreeN.
Please don't print this message unless necessary.

-----O!
From:
Sent:
To: Danielle Krol
Subject: east genesee sidewalk study

Mr Krol,
Just who exactly is paying for this??? Is this where my property taxes and state taxes are going??? As a widow on a limited income, I don't have the resources to fix this past winter's damage to my house, because of these taxes, let alone pay you and for your project. Who is going to maintain this "sidewalk?" Are you going to place the financial burden of shoveling and upkeep on private property owners? Is it part of the school taxes because it will only benefit Nottingham students who will not use it anyways, as they always prefer to walk in larger groups than a sidewalk will allow? This I know for sure I live here-YOU DON'T. Will this damage my house like the Meadowbrook Creek project did? Cracking my foundation and breaking my windows from the vibrations of the construction equipment??? Will you pay for the damage??? If not you, then WHO??? It's a nice idea-granted-but Syracuse was never created with walkers and neighborhoods in mind. This is a pipe dream and a costly one at that. So who is the one lone handicapped individual who has thrown this idea out there???

Not happy. East Genesee was ruined when it went down to 2 lanes with a middle turning lane-(which people do NOT know how to use)-The Meadowbrook Creek Project has caused my basement to flood every time it rains, cracked my house's foundation and most of the panes of glass in my casement windows....just what type of damage can I expect from this little piece of PORK?

Danielle Krol

From: Danielle Krol
Sent: PM
To:
Subject: RE: aug. 9 sidewalk study meeting

Good afternoon

Thank you for your email dated July 27, 2011. The Syracuse Metropolitan Transportation Council (SMTC) is completing the East Genesee Street Sidewalk Study at the request of the City of Syracuse – at a planning level. The recommended alternatives from this study will be forwarded to the City of Syracuse this fall. At that point, the City of Syracuse will determine whether or not to proceed with recommendations noted within the plan (as the City owns the streets). Should the City decide to move forward with any of the recommendations, the recommendations would be more thoroughly examined (at an engineering/design level) by the City.

The point of the public information meeting scheduled for August 9th is for the SMTC and the City of Syracuse to share the recommended alternatives that have been developed at a planning level for East Genesee Street. We certainly welcome feedback and will include any and all comments on the recommendations and study overall into the final documentation for this project.

If you would like additional information, or have further questions, please do not hesitate to contact me at (315) 422-5716 or dkrol@smtcmpo.org.

Thank you,
 Danielle, SMTC

DANIELLE B. KROL
 SENIOR TRANSPORTATION PLANNER

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 ♻️ THINK GREEN. PLEASE DON'T PRINT THIS MESSAGE UNLESS NECESSARY.

From: I
Sent: T
To: Dan...
Subject: aug. 9 sidewalk study meeting

Dear Ms. Krol,

I just got the notice about the Aug. 9 meeting. Unfortunately, I wasn't able to attend the previous one. Is there still opportunity for input regarding the design, or is this meeting really just to hear what you all have already worked out?

I live on Ferris and drive daily past kids walking in the street on their way to/from Nottingham. I know that this is also a snow removal as much as a walkway issue. It must be very difficult to try to solve

10/7/2011

this problem! I'm so glad that the city and you are addressing it.

kind regards
rebecca

Danielle Krol

From: Danielle Krol
Sent: 11/10/11 9:00 AM
To:
Cc: Paul Mercurio (pmercurio@ci.syracuse.ny.us)
Subject: RE: East Genesee Street Sidewalk Study - City of Syracuse

H
 The Syracuse Metropolitan Transportation Council (SMTC) is completing the East Genesee Street Sidewalk Study at the request of the City of Syracuse – at a planning level. The recommended alternatives from this study will be forwarded to the City of Syracuse this fall. At that point, the City of Syracuse will determine whether or not to proceed with recommendations noted within the plan (as the City owns the streets). Should the City decide to move forward with any of the recommendations, the recommendations would be more thoroughly examined (at an engineering/design level) by the City.

The properties that you noted in your 8/2/11 email would be affected should the City move forward with the recommendations (which include the addition of concrete sidewalks on those properties). As of right now, there have been no decisions made regarding who pays for the sidewalk, maintenance, etc. (this is something that you would want to follow up on with the City of Syracuse), however, according to the City of Syracuse Code of Ordinances (Chapter 24 – Streets and Sidewalks), the property owner is responsible for the upkeep and maintenance of sidewalks. I have copied Paul Mercurio, Transportation Planner with the City of Syracuse Department of Public Works. He is our prime City contact for this study.

If you would like additional information, or have further questions, please do not hesitate to contact me at (315) 422-5716 or dkrol@smtcmpo.org.

Thank you,
 Danielle, SMTC

DANIELLE B. KROL
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From:
Sent:
To: Danielle Krol
Subject: East Genesee Street Sidewalk Study - City of Syracuse

Danielle,

Yesterday we received notification about next week's meeting for the above referenced project and we are trying to obtain some more information before deciding if we should attend the meeting. We own property at 2922 & 2956 East Genesee Street that is within the above referenced projects limits. I was wondering if there are any plans that have been developed that would show the impacts to our property. If you could please let me know, it would be appreciated. I can be reached at either number below or via e-mail.

10/7/2011

Danielle Krol

From: Danielle Krol
Sent:
To:
Subject: East Genesee Street Sidewalk Study
Attachments: PublicMtg1_EGeneseeSt032111.pdf; PublicMtg2_EGeneseeSt_red..pdf

Good afternoon

Thank you for your message this morning regarding the East Genesee Street Sidewalk Study. The Syracuse Metropolitan Transportation Council (SMTC) is completing this study at the request of the City of Syracuse – at a planning level. The recommended alternatives from this study will be forwarded to the City of Syracuse this fall (likely September/October). At that point, the City of Syracuse will determine whether or not to proceed with recommendations noted within the plan (as the City owns the streets). Should the City decide to move forward with any of the recommendations, the recommendations would be more thoroughly examined (at an engineering/design level) by the City prior to any construction.

The point of the public information meeting held on August 9th was for the SMTC and the City of Syracuse to share the recommended alternatives that were developed at a planning level for East Genesee Street. We are in the process of incorporating the comments we received on the recommendations at that meeting into the final documentation for this project.

I have attached a PowerPoint presentation from the first public meeting, held in March 2011, as well as one from the August 9th public meeting. The first several slides of both presentations are the same. The end of the second presentation outlines the recommendations that we have developed in conjunction with the City of Syracuse.

If you would like additional information, or have further questions, please do not hesitate to contact me at (315) 422-5716 or dkrol@smtcmpo.org. Thank you for your interest in this project.

Thank you,
Danielle, SMTC

DANIELLE B. KROL
SENIOR TRANSPORTATION PLANNER

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♻️ **THINK GREEN. PLEASE DON'T PRINT THIS MESSAGE UNLESS NECESSARY.**

10/7/2011

Danielle Krol

From: Danielle Krol
Sent: Thursday, August 18, 2011 3:05 PM
To:
Subject: RE: Public meeting tonight re pedestrian improvements to East Genesee
Attachments: PublicMtg2_EGeneseeSt_red..pdf

Good afternoon

I wanted to let you know that we received your e-mailed comments. These will be included in final documentation for the East Genesee Street Sidewalk Study. I appreciate you taking the time to send them to us, and for your interest in the project.

The Syracuse Metropolitan Transportation Council (SMTC) is completing this study at the request of the City of Syracuse – at a planning level. The recommended alternatives from this study will be forwarded to the City of Syracuse this fall (likely September/October). At that point, the City of Syracuse will determine whether or not to proceed with recommendations noted within the plan (as the City owns the streets). Should the City decide to move forward with any of the recommendations, the recommendations would be more thoroughly examined (at an engineering/design level) by the City prior to any construction.

The point of the public information meeting held on August 9th was for the SMTC and the City of Syracuse to share the recommended alternatives that were developed at a planning level for East Genesee Street. We are in the process of incorporating the comments we received on the recommendations at that meeting into the final documentation for this project.

I have attached a PowerPoint presentation from the August 9th public meeting. The end of the presentation outlines the recommendations that we have developed in conjunction with the City of Syracuse.

If you would like additional information, or have further questions, please do not hesitate to contact me at (315) 422-5716 or dkrol@smtcmpo.org. Thank you again for your comments and interest in this project.

Thank you,
 Danielle, SMTC

DANIELLE B. KROL
 SENIOR TRANSPORTATION PLANNER

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 ♻️THINK GREEN. PLEASE DON'T PRINT THIS MESSAGE UNLESS NECESSARY.

From: Patricia Wortley
Sent: Thursday, August 18, 2011
To:
Cc: I
Subject: RE: Public meeting tonight re pedestrian improvements to East Genesee

Thank you for contacting the Syracuse Metropolitan Transportation Council (SMTC). I am forwarding this message to Danielle Krol, the project manager.

10/7/2011

Patricia A. Wortley

Administrative/Communications Assistant

Syracuse Metropolitan Transportation Council

100 Clinton Square

126 N. Salina Street

Suite 100

Syracuse, NY 13202

P: 315.422.5716

F: 315.422.7753

pwortley@smtcmpo.org

www.smtcmpo.org

From

Sent:

To: Patricia Wortley

Subject: Improvements to East Genesee

I understand there is a public meeting tonight on this issue. I cannot attend but I offer the following comments.

I drive my teenage children to Nottingham every morning during the school year and I drive this stretch of East Genesee every morning. The pedestrian volume is very high every single day, even during the winter, as students walk down East Genesee from the north (East Avenue) and from the east and the west.

I have seen several car accidents at this corner in the last couple of years, and every morning I wonder when I will see a car-pedestrian accident with a student. The sidewalks are in disrepair and the corner is very dangerous with the bad sight lines for cars coming from every direction. The green/walk light for the north/south traffic is short but this is where the majority of pedestrians are crossing.

I urge that this area be made a priority for pedestrian improvements.

Thank you.

4/4/11 (7:45 p.m.)

[REDACTED] left a voice-mail message.

She and her husband [REDACTED] live at 3400 East Genesee Street and were unable to attend the March 23, 2011 public meeting. She wanted to let us know that she hopes a sidewalk will be put in to meet the sidewalk in DeWitt, so that they can reach the shopping plazas there on foot. [REDACTED] emphasized how wonderful it would be to be able to walk to these plazas. She also noted that their home is near Nottingham High School and that she sees lots of kids walking in the street. She said that these kids can't walk to DeWitt either. [REDACTED] said that she is "all for" the addition of sidewalks because she and her husband want to be able to walk along East Genesee Street.

4/4/11

Danielle Krol (SMTC) spoke with a gentleman that lives at [REDACTED] Edgehill Road who is concerned about the sidewalk between the bottom of the stairs at Edgehill Park to about a ¼ mile down (heading east) on the north side of East Genesee Street. He believes there is adequate sidewalk now between East Ave and the bottom of the stairs (on the north side of East Genesee Street). He indicated that he was more concerned about his taxes as he had 3 lots that are non-buildable (he stated that he was informed of this by New York State) that go right down to East Genesee Street (from Edgehill Road). He said his taxes are already over \$5,000. This gentleman said that he couldn't imagine what so-called improvements would do to his already high taxes. He suggests using the Meadowbrook area as an alternative. He said the this entire area (on the hill between E Genesee St and Edgehill Road) has drainage issues and this would have to be seriously examined if sidewalks were to be installed on the north side of East Genesee Street here. He also stated that there would have to be some type of lighting and asked if we have determined the cost of lighting for this location.

The gentleman also said that other than between 7:30-8:30am and the end of the school day, there is no pedestrian traffic on either side of East Genesee Street near the East Ave intersection. He said that he's lived in the area for 25 years and see more deer than pedestrians (other than school arrival/departure times).

This resident also said the Edgehill Park area has created some special issues for him and his neighbors. He said after much effort, they were able to get City DPW to add a street light and a sign saying "no parking" after 10 p.m. at night outside the park area. He said that getting DPW to maintain the park is difficult. He noted that there is a lot of crime "on the circle" (end of Edgehill Road before entering the staircase) and stairs. He said the area is notorious for illicit activity. He feels that the area known as Edgehill Park should be clear-cutted on both sides so that it is visible from East Genesee Street and thinks maybe this would reduce the violence, drugs, and other illicit activities that take place there.

8/16/11 (9:29 a.m.)

[REDACTED] left a voice-mail message.

He lives on East Genesee Street. He was unable to attend the public meetings concerning the sidewalk study. [REDACTED] wanted to know if there was a way to get information about what the proposal is, when a decision will be made about it and when we'll proceed with it. If I could send him something in writing, he would appreciate it. His phone number is [REDACTED] and his email is [REDACTED]

SMTC RESPONSE: I sent Mr. Davis an e-mail message with the information he was asking for (DK).

8/18/11 (9:04 a.m.)

[REDACTED] left voice-mail message.

She and her husband [REDACTED] live on East Genesee Street. They missed the meeting about the sidewalk study at Nottingham High School, but wanted to have a little input.

[REDACTED] has been very concerned about the students walking to school, especially when there is snow and no one clears the sidewalk from East Avenue down to the high school. She thinks it would be a very nice thing if either there was plowing, or a sidewalk for the students to walk on because they have to walk in the street, and there is no other place to walk unless they go down to Meadowbrook Road.

[REDACTED] reiterated that she thinks it is a very good idea to have a sidewalk between East Avenue and down to the high school - at least to corner where the light is.

She's been very concerned about kids having to walk that route and also thinks that any high school student should be able to ride public buses down there in cold weather, and should be able to ride them for free, even if there is currently no bus service for them.
