

*Technical Memorandum:*

## **Near Northside Parking & Wayfinding Study**

# **EVALUATION OF EXISTING CONDITIONS**



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**March 2011**



# Near Northside Parking and Wayfinding Study

Syracuse Metropolitan Transportation  
Council

*Final Report  
March 2011*

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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## 1.0 INTRODUCTION

Syracuse’s Near Northside area has seen many investments over the last ten years, such as improved streetscapes along North Salina Street and Butternut Street, investments by St. Joseph’s Hospital Health Center (St. Joseph’s) in their campus, and improvements to housing by local housing agencies. This activity has exacerbated concerns about parking and pedestrian movement in the area.

Recognizing these conditions, the Syracuse Metropolitan Transportation Council (SMTC), on behalf of the CenterState Corporation for Economic Opportunity (CenterState CEO, formerly known as the Metropolitan Development Association) agreed to complete the Near Northside Parking and Wayfinding Study as part of the 2009-2010 Unified Planning Work Program.

## 1.1 STUDY DEVELOPMENT

This study began with a very broad scope, considering parking and pedestrian wayfinding issues throughout a large swath of the Near Northside (roughly bounded by James Street, I-81, and Lodi Street). The overall purpose of this study as originally conceived was to:

1. substantiate parking and wayfinding needs for the business community,
2. consider parking and wayfinding needs, and
3. determine if shared parking and wayfinding solutions exist.

The SMTC is aware that St. Joseph’s is in the process of completing a Strategic Plan and a Parking Study. These are key elements that would be necessary for the SMTC to complete a more comprehensive assessment of parking and pedestrian issues within the Near Northside.

Given this situation, the SMTC staff met with the project sponsor and staff from the City of Syracuse to determine how to focus this study effort with a more manageable geographic area and purpose. As a result of this meeting, the SMTC proceeded with the study under the following conditions:

- The current effort would focus on the parking and pedestrian wayfinding needs of the North Salina Street Business District (300 through 900 blocks of North Salina Street). See Figure 1.
- The SMTC would assess existing conditions in the business district through data collection, focus groups, and public outreach.
- Once the existing conditions were documented, the SMTC would determine whether to proceed with additional work on this study, including future growth projections and development of recommendations. This additional work would be dependent on the completion, and public availability, of St. Joseph’s Strategic Plan and parking study.

At the November 23, 2010, Study Advisory Committee (SAC) meeting, the SAC members present (CenterState CEO, Northside Urban Partnership, and City of Syracuse) discussed concluding the study with the work conducted to date given preliminary findings, low focus group turnout, and the ongoing status of St. Joseph’s parking study. The SAC members requested that Technical Memorandum (Tech Memo) include a section that discusses next steps and recommended action items to help with the incorporation of this study into any future studies or planning efforts.

This technical memo, which summarizes the data collection and focus group discussions conducted by the SMTC and suggests action items, is the final work product from the Near Northside Parking & Wayfinding Study.

## 2.0 PUBLIC INVOLVEMENT

### 2.1 STUDY ADVISORY COMMITTEE

A Study Advisory Committee (SAC) was formed to guide the study. Selected representatives from the following affected agencies participated as SAC members:

- CenterState Corporation for Economic Opportunity (CenterState CEO)
- City of Syracuse, Department of Public Works





- Legend**
- Major Businesses/Other
  - Inventory Area Boundary

## Figure 1 Inventory Area

Near Northside, Syracuse, New York

Data Sources: SMTC, SOCPA; Prepared by SMTC, 11/2010, Orthoimagery from April 2009



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- City of Syracuse, Department of Neighborhood & Business Development
- The Northside Urban Partnership
- TNT Area 7 Facilitators
- St. Joseph’s Hospital Health Center

The first SAC meeting was held on December 9, 2009. Discussion items included the project background and purpose. The project sponsor envisioned this project as a complimentary planning effort to the Prospect Hill Study.

On November 23, 2010, the SMTC held a second SAC meeting to review the Tech Memo and discuss next steps in this study. As described above, SAC members discussed concluding the study with the Tech Memo as the final product.



*Retail Service Focus Group Meeting*

## 2.2 GREATER NORTH SALINA STREET BUSINESS ASSOCIATION MEETING

The SMTC met with the Greater North Salina Street Business Association on June 9, 2010 to inform them about the study and to invite their participation in upcoming focus groups. This was an informational meeting only and no substantive comments or issues were discussed.

## 2.3 FOCUS GROUP MEETINGS

Four separate focus group meetings were held. The four focus groups were broken down into the following categories: 1) Retail, 2) Retail Service, 3) Office/Non-Profit, and 4) Restaurants. Refer to Section 4 for a detailed discussion of these meetings. These meetings were meant to obtain qualitative data from the attendees about issues and concerns in the study area, guide the SMTC’s data collection effort, and provide a vehicle to disseminate information about the study. These meetings are discussed in detail later in this document.



*Private Parking Lot*

### 3.0 DATA COLLECTION AND OBSERVATIONS

The SMTC gathered and reviewed existing parking and pedestrian conditions to gain a better understanding of current issues. The SMTC inventoried on-street and off-street parking areas in and around the 300 to 900 blocks of the North Salina Street corridor.

The inventory included a list of sidewalk attributes and associated pedestrian facilities. Staff also documented parking lot occupancy rates at a randomly selected time and noted on-street occupancy data during peak times as identified by the Focus Group participants. Refer to Appendix A for a series of data tables.

#### 3.1 METHODOLOGY

Staff from the SMTC conducted data collection during the summer of 2010. Dates and times for data collection are listed in Table 1. The times and locations for the on-street parking space occupancy counts were selected based on input from the focus group meetings.



*New ornamental lighting and signage*

**Table 1: Data Collection Dates and Times**

Data	Date	Time
Surface parking lots: inventory of spaces and occupancy counts	Friday, May 28, 2010	9:30 a.m. – 12:30 p.m.
	Friday, August 6, 2010	10:00 a.m. – 12:00 p.m.
Inventory of pedestrian amenities & on-street parking inventory	Thursday, July 1, 2010	2:00 p.m. – 3:00 p.m.
	Tuesday, July 13, 2010	9:00 a.m. – 5:00 p.m.
	Friday, September 3, 2010	10:00 a.m. – 12:00 p.m.
On-street parking occupancy counts	Tuesday, October 26, 2010	12:30 p.m. and 1:30 p.m.
	Wednesday, October 27, 2010	12:30 p.m. and 1:30 p.m.

In general, focus group participants said that the hours from noon to 2:00 p.m. were the busiest times for on-street parking spaces and that the 300, 400, and 500 blocks of North Salina Street were the areas of greatest concern. The SMTC conducted the occupancy counts at 12:30 p.m. and 1:30 p.m. on two consecutive weekdays.

Occupancy counts for parking lots throughout the entire corridor were conducted during the initial fieldwork at random times. Parking lot counts were not repeated for peak times because input from the focus groups revealed that on-street parking was the primary concern during peak times.

### 3.2 PARKING LOT OBSERVATIONS

#### ***Number of off-street parking spaces available***

During the field work it was discovered that very few parking lots (and on-street parking spaces) were striped. Thus, counting the number of spaces based on field observation proved problematic.

According to the ITE Traffic Engineering Handbook, the average size of a parking space inclusive of travel lane driveway space is approximately 330 square feet. The SMTC planning staff used Pictometry Software to calculate the total square footage of each parking lot and then divided the total square feet by 330 square feet to determine an estimate for the number of potential spaces within the lot. Figure 2 shows an inventory of each parking lot and indicates if the spaces were counted in the field or estimated.

Staff from the SMTC surveyed 67 open lots using orthophotos (aerial photography) and site visits. Conducting the site visits allowed staff to verify the number of lots and, if the lots were striped, the number of spaces within the lots. See Figure 2 for a complete inventory of parking areas. Of the 67 open lots inventoried 45 appear to be used as active parking lots based on signs designating it as such and/or if it was paved and striped. The remaining 22 areas have been identified based on field evaluation as being vacant land, used car lots, or places where people store automobiles. These 22 areas are indicated with an asterisk by the lot ID number on Figure 2.

Based on field counts and calculations, there are approximately 1,074 parking spaces within the 45 surface lots currently used for parking. Only 13 handicap spaces were observed within the corridor. If all 67 open lots were used for parking, approximately 1,560 spaces could exist within the corridor.



*Only a few spaces are striped in the corridor*



*Parking next to building must back up onto sidewalk and into the street*

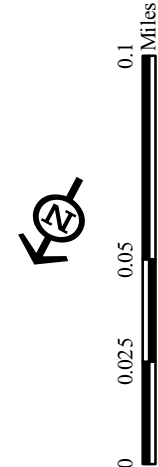
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Figure 2  
Parking Inventory  
Near Northside, Syracuse, New York

- Notes:
1. Areas with an asterisk (\*) have not been included in the total calculation of parking because they are being used as a vacant lot, used car lot, or auto storage area.
  2. The on-street parking symbology represents approximate locations and quantities of parking spaces based on field observations; the lines are not drawn to scale.
  3. The 800 and 900 blocks of North Salina St have free angled on-street parking.
  4. The 400 block of North Salina St has metered parking from 7am - 3:30pm, and is free to park after 3:30pm.
  5. Many of the side streets have free public parking, with some free handicapped parking, and are regulated by odd/even parking rules.



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Data Sources: SMTC, NYSDOT, 2001  
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*Parking is restricted from 3:30 p.m. to 6:00 p.m. to allow cars leaving downtown to more easily access I-81*

### ***General Observations***

Based on field observation by the SMTC staff, parking lots within the corridor appear to be privately owned and the condition of the lots ranges from recently paved and striped to unimproved gravel lots. The majority of lots have signs restricting their use by other business employees and customers. There are very few lots that share parking among existing businesses.

Review of the SMTC’s Geographical Information Software (GIS) database also indicates that there are no public (i.e. municipal) parking lots within the corridor. The parking lots that exist within the corridor are privately-owned commercial parking lots.

Conversations with local business owners indicated that the public can purchase a monthly parking pass for the lot between Pearl Street and I-81 as well as the lot at 801 North State Street across from Veterans Fasteners. According to the GIS database, the Pearl Street lot appears to be within the I-81 right-of-way. The North State Street lot is owned by “New York State” and is classified as “vacant land”.

The SMTC’s GIS database uses the most current (2009) annual Onondaga County assessor files to identify parcels used for parking. A parcel containing a parking lot and a building is not classified as a parking lot. Therefore, it was necessary for staff from the SMTC to conduct a comprehensive field inventory to identify parcels that contain both structures and parking lots. During this assessment, staff also discovered that several lots identified as parking lots in the GIS database were not being used for parking. Based on field observations, Figure 2 provides the most accurate and comprehensive inventory of parking lots within and around the business district.



*Parking demand - 400 block of N. Salina St.*

Also, based on field observation, it was discovered that handicap spaces are scarce throughout the corridor and lighting of surface lots in the evening is very sporadic. Of the 1,074 total parking spaces inventoried, there were 13 handicap spaces identified in the field.

Table 2 outlines the number of required handicap spaces for new construction according to the Code of Federal Regulations, Title 28 (28 CFR), Part 36, Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG). This chart is provided as a reference for comparison purposes only; additional factors also affect the number and type

of handicap parking spaces required (i.e., “car accessible” versus “van accessible”).

**Table 2 - Required Minimum Number of Accessible Parking Spaces (new construction)**

<b>Total Spaces in Lot</b>	<b>Accessible Spaces Required</b>
1-25	1 van
26-50	1 std. + 1 van
51 - 75	2 std. + 1 van
76-100	3 std. + 1 van
101-150	4 std. + 1 van
151-200	5 std. + 1 van
201-300	6 std. + 1 van
301-400	7 std. + 1 van
401-500	7 std. + 2 van
501-1000	2% of total spaces*
1001 and over	20 + (1 per 100 over 1000)*

\* One in every 8 accessible parking spaces must be a van accessible space with an 8 foot wide access aisle.

The physical condition of streets, sidewalks, and parking lots also tend to deteriorate significantly outside of the business corridor. Parking areas behind buildings and access alleyways (e.g., such as along the west side of the 400 block) appear to be underutilized.

Most lots have little to no landscaping. About a quarter of the lots do not have signs indicating who can park and when. Just over half of the lots have painted lines for parking spaces and just under half of the lots observed are lighted at night.

### ***Off-street Parking Occupancy***

Staff from the SMTC counted the number of parked cars in the blocks along North Salina Street on May 28, 2010, from 10:00 a.m. to 12:30 p.m. There were a total of 374 occupied spaces (which includes 2 handicap spaces). This represents an overall occupancy rate of 35.6% for the inventoried areas. Figure 3 shows the occupancy rate.









### 3.3 ON-STREET PARKING OBSERVATIONS

#### ***Number of on-street parking spaces available***

Staff from the SMTC inventoried on-street parking spaces within and around the 300 through 900 blocks of North Salina Street. Refer to Figure 2 for an inventory of on-street parking spaces. The 800 and 900 blocks of North Salina Street are the only blocks within the study area that contain striped on-street parking spaces (back-in angled parking). For on-street parking areas without striping, staff measured the total length of the parking area and estimated the number of parking spaces assuming 22 feet for each on-street space (based on data from the ITE Traffic Engineering Handbook). The total length of the parking area involved taking measurements between posted signs where parking was permitted. Areas that included fire hydrants, curb cuts, etc. were not included in the length calculations.

The SMTC staff observed 447 on-street parking spaces; however, some of these spaces were odd/even parking spaces as follows:

- 63 spaces that allow parking from 6:00 p.m. even day to 6:00 p.m. odd day
- 54 spaces that allow parking from 6:00 p.m. odd day to 6:00 p.m. even day

Because odd/even parking spaces are included as part of this inventory, only 393 of the 447 total on-street spaces are available from 6:00 p.m. even days to 6:00 p.m. odd days. Likewise, from 6:00 p.m. odd days to 6:00 p.m. even days, only 384 of the total 447 on-street spaces are available.

The 447 on-street spaces are broken down into the following categories:

- 17 designated handicap spaces
- 40 loading and unloading spaces
- 203 non-metered public parking spaces (includes odd/even parking spaces and unrestricted parking spaces)
- 179 two-hour metered public parking spaces (9:00 a.m. to 6:00 p.m.)
- 8 two-hour metered public parking spaces, with no parking from 3:30 p.m. to 6:00 p.m.

#### ***Parking restrictions***

The majority of the side street parking is odd/even parking (i.e., parking is only allowed on one side of the street at a time). The blocks that contain

odd/even parking are Ash Street, East Division Street, Catawba Street, Isabella Street, and Gebhardt Avenue.

The SMTC staff observed conflicting parking restriction signs on the 600 block of North State Street. Within this block, one sign restricted parking to 2 hour intervals from 6:00 a.m. to 9:00 p.m. and the other sign restricted parking to 2 hour intervals from 9:00 a.m. to 6:00 p.m.

In the 400 block of North Salina Street, parking is restricted along the east side of the street (adjacent to the northbound travel lane) after 3:30 p.m. to allow downtown traffic to quickly access the I-81 on-ramp with little impediment. This limits parking opportunities for people looking to visit businesses within this section of the corridor.

### ***On-street parking occupancy***

The SMTC observed parking occupancies for targeted areas during times of greatest concern based on focus group input. The majority of the focus group participants indicated that the weekday lunch period within the 300 to 500 blocks of North Salina Street represented the area of greatest concern.

On Tuesday, October 26, 2010, and Wednesday, October 27, 2010, staff completed a two-day observation of on-street parking spaces within and around the 300 to 500 blocks of North Salina Street. Staff did two visits each day; one at 12:30 p.m. and one at 1:30 p.m. for a total of four visits. Refer to Appendix A for a detailed table of parking count information.

Table 3, below, identifies the total number of parking spaces within each block and the average number of occupied spaces. (As previously discussed, only the 800 and 900 blocks of North Salina Street contain striped parking spaces. For the remaining blocks, the number of spaces was estimated by dividing the length of the block by 22 feet per space, based on ITE standards.)



*Sign indicates 2 hr parking 9:00 a.m. to 6:00 p.m. along east side of 600 block of N. State St.*



*Sign indicates 2 hr parking 6:00 a.m. to 9:00 p.m. along east side of 600 block of N. State St.*



*Most street parking spaces are not striped*

**Table 3: On-street Parking Occupancy by Block**

Location (block)	2 hour parking spaces*			Loading/unloading		
	Total spaces	Avg # occupied	Max # occupied	Total spaces	Avg # occupied	Max # occupied
300 North Salina	16	8	10	6	1	2
400 North Salina	24	13	21	2	0	1
500 North Salina	29	17	19	2	2	3
600 North State	5	2	4	0	NA	NA
700 North Salina	3	2	3	0	NA	NA
100 East Laurel	5	1	1	0	NA	NA
Salt Street	4	12	12	11	9	10
200 Butternut	4	0	1	0	NA	NA
* All two hour parking spaces are metered except for those along Salt Street.						

#### 300 block of North Salina Street

On average, over the four observations, 8 of 16 metered parking spaces and only 1 of 6 loading/unloading spaces in this block were occupied. The highest occupancy observed on this block was 10 vehicles (1:30 p.m. on Wednesday). Staff observed that the odd (west) side of this block contained more occupied spaces.

#### 400 block of North Salina Street

Average occupancy for metered spaces in this block was 13 occupied out of 24 total spaces, which would leave, on average, 11 unoccupied parking spaces. However, the maximum occupancy observed by staff was 21 vehicles parked in this block, leaving only 3 metered spaces available, at 12:30 p.m. on Tuesday. There are only 2 loading/unloading spaces in this block and during the observation period no more than 1 space was ever occupied. Staff noted that the odd side of the 400 block of North Salina Street had some of the highest occupancy of the areas observed.

#### 500 block of North Salina Street

This block had the greatest number of potential spaces on North Salina Street, with, on average, 17 metered spaces occupied out of the 29 spaces available (or approximately 59% of metered spaces occupied). However, the maximum occupancy observed for metered spaces in this block was 19 vehicles, leaving at least 10 unoccupied spaces in this block during every observation period. The two loading/unloading spaces in this block were occupied at all times. Staff noted that the southern end of the block tended



*Parking demand along E. Laurel St.*

to be the least utilized and that the even side and odd side had similar occupancy.

#### 600 Block of North State Street

Five metered parking spaces exist on the 600 block of North State Street. Observed occupancy ranged from 0 to 4 vehicles. There are no loading/unloading spaces in this block.

#### 700 Block of North State Street

Three metered parking spaces exist on the 700 block of North State Street. Observed occupancy ranged from 0 to 3 vehicles. There are no loading/unloading spaces in this block.

#### 100 block of East Laurel Street

The 100 block of East Laurel Street contains 5 metered parking spaces and no loading/unloading spaces. At most, one vehicle was observed parked in this block.

#### Salt Street

There are four two-hour parking spaces and 11 loading/unloading parking spaces for a total of 15 spaces along Salt Street. During the counts, staff observed more than 15 total vehicles parked. The side of Salt Street that abuts the Salina Street properties is a designated fire lane. There were four to six vehicles observed parked illegally within the fire lane during the site visits.

Eight to ten vehicles were parked in the loading/unloading spaces during each observation. Staff noted that a few of the same cars were parked in the loading/unloading zone during consecutive observations (one hour apart). This is not allowed under the parking regulations, which limit drivers to 30 minute parking.

#### 200 Block of Butternut Street

There are four metered parking spaces located along the even side of the 200 block of Butternut Street. Only one out of the four parking spaces was occupied around 1:30 p.m. during the first day visited. During the other three times visited no cars were occupying any of the spaces.

#### *Overall study area*

Table 4 presents the total number of occupied spaces during each of the four occupancy counts.



*Parking demand along Salt St.*



*Parking demand along Butternut St.*





*Overgrown weeds interfering with pedestrian sidewalks*



*Overgrown weeds interfering with pedestrian sidewalks*

**Table 4 – Total On-street Parking Occupancy**

Date	Time	Total spaces occupied	Percent of total spaces occupied
Tuesday, October 26	12:30 p.m.	76	84%
Tuesday, October 26	1:30 p.m.	56	62%
Wednesday, October 27	12:30 p.m.	62	69%
Wednesday, October 27	1:30 p.m.	66	73%
Average		65	72%

### *Conclusions*

The following conclusions are offered for the observed area:

- Staff observed a total of 90 two-hour on-street parking spaces, most of which are metered.
- Average occupancy over the entire area during the times observed was only 65 spaces occupied, or 72%.
- Excluding Salt Street, no block was observed to be at maximum capacity during the data collection completed by staff.
- The highest occupancy (again, excluding Salt Street) was observed on the 400 block of North Salina Street, with 21 of 24 spaces occupied.
- Salt Street was overcapacity during every observation completed by staff.
- Vehicles appear to be parking in the loading/unloading zone on Salt Street for longer than the 30 minute limit, and several vehicles were observed parked within the fire lane.
- Staff believes after visiting Salt Street four times during the two days that parking regulations are not well enforced on this street, resulting in very little turnover.

## **3.4 PEDESTRIAN ENVIRONMENT OBSERVATIONS**

Refer to Figures 4 through 8 for a complete inventory of pedestrian observations.

### *Sidewalk condition*

As previously mentioned, the Near Northside has experienced a significant amount of investment during the past decade, including streetscaping improvements. Thus, many of the sidewalks within the 300 to 900 blocks of North Salina Street are in very good condition. However, sidewalk conditions vary on side streets.

















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## Figure 4 Observation Map 1

Near Northside, Syracuse, New York

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## Figure 5 Observation Map 2

Near Northside, Syracuse, New York

-  Fire Hydrant
-  Garbage Can
-  Street Furniture
-  Street Trees
-  Pay Station
-  Parking Meter
-  Bus Stop
-  Ped Signal, with Push Button
-  Ped Signal, no Push Button
-  Inventory Area Boundary
-  Painted Crosswalk
-  Faded Crosswalk
-  Alley Way
-  Curb Ramp, with Detectable Warning
-  Curb Ramp, no Detectable Warning
-  Paved
-  Unpaved

Data Sources: SMTC, SOCPA; Prepared by SMTC, 11/2010, Orthoreimagery from April 2009

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## Figure 6 Observation Map 3

Near Northside, Syracuse, New York

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|---|---|---|---|---|
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|  |  |  |   |   |
|  |   |  |   |   |
- Curb Ramp, with Detectable Warning  
Curb Ramp, no Detectable Warning












## Figure 7




### Observation Map 4



Near Northside, Syracuse, New York

-  Fire Hydrant
-  Garbage Can
-  Street Furniture
-  Street Trees

-  Pay Station
-  Parking Meter
-  Bus Stop

-  Ped Signal, with Push Button
-  Ped Signal, no Push Button
-  Inventory Area Boundary

-  Painted Crosswalk
-  Faded Crosswalk
-  Alley Way

-  Curb Ramp, with Detectable Warning
-  Curb Ramp, no Detectable Warning

-  Paved
-  Unpaved































## Figure 8

### Observation Map 5

Near Northside, Syracuse, New York

-  Fire Hydrant
-  Garbage Can
-  Street Furniture
-  Street Trees
-  Pay Station
-  Parking Meter
-  Bus Stop
-  Ped Signal, with Push Button
-  Ped Signal, no Push Button
-  Inventory Area Boundary
-  Painted Crosswalk
-  Faded Crosswalk
-  Alley Way
-  Pay Station
-  Parking Meter
-  Bus Stop
-  Ped Signal, with Push Button
-  Ped Signal, no Push Button
-  Inventory Area Boundary
-  Painted Crosswalk
-  Faded Crosswalk
-  Alley Way

Data Sources: SMTC, SOCPA; Prepared by SMTC, 11/2010; Orthoimagery from April 2009

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The conditions of the sidewalks along the side streets tend to deteriorate rapidly as one travels beyond North Salina Street. In a few instances along side streets, sidewalks are impassable to pedestrians due to heaved sections, overgrowth of weeds (several feet tall in some areas), and apparent lack of maintenance and the resulting gradual deterioration.

Sidewalks also vary greatly in length and width, and several blocks along North Salina Street contain long sections of sidewalks that typically range from 470 feet long to 480 feet long. Some focus group participants felt these were long block lengths and can pose challenges for some individuals with limited mobility. Additionally, because of its skewed intersections, the west side of the 500 block of North Salina Street is 532 feet long. The blocks are also much narrower than they are long with average side streets being about 325 feet long. North State Street shares similar sidewalk lengths, with one noteworthy exception. The east side of the 500 block of North State Street adjacent to St. Joseph's Hospital is 796 feet long.

Sidewalk widths along North Salina Street also tend to be wide with generous “pedestrian travel lanes” (i.e., the walking aisle width within the sidewalk area that is free from obstructions such as street trees/furniture). The sidewalks range from 8 to 25 feet wide, with a typical width of 16 feet wide. The travel lane within the sidewalk also ranges from 9 to 15 feet wide. North Salina Street includes numerous curb cuts, which are potential conflict points between pedestrians and entering/exiting vehicles.

### *Bus stops & Bike Facilities*

There are ten bus stops along the North Salina Street corridor. The bus stops are typically located at the ends of each block.

The corridor does not contain any bicycle facilities or amenities such as bike racks or dedicated bike lanes. A few individuals were observed riding bikes along the sidewalks during the field observations. Bicyclists are supposed to ride their bikes in the shoulder along the road with traffic flow. The skewed intersections and the traffic patterns/volumes seem to encourage bicyclists to use the wide sidewalks. (As previously mentioned, the sidewalk pedestrian travel lanes range from 16 to 25 feet wide along North Salina Street.)



*Lack of vegetated spaces  
between sidewalk, the road,  
and parking areas*

### *Pedestrian crossings*

There are very few pushbutton activated pedestrian signals, and those that do exist are primarily located along the North Salina Street corridor. Many of the curb ramps contain detectable warnings; however, many ramps tend to point towards the center of the intersection instead of towards the side street. Many intersections do not contain crosswalks or contain faded crosswalks. There are no audible signals within or around the 300 to 900 blocks.

### *Other observations*

There are several skewed intersections within the corridor (intersections that come together at an angle other than 90 degrees). These intersections are not inviting for pedestrians, especially those with disabilities or those on bikes, because lines of sight tend to be obstructed for both motorists and pedestrians and because these areas tend to be wider than a typical intersection, requiring pedestrians to be within the road for longer periods of time. Many crosswalks in these areas are also faded or do not exist.

Street trees also do not exist in any substantial quantity along the North Salina Street and North State Street corridors. A few street trees can be found in the 300, 800, and 900 blocks of North Salina Street as well as within the 500 and 1000 block of North State Street.



*Focus Group Meeting*

Some SAC members and focus group participants indicated that the historic designation of the North Salina Street corridor precluded the inclusion of street trees in the recent streetscaping work. To substantiate this claim, the SMTTC contacted the State Historic Preservation Office (SHPO) to determine if the corridor's historic status prevented it from having trees. A representative from SHPO indicated that their office is responsible for determining the impact of trees on the historic fabric of the corridor because the corridor contains historic elements. The SHPO indicated that trees may be allowed, but an official determination must be made based on the merits of any application for trees.

## 4.0 FOCUS GROUPS

### 4.1 OVERVIEW

The SMTC conducted four focus group meetings with local business owners to identify and document their daily parking issues. The focus groups were broken into the following categories and held at Assisi Center on North Salina Street on following dates:

**Restaurant Focus Group:** Wednesday, September 8, 2010, 8:00 a.m. to 9:30 a.m.

**Retail Focus Group:** Thursday, September 9, 2010, 8:00 a.m. to 9:30 a.m.

**Retail Service Focus Group:** Thursday, September 16, 2010, 8:00 a.m. to 9:30 a.m.

**Office and Non-Profit Focus Group:** Thursday, September 16, 2010, 6:15 p.m. to 7:30 p.m.

The issues and suggestions heard from the focus groups guided the planning process by pointing out the most important issues.

### 4.2 OUTREACH EFFORT

In conjunction with the Northside Collaboratory (now part of the Northside Urban Partnership), the Greater North Salina Street Business Association, and the CenterState CEO, a business mailing list was created to identify focus group participants. Focus group invitees were limited only to businesses immediately along the North Salina Street corridor. The following list outlines the number of invitations that were mailed for each focus group:

- Retail – 33 invitations
- Retail Service – 27 invitations
- Restaurant – 16 invitations, and
- Office and Non-profit – 44 invitations.



*Very little shared parking is occurring among businesses*



*Parking is restricted from 3:30 to 6:00 p.m. to allow motorists traveling home from downtown to more easily access I-81*



*Salt St. parking demand – illegally parked cars in the fire lane*

In total, 120 invitations were mailed to businesses, offices, and restaurants located along the North Salina Street Corridor. The invitations requested that the attendees RSVP for each focus group. The SMTC received very few responses.

Also, in an effort to make local merchants aware of the project and the focus group meetings, the SMTC met with the Greater North Salina Street Business Association on June 9, 2010, at the Open Hand Theater.

The focus group meetings were divided over three days and during timeslots that tried to be sensitive to and compatible with each group's business schedule. The first focus group meeting for the restaurant group did not attract any participants. Following the restaurant focus group meeting, the Northside Collaboratory made phone calls to those invited to the other sessions to encourage their attendance. Phone calls to restaurant owners were also made inviting them to attend one of the other sessions.

Only 12 people attended the focus group meetings in total. There were no representatives from the local restaurant community present at any of the meetings. Although attendance at the meetings was lower than desired, the SMTC generated substantive discussion of issues and opportunities.



*Private parking lot with ornamental fencing*

#### 4.3 FOCUS GROUP QUESTIONS

Three primary questions were presented to each focus group to generate discussion.

Focus group questions:

1. Is there a lack of parking within and around the business corridor?
  - If so, when and where are the lots or streets full of parked cars?
2. Is it difficult to get from place to place within the corridor for walkers and bike riders?
  - If so, when and where is it difficult?
3. What are the most significant parking and walkability concerns that your establishment has within the corridor?

New concerns and ideas were expressed, which helped to verify and substantiate some of the fieldwork observations. Additionally, some ideas brought forth from participants may warrant further planning-level



consideration. The SMTC documented the participants' issues and opportunities. Participants were also encouraged to mark up maps with their notes and ideas.

The following comments summarize the discussion points. Meeting summaries for each focus group session are provided in Appendix B. Refer to Appendix C for a photo log of observed issues.

### 4.4 ISSUES

Focus group participants raised the following issues. Refer to Figure 9 for additional comments pertaining to particular areas along the corridor.

#### *Off-street Parking*

- Many businesses do not have parking for employees.
- Many of the lots within and around the 300 to 400 blocks are privately owned and do not share spaces.
- Lot owners expressed liability concerns regarding shared parking. Focus group participants indicated that they fear being sued if someone gets hurt using their lot while patronizing another business. According to participants, the concern for liability is worsened since many of the businesses include restaurants and drinking establishments.
- Lot owners also expressed a desire for compensation for the use of their spaces.

#### *On-street Parking*

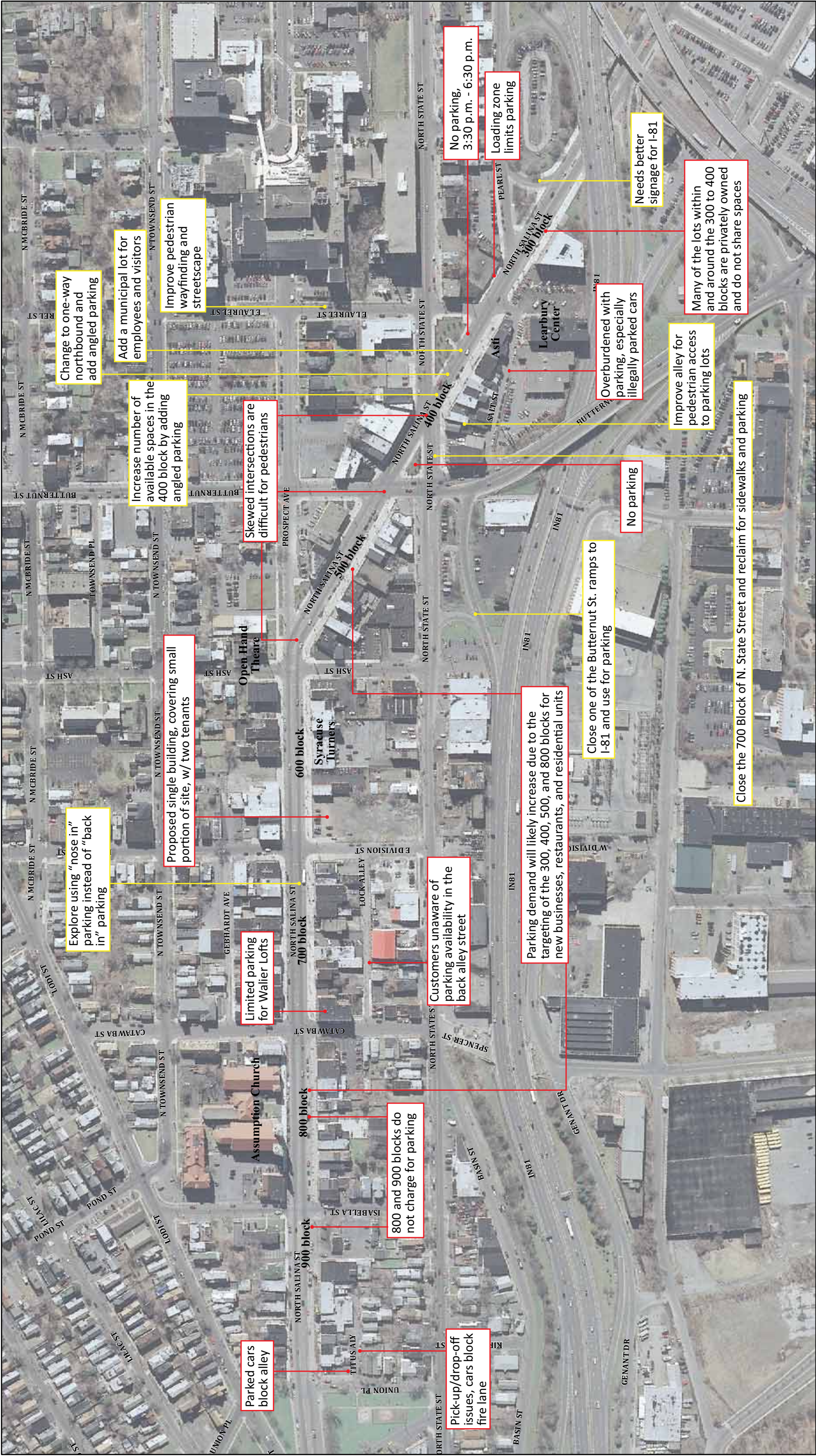
- The 400 block restricts on-street parking northbound from 3:30 p.m. to 6:00 p.m. to facilitate the movement of cars from downtown to I-81. This reduces parking availability during these times for businesses located in this area.
- Many employees park along the corridor and thus take parking away from customers.
- Customers do not know that you can park on Lock Alley within the 700 block (lack of wayfinding/signage)
- The 400 block is busiest between noon and 12:30.
- It was noted that parking is free in the 800 and 900 blocks. Some participants feel that it is not fair that the other blocks charge for parking.




*Sidewalk Maintenance Issues*

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LEGEND

CONCERNS

SUGGESTIONS

# Figure 9

## Specific Focus Group Concerns & Suggestions

Near Northside, Syracuse, New York

Data Sources: SMTC, SOCPA; Prepared by SMTC, 11/2010, Orthoimagery from April 2009

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

400

200

0

400 Feet







*Solar powered meters*



*Parking meters do not accept dollar bills*

- Participants expressed concerns that the recent sidewalk widening resulted in the loss of on-street parking.
- There is a perception that there are fewer on-street parking spaces as a result of the angled parking along the 800 and 900 blocks (as compared to the previous situation with parallel parking). The SMTTC could not substantiate this claim since the number of parallel spaces previously available could not be determined. Based on ITE standards for angled parking spaces, it appears that angled spaces result in more parking spaces than parallel spaces except in situations with high numbers of curb cuts, fire hydrants, and other no parking areas because angled spaces have unused space that varies based on the angle. Actual gain/loss of parking needs to be assessed for each individual case.
- There has been a noticeable increase in tickets being issued along North Salina Street. It was noted that parking restrictions are not enforced on side streets, including Salt Street.
- Salt Street can become overburdened with parking, especially illegally parked cars.
- A participant indicated that accidents may have increased since the implementation of angled parking along the 800 and 900 blocks.
- The two hour parking limit is too restrictive for business employees and visitors.
- Parking meters do not accept cash bills, just change and credit cards. They are also solar powered and don't operate well during periods of cold temperatures and shorter daylight.

#### *Corridor Development*

- The 300, 400 and 800 blocks have been targeted for new businesses, restaurants, and residential units. New businesses will increase the parking demand.
- Trends along the corridor include developing market rate housing where there is a demand for parking.
- Currently, there is a proposal to bring in a single building with two tenants (one of which was discussed to be a Dunkin Donuts) to the northwest corner of the 600 block. The building would only cover a small portion of the site, and there is concern that this is not the highest and best use of the property.
- Restaurants have been locating primarily within the 300 to 500 blocks.



### *Sidewalks*

- The skewed intersections at the 300-400 blocks are not pedestrian friendly (e.g., Salina, State, Butternut Street intersection).
- The wider sidewalks have increased the amount of space a driver must cross when entering a curb cut from North Salina Street.
- There has been a lack of maintenance and upkeep of the new infrastructure along the corridor. Sidewalk treatments, ornamental lamp poles, banners, etc. are falling into a state of disrepair. Weeds and trash/litter are becoming more prevalent throughout the corridor.

## 4.5 SUGGESTIONS AND OTHER CONSIDERATIONS

Focus group participants made the following suggestions for improving parking, traffic flow, and pedestrian accommodations:

- Close the 700 block of State Street and reclaim that space for sidewalks and parking.
- Use front-in parking instead of back-in parking for angled spaces. There was some interest in exploring this in the 700 block.
- Consider one-way northbound traffic with angled parking along the 400 block of North Salina Street
- Improve pedestrian wayfinding around skewed intersections and by the hospital.
- Increase the time limit for on-street parking.
- Designate additional spaces as free 15 minute parking zones.
- Allow free parking between 11:00 a.m. and 2:00 p.m.
- Consider valet service.
- Create a municipal lot for employees and visitors in the 400 block.

Focus group participants also raised the following questions for consideration during any future planning efforts:

- What opportunities does the I-81 project pose for reclaiming onramp space for parking areas?
- Would angled parking along the 400 block increase the number of available spaces?
- What are the new ambulance routes with the new additions and reconfiguration of the hospital?
- What additional park and ride options can Centro provide?

## 5.0 RECOMMENDED ACTION ITEMS

The purpose of the action items is to guide the scoping process of any future planning studies in an effort to more efficiently address parking and wayfinding issues within the Near Northside.

Recommended action items suggest courses of action, highlight ideas worth further consideration and investigation, and discuss and document the pros and cons of different approaches to address concerns brought forth during the focus group discussions. These items are different from an implementation plan, which would typically contain specific recommendations on how to address the problem studied, since detailed analysis was not conducted as part of this study.

Future studies in this area should consider incorporating the following elements into their project scope:

### *Parking Analysis*

- Consider the suggestions made by the focus group participants in Section 4.5 as well as the suggestions documented in Figure 9.
- Analyze current parking demand and analyze demand based on a future build-out of the corridor. The purpose of this effort would be to determine if existing parking fulfills current/future demand.
- Assess signs within the corridor for regulation consistency and to remove unnecessary sign clutter.
- Consider parking restriction/law enforcement regulations/strategies and identify areas where enforcement is lacking. Promote increased enforcement within areas lacking enforcement. Focus group participants indicated that parking regulations are strictly enforced along the North Salina Street corridor, but are not enforced in areas with chronic parking violations such as Salt Street and many side streets. The staff from the SMTC observed these trends (especially along Salt Street) on several occasions during site visits.
- Inventory parking occupancy in other areas of the Near Northside, based on specific development proposals or additional feedback from the public.

### *Public/Stakeholder Input*

- The City of Syracuse, CenterState CEO, the Northside UP, private developers, and St. Joseph's should work together to determine the existing and future parking needs.
- Conduct additional public outreach regarding the perceived parking and wayfinding issues and also require active participation and input from developers, St. Joseph's, the City of Syracuse, Northside UP, and CenterState CEO.
- Contact individual parking lot owners/managers to document parking agreements for the inventoried lots within this Tech Memo 1.
- Conduct an employer/employee/customer parking survey to determine where there may be a shortage of parking spaces due to use by both customers and employees.
- Interview business owners to determine the need for existing or additional loading/unloading zones and handicap spaces. Identify areas where they should be included or removed. Consideration should be given to the loading zone along Salt Street.

### *Potential Ways to Address Issues*

- Consider the pros and cons of:
  - Striped parking spaces for both on-street and off-street spaces.
  - Different crosswalk designs and pedestrian signals, including audible signals and other required elements to encourage pedestrian mobility and ensure that all pedestrian approaches at intersections are compliant with American with Disabilities Act (ADA) requirements.
  - Creating a municipal lot(s) for employees and visitors in the 400 block as well as elsewhere in the corridor based on the results of a current and future build-out analysis.



- Extending on street parking times beyond 2 hours where appropriate.
  - Charging developers in-lieu fees instead of requiring parking.
  - Increasing the parking rates within high-demand on street parking areas to encourage higher levels of turnover. Generated revenues could be shared with a local business improvement district.
- Look for areas where additional angled parking would be appropriate. Identify appropriate sites for municipal lots. These decisions would be most effectively made following consideration of hospital parking needs and corridor development potential.
- Look for opportunities to incorporate bike racks and bike lanes. The inclusion of bike lanes will influence parking and bus stop design parameters.
- Look for opportunities to plant street trees to improve the pedestrian environment, assist with stormwater retention, and corridor aesthetics. As previously noted, this will require the approval of SHPO.
- Improve pedestrian wayfinding around skewed intersections and near the hospital.



# Appendices

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## Appendix A – Data Matrix Tables





ON STREET PARKING COUNTS (Conducted Tuesday & Wednesday 10/26/10; 10/27/10; 12:30; 1:30

**Location: 300 North Salina**

Total metered: 16

Total load/unload: 6

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	6	10
10/26	1:30 p.m.	7	9
10/27	12:30 p.m.	8	8
10/27	1:30 p.m.	10	6
Average		8	8
<b>load/unload</b>			
10/26	12:30 p.m.	2	4
10/26	1:30 p.m.	0	6
10/27	12:30 p.m.	1	5
10/27	1:30 p.m.	0	6
Average		1	5

**Location: 400 North Salina**

Total metered: 24

Total load/unload: 2

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	21	3
10/26	1:30 p.m.	8	16
10/27	12:30 p.m.	10	14
10/27	1:30 p.m.	11	13
Average		13	12
<b>load/unload</b>			
10/26	12:30 p.m.	0	2
10/26	1:30 p.m.	0	2
10/27	12:30 p.m.	1	1
10/27	1:30 p.m.	1	1
Average		0	2

**Location: 500 North Salina**

Total metered: 29

Total load/unload: 2

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	19	10
10/26	1:30 p.m.	16	13
10/27	12:30 p.m.	16	13
10/27	1:30 p.m.	15	14
Average		17	13
<b>load/unload</b>			
10/26	12:30 p.m.	2	0
10/26	1:30 p.m.	3	-1
10/27	12:30 p.m.	2	0
10/27	1:30 p.m.	2	0
Average		2	0

**Location: 700 North State**

Total metered: 3

Total load/unload: 0

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	3	0
10/26	1:30 p.m.	1	2
10/27	12:30 p.m.	2	1
10/27	1:30 p.m.	0	3
Average		2	2

**Location: 600 North State**

Total metered: 5

Total load/unload: 0

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	3	2
10/26	1:30 p.m.	0	5
10/27	12:30 p.m.	2	3
10/27	1:30 p.m.	4	1
Average		2	3

**Location: 100 East Laurel**

Total metered: 5

Total load/unload: 0

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	1	4
10/26	1:30 p.m.	0	5
10/27	12:30 p.m.	1	4
10/27	1:30 p.m.	1	4
Average		1	4

**Location: Salt Street**

Total metered: 4

Total load/unload: 11

Date	Time	# occupied	# unoccupied
<b>2 hour parking</b>			
10/26	12:30 p.m.	11	-7
10/26	1:30 p.m.	12	-8
10/27	12:30 p.m.	11	-7
10/27	1:30 p.m.	12	-8
Average		12	-8
<b>load/unload</b>			
10/26	12:30 p.m.	8	3
10/26	1:30 p.m.	8	3
10/27	12:30 p.m.	8	3
10/27	1:30 p.m.	10	1
Average		9	3

**Location: 200 Butternut**

Total metered: 4

Total load/unload: 0

Date	Time	# occupied	# unoccupied
<b>metered</b>			
10/26	12:30 p.m.	0	3
10/26	1:30 p.m.	1	2
10/27	12:30 p.m.	0	3
10/27	1:30 p.m.	0	3
Average		0	3

Metered spaces

Location	Total available spaces	Average occupied	% occupied
300 North Salina	16	8	50%
400 North Salina	24	13	54%
500 North Salina	29	17	59%
700 North State	3	2	67%
600 North State	5	2	40%
100 East Laurel	5	1	20%
Salt Street	4	12	300%
200 Butternut	4	0	0%
TOTAL	90	55	74%

Avg occupied:

61%

Load/unload

Location	Total available spaces	Average occupied	% occupied
300 North Salina	6	1	
400 North Salina	2	0	
500 North Salina	2	2	
700 North Salina	0	NA	
600 North State	0	NA	
100 East Laurel	0	NA	
Salt Street	11	9	
200 Butternut	0	NA	



# Parking Lot Amenity Inventory

Lot	# Spaces Counted in Field	# Estimated Spaces	# Handicap Spaces	Plentiful Landscaping	Little to no landscaping	Paved with Stripes	Paved without Stripes	Gravel	Grass	Dirt	Ornamental Lighting	Standard Lighting	No Lighting	Ornamental Signage	Standard Signage	No Signage	Ornamental Fencing	Standard Fencing	Gate	Security Cameras	OTHER
A-1	-	105	-	x	x	x	x	x				x			x				x	x	
B-1	46	-	0	x	x	x						x			x						Shared parking with Thanos; rest of lot open
C-1	5	-	0	x	x	x									x						Parked cars must pull across sidewalk
C-2	-	6	-	x	x	x						x			x			x			Loading dock area
C-3	40	-	0	x	x							x			x			x			
C-4	48	-	0	x	x							x	x		x		x		x		Learbury Center tenants and guests only
D-1	5	-		x	x							x				x	x				
D-2	-	31	0	x	x	x	x					x			x			x			
D-3	52	-	0	x	x							x			x			x			
D-4	12	-	4		x							x				x	x				
D-5	6	-	0		x							x				x	x				
D-6	5	-	0	x	x							x			x						on sidewalk, residents only
D-7	13	-	0	x	x							x				x					
E-1	-	34	-												x						Restricted Lot
E-2	-	73	-	x	x							x			x			x			
F-1	6	-	1	x	x							x			x		x				Nice lot
F-2	22	-	0	x	x							x			x			x			
F-3	-	12	-	x	x	x						x				x		x			Does not appear to be official lot, parking exists
F-4	-	2	-	x	x							x			x						My Agency of CNY; sign: "Free Customer Parking"
F-5	-	8	-	x	x	x						x				x	x				Rental truck parking only
F-6	-	14	-		x																
G-1	11	-	0	x	x							x			x						
H-1	62	-	2	x	x	x						x			x			x			Stripes are faded
H-2	18	-	0	x	x	x						x			x		x				looks good; recently paved
H-3	-	13	-	x	x	x	x								x			x			
I-1	25	-	1	x	x	x						x			x			x			Adirondack Furniture private lot, tow away
I-2	-	48	-	x	x							x			x						Countywide Appliance
I-3	-	38	-	x	x													x	x		Fenced in used car lot.
I-4	-	84	-	x			x	x	x			x				x					Demo Brewery Building
I-5	34	-	0	x	x	x						x			x						Avalon Copy Center
J-1	-	102	-	x			x									x	x				Gravel lot, being used for parking
J-2	-	21	-	x	x	x						x			x			x	x		
J-3	58	-	0	x	x							x			x			x	x	x	
J-4	-	13	-	x								x				x					
J-5	-	15	-	x																	
J-6	-	28	-	x	x							x			x			x			Paved lot
J-7	-	6	-	x			x	x				x				x					
K-1	7	-	0	x	x							x					x		x		Paved lot
K-2	-	16	-	x	x							x				x		x	x		Paved lot
K-3	-	24	-	x			x					x						x	x		closed gate
K-4	-	40	-	x	x	x	x					x				x		x	x		gate closed and locked - lot not accessible
K-5	-	9	-	x		x									x		x				
L-1	-	4	-	x			x					x			x					x	"Davco" car storage area (multiple cars)
L-2	-	8	-		x												X				Gated private property parking
L-3	-	9	-		x																Business/customer parking
L-4	13	-	1	x	x							x			x			x	x		Biscotti Café
L-5	-	6	-	x	x		x					x				x		x	x		closed gate, overgrown with weeds
L-6	-	66	-	x			x					x						x			Used car lot
L-7	-	10	-	x			x	x				x			x			x			
M-1	-	4	-																		not a parking lot; well landscaped
M-2	-	28	-	x		x						x			x						
M-3	-	3	-	x	x							x				x		x			Appears to be a docking area
N-1	-	7	-																		Not a parking lot - auto garage
N-2	-	17	-																		Vacant grass lot, not for parking
N-3	-	19	-	x	x							x			x			x			
O-1	-	12	-	x		x						x				x					
O-2	43	-	4	x	x							x				x					
O-3	-	8	-	x	x							x				x		x	x		
O-4	-	9	-	x	x							x				x		x	x	x	
P-1	-	8	-	x				x	x			x				x					
P-2	-	2	-																		
P-3	-	2	-																		
P-4	-	9	-																		Auto storage area for Dick's collision
P-5	-	28	-			x	x					x			x						
P-6	-	17	-	x	x							x						x	x		closed gate
Q-1	6	-	-	x	x	x						x				x					
Q-2	8	-	-	x	x							x			x			x			near streetlight

## Legend

= Inventoried sites that appeared to be parking lots

# Sidewalk Inventory

Block	#	Good Condition	Very Poor Condition	Don't Exist	Ornamental Lighting	Standard Lighting	No Lighting	Street Trees	No Street Trees	Street Furniture	No Street Furniture	Garbage Receptacles	No Garbage Receptacles	Total No. bus stops	No. bus stops with shelters	No. Bike Racks	Wayfinding Signs (Peds)	Wayfinding Signs (Cars)
300 N. Pearl Street - East side	1	x				x			x		x		x	0	0	0	n	y
300 N. Pearl Street- west side of triangle	2	x			x				x		x		x	0	0	0	n	y
300 N. Salina Street - West side	3	x			x			x			x		x	0	0	0	y	y
300 N. Salina Street - East side	4	x			x				x		x		x	1	0	0	y	y
400 N. Salina Street - West side	5	x			x				x		x	x		1	0	0	y	y
400 N. Salina Street - East side (west side of triangle)	6	x			x				x	x		x		0	0	0	y	y
400 Salt Street - West Side	7			x		x			x		x		x	0	0	0	n	y
100 Butternut Street - South side	8	x				x			x		x		x	0	0	0	y	y
700 State Street - West side	9	x			x				x		x		x	0	0	0	y	y
700 State St/400 Salina St - all around triangle	10	x			x				x	x		x		0	0	0	y	y
600 State Street - West side (east side of triangle)	11	x			x				x		x		x	0	0	0	y	y
300 Laurel Street - North side (south side of triangle)	12	x			x				x	x		x		0	0	0	n	y
600 State Street - East side	13	x				x			x		x		x	0	0	0	y	y
400 N. Salina Street - East side	14	x			x				x		x		x	1	0	0	y	y
200 Butternut Street - South side	15	x				x			x		x		x	0	0	0	y	y
200 Butternut Street - North side	16	x					x	x			x		x	0	0	0	y	y
500 N. Salina Street - East side	17	x			x				x		x	x		0	0	0	y	y
500 Prospect Avenue - West side	18		x			x			x	x		x		0	0	0	y	y
500 Prospect Avenue - East side	19	x				x		x			x		x	0	0	0	y	y
300 Butternut Street - North side	20	x				x		x			x		x	0	0	0	n	y
300 Butternut Street - South side	21	x				x		x			x		x	0	0	0	n	y
500 N. Salina Street - West side	22	x			x				x		x	x		1	0	0	y	y
100 Ash Street - South side	23	x				x			x		x		x	0	0	0	n	y
100 Ash Street - North side	24		x				x		x		x		x	0	0	0	n	y
200 Ash Street - South side	25	x				x		x			x		x	0	0	0	n	y
200 Ash Street - North side	26	x				x		x			x		x	0	0	0	n	y
600 N. Salina Street - East side	27	x			x				x	x		x		1	0	0	y	y
600 N. Salina Street - West side	28	x			x				x		x	x		0	0	0	y	y
200 Division Street - South side	29			x			x		x		x		x	0	0	0	n	y
200 Division Street - North side	30	x				x			x		x		x	0	0	0	n	y
600 State Street - East side	31	x				x			x		x		x	0	0	0	n	y
300 Division Street - North side	32	x				x			x		x		x	0	0	0	n	y
700 N. Salina Street - East side	33	x			x				x		x		x	1	0	0	y	y
200 Catawba, South Side	34	x				x			x		x		x	0	0	0	y	y
300 Division Street - South side	35	x					x		x		x		x	0	0	0	n	y
700 N. Salina Street - West side	36	x			x				x		x		x	1	0	0	y	y
100 Catawba Street -South side	37	x					x		x		x		x	0	0	0	y	y
100 Catawba Street -North side	38	x				x			x		x		x	0	0	0	y	y
800 N. Salina Street - East side	39	x			x				x	x		x		1	0	0	y	y
200 Isabella Street - South Side	40		x			x			x		x		x	0	0	0	n	y
800 N. Salina Street - West side	41	x			x			x			x	x		1	0	0	y	y
100 Isabella Street - South Side	42		x			x			x				x	0	0	0	n	y
100 Isabella Street - North Side	43			x			x		x		x		x	0	0	0	n	y
200 Isabella Street - North Side	44	x					x		x		x		x	0	0	0	n	y
900 N. Salina Street - West side	45	x			x			x			x	x		1	0	0	n	y
900 N. Salina Street - East side	46	x			x				x		x	x		0	0	0	y	y
200 Catawba Street - North side	47	x				x			x		x		x	0	0	0	y	y
500 State Street - West side	48	x				x			x		x		x	0	0	0	n	y
500 State Street - East side	49	x				x		x			x		x	0	0	0	n	n
300 E Laurel Street - South side	50	x					x	x			x		x	0	0	0	n	y
300 E Laurel Street - North side	51	x					x		x		x		x	0	0	0	n	n
400 Prospect Avenue - West side	52	x				x			x		x		x	0	0	0	n	n
300 Butternut Street - South side	53	x				x		x			x		x	0	0	0	n	n
300 Butternut Street - North side	54	x				x		x			x		x	0	0	0	n	n
900 State Street - East side	55		x			x			x		x		x	0	0	0	n	n
900 State Street - West side	56			x		x			x		x		x	0	0	0	n	n
1000 State Street - East side	57			x		x			x		x		x	0	0	0	n	n
1000 State Street - West side	58			x			x		x		x		x	0	0	0	n	n
200 Belden Avenue - North side	59	x				x			x		x		x	0	0	0	n	y
200 Belden Avenue - South side	60	x					x	x			x		x	0	0	0	n	y

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## **Appendix B – Meeting Minutes and Notes**







**Syracuse Metropolitan Transportation Council**

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**Near Northside Parking and Wayfinding Study  
Study Advisory Committee (SAC) Meeting  
December 09, 2009 (1:00 p.m. to 2:30 p.m.)  
SMTC LL Conference Room**

**Attending:**

Brian Benedict, St. Joseph's Hospital Health Center  
Kevin Kosakowski, City of Syracuse, Community Development  
Steve Kearney, City of Syracuse, Planning  
Rich Wiese, Greater North Salina Street Business Association /TNT Northside  
George Angeloro, Greater North Salina Street Business Association  
Mario Colone, SMTC  
Pete O'Connor, City of Syracuse DPW  
Paul Salvatore Mercurio, SMTC  
Jen Deshaies, SMTC  
Kayleigh Burgess, Northside Collaboratory  
Dominic Robinson, MDA/Northside Collaboratory  
Geoffrey Navias, Open Hand Theater

**Welcome and Overview**

The meeting began at 1:00 with a welcome by Mr. Mercurio, project manager, and introductions.

An overview of the project was given, which is an offshoot of the Prospect Hill Study for St. Joseph's Hospital Health Center, completed by the Central New York Regional Planning and Development Board. This will be a consultant study, and an RFP will be forthcoming. A contract with a consultant is not anticipated before March.

**Organizational Framework**

The organizational framework was reviewed; including who the SMTC is and the SMTC project process (Unified Planning Work Program (UPWP)). Mr. Mercurio inquired if any others should be included in the study; with no suggestions at that point, he asked that any later ideas for additions be communicated to him.

Mr. O'Connor suggested adding the NYSDOT, to which Mr. Robinson agreed and added that the NYSDOT and MDA have had increased interactions. Mr. Navias suggested adding churches to the stakeholders, as they have an impact on parking. Mr. Wiese asked if residential neighbors should be added as stakeholders. Mr. Benedict suggested a

representative from the state police/fire department from the Northside. Mr. Navias suggested Franklin Elementary School, which is just outside the study area, to which Mr. Robinson responded that he was concerned about scope creep.

## **Materials**

The scope of work has been finalized and was reviewed by Mr. Mercurio.

Mr. Robinson inquired if “shared parking” means something formal, that is, something new/built lots or will it include more informal agreements, also. Mr. Mercurio replied that it would include informal agreements, too.

Mr. Robinson asked if there is a way to validate safety perceptions. Mr. Mercurio answered that the scope was not written in that way, but that could be incorporated into the tasks.

Mr. Navias asked how to identify and respond to perceived needs. Mr. Mercurio said that is inherent in the scope; we are not excluding perceived needs.

Mr. Wiese suggested a survey, interviewing business owners and customers. Mr. Mercurio said that information could be obtained through a focus group; a survey would be more difficult. Mr. Wiese said that when there is a conflict between residents/citizens and business, it creates problem, and wondered how they could be engaged.

Mr. Mercurio began reviewing the Public Involvement Plan (PIP), due to questions regarding public involvement, including the public meetings, focus groups, collaborative meetings (piggy-backing on existing meetings), media outreach, and digital outreach. Ms. Deshaies has the proposed edits to the PIP.

Mr. Mercurio resumed reviewing the scope.

Mr. Robinson asked what steps would be taken to ensure that the recommendations align with the city’s codes and city/county plans, such as land use and zoning. Mr. Mercurio said those documents will be reviewed in step 3. Mr. Wiese asked how we ensure that these recommendations will be implemented; Mr. Kosakowski said there was a better chance of that if task 9 is clear. Mr. O’Connor replied that we all own it. Mr. Robinson responded that the MDA is the sponsor, so they will support all recommendations as long as the SAC supports the report. Mr. O’Connor stated that the SMTC cannot force anyone to do the recommendations, but the study can be used as a tool to obtain federal/state funding. Mr. Kearney suggested that attaching ownership to the recommendations would help. Mr. O’Connor said that the low price items can be implemented in existing funding (striping, etc.); bigger cost items are more difficult to implement.

## **Outreach Information**

Mr. Mercurio said that stakeholders were anyone in the yellow area of presented maps: people who live in the area, people who own businesses in the area, the North Salina Street business district, St. Joseph’s, and TNT facilitators.

It was asked if we could get the entire Northside TNT database, or should we send notices to TNT facilitators for them to distribute.



There are various representative groups of St. Joseph's – doctors, nurses, patients, visitors and the near Northside neighbors.

Mr. Wiese wondered if the Asian communities should be a separate focus group, but they are covered in the residential group and by St. John Evangelist.

Mr. Angeloro said that parking is critical in the area of Butternut and North Salina and near Avalon Printing and the motorcycle shop. Mr. Navias said that State Street is a big part of the problem here and has direct impact on the study area. Mr. Mercurio suggested the yellow map boundaries can be expanded from State to Catawba.

Suggested stakeholders included Empower Federal Credit Union, and representatives from Pearl Street area such as the tailor, Freedom of Espresso, and/or Columbus Bakery.

Mr. Navias stated that another major issue is snow, which creates a whole different situation. Mr. Angeloro said that new properties and mixed-use buildings have a new need for parking. It's okay for night, but with snow it is a problem. With designated parking, it will be helpful to be able to clear snow for daytime parking needs. Mr. Colone said that the city has to implement policies and enforce them for this to happen. The entire SAC agreed that snow is an issue that needs to be addressed in the project. Mr. Wiese suggested that pictures and video should be taken during this winter for the consultant. The entire SAC also agreed that snow in regard to sidewalks is a big issue. Mr. O'Connor said that if called to the city's attention, sidewalk clearing can be done by the city. As more residential areas increase in population, this area will have more pull.

The meeting closed with Mr. Mercurio thanking everyone for attending and letting the SAC know that the next meeting will be held sometime after March when a consultant is under contract for this project.



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**Near Northside Parking and Wayfinding Study  
Near Northside Tour Note Summary  
July 1, 2010 (10:00 a.m. to 12:00 p.m.)  
300-500 North Salina Street**

**Attending:**

Mike Alexander, Syracuse Metropolitan Transportation Council  
Kathleen DiScenna, DiScenna Travel

**Meeting Notes:**

At the request of a community stakeholder, Mike Alexander toured the 300 to 500 blocks of North Salina Street. The following summarizes field observations and issues discussed.

**Background Info:**

- No parking for tenants in the 300 block
- Frank Destefano (COS, ED) initiated permit parking for the area, this created issues for tenants
- '02 COS, Steve Deregis came up with Little Italy concept; grants for it in '04
- Mike Milligin (Rocky's News) asked each business owner to come up with \$2,000 for brick sidewalks. Issue became too expensive because each vault had to be filled. Cost \$5,000 per vault. Eventually, each vault was filled.
- New improvements attracted new businesses (restaurants) in 300 block, which in turn resulted in a more severe parking shortages
- The 300 block was going to be a one way site with diagonal parking. Instead the block remained two-way with parallel street parking. The sidewalks were widened which also resulted in the reduction of the number of on street spaces. This made the parking problem worse for the businesses.

**General Issues:**

- There are no municipal surface parking lots that the businesses can use or rely on.
- Private lots exist, but some property owners have been reluctant to share parking.
- Busy times in the 300-400 block is 11AM to 3PM (Lunch hour) and from 5pm to 9pm for the dinner hour. This is year-round Monday through Saturday. Businesses are generally closed on Sunday. In winter, parking can be worse due to temporary snow storage prior to the city trucking out the snow.
- There is no landscaping, trees, street furniture, or plantings. The city is removing all rose bushes due to lack of maintenance by the city.
- City once installed benches, but they did not have arms so people would lie down in them. Then, the city came and took the benches away due to complaints.

- SHPO wouldn't allow trees.

### **Meter Issues:**

- The new meters are solar powered, so they don't work well in the winter. If one is not working, people are supposed to go across the street to use the other one. This is not intuitive, nor do signs exist indicating this. Also, this proves difficult for elderly/disabled drivers.
- Parking regulations are strictly enforced by City. Tickets are extremely expensive and discourage people from visiting shops.
- The meters only accept coins and credit cards. They do not accept dollar bills.

### **Surface Lots:**

- Barbieri's (330 North Salina Street) owns all of buildings along this street. He uses the surface lot on Pearl Street and has signs indicating which spaces are his. He owns the diner on the corner, which is busy late at night 10pm to 2am and from 5am to 8am. He is willing to sell spaces to other business owners and currently does so with a bar across the street in the 300 block.
- Empower Federal Credit Union building has a nice surface lot, but they currently do not rent or share any of the spaces. They will tow away any illegally parked cars. The lot is empty after 5pm.
- New apartments on east side of 400 block rent for \$1,200 month and have parking behind buildings

### **Street Parking:**

- 300 + 400 Block North Salina Street Northbound Only restricts parking from 3:30 to 6pm to allow for downtown employees to more easily drive to the Route 81 ramp.
- 15 cars maximum in 400 block due to widened sidewalks. Would like to have angled parking and one way direction toward Little Italy from downtown.
- There is no parking along the triangle in the 400 block. Buildings along North State by Butternut are being renovated. Parking okay now, but will likely become an issue soon.

### **Salt Street:**

- Salt Street provides free parking and regulations are not enforced like North Salina Street. There are alleyways that cut to North Salina Street.
- Many downtown employees park there during the day because it is free and walk to work.
- Regulations limit parking to only one side of the street for fire department access. However, this is hardly ever enforced and illegal parking occurs and existed at the time of the visit.
- One suggestion is to reserve spaces for employees in the block and residents in the block.
- The same owner of Empower Federal Credit Union owns surface lots behind Salt Street. Currently, these lots are not being shared with other businesses.
- One of the buildings includes 8 apartments (many residents don't drive) and an empty bar downstairs that is currently being renovated.
- Loading zone space should also be designated and enforced



- Some back up spaces exist near the credit union. People park incorrectly. There are no signs explaining how to park.

**Hospital:**

- Businesses can't solicit and send menus to the hospital.
- Staff is entitled to two 15 minute breaks and one 30 minute lunch break. Most eat at their cafeteria and few take an hour for lunch and visit little Italy.



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**Near Northside Parking and Wayfinding Study  
Restaurant Focus Group Meeting  
September 8, 2010 (8:00 a.m. to 9:30 a.m.)  
The Assisi Center @ 800 North Salina Street**

**Attending:**

Mike Alexander, Syracuse Metropolitan Transportation Council  
Meghan Vitale, Syracuse Metropolitan Transportation Council  
Kevin Kosakowski, Syracuse Metropolitan Transportation Council  
Jonathan Logan, Northside Collaboratory

**Meeting Notes:**

The purpose of today's focus group was to hear mainly from the owners of the restaurants along North Salina Street. Unfortunately no restaurant owners came to the meeting. Due to the lack of restaurant participants SMTC staff instead had an informal conversation with Mr. Logan from the Northside Collaborative. A brief bulleted summary of topics discussed are listed below:

- Discussion was had on the large vacant lot labeled HH and GG on the map. This large corner lot on the corner of the North Salina Street (the 600 block) and Division Street is of interest to a developer. Recently City Hall sat down with Mr. Logan and other Northside constituents and discussed potential plans for this corner lot. There is the desire for a curb cut on North Salina Street as well as a desire to potentially demolish the building next door, which is currently for sale. This is of concern to the constituents. The ideal project would not demolish the building. The use concepts and design proposals would only occupy a small amount of land. Which poses the question of whether or not this would be an ideal development for this particular parcel of land. Currently this development proposal has gone no farther than city hall.
- The lot across from Freedom of Espresso along Pearl Street is a lot that is currently undergoing green infrastructure updating by the county.
- Lot H on the map is maintained by the City but owned by the State.
- Biscotti's located within the 700 block of North Salina Street gets the most traffic in and out of the store within that area.
- The restaurants are mainly located along the 300 to 500 blocks of North Salina Street.

- The Central Restaurant Supply Store gets a fair amount of traffic and also owns a few parcels immediately around their store. Lot “CC” on the map Jonathan believes is owned by the Central Restaurant Supply Store and unfortunately just sits there not really being used.
- The CYO usually has many things going on and Jonathan is not sure if they may need more parking.
- The Assumption Church currently lets people use their lot informally. If the lot were to be more readily used Jonathan believes the church would want to have a more formal agreement in place. The church may be willing to sharing their lot.
- Mr. Logan has heard from the owners of Jacobsen’s Rugs that Salt Street can get over flown with parking.
- According to Mr. Logan the land on the corner from North Salina Street back to State Street is nearing the end, or is at the end, of a 20-year lease with McDonald’s. Years ago McDonald’s was going to build there but did not, yet it honored its lease agreement with the landowner for all these years.
- 109 and 111 Catawba are being torn down and will be included for parking with 801-813 North Salina Street (a dentist office with mixed use residential development possibilities.)
- 758 North Salina Street (Lazy Bones Laundry Service picks up and drops off its deliveries so there is little traffic/parking now). However, they may be closing. If a new laundry service comes in it might be open to the public and thus cause parking issues.





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**Near Northside Parking and Wayfinding Study  
Retail Focus Group Meeting  
September 9, 2010 (8:00 a.m. to 9:30 a.m.)  
The Assisi Center @ 800 North Salina Street**

**Attending:**

Mike Alexander, Syracuse Metropolitan Transportation Council  
Meghan Vitale, Syracuse Metropolitan Transportation Council  
Kevin Kosakowski, Syracuse Metropolitan Transportation Council  
Jonathan Logan, Northside Collaboratory  
Anthony Eiland, Barbershop at 517 North Salina Street  
Mike Glynn, Rocky's News  
Damian Vallelanga, Lock 49

**Meeting Notes:**

The purpose of today's focus group was to hear mainly from the owners of the retail establishments along North Salina Street. Prior to hearing from those present Mr. Alexander and Ms. Vitale showed a short PowerPoint presentation. Ms. Vitale explained who the SMTC is and what the SMTC does. Then Mr. Alexander went over specifics about the Near Northside Parking and Way finding project. After completing the power point an open discussion took place with those present. Retail establishment representatives present at the meeting were from 447 North Salina Street, 517 North Salina Street and 745 North Salina Street. A bulleted summary of topics discussed are listed below:

- Mr. Eiland works at the barbershop at 517 North Salina Street. There is a lack of parking for his employees and his customers. Currently the employees and the customers use the limited metered parking spaces. He and the other employees often get tickets as they are often working or getting their hair cut when the meter expires. The current hours of operation for the barbershop are from 10 to 6 Monday - Saturday. The busiest time is from 1 to 6. The restaurant on the same block (Francesca's) takes up a lot of the block. This forces his customers to then have to park farther down the block. From 1:00 on is when the restaurant causes the most parking conflicts. Besides the restaurant, the barbershop is open the latest on the block. The barbershop employs 3 people and also at any given time at least 9 people are getting haircuts or shopping in their clothing and shoe portion of the barbershop. Those shopping spend roughly a ½ hour in the store while those receiving haircuts spend about on average 45 minutes at the barbershop. The barbershop receives a lot of foot traffic as well as quite a few customers who drive to the shop. Mr. Eiland's main concern is parking for the

employees of the barbershop. Finding a place where they can park and do their job without worrying about getting a ticket because they lost track of time as they work.

- Mr. Vallelonga, who works at Lock 49 at 745 North Salina Street, said that Lock Alley behind the store could fit about 10 cars. Not that many people know the alley parking is available. There are a decent amount of on-street parking spots available on the 700 block of North Salina Street. Clients/customers tend to park in the street.
- Mr. Glynn, from Rocky's News at 447 North Salina Street, felt that there is no problem with getting walker's around and about but that there is definitely a lack of parking. The 400 block of North Salina Street in Mr. Glynn's opinion seems to get a lot of parking tickets. Around lunchtime there is no available parking. Mr. Glynn said that Salt Street immediately behind the 400 block of North Salina Street is used often for employee parking. He believes that when the 400 block of the street fully develops and there are additional tenants, employees and customers there will not be enough parking. There is currently a lot at 801 North State Street, which is either a city owned lot or owned by an insurance company on the 500 block of North Salina Street, where some people park there cars.
- Those present felt that the intersection where North Salina Street, Butternut Street and State Street all merge is not very pedestrian friendly and either is the triangle immediately across the street from the 400 block of North Salina Street. A suggested solution was to make brick crosswalks.
- Rocky's News has about 14 employees. It is estimated that 3 or 4 cars at any one time may be employee's cars. Sometimes if there is no room on Salt Street the employees park temporarily in Learbury's parking lot to the South or on North Salina Street. Unfortunately if they park on the street then they take away customer spots. Learbury's lot to the North is restricted and therefore it is not allowed to be used by anyone but Learbury related entities.
- The apartment space on the 400 block of North Salina Street according to Mr. Glynn is about 50% occupied.
- Rocky's is a 24-hour operation and is busiest from 3 to 8 in the afternoon and even more specifically 3 to 6. Also, 9 to noon is another very busy time period. There is often a lot of foot traffic during these time periods. There is currently no parking along the western edge of the triangular park on the 400 block of North Salina Street from 3:30 to 6 in the evening. Changing this, in Mr. Glynn's opinion would be great. At one point Pearl Street used to have 30 minute free parking, which now has been reduced to 10 minute free parking. Something similar on the 400 block of North Salina Street would be welcomed because Rocky's News customers do not need much time.
- Francesca's and Asti's are two restaurants that accumulate a lot of parked cars in the 400 block of North Salina Street. Any parking lots would be welcomed. Finding a place to park that does not take away building frontage was brought up.

- Mr. Glynn suggested looking at taking North State Street between Butternut Street and North Salina Street and closing it off to traffic and making it into a parking lot of sorts. The problem is there is limited room for parking on the 400 block of North Salina Street. Learbury controls two large parking lots behind the 400 block and does not allow anyone to park there. Priority is given to cars entering onto I-81 takes away from the pedestrian environment. Pedestrians crossing State and Salina Street immediately in front of the 400 block of North Salina Street have quite the challenge.
- Around 12 to 12:30 is when the 400 block is most congested according to Mr. Glynn.
- Mr. Glynn asked if there has been ever any talk of placing diagonal parking on the 400 block. Though it may add more spots, the time it would take to do any construction though would unfortunately be bad for business. Mr. Glynn felt it was important, if increased pedestrian traffic is desired in the future, that the residential areas surrounding North Salina Street improve.
- Mr. Glynn noted that since the new sidewalk the customers that once double-parked to run in and get something from Rocky's news are now unable to do that.
- Mr. Glynn suggested closing a portion of State Street south of the triangle block and using it for parking. This could also help facilitate pedestrian movements as this is a skewed intersection that is difficult to cross. A similar suggestion was made for one of the onramps to Route 81.
- There are no parking meters (free parking) in the 800 and 900 blocks.





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**Near Northside Parking and Wayfinding Study  
Business Focus Group Meeting  
September 16, 2010 (8:00 a.m. to 9:30 a.m.)  
The Assisi Center @ 800 North Salina Street**

**Attending:**

Mike Alexander, Syracuse Metropolitan Transportation Council  
Meghan Vitale, Syracuse Metropolitan Transportation Council  
Kevin Kosakowski, Syracuse Metropolitan Transportation Council  
Jonathan Logan, Northside Collaboratory  
Don Knight, Keegan-Osbelt-Knight Funeral Home  
Patricia Knight-Scholl, Keegan-Osbelt-Knight Funeral Home  
Dick Dulasky, Dick's Collision

**Meeting Notes:**

The purpose of today's focus group was to hear mainly from the owners of businesses along North Salina Street. Present at the meeting beyond SMTC staff was Dick Dulasky of Dick's Collision at 931 North Salina Street and Don Knight and Patricia Knight-Scholl of Keegan-Osbelt-Knight Funeral Home at 900 North Salina Street.

The meeting began with an informal discussion over everyone's concerns and issues relating to parking along North Salina Street in general. A concern of Mr. Knight was that people who have privately owned parking lots, like him, should not have parking lots that are being used by others unless the city is willing to give a tax break or if other businesses are willing to pay for the space. If he were compensated he would be open to allowing anyone to park in his lot. Mr. Dulasky, on the other hand, felt he would not be as inclined to allow others to park on his property due to liability issues.

There was a general feeling amongst those present that the 900 block of North Salina Street currently has less parking than before the streetscape improvements. One of Mr. Dulasky's biggest concerns has been the amount of tickets that he has had to pay. He has paid approximately \$300 dollars in tickets. It was noted that the tickets in the 800 and 900 blocks are not for expired meters because it is free to park there. Beyond that concern Mr. Dulasky said it is very challenging to back out of his garage because it is tough to see.

The general feeling was that the angled parking and new signs have caused spots to be lost. Mr. Dulasky owns numerous properties; both residential and commercial adjacent to Dick's Collision that need parking (about 20 spaces based on current occupancy levels). There is a fire zone near his building that reduces parking. He is in need of better space than he currently

has so that he can park his customer's cars somewhere better after they are worked on. His current situation is not ideal enough.

Meanwhile, the funeral home has reduced parking, 2 spots in fact, due to the inability to park on the corner on North Salina Street in front of the funeral home. Currently the funeral home has a 'gentleman's agreement' with Assumption Church and they use their parking lot as an overflow parking lot when they get busy. Ms. Knight-Scholl feels it would be interesting to investigate how many accidents and/or tickets have occurred since parallel parking has been taken away. Ms. Knight-Scholl has felt that there has been a lot of anger going around because of the current parking. Mr. Knight feels that the KISS method (Keep It Simple Stupid) is the best approach to solving issues. They feel the city needs to enforce what they have now with regards to codes and to come through and clean and add more trashcans.

At this point in the meeting Ms. Vitale and Mr. Alexander took some time to go over the PowerPoint presentation to introduce the SMTC and what the SMTC does. They also went over the specifics of the Near Northside Parking and Way finding Study.

When asked by Mr. Alexander when their businesses were the busiest the answers were as follows: For the funeral home they stated that their busiest hours would be their calling hours which are generally 4-7, 4-8 or 5-8 depending. Then in the morning is when the funerals take place. Depending upon who has passed away will determine how busy they are. Every day is different. As for Dick's Collision their busiest time is anywhere's from 8-5 or 8-6 Monday through Friday. On weekends there are no vehicles in any lots or in the street that have to do with his business.

Mr. Knight generally is concerned about people just parking in lots when they are not public lots. Everyone felt if public lots were to be developed one block is probably the maximum distance customers would be willing to walk to get to their destination.

Dick's Collision has 4 or 5 employees. According to Mr. Dulasky, 15 cars can fit behind the building. Mr. Dulasky owns numerous properties adjacent to his business and has limited space around those properties to park. He feels that the street needs to be narrowed and the city needs to get rid of the parking meters. The angled parking spaces don't maximize space and there is a need to reevaluate the parking. Maximization of the parking by eliminating all the dead spots is what is needed.

Mr. Logan threw out the idea of what if parking tickets were thrown out if the person receiving the ticket could prove with a receipt that they were on North Salina Street visiting a business. The street tickets occur worst from 9-3. Because currently there are no parking meters on the 900 block of North Salina Street the tickets are usually because people are missing license plates, they are parked over the line or are parked wrong.

Mr. Dulasky when asked how many spots would he ideally like to have to satisfy the need of all the buildings he owns. He felt that 20 spots would be ideal. Currently, Mr. Dulasky has right next door to his business 4-second floor apartments that are fully occupied. Other ideal solutions to the parking problem Mr. Dulasky had were trolley cars. In the long-term trams and for the short-term converted Centro buses could be used to transport people up and down Salina Street. More grand ideas would be a subway tunnel or boats Mr. Dulasky felt. In all, Mr.

Dulasky feels businesses are leaving because there is a lack of businesses and there is a lack of businesses because there is a lack of parking.

The meeting ended at approximately 9:45.





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**Near Northside Parking and Wayfinding Study  
Office/Non-profit Focus Group Meeting  
September 16, 2010 (6:00 p.m. to 7:30 p.m.)  
The Assisi Center @ 800 North Salina Street**

**Attending:**

Mike Alexander, Syracuse Metropolitan Transportation Council  
Meghan Vitale, Syracuse Metropolitan Transportation Council  
Kevin Kosakowski, Syracuse Metropolitan Transportation Council  
Jonathan Logan, Northside Collaboratory  
Kathleen DiScenna, DiScenna Travel  
Gary Morris, G & R Real Estate  
Regina Morris, G & R Real Estate

**Meeting Notes:**

The purpose of tonight's focus group meeting was originally set up to hear from the office/non-profit owners along North Salina Street. But, due to the lower than expected turn out at the previous three focus group meetings, this meeting was also open to any business or entity along North Salina Street that was not able to make it to the other meetings. Present at the meeting beyond SMTTC staff was Kathleen DiScenna of DiScenna Travel at 415 North Salina Street and Gary and Regina Morris of G & R Real Estate at 761 North Salina Street.

The meeting began with an informal pre-meeting discussion with Ms. DiScenna. A general discussion about parking took place. Ms. DiScenna discussed how she felt people needed more than the 2-hour parking meter limit. She felt it would also be great if there were a 15-minute express area to park. She has found that some workers along North Salina Street tend to continuously feed the meters and unfortunately never move their cars, which is a problem. Ms. DiScenna, being a member of the North Salina Business Association, provided staff with a lot of past insight as well. She mentioned she and others were told that the reason the parking meter stations do not except dollar bills is because of the winter weather and the effect it could have on that mechanism. She also informed staff that back when Mayor Driscoll was in office, he proposed that parking along North Salina Street be free from 11 to 2. Apparently this proposal was shot down by the City's Parking Bureau at the time who said that if free parking was enacted during that time period it would take a way a large portion of the Bureau's income because that is when they make their most money from tickets.

At this point in the meeting Mr. & Ms. Morris arrived and due to their tight schedule Mr. Alexander and Ms. Vitale decided to go over the power point presentation. Ms. Vitale discussed what the SMTTC is and does while Mr. Alexander went over the specifics of the Near

Northside Parking and Way finding study and how we got to where we are today. After reviewing the PowerPoint presentation Mr. Alexander went over the maps produced and the specifics. Upon review of the maps Mr. Morris mentioned that he felt the vacant lot now in place of the building that was just torn down on State Street would serve as a good parking lot.

Mr. Morris also shared with staff his opinion on the angled parking. He felt that the parking should be more like Philadelphia and reverse the parking spots so that you pull in versus back in. As it currently stands those trying to back into the angled parking spots block traffic behind them. Mr. Morris shared with staff a diagram he found that describes the type of parking he would like to see. Ms. DiScenna mentioned that the reason she thinks that it wasn't reversed was because backing out into traffic would be dangerous.

The Morris's have 1 employee and at any one given moment they can have 3 clients present at their establishment. The Morris's currently park on the side while they are uncertain as to where the new employee will park. Meanwhile, Ms. DiScenna business employs her and her mother in law. They each have a car. At any one given moment they can have 4 or 5 people in their establishment. Ms. DiScenna had mentioned that Learbury's parking lot is usually open after 6:00 at night, yet they do not want anyone in their lot. She feels that one of the solutions to the parking problem would be to convert Sniper Park, or at least part of it, into a parking lot. In Ms. DiScenna's opinion the section of North State Street between Butternut and North Salina Street should be a one-way street going north.

Mr. Morris's solution to the parking problem would be to eliminate the Butternut Street on-ramp to I-81 and force people onto State Street to enter from there instead. Forcing them to enter onto State Street would allow the current Butternut Street on-ramp to now be an extended portion of the current parking lot that sits immediately east of the on ramp. According to Mr. Logan, that parking lot on the corner of Butternut Street and State Street is currently owned by the state and the city is given the permission to lease parking permits to anyone who wants one. The parking lot is loosely enforced. If eliminating the Butternut Street on ramp, the entrance to Pearl Street off of North Salina Street would need to be better defined and more enhanced signs would need to be put there to inform people that there is an entrance to I-81 off of Pearl Street. Directing more people to Pearl Street would hopefully reduce the congestion on North Salina Street during those times that people are looking to simply get on I-81. Pearl Street would need to be widened in turn to accommodate the increase in traffic in Ms. DiScenna's opinion.

Mr. Logan would find it interesting to see the traffic patterns of the emergency vehicles from the hospital and from the Danforth Street fire house overlaid onto the map. Mr. Logan's theory is that after the new emergency wing of St. Joseph's Hospital is complete that the emergency vehicles will now use Butternut Street instead of Laurel Street.

Another suggestion by Ms. DiScenna to eliminate the parking problem would be to have a valet service. The Morris' felt that this approach wouldn't work because people wouldn't be open to giving up their keys, but Mr. Morris felt that the solution would be to have Centro do a Northside loop or a Park and Ride service that would bring people through North State Street, down North Salina Street, over to the Hospital and back to North State Street. Ms. Morris mentioned that the Park and Ride service worked well when the University had one at the

Regional Market. They feel the key time to have this Northside loop would be from 11:00 to 3:00.

Another solution mentioned was to get rid of the parking meters. The only problem with that as mentioned by the Morris' is that people will look to hoard a spot and stay in it for two weeks like a person they witnessed has already done.

Ms. DiScenna toward the end of the meeting provided staff with a multitude of miscellaneous thoughts and ideas and they were as follows:

- She expressed concern over Pearl Street being too narrow, congested and a problem area.
- She informed staff that Barbieri's currently owns the large parking lot on the northeast side of Pearl Street. Barbieri's and the owner of The OC at 319-25 North Salina Street have an agreement that the OC clientele can park in that lot at night.
- Her opinion is that if the new campus additions at St. Joseph's Hospital cause Laurel Street to no longer be open to traffic, she feels that this would cause the lower end of North Salina Street to lose out on business.
- The lower end of North Salina Street, specifically 417-19 has just been purchased by two men who want to open a real estate business. They know people who are interested in 423-25 as well.
- Back in the day Learbury's according to Ms. DiScenna allowed people to use their lot but that deal unfortunately died.

Mr. Alexander encouraged Ms. DiScenna to spread the word about the study and let people know that there will be public meetings in the future. Also anyone Ms. DiScenna talks to that is interested in the study can email Mr. Alexander.





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**Near Northside Parking and Wayfinding Study  
Study Advisory Committee (SAC) Meeting  
November 23, 2010 (2:00 p.m. to 3:30 p.m.)  
SMTC LL Conference Room**

**Attending:**

James D'Agostino, Syracuse Metropolitan Transportation Council  
Mike Alexander, Syracuse Metropolitan Transportation Council  
Meghan Vitale, Syracuse Metropolitan Transportation Council  
Kevin Kosakowski, Syracuse Metropolitan Transportation Council  
Dominic Robinson, MDA/Northside Collaboratory  
Jonathan Logan, Northside Collaboratory  
Paul Mercurio, City of Syracuse Department of Public Works

**Meeting Notes:**

The purpose of today's SAC meeting was to review the existing parking conditions for the Near Northside Parking and Wayfinding study and to discuss the next steps.

Mr. Alexander delivered a PowerPoint presentation to those in attendance. The presentation touched on existing parking and wayfinding conditions along and around the North Salina Street Corridor. Data in regards to parking type, occupancy, and location as well as existing pedestrian amenities was reviewed to help paint a complete picture of the conditions along and around the corridor.

Throughout and after the presentation those in attendance asked questions and discussed the findings. Mr. Robinson asked how staff delineated a true parking lot from a lot that should not be used as a parking lot, but is being used as one anyways. Mr. Alexander expressed that those types of parking lots were counted and analyzed but the spaces identified with "unofficial lots" were not included in the total count of spaces for the entire area. An area was considered a parking lot if it contained signs designating it as such or if it was paved and striped. In some cases the decision was made based on a subjective assessment. They were identified simply as open space with the potential for being a parking lot. Estimates of how many cars could park there were also provided. (An example of this type of situation is on the southwest corner of the 600 block of North Salina Street, where cars are parked in an open vacant lot that technically is not a parking lot.)

Mr. Robinson went on to ask if the 203 non-metered parking spaces (i.e., odd/even parking along the side streets), could actually be cut in half. Those 203 non-metered parking spaces

are odd/even spaces and at no time will all 203 spaces be available at the same time. This statistic should be clarified a bit more so as to not be misleading.

Mr. Alexander explained to those in attendance an interesting finding that in some cases the new angled parking may actually provide less parking. This would need to be investigated further, block by block. The number of angled spaces could be fewer for a variety of reasons including curb cuts, width of the spaces (12'), the widening of sidewalks in this area, and fire hydrant spacing needs. Mr. Mercurio and Mr. Robinson both requested that this claim to be further substantiated. This conclusion will be important if the DPW considers additional changes from parallel to angled parking throughout the City.

Mr. Robinson informed the group that the Dunkin Donuts proposal for the vacant lot on the southwest corner of the 600 block of North Salina Street is still on the table. He also mentioned that most of the findings presented in the PowerPoint presentation by Mr. Alexander are on par with what both he and Mr. Logan hear all the time from business owners in the Near Northside.

Discussion on what the next logical step for this project should be took place. The SMTC recommended that the project be put on hold until the St. Joseph's parking study is completed and their strategic plan is released to the public. Proceeding with the current parking and way finding study with these pieces missing would prove challenging. It is also still not clear what final outcome is ultimately desired. The original scope is too narrow with all these new variables. There is too much going on with the hospital and there are too many unanswered questions to proceed further with the study as originally scoped.

Mr. Robinson mentioned that the C&S parking study for St. Joseph's should be available for the hospital's internal review next week.

It was suggested by the SMTC staff that findings from this study be utilized in the future study that the City has tentatively proposed for the SMTC's next UPWP. The City is considering submitting an application for a Near Northside Transportation and Land Use Study. By the time that study gets underway, St. Joseph's and the project sponsor will have had time to strategize their next steps and the current parking and wayfinding study information could then be utilized in the future transportation and land use study. Mr. D'Agostino mentioned that the inclusion of a Near Northside Transportation and Land Use Study in the next UPWP would depend, in part, on how the City prioritizes this study among the other proposals it may submit. It was recommended that the City and Center State CEO jointly support the city's Northside Transportation and Land Use Study.

Mr. Robinson stated that Center State CEO considers this a high priority. Mr. Robinson suggested showing further support for continuing the Parking and Way finding by getting people to sign a letter of support.

Mr. Logan expressed his concern over whether or not the information gathered in this report would go to waste if the study was suspended/discontinued. The SMTC staff stated that the information gathered would be available to anyone in the future to use for planning analysis.

It was noted that any future study done by the SMTC needs a more well-defined and concise scope of work from the start. Mr. Robinson and Mr. Mercurio both felt that before suspending or closing the study that they would like to see the report provide action items. For example,

how to implement shared parking and the benefits or an analysis of the inclusion of angled parking in other blocks. The SMTC staff noted that it is important that the SAC members review the material and provide feedback and their own recommendations as well. Those present were encouraged to review the technical memorandum and provide comments by December 7, 2010. The SMTC will mail the draft tech memo to SAC members that did not attend the meeting.

With regards to the future proposed Northside Transportation and Land Use Study, Mr. Mercurio recommended that the SMTC staff sit down with the city and others around the table to better define a scope. The SMTC has the knowledge of the existing conditions due to all the analysis that was done with this current report. The goal is to come up with a more concise scope of work right from the start. This meeting has been scheduled for Monday, November 29<sup>th</sup> at 1:00 p.m. at the SMTC office.

This meeting was adjourned at approximately 3:45 p.m.



## Appendix C – Photo Log





No Parking Allowed on Salt St. Closest to Buildings (i.e., Fire Lane)



Cars Parking for Extended Periods Within Load/Unload Zone on Salt Street



Parking on Sidewalk





N. Salina St. - Should Be Backed In Parking Only



Salt St. - Should Be Parked Parallel



N. Salina St. - Parking Not Allowed





Parking in Alley



Parking in Alley



N. Salina St. - Parking Lots Next to Buildings



Unused Alley Connecting Salt St. to N. Salina St.



Unimproved Lot Used for Parking  
on the 600 Block of N. Salina St.



## PRIVATE PARKING LOT SIGNS (NO SHARED PARKING)

### NEAR NORTHSIDE PARKING & WAYFINDING STUDY





N. Salina Street



N. State Street





N. State Street Sidewalk



E. Division Street  
Sidewalk w/ Tall Weeds



E. Belden Ave. Sidewalk



E. Division St. & N. Salina St. Intersection  
(Lack of Crosswalk)



Weeds in the N. Salina Street Sidewalks



Lacking Pedestrian Ammentities on Salt St.



Part of a Post Left in the Sidewalk