

Erie Canalway Trail

Syracuse Connector Route Project



Part I Document

June 2013



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Erie Canalway Trail – Syracuse Connector Route Project

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EXECUTIVE SUMMARY

Introduction

As part of the 2011-2012 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the *Erie Canalway Trail - Syracuse Connector Route Project* (Erie Canalway Trail Project) on behalf of the City of Syracuse. The intent of the Erie Canalway Trail Project is to re-establish a working group of interested agencies to continue discussions on how and where to locate the Erie Canalway Trail through the City of Syracuse with connections to existing sections of the Erie Canalway Trail in the Towns of Camillus in the west, and DeWitt in the east. Locally there has been a renewed interest in completing this “Syracuse segment” of the Canalway Trail. This project leverages that renewed interest, and reinitiated discussions to develop an implementation plan for completing the Erie Canalway Trail through the SMTC Metropolitan Planning Area (MPA).

Project Organization

The study has been separated into two components, Part I and Part II. Part I examines the existing unsigned, on-road Erie Canalway Trail routes noted on the Parks & Trails New York (PTNY) web site, the route included in the guide *Cycling the Erie Canal: A Guide to 400 miles of adventure and history along the Erie Canalway Trail*, and the route utilized each July for the Cycling the Erie Canal (CEC) Bike Tour. (See Map 4-1.) Part I of this project included the examination of these routes to determine if alternate roads and/or improvements can be made to the current on-road route, such as incorporating roadways with existing bike infrastructure (bike lanes), minimal traffic, etc. The ultimate goal has been to develop a short-term on-road, signed route that will be utilized until a permanent off-road route is developed and put into place. Part II, the permanent Erie Canal Trail route, will examine routing for the Erie Canalway Trail between the current western terminus of the Canalway Trail in the Town of Camillus and eastern terminus in the Town of DeWitt. The intent of the permanent route is to work toward developing a route that is off-road, to the extent possible and desired, as the Erie Canalway Trail across NYS is intended as an off-road, relatively flat route.

This document, Part I of the Erie Canalway Trail Project, focuses on the short term route -- the existing unsigned on-road Erie Canalway Trail route. Following acknowledgement of Part I by the SMTC Planning and Policy Committees, work on Part II will commence.

Study Area

The study area for the overall *Erie Canalway Trail Project* is the large gap (Syracuse Gap) that exists at the current termini of the Erie Canalway Trail within Onondaga County, between the Erie Canal Park in the Town of Camillus and the Old Erie Canal State Park in the Town of DeWitt; approximately 12–15 miles. The Study Area for Part I of this project focuses on the current unsigned on-road Erie Canalway Trail route shown on the Parks & Trails New York (PTNY) Trail Finder website (<http://www.ptny.org/Traillfinder/Default.aspx>). Map 1-1 shows the overall study area for the project.

Erie Canalway Trail Users

In an effort to develop the most appropriate routing plan for the Erie Canalway Trail through the SMTC MPA, the identification of a target group of potential users of the Syracuse Gap trail is important. The target group for the overall project (i.e., Part II, the permanent route) includes people of all ages and abilities, ranging from a wide variety of bicyclists (commuter, recreational, families with children on bikes) to a wide variety of pedestrians (including wheelchair users, parents pushing children in strollers, joggers). Although the target group includes both bicyclists and pedestrians of all ages and abilities, ensuring that each of these user-types is accommodated during Part I of the project is challenging. The aim of Part I of the project is to determine if alternate roads and/or improvements can be made to the current on-road route, such as incorporating roadways with existing bike infrastructure (bike lanes and shared-lane markings, for example), until a permanent off-road route is developed and put into place.

Public Involvement

A Public Involvement Plan (PIP) for this study was created with the purpose of involving the public throughout the planning process, and included a Study Advisory Committee (SAC), Working Group and Stakeholders list. The SAC met four times during the Part I planning process. The first public meeting was held in July 2012 to introduce the project to the public. Approximately 20 people attended the kick-off public meeting, where attendees were asked to draw their ideal route for the Erie Canalway Trail route on large maps. The SMTC held one Working Group meeting in November 2012 to provide additional insight into the short term on-road Erie Canalway Trail route.

Background

The notion of “closing the gap” in the Erie Canalway Trail in Central New York has been discussed for several years. Various documents completed in the past along with a “Friends of the Canalway Trail” (FOCT) group formed several years ago, provide a supportive background to the *Erie Canalway Trail – Syracuse Connector Route* project, and are summarized in the Part I document. To inventory the Syracuse Gap, the SMTC gathered and examined the following: various Geographic Information System (GIS) mapping files, information from other pertinent on-going projects (City of Syracuse Bicycle Infrastructure Master Plan, SMTC Bike Corridor Study), survey results from the annual Cycling the Erie Canal event, and survey results from an SMTC Erie Canalway Trail survey.

Development of Potential Routes

To develop potential short-term route options, the on-road suggestions from the July Public Meeting were carried forward for review during the November 2012 Working Group meeting. The group discussed making changes to the on-road unsigned PTNY Trail Finder route, reviewed the on-road suggestions noted on the July Public Meeting maps, and also shared routes they had used to traverse the trail between Camillus and DeWitt. The Working Group also discussed the desire for pedestrians to be accommodated as much as possible by the route. The SMTC shared background information gleaned from the July 2011 CEC survey, as well as from the SMTC Erie Canalway Trail surveys gathered and reviewed through September 2012. The group was also made aware of other on-going projects, and information gathered through them (the Syracuse Bike Infrastructure Master Plan and the SMTC’s Bicycle Commuter Corridor Study).

Working Group participants were asked to focus on potentially “easy to implement” bicycle accommodations, such as bike lanes, sharrows, wide shoulders and simple signage; as well as to focus on accommodations that could be installed in the near-term. Working Group participants came up with three route options for Part I of the project. All of the Working Group route options utilize Milton Avenue and Erie Boulevard in the West, and follow Water Street in the City of Syracuse.

The SAC met in March 2013 to review the Working Group suggestions. The SAC discussed potential upcoming City of Syracuse projects, which could positively affect the on-road Erie Canalway Trail route, as well as an “Areas of Concern” map (see Appendix), created following fieldwork along the then-used unsigned on-road route in October 2011. The SAC then developed a preferred route which includes two options in the western portion of the City of Syracuse, as well as two options for leaving the City of Syracuse in the east.

Preferred Routes

The SAC determined a preferred route with options for Part I of the Erie Canalway Trail project using potential routes provided by the Working Group, along with information provided through the Bike Corridor Study Working Group sessions, background information, and upcoming City of Syracuse projects. Map 5-3: West, Central, and East (attached) shows the Phase One- Suggested On-Road Route Options.

Suggested bike treatments, pedestrian options, and road owners for the preferred route of the Part I On-Road Erie Canalway Trail are found in the document, in Table 5-1. It is anticipated that the Canal Corporation will provide Erie Canalway Trail trailblazers to the appropriate entities for installation following acknowledgement of this Part I report, and when the entities are ready to post signage. The signs are expected to include directional arrows with the word “TO” above the trailblazer emblem (see examples, right).



Trailblazer signs at Erie Canalway Trail, Lenox Basin (Wampsville, NY)

Please Note: Part II of the *Erie Canalway Trail – Syracuse Connector Route* project, the examination of an off-road route (to the extent possible and desired) for the Erie Canalway Trail, will commence June 2013.

Erie Canalway Trail – Syracuse Connector Route Project

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June 2013

1.0 Introduction

1.1 Overview

As part of the 2011-2012 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) has agreed to complete the *Erie Canalway Trail - Syracuse Connector Route Project* (Erie Canalway Trail Project) on behalf of the City of Syracuse.

The intent of the Erie Canalway Trail Project was to re-establish a working group of interested agencies to continue discussions on how and where to locate the Erie Canalway Trail through the City of Syracuse with connections to existing sections of the Erie Canalway Trail in the Towns of Camillus in the west, and DeWitt in the east. Locally there has been a renewed interest in completing this “Syracuse segment” of the Canalway Trail. This project leverages that renewed interest, and reinitiated discussions to develop an implementation plan for completing the Erie Canalway Trail through the SMTC Metropolitan Planning Area (MPA).

This project also complements the SMTC study effort currently underway as part of the Bicycle Commuter Corridor Study, requested by the New York State Department of Transportation (NYSDOT), as well as the City of Syracuse’s Bicycle Master Plan, currently being developed. Implementation of this study’s recommendations for subsequent detailed design studies and other improvements are at the discretion of the facility owner (i.e., NYSDOT, Onondaga County Department of Transportation, the City of Syracuse, local towns, and local villages).

1.2 What is the Erie Canalway Trail?

The Erie Canalway Trail across New York State is primarily a recreational, off-road trail, designed as a multi-use or *shared use path*¹ that follows both active and historic segments of the Erie Canal between Buffalo and Albany, NY.

A work in progress, 75% of the off-road statewide trail is in place (277 miles of the 361-mile trail are open to the public), and when finished, it will become the longest, continuous intrastate multi-use trail in the United States.² The majority of the existing off-road Erie Canalway Trail is stone dust, and mostly level with an average grade of 1%,

“Shared use paths are physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. They may be used by bicyclists, pedestrian, skater, wheelchair users, joggers, and other non-motorized users (for the most part). Most *shared use paths* are designed for two-way travel.”

¹ American Association of State Highway and Transportation Officials, Guide for the Development of Bicycle Facilities, 4th Ed., 2012, p. 1-4.

² Canalway Trail Association New York in collaboration with Parks & Trails New York, *Closing the Gaps: A Progress Report on the Erie Canalway Trail 2012*, Executive Summary, p. 2.

since it primarily follows canal and rail corridors. (There are a few steeper grades and hills, climbs greater than 400 feet, mostly in the Mohawk River Valley)³

Bicycling, walking and cross-country skiing are allowed on all sections of the Erie Canalway Trail. Some segments are suitable for in-line skating, and other uses vary by location.⁴ Within the SMTCC MPA, snowmobiling is allowed on the existing section of the Old Erie Canal trail from Warners Road in Camillus heading west towards Port Byron. (This trail is constructed of crushed stone.) Snowmobiling, along with horseback riding is allowed along the Old Erie Canal State Park Trail in DeWitt, heading east toward Rome. (This trail is also crushed stone.)



A runner along the Erie Canalway Trail (Town of DeWitt)

1.3 Project Organization

The study has been separated into two components, Part I and Part II.

PART I (SHORT-TERM ROUTE)

Part I examines the existing un-signed, on-road Erie Canalway Trail routes noted on the Parks & Trails New York (PTNY) web site, the route included in the guide *Cycling the Erie Canal: A Guide to 400 miles of adventure and history along the Erie Canalway Trail*, and the route utilized each July for the Cycling the Erie Canal (CEC) Bike Tour. (See Map 4-1.) Part I of this project included the examination of these routes to determine if alternate roads and/or improvements can be made to the current on-road route, such as incorporating roadways with existing bike infrastructure (bike lanes), minimal traffic, etc. The ultimate goal has been to develop a short-term on-road, signed route that will be utilized until a permanent off-road route is developed and put into place. It is anticipated that the Canal Corporation will provide Erie Canalway Trail blazers to the appropriate entities for installation once an improved on-road route is determined.

PART II (PERMANENT ROUTE)

Part II, the permanent Erie Canal Trail route, will examine routing for the Erie Canalway Trail between the current western terminus of the Canalway Trail in the Town of Camillus and eastern terminus in the Town of DeWitt. The intent of the permanent route is to work towards developing a route that is off-road, to the extent possible and desired, as the Erie Canalway Trail across NYS is intended as an off-road, relatively flat route.

³ Cycling the Erie Canal, *About the Erie Canalway Trail*, <http://www.ptny.org/bikecanal/overview.shtml> (April 2013).

⁴ Erie Canalway Trail National Heritage Corridor, *Things to Do: Erie Canalway Trail*, 2008, http://www.eriecanalway.org/explore_things-to-do_erie-canal-trail.htm (April 2013).

Development of the long-term off-road route is anticipated to be organized into three sections – West, Middle, and East (representing the Camillus connection in the west, the City of Syracuse gap in the middle, and the DeWitt connection in the east), so that the appropriate entities and agencies can participate in detailed discussions relative to each area. Each section will have its own set of opportunities and constraints.

This document, Part I of the Erie Canalway Trail Project, focuses on the short-term route -- the existing unsigned on-road Erie Canalway Trail route. Following acknowledgement of Part I by the SMTC Planning and Policy Committees, work on Part II will commence.

1.4 Study Area

The study area for the overall *Erie Canalway Trail Project* is the large gap (Syracuse Gap) that exists at the current termini of the Erie Canalway Trail within Onondaga County, between the Erie Canal Park in the Town of Camillus and the Old Erie Canal State Park in the Town of DeWitt, approximately 12–15 miles. The Syracuse Gap lies at the geographic center of the statewide Erie Canalway Trail. The area being examined for the future Erie Canalway Trail in Onondaga County essentially cuts through the middle-upper portion of the City of Syracuse and also includes examination of the historic route of the Erie Canal.

PART I (SHORT-TERM ROUTE)

The Study Area for Part I of this project focuses on the current unsigned on-road Erie Canalway Trail route shown on the Parks & Trails New York (PTNY) Trail Finder web site (<http://www.ptny.org/Trailfinder/Default.aspx>). A version of this route has been utilized for the Cycling the Erie Canal (CEC) Bike Tour each July for the last 14 years. Changes are made to the route to accommodate hundreds of cyclists riding through Syracuse at the same time.

The unsigned on-road route found on the PTNY web site was developed in 2006 by the New York State Canal Corporation (NYSCC), with input from the City of Syracuse, Towns of Camillus and DeWitt and the SMTC. Because it could take several years to plan, design and construct an off-road route for the Erie Canalway Trail through the Syracuse Gap, the NYSCC sought to develop an on-road “interim” route that could be used until an appropriate off-road route could be determined. At the time, engineers from the NYSCC reviewed several on-road routing options, including the yearly CEC Bike Tour route, examined road conditions (shoulders, etc.), and primarily followed the suggested route noted within the *Cycling the Erie Canal* guide, a “guide to 400 miles of adventure and history along the Erie Canalway Trail”, published by Parks & Trails New York. The unsigned on-road route has been modified and adjusted over the years to reflect roadway changes and better accommodate cyclists. This on-road route through Onondaga County has never been signed.

Map 1-1 shows the overall study area for the project.

PART II (PERMANENT ROUTE)

The Study Area for Part II of this project will also include the Syracuse Gap, but will focus on developing a route that is off-road, as the intent of the Erie Canalway Trail across the state is a shared-use path. Work on Part II will commence in summer 2013.

1.5 Erie Canalway Trail Users

In an effort to develop the most appropriate routing plan for the Erie Canalway Trail through the SMT C MPA, the identification of a target group of potential users of the Syracuse Gap trail is important. For the purposes of the overall intent of the project (i.e., Part II, the permanent route), the target group includes people of all ages and abilities, ranging from a wide variety of bicyclists (commuter, recreational, families with children on bikes) to a wide variety of pedestrians (including wheelchair users, parents pushing children in strollers, joggers).

PART I (SHORT-TERM ROUTE)

Although the target group includes both bicyclists and pedestrians of all ages and abilities, ensuring that each of these user-types is accommodated during Part I of the project is challenging. The aim of Part I of the project is to determine if alternate roads and/or improvements can be made to the current on-road route, such as incorporating roadways with existing bike infrastructure (bike lanes and shared-lane markings⁵, for example), minimal traffic, etc. The ultimate goal of Part I was to develop a short-term on-road, signed route that will be utilized until a permanent off-road route is developed and put into place. Once an improved on-road route is determined, the Canal Corporation anticipates providing Erie Canalway Trail blazers to assist trail users in crossing the Syracuse Gap in the trail in the short term.

PART II (PERMANENT ROUTE)

As noted above, Part II of the project will focus on developing a route that is off-road and accommodates bicyclists and pedestrians of all ages and abilities. Work on Part II will commence in summer 2013.

⁵ Shared-lane markings, also known as “sharrows” are defined in Table 5-2.

2.0 Public Involvement

It is the SMTC's intention to promote the shared obligation of the public and decision makers to leverage renewed local interest in the Erie Canalway Trail and develop an implementation plan for how and where to locate the Erie Canalway Trail between its current termini in the Towns of DeWitt and Camillus. In an effort to do so, the SMTC, with input from the Study Advisory Committee, developed a Public Involvement Plan (PIP). The intent of the PIP (found in Appendix A) is to:

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

The formation of three types of groups to assist the SMTC was important in the study effort: a Study Advisory Committee (SAC), project Working Groups (WG), and a general Stakeholders group.

2.1 Study Advisory Committee

Formed to provide technical and procedural guidance, the SAC, through Part I of the project, has consisted of representatives from the following agencies and governmental entities:

- CenterState Corporation for Economic Opportunity (CenterState CEO)
- Central New York Regional Transportation Authority (CNYRTA/Centro)
- New York State (NYS)
 - Department of Transportation (DOT)
 - Canal Corporation (CC)
 - Department of Environmental Conservation (DEC)
- Onondaga County Department of Transportation (OCDOT)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- City of Syracuse
 - Bureau of Planning and Sustainability
 - Department of Public Works (DPW)
 - Department of Engineering
- Central New York Regional Planning & Development Board (CNYRPDB)
- Town of Camillus
- Town of Geddes
- Town of DeWitt
- Village of Solvay
- Parks & Trails New York (PTNY)

In addition to providing technical guidance, the SAC provided feedback on the mapping exercise and introductory presentation for the first public meeting, held in July 2012. The SAC has provided input and comments on draft potential routes for the on-road routing of the trail, and provided review

and comments on this Part I document. The SMTC met with the SAC four times during the Part I planning process. Meeting summaries are included in Appendix A.

Additional SAC members can be included during Phase II of the project if needed/desired.

2.2 Public Meetings

The first public meeting for the *Erie Canalway Trail – Syracuse Connector Route* project was held on July 26, 2012, at the Crowne Plaza in Syracuse. During the meeting, the SMTC provided an overview and introduction to the Erie Canalway Trail project, answered project questions, solicited Working Group members, and asked attendees to answer survey questions. In addition, the public drew their desired routes for completing the Erie Canalway Trail between the Towns of Camillus and DeWitt on large maps showing the Syracuse Gap. Comments and notes from meeting participants were also placed directly on the maps. Approximately 20 people attended the kick-off public meeting.



July 2012 Public Meeting Participants Working on Maps

Two additional public meetings are anticipated for the next phase of the project.

2.3 Working Groups

The SMTC held one Working Group meeting on November 13, 2012, to provide additional insight into the short-term on-road Erie Canalway Trail route. The Working Group consisted of volunteers from the July 2012 kick-off public meeting, as well as participants solicited through the informal online Erie Canalway Survey (see Section 4.4). Several Working Group members had established their own routes for traversing the trail between Camillus and DeWitt, and were able share these during the November meeting. Their input provided valuable insight into the selection and refinement of potential on-road routes for the short-term Erie Canalway Trail route. The SAC is invited to participate in each Working Group meeting as desired.

A series of Working Group meetings are anticipated during Part II of the project. Additional Working Group representation may also be sought from CSX, National Grid, Honeywell, etc., as appropriate, depending on the location of potential off-road routes.

2.4 Stakeholders

The SMTC created a Stakeholders list (a broader group of interested individuals with interest in the study area) for the *Erie Canalway Trail – Syracuse Connector Route* project. Attendees from the first public meeting were added to the Stakeholders list and will be sent pertinent study information, kept apprised of significant study developments, notified of all public meetings, and encouraged to provide feedback and comment regarding the overall trail project. Additional stakeholders can be added at any time, based on input from the SAC and the community.

3.0 Background/Research

The notion of “closing the gap” in the Erie Canalway Trail in Central New York has been discussed for several years. Various documents completed in the past, along with a “Friends of the Canalway Trail” (FOCT) group formed several years ago, provide a supportive background to the *Erie Canalway Trail – Syracuse Connector Route* project, and are summarized below.

3.1 *Canalway Trail Gap Segment Assessment Report, Syracuse Metropolitan Area, Onondaga County, New York (November 1998)*

This report was prepared by the Canalway Trail Partnership Project of the New York Parks and Conservation Association (now known as Parks & Trails New York) in an effort to provide technical assistance to further the planning and development of the off-road Syracuse segment of the Canalway Trail⁶. Between 1998 and 2002, similar Canalway Trail Assessment reports were completed for gaps across the state, and can be found on the Parks & Trails New York web site (www.ptny.org/publications).

The 1998 Syracuse report included discussions and/or assessments of the trail location, character of the landscape along the suggested route, a summary of relevant sections from the Canalway Recreationway Plan of 1995, and trail partners. The report also summarizes nearby local and cultural resources (New York State Fairgrounds, Erie Canal Museum, etc.), economic opportunities, proposed routing, ownership and acquisition, constraints, cost estimates and key needs and opportunities for an off-road trail through Onondaga County.

The plan offered two options for a preliminary proposed off-road route from west to east, 15 miles from the Town of Camillus to the Town of Dewitt, with the preferred option being a route across the Allied Signal (Honeywell) waste beds and along Belle Isle Road in Camillus, to the State Fairgrounds across Route 690 via existing pedestrian bridges, to a proposed “Loop the Lake Trail”, connecting to and along the Creekwalk and across downtown Syracuse on Water Street, Lombard Street and Devine Street, to and along the then Niagara Mohawk (now National Grid) right-of-way (ROW) adjacent to Route 690, crossing Thompson Road and Bridge Street, to Enterprise Parkway, Towpath Road and Kinne Road, to Cedar Bay Park in Dewitt. The alternate route, cited as an option if Niagara Mohawk ROW use or DEC wetland permits were not possible, was across private lands, NYSDOT lands, Consolidated Rail, and Town of Dewitt lands.

The 1998 report acknowledges that the general landscape character of the proposed route for the gap segment studied is comprised of “the many varied experiences of a typical medium sized city.”⁷ Among the important observations, is the fact that planning for an Erie Canalway connector trail

⁶ New York Parks & Conservation Association (Canalway Trail Partnership Project), *Canalway Trail Gap Segment Assessment Report – Syracuse Metropolitan Area – Onondaga County, New York*, November 1998, p. 3.

⁷ New York Parks & Conservation Association (Canalway Trail Partnership Project), *Canalway Trail Gap Segment Assessment Report – Syracuse Metropolitan Area – Onondaga County, New York*, November 1998, p. 5.

through the City of Syracuse aligns well with Onondaga County support for developing a county-wide hiking and biking trail system, and that the Forging Our Community's United Strength (FOCUS) Greater Syracuse 2000 community survey identified bicycling trails as the number one desire of county residents for improvement of quality of life. Other important points relative to the 1998 preliminary proposed route are: proximity to sections of the historic Erie Canal towpath, canal museums, historic areas, shops and hotels; and links to north-south multi-use trails, the Creekwalk, natural areas, wetlands, inner harbor and lakeshore.

Needed easements or licenses were identified for the utility ROW, private lands, Consolidated Rail (now CSX), and NYSDOT lands, and municipal agreements for use of the old Erie Canal towpath. Constraints included crossing Thompson Road and obtaining DEC permits to cross wetlands. The 1998 costs were estimated at \$70,000 - \$125,000 per mile depending on trail surface, for a total of \$2M – \$3M.

The 1998 Assessment listed key needs, including wetland delineation (DEC and Army Corps of Engineers), a property line survey for Niagara Mohawk (National Grid) and Consolidated Rail (now CSX) to be combined with a topographic survey, and expansion of a volunteer committee to support trail development and establishment of a "Friends of the Canalway Trail" organization to assist in implementing local maintenance standards, trail events and initiatives.

The suggested routing from the *Canalway Trail Gap Segment Assessment Report, Syracuse Metropolitan Area, Onondaga County, New York*, will be reviewed and further examined during Part II of the *Erie Canalway Trail – Syracuse Connector Route* project.

3.2 Canalway Trail Through Syracuse (February 1999)

The Bicycle/Pedestrian Advisory Committee of the SMTC was created in 1997 and met monthly to identify and develop ideas regarding bicycle and pedestrian issues. In addition, the B/PAC organized several subcommittees (which also met monthly) to address broad groups of issues, such as infrastructure improvements, trails and safety. The major emphasis of the B/PAC work during 1998 was to identify a route for the Canalway Trail in Syracuse that would connect Camillus and DeWitt, which culminated in the *Canalway Trail Through Syracuse* report, dated February 10, 1999. The report was an informational item for SMTC member agency reference.

The report mirrors much of the content outlined in the *Canalway Trail Gap Segment Assessment Report, Syracuse Metropolitan Area, Onondaga County, New York* completed by the Canalway Trail Partnership Project of the New York Parks and Conservation Association in 1998, focused on developing an off-road trail. As such, the trail overview and proposed routing from the 1999 *Canalway Trail Through Syracuse* report will be reviewed and considered during Part II of the *Erie Canalway Trail – Syracuse Connector Route* project.

3.3 Closing the Gaps: A Progress Report on the Erie Canalway Trail (2012, 2011, 2010)

In order to focus attention on the need to complete the Erie Canalway Trail, the Canalway Trails Association New York (CTANY), with assistance from, and in collaboration with, Parks & Trails New York (PTNY), has prepared this annual end-of-season report to update canal corridor communities on recent progress and the current trail status across the state.⁸

CTANY and PTNY have prepared this report in 2010, 2011, and 2012, and all three reports can be found on the Parks & Trails New York web site (www.ptny.org/publications). Each of the reports provides a table that summarizes the Trail Gaps across New York State, along with an Erie Canalway Trail Status map. Challenges to closing the gaps are noted within each report, along with progress made during that particular year (trails constructed, planning projects commenced, etc.), and the focus of CTANY and PTNY work and activities for the coming year.

In addition to summarizing the SMTC's ongoing *Erie Canalway Trail – Syracuse Connector Route* project, the 2012 report also highlighted that across the state, "seven miles of trail were under construction and 14.3 miles of trail will be ready to go out to bid or under construction in 2013."⁹

The "Closing the Gaps" reports will provide valuable input into both Parts I and II of the study, as we keep informed of the construction of trail in other "gap" communities.

3.4 "Campaign to Close the Gaps" (Fall 2010)

In the fall of 2010, Senator Kirsten Gillibrand's office decided to initiate a "Closing the Gaps" Campaign in partnership with PTNY and the NYSCC, by hosting a roundtable in Canajoharie to solicit ideas for completing the section of trail between Utica and Albany.¹⁰ Additional roundtables followed, with Senator Gillibrand, PTNY and the NYSCC hosting a second roundtable meeting in March 2011 in Syracuse to discuss the completion of the Erie Canalway Trail. Presentations were given by the Canal Corporation and PTNY, and route suggestions along with other opportunities for the corridor were discussed by the approximately 80 attendees. During this meeting, the SMTC announced that work would soon begin on a Canalway Trail route planning project as part of the agency's Unified Planning Work Program. The agenda and notes from the meeting can be found in Appendix A.

⁸ Canalway Trails Association New York with Parks & Trails New York, *Closing the Gaps: A Progress Report on the Erie Canalway Trail 2010*, Purpose of this Report, p. 3.

⁹ Canalway Trails Association New York with Parks & Trails New York, *Closing the Gaps: A Progress Report on the Erie Canalway Trail 2012*, Executive Summary, 2012, p. 2.

¹⁰ Parks & Trails New York, *Canalway Trail Times*, Close the Gaps Campaign, Winter 2011/2012, Issue #25, p. 1 and Canalway Trails Association New York with Parks & Trails New York, *Closing the Gaps: A Progress Report on the Erie Canalway Trail 2010*, Progress in 2010, 2010, p. 4.

3.5 *Cycling the Erie Canal: A guide to 400 miles of adventure and history along the Erie Canalway Trail* (2012, 2007)

Parks & Trails New York publishes this guidebook with updates every few years for cycling the Erie Canalway Trail across New York State. Although the book is designed for use by bicyclists, it is also useful to those enjoying the trail by other means. It is divided into three primary sections: Overview, Maps, and Services, and information on cycling safety, travel and logistics is also included.¹¹

The guide was created following numerous requests from cyclists who wanted to ride the Erie Canalway Trail on their own (as opposed to just during the Cycling the Erie Canal event, which began in July 1999 and has become an annual canal event), and “were looking for a resource to provide detailed information about the attractions and activities along the way, services such as bike shops, and places to stay.”¹² The Erie Canalway Trail Onondaga County routing included in the guide shows an on-road route for traveling between the current termini in the Towns of DeWitt and Camillus. This route, along with updates shown on the Trail Finder section of the Parks & Trails New York web site (www.ptny.org/Trailfinder), serve as the starting point for Part I of the *Erie Canalway Trail – Syracuse Connector Route* project.

3.6 Friends of the Onondaga Canalway Trail (FOCT)

In March 2001 the SMTC was offered the opportunity to include a representative from the agency on the Friends of the Onondaga Canalway Trail (FOCT) group, a public interest group promoting the completion of the Erie Canalway Trail between DeWitt and Camillus. The FOCT was designated by the Canalway Trail Management Organization (a partnership project of the NYSCC, the National Park Service Rivers, Trails and Conservation Assistance Program, and the New York Parks and Conservation Association) as the group responsible for public participation in trailway activities such as volunteer trail maintenance in the Syracuse area.¹³

The SMTC participated as an interested agency in the FOCT group, attending FOCT meetings, providing Geographic Information System mapping services to show potential locations for an off-road trail, and participating in meetings and presentations to various local elected officials. The SMTC took part in meetings between March 2001 and early 2003, when the group essentially stopped meeting. The products of the FOCT group, largely maps showing preferred routing of the

¹¹ Parks & Trails New York, *Cycling the Erie Canal: a guide to 400 miles of adventure and history along the Erie Canalway Trail*, How to Use this Guide, 2012, p. 6.

¹² Parks & Trails New York, *Cycling the Erie Canal: a guide to 400 miles of adventure and history along the Erie Canalway Trail*, About the Guide, 2012, p. 145.

¹³ Charles Bradshaw, Friends of the Onondaga Canalway Trail, to Mary Rowlands, Syracuse Metropolitan Transportation Council Director, March 7, 2001, Files of Syracuse Metropolitan Transportation Council, Syracuse, NY.

Erie Canalway Trail between the Towns of DeWitt and Camillus, were never officially adopted and/or accepted.

The routing from the FOCT group is similar to the routing contained in both the *Canalway Trail Through Syracuse* (February 1999) document, created by the SMTC B/PAC in February 1999, and the *Canalway Trail Gap Segment Assessment Report, Syracuse Metropolitan Area, Onondaga County, New York*, created by the Canalway Trail Partnership Project of the New York Parks and Conservation Association in November 1998. The FOCT mapping will be reviewed and considered during Part II of the *Erie Canalway Trail – Syracuse Connector Route* project.

4.0 Inventory of the Gap in the Trail

To inventory the Syracuse Gap (the area between the current termini in the Towns of Camillus and DeWitt) in the Erie Canalway Trail, the SMTC gathered and examined the following: various Geographic Information System (GIS) mapping files, information from other pertinent ongoing projects, survey results from the annual Cycling the Erie Canal event, and survey results from an SMTC Erie Canalway Trail survey.

4.1 Mapping

The SMTC created various maps using in-house GIS files to show existing conditions throughout the Syracuse Gap. Map layers included existing trails (Erie Canal Trail, Onondaga Creekwalk, and Onondaga Lake Park Trails), as well as those currently under construction; rail (active, inactive and abandoned rail lines with track removed); 5 meter contours (to show topography); the historic route of the Erie Canal (approximate alignment from a 19th Century map); existing bike facilities (bike lanes, cycle tracks and sharrows¹⁴); water features; parks; municipal boundaries; and universities and hospitals, as well as the Erie Canal Museum. (See Map 1-1.)

In October 2011, fieldwork was completed on the then-current unsigned on-road route of the Erie Canalway Trail. The route was driven and video-recorded, and photos and notes placed on an “Areas of Concern” map, associated with the then-used unsigned on-road route, are found in Appendix B. The photos and notes provided insight into particular problem areas, most notably at intersections.

As mentioned previously, three unsigned on-road routes were also mapped and reviewed during Part I of this project:

- a) The route shown on the Parks & Trails New York (PTNY) Trail Finder web site
- b) The route included in the guide *Cycling the Erie Canal: A Guide to 400 miles of adventure and history along the Erie Canalway Trail*, and
- c) The route utilized each July for the Cycling the Erie Canal (CEC) Bike Tour (the most recent tour route, 2011, was reviewed).

The three routes are shown on Map 4-1.

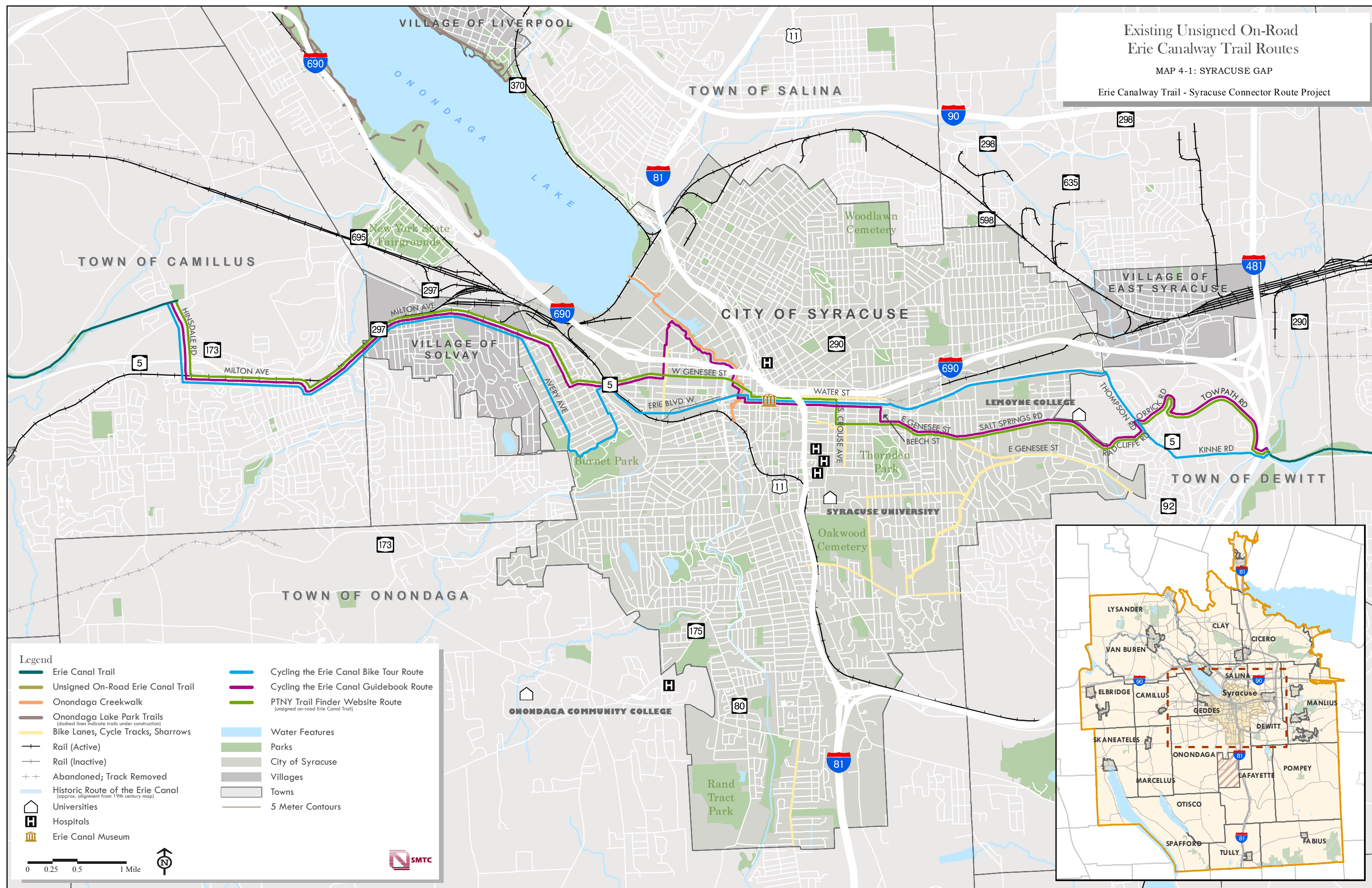
Part I of this project included the examination of these routes to determine if alternate roads and/or improvements can be made to the current on-road route, such as incorporating roadways with existing bike infrastructure (bike lanes, sharrows, etc.) and/or minimal traffic, etc. After reviewing the three routes, the route shown on the PTNY Trail Finder web site was determined to be the best route to begin working from, as it is the most up-to-date unsigned on-road route. This is the route shown on the series of maps within this document.

¹⁴ Sharrows are “shared-lane markings” and are defined in Table 5-2.

Existing Unsigned On-Road Erie Canalway Trail Routes

MAP 4-1: SYRACUSE GAP

Erie Canalway Trail - Syracuse Connector Route Project



The route included in the *Cycling the Erie Canal* guide was last printed in 2012. In addition, the guide points users to the Trail Finder web site for the most up-to-date trail information. The route contained within the guide is quite similar to the PTNY Trail Finder route, deviating in only two places: a) it heads north on Geddes Street and then follows the Creekwalk back down to Franklin Street, and meets up with the PTNY Trail Finder route on Water Street; and b) the guide book ride follows Water Street to South Beech Street, then takes South Beech Street to East Genesee Street; and the PTNY web site route follows Water Street to South Crouse Avenue, then takes South Crouse Avenue to East Genesee Street.

The CEC Bike Tour is designed to accommodate hundreds of cyclists at one time, and deviates from the other two routes on Avery Avenue on Syracuse's west side (in order to ride to the Rosamond Gifford Zoo, the overnight stay in Syracuse for CEC cyclists). This route also traverses Erie Boulevard West, follows Water Street, and then the hundreds of cyclists "take a lane" on Erie Boulevard East, head south on Thompson Road and then follow Kinne Road to Butternut Drive, and into the park in DeWitt.

4.2 Concurrent projects

Bicycle Commuter Corridor Study

The Bicycle Commuter Corridor Study was undertaken by the SMTC at the request of the NYSDOT as part of the 2012-2013 Unified Planning Work Program (UPWP). This planning-level analysis, which is near completion, has identified opportunities to develop a seamless bicycle commuter corridor network that links residential areas outside of the City of Syracuse with major employment centers primarily located within the City of Syracuse. The goal of the Study has been to establish treatment options that road owners can assess, select, and apply cooperatively to ensure the development of a consistent multi-jurisdictional bike corridor network between the suburbs and City of Syracuse.

The SMTC held five Working Group meetings to provide additional insight into the Bike Corridor Study. The Working Groups included Onondaga Cycling Club members that bike to and from work, and different participants attended each meeting to provide a wide range of perspectives. The Working Group participants provided valuable information into the selection and refinement of potential bike corridors, identifying cycling and facility issues along the potential corridors as well as improvement opportunities. Working Group participants were also informed of the simultaneous Erie Canalway Trail – Syracuse Connector Route project. Information gleaned from Bike Corridor Study Working Group meetings was also used during the review of the on-road Erie Canal trail route, as both studies examined several coinciding routes. A summary of relevant Bike Corridor Study Working Group meetings is included in Appendix A.

City of Syracuse Draft Bicycle Infrastructure Master Plan (2012)

The Draft Bicycle Infrastructure Master Plan outlines a vision for an interconnected cycling network, provides a guide for implementation, and ultimately seeks to render Syracuse a "cycle city." The Bike Corridor Study complements the *Erie Canalway Trail – Syracuse Connector Route* project by

identifying opportunities to connect the current portions of the Erie Canalway Trail that are outside Syracuse city limits with urban bike corridors. SMTC staff reference the Bike Infrastructure Master Plan throughout the study process to ensure consistency as much as possible with Part I of the Erie Canalway Trail project.

The City of Syracuse identified its bike network and possible bike treatments in the summer of 2011. Proposed bike infrastructure treatments within the City are included for 4.2 miles of priority bicycling areas throughout downtown, and over 64 miles of bike infrastructure in the Westside, Southside, Valley, Eastside, Eastwood, Northside, and Lakefront neighborhoods. Treatment strategies include standard bike lanes, sharrows, curbside bike lanes, bike boulevards, cycle tracks, contraflow lanes, and multi-use paths.

The City's Bike Master Plan concentrates on City roadways, and the SMTC Bike Corridor Study focuses on identifying suburban commuter corridors that link to the City's bike facilities. Both studies were consulted during Phase I of the *Erie Canalway Trail - Syracuse Connector Route* project.

4.3 Cycling the Erie Canal 2011 - Participant Feedback Survey (July 9-July 17, 2011: Buffalo to Albany)

The SMTC completed a review of the annual Cycling the Erie Canal Participant Feedback Survey from the July 2011 ride, a 74-page report gauging responses to 17 questions from ride participants over the eight-day event. The focus of the survey was to obtain feedback from participants on the event itself -- including organization, day-tours/special events, registration, meals, accommodations, available services, and the routes. However, a few questions in particular, as well as the over-all comments, provided some useful insight into additional issues of concern to Canalway Trail cyclists.

For this study, of particular interest were user experiences and comments regarding the physical conditions of the temporary unsigned on-road route between Camillus and Dewitt, as well as comments related to off-road segments of the Canalway Trail.

Participants were asked to offer their overall comments on specific segments of the Cycling the Erie Canal event, summarized in the charts that follow.

Day 4 (Wednesday July 13, 2011) *Seneca Falls to Syracuse segment*

| POSITIVE COMMENTS | |
|-----------------------------|---|
| Various Cultural Happenings | Sim's Store and boat ride in Camillus; Steam Tractor Museum (although closed); Erie Canal Museum; lecture on canal engineering; the Zoo; post card stand |
| Food | Dinner at Dinosaur BBQ; Pete's Ice Cream; Dinner at Coleman's Tavern |
| ISSUES/CONCERNS | |
| Signage | Getting lost in Syracuse; Road markings were poor and spaced too far apart; cars may have been parking on top of (hiding) the road markings; volunteers at critical turns were helpful in staying on course |

| ISSUES/CONCERNS continued (Day 4, Seneca Falls to Syracuse Segment) | |
|--|--|
| Route | Roads used were too big, too fast and had too many trucks; the hill to the Zoo is hard and full of traffic; the Canal Tow Path was too small in places; too much on-road biking; route traversed some questionable areas; hills were painful |
| Other | A 4:30 pm thunderstorm |

Day 5 (Thursday, July 14, 2011)
Syracuse to Rome segment

| POSITIVE COMMENTS | |
|-----------------------------|--|
| Various Cultural Happenings | Tours at Fort Stanwix; Chittenango Landing Boat Museum; the summer theater group performance |
| Food | Sevino's Restaurant; Luigi's; the Savoy; the Inn at the Beeches; dinner at Turning Stone |
| Other | Laundromat access; citizen's welcome at Clyde; going through Armory Square; camping at Fort Stanwix |
| ISSUES/CONCERNS | |
| Route | The route was boring along the canal; a lot of busy roads getting in/out of Syracuse; more shade needed; the hills were tough (Erie Blvd would have been preferable to climbing hills on that part of the route); need a better route through Syracuse; route was through some questionable areas; route through Syracuse (Salt Springs to Orrick to Towpath Rd) was the most dangerous route of the trip (Erie Blvd would have been better) |
| Other | Too much loose stone and stone dust; city traffic, noise and light disturbed campers; lack of shower facilities; lack of rubbish bins; Canal Village in Rome was empty and poorly maintained |

Question 11 from the Cycling the Erie Canal Participant Feedback Survey asked "What three factors do you consider most important when you're considering a bike tour?" Responses repeated numerous times are noted in the following table.

| Factors Considered Most Important when Considering a Bike Tour | |
|---|---|
| Cultural | Things to do and see along the way; historical and environmental sites; |
| Accommodations | Food; restroom accessibility; availability of showers; available support services; availability of great rest stops; if decent camping is available; availability of bike repair services. |
| Route | Whether the route is scenic; difficulty of ride; safety of the route (less traffic is better); terrain and topography (hills vs. flat/amount of vertical climbing); if the route is well-marked; if there is a soft, dusty gravel surface (more paved surface is better); amount of route that is off-road; amount and type of vehicular traffic; separation from vehicular traffic |
| Signage | Existence of directional markers; directional signage to bike repair services |
| Other | Cost; family-friendliness |

Other overall comments suggested that it would be desirable to link to bicycle-friendly routes out into the countryside and looping back to the Canalway Trail, or spurs to the Finger Lakes. It was noted that connecting to the Onondaga Lake Trail would be good, as would a more scenic ride through Syracuse.

It was noted several times that the experience of the trail, the scenic beauty, and the historic significance of the canal route, and museums along the way, spoke well of Central New York and imparted a sense of local pride to native New Yorker trail users, although cultural and historic points of interest along the trail, like the Weighlock Building/Erie Canal Museum, were sometimes missed because they were not explicitly called out with trail markings. The arrows on the road were appreciated, and it was recommended that a photojournalist accompany the riders next year to document the event and enhance publicity.

Some general conclusions can be made from the summary of survey responses. First, the riders on Erie Canalway Trail expect and appreciate a wealth of cultural events and activities to be available along the route. They seem particularly interested in opportunities to visit historically significant sites related to the Canal, as well as to enjoy the scenic character of the canal towns and pastoral rural settings the trail passes through, and those easily accessible via connections to the trail.

Equally important to riders is the safety and comfort of the route, whether on-road or off-road trail. Particular preferences were expressed for hard riding surfaces, buffers from vehicular traffic, and clearly-marked routes. Riders also valued opportunities to access food and water, restrooms, showers, campsites or lodging, and cycling support services. Family-friendliness is important to many users, as is the avoidance of hilly topography along the route.

4.4 SMTC Erie Canalway Trail Survey

A meeting to introduce the *Erie Canalway Trail – Syracuse Connector Route* project to the public and gather input and feedback was conducted in Syracuse in July 2012. A community survey, made available both in paper copy form and online (through Survey Monkey) was created to ask the respondents what type of experience they most enjoyed on the Erie Canalway Trail, as well as on urban trails in general. In addition, the survey asked what the most important condition(s) for an urban section of the Erie Canalway Trail route was, out of six possible choices.

Fourteen paper surveys were completed and returned during the public meeting. Five online surveys were completed between July and September 2012. The online survey was adjusted in September 2012 to note jogging and walking in addition to bicycling (in questions 1-3; 6), and to add a final “further participation” question of respondents (if they wanted to join a Working Group to help determine the trail route through Syracuse). The adjusted survey was online and open from September 2012 through February 2013. The SMTC determined that the adjusted survey would not impact/alter potential survey outcomes, and was therefore included in the tallied and analyzed results. Though not statistically significant, survey results were telling.

In question # 1, things that respondents said make a ride on the Erie Canalway Trail a positive experience were being off-road (no cars), nature, quiet, scenery, solitude, and along the water.

In the second question, survey respondents noted things that make a ride through an urban area a positive experience. Noted most often in the responses, were food, restaurants, stores, shops,

coffee, ice cream, museums, history, cultural sites/attractions, restrooms and rest areas, and signs along a well-marked route.

The third question asked what things make a ride through an urban area difficult or unpleasant. Most respondents answered vehicular traffic (cars and trucks), speed, feeling unsafe, bad drivers, motorists unaware of bikes, poor signage, and being on-road with no bike lanes/separation from traffic.

The fourth question asked the single most important condition for an urban section of the Erie Canalway Trail (ECT). Respondents identified the most important condition as an off-road route. Next most important was a route with easy access to cultural sites, activities, food and services, followed by the historic route of the Erie Canal.

Responses to the fifth question revealed the order of importance of the following conditions for an urban section of the ECT (which follow suit with the answers to the fourth question):

1. An off-road route
2. Easy access to cultural sites, activities, food and services
3. An historic route

The last question asked respondents to map their preferred route across the City of Syracuse between Cedar Bay in Dewitt and Erie Canalway Park in Camillus, along with any comments on about desired changes to conditions along these proposed routes. Most respondents sketched their preferred route on the maps provided (during the July public meeting). Survey results and a copy of the survey instrument are in Appendix C.

5.0 Analysis [Part 1 – Short-Term Route]

The SMTC utilized the information gathered during the background/research phase of this project, along with details collected during the inventory of the Syracuse Gap in an effort to develop potential options for the short-term routing of the Erie Canalway Trail. Existing conditions mapping, feedback from the Public Meeting, Working Group Meeting, and Study Advisory Committee Meetings offered essential input into the development of potential short-term routes. Upcoming City of Syracuse projects and feedback from cyclists (from the Bike Corridor Study, as well as from the CEC event survey) offered significant insight into route development.

5.1 Development of Potential Routes

At the July 26, 2012, public meeting, attendees were asked to draw their ideal route for the Erie Canalway Trail through Syracuse, connecting to the Towns of Camillus and DeWitt. Several route suggestions with thoughts and comments were summarized into a series of maps. (See Map 5-1: West, Central East, and South sections, at the end of this chapter.)

To develop potential short-term route options, the on-road suggestions from the July Public Meeting were carried forward for review during the November 13, 2012, Working Group meeting.

Working Group Meeting

The Working Group met in November 2012 to provide additional insight and suggestions for a short-term on-road route for the Syracuse Gap. The group discussed making adjustments and overall changes to the on-road unsigned PTNY Trail Finder route, reviewed the on-road suggestions noted on the July Public Meeting maps, and also shared routes they had used to traverse the trail between Camillus and DeWitt. The Working Group also discussed the desire for pedestrians to be accommodated as much as possible by the route. The SMTC shared background information gleaned from the July 2011 CEC survey, as well as from the SMTC Erie Canalway Trail surveys gathered and reviewed through September 2012. The group was also made aware of other ongoing projects, and information gathered through them (the Syracuse Bike Infrastructure Master Plan and the SMTC's Bicycle Commuter Corridor Study).

Working Group participants were asked to focus on potentially “easy to implement” bicycle accommodations, such as bike lanes, sharrows, wide shoulders and simple signage, as well as to focus on accommodations that could be installed in the near-term.

Working Group participants came up with three route options for Part I of the project. (See Map 5-2: West, Central, and East sections, along with two insets, at the end of this chapter.) Most of the Working Group route options mirror segments of the three unsigned on-road route options noted in Section 4.1 of this report. All of the Working Group route options utilize Milton Avenue and Erie Boulevard in the West, and follow Water Street in the City of Syracuse.

Bicycle Commuter Corridor Study

Through the SMTC's Bicycle Commuter Corridor Study (Bike Corridor Study), SMTC conducted five Working Group meetings with cyclists from the Onondaga Cycling Club. The participants have commuted to work on their bikes. Several of the west and east bike commuter routes reviewed during the Bike Corridor Study coincide with the routes being examined for Part I of the Erie Canalway Trail project. The comments, issues and opportunities provided by cyclists during the Bike Corridor Study Working Group meetings were considered valuable input into the Erie Canalway Trail project, and Bike Corridor Study Working Group participants were made aware of the Erie Canalway Trail project. A summary of Working Group meetings from the Bike Corridor Study can be found in Appendix A. The following route consideration and trouble spot comments from the Bike Corridor Study Working Group summaries are relevant to the Erie Canalway Trail project:

- Erie Boulevard West contains less traffic and fewer lights. It should be considered a preferred route over Genesee Street.
- Width and condition of shoulders are an issue when selecting routes
- Towpath Road (DeWitt) is confusing because it contains path on only one side of road, and the bike path is not marked. Cyclists typically expect lanes on both sides of the road
- Wide shoulders can help offset high-volume traffic
- People from East Syracuse to Erie Boulevard have a very difficult time because there are few pedestrian facilities
- Erie Boulevard East and under the I-81 viaduct are difficult to cross
- Hills, drumlins and blind spots should be considered
- Communities need to maintain their shoulders to keep them free of glass and debris
- Fayette Street from West Street to Geddes Street has wide travel lanes and could be a good bike commuter route
- Milton to Tipp Hill to Fayette is a good route

Study Advisory Committee Review

The SAC met in March 2013 to review the November 2012 Working Group suggestions. The SAC discussed potential upcoming City of Syracuse projects, which could positively affect the on-road Erie Canalway Trail route, including:

- Erie Boulevard West bike lanes, from the city line to Clinton Square (to start in 2013).
- Water Street bike facilities, from Franklin Street to Warren Street (to start in 2013).
- Auto Row/Railroad Bridge Project will improve the West Genesee Street/Erie Blvd West intersection (to start in 2013).
- Hiawatha Boulevard improvements will add bike lanes and improve sidewalks from Spencer Street to Onondaga Creek (to start in 2014).

The SAC was reminded of the "Areas of Concern" map created following fieldwork along the then-used unsigned on-road route in October 2011. Problem areas were most notably found at

intersections, in particular, the intersections of Hinsdale Road and Milton Avenue (where there is a railroad crossing), West Fayette Street with West Genesee Street, Erie Boulevard West with West Genesee Street, Erie Boulevard with Orrick Road/Bridge Street (high volume, wide intersection, no crosswalks), and Bridge Street with Celi Drive (high volume intersection with no stop light and no crosswalks).

Upon reviewing the Working Group suggestions, “Areas of Concern” map and background information gathered to date, the SAC developed a preferred route which includes two options in the western portion of the City of Syracuse, as well as two options for leaving the City of Syracuse in the east.

5.2 Preferred Routes

The SAC determined a preferred route with options for Part I of the Erie Canalway Trail project using potential routes provided by the Working Group, along with information provided through the Bike Corridor Study Working Group sessions, background information, and upcoming City of Syracuse projects. Map 5-3: West, Central, and East shows the Phase One- Suggested On-Road Route Options, and can be found at the end of this chapter.

The suggested bike treatments, pedestrian options, and road owners for the preferred route of the Part I On-Road Erie Canalway Trail are found in Table 5-1. Definitions of the suggested on-road bike treatments (wide shoulders, bike lanes, shared-lane markings (sharrows), and contra-flow bike lanes) are noted in Table 5-2, Bike Facility Treatment Options, followed by example photos.

It is anticipated that the Canal Corporation will provide Erie Canalway Trail trailblazers to the appropriate entities for installation following acknowledgement of this Part I report, and when the entities are ready to post signage. The signs are expected to include directional arrows with the word “TO” above the trailblazer emblem (see examples, right).



Trailblazer signs at Erie Canalway Trail, Lenox Basin (Wampsville, NY)

In addition to signage, some SAC members expressed interest in the possibility of stamping an Erie Canalway Trail symbol (or some type of trail symbol) on the pavement along on-road sections of the trail. Because of Highway Design Manual (HDM) and Manual on Uniform Traffic Control Devices (MUTCD) guidelines and individual highway department regulations, the stamping of such symbols would be at the discretion of the road owner.



*Pavement Symbol from the Katy Trail, Missouri
(Photo courtesy of Robin Dropkin, PTNY)*

Please Note: Part II of the *Erie Canalway Trail – Syracuse Connector Route* project, the examination of an off-road route (to the extent possible and desired) for the Erie Canalway Trail, will commence June 2013.

Table 5-1: Part I – On-Road Erie Canalway Trail Suggested Bike Treatments and Pedestrian Options

| ROAD NAME | FROM | TO | SUGGESTED BIKE TREATMENT | SUGGESTED PEDESTRIAN OPTION | ROAD OWNER | NOTES |
|---------------------|---|--|---|---|---|---|
| Warners Road/Rt 173 | Erie Canal Park entrance (on Warners Rd/Rt 173) | Milton Ave | Wide shoulders and/or bike lanes | Shoulders | OCDOT | |
| Milton Ave/Rt 297 | Warners Rd/Onondaga Rd/Rt 173 | Between Brooks St & Bailey St (V/Solvay) | Wide shoulders and/or bike lanes | Shoulders | OCDOT | |
| Milton Ave/Rt 297 | Between Brooks St & Bailey St (V/Solvay) | Erie Blvd West | Shared lane markings (sharrows) | Sidewalks | Village of Solvay (to City Line); City of Syracuse (City line to Erie Blvd W) | |
| OPTION A | | | | | | |
| Erie Blvd West | Milton Ave/Rt 297 | Franklin St | Bike lanes | Sidewalks & shoulders (where feasible. Sections of Erie Blvd West have no shoulder and no sidewalk) | City of Syracuse | City has bike facility plans for Erie Blvd from City line into Clinton Sq |
| OPTION B | | | | | | |
| Erie Blvd West | Milton Ave/Rt 297 | W Hiawatha Blvd | Bike lanes | Sidewalks & shoulders | City of Syracuse | City has bike facility plans for Erie Blvd from City line into Clinton Sq |
| W Hiawatha Blvd | Erie Blvd West | State Fair Blvd | Sharrows | Sidewalks & foot paths | City of Syracuse | |
| State Fair Blvd | W Hiawatha Blvd | Park Ave | Sharrows; contra-flow bike lane (block between W Genesee St and Park Ave) | Sidewalks & shoulders | City of Syracuse | |

Table 5-1: Part I – On-Road Erie Canalway Trail Suggested Bike Treatments and Pedestrian Options, continued

| ROAD NAME | FROM | TO | SUGGESTED BIKE TREATMENT | SUGGESTED PEDESTRIAN OPTION | ROAD OWNER | NOTES |
|-------------------------------|------------------|------------------|--|---|------------------|---|
| OPTION B continued | | | | | | |
| Park Ave/Wilkinson St/Plum St | W Genesee St | Erie Blvd W | Sharrows | Sidewalks | City of Syracuse | Follows Park Ave (passes by the Five Sisters & Middle Ages Brewery) |
| Erie Blvd W | Plum St | Franklin St | Bike lanes | Sidewalks | City of Syracuse | City has bike facility plans for Erie Blvd from City line into Clinton Sq |
| | | | | | | |
| Franklin St | Erie Blvd West | Water St | Use existing Onondaga Creekwalk | Use existing Creekwalk | City of Syracuse | |
| Water St | Franklin St | Clinton St | Contra-flow bike lane (Block between Franklin & Clinton is one-way) & sharrows | Sidewalks | City of Syracuse | City has bike facility plans for Water St from Franklin to Warren |
| Water St | Clinton St | Warren St | Sharrows | Sidewalks | City of Syracuse | City has bike facility plans for Water St from Franklin to Warren |
| Water St | Warren St | S State St/Rt 11 | Use existing sharrows | Sidewalks | City of Syracuse | |
| Water St | S State St/Rt 11 | S Beech St | Use existing bike lanes | Sidewalks | City of Syracuse | |
| S Beech St | Water St | E Genesee St | Sharrows | Sidewalks | City of Syracuse | |
| E Genesee St | S Beech St | Salt Springs Rd | Sharrows and/or bike lanes | Sidewalks | City of Syracuse | |
| | | | | | | |
| OPTION A | | | | | | |
| Salt Springs Rd | E Genesee St | Radcliffe Rd | Sharrows | Shoulders & intermittent sidewalks | City of Syracuse | |
| Radcliffe Rd | Salt Springs Rd | Thompson Rd | Sharrows | Residential street with no sidewalks or shoulders | T/DeWitt | |
| Thompson Rd | Radcliffe Rd | Kinne | Sharrows | Shoulders | T/DeWitt | |
| | | | | | | |

Table 5-1: Part I – On-Road Erie Canalway Trail Suggested Bike Treatments and Pedestrian Options, continued

| ROAD NAME | FROM | TO | SUGGESTED BIKE TREATMENT | SUGGESTED PEDESTRIAN OPTION | ROAD OWNER | NOTES |
|-------------------------------|------------------------------|---|--------------------------|---|---|--|
| OPTION A-1 | | | | | | |
| Thompson Rd / Orvilton Dr | Kinne Rd | Pelham Rd to Grenfell Rd | Sharrows | Shoulders | T/DeWitt | |
| Grenfell Rd / Shoppingtown Dr | Erie Blvd E | Agway Dr | Sharrows | Shoulders | T/DeWitt (Grenfell Rd) & privately owned (Shoppingtown Dr) | |
| Agway Dr | Shoppingtown Dr | Butternut Dr | Sharrows or bike lanes | Sidewalks (along Excellus building) & shoulders | Privately owned | |
| Butternut Dr | Agway Dr | Kinne Rd | Sharrows | Shoulders | T/DeWitt | |
| Kinne Rd | Butternut Dr (S of Kinne Rd) | Butternut Dr (N of Kinne Rd) | Sharrows | Sidewalk (bridge over I-481) | T/DeWitt | |
| Butternut Dr (N of Kinne Rd) | Kinne Rd | Old Erie Canal State Park entrance (T/DeWitt) | Sharrows | Shoulders | T/DeWitt | |
| OPTION A-2 | | | | | | |
| Kinne Rd | Thompson Rd | Butternut Dr (N of Kinne Rd) | Sharrows | Shoulders & sidewalk (bridge over I-481) | T/DeWitt | |
| Butternut Dr (N of Kinne Rd) | Kinne Rd | Old Erie Canal State Park Entrance (T/DeWitt) | Sharrows | Shoulders | T/DeWitt | |
| OPTION B | | | | | | |
| E Genesee St | Salt Springs Rd | Orvilton Dr | Use existing bike lanes | Intermittent sidewalks & shoulders | City of Syracuse (to City line); NYSDOT (on E Genesee St from City line to Orvilton Dr) | SMTC completed the E Genesee St Sidewalk Study for the City of Syracuse in 11/2011 |
| Orvilton Dr | E Genesee St | Pelham Rd | Sharrows | Shoulders | T/DeWitt | |

Table 5-1: Part I – On-Road Erie Canalway Trail Suggested Bike Treatments and Pedestrian Options, continued

| ROAD NAME | FROM | TO | SUGGESTED BIKE TREATMENT | SUGGESTED PEDESTRIAN OPTION | ROAD OWNER | NOTES |
|-------------------------------|------------------------------|---|--------------------------|--|--|-------|
| OPTION B-1 | | | | | | |
| Pelham Rd/Grenfell Rd | Orvilton Dr | Erie Blvd E | | Residential streets with no sidewalks or shoulders | | |
| Grenfell Rd / Shoppingtown Dr | Erie Blvd E | Agway Dr | Sharrows | Shoulders | T/DeWitt (Grenfell Rd) & privately owned (Shoppingtown Dr) | |
| Agway Dr | Shoppingtown Dr | Butternut Dr | Sharrows or bike lanes | Sidewalks (along Excellus building) & shoulders | Privately owned | |
| Butternut Dr | Agway Dr | Kinne Rd | Sharrows | Shoulders | T/DeWitt | |
| Kinne Rd | Butternut Dr (S of Kinne Rd) | Butternut Dr (N of Kinne Rd) | Sharrows | Sidewalk (bridge over I-481) | T/DeWitt | |
| Butternut Dr (N of Kinne Rd) | Kinne Rd | Old Erie Canal State Park entrance (T/DeWitt) | Sharrows | Shoulders | T/DeWitt | |
| OPTION B-2 | | | | | | |
| Orvilton Dr to Thompson Rd | Pelham Rd | Kinne | Sharrows | Shoulders | T/DeWitt | |
| Kinne Rd | Thompson Rd | Butternut Dr (N of Kinne Rd) | Sharrows | Shoulders | T/DeWitt | |
| Butternut Dr (N of Kinne Rd) | Kinne Rd | Old Erie Canal State Park Entrance (T/DeWitt) | Sharrows | Shoulders | T/DeWitt | |

Table 5-2: Bike Facility Treatment Options

| Treatment Option | Treatment Description and Typical Application |
|--|--|
| Paved Shoulders* | <p>Shoulders are the portion of the roadway contiguous with the traveled way that accommodates stopped vehicles, emergency use, and lateral support of subbase, base, and surface courses. Where paved, shoulders are often used by bicyclists. Paved shoulders are best used on rural highways that connect town centers and other major attractors. They are appropriate for rural roadways and inter-city highways with typical posted rural highway speeds (generally 40-55 MPH).</p> <p>Shoulder width should be dependent on characteristics of the adjacent motor vehicle traffic (i.e., wider shoulders on higher-speed and/or higher-volume roads). Paved shoulders should be at least 4-feet wide to accommodate bicycle travel. However, where 4-foot widths cannot be achieved, any additional shoulder width is better than none at all. Rumble strips are not recommended where shoulders are used by bicyclists.</p> |
| Bike Lanes* | <p>Bike lanes are a portion of a roadway that has been designated for preferential or exclusive use for bicyclists delineated by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction of travel as the adjacent traffic lane, unless designed as a contra-flow lane. Used along arterials and collectors >25 MPH that provide direct access to major land uses. Speed differential is generally a more important factor than traffic volumes.</p> <p>Bike lanes are the appropriate and preferred bicycle facility for thoroughfares in both urban and suburban areas. Paved shoulders that meet the criteria of a bike lane may be designated as a bike lane by installing bike lane symbol markings. Under such conditions, this is a short-term, cost effective solution. If a paved shoulder is not wide enough, then an engineer could determine if the travel lanes could be narrowed to allow sufficient shoulder space. Bike lanes may also be incorporated in the mid-to-long term if the roadway is widened during resurfacing or reconstruction activities. Lane widths should be determined by context and anticipated use, but are typically 5 feet wide. Lanes may be 5-7 feet wide adjacent to parked cars. For roadways with no curb and gutter and no on-street parking, minimum bike lane width is 4 feet. Additional width may be necessary if a roadway has excessive speeds >50 MPH, lots of truck traffic, etc. The MUTCD provides guidelines and standards for colors and markings to use when delineating a bike lane.</p> <p>“BIKE LANE” signs should be used in conjunction with bike lane lines and markings. Signs should be used in areas where there is not excessive sign clutter or on-street parking. The sign may be paired with an AHEAD plaque or with an ENDS plaque. Note: the BIKE LANE ENDS plaque sign should not be used where a bike lane changes to an unmarked shoulder or at temporary interruptions in a bike lane.</p> |
| Shared-Lane Markings (Sharrow)* | <p>A sharrow is pavement marking symbol that indicates an appropriate bicycle positioning in a shared lane where both bicycle and motor vehicles travel. Appropriate for collectors or minor arterials that are < 35 MPH with variable traffic volumes. Where motor vehicles are allowed to park along shared lanes, place stenciling in a location away from the parked vehicles to reducing potential conflicts with opening doors. Corridor should be designed with bike guide signs and shared-lane markings. Shared-lane markings may also be appropriate to use to fill a gap between two sections of roadway that contain bike lanes. Under such conditions this is a short-term, cost effective solution.</p> <p>A “SHARE THE ROAD” sign assembly is intended to alert motorists that cyclists may be encountered and that they should be mindful and respectful of bicyclists. However, the sign is <u>not</u> a substitute for appropriate geometric design measures that can improve the quality of service for cyclists. This sign may be used at the end of a bike lane, or where a shared-use path ends, and cyclists must share a lane with other traffic. This sign should not be used to indicate a bike route.</p> |
| Contra-Flow Bike Lanes* | <p>Contra-flow bike lanes are bike lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic. They convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, and the other for bikes only. Contra-flow lanes are separated with yellow center lane striping. They work best on low-speed, low volume streets to minimize the risk of dangerous crashes.</p> <p>A “BIKE LANE” sign and arrow markings should be used to define the bike lane direction and designate that portion of the street for preferential use by bicyclists. A “ONE-WAY” sign with “EXCEPT BIKES” plaque should be posted along the facility and at intersecting streets and driveways informing motorists to expect two-way traffic. A “DO NOT ENTER” sign with “EXCEPT BIKES” plaque should be posted along the facility to only permit use by bicycles.</p> |

References: American Association of State and Highway Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities 4th Ed.*, the NYSDOT Highway Design Manual, Chapter 17 *Design of Bicycle Facilities, Selecting Roadway Treatments to Accommodate Bicycles*, FHWA, 1994, Publication No. FHWA-RD-920073, the Federal Manual of Uniform Traffic Control Devices (MUTCD), and the National Association of City Transportation Officials (NACTO) *Urban Bikeway Design Guide*.

***See Photo Examples on Following Pages**

PAVED SHOULDERS

Milton Avenue (T/Camillus)



BIKE LANES

Water Street (City of Syracuse)



East Genesee Street (City of Syracuse)



SHARED-LANE MARKINGS (SHARROWS)

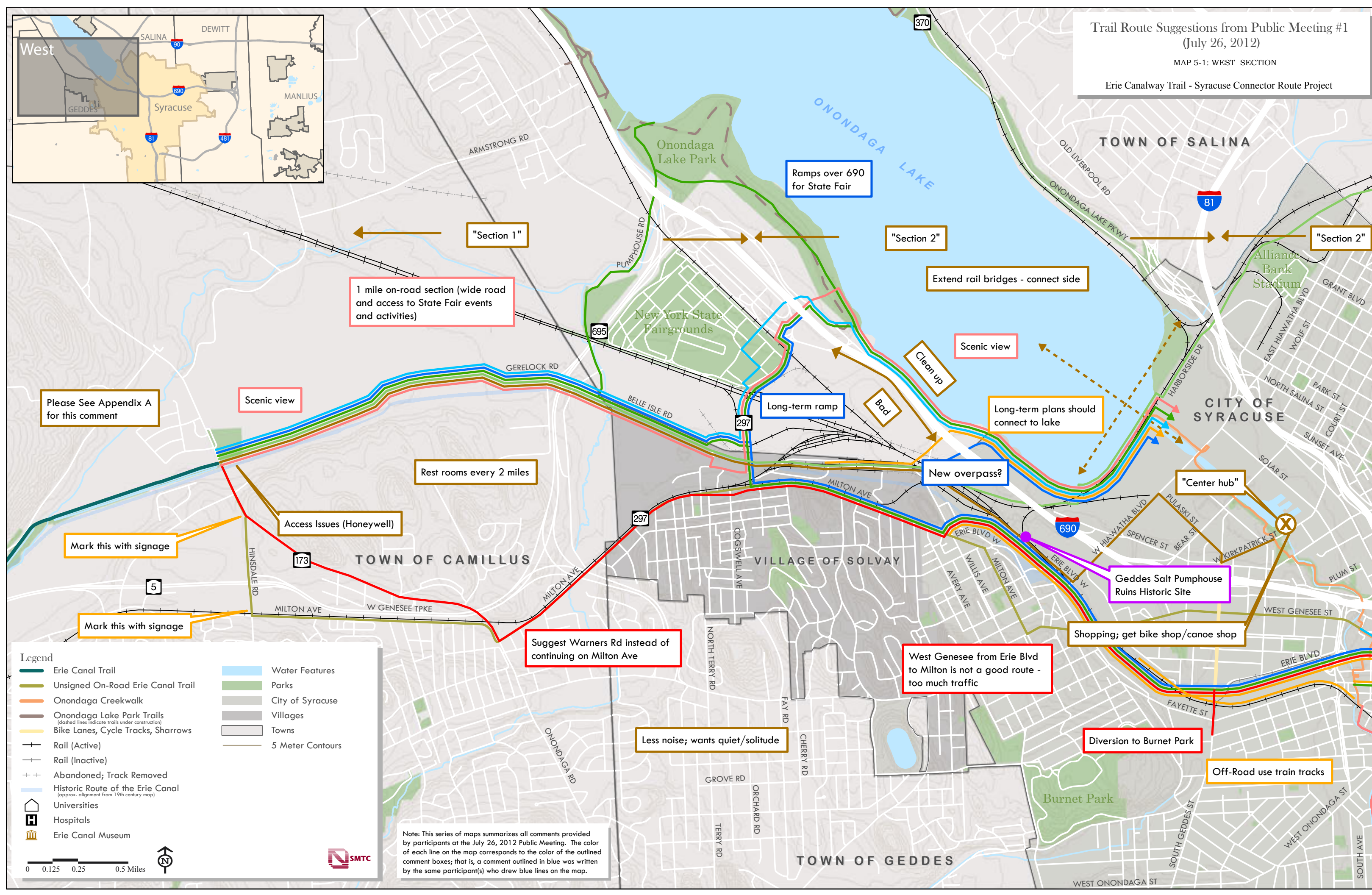
Water Street (City of Syracuse)

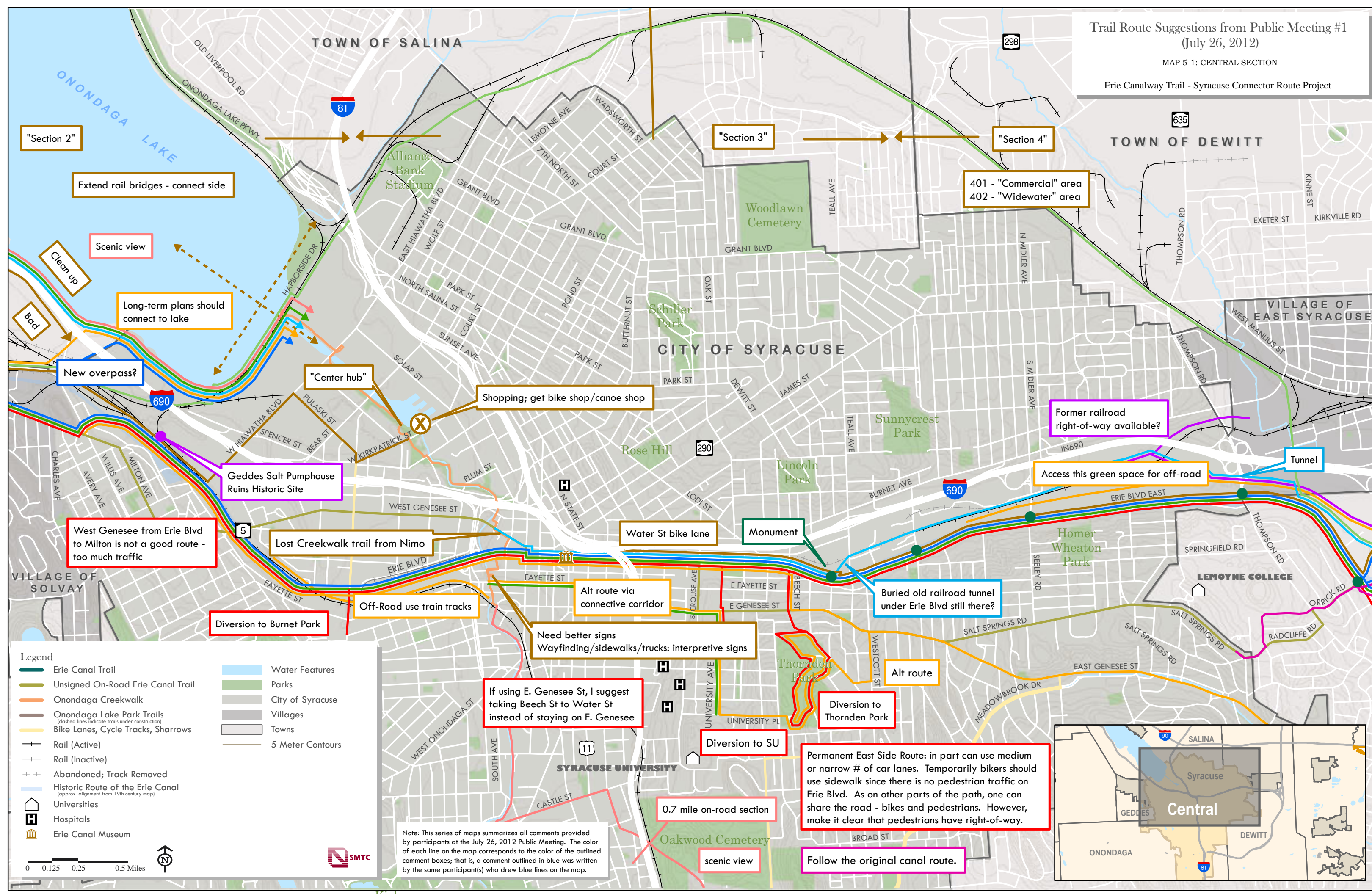


CONTRA-FLOW BIKE LANE

Olympia, Washington
[www.pedbikeimages.org/Dan Burden](http://www.pedbikeimages.org/Dan_Burden)



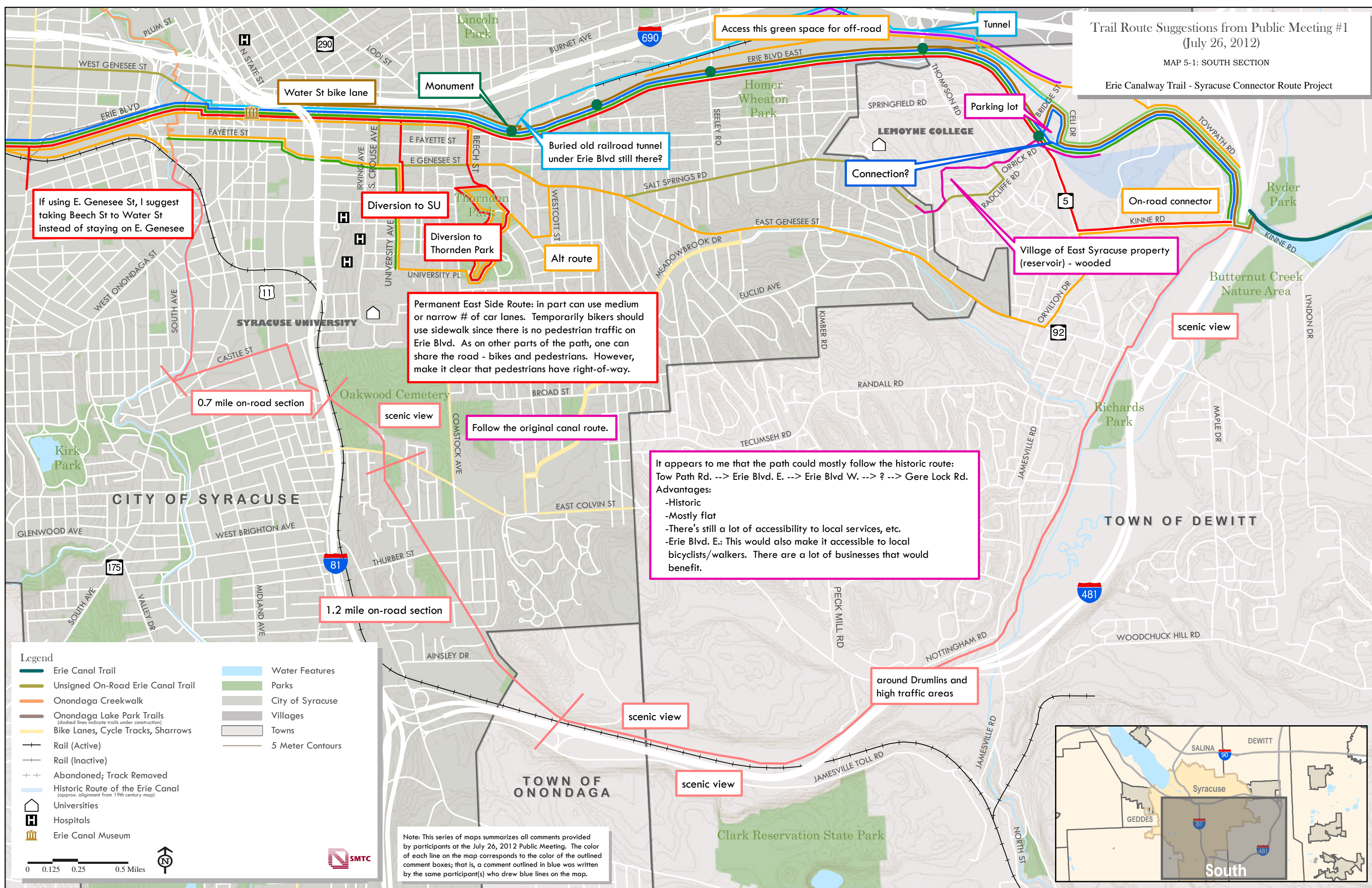




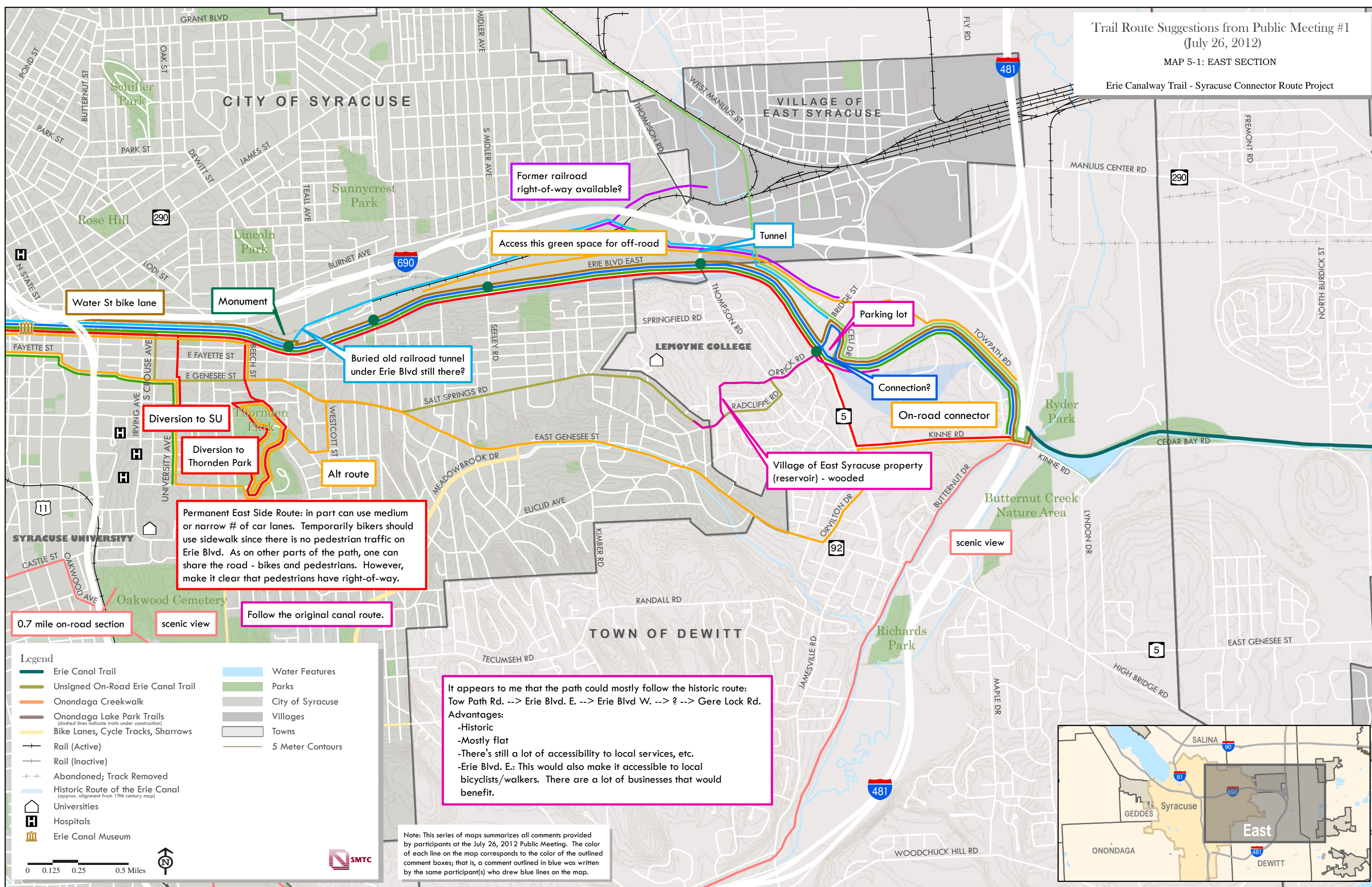
Trail Route Suggestions from Public Meeting #1
(July 26, 2012)

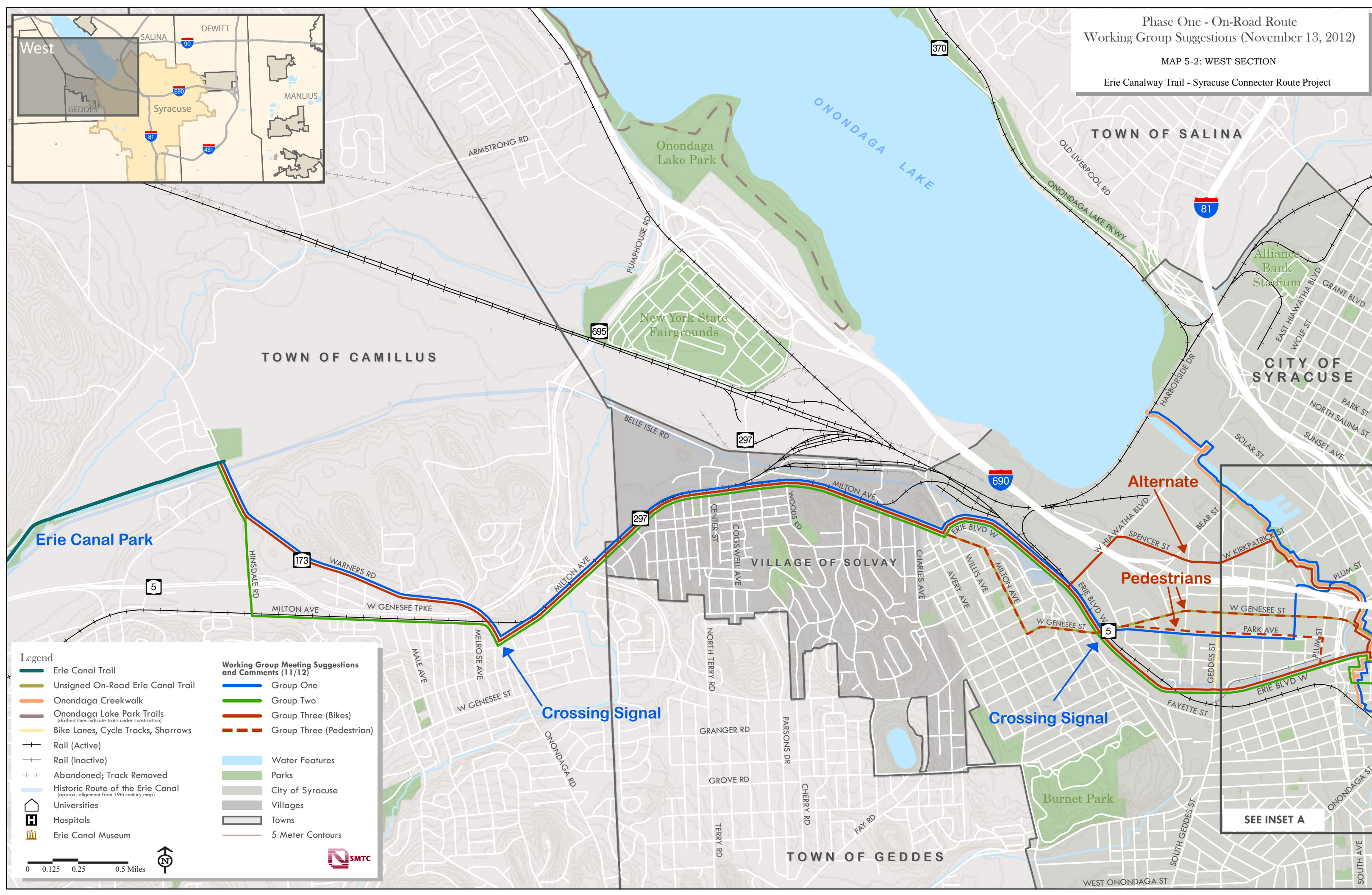
MAP 5-1: SOUTH SECTION

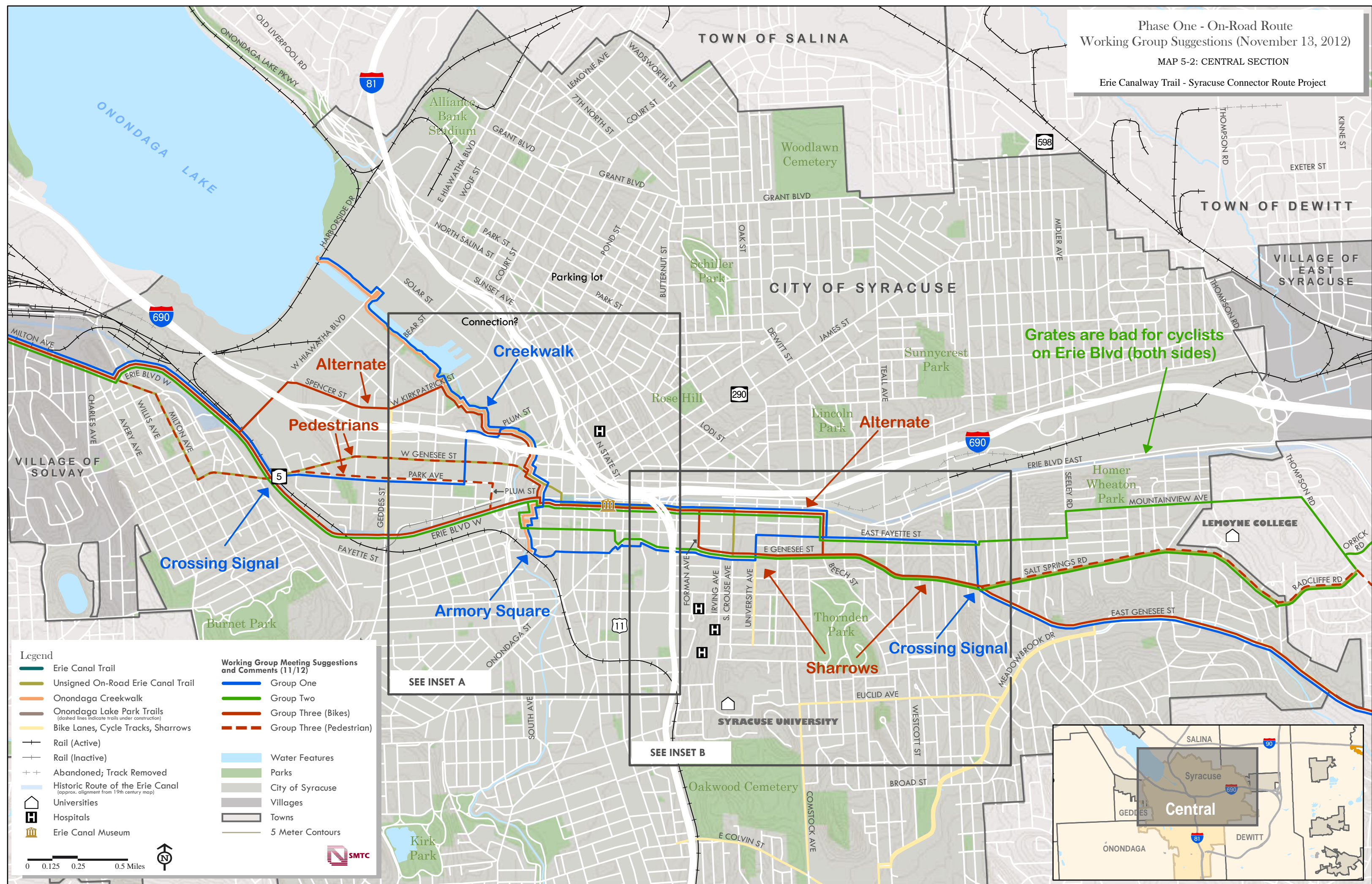
Erie Canalway Trail - Syracuse Connector Route Project



Note: This series of maps summarizes all comments provided by participants at the July 26, 2012 Public Meeting. The color of each line on the map corresponds to the color of the outlined comment boxes; that is, a comment outlined in blue was written by the same participant(s) who drew blue lines on the map.



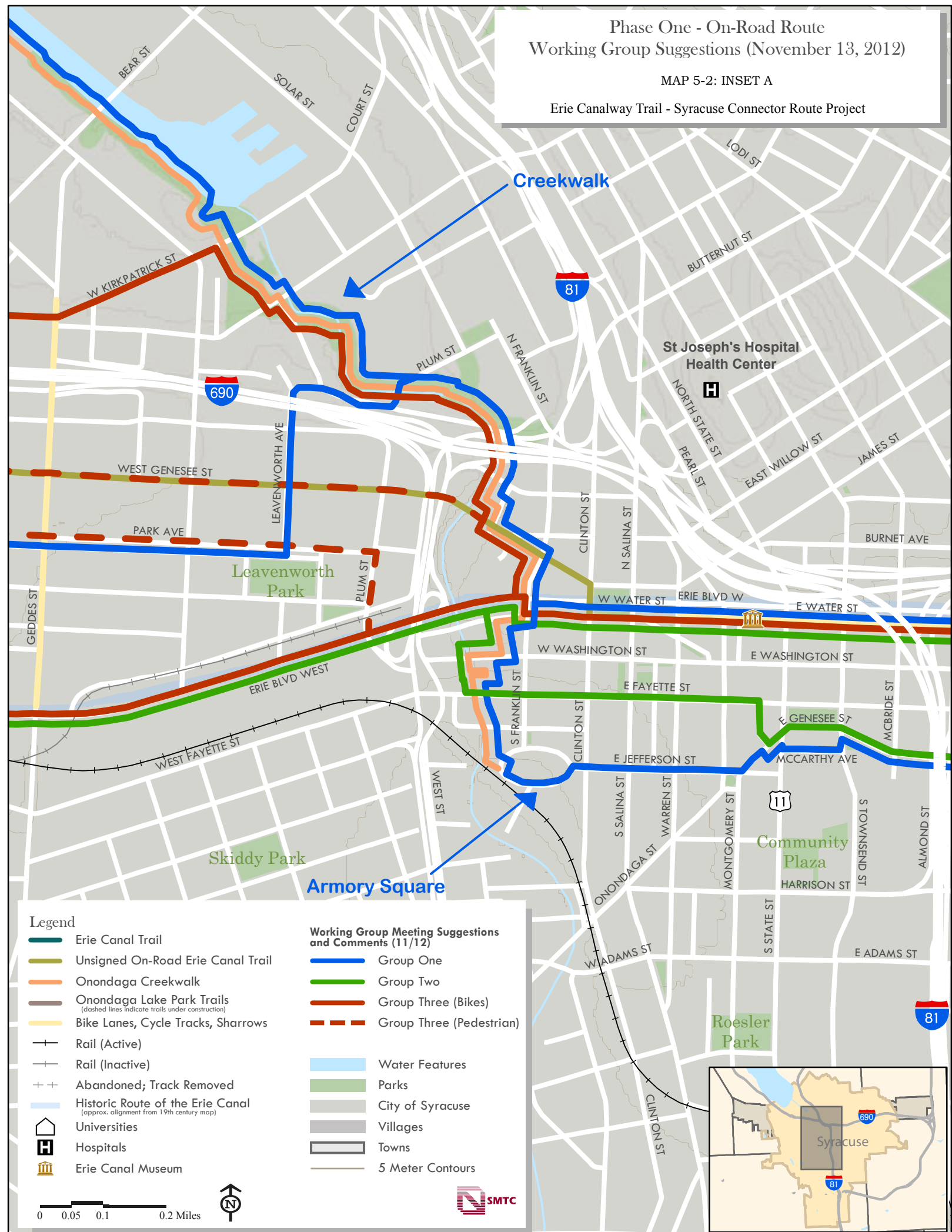




Phase One - On-Road Route
Working Group Suggestions (November 13, 2012)

MAP 5-2: INSET A

Erie Canalway Trail - Syracuse Connector Route Project



Phase One - On-Road Route
Working Group Suggestions (November 13, 2012)

MAP 5-2: INSET B

Erie Canalway Trail - Syracuse Connector Route Project



Legend

Erie Canal Trail

Unsigned On-Road Erie Canal Trail

Onondaga Creekwalk

Onondaga Lake Park Trails
(dashed lines indicate trails under construction)

Bike Lanes, Cycle Tracks, Sharrows

Rail (Active)

Rail (Inactive)

Abandoned; Track Removed

Historic Route of the Erie Canal
(approx. alignment from 19th century map)

Universities

Hospitals

Erie Canal Museum

Working Group Meeting Suggestions and Comments (11/12)

Group One

Group Two

Group Three (Bikes)

Group Three (Pedestrian)

Water Features

Parks

City of Syracuse

Villages

Towns

5 Meter Contours

00.1250.250.5 Miles

N

SMTCS

Phase One - On-Road Route

Working Group Suggestions (November 13, 2012)

MAP 5-2: EAST SECTION

Erie Canalway Trail - Syracuse Connector Route Project

SEE INSET A

SEE INSET B

Grates are bad for cyclists on Erie Blvd (both sides)

Alternate

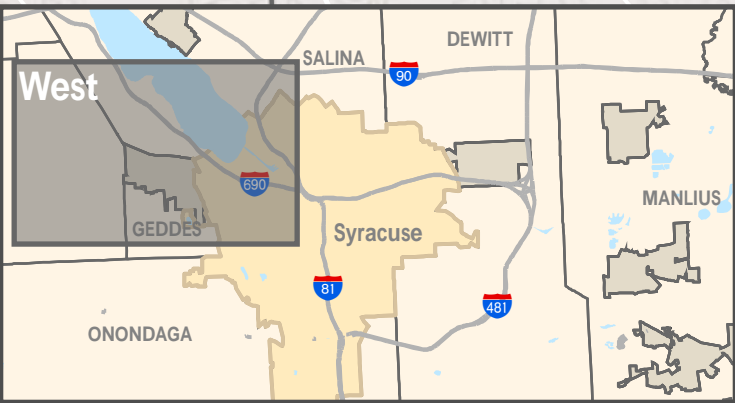
Sharrows

Crossing Signal

Pedestrians
Bikes

Cedar Bay

Crossing Signal



Phase One -
Suggested On-Road Route Options
MAP 5-3: WEST SECTION
Erie Canalway Trail - Syracuse Connector Route Project



Legend

- Erie Canal Trail
- Unsigned On-Road Erie Canal Trail
- Onondaga Creekwalk
- Onondaga Lake Park Trails
(dashed lines indicate trails under construction)
- Bike Lanes, Cycle Tracks, Sharrows
- Rail (Active)
- Rail (Inactive)
- Abandoned; Track Removed
- Historic Route of the Erie Canal
(approx. alignment from 19th century map)
- Universities
- Hospitals
- Erie Canal Museum

Erie Canalway Trail (ECT)
Suggested Routes:

- ECT Route
- ECT Route, Option A
- ECT Route, Option B

- Water Features
- Parks
- City of Syracuse
- Villages
- Towns
- 5 Meter Contours

0 0.125 0.25 0.5 Miles

North Arrow

SMTC



Legend

- Erie Canal Trail
- Unsigned On-Road Erie Canal Trail
- Onondaga Creekwalk
- Onondaga Lake Park Trails
(dashed lines indicate trails under construction)
- Bike Lanes, Cycle Tracks, Sharrows
- Rail (Active)
- Rail (Inactive)
- Abandoned; Track Removed
- Historic Route of the Erie Canal
(approx. alignment from 19th century map)
- Universities
- Hospitals
- Erie Canal Museum

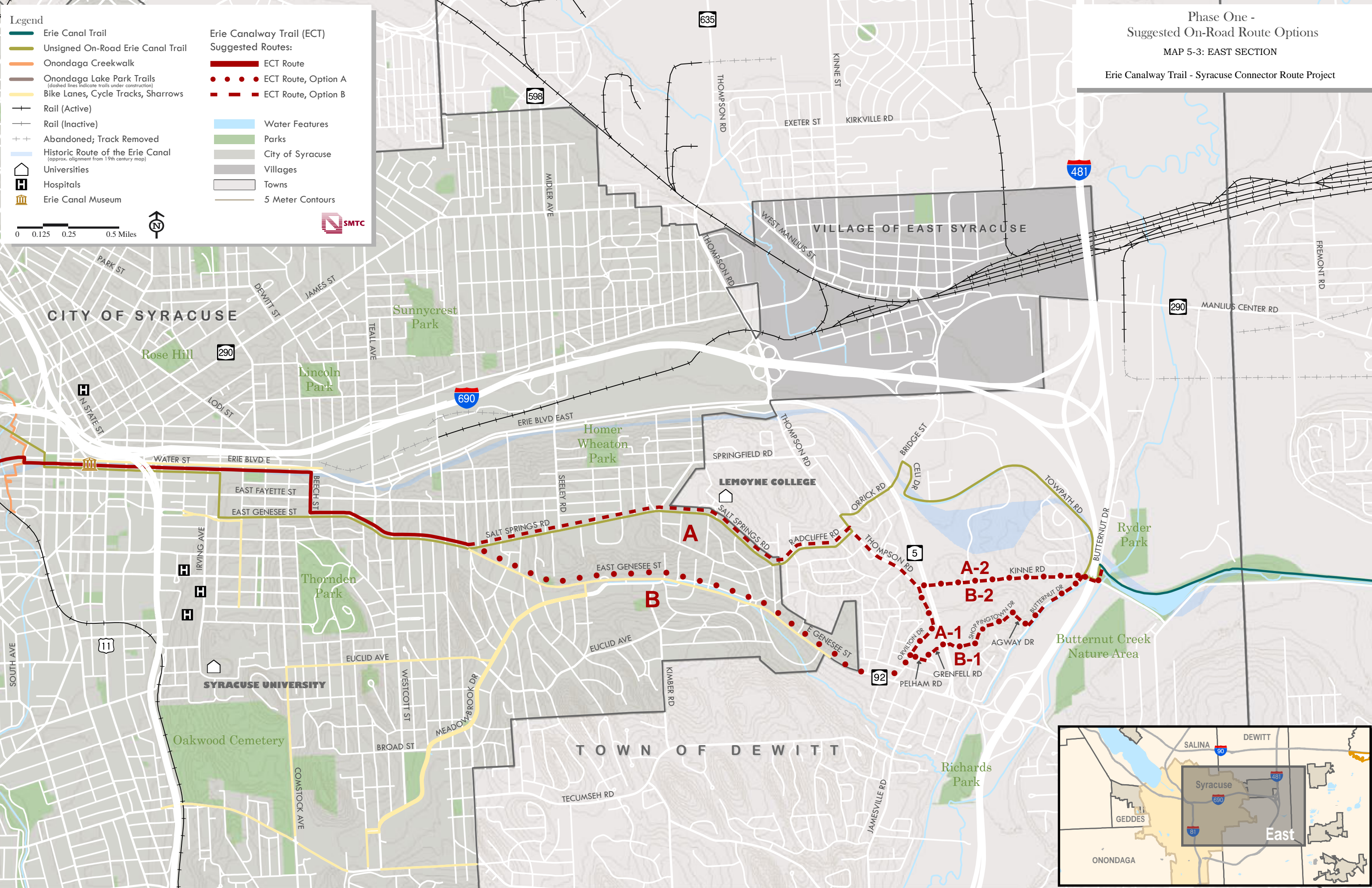
**Erie Canalway Trail (ECT)
Suggested Routes:**

- ECT Route
- ECT Route, Option A
- ECT Route, Option B

- Water Features
- Parks
- City of Syracuse
- Villages
- Towns
- 5 Meter Contours

0 0.125 0.25 0.5 Miles





APPENDIX A

PUBLIC PARTICIPATION APPENDIX

Erie Canalway Trail – Syracuse Connector Route Project

Erie Canalway Trail

Syracuse Connector Route

Public Involvement Plan

Financial assistance for the preparation of this document was provided, in part, by the U.S. Department of Transportation's Federal Highway and Federal Transit Administrations and the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council (SMTC) is solely responsible for its content.

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I. Introduction

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

While public participation is mandated, it is also practical. No single organization has a monopoly on good ideas – they often germinate through an open exchange of information. It is the SMTC's intention to promote the shared obligation of the public and decision makers to define the goals and objectives of the **Erie Canalway Trail – Syracuse Connector Route** project - to leverage renewed local interest in the trail and develop an implementation plan for how and where to locate the Erie Canalway trail between its current end points in the Towns of DeWitt and Camillus.

This study has been separated into two components, Part I and Part II, to be worked on simultaneously.

PART I (SHORT TERM ROUTE)

Part I will examine the existing un-signed, on-road Erie Canalway Trail route utilized each July for the Cycling the Erie Canal (CEC) Bike Tour. This route is noted on the Parks & Trails New York (PTNY) web site and included in the guide *Cycling the Erie Canal: A Guide to 400 miles of adventure and history along the Erie Canalway Trail*. Part I of this project includes the examination of this route to determine if alternate roads and/or improvements can be made to the current on-road route, such as incorporating roadways with existing bike infrastructure (bike lanes, etc), minimal traffic, etc. The ultimate goal is to develop a short term on-road, signed route that will be utilized until a permanent off-road (to the extent possible) route is developed and put into place. It is anticipated that the Canal Corporation will provide Erie Canalway Trail blazers to the appropriate entities for installation once an improved on-road route is determined.

PART II (PERMANENT ROUTE)

Part II, the permanent Erie Canal Trail route, will examine routing for the Erie Canalway Trail between the current western terminus of the Canalway Trail in the Town of Camillus and eastern terminus in the Town of DeWitt. The intent of the permanent route is to work towards developing a route that is off-road (to the extent possible) as the Erie Canalway Trail across NYS is intended as an off-road, relatively flat route.

Development of the long-term off-road route will be organized into three sections – West, Middle, and East (representing the Camillus connection in the west, the City of

Syracuse gap in the middle, and the DeWitt connection in the east) so that the appropriate entities and agencies can participate in detailed discussions relative to each area. Each section will have its own set of opportunities and constraints.

This project, including public involvement efforts, will complement the SMTC study efforts currently underway as part of the Bike Corridor Study (sponsored by the NYSDOT), as well as the City of Syracuse's Bicycle Infrastructure Master Plan, currently being developed.

II. Goals

The intent of the Public Involvement Plan (PIP) for the **Erie Canalway Trail – Syracuse Connector Route** project is to:

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

III. Formation of Study Advisory Committee, Working Groups, and Stakeholders

The PIP includes the formation of three types of groups to assist the SMTC in the study effort: a Study Advisory Committee (SAC), project Working Groups (WG), and Stakeholders.

Study Advisory Committee

Selected representatives from the following affected agencies and groups will be invited to participate in this study as SAC members:

- CenterState Corporation for Economic Opportunity
- Central New York Regional Transportation Authority
- New York State Department of Transportation
- Onondaga County Department of Transportation
- Syracuse-Onondaga County Planning Agency
- City of Syracuse Bureau of Planning and Sustainability
- City of Syracuse Department of Public Works
- City of Syracuse Department of Engineering
- Central New York Regional Planning & Development Board
- Town of Camillus
- Town of Geddes
- Town of DeWitt
- Village of Solvay

- New York State Canal Corporation
- Parks & Trails New York
- Other agencies/entities as appropriate (to be determined at the SAC kickoff meeting)

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

It is anticipated that a minimum of five SAC meetings will be held throughout the course of the study. Securing a meeting location (facility), announcement of SAC meetings through mail/e-mail, conducting SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will be the responsibility of the SMTC.

Working Groups

A series of Working Groups (WG) will also be established to focus on each of the sections of the long-term off-road Erie Canalway Trail route: West/Middle/East (the Camillus connection in the west, the City of Syracuse gap in the middle, and the Town of DeWitt connection in the east). The WGs will assist in the identification of suggested routes for the off-road trails within their sections (West/Middle/East) as well as reviewing and offering comments on the entire route between Camillus and DeWitt. The SAC will participate in each WG as desired. Additional Working Group representation will also be sought from CSX, National Grid, Honeywell, etc. as well as community groups as appropriate.

The SMTC will meet as necessary with the WGs, and will develop and document minutes for each meeting. It is anticipated that the SMTC will hold a minimum of two WG meetings per section (West/Middle/East) during the course of this study. The WGs will not vote on approval or disapproval of project-related products and documents. The WGs will be further defined with the SAC through the PIP.

Stakeholders

A stakeholders list (a broader group of interested individuals with significant relations and interest in the study area) will be maintained by the SMTC. The SMTC will attempt to obtain a list of interested parties and will automatically include those individuals on the stakeholders list. Additional stakeholders will be added based on input from the SAC and the community. The stakeholders will be sent pertinent study information, kept apprised of significant study developments, notified of all public meetings, and encouraged to provide feedback and comment regarding the **Erie Canalway Trail – Syracuse Connector Route** project.

The SMTC and project sponsors will determine initial representation on the SAC and Working Groups. The SMTC will actively seek input at its kick-off meeting and

throughout the course of the study regarding additional individuals who could provide valuable input and perspective to this planning activity.

IV. Meetings and Public Comment

The SMTC will hold public involvement meetings/workshops at specific stages during the study. The SMTC will be responsible for securing a meeting location, issuing press releases, creating meeting materials, mailing meeting fliers, running the meetings, and preparing a summary of each meeting. At least two public meetings are anticipated.

The first public meeting will provide the opportunity to formally present the study to the public, present background information on this project, share an inventory of existing conditions as appropriate, and seek initial feedback from the public regarding Part I and Part II of the Erie Canalway Trail route through Onondaga County. The SAC and WGs will consider citizen input obtained from this meeting.

The second public meeting will take place after potential alternative routes have been developed and analyzed. At this meeting, the public will be invited to provide feedback on the study's alternatives.

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

To further increase its outreach to the public, the SMTC will initiate and conduct a variety of public involvement activities, as appropriate for the **Erie Canalway Trail – Syracuse Connector Route** project:

Material distribution at locations within study area: If deemed necessary (at the discretion of the SAC and/or other appropriate SMTC committees), the SMTC may distribute miscellaneous study-specific information at sites throughout the study area (e.g. schools, community centers, convenience stores, etc.). This information may include one or more of the following: introductory flier, meeting notice, comment card, and a pre-addressed survey on a particular study issue. It is also the SMTC's intent to work with and encourage other agencies to include this information in their publications or to assist in material distribution.

Coordination with existing community organizations: The SMTC will work to coordinate public outreach activities for this study with existing activities of community groups in the study area. The SMTC will seek the assistance of the

Towns of Camillus, DeWitt, Geddes, Village of Solvay and the City of Syracuse to “get the word out” about the study and help publicize public meetings. The SMTC will reach out to these municipalities and other appropriate community groups early in the study process to inform them of the study and opportunities for public input. If requested, SMTC staff will attend existing community meetings to provide a brief overview of the project. Detailed discussion of the analysis and recommendations will be provided at the study-specific public meetings.

All interested individuals (especially those who are not able to attend the public meetings or participate in direct contact with the SMTC staff) are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study’s project schedule, verbally, and on all study material and publications. The public is also welcome to attend any of the publicized SMTC Executive, Planning and Policy Committee meetings in which the **Erie Canalway Trail – Syracuse Connector Route** project may be on the agenda as a discussion item.

V. Press Releases/Media Coverage

The SMTC will issue news releases (announcing the details of all public meetings) to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the **Erie Canalway Trail – Syracuse Connector Route** project.

If possible, all media inquiries should be directed to the SMTC staff director or project manager. However, this is not always possible. If you (e.g. SMTC committee members, SAC members, WG members and/or interested stakeholders associated with the study) are interviewed by the media, please limit your comments to your respective agency’s opinion or involvement in the study. As for speaking to the media on specific issues and questions regarding the **Erie Canalway Trail – Syracuse Connector Route** project, its progress and development, this is the exclusive responsibility of the SMTC.

VI. SMTC Publications

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and particular studies. This newsletter is distributed to nearly 1,500 individuals, some of whom include the media; local, state, and federal agencies associated with the SMTC; municipal and elected officials; community agencies and representatives; and a large number of interested citizens. It is anticipated that articles on the **Erie Canalway Trail – Syracuse Connector Route** project (e.g. study development issues or the announcement or coverage of a public meeting) will be published in subsequent issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flier/report to convey a timely study development the SMTC staff is prepared to perform this additional task.

It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, WGs, stakeholders, and others interested or involved in the **Erie Canalway Trail – Syracuse Connector Route** project.

VII. Miscellaneous Public Involvement Efforts

To further its public involvement efforts, the SMTC will be asking SAC, WG members and interested stakeholders to assist them in better notifying citizens and community groups living and/or working in the study area about the public meetings and the study in general. Such a request is imperative in order to get the “grassroots community” involved. By helping to distribute fliers/announcements and speaking to the members of the community about the **Erie Canalway Trail – Syracuse Connector Route** project, the SAC, WGs, and interested stakeholders will serve to further promote public involvement in areas (and to individuals) that were not reached through the standard outreach.

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

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

The SMTC web site (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **Erie Canalway Trail – Syracuse Connector Route** project, and any final approved reports.

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

VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the **Erie Canalway Trail – Syracuse Connector Route** project, as well as solicit input from affected citizens and community representatives. Through the activities described in this public involvement plan, the SMTC will solicit public input and provide opportunities for the public to develop greater awareness of and active involvement in the project. In a study that has the potential to enhance the quality of life and recreational opportunities for nearby residents and visitors, public involvement is paramount.

Meeting Minutes – Canalway Trail SAC Meeting #1
Wednesday, January 11, 2012

Meeting Attendees:

| Name | Affiliation |
|----------------------|----------------------------------|
| Eric Bacon | Town of Camillus Parks Dept. |
| Ambrose Barbuto | New York State Canal Corporation |
| Julie Bednar | NYSDOT |
| Tim Coley | OCDOT |
| Mario Colone | SMTC |
| Megan Costa | SOCPA |
| James Effinger | Centro |
| Jeanie Gleisner | CNYRPDB/SMTC |
| Stephanie Harrington | NYSDEC |
| Russ Houck | City of Syracuse |
| Danielle Krol | SMTC |
| Andrew Maxwell | City of Syracuse |
| Aaron McKeon | SMTC |

Introductions and Project Purpose

The meeting started with introductions and with an overview of the project, which has two components. The first part of the project is to develop an on-road, signed route for the Erie Canalway Trail through Syracuse, to be used in the short-term, until a permanent, off-road route can be developed. The second part of the project is to identify an off-road route for the trail.

Project Manager Ms. Krol introduced herself and provided a brief history of the project. Organizations in the area have been working toward a completed Canalway Trail in Syracuse for about ten years, but efforts begun ten years ago did not have a public involvement component. Senator Gillibrand's office had a public meeting in March 2011 to discuss closing gaps in the Canalway Trail; this meeting was well attended, indicating renewed interest in this idea at the State and local level.

The SMTC's efforts to date have focused on data gathering. A video of the existing on-road route has been created, as well as an inventory of conditions along the existing route (and some of the challenges associated with this route).

Scope of Work and Schedule

Ms. Krol reviewed the project's scope of work and schedule. The project is expected to run for nearly two years, with a final report produced in Fall 2013. This schedule

anticipates three public meetings, five Study Advisory Committee (SAC) meetings and multiple Working Group meetings.

In discussing the Scope of Work, the question was raised as to whether or not the Scope should include specific mention of research into and a write-up of property owner's liability as it pertains to a public trail on private land. This is perceived as a major obstacle to potentially using land owned by CSX Rail and National Grid for a trail. It was decided that the question of how to ensure that the project addresses this issue would be discussed by the SMTC staff.

Public Involvement

SAC MEETINGS

Four types of public outreach were discussed: SAC meetings, Working Group Meetings, public meetings and press releases / public education.

Ms. Krol clarified that John DiMura of the Canal Corporation and Fran Gotcsik of Parks and Trails New York, have been invited to participate in the SAC and that they will attend meetings as they are able.

WORKING GROUP MEETINGS

Because this project spans several different municipalities, and will involve analyzing specific details based on specific locations, three geographic Working Groups and sets meetings are envisioned: one on the eastern end of the project area, one for the City of Syracuse, and one for the western end of the project area.

The Working Groups are envisioned as being open to SAC members, depending on individuals' interest in the three geographic areas.

Other Working Group members are yet to be determined.

Ms. Gleisner presented the possibility of a survey of cyclists in the area, to get feedback on possible routes from them.

Mr. Bacon suggested tapping into the large pool of volunteers who assisted with the Nine Mile Creek Aqueduct restoration project in the Town of Camillus. He also pointed out that municipal representatives need to be involved, but not all of the concerned municipalities have staff that could be devoted to this process.

It was also suggested that Syracuse University should be involved in this process, since the route for the Canalway Trail would ideally have some connection to the Connective Corridor.

PUBLIC MEETINGS / PRESS RELEASES

Building public awareness/excitement for this project was identified as critical to its long-term success. SAC members discussed ideas such as doing an event (such as a ride or a walk) along the on-street route once signs have been posted along it. Ms. Costa

suggested that the public could be invited to sketch ideas for a possible route for the trail by way of an interactive web site.

In terms of long-term funding prospects, it was suggested that state and local politicians be informed of the project and its progress over time.

Two obstacles to the project's success were pointed out, based on experiences with the previous attempts to establish the off-road route through Syracuse: the liability of private property owners and the lack of a single entity that would push the project forward (e.g., State, County, or the Canal Corporation).

Housekeeping

SAC members agreed that their preferred means of receiving meeting invitations, agendas, and minutes from the SMTC is by way of e-mail.

ACTION ITEMS

- **SAC Members:** SAC members will provide feedback on the draft Public Involvement Plan (PIP) by the end of the month (1/31/12).
- **Project Manager:** Ms. Krol will determine how best to address the question of including research/documentation on private property owners' liability for incidents that take place on a public trail on their property. This could be addressed through the PIP, by an amendment to the Scope, or through some other means.
- **Project Manager:** The SMTC will provide meeting minutes within two weeks of the meeting.

Meeting Minutes – Erie Canalway Trail SAC Meeting #2
Thursday, July 19, 2012
1:00 p.m.

Meeting Attendees:

| Name | Affiliation |
|----------------------|----------------------------------|
| Ambrose Barbuto | New York State Canal Corporation |
| Julie Bednar | NYSDOT |
| Heather Carrington | Downtown Committee |
| Tim Coley | OCDOT |
| Mario Colone | SMTTC |
| Anthony DeStefano | Village of Solvay |
| James Effinger | Centro |
| Jeanie Gleisner | CNYRPDB/SMTTC |
| Michael Godfrey | SMTTC |
| Fran Gotcsik | PTNY |
| Stephanie Harrington | NYSDEC |
| Russ Houck | City of Syracuse |
| Ilana Kanfer | SOCAPA |
| Danielle Krol | SMTTC |
| Michael Moracco | Town of DeWitt |

Introductions and Project Purpose

The meeting started with introductions and a brief overview of the project, which has two components. The first part of the project is to develop an on-road, signed route for the Erie Canalway Trail through Syracuse, to be used in the short-term, until a permanent, off-road route can be developed. The second part of the project is to identify an off-road route for the trail.

Project Manager Ms. Krol acknowledged the January 2012 Study Advisory Committee (SAC) kickoff meeting and reminded SAC Members that the Scope of Work and draft Public Involvement Plan were discussed at that meeting. Details of the SAC kickoff meeting can be found in the January 2012 meeting minutes.

Public Meeting

Ms. Krol noted that the primary focus of today's SAC meeting was to discuss the upcoming first public meeting for this project, and review the draft PowerPoint presentation that will introduce the project to the public, share the history of the Syracuse gap, and solicit Working Group members. She stated that the public meeting is scheduled for Thursday, July 26, 2012 at 6:00 p.m. in the Lafayette Room of the Crowne Plaza Hotel on East Genesee Street in Syracuse.

Ms. Krol then shared the draft PowerPoint presentation with the SAC. Several SAC members offered helpful suggestions: Ms. Harrington suggested adding a slide that noted which agencies were participating in the Erie Canalway Trail study to show the public that this project is a community effort. Mr. Houck reminded SAC members that the project is not just about bicyclists, but pedestrians too, and to make sure we keep this in mind during the public meeting. Showing photos of different types of bicycle facilities (bike lanes, bike boulevards, and sharrows) was suggested by Ms. Gotesik. Ms. Carrington mentioned that adding a few photos of existing conditions along the current on-road unsigned route would be helpful. It was also suggested that we include a verbal description of the current on-road unsigned route when displaying the map of the route, so that the public could gain a better understanding of exactly where the route currently runs.

The presentation also noted how Senator Gillibrand's office had taken an interest in completing the Erie Canalway Trail across the state, and referenced the Erie Canalway Trail "Close the Gap" roundtable held by the Senator's office in March 2011. Mr. Effinger suggested that perhaps this should be emphasized to the public, and could mean potential federal funding for the trail should the Senator's office get involved. Ms. Krol stated that she would discuss this idea with SMTC Director James D'Agostino. *SMTC determined that since we don't have any current indication that federal dollars would be allocated specifically to the Erie Canalway Trail, that we would just note the Senator's roundtable meeting.*

The SAC also reviewed a slide that noted the challenges and opportunities of completing the Erie Canalway Trail through Onondaga County, including finding champion(s) to follow through and build the trail, property issues and potential opportunities for partnerships, funding sources and maintenance/upkeep of the trail. Mr. Morocco noted that the local Rotary club has done a lot of cleaning and beautification projects in the DeWitt area, and that across the state, Rotary clubs have taken in an interest in the Erie Canalway Trail and its upkeep.

It was also noted that a timeframe for completing Part I and Part II of the project would be added to the presentation.

As far as public meeting materials are concerned, Ms. Krol mentioned that SMTC created a survey with six questions for public meeting attendees to answer that will allow us to learn what things are important to the users of the trail, whether it be following a historic route, mostly flat route, or an off-road route, etc. In addition to the survey, the SMTC created large laminated maps of the Erie Canalway Trail gap in Onondaga County for the public to draw on, to indicate their preferred route for the trail.

Ms. Krol noted that a primary reason for holding the public meeting this summer was to solicit Working Group (WG) members for the Erie Canalway Trail project, as it has been difficult to find WG members. WG members will be asked to help identify the route of the trail and review and offer comments on draft trail recommendations for specific segments of the trail as well as the overall route. Ms. Krol said that the SMTC will let

the public know that we're asking WG members for a commitment to attend a series of three (or so) meetings, probably in the evenings during the fall. As is typical with SMTC public meetings, there will also be comment sheets for the public to provide any additional comments they may have on the project to SMTC.

Ms. Krol also asked SAC members to spread the word about the upcoming public meeting using the fliers created by staff.

Field Work to Date

Ms. Krol stated that staff has been reviewing the current on-road unsigned route in the field in conjunction with the Bike Corridor Study that the SMTC is working on for the NYSDOT. She stated that there appear to be some improved route options for Part I of the project and that these will be shared at the next SAC meeting.

Next Steps

The next steps for the project include next week's public meeting, compiling the information/comments gained at the public meeting, and continued field work. Ms. Krol indicated that the next SAC meeting would likely take place at the end of 2012 or in January 2013.

Ms. Krol thanked SAC members for attending and closed the meeting at 2:15 p.m.

Meeting Minutes – Erie Canalway Trail Public Meeting #1
Wednesday, July 26, 2012
Crown Plaza, Syracuse, New York
6:00 P.M. to 8:00 P.M.

SMTC Staff Present:

Mike Alexander
James D’Agostino
Jason Deshaies
Jeanie Gleisner
Mike Godfrey
Danielle Krol
Patricia Wortley

Introductions and Project Purpose

Danielle Krol from the Syracuse Metropolitan Transportation Council (SMTC) opened the public meeting at 6:10 p.m. and thanked everyone for attending. Ms. Krol presented several slides that gave a brief overview of the SMTC and the project purpose. The presentation can be viewed at: <http://www.smtcmtpo.org> through November 2012.

Following the presentation, attendees asked questions and provided comments about the study. After fielding questions, Ms. Krol directed meeting participants to the tables in the room containing large maps of the current termini of the Erie Canalway Trail in Onondaga County. She asked participants to draw their desired routes for completing the Erie Canalway Trail route between the Towns of Camillus and DeWitt. During this exercise, staff from the SMTC assisted with drawing the routes and answered questions. Comments and notes from the public were placed directly on the maps. The public was reconvened as a group after the exercise was complete and were provided another opportunity to ask questions and make comments. Ms. Krol also asked those in attendance to consider participating in upcoming working groups in an effort to take a more detailed look at identifying potential trail routes.

Ms. Krol fielded the following questions during the meeting:

- **Question:** In Camillus, at the end of the existing trail, there is a trail extension that continues east. This eastern trail is open periodically by the property owner (possibly Honeywell?) for cyclists to cut through, primarily during the annual cycling trip. However, this trail segment is fenced off the rest of the year. Would it be possible to include this trail section in future extensions of the trail?

Response: Yes, potentially -- all options are currently on the table for discussion.

- **Comment:** One participant indicated that there are additional chances for pedestrian-bike conflicts when transitioning from an off-road bike trail into an urban environment that contains more pedestrians than cyclists. Rochester

separates its urban bike trails from its pedestrian trails. Syracuse may want to consider a similar approach.

- **Comment:** The existing path in Chittenango narrows so that there is only enough width to accommodate one cyclist at a time.

- **Question:** Who will maintain this new trail?

Response: This will need to be addressed before the plan is implemented and would likely involve partnerships.

- **Question:** Is this the largest gap in the Erie Canal Trail Network?

Response: Yes.

- **Comment:** You mentioned during the presentation that horses are allowed in certain sections of the trail. Horses tend to tear up trails, which requires additional maintenance and causes safety issues for cyclists and pedestrians. Horses also leave droppings that are often not picked up.

Response: Again, this is a maintenance issue, and we have to remember that the trail is for a variety of types of users.

- **Question:** Who is in charge of the “Loop-the-Lake” project?

Response: Onondaga County

- **Question:** Will the envisioned working groups discuss different canal subsections?

Response: That depends on the number of people interested to participate. If there are enough people, three working groups will be formed. One will focus on the west section, one on a mid section, and one on an east section. Otherwise, there will only be one working group and all three sections will be considered during the meetings.

Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

- Good initial meeting

- everyone should wear tags as to their job title, experience, etc.

- why not publicize meeting more? TV, Radio, papers, etc.

Tell us about yourself (optional)

[Redacted area for optional personal information]

☒ I would like to join an Erie Canalway Trail Syracuse Connector Route Working Group.

Please leave this sheet with a project team member or submit your comments by **August 10, 2012** to:

Email: dkrol@smtcmpo.org

Mail: Danielle Krol
Syracuse Metropolitan Transportation Council
126 North Salina Street, 100 Clinton Square, Suite 100
Syracuse, New York 13202

www.smtcmpo.org

Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Tell us about yourself (optional)

Name:

Organiza

Address

City:

Phone:

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126 North Salina Street, 100 Clinton Square, Suite 100
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Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

This is a great way to put all of our ideas into the mix.

Tell us about yourself (optional)

Name: _____

Organization

Address :

City: _____

Phone: _____

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Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

Thank you for the opportunity to express my thoughts
& to hear the plan in progress. Due to personal circumstances,
I am not able to join a working group at this time.

Tell us about yourself (optional)

Name: _____

Organization: _____

Address: _____

City: _____

Phone: _____

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Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

Great Job !!!

Tell us about yourself (optional)

Name: Megan Coster

Organization (if applicable): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ E-mail: _____

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Mail: **Danielle Krol**
Syracuse Metropolitan Transportation Council
126 North Salina Street, 100 Clinton Square, Suite 100
Syracuse, New York 13202

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Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

- Very good Meeting ☺
- Lots of information
- Hoping to see outcome

Tell us about yourself (optional)

Name:

Organiz

Address

City:

Phone:

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Email: dkrol@smtcmpo.org

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Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

I do not like in the city. However biking on
an urban recreational path would appeal to me.
Great interest in conservation, urban planning.

Tell us about yourself (optional)

Name: _____

Organization: _____

Address: _____

City: _____

Phone: _____

It depends when they meet,
☒ I would like to join an Erie Canalway Trail Syracuse Connector Route Working Group.

Please leave this sheet with a project team member or submit your comments by **August 10, 2012** to:

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Mail: **Danielle Krol**
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Erie Canalway Trail Syracuse Connector Route

PUBLIC MEETING COMMENT SHEET

July 26, 2012
Crowne Plaza Hotel, La Fayette Room
701 East Genesee St
Syracuse, NY

General Comments

Signage is a critical component to urban
trailways and this was not listed as an important
~~feature~~ condition

Tell us about yourself (optional)

Name: _____

Organization: _____

Address: _____

City: _____

Phone: _____

☒ I would like to join an Erie Canalway Trail Syracuse Connector Route Working Group.

Please leave this sheet with a project team member or submit your comments by **August 10, 2012** to:

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Mail: Danielle Krol
Syracuse Metropolitan Transportation Council
126 North Salina Street, 100 Clinton Square, Suite 100
Syracuse, New York 13202

www.smtcmpo.org



Syracuse Metropolitan Transportation Council

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

MEMORANDUM

TO: Erie Canalway Trail – Working Group
FROM: Danielle Krol, SMTC
DATE: October 31, 2012
RE: Erie Canalway Trail Working Group Meeting – Tuesday, November 13, 2012

The Syracuse Metropolitan Transportation Council (SMTC) has scheduled a Working Group (WG) meeting for the Erie Canalway Trail – Syracuse Connector Route planning project on:

Tuesday, November 13, 2012
5:00 PM - 6:30 PM
SMTC Lower Level Conference Room*

As you are aware, the SMTC is conducting this project, sponsored by the City of Syracuse, to determine how and where to locate the Erie Canalway Trail through the City of Syracuse and to develop a documented plan for how to achieve implementation through Syracuse, with connections to DeWitt and Camillus.

We are contacting you as a follow up to the late July public meeting held for this project (the meeting presentation is available on our website: <http://www.smtcmpo.org/meetings.asp>). We had asked public meeting attendees if they were interested in working more on identifying the route of the trail to join a “working group”. If you are still interested in serving on a working group, our first meeting will be held on November 13, 2012 at 5:00 PM.

The November working group meeting will focus on Part I of the project, the short-term on-road unsigned route. We’ll discuss making adjustments and outright changes to the on-road, unsigned route currently utilized by cyclists during the Cycling the Erie Canal Bike Tour held each July. Pedestrians must also be accommodated by this short-term route.

Please let me know if you can attend the meeting and/or if you no longer wish to participate as a working group member. You can contact me via email, dkrol@smtcmpo.org, or by phone at (315) 422-5716 ext. 308. Also, if you know of others that are interested in participating, please share this meeting information with them, and let me know so that I have enough materials for our November meeting.

Thank you!

*The SMTC is located at 126 N Salina Street, 100 Clinton Square, Syracuse, NY 13202. Directions to the building can be found here: www.smtcmpo.org/directions.htm. Please enter the building from the parking lot, and take the elevator/stairs to the Lower Level.

The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • CenterState Corporation for Economic Opportunity • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration



Syracuse Metropolitan Transportation Council

100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, New York 13202

Phone (315) 422-5716
Fax (315) 422-7753
www.smtcmpo.org

**Bike Corridor Study
Summary of Working Group Meetings**

Monday, March 12, 2012; 9:00 to 10:30 (Lobby Conference Room):

Mike Alexander, SMTC
Danielle Kroll, SMTC
Meghan Vitale, SMTC
Jeanie Gleisner, SMTC
Mike Godfrey, SMTC
Helene Schmid, Onondaga Cycling Club
Mike Lyon, Onondaga Cycling Club President
John Allen, Onondaga Cycling Club
James Trevvett, Onondaga Cycling Club

Tuesday, March 20, 2012; 6:00 to 7:30 (First Floor Conference Room):

Mike Alexander, SMTC
Danielle Krol, SMTC
Jeanie Gleisner, SMTC
Michael P. O'Connor, Onondaga Cycling Club

Monday, March 26, 2012; 6:00 to 7:30 (First Floor Conference Room):

Mike Alexander, SMTC
Danielle Krol, SMTC
Jeanie Gleisner, SMTC
Larry Weiskirch, Onondaga Cycling Club
Dan Wnorowski, Onondaga Cycling Club
John Cico, Onondaga Cycling Club

Tuesday, March 27, 2012; 3:00 to 3:45 (First Floor Conference Room):

Mike Alexander, SMTC
Sam Sampere, Onondaga Cycling Club

Friday, June 1, 2012; 2:00 to 3:00 (First Floor Conference Room):

Mike Alexander, SMTC
John Sexton, NYSDOT

Meeting Summary:

The SMTC conducted five Working Group meetings with cyclists from the Onondaga Cycling Club. The participants have commuted to work on their bikes. Each meeting was conducted using the same general work session format. The summary below includes the comments from all of the meetings. Issues and opportunities identified by the Working Group participants were also summarized on a map entitled "*Compilation of Issues and Opportunities Identified by Working Group Participants*".

A. Introduction

Mr. Alexander welcomed everyone and thanked them for coming. He introduced himself and asked everyone to introduce themselves. Mr. Alexander explained that the SMTTC used its Travel Demand Model to identify origins, destinations, and potential routes.

B. Working Group Meeting Purpose

Mr. Alexander stated that the purpose of the working group meetings is to identify issues and opportunities with each route and prioritize routes.

C. Work Session

Meeting participants discussed issues and opportunities with the identified routes and helped identify priority routes. The Issues and Opportunities Map documents substantive comments that were discussed by the participants. Please reference the issues and opportunities map for more information. Participants also offered the following additional comments:

Commuter Cyclist Participants

- One commuter rides from Memphis to downtown via Warners to Milton to Erie Boulevard West
- One commuter rides to SU from Fayetteville along Genesee Street then into Meadowbrook Road to Colvin.
- One commuter rides from Jamesville via Rock Cut Road to Brighton on/off ramps and along Nottingham
- One commuter rides from DeWitt to East Syracuse
- One commuter rides from Westvale to downtown and will take bus part of the way
- One commuter rides from west side of the city to downtown

Route Considerations and Trouble Spots

- Erie Boulevard West contains less traffic and fewer lights. It should be considered a preferred route over Genesee Street.
- Fayetteville to SU is difficult
- Bus routes can expand options for bikers willing to bike and ride, but bus routes in Fayetteville are limited.
- The bike route on Euclid is very steep
- Commuter routes should avoid steep hills
- Fayetteville Town Center – adjacent roads are narrow, have narrow shoulders, and several roads are deteriorated
- Width and condition of shoulders are an issue when selecting routes
- Towpath Road is confusing because it contains path on only one side of road, and the bike path is not marked. Cyclists typically expect lanes on both sides of the road
- Wide shoulders can help off-set high-volume traffic
- People from East Syracuse to Erie Boulevard have a very difficult time because there are few pedestrian facilities
- Erie Boulevard East and under the I-81 viaduct is difficult to cross
- Colvin is not bad when crossing I-81
- Hills, drumlins and blind spots should be considered
- Court/Spencer/Butternut Street bridges okay to cross over I-81
- Experienced cyclists are even uncomfortable by I-81, Buckley Road, and Onondaga Lake Parkway
- Howlett Hill Road is often used by cyclists as it is level with wide shoulders and a 35mph speed limit
- Communities need to maintain their shoulders to keep them free of glass and debris

- Fayette Street from West Street to Geddes Street have wide travel lanes and could be a good bike commuter route
- There is an issue with a drainage grate with wide cross members going the direction of travel at South Ave and Brighton
- Fremont Bridge over rail yard is a difficult route
- Taft Road from Northern Blvd to Route 11 is a difficult section
- South Ave has lots of traffic, illegal parking and buses at elementary school get in cyclist lanes, so cut through by taking the “canal path” (i.e., trail over Onondaga Creek) to Brighton
- Seneca Turnpike hill is an issue and Brighton/South Ave is difficult route
- South Ave is a good direct route to OCC. An alternative route is to take McDonald Road.
- Velasko Road is too narrow with too much traffic and a hill
- Milton to Tipp Hill to Fayette is a good route

Bicyclist Behavior and Preferences

- Some bikers don't mind riding in traffic
- Bikers prefer to be removed from traffic, this will also increase number of bikers
- High traffic volume roads intimidate cyclists
- Commuter cyclists are willing to tolerate up to 10 minutes additional travel time to use a less direct route if that route is safer.
- Cyclists are typically willing to commute up to one hour each way to work (45 minutes to ride, 13.5 miles at 18 mph; 15 minutes to change)
- Average cyclists will commute 5 to 10 miles to work
- Beginner cyclists will commute half of an average cyclist
- Maximum 15 mile commute one way (average cycling time is 18mph) Jamesville Road intersection is not designed for cyclists
- The worst thing you can do is have a cyclist “put their foot down at an intersection.”
- Cyclists will need to be educated about bike boxes and participants fear that motorists will pull into a bike box anyways
- Fixed gear bikes, winter (studded) tires, etc allow for seasonal riding
- Marked bike lanes could help encourage new cyclists
- A good cyclist can travel 15 miles max (10-12 of the miles must be flat).
- 10 miles is a very long commute
- Average speed is 18 mph (for seasoned cyclists with no stops); 14 mph for average cyclists with few stops; 10 mph with lots of stops
- 5 miles is a reasonable commute; most people willing to do 3 miles

Educational Needs for Drivers

- Drivers are not always considerate and should be educated to “share the road”
- Lack of awareness of cyclists and rules about sharing the road were a common theme
- CNY should encourage people to cycle to work one day a week

APPENDIX B

OCTOBER 2011 FIELDWORK MAPS

Erie Canalway Trail – Syracuse Connector Route Project

Areas of Concern
Erie Canalway Trail: Unsigned Route
Fieldwork: October 12, 2011

PLEASE NOTE: This is an interactive PDF. Click on the small boxes outlined in maroon(next to the photos) to change the main photo.

Warner & Hinsdale



Limited line-of-sight
Narrow shoulders
Infrastructure on shoulders

Boyd & Milton



Perpendicular parking with
limited vehicle line-of-sight

E Genesee & Salt Springs



East-bound: lagging left and left turn
lane only on to Salt Springs Road
Narrow shoulders

Kinne & Towpath

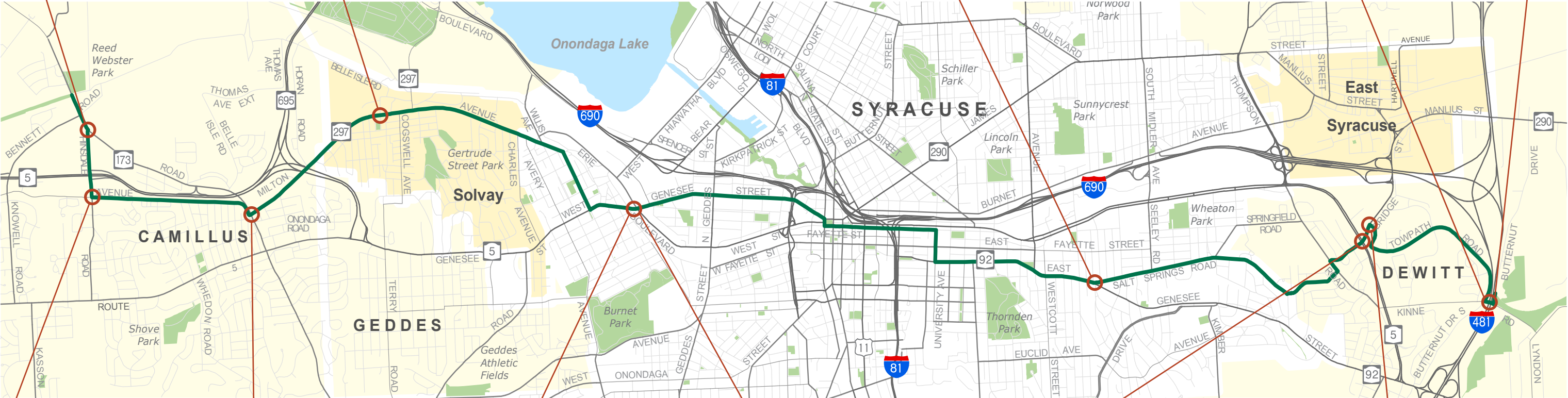


Four-way stop
Narrow shoulders
Limited shoulders on bridge

Kinne & Butternut



Four-way stop
Limited line-of-sight from Butternut
Narrow shoulders
Limited shoulders on bridge



Hinsdale & Milton



Complicated intersection
Railroad crossing
No crosswalk
Limited shoulders

Onondaga & Milton



Complicated intersection
Narrow shoulders
No crosswalk

W Fayette & W Genesee



Higher volume
Complicated intersection
Incomplete crosswalks
Limited shoulders

Erie & W Genesee



Higher volumes
Complicated Intersection
Incomplete crosswalks
Limited shoulders

Erie & Orrick



High volume intersection
Wide intersection
No Crosswalks
Limited Shoulders

Bridge & Celi



High volume intersection
No stop light
No crosswalks
Recently paved and painted

SURVEY APPENDIX

Erie Canalway Trail – Syracuse Connector Route Project

Includes:

- Public Meeting Surveys
- Online Survey Round 1 (July-September 2012)
- Online Survey Round 2 (September 2012-February 2013)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

2. List 3 things that make a ride through an urban area a positive experience for you.

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1= most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

___ The most direct route through the city if unsafe conditions are mitigated.

___ The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

___ The least hilly route

___ The most scenic route (even if outside or around the city)

___ An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

___ A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. *"I'd like to see a bike lane on the section of "X Road" between "A and B Street"*. Or *"I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd"*)).

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

[illegible]

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

1 SOLITUDE

2 SAFE

3 SMOOTH SURFACE

2. List 3 things that make a ride through an urban area a positive experience for you.

- hearing nature

- close to eateries

- well marked

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

- Awful riding surface; broken glass, potholes, etc.

- TRAFFIC

- QUESTIONABLE SAFE AREA

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

a. The most direct route through the city (if unsafe conditions are mitigated)

b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

c. The least hilly route

d. The most scenic route (even if outside or around the city)

e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

5 The most direct route through the city if unsafe conditions are mitigated.

3 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

4 The least hilly route

3 The most scenic route (even if outside or around the city)

1 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

I did the pencil "route" with
Mike Alexander's help on the table
map.

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

OFF ROAD
FLAT

2. List 3 things that make a ride through an urban area a positive experience for you.

PEOPLE
THINGS TO GO (SHOPS, RESTAURANTS)

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

VEHICLE TRAFFIC
JUNK ON SIDES OF STREETS - GLASS

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- ☒ e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

6 The most direct route through the city if unsafe conditions are mitigated.

4 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

3 The least hilly route

5 The most scenic route (even if outside or around the city)

1 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

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(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

The history, & the great people

2. List 3 things that make a ride through an urban area a positive experience for you.

museums, restaurants etc

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

no signs, confusion no bike routes

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- ☒ a. The most direct route through the city (if unsafe conditions are mitigated)
- ☒ b. The historic route of the Erie Canal through the City ☒ ☒ ☒ ☒ ☒ (the canal was filled in 1925 and is now Erie Blvd.)
- ☐ c. The least hilly route
- ☐ d. The most scenic route (even if outside or around the city)
- ☐ e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- ☐ f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

1 The most direct route through the city if unsafe conditions are mitigated.

1 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

1 The least hilly route

2 The most scenic route (even if outside or around the city)

2 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

[illegible]

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

connection to history
nature
pleasant exercise

2. List 3 things that make a ride through an urban area a positive experience for you.

connection to my neighborhood / community
lots to see
interaction w/ people & businesses

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

stop & go, confusing signals & trail markers
rough roads
vehicle traffic & danger / safety

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- ☒ e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

5 The most direct route through the city if unsafe conditions are mitigated.

3 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

4 The least hilly route

5 The most scenic route (even if outside or around the city)

2 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

1 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

Several separate options

- Follow 690 from Fall to Cedar Bay Park
- seems like there is a fair amount of space along highway
- use grass median on Erie for path
- put Erie on a road diet & use a lane for bikes
- connect w/ fairgrounds & lake & inner harbor

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

- recreation / exercise
- ability to connect urban & rural areas

2. List 3 things that make a ride through an urban area a positive experience for you.

- cultural attractions
- food
- rest areas / small parks

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

- many road crossings
- insufficient room for cyclists / pedestrians

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- ☒ e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

4 The most direct route through the city if unsafe conditions are mitigated.

3 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

4 The least hilly route

2 The most scenic route (even if outside or around the city)

1 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

1. What is the main purpose of the study?
 2. What are the research objectives?
 3. What is the research methodology?
 4. What are the results of the study?
 5. What are the conclusions of the study?
 6. What are the limitations of the study?
 7. What are the implications of the study?
 8. What are the future research directions?
 9. What are the contributions of the study?
 10. What are the key findings of the study?

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

SAFE LANES

2. List 3 things that make a ride through an urban area a positive experience for you.

ROAD SHORE LANES
SIDEWALKS (USUALLY EMPTY AND AVAILABLE FOR BIKES)

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

TRAFFIC

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- ☒ b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

6 The most direct route through the city if unsafe conditions are mitigated.

2 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

1 The least hilly route

4 The most scenic route (even if outside or around the city)

5 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

3 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

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FOLLOW AND DEVELOP
ERIE BLVD

- IT'S HISTORIC
- IT'S FLAT

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

PROXIMITY TO WATER
NATURE
CLEAR PATH

2. List 3 things that make a ride through an urban area a positive experience for you.

• SHOPS (COFFEE, ICE CREAM)
• BIKE RACKS
• HISTORY

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

• CARS TAKING RIGHT TURNS
• NO BIKE LANES
• NO DIRECTIONS

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- ☒ b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

3 The most direct route through the city if unsafe conditions are mitigated.

1 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

3 The least hilly route

5 The most scenic route (even if outside or around the city)

 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

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(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

the beauty
separated from motorized traffic: quiet, no fumes
easy riding - mostly flat (at least the parts I've been on)

2. List 3 things that make a ride through an urban area a positive experience for you.

access to services
access to local shops, restaurants, etc.
interacting with local people

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

Lack of separated bicycle infrastructure (a painted line doesn't make it
intersections where it is unclear how to proceed (right turn only lanes, etc. separated.)
Motorized vehicles' speed

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- ☒ b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

3 The most direct route through the city if unsafe conditions are mitigated.

1 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

2 The least hilly route

6 The most scenic route (even if outside or around the city)

5 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

4 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

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(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

Escape from business of cars & people
Great exercise opportunity
Enjoying the "history" of the canal & canal related structures & locks

2. List 3 things that make a ride through an urban area a positive experience for you.

Bars
Restaurants
Stores

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

Traffic
Understandable ignorance of cars to bikes
Trail really "wanders" thru Syracuse.

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- ☒ b. The historic route of the Erie Canal through the City (the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

4 The most direct route through the city if unsafe conditions are mitigated.

1 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

2 The least hilly route (like the orig. canal)

5 The most scenic route (even if outside or around the city)

3 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services
(shops)

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

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Camillus Canal Park to Gere Lock Rd.
to Belle Isle Rd. then State Fair
to Onondaga Lake to meet the loop the
lake trail to Creek Walk to "downtown"
Army Sq. to W. Genesee to Water
to Water St. and then filled in
tunnel under Erie Blvd. to Lynet St. to
Kidd Ave along train tracks (Canal St.)
to tunnel under Thompson Rd. (on Erie
Blvd. side of T Rd. I change to Bridge
St. to Celi Dr. to Payson Rd. to
Ryder Pk -

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

Nature
- Absence of cars
- Smooth, safe surface

2. List 3 things that make a ride through an urban area a positive experience for you.

- food & drink amenities
- communities
- commuting

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

- Bad drivers
- Stop & start biking
-

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- ☒ e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1= most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

5 The most direct route through the city if unsafe conditions are mitigated.

2 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

6 The least hilly route

4 The most scenic route (even if outside or around the city)

1 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

3 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. *"I'd like to see a bike lane on the section of 'X Road' between 'A and B Street'". Or "I'd like to see a bike signal crossing at the intersection of 'X Street and Y Blvd'"*).

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

See ~~the~~ drawing on maps.

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

1) Off road path
2) Along water
3) Scenery

2. List 3 things that make a ride through an urban area a positive experience for you.

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

traffic
hills
poor road surface

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

a. The most direct route through the city (if unsafe conditions are mitigated)

☒ b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

also useful
for commuters

c. The least hilly route

d. The most scenic route (even if outside or around the city)

e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

6 The most direct route through the city if unsafe conditions are mitigated.

1 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

5 ~~3~~ The least hilly route

3 ~~4~~ The most scenic route (even if outside or around the city)

2 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

4 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. *"I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd"*)).

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(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

Nature sightings (animals, birds, waterfowl)
seeing locks & aqueducts
Non-hilly

2. List 3 things that make a ride through an urban area a positive experience for you.

room for biking
signs and marked lanes
tourist attractions

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

traffic - cars & trucks
No bike lane
rough roads

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- ☒ f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

3 The most direct route through the city if unsafe conditions are mitigated.

2 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

4 The least hilly route

1 The most scenic route (even if outside or around the city)

2 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

1 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

I take the route (now) that is
Parks & Trails.

From my house. (middle)

to East 298 to Budget St to Butternut
to West Erie Blvd - Milton to Park

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

Ability to get across the county safely + comfortably
Ability to experience Syracuse + Villages + nature
Ability to easily recreate...

2. List 3 things that make a ride through an urban area a positive experience for you.

Access to dining + shops
... interesting architecture
... parks = historic sites + cultural + social places

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

Unsafe conditions or even perceptions that place is unsafe
Boring - no (nothing to look at)
Big - wide intersections

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- ☒ f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

6 The most direct route through the city if unsafe conditions are mitigated.

4 The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

5 The least hilly route

3 The most scenic route (even if outside or around the city)

1 An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

2 A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

[The page contains faint horizontal lines, suggesting it was part of a lined notebook or document.]

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey – Dewitt to Camillus

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

Are you biased against pedestrians?

2. List 3 things that make a ride through an urban area a positive experience for you.

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

4. If you had to choose only **one** of the conditions below for an urban section of the Erie Canalway Trail cycling route, which **one** would you choose?

- a. The most direct route through the city (if unsafe conditions are mitigated)
- b. The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)
- c. The least hilly route
- d. The most scenic route (even if outside or around the city)
- e. An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- f. A route that provides easy access to cultural sites, activities, food, and services

5. Now, number the choices below in the order of importance to you (1 = most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

___ The most direct route through the city if unsafe conditions are mitigated.

___ The historic route of the Erie Canal through the City
(the canal was filled in 1925 and is now Erie Blvd.)

___ The least hilly route

___ The most scenic route (even if outside or around the city)

___ An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')

___ A route that provides easy access to cultural sites, activities, food, and services

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better (i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Or, alternatively, you may use a grease pencil on the **Large Map** to indicate your preferred route to travel by bike between Cedar Bay Park in Dewitt and Erie Canal Park in Camillus.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There is a vertical crease down the center, suggesting it was once folded. The paper appears slightly aged or off-white.

(THANK YOU FOR PARTICIPATING IN THIS SURVEY)

Erie Canalway Trail Connector Route Survey_1

Erie Canalway Trail Connector Route Project

The SMTC and the City of Syracuse need your help in planning the Connector Route for the Erie Canalway Trail through the City of Syracuse between Camillus and DeWitt. Please take this opportunity to answer 6 survey questions that will let us know what things are important to you, as users of the Canal Trail. Be part of the process for determining how we decide the best option for our community!

1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

2. List 3 things that make a ride through an urban area a positive experience for you.

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

4. If you had to choose only one of the conditions below for an urban section of the Erie Canalway Trail cycling route, which one would you choose?

- ☐ The most direct route through the city (if unsafe conditions are mitigated)
- ☐ The historic route of the Erie Canal through the City (the canal was filled in 1925 and is now Erie Blvd.)
- ☐ The least hilly route
- ☐ The most scenic route (even if outside or around the city)
- ☐ An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- ☐ A route that provides easy access to cultural sites, activities, food, and services

Erie Canalway Trail Connector Route Survey_1

5. Now, number the choices below in the order of importance to you (1= most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

| | 1 | 2 | 3 | 4 | 5 | 6 |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| The most direct route through the city if unsafe conditions are mitigated. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The historic route of the Erie Canal through the City (the canal was filled-in in 1925 and is now Erie Blvd) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The least hilly route | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The most scenic route (even if outside or around the city) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail') | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| A route that provides easy access to cultural sites, activities, food, and services | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

Erie Canalway Trail Connector Route Survey_1



1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

Response
Count

5

answered question

5

skipped question

0

2. List 3 things that make a ride through an urban area a positive experience for you.

Response
Count

5

answered question

5

skipped question

0

3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

**Response
Count**

5





answered question

5

skipped question

0

4. If you had to choose only one of the conditions below for an urban section of the Erie Canalway Trail cycling route, which one would you choose?

| | | Response Percent | Response Count |
|---|---|--------------------------|-------------------|
| The most direct route through the city (if unsafe conditions are mitigated) |  | 20.0% | 1 |
| The historic route of the Erie Canal through the City (the canal was filled in 1925 and is now Erie Blvd.) |  | 20.0% | 1 |
| The least hilly route | | 0.0% | 0 |
| The most scenic route (even if outside or around the city) | | 0.0% | 0 |
| An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail') |  | 40.0% | 2 |
| A route that provides easy access to cultural sites, activities, food, and services |  | 20.0% | 1 |
| | | answered question | 5 |
| | | skipped question | 0 |

5. Now, number the choices below in the order of importance to you (1= most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

| | 1 | 2 | 3 | 4 | 5 | 6 | Rating Count |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|
| The most direct route through the city if unsafe conditions are mitigated. | 20.0% (1) | 20.0% (1) | 0.0% (0) | 40.0% (2) | 20.0% (1) | 0.0% (0) | 5 |
| The historic route of the Erie Canal through the City (the canal was filled-in in 1925 and is now Erie Blvd) | 20.0% (1) | 20.0% (1) | 20.0% (1) | 0.0% (0) | 20.0% (1) | 20.0% (1) | 5 |
| The least hilly route | 20.0% (1) | 0.0% (0) | 0.0% (0) | 40.0% (2) | 0.0% (0) | 40.0% (2) | 5 |
| The most scenic route (even if outside or around the city) | 0.0% (0) | 0.0% (0) | 60.0% (3) | 0.0% (0) | 20.0% (1) | 20.0% (1) | 5 |
| An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail') | 40.0% (2) | 20.0% (1) | 20.0% (1) | 0.0% (0) | 0.0% (0) | 20.0% (1) | 5 |
| A route that provides easy access to cultural sites, activities, food, and services | 40.0% (2) | 40.0% (2) | 0.0% (0) | 0.0% (0) | 20.0% (1) | 0.0% (0) | 5 |
| answered question | | | | | | | 5 |
| skipped question | | | | | | | 0 |

6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Street". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd").

| | |
|--|-------------------|
| | Response Count |
|--|-------------------|

| | |
|--|---|
| | 5 |
|--|---|

| | |
|-------------------|---|
| answered question | 5 |
|-------------------|---|

| | |
|------------------|---|
| skipped question | 0 |
|------------------|---|

Q1. List 3 things that make a ride on the Erie Canalway Trail a positive experience for you.

| | | |
|---|---|-----------------------|
| 1 | Good exercise Don't or rarely have to stop for traffic. Nice scenery. | Aug 21, 2012 2:10 PM |
| 2 | 1. flat trail 2. car parking areas 3. paved or hard surface for easy pedaling | Aug 5, 2012 6:12 PM |
| 3 | connecting to the history of this area - its raison d'etre, minimal vehicular conflicts, connecting to other parts of the region. | Jul 30, 2012 1:14 PM |
| 4 | Destination (restaurants in Weedsport, Chitt., etc.); well-maintained surface; scenery. | Jul 30, 2012 11:31 AM |
| 5 | 1. water 2. no car traffic 3. nature | Jul 29, 2012 10:11 PM |

Q2. List 3 things that make a ride through an urban area a positive experience for you.

| | | |
|---|---|-----------------------|
| 1 | Good access to places I want to go to--easier than taking a car. More intimate--get a feel of the community | Aug 21, 2012 2:10 PM |
| 2 | 1. no hills 2. a continuous ride...not having to stop and go to cross streets 3. not having to ride alongside auto and bus traffic | Aug 5, 2012 6:12 PM |
| 3 | seeing the historic architecture, access to shops and restaurants, reducing my carbon footprint | Jul 30, 2012 1:14 PM |
| 4 | Bike lanes/wide shoulders; well-marked route (signage); destination (things to do). | Jul 30, 2012 11:31 AM |
| 5 | 1. good roads (no pot holes, wide enough) 2. belonging (pedestrians, bike riders, cars all respectful) 3. sites (street trees, shop fronts, pocket parks) | Jul 29, 2012 10:11 PM |

Q3. List 3 things that make a ride through an urban area difficult or unpleasant for you.

| | | |
|---|--|-----------------------|
| 1 | Too much stopping Too many cars the most direct routes are the most unsafe | Aug 21, 2012 2:10 PM |
| 2 | 1. having to cross streets 2. riding thru bad neighborhoods 3. car and bus traffic | Aug 5, 2012 6:12 PM |
| 3 | vehicle conflicts are the most egregious issue when riding a bike in an urban area - but bicycle facilities can be used to help tame the urban experience. Madison, WI is a great example of this! | Jul 30, 2012 1:14 PM |
| 4 | Discourteous/ignorant drivers; rough surface; no designated lanes. | Jul 30, 2012 11:31 AM |
| 5 | 1. rough roads (pot holes, no room, high speed cars, parked car door openings) 2. Ugly (pavement, no trees, no shop fronts) 3. Difficult intersections with one ways etc | Jul 29, 2012 10:11 PM |

Q6. Describe below the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B ...

| | | |
|---|---|-----------------------|
| 1 | From West to East: Rte 173 to 297 to Erie Blvd. to E Genesee St. to Salt Springs Rd to Radcliffe Rd. to Thompson Rd. to Kinne Rd. | Aug 21, 2012 2:10 PM |
| 2 | Can't help you here as I don't know the city very well. I hope you can figure out a safe and easy route. | Aug 5, 2012 6:12 PM |
| 3 | I would like to be able to trace the original route of the canal - especially from DeWitt to Clinton Square - at which point I would be fine with taking the "Creekwalk" to the Loop the Lake trail and connecting across 690 to Bridge street in Solvay to Camillus and the trail west of the City. Erie Boulevard east of downtown could be completely transformed into a mixed use corridor celebrating its history! | Jul 30, 2012 1:14 PM |
| 4 | Without being very specific: into East Syracuse, link to James Street, in Syracuse link to Creekwalk, "Loop the Lake" connector to West Shore, connector through State Fair or Allied properties to Reed Webster terminus. | Jul 30, 2012 11:31 AM |
| 5 | Cedar Bay; Kinne Rd; Thompson Rd; Burnet Ave; State St; Fayette (starting on E but mostly along West); Harbor St to get to Erie Blvd West; Milton Ave; Hindsdale Ave; Warners; Camillus Erie Canal. I think Burnet and West Fayette could be the happening routes. | Jul 29, 2012 10:11 PM |

Erie Canalway Trail Connector Route Survey

Erie Canalway Trail Connector Route Project

The SMTC and the City of Syracuse need your help in planning the Connector Route for the Erie Canalway Trail through the City of Syracuse between Camillus and DeWitt. Please take this opportunity to answer 7 survey questions that will let us know what things are important to you, as users of the Canal Trail. Be part of the process for determining how we decide the best option for our community!

Questions about this project should be directed to Danielle Krol, Senior Transportation Planner, Syracuse Metropolitan Transportation Council, via email: dkrol@smtcmpo.org, or phone: (315) 422-5716 ext. 308. Thank you.

1. List 3 things that make a walk, jog, bicycle ride, etc. on the Erie Canalway Trail a positive experience for you.

2. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area a positive experience for you.

3. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area difficult or unpleasant for you.

4. If you had to choose only one of the conditions below for an urban section of the Erie Canalway Trail route, which one would you choose?

- ☐ The most direct route through the city (if unsafe conditions are mitigated)
- ☐ The historic route of the Erie Canal through the City (the canal was filled in 1925 and is now Erie Blvd.)
- ☐ The least hilly route
- ☐ The most scenic route (even if outside or around the city)
- ☐ An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail')
- ☐ A route that provides easy access to cultural sites, activities, food, and services

Erie Canalway Trail Connector Route Survey

5. Now, number the choices below in the order of importance to you (1= most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

| | 1 | 2 | 3 | 4 | 5 | 6 |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| The most direct route through the city if unsafe conditions are mitigated. | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The historic route of the Erie Canal through the City (the canal was filled-in in 1925 and is now Erie Blvd) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The least hilly route | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The most scenic route (even if outside or around the city) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail') | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| A route that provides easy access to cultural sites, activities, food, and services | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

6. In the space below, describe the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Streets". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd". Or I'd like a crosswalk and sidewalks added at the intersection of "A and B Streets").

Erie Canalway Trail Connector Route Survey

7. Are you interested in working more on identifying the route of the Erie Canalway trail? Sign up to join a “Working Group”! Working Group members will need to be prepared to commit to attending a series of 2 to 3 study sessions, probably in the evenings during the fall (October/November). The entire Erie Canalway Trail Connector Route through Syracuse spans approximately 15 miles. Working Groups will address this span in three smaller segments, review and offer comments on the entire trail route, as well as on potential connections between segments.

In the space provided below, please leave your name, email address, mailing address, and/or phone number if you are interested in becoming a member of a Working Group. Thank you!

Erie Canalway Trail Connector Route Survey



1. List 3 things that make a walk, jog, bicycle ride, etc. on the Erie Canalway Trail a positive experience for you.

**Response
Count**

21

answered question

21

skipped question

0

2. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area a positive experience for you.

**Response
Count**

21

answered question

21

skipped question

0

3. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area difficult or unpleasant for you.

**Response
Count**

21





answered question

21

skipped question

0

4. If you had to choose only one of the conditions below for an urban section of the Erie Canalway Trail route, which one would you choose?

| | | Response Percent | Response Count |
|---|---|-----------------------------|---------------------------|
| The most direct route through the city (if unsafe conditions are mitigated) | | 0.0% | 0 |
| The historic route of the Erie Canal through the City (the canal was filled in 1925 and is now Erie Blvd.) |  | 14.3% | 3 |
| The least hilly route | | 0.0% | 0 |
| The most scenic route (even if outside or around the city) |  | 9.5% | 2 |
| An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail') |  | 38.1% | 8 |
| A route that provides easy access to cultural sites, activities, food, and services |  | 38.1% | 8 |
| | | answered question | 21 |
| | | skipped question | 0 |

5. Now, number the choices below in the order of importance to you (1= most important; 5 = least important). If two of the choices are of equal importance to you, number them both the same.

| | 1 | 2 | 3 | 4 | 5 | 6 | Rating Count |
|--|------------------|------------------|------------------|------------------|------------------|-----------|--------------|
| The most direct route through the city if unsafe conditions are mitigated. | 14.3% (3) | 9.5% (2) | 19.0% (4) | 23.8% (5) | 14.3% (3) | 19.0% (4) | 21 |
| The historic route of the Erie Canal through the City (the canal was filled-in in 1925 and is now Erie Blvd) | 19.0% (4) | 33.3% (7) | 19.0% (4) | 14.3% (3) | 9.5% (2) | 4.8% (1) | 21 |
| The least hilly route | 9.5% (2) | 9.5% (2) | 14.3% (3) | 19.0% (4) | 33.3% (7) | 14.3% (3) | 21 |
| The most scenic route (even if outside or around the city) | 23.8% (5) | 23.8% (5) | 33.3% (7) | 4.8% (1) | 4.8% (1) | 9.5% (2) | 21 |
| An off-road route, as much as is feasible, including portions of existing off-road routes (i.e. 'The Creekwalk' or future 'Loop the Lake Trail') | 38.1% (8) | 19.0% (4) | 14.3% (3) | 23.8% (5) | 4.8% (1) | 0.0% (0) | 21 |
| A route that provides easy access to cultural sites, activities, food, and services | 38.1% (8) | 33.3% (7) | 9.5% (2) | 4.8% (1) | 0.0% (0) | 14.3% (3) | 21 |
| answered question | | | | | | | 21 |
| skipped question | | | | | | | 0 |

6. In the space below, describe the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" between "A and B Streets". Or "I'd like to see a bike signal crossing at the intersection of "X Street and Y Blvd". Or I'd like a crosswalk and sidewalks added at the intersection of "A and B Streets").

Response
Count

17

answered question

17

skipped question

4

7. Are you interested in working more on identifying the route of the Erie Canalway trail? Sign up to join a "Working Group"! Working Group members will need to be prepared to commit to attending a series of 2 to 3 study sessions, probably in the evenings during the fall (October/November). The entire Erie Canalway Trail Connector Route through Syracuse spans approximately 15 miles. Working Groups will address this span in three smaller segments, review and offer comments on the entire trail route, as well as on potential connections between segments. In the space provided below, please leave your name, email address, mailing address, and/or phone number if you are interested in becoming a member of a Working Group. Thank you!

Response
Count

13

answered question

13

skipped question

8

Q1. List 3 things that make a walk, jog, bicycle ride, etc. on the Erie Canalway Trail a positive experience for you.

| | | |
|----|---|-----------------------|
| 1 | intreresting history and marked signage | Jan 29, 2013 2:43 PM |
| 2 | Quiet, pastoral scenery, safe trailways with rest stops/toilets. | Dec 5, 2012 12:07 PM |
| 3 | Nature View of waterways Quiet | Dec 4, 2012 11:18 AM |
| 4 | Lack of automotive traffic, safe environment, aesthetic surroundings. | Dec 4, 2012 10:28 AM |
| 5 | easy surface to walk on. Gravel stones may be one no dog or Goose excement on the paths Wide enough so bikes don't run over you | Dec 3, 2012 9:52 AM |
| 6 | Designated trails Access to trails Location of trails | Nov 28, 2012 10:47 AM |
| 7 | Scenery, includeing the uniqueness of the Erie Canal; Trail towns and the services they provide; proper trail surface and maintenance of the surface. | Nov 14, 2012 11:06 AM |
| 8 | Don't have to worry about traffic, crossing many streets,nature around me | Nov 13, 2012 7:05 PM |
| 9 | It's a great way to learn about our nation & NY state. Beautiful way to take in nature while exercising to stay fit. And the 400mile ride this past summer was an excellent way to connect with others...such a great experience. | Nov 13, 2012 4:54 PM |
| 10 | Exercise, a chance to visit a local community and shop, sharing the time with other bikers | Nov 13, 2012 4:51 PM |
| 11 | Visuals, Off-road route, Flat | Nov 13, 2012 4:02 PM |
| 12 | Great history and scenery, safety (especially for cycling with kids), nice places to stop and explore at regular intervals (shops, eateries, museums) | Nov 13, 2012 1:05 PM |
| 13 | The scenery, the ease of parking areas and no worries about the traffic | Nov 13, 2012 9:05 AM |
| 14 | Pathway in good condition Wide enough for many Great scenic views | Nov 13, 2012 8:19 AM |
| 15 | Smooth/Wide path Markers for distance to next town? Good weather :) | Oct 30, 2012 8:47 AM |
| 16 | Lots of nature, benches, tables and drinking fountains. Maps and well marked cross streets. Indication of where restrooms, restaurants, stores and hotels are, which can be difficult to see from the trail if passing thru. | Oct 22, 2012 8:57 PM |
| 17 | Beautiful scenery, passing through small towns, meeting like-minded compatriots along the way | Oct 21, 2012 9:55 AM |

Q1. List 3 things that make a walk, jog, bicycle ride, etc. on the Erie Canalway Trail a positive experience for you.

| | | |
|----|--|-----------------------|
| 18 | Wide, well maintained (no pot holes), easy to access | Oct 20, 2012 10:20 AM |
| 19 | A smooth trail for biking, wide enough to easily pass someone or ride two abreast, with a pleasant view of the canal and enough of a buffer to the edge of the canal for safety. | Oct 19, 2012 5:28 PM |
| 20 | Not having to worry about motor vehicle traffic makes using the trail a stress reliever instead of causing stress. Being able to be outside on a nice day. Peace and quiet. | Oct 19, 2012 1:41 PM |
| 21 | Scenery, peaceful contemplation, lack of autos | Oct 15, 2012 2:14 PM |

Q2. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area a positive experience for you.

| | | |
|----|---|-----------------------|
| 1 | safety, history, ease to ride | Jan 29, 2013 2:43 PM |
| 2 | Historical architecture, nearby amenities (i.e. rest rooms, food, shelter), lack of heavy traffic. | Dec 5, 2012 12:07 PM |
| 3 | Respite from traffic Historic buildings Easy navigation | Dec 4, 2012 11:18 AM |
| 4 | Dedicated separation of automotive traffic, aesthetic surroundings, acceptability to local commerce. | Dec 4, 2012 10:28 AM |
| 5 | safe area to walk something to look at enjoy as far as shurbery again a surfce that is condusive to walking or jogging especially but a biker can also use | Dec 3, 2012 9:52 AM |
| 6 | Variety of locations Lighting Sidewalks for walking | Nov 28, 2012 10:47 AM |
| 7 | Connecting trails; accesable services; safety in parking areas and on the trail. | Nov 14, 2012 11:06 AM |
| 8 | Seeing interesting architecture, stopping at cool shops and restaurants, seeing spaces you normally wouldn't notice by driving | Nov 13, 2012 7:05 PM |
| 9 | I love being able to hop off the bike for a cup o' jo, to grab a bite to eat or even to stroll through a museum. | Nov 13, 2012 4:54 PM |
| 10 | shopping in a local community, finding good restaurants, tourism (mostly learning the local history) | Nov 13, 2012 4:51 PM |
| 11 | Visuals, Interaction with people & activity, Services | Nov 13, 2012 4:02 PM |
| 12 | Safety- from getting hit by a car Safety- from bike hazards like broken glass or trash on the road. Good pavement/road shoulder conditions. A scenic or historic route or one with services is a bonus. | Nov 13, 2012 1:05 PM |
| 13 | Restaurants, scenery and rest rooms | Nov 13, 2012 9:05 AM |
| 14 | Easy access to interesting places, food, shopping | Nov 13, 2012 8:19 AM |
| 15 | Safe roadways--designated path for biking Through low-traffic area (Bike Boulevard?) that is lined with trees/vegetation Clean streets (no garbage/back-up waste) | Oct 30, 2012 8:47 AM |
| 16 | Dual purpose trails through high usage area to separate foot and bicycle traffic. Traffic control devices. Patrolled areas, crime free. | Oct 22, 2012 8:57 PM |
| 17 | good signage, good signage, good signage | Oct 21, 2012 9:55 AM |

Q2. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area a positive experience for you.

| | | |
|----|--|-----------------------|
| 18 | Protection from traffic such as bike lane / wide shoulder, courteous drivers, road in good condition | Oct 20, 2012 10:20 AM |
| 19 | A clean trail with good visibility of the surroundings for safety. Well lit at night. wide enough to pass other walkers and cyclists. Safe road crossings. suitable guard rails to prevent falling in the canal particularly where there is a straight wall into deep water. | Oct 19, 2012 5:28 PM |
| 20 | Easy access to popular destinations. Being able to easily interact with neighbors/friends. Being able to run errands while being outside getting fresh air and exercise by walking or biking. | Oct 19, 2012 1:41 PM |
| 21 | Scenery, (shops, people), bike lanes, bus bike racks | Oct 15, 2012 2:14 PM |

Q3. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area difficult or unpleasant for you.

| | | |
|----|---|-----------------------|
| 1 | no signs, unsafe roads, boring areas | Jan 29, 2013 2:43 PM |
| 2 | Heavy traffic, unsafe trailways, excessive pollution (i.e. noise, air, trash). | Dec 5, 2012 12:07 PM |
| 3 | Intersections difficult and/or dangerous to cross Construction causing re-routing Traffic and noise | Dec 4, 2012 11:18 AM |
| 4 | Congestion, lack of aesthetic surroundings, poor pathway surfacing. | Dec 4, 2012 10:28 AM |
| 5 | Unpleasant children using and selling drugs garbage along the path Feeling unsafe in the environment | Dec 3, 2012 9:52 AM |
| 6 | People making comments from their homes Traffic Stop lights | Nov 28, 2012 10:47 AM |
| 7 | Dirty unmaintained trail; street and road segments with heavy traffic; unsafe areas. | Nov 14, 2012 11:06 AM |
| 8 | Traffic!, crime | Nov 13, 2012 7:05 PM |
| 9 | Unprotected bike lanes [no bike lanes] are frankly frightening. Syracuse in particular was quite harrowing. | Nov 13, 2012 4:54 PM |
| 10 | the lack of trails, poor signage, litter | Nov 13, 2012 4:51 PM |
| 11 | Rude auto drivers, Commercial vehicle deliveries, Bad pavement | Nov 13, 2012 4:02 PM |
| 12 | crazy traffic, terrible pavement, bike hazards. | Nov 13, 2012 1:05 PM |
| 13 | Being in streets where motorists are unhappy to share, not well marked routes, potholes, etc. | Nov 13, 2012 9:05 AM |
| 14 | Uneven footing Car traffic | Nov 13, 2012 8:19 AM |
| 15 | Speeding cars with distracted drivers Lots of stoplights on route Not pretty scenery | Oct 30, 2012 8:47 AM |
| 16 | Heavy pedestrian traffic when riding. Fast auto traffic at cross sections with lack of traffic control devices. Litter and trash. | Oct 22, 2012 8:57 PM |
| 17 | poor signage, poor signage, poor signage | Oct 21, 2012 9:55 AM |
| 18 | Traffic, ignorance of drivers that bikes/pedestrians don't belong, poorly maintained roads with no shoulders | Oct 20, 2012 10:20 AM |
| 19 | The path should be well marked. Barriers that keep motor-vehicles off the path should not hinder easy passage of bikes | Oct 19, 2012 5:28 PM |

Q3. List 3 things that make a walk, jog, bicycle ride, etc. through an urban area difficult or unpleasant for you.

with trailers. Road crossings should take into account that bikes pulling trailers or recumbent bikes have difficulty starting from a stop on an up-grade.

- | | | |
|----|---|----------------------|
| 20 | Having to share travel lanes with motor vehicle traffic that very often is too impatient to pass safely. Noise. When walking missing or poorly designed sidewalks & crosswalks. | Oct 19, 2012 1:41 PM |
| 21 | lack of bike lanes/sharrows, other bicyclists biking incorrectly, auto traffic | Oct 15, 2012 2:14 PM |

Q6. In the space below, describe the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" bet...

| | | |
|----|---|-----------------------|
| 1 | Erie Blvd East & West | Jan 29, 2013 2:43 PM |
| 2 | Kinne Road to Thompson Road to James Street, through Clinton Square to W Genesee St., up to Milton Ave through Solvay and then on to Route 173 | Dec 4, 2012 11:18 AM |
| 3 | Towpath Rd, Erie Blvd (use the green space in the median to construct a bike boulevard), Water St (this ties into Downtown), W. Genesee St, Creekwalk (this ties in Destiny), Loop the Lake (this ties in Liverpool and Regional Transporation Center), Fair grounds, Armstrong Rd, Airport Rd, Reed Webster Park, Erie Canal. | Dec 4, 2012 10:28 AM |
| 4 | Without a map I'm not really qualified to do this. If it was up to me Kinnie Rd to Erie Blvd to Genesee Street with appropriate lanes and over passes to Camillus would be my choice. I'm sure there are better ones. | Dec 3, 2012 9:52 AM |
| 5 | I would head down Butternut to Rt. 290/Bridge Street to Erie Blvd. Intersections on Erie Blvd would need to have a protected bicycle area or signal, as bicyclists often do not head NYS V&T laws. Remain on Erie to the west side of the City to The intersection of Erie & Genesee. Proceed west to the Erie Canal Park. | Nov 28, 2012 10:47 AM |
| 6 | On our 220 mile 1 week trip this summer we totally bypassed Syracuse on purpose (no trail there). We started in Lockport and rode to Newark in segments. Rochester was a highlight and we spent 2 nights there. From Newark we drove to Dewitt and rode to Rome and back after an overnight at a B&B in Rome. Other overnight stays were Lockport (2 nights), Brockport, Rochester (2 nights) and Newark. There were 6 in our group. We ate at many trail towns and used other services along the way. | Nov 14, 2012 11:06 AM |
| 7 | bike lanes and bike signals are needed | Nov 13, 2012 4:54 PM |
| 8 | There seems to be a corridor near Erie Blvd next to a rail line (see Price Chopper & Lowes for one access point) -- I would love it if the trail could weave its way to Clinton Square and eventually connect to the Creekwalk and "loop around the lake" (which is still, itself, being worked on) | Nov 13, 2012 4:51 PM |
| 9 | Go by Armory Square | Nov 13, 2012 4:02 PM |
| 10 | I've only ridden through Syracuse twice with the Cycling the Erie Canal ride. Both times, I felt only marginally safe and thought "what a wasted opportunity for Syracuse" to not have a better, safer route that capitalizes on the growing market for bicycle tourism along the Erie Canal. I like the idea of making a connection to the Erie Canal route, even if its only for part of the connector, but a route that accesses some cultural sites, food, and services might make the business community more supportive of cycling in the city. Good signs and safe bike lanes would go a LONG way to closing this gap and making Syracuse seem more like part of the Erie Canalway trail and Erie Canalway National Heritage Corridor. | Nov 13, 2012 1:05 PM |

Q6. In the space below, describe the route across the city that you would take to get from Cedar Bay Park in Dewitt to Erie Canal Park in Camillus (include any comments about changes you'd like to see to make your proposed route better, i.e. "I'd like to see a bike lane on the section of "X Road" bet...

| | | |
|----|---|-----------------------|
| 11 | I feel that Erie Blvd. is the fastest road. If you had a police officer at the intersection of Kinne Street for the crossing, it would be a little easier than going up Thompson Road first thing. I think that Erie Blvd. can handle that for one day. | Nov 13, 2012 9:05 AM |
| 12 | I don't know this area well | Nov 13, 2012 8:19 AM |
| 13 | It's been a while since I've ridden that route, so I'll have to pass on this one for now. | Oct 22, 2012 8:57 PM |
| 14 | Can't comment. Am from out of town and rode it several years ago and don't remember it well. But I do remember riding past the Erie Canal Museum, which is phenomenal. The Museum should be easily accessible from the Canal Trail. | Oct 21, 2012 9:55 AM |
| 15 | Dont know | Oct 20, 2012 10:20 AM |
| 16 | Ideally, I would like to see the trail follow as much as possible the historic route. I would put the trail out to Kinne road to Erie Blvd, then take a right on Erie Blvd downtown and a left onto James St. then continue onto W. Genesee St. to Erie Blvd W right onto Warners Road to the end of Erie Canal Park. Another good option is to route the trail from Kinne onto Thompson to Salt Springs Road to E. Genesee to E. Onondaga to E Jefferson then north on S. Franklin to Erie Blvd W. This second route would bring people right downtown to the museums & restaurants. However just adding a bike lane will not get many people to use Erie Blvd and Genesee St, the vast majority of bikers/walkers would still feel extremely uncomfortable even with a bike lane. Would you want to go for a bike ride on these streets even if there was a 4 foot bike lane against the curb? It will have to be protected in some way to make the users feel safe and encourage use. However if that can be accomplished that will go a very long way to opening up a useful east-west bike route and encouraging more people to bike/walk because right now those streets are major impediments to biking and walking to popular destinations in Syracuse. If they can be made safe and friendly for bikers and pedestrians a truly connected network of bike routes can be made, which is what is needed to encourage more biking and walking. Also getting trail users safely through downtown will greatly improve tourism for the businesses downtown. | Oct 19, 2012 1:41 PM |
| 17 | The problem is where to go, west, after leaving Erie Canal Park in Camillus. There is no route to Jordan Trail/Cayuga County Trail (Port Byron). The only routes existing are in "Erie Canal Bicyclist & Hiker Tour Guide" (Cyclotour Guide Books). Although through bicycle tourists on Canal want to see and visit Syracuse & the villages in Onondaga County they do not really want to go out of the way. Since camping is allowed on all NYS Canal Corp. property & the Canal property really is obscure in Onondaga County perhaps the Camillus ECPark can be used in addition to Green Lakes St. Park as a campground. There are far more bicycle tourist traveling on their own (1-6 small groups) than participate in any of the major tours using the Canalway. | Oct 15, 2012 2:14 PM |

Q7. Are you interested in working more on identifying the route of the Erie Canalway trail? Sign up to join a “Working Group”! Working Group members will need to be prepared to commit to attending a series of 2 to 3 study sessions, probably in the evenings during the fall (October/November). The e...

| | | |
|----|---|-----------------------|
| 1 | Linda Vishnesky vermontwannabe@aol.com | Jan 29, 2013 2:43 PM |
| 2 | Tim Erwin, timothy.w.erwin@obg.com | Dec 4, 2012 10:28 AM |
| 3 | Again I'm not qualified but thank you for the opportunity to weigh in. Tom Carello Town of Dewitt | Dec 3, 2012 9:52 AM |
| 4 | No thanks. | Nov 28, 2012 10:47 AM |
| 5 | I live in Pennsylvania but would be willing to participate by mail and/or e-mail. rus@hughes.net | Nov 14, 2012 11:06 AM |
| 6 | I just don't think I can't make it too often from Rochester.... | Nov 13, 2012 4:51 PM |
| 7 | I can't commit to being in the working group, but I would be happy to serve as a liaison to the Erie Canalway National Heritage Corridor. Syracuse has a fantastic opportunity to capitalize on its canal heritage via the Erie Canalway Trail. Jean Mackay, Director of Communications and Outreach jean_mackay@partner.nps.gov Erie Canalway National Heritage Corridor POB 219 Waterford, NY 12188 (518) 237-7000 ext. 222 | Nov 13, 2012 1:05 PM |
| 8 | Thank you!!! | Nov 13, 2012 9:05 AM |
| 9 | Shelley White Swhite100@twcny.rr.com | Nov 13, 2012 8:19 AM |
| 10 | Carin Erbland carin.erbland@gmail.com | Oct 30, 2012 8:47 AM |
| 11 | Not at this time | Oct 20, 2012 10:20 AM |
| 12 | Michael Burkett mbb5559@alum.rit.edu | Oct 19, 2012 1:41 PM |
| 13 | Harvey Botzman cyclotour@cyclotour.com 160 Harvard St. Rochester NY 14607 585 244-6157 | Oct 15, 2012 2:14 PM |