

# SUSTAINABLE STREETS – SIDEWALKS

## PHASE 1 SUMMARY REPORT



May 20, 2014

# SUSTAINABLE STREETS PROJECT:

## PART 1, SIDEWALKS

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

PHASE 1 SUMMARY REPORT  
MAY 2014

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## Introduction

The Sustainable Streets Project was initiated at the request of the Syracuse-Onondaga County Planning Agency (SOCPA). The project's long-term goal is to encourage the development of streets that both accommodate all users – cyclists, pedestrians, transit users and motorists – and enhance the environment. This report addresses the progress made in the first part of this project: collecting data on all aspects of providing sidewalks. Future iterations of this project will address bicycle infrastructure (such as bike lanes) and facilities for transit users.

SOCPA's request to the SMTc was for help in identifying where sidewalks are suitable and should be required as part of a project. SOCPA also asked for assistance with research into some of the aspects of sidewalk construction and maintenance that are ambiguous or complex, such as ownership and liability. Additionally, it was envisioned that this undertaking would have two distinct elements: a data collection phase and a case study phase. The case study phase will provide an opportunity to apply best practices to specific issues in the study area. These Application Studies (envisioned as three separate projects) will make up the second phase of the Sustainable Streets: Sidewalk project, to be completed in 2014-2015.

## Phase 1 Deliverables

Data collection for Phase 1 is summarized in two final products: a

[Sidewalk Reference Manual](#)<sup>1</sup> and an [online, interactive map](#)<sup>2</sup>. The [Sidewalk Reference Manual](#) includes:

- an overview of laws and legal issues related to sidewalks;
- a summary of local ordinances related to sidewalks and pedestrian access;
- a description of the steps taken to compile a complete sidewalk inventory for the study area;
- an explanation of the Pedestrian Demand Model developed for this project;
- a description of the Priority Zones that were defined based on the results of the Pedestrian Demand Model; and
- the results of research into sidewalk finances, maintenance practices and benefits.

The [online interactive map](#) includes the sidewalk inventory, the pedestrian demand model's outputs and the boundaries of the Priority Zones. The Priority Zones are a planning tool (not a regulatory boundary) intended to show where people are likely to want to walk, based on relatively short distances between homes and destinations.

Rather than reiterate project information that has been thoroughly documented elsewhere, this summary report will utilize references to sections of the [Sidewalk Reference Manual](#), as appropriate.

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<sup>1</sup> Available at: <http://goo.gl/058JOU>

<sup>2</sup> Available at: <http://goo.gl/rJVXRX>

## Project Process

### Study Advisory Committee

This project was guided by input from a Study Advisory Committee (SAC), made up of representatives of the following:

- City of Syracuse
- Onondaga County Department of Transportation
- Syracuse-Onondaga County Planning Agency
- New York State Department of Transportation
- Syracuse Community Geography

SAC meetings were held periodically to discuss the project's progress and overall direction.

### Working Group Meetings

In addition to SAC meetings, this project included two "Working Group" meetings, intended to ensure that the project's goals and outputs were relevant to municipal leaders in the area. Invitations to these meetings, held in December 2012 and March 2014, went to mayors and supervisors as well as to public works and highway department heads in municipalities throughout the study area. All municipalities in the SMTC's planning area were included in the 2012 invitation, but only those municipalities touching a Priority Zone boundary were included in the 2014 invitation. Additionally, since the Village of Chittenango was added to the SMTC's Metropolitan Planning Area (MPA) in 2013, SMTC staff met with Village officials in 2014 to discuss this project.

### Public Meeting

A public meeting for this project was held on January 23, 2014 in the SMTC's offices. This meeting was held in conjunction with the SMTC's recurring Bicycle and Pedestrian Community Interest Group (B/PCIG) meeting. B/PCIG meetings are open to the public and attract attendees interested in issues related to non-motorized transportation.

Approximately 25 people attended this meeting. In addition to providing general comments on the project, meeting attendees were encouraged to provide comments on draft versions of the Priority Zones. Notes from this meeting are provided in Appendix A of this report.

## Data Collection

### Sidewalk Inventory

In the summer of 2011, the SMTC began using aerial imagery, supplemented by online tools such as Google's "Street View" image catalog, to update an existing GIS-based inventory of sidewalks in towns and villages in Onondaga County. This inventory was expanded to

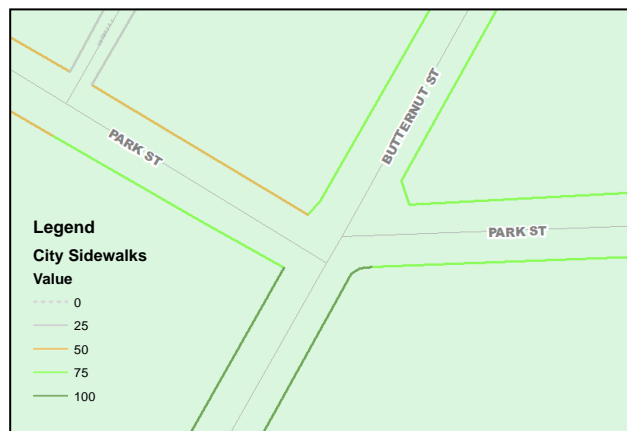


Figure 1: A portion of the sidewalk inventory for the City of Syracuse

include the City of Syracuse in 2012. See [Sidewalk Reference Manual](#) Section 4.1.1.

### **Sidewalk Ordinance Inventory**

In New York State, local sidewalk ordinances spell out the details of sidewalk construction and maintenance. In order to have a better understanding of how these responsibilities are defined locally, the SMTC reviewed all local ordinances related to sidewalks and the pedestrian environment. A summary of this information is included in [Sidewalk Reference Manual](#) Section 3.2. Additionally, [Appendix B](#) of the Sidewalk Reference Manual includes selected sections from local ordinances.

### **Sidewalks and Stormwater Retention**

One of the purposes of this project is to tap into a growing awareness among planners, designers and engineers nationwide that the need to make space for pedestrians, cyclists and transit users on roads can complement the need to manage stormwater on site. For example, vegetated swales and curb extensions can serve multiple functions, including: traffic calming, enhancing pedestrian safety, improving the street's appearance and giving stormwater a place to go other than the sewer system. Parts of Syracuse are served by a combined sewer system: stormwater runoff and household and industrial wastewater are carried by a single set of pipes. During a major rainstorm, the sewers' capacity can be overwhelmed, leading to discharges of

all types of wastewater to the creeks that feed Onondaga Lake.

In order to gather information on best practices in combining pedestrian facilities and stormwater management, SMTC staff met with staff at Onondaga County's Department of Water Environment Protection (OCWEP). Onondaga County's "Save the Rain" program has been promoting the use of green infrastructure for stormwater management. [Appendix D](#) of the Sidewalk Reference Manual provides

**Figure 2: Grand Avenue Porous Pavement Sidewalk Test Segment**

Source: OCWEP / Save the Rain



detailed information on how porous pavements can be used to build stormwater retention directly into pedestrian infrastructure.

## **Analysis**

### **Pedestrian Demand Model**

[Sidewalk Reference Manual Section 4.1.3](#) describes the Pedestrian Demand Model developed for this project. [Appendix A](#) provides additional detail on specific model inputs, as well as how the outputs were utilized.

## **Priority Zones**

Thirty Priority Zones were identified, based on the results of the Pedestrian Demand Model. Figure 3 provides an overview map of the Priority Zones. Figure 4 is a description of these zones, including how they can be used to prioritize sidewalk investments.

An online map, available [here](#), shows these Priority Zones, as well as the sidewalk inventory.

## **Next Steps: Phase 2**

The March 2014 Working Group meeting provided an opportunity for SMTC to inform municipalities of the outcomes of Phase 1 of the Sustainable Streets project. It was also a chance for attendees to ask questions and discuss ideas for the Application Studies, which will make up Phase 2 of the project.

These studies will examine an existing pedestrian access issue within one of the identified Priority Zones. The studies will take advantage of the data collected in Phase 1, including sidewalk ordinance information and best practices in design and maintenance.



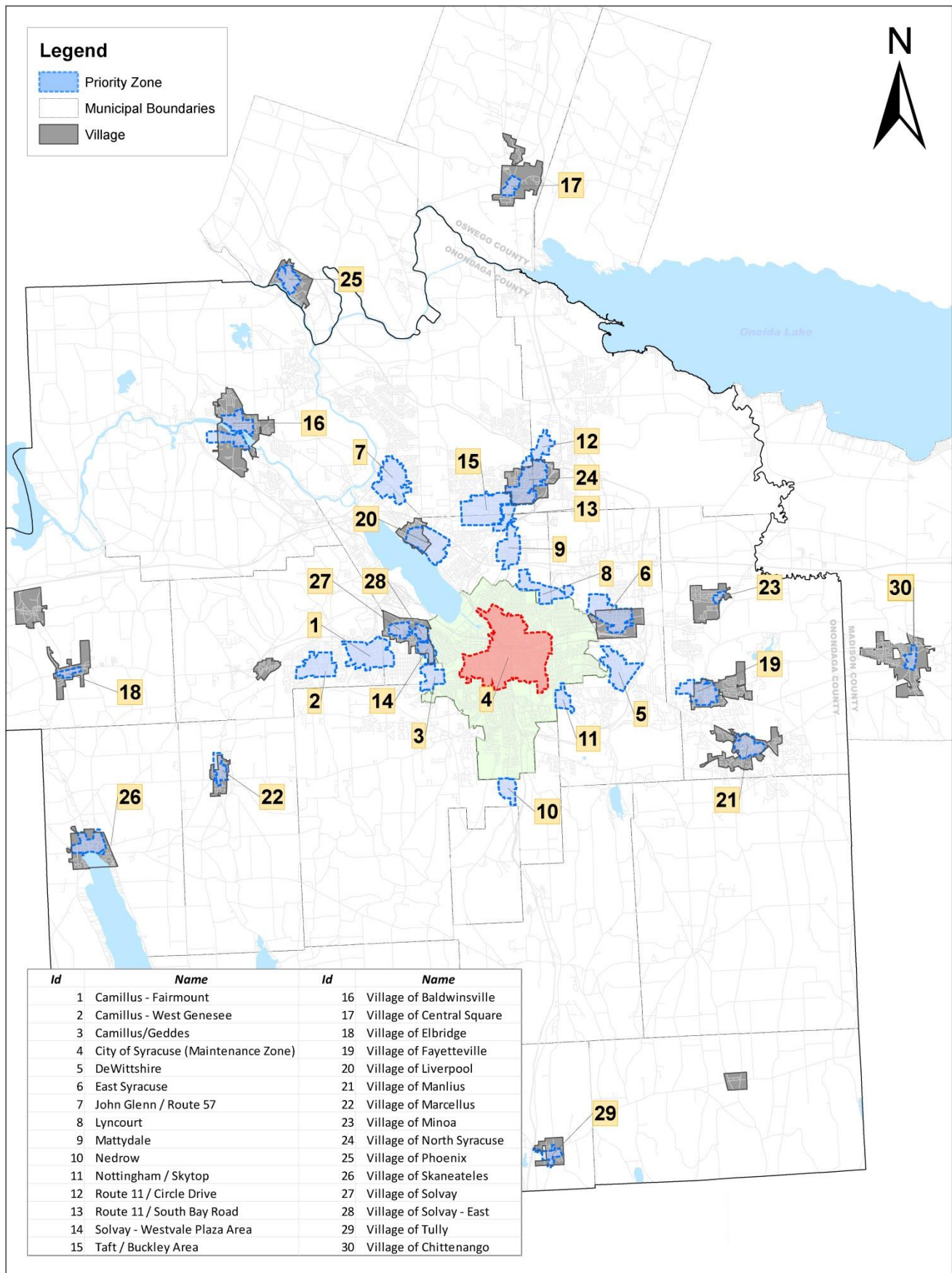


Figure 3: Pedestrian Priority Zones, SMTC Planning Area 2014

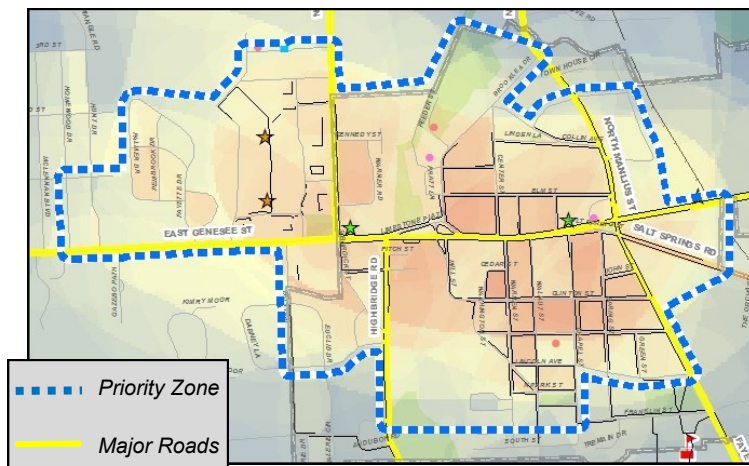
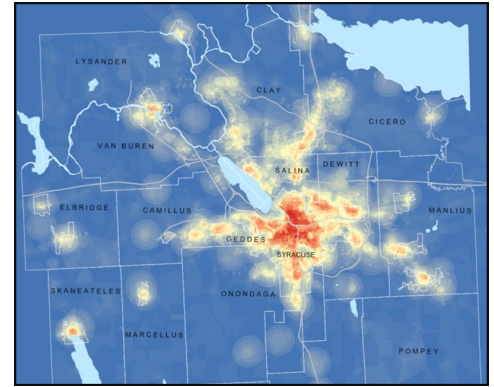
FIGURE 4—"What is a Priority Zone?"

# What is a Priority Zone?

## Syracuse Metropolitan Transportation Council Sustainable Streets Project: Part 1, Sidewalks



In 2013, the Syracuse Metropolitan Transportation Council (SMTC) developed the region's first pedestrian demand model, designed to assist municipalities in prioritizing pedestrian infrastructure investments (sidewalks, pedestrian signals, etc.). This model uses geographic information systems (GIS) software to combine factors like distance to schools, population density and a variety of demographic features. Where these inputs overlap, the model produces higher scores, shown graphically as "hot" areas on a hot-cold map.

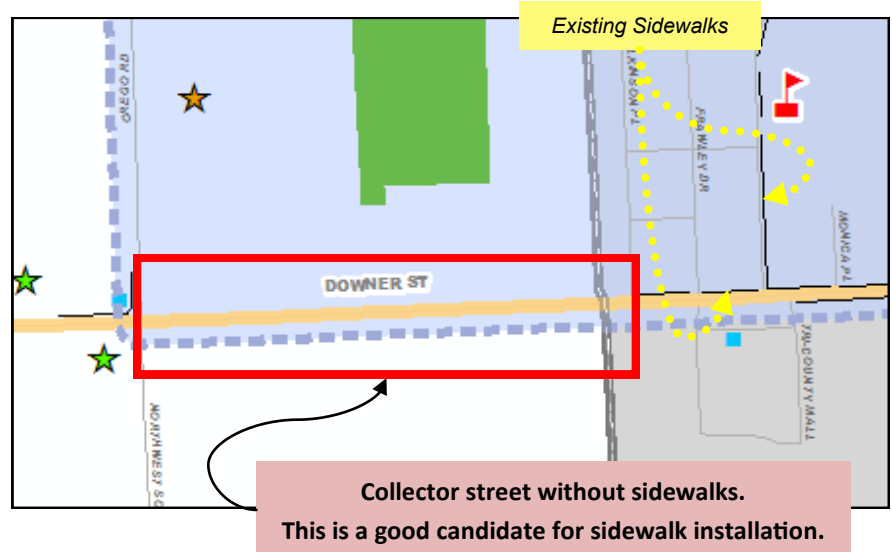


These hotspots form the basis for the Priority Zones: areas identified as having a high potential for pedestrian activity. In the Priority Zones the costs of sidewalks, particularly on major roadways, are likely to be more than outweighed by their benefits.

For a map of Priority Zones and existing sidewalks go to: [smtc.maps.arcgis.com](http://smtc.maps.arcgis.com) and find "Sustainable Streets" in the Gallery.

**Priority Zones are intended as a source of guidance for municipal planning. They are not regulatory, and they do not preclude the consideration of sidewalks outside their boundaries.**

As a planning tool at the city, town or village level, the Priority Zones can be combined with the SMTC's sidewalk inventory to focus limited local resources on critical gaps in sidewalk infrastructure, for example along arterial or collector roadways, near schools or adjacent to major commercial areas.





## Appendix A

### Meeting Notes

- [December 12, 2012 Working Group Meeting](#)
- [January 23, 2014 Public Meeting](#)
- [March 18, 2014 Working Group Meeting](#)



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# **Onondaga County Sustainable Streets Project**

## **Working Group Meeting**

December 4, 2012

9:30 a.m.

Community Center Room

North Syracuse

### **1. Introductions**

Name	Title	Municipality
James D'Agostino	Director	SMTC
Meghan Vitale	Principal Transportation Planner	SMTC
Aaron McKeon	Senior Transportation Planner	SMTC
Kevin Kosakowski	Junior Transportation Planner	SMTC
Megan Costa	Planning Services Program Manager	SOCPA
Ilana Kanfer	Planner	SOCPA
Jacob Wall	Engineer	Madison County
Jay Logana	Highway Foreman	Town of Camillus
Paul Czerwinski	Engineer	Town of Camillus
Mark Territo	Planning Commissioner	Town of Clay
Michael J. Lazar	Chairman, Planning Board	Town of Dewitt
Mike Moracco	Town Manager	Town of Dewitt
Bill Morse	Engineer	Town of Geddes
Jason Perkins	Deputy Director, Planning & Development	Town of Salina
Carl Wiers	Highway Superintendant	Town of Spafford
Mark Olson	Mayor	Village of Fayetteville
Hon. Mark Paul Serafin	Mayor	Village of Manlius
John Urciuoli	Planning Board Member	Village of Manlius
Gary Butterfield	Trustee	Village of North Syracuse
Mark Atkinson	Mayor	Village of North Syracuse

### **2. Project Overview**

The SMTC staff shared with the group the goal of the sustainable streets study which is basically to develop a comprehensive body of information on sidewalks to help improve the transportation of pedestrians in the MPA.

#### **a. Project phases**

SMTC staff described the project as a two phase project.

#### **b. Progress to date**

SMTC staff talked about what was already done to date. The first phase, which we are in right now, focuses on information gathering, such as an inventory of sidewalk and an inventory of each municipality's sidewalk code.

The first phase final product will essentially be a reference document of pedestrian items, including but not limited to the planning, financing, maintenance and construction of sidewalks. A “best practices” guide essentially on how to accommodate pedestrian travel and to come up with a model on how to prioritize sidewalks. The second phase, to be initiated in summer 2013, is the application phase. In the second phase, the focus will be on applying the ideas from phase one to specific problems or issues in the study area.

### 3. Draft List of Research Questions

To help move phase one forward, a draft list of research questions has been developed internally. The SMTC staff wanted to hear directly from the municipalities on whether these questions coincide with what the municipalities in the area are interested in knowing more about.

The interests of those present at the meeting, denoted by “(xxx)”, in some cases coincided with questions already listed while others could be considered additions to the list of already developed research questions.

- Guidance on other sidewalk material other than concrete (*Village of Skaneateles*)
- Information on the safety benefits of sidewalks (*Village of Fayetteville*); (*Town of Dewitt*)
- Affordability of maintaining sidewalks (*Town of Dewitt*)

#### a. Additions

- Appropriate linkages between different pedestrian walkways such as stone dust and other types of walkways (*Town of Dewitt*)
- How to determine priority spending on pedestrian infrastructure given limited municipal budgets (*Town of Dewitt*)

#### b. General Discussion

Bulleted list of comments made:

#### FUNDING

- State or federal involvement in sidewalk construction, and all the associated red tape (such as strict bidding requirements or environmental regulations; also, some programs only fund projects that provide a benefit to low-income areas), ends up slowing things down. (*Village of Fayetteville*)
- With community development funds there are contracting requirements that “eat up” some of the funds, limiting how much can actually be constructed with these funds. (*Village of N. Syracuse*)

- More flexible grants, limiting the socioeconomic restrictions. (*Village of Fayetteville*)

## PLANNING / POLITICS

- Town of Manlius elected officials have refused to entertain the idea of adding sidewalks to Route 173. (*Village of Manlius*)
- A chart comparing the sidewalk ordinances and procedures for all the municipalities in Onondaga County would be useful. (*Town of Dewitt*)
- Developers must include sidewalks as a condition of their site plan approval process in the Village of Fayetteville. (*Village of Fayetteville*)
- SOCPA would like to gain a better understanding of where sidewalks or other types of pedestrian infrastructure make sense and where they do not. They would like more clarity on community goals as they relate to sidewalks. (*SOCPA*)
- Sidewalk requirement should simply be written into a municipality's subdivision ordinance. (*Town of Dewitt*)
- The Village of Fayetteville requires all their new subdivisions to have sidewalks. (*Village of Fayetteville*)
- State puts far greater priority on the National Highway System and moving cars quickly from point "a" to point "b" than on including pedestrian accommodations. (*Village of Manlius*)
- There needs to be coordination between towns and villages, particularly where they abut one another. (*Village of N. Syracuse*)
- Determining the distance on where a sidewalk should go to and then end up can be a challenge. (*Town of Dewitt*)
  - Biggest challenge municipalities face when putting in sidewalks seemed to be elected officials. The elected officials in general, more than the public, need to be convinced of the value of sidewalks.
- Sidewalks would probably be more popular if more people knew about the safety benefits of sidewalks, as well as other benefits.

## LIABILITY

- Municipalities seem to be liable regardless, but are more liable when they are put on notice of an inadequate sidewalk. Liability concerns did not seem to be a major obstacle to developing sidewalks.



## MAINTENANCE

- A lot of the suburban areas do not need sidewalks because half of them do not end up getting plowed. (*Town of Spafford*)
- Concern over the cost of maintaining sidewalks. Sidewalk maintenance is complaint driven (*Town of Salina*)
- Towns have a very difficult time doing snow removal on their entire sidewalk networks. Town's sidewalks are spread out and discontinuous. (*Town of Salina*)
- Village has offered to construct and maintain new sidewalk in adjacent parts of the Town and Town still refuses. (*Village of Manlius*)

## CONSTRUCTION AND MATERIALS

- State and/or County need to develop a flexi pave contract that municipalities can take advantage of. (*Village of Fayetteville*)
- In Skaneateles crushed stone is laid down in the place of where they want the sidewalks to be and then it is left to the homeowner to take it from there (*Village of Skaneateles*)

## 4. Network Analysis

### a. Description

The SMTC staff informed the group that the network analysis involves coming up with a list of variables, ranging from population density to land use that will be evaluated and analyzed to help determine areas of priority for the inclusion of sidewalks. The main part of the final product will be a map showing areas of priority similar to that of a “hot/cold” map.

### b. Preliminary model structure

Bulleted list of comments made:

- Would the network analysis take into consideration the cost? (*Town of Dewitt*)

- Need to alleviate the lack of safety associated with crossing major intersections. There is a need to look outside the box for solutions, (i.e. green solutions). (*Town of Dewitt*); (*Village of Skaneateles*)
- Concerned over network analysis results telling them what their priorities are, when they know what their priorities are. Funding accessibility and getting people on board is the issue; there is the fear that residents will hold them to fixing sidewalks identified in priority areas. Wants a tool not a mandate. (*Village of Fayetteville*)
- Will the network analysis be able to be used as a tool for asset management, to help develop a plan on what needs to be done in 20 years? (*Village of Skaneateles*)
- Need to analyze the types of businesses (i.e. ice cream shops, churches) to help determine level of pedestrian infrastructure needed.
- There is the need for design guidelines (*Village of Fayetteville*)
- Model should consider: parking, residential density, parks, churches, schools and libraries.
- More and more people are walking these days just to walk and are now more likely to accept sidewalks (*Town of Dewitt*)
- There is a transportation law that says there needs to be a spot on a school bus for every child. This law, and New York State funding that ensures that buses will be available, may undercut efforts to promote walking to school, such as the Safe Routes to School initiative.
- SMTC staff should do a walking tour of the towns and villages with residents and DPW workers and learn firsthand some of the issues.

## 5. Application Studies

SMTC staff briefly explained what the application study consisted of and shared with the group some of their ideas on some examples of possible studies.

### a. Purpose

The application studies will consist of up to three studies of existing pedestrian accessibility issues in our planning area.

### b. General scope & scale of studies

The SMTC is asking for ideas from those present on existing locations, such as complex intersections, that should be studied as part of this phase.

There were no suggestions given.

## **6. Sidewalk Inventory**

SMTC staff asked that everyone look in their packets handed out at the sign in table. It was asked that representatives take a look at the maps in those packets and help identify the location of any sidewalks that have not yet been identified by SMTC staff. If there are additions/corrections, staff asked that the maps be returned in the postage paid envelope to the SMTC office.

## **7. Next Steps**

Everyone present will be kept abreast of upcoming opportunities to participate in future working group and public meetings regarding this study.



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**Onondaga County Sustainable Streets Project  
Bicycle/Pedestrian Community Interest Group &  
Public Meeting  
January 23, 2014  
4:30 p.m.  
Lower Level Conference Room  
Syracuse Metropolitan Transportation Council**

### **SMTC Staff Present**

Danielle Krol, Meeting Coordinator  
Aaron McKeon, Sustainable Streets Project Manager  
Meghan Vitale, Principal Transportation Planner  
Mike Alexander, Senior Transportation Planner

### **A. Introduction**

Danielle Krol welcomed the group and provided a brief overview of what the SMTC is and what its role is in transportation planning in the region. Ms. Krol then introduced the main topic of the meeting: the SMTC's Sustainable Streets Project.

Since this project was initiated at the request of the Syracuse-Onondaga County Planning Agency (SOCPA), Danielle introduced Ilana Kanfer, a planner with SOCPA, who discussed SOCPA's interest in the subject of complete, sustainable streets and in this project in particular. Ms. Kanfer emphasized the project's usefulness in identifying targeted areas for sidewalk investments. Ms. Kanfer then turned the meeting over to Aaron McKeon, Project Manager for the Sustainable Streets Project.

### **B. Sustainable Streets Project**

Mr. McKeon used a PowerPoint presentation to introduce the project's scope and history, emphasizing that it is a project focused on sidewalks, rather than all pedestrian amenities (such as crosswalks, lighting, benches and trails). The project included an inventory of existing sidewalks and a comparison of existing sidewalk ordinances throughout the Study Area. It also involved using a pedestrian demand model to identify high-priority areas for sidewalk investment.

A copy of the slides presented is attached.

The following comments and questions were raised during the presentation. Questions specific to City of Syracuse issues were generally responded to by Paul Mercurio of the City of Syracuse's Public Works Department, who was in attendance at the meeting.



**Comment:** Use the term “passive” benefits when discussing pedestrian facilities.

**Q:** Was the pedestrian demand model based on existing conditions or potential of what property development?

**A:** Mr. McKeon clarified that is based solely on existing conditions.

**Comment:** In response to a comment about the number of miles of Syracuse streets without sidewalks (approximately 200), Mr. Mercurio clarified that the SMTTC’s inventory of sidewalks in the City of Syracuse is not a condition inventory but an inventory of materials and continuity, and includes some streets on which sidewalks are not needed (such as roads through parks).

**Q:** How is technology used (if at all) with citizen reporting of sidewalk issues?

**A:** Mr. Mercurio clarified that all sidewalk inspections and cost estimates are done solely in response to citizens’ reports, received by phone (the City’s complaint hotline is 448-CITY).

**Q:** How do the sidewalk ratings in Syracuse compare to other cities?

**A:** Mr. McKeon responded that this was not something studied during the project, but that he would look into this.

**Comment:** On the subject of pervious pavement, when the snow melts it is gone and there is no ice buildup.

**Q:** Did the model consider transit stops?

**A:** Mr. McKeon clarified that, yes, that was an element in the model.

**Q:** Did the model consider school district rules about walking – for instance, some schools require students to walk 1 mile, others 1.5 miles, etc.

**A:** Mr. McKeon stated that the walk to school was based, uniformly, on a one-mile radius. In the suburban school districts, it is considered improbable that large numbers of students walk more than 1.5 miles to school, since bussing is widely available. Within the City school district, schools are in such close proximity to one another that using a 1.5 mile radius would result in very high scores for the “proximity to schools” metric throughout much of the city, reducing (or eliminating) schools’ usefulness as a means of prioritizing investment.

**Q:** How was traffic accident info considered in the model?

**A:** Mr. McKeon responded that this was an element in the model.

**Q:** A question from the audience asked if churches were considered as a pedestrian generator in the model?

**A:** Mr. McKeon responded that they were not considered as a separate destination, but were included in the form of the “proximity to Community Core” metric.

## **C. University Neighborhood Partnership – Sidewalk Snow Removal**

Ms. Krol introduced Barb Humphrey, who helped coordinate the University Neighborhood Partnership's voluntary sidewalk snow removal program in the winter of 2009/2010.

Ms. Humphrey described her history with the issue of sidewalk snow removal. She said it started with "people power": she and another volunteer would make note of the addresses with uncleared sidewalks in their neighborhood and notify the city. This eventually turned into an effort, through the now defunct University Neighborhood Partnership (UNP) organization, to hire someone to clear snow from sidewalks in the neighborhood.

They worked with the Syracuse Property Owners Association and got 25 percent of their members to sign up for the program. They also got individual property owners to commit to participating in this program. UNP contracted with a company to do the snow removal. Ms. Humphrey pointed out that the only way this idea was feasible was if the contractor did a "straight shot" down whole streets – it would not be feasible to only do some properties and not others. There were equipment issues with this first year and the program was not financially sustainable.

The following year, the UNP was able to get grant money to fund this program, which worked well, but created an issue in subsequent years when the grant money was not available. Getting property owners to pay for something that they had been receiving for free became an obstacle.

Ms. Humphrey's conclusion as a result of this experience was that a voluntary program is not feasible in the long-term and that making it mandatory is necessary. She advocates a municipal sidewalk repair and snow clearing program, as found in Rochester.

A general discussion of sidewalk snow removal issues followed, with several people pointing out their perception that "no one" is responsible for clearing / maintaining curb cuts adjacent to their properties.

City Councilmember Bob Dougherty discussed the many difficulties that the City of Syracuse would face in trying to implement a system similar to Rochester's, the most important of which is opposition to new taxes and/or fees. Councilman Dougherty is in favor of raising the fines that would be imposed on property owners for not clearing their sidewalks.

#### **D. Priority Zone Review**

Mr. McKeon asked meeting attendees to make comments on the Priority Zone maps that were in the meeting room. General discussion of these maps followed.

Points made included:

- There is no zone shown for the Nottingham area, where many people walk to the grocery store.

- The Village of Fayetteville's zone should be extended to the east to reflect existing residences in this area.
- The John Glenn / Route 57 zone could be extended along Long Branch Drive and into the apartment complexes to the west of Route 57, reflecting the presence of a pedestrian bridge and two schools.
- Pedestrian access to the Inner Harbor area will become a much greater issue as development in this area accelerates.

**E. Adjournment**

The meeting adjourned at 6:00.



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**Onondaga County Sustainable Streets and  
Bicycle Commuter Corridor Projects  
Working Group Meeting  
March 18, 2014  
9:30 a.m.  
Community Center Room  
Liverpool Library**

### **1. Introductions**

Name	Title	Agency/Municipality
James D'Agostino	Director	SMTC
Meghan Vitale	Principal Transportation Planner	SMTC
Danielle Krol	Senior Transportation Planner	SMTC
Mike Alexander	Senior Transportation Planner	SMTC
Aaron McKeon	Senior Transportation Planner	SMTC
Megan Costa	Planning Services Program Manager	SOCPA
Ilana Kanfer	Planner	SOCPA
Judy Rios	Executive Admin. to Supervisor	Town of Clay
Mark Territo	Planning Commissioner	Town of Clay
Jay Logan	Highway Department	Town of Camillus
Mark Atkinson	Mayor	Village of North Syracuse
Mary Burgoon	Planner	CHA, Inc.
Mark Nicotra	Supervisor	Town of Salina
Paul Mercurio	Transportation Planner	City of Syracuse
Sam Gordon	Planning Director	Town of DeWitt
Chris Rauber	Highway Engineer	OCDOT
Connie Brace	Town Councilor	Town of Skaneateles
Hon. Mark Paul Serafin	Mayor	Village of Manlius
John Urciuoli	Planning Board Member	Village of Manlius
Gary Butterfield	Trustee	Village of North Syracuse

### **2. SMTC Overview**

Mr. McKeon provided a brief overview of the SMTC, its purpose and its role in providing federal funds for bicycle and pedestrian infrastructure.

### **3. Bicycle Commuter Corridor Study**

Mr. Alexander presented the SMTC's Bicycle Commuter Corridor Study, a project that identified preferred commuting routes for cyclists from suburban communities to Syracuse.



Mr. Gordon asked if this study's report identifies recommended treatments for specific routes and locations. Mr. Alexander said, yes, these are shown on the maps accompanying the report.

#### **4. Sustainable Streets Project**

Mr. McKeon gave a presentation explaining the purpose and outcomes of Phase 1 of the Sustainable Streets Project. The floor was opened to questions regarding the project.

##### Questions / Comments

Mr. Gordon: Are there examples of NYSDOT actually including bike or transit facilities as a result of the NYS Complete Streets Law?

No one could cite an example.

Mr. Gordon: Does the Town of Penfield assess a fee to property owner along the Primary Network?

Mr. McKeon: General funds cover these costs

Mr. Mercurio: How many miles of sidewalk do they have? Less than 586?

Mr. McKeon: Yes, less than 500. [Actual number is 61 miles]

Mr. Morse: For the Phase 2 studies, does the SMTC need a resolution from the Town Board to accept a nominated project?

Mr. McKeon: No

Mr. Morse: Would a difficult street crossing be a good candidate for a study?

Mr. McKeon: Yes

Mr. Gordon: Visualizations of major roads and treatments of them would be very helpful, with pedestrian treatments varying by type of road.

Ms. Costa: Is there a way to designate wide shoulders as welcoming to pedestrians?

Mr. McKeon: Directed attendees to the Institute of Transportation Engineers guidance referenced in the Reference Document.

Ms. Burgoon: Snow is a given. Roadway design needs to pay more attention to the impacts of snow on bicyclists and pedestrians. The Village of North Syracuse would like to look at getting people across Route 11. There's also a question of educating Department of Public Works staff regarding the problem of snow plowed onto sidewalks.

Ms. Brace: Regarding the Pedestrian Demand Model: will the SMTTC be repeating this analysis again in the future? How does it account for future development?

Ms. Vitale: We could re-run the model to see how a priority zone might change as part of an application study.

Mr. Gordon: How will SOCPA use this study?

Ms. Costa: It will provide support for recommendations on County Planning Board's reviews, related to sidewalks and pedestrian infrastructure. It will also help support the development of complete sidewalk networks within walkable areas, like villages and town centers.

## **5. Adjournment**

The meeting adjourned at 11:00. Mr. McKeon reminded attendees to submit their ideas for application studies by April 4.