

Butternut Street Corridor Study



Final Report

June 2015



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Syracuse Metropolitan Transportation Council

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Table of Contents

Executive Summary	v
1 Introduction	1
1.1 Overview and study area	1
1.2 Study process	1
1.3 Background.....	2
2 Existing Conditions	3
2.1 Demographics.....	3
2.2 Land use and development	8
2.3 Physical conditions	11
2.4 Traffic volumes	14
2.5 Parking.....	16
2.6 Accidents	18
3 Corridor Assessment.....	22
3.1 Initial identification of issues	22
3.2 Public input: issues and desires for the corridor	23
3.3 Constraints, observations, and objectives	23
3.4 Grant Boulevard/Butternut Street intersection	24
4 Recommendations.....	26
4.1 Options for corridor segments	26
4.2 Intersection concepts	27
4.3 Public feedback on concepts	35
4.4 Final recommendations for corridor segments	36
4.5 Final recommendations for intersections.....	37
4.6 Other recommendations	37
4.7 Conclusion	37



Butternut Street between Prospect Avenue and Townsend Street.

List of Figures

Figure 1: Butternut Street Study Corridor and adjacent Census tracts	4
Figure 2: Population density in Census tracts adjacent to the Butternut Street Corridor	5
Figure 3: Individuals in poverty, by Census tract	6
Figure 4: Individuals with Limited English Proficiency, by Census tract.....	6
Figure 5: Environmental Justice Status	7
Figure 6: Households with no vehicle.....	7
Figure 7: Commuters who bike to work	7
Figure 8: Unemployment rate	7
Figure 9: Existing land use	9
Figure 10: Future character areas	10
Figure 11: Inventory of existing transportation features.....	13
Figure 12: Parking supply in study corridor	17
Figure 13: Accidents by type in the study corridor.....	19
Figure 14: Number of accidents at intersections in study corridor	21
Figure 15: Cross-section options for Segment A (Salina St. to Prospect Ave.)	28
Figure 16: Cross-section options for Segment B (Prospect Ave. to Lodi St.)	29
Figure 17: Cross-section options for Segment C (Lodi St. to Carbon St.)	30
Figure 18: Cross-section options for Segment D (Carbon St. to Grant Blvd.)	31
Figure 19: Concepts for Butternut St./Lodi St. intersection	32
Figure 20: Concept for transitioning from bike lanes to sharrows between Park St. and Carbon St.	33
Figure 21: Concepts for Butternut St./Grant Blvd. intersection	34

List of Tables

Table 1: Traffic control and pedestrian amenities at intersections.....	15
Table 2: Summary of parking occupancy observations	18
Table 3: Summary of accidents at intersections	20
Table 4: Summary of physical features, observations, and objectives by segment.....	25

Appendices

- Appendix A: Public meeting summaries and public comments
- Appendix B: Inventory of traffic control and pedestrian amenities at intersections in study corridor
- Appendix C: Memorandum to City of Syracuse DPW regarding on-street parking signage

Executive Summary

The Butternut Street Corridor Study was completed as part of the Syracuse Metropolitan Transportation Council's 2014-2015 Unified Planning Work Program (UPWP) on behalf of the City of Syracuse.

Butternut Street is one of the primary north-south travel routes through the City's Northside neighborhood. This study focused on the portion of Butternut Street between North State Street and Grant Boulevard.

The purpose of this study was to evaluate the existing conditions in the Butternut Street corridor and identify opportunities to accommodate bicyclists, preferably with low-cost measures that could be implemented within the existing curb-to-curb pavement width. The study also examined the existing parking regulations, with the goal of identifying opportunities to simplify these or to modify parking regulations to better meet existing needs, while also accommodating bicyclists, to the extent feasible.

The neighborhood surrounding the corridor has high population density and existing demographic factors, such as relatively low car ownership, that suggest the potential for greater bicycling along Butternut Street. Recent development along the corridor may also increase the potential for more people to travel by bike.

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met five times over the course of the study. Two public input sessions were held during the study.

Most public comments received through this study acknowledged a need for better bicycle accommodations in the corridor, but expressed reservations about any associated loss of on-street parking.

The SMTC created numerous cross-section options for segments along the corridor. In the end, two possible solutions for the corridor were

offered: one solution that adds sharrows to the corridor while maintaining all on-street parking and a second solution that adds bike lanes south of Carbon Street but with a reduction in parking in some locations throughout the corridor.

Public input suggests that the first solution - simply adding sharrows throughout - would have much more public support at this point. Based on discussion with the SAC, an interim solution is offered that provides for the short-term implementation of sharrows throughout the corridor, while still allowing for the future implementation of bike lanes, if desired.

The study also considered modifications to some intersections along the corridor. Four concepts were developed for the Butternut Street/Grant Boulevard intersection, including three "triangle-about" concepts and one four-way stop-controlled concept. Much of the public input focused on these concepts, although there was not a consensus of opinion. Concepts were also developed for enhancing pedestrian accommodations at the Butternut Street/Lodi Street intersection.

Additional outreach, particularly to business owners that might be impacted by changes in parking, would be necessary to build support for the addition of bike lanes to a portion of the corridor. As the City continues to build-out its city-wide bicycle network and bicycling increases, bike lanes on Butternut Street may be revisited and public support may increase.

1 Introduction

1.1 Overview and study area

The Butternut Street Corridor Study was completed as part of the Syracuse Metropolitan Transportation Council's 2014-2015 Unified Planning Work Program (UPWP) on behalf of the City of Syracuse.

Butternut Street is one of the primary north-south travel routes through the City's Northside neighborhood. This study focused on the portion of Butternut Street between North State Street and Grant Boulevard. The northern portion of this corridor is residential in character, while the southern portion is more commercial in character. Recently proposed developments in the southernmost portion of the corridor between North State Street and Lodi Street are changing the character of the area. The City requested that the SMTC conduct this study due to concerns about the variability of parking regulations and a lack of bicycle facilities in this corridor.

The purpose of this study was to evaluate the existing conditions in the Butternut Street corridor and identify opportunities to accommodate bicyclists, preferably with low-cost measures that could be implemented within the existing curb-to-curb pavement width. The study also examined the existing parking regulations, with the goal of identifying opportunities to simplify these or to modify parking regulations to better meet existing needs, while also accommodating bicyclists, to the extent feasible.

The study documents how street space is currently allocated to different uses, including vehicular travel, transit, parking, and bicycling. The study includes recommendations for rationalizing parking regulations and improving accommodations for bicyclists, while still providing adequate traffic operations and accommodating transit vehicles.

1.2 Study process

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met five times over the course of the study. The SAC consisted of the following organizations:

- New York State Department of Transportation
- Central New York Regional Transportation Authority (Centro)
- Syracuse-Onondaga County Planning Agency
- Northside Urban Partnership
- City of Syracuse Department of Public Works
- City of Syracuse Department of Engineering

An initial public input session was held on May 29, 2014, at the White Branch Library. This was a drop-in session from 5:00 p.m. to 7:00 p.m., with five stations arranged around the room for attendees to browse at their leisure. This session provided an opportunity for SMTC and City staff to learn about the issues and concerns of the residents of the corridor and to discuss some preliminary ideas about bicycle accommodations, parking, and transit. Seventeen people attended the meeting, mostly from the 13208 ZIP code,



SMTC staff and residents discuss ideas for the corridor at the public input session on May 29, 2014.

which comprises much of the Northside between Butternut Street and I-81. Feedback from this meeting is summarized in Chapter 3 and detailed meeting summary is included in Appendix A.

After the public input session, SMTC staff worked with the SAC to develop possible options for modifying the roadway cross-section throughout the corridor. Chapter 3 provides more detail on this process. After reviewing these cross-sections with the SAC and incorporating their feedback, the concepts were presented to the public for their review as well.

The presentation of concepts to the public occurred during a meeting of the Danforth/Pond/Butternut Task Force on February 24, 2015. At this meeting, the SMTC staff provided a brief overview of the study, followed by time for attendees to browse through four stations showing possible cross-section options for each segment of the corridor. One station also included concepts for the Butternut Street/Grant Boulevard intersection. SMTC and City staff were available at each station to review the concepts shown. Nearly 40 people attended this meeting. Additional details about this meeting are included in Chapter 4 and in Appendix A.

Based on feedback from this second public input session, recommendations were finalized by SMTC staff in coordination with the SAC.

1.3 Background

The Syracuse Bicycle Plan (Bike Plan), a component of the Syracuse Comprehensive Plan 2040, presents a vision for a city-wide bicycle network and includes neighborhood-specific recommendations to achieve this vision. The Bike Plan identifies Butternut Street from North State Street to Grant Boulevard as a “short-term implementation priority” and states the following about the character, use, and treatment of Butternut Street:

Butternut Street is a major arterial running through the middle of the Northside commercial and residential districts. Butternut Street also runs parallel to the west side of Schiller Park.

Users: fast-speed commuters, slow-speed recreational users.

Treatment: Curbside bicycle lanes would be most appropriate from Lodi Street northward due to the high traffic volumes, sufficient road space, and alternate side parking. Standard bike lanes are suggested between North Salina Street and Lodi Street as there is no on-street parking.

Source: Syracuse Bicycle Plan 2040

The Bike Plan states that the neighborhood recommendations should be considered only as a “starting point for neighborhood discussion.” The City of Syracuse requested the Butternut Street Corridor Study to further examine the recommendations from the Bike Plan and to determine, through additional data analysis and public outreach, whether the treatments recommended in the Bike Plan would indeed be the best treatments for this corridor.

A bicycle locked to a sign post and a cyclist riding on the sidewalk, both observed on Butternut Street, indicate the potential need for bicycle amenities in the corridor.



2 Existing Conditions

2.1 Demographics

This section summarizes pertinent demographic data for the area surrounding the Butternut Street corridor. SMTC staff considered the seven Census tracts immediately adjacent to the Butternut Street corridor as the “study area” for this analysis. As shown on Figure 1, this encompasses an area approximately bounded by Court Street and the City boundary to the north, Dewitt Street and Highland Avenue to the east, I-81 to the south/southwest, and Pond Street to the west. Since most of the study area is within a half-mile of Butternut Street and includes a well-connected grid of local streets, this represents a reasonable “catchment area” for any future bicycle infrastructure on Butternut Street.

Population density

Figure 2 shows the population density, in persons per square mile, for Census blocks in the study area. Population density is greatest in the central part of the study area, generally between Lodi Street and Spring Street. Although there are individual Census blocks in the City with higher population densities, the Northside neighborhood, and in particular the current study area, is notable for containing numerous blocks with relatively high population densities within close proximity.

Poverty

The study area has a relatively high number of individuals living in poverty compared to the City overall. City-wide the poverty rate is 31 percent. Of the seven Census tracts in the study area, three have poverty rates above the City-wide rate and another two tracts have rates just below the City-wide rate.

Limited English Proficiency

There is a large Limited English Proficient population in the study area. In the City of Syracuse overall, 6.5 percent of the population has Limited English Proficiency. The percent of the population considered to have Limited English Proficiency is at least double the City-wide percentage in five out of the seven Census tracts in the study area.



The Butternut Street corridor is part of the City's Northside neighborhood, which has been a gateway neighborhood for immigrants from many nations throughout Syracuse's history and continues this tradition today.

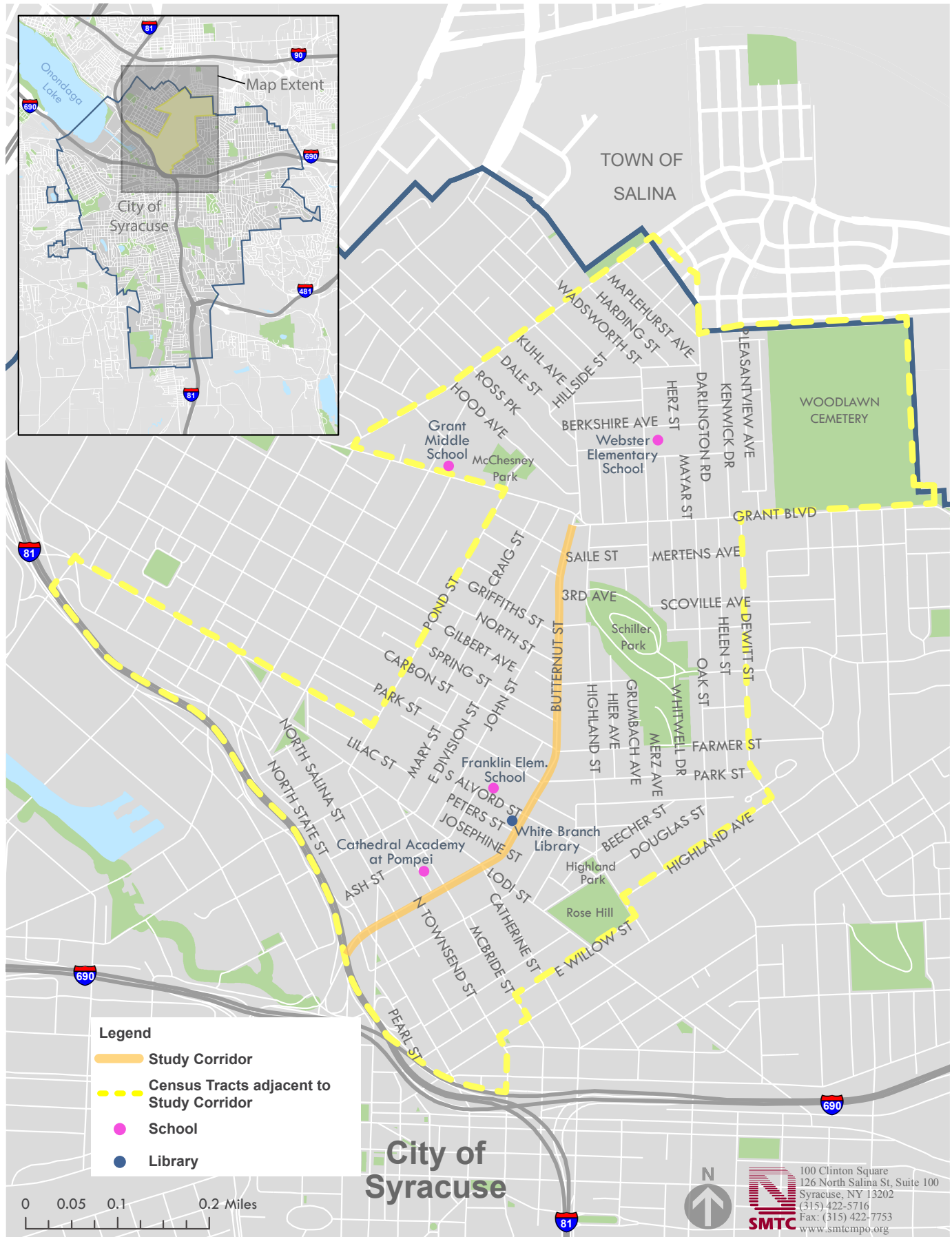


Figure 1: Butternut Street Study Corridor and adjacent Census tracts

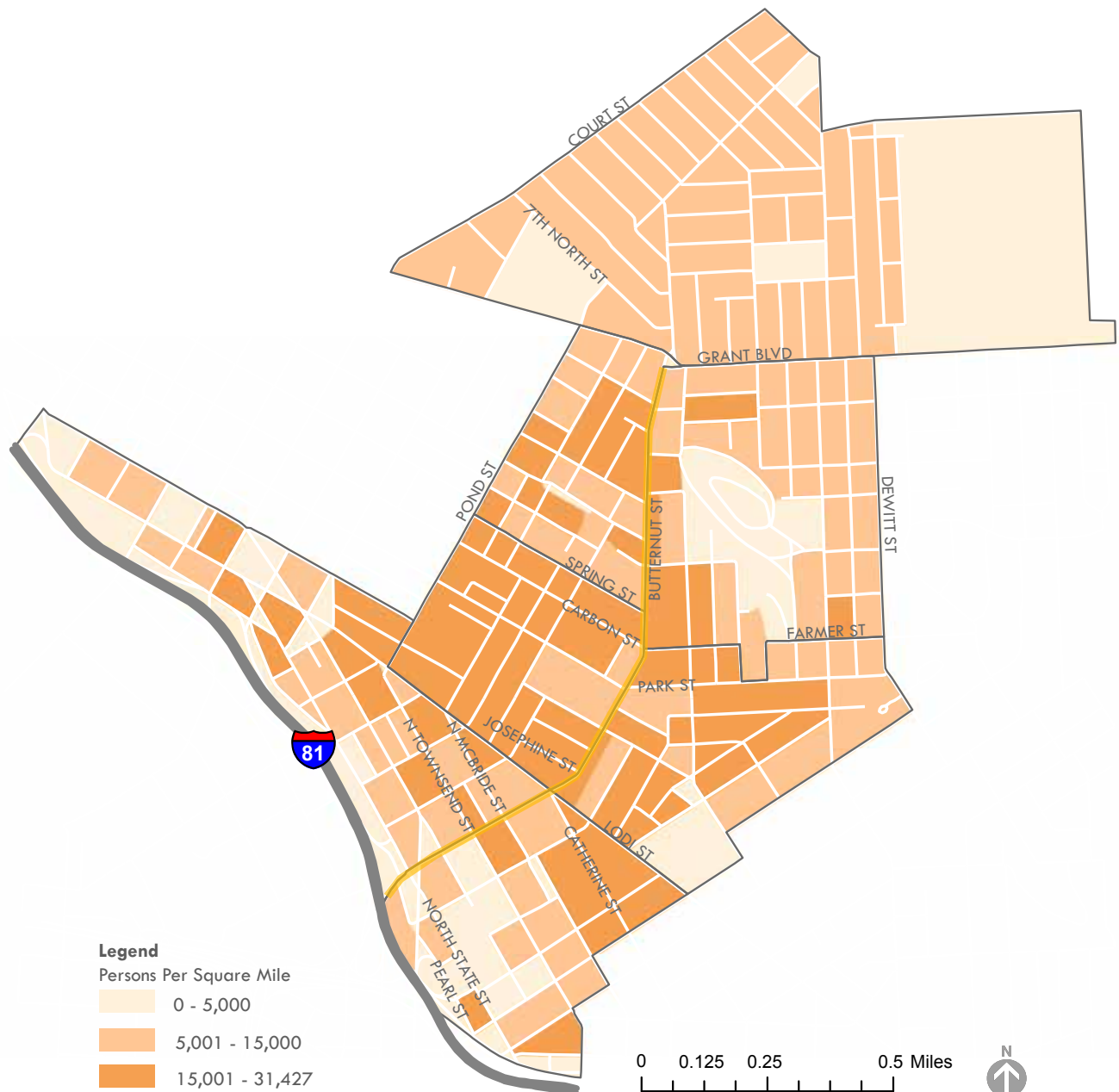


Figure 2: Population density in Census tracts adjacent to the Butternut Street Corridor

Source: 2010 Census

Environmental Justice

All of the Census tracts in the study area were identified as either medium- or high-priority target areas in the SMTC's 2011 Environmental Justice Report. This report identified target areas by combining information about median household income, senior citizen concentrations, and minority concentrations.

Households with no vehicles

Twenty-six percent of households in the City of Syracuse do not own a vehicle. Within the study area, four of the seven Census tracts have a higher percentage of households with no vehicle than the City overall.

Biking to work

City-wide, only 1 percent of commuters bike to work. Most of the study area is consistent with the City-wide rate, although the data show one Census tract with 7 percent of commuters biking to work.

Unemployment

The unemployment rate varies within the study area from a low of 6.7 percent to a high of 21.6 percent. All but one of the Census tracts in the study area exceed the City-wide unemployment rate of just over 10 percent.

Summary

In summary, the study area has relatively high population density and higher rates of poverty, Limited English Proficiency, households without a vehicle, and unemployment than the City of Syracuse overall. The study area is also composed entirely of medium- to high-priority Environmental Justice Target Areas. Although the existing percent of commuters who bike to work is relatively low throughout most of the study area, the high population density and other demographic factors, especially the relatively low car ownership, suggest the potential for greater numbers of bicycle commuters. Improving the bicycle infrastructure along Butternut Street could encourage more cyclists from throughout the study area.

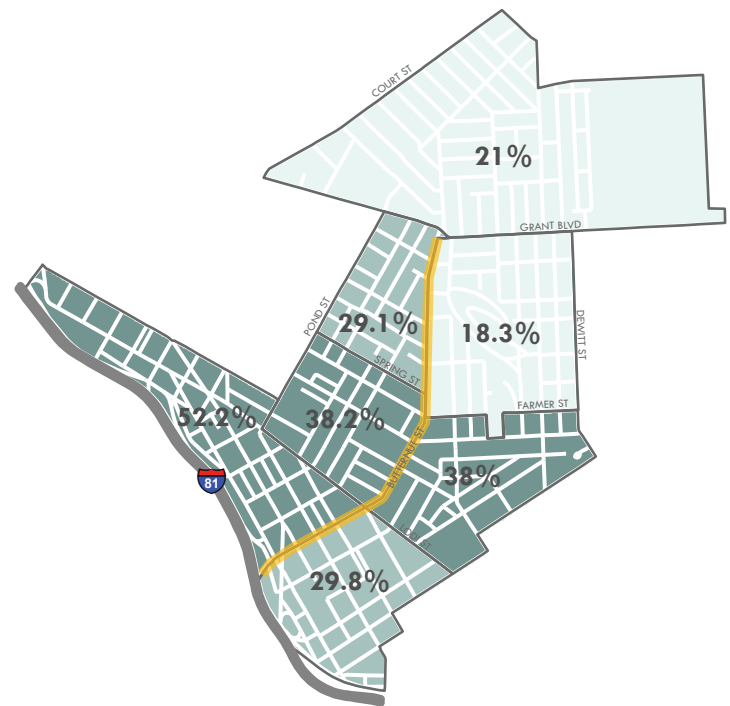


Figure 3: Individuals in poverty, by Census tract

Source: 2006-2010 American Community Survey

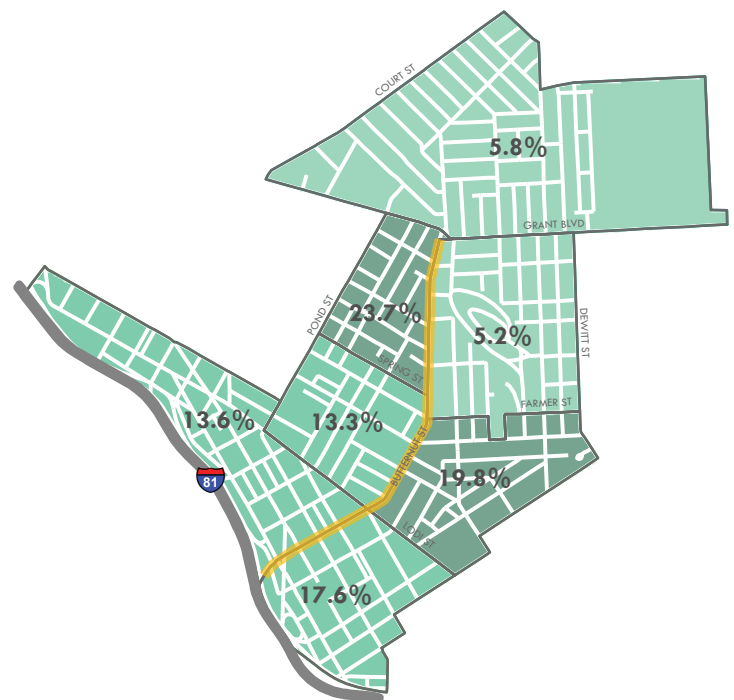


Figure 4: Individuals with Limited English Proficiency, by Census tract

Source: 2006-2010 American Community Survey

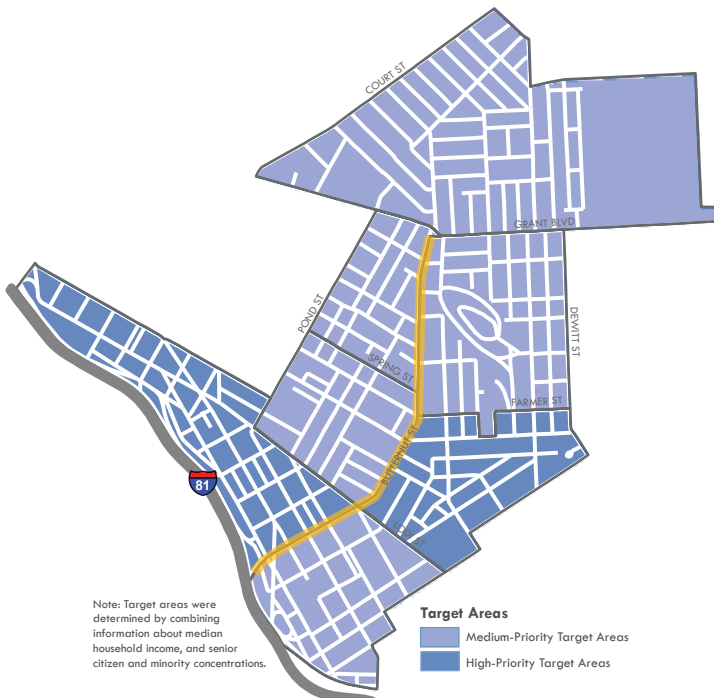


Figure 5: Environmental Justice Status

Source: 2011 Environmental Justice Report, SMTCC

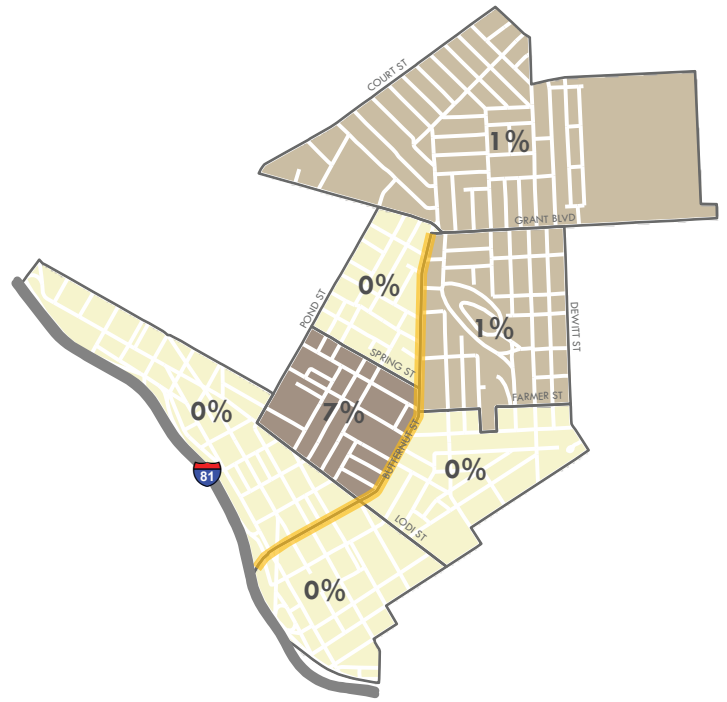


Figure 7: Commuters who bike to work

Source: 2006-2010 American Community Survey

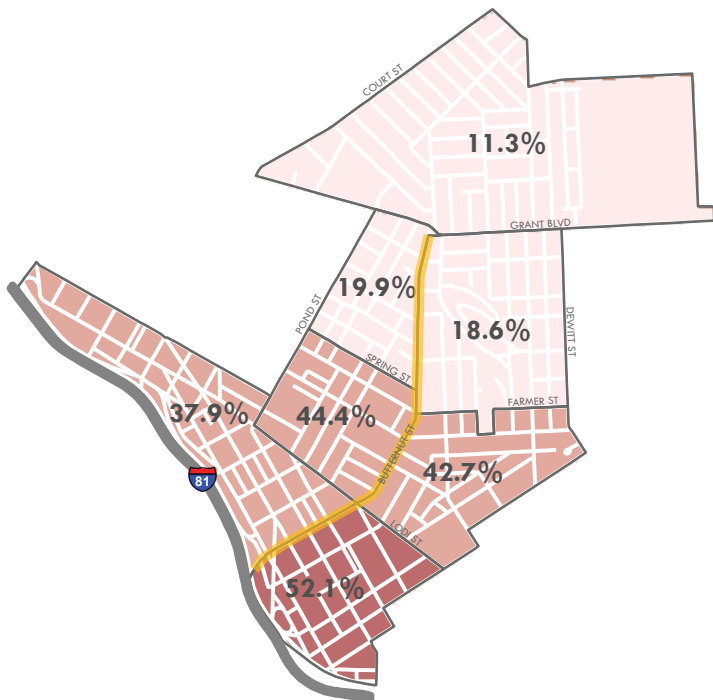


Figure 6: Households with no vehicle

Source: 2006-2010 American Community Survey

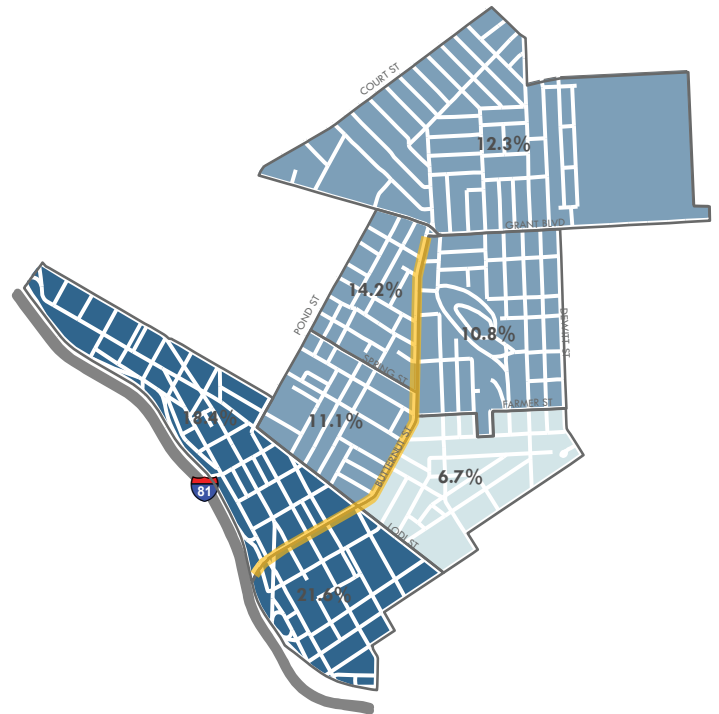


Figure 8: Unemployment rate

Source: 2006-2010 American Community Survey

2.2 Land use and development

Existing land use

Figure 9 shows existing land use surrounding the study corridor. The existing land use in the corridor is primarily commercial between North State Street and Lodi Street then gradually transitions to primarily residential uses at the northern end of the corridor (although there is a commercial node immediately surrounding the Butternut Street/Grant Boulevard intersection). Many of the commercial properties at the southern end of the corridor are of the typical modern suburban style, with single-story buildings set back from the road and parking lots immediately adjacent to the road, although some older multi-story commercial buildings still exist. Residential properties are typically single or two-family houses, with some larger apartment buildings along the corridor as well.

There is a public library (White Branch) in the center of the study corridor, both public and parochial elementary schools (Franklin and Cathedral Academy at Pompei) within a block of the corridor, and access to a large public park (Schiller Park) within a few blocks of the corridor as well. St. Joseph's Hospital Health Center is a significant employer and traffic generator located between North State Street and Townsend Street just south of Butternut Street.

Future character areas

The Syracuse Land Use and Development Plan (Land Use Plan) is a component of the Syracuse Comprehensive Plan 2040. The Land Use Plan identifies a vision for future "character areas" throughout the city. As shown on Figure 10, the following future character areas are identified for the Butternut Street corridor:

- North State Street to Josephine Street: Urban Core
- Josephine Street to Knaul Street: Neighborhood Center
- Knaul Street to Grant Boulevard: Urban Neighborhood

The Land Use Plan also identifies neighborhood-specific recommendations for each Tomorrow's

Neighborhoods Today (TNT) area. Two recommendations are made for the Northside TNT area, having to do with use-variance requests for mixed-use buildings and the potential for transit-oriented development in the Regional Market-Stadium-Regional Transportation Center area. Neither of these recommendations directly impacts the potential for bicycle infrastructure in the Butternut Street corridor.

Known development projects in the corridor

The Butternut Commons project, located on the southeast corner of North Townsend Street and Butternut Street, is intended to include a pharmacy, other small-scale retail space, 24 apartments, and 4 townhomes. A traffic impact study (TIS) was completed for the project in 2013. The TIS analyzed existing and future operations at four intersections on Butternut Street (Lodi Street, North Townsend Street, North Salina Street, and North State Street) plus the North Salina Street/North State Street intersection and found "that the traffic generated by the proposed development will have no significant impact on any of the study area intersections." Study area intersections were found to operate at LOS D or better under existing and future conditions and the only mitigation measures suggested were signal timing modifications.

Other known projects in the corridor include the Otisca Commons project at the northeast corner of Butternut Street and McBride Street, which is proposed to include first-floor commercial space with 20 affordable housing units above, and a 24-unit apartment building with first-floor commercial space proposed for an existing parking lot along Butternut Street at Prospect Avenue. St. Joseph's Hospital Health Center has also been expanding its campus northward along Townsend Street and Prospect Avenue toward Butternut Street.

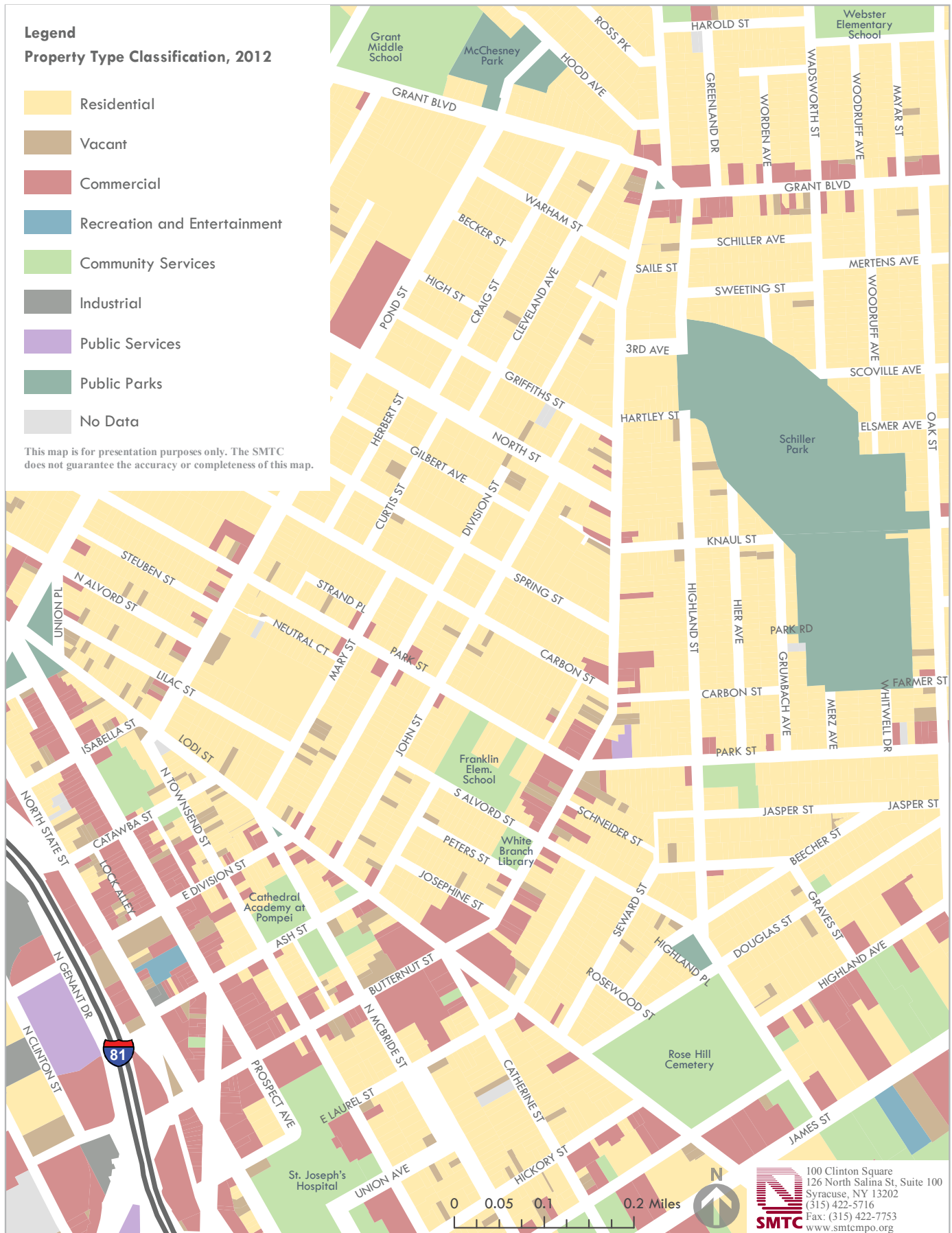


Figure 9: Existing land use
Source: Onondaga County

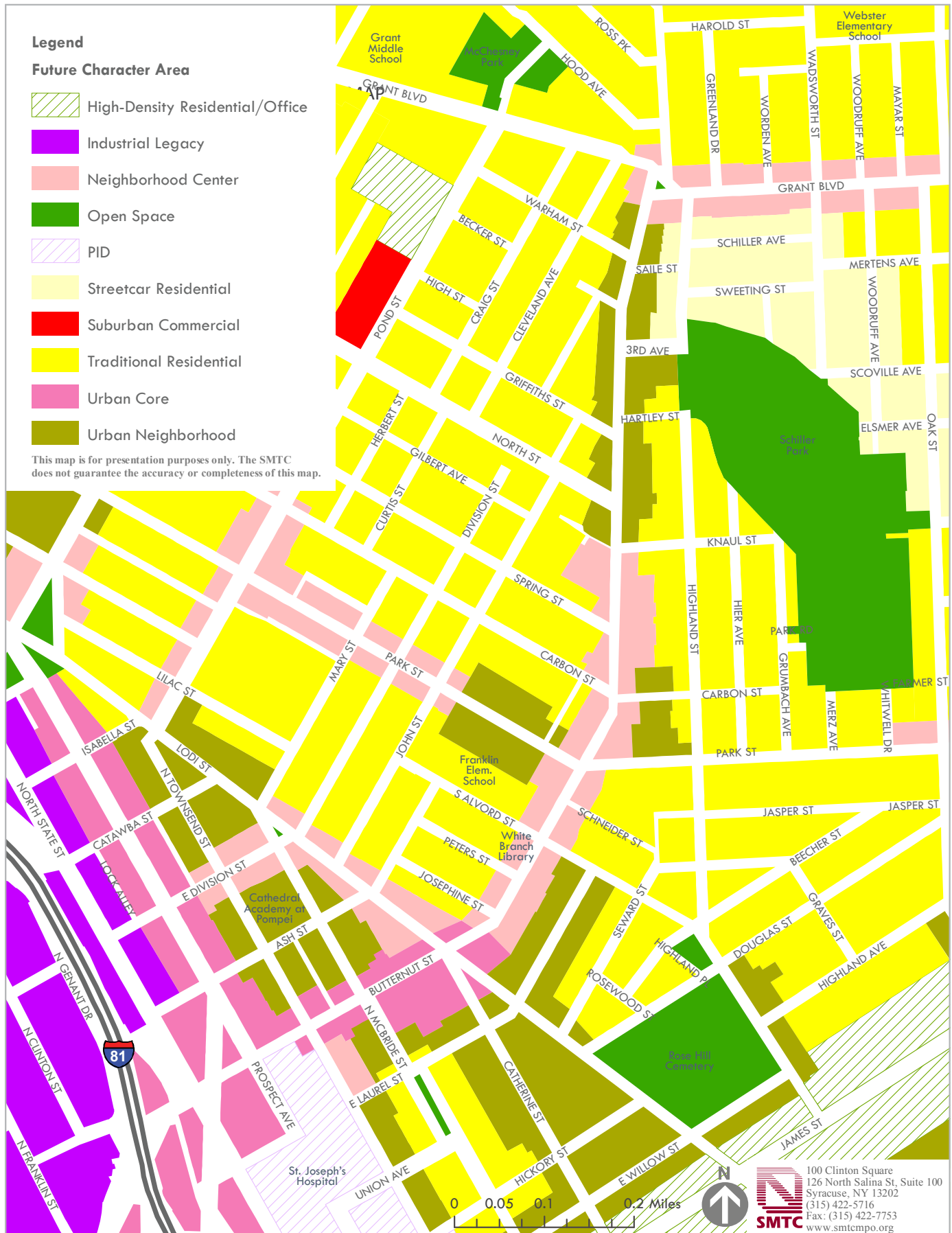


Figure 10: Future character areas

Source: Syracuse Land Use & Development Plan 2040

2.3 Physical conditions

SMTC staff inventoried road width, functional classification, transit stops, traffic control, and pedestrian accommodations along Butternut Street from North State Street to Grant Boulevard. These features are displayed on Figure 11, along with information about sidewalk compliance ratings (see description below). Note that the entire study corridor is approximately 1.25 miles in length.

Road width

SMTC staff measured the existing curb-to-curb pavement width at various locations along the study corridor. The road width is typically 40 feet south of Lodi Street, 39 feet between Lodi Street and Park Street, and 33 feet north of Park Street.

Functional classification

Figure 11 shows the functional classification of Butternut Street and other nearby roadways. Butternut Street between North State Street and Grant Boulevard is classified as an urban minor arterial. North State Street, North Salina Street, Lodi Street, and Grant Boulevard are also minor arterials. Park Street is classified as a collector. Most of the cross streets within the study corridor are local roads. North of Grant Boulevard, Butternut Street is classified as a local road.

Transit

There are two Centro bus routes that operate along Butternut Street, but neither route traverses the entire study corridor. The #52 Court route operates between Townsend Street and Park Street and the #80 Grant route operates between Park Street and Grant Boulevard. Both of these routes operate daily, including Sundays and holidays. On weekdays, buses run on these two routes from approximately 5:30 a.m. until 12:00 a.m. with varying headways. During the morning and evening commuter hours (approximately 6:00 a.m. – 9:00 a.m. and 4:00 p.m. – 7:00 p.m.), scheduled headways vary from around 15 minutes to 40 minutes. Mid-day headways range from 40 minutes to over an hour. On Saturdays, Sundays, and holidays, scheduled headways are

consistent at one hour and 20 minutes.

Centro also indicated that there are additional buses that operate in the morning and the afternoon along Butternut Street specifically for students at Syracuse City School District high schools.

There are no bus shelters along the study corridor. There are signed bus stops at nearly every intersection along the corridor, resulting in stops that are generally less than 500 feet apart throughout the entire corridor.

Butternut Street is included in one of the potential trunk routes identified for enhanced service in the “Base Build” Strategy of the Syracuse Transit System Analysis (STSA) that was completed as part of *The I-81 Challenge*. According to the STSA, “The Base Build strategy consists of system-wide enhancements that restructure existing resources to improve the usability of the system, reduce transit travel times, decrease headways, and provide greater flexibility for users.” (p. 58) As described in the STSA, a Northside-Western Lights route would traverse Butternut Street along the length of the current study corridor. Recommendations for routes in the “Base Build” strategy include minimum stop spacing of 0.2 miles (about 1,100 feet) in urban areas, peak period headways of 15-20 minutes, and off-peak headways of 30-60 minutes. The STSA identified potential bus-only lanes as part of the Base Build strategy; however, the Butternut Street corridor was not identified as a candidate for bus-only lanes. The Implementation Plan included in the STSA identified the implementation of the Base Build strategy as a “mid-term” (3-10 years) recommendation.

Sidewalks

As part of the SMTC’s Sustainable Streets project, staff created an inventory of sidewalks in the City of Syracuse. The inventory was based on aerial photos, supplemented by site visits and online mapping resources such as Google’s Street View tool (www.google.com) and Bing map’s Bird’s Eye view (<http://www.bing.com/maps/>). The inventory included a block-level rating, based

primarily on two factors: continuity and material. Rating criteria were assigned on a scale of 0 to 100 and were based on the degree to which the sidewalk segment complied with the City's regulations, which state that sidewalks should be made of concrete, not asphalt, and should be continuous along the length of a block. Based on these requirements, the rating criteria were as follows:

0 = NO SIDEWALK. No signs of sidewalk being present or having been present.

25 = POOR COMPLIANCE. Large segments of the block are missing sidewalks, but not the entire block.

50 = MODERATE COMPLIANCE. Mix of concrete and asphalt or completely paved with asphalt; small sections of block missing; sidewalk broken up by most driveways.

75 = VERY GOOD COMPLIANCE. No gaps in paved surface and majority of block is paved with concrete; sidewalk broken up by some driveways.

100 = PERFECT COMPLIANCE. No gaps visible in concrete surface, including driveways.

Figure 11 shows the sidewalk compliance ratings for Butternut Street and the first block on either side of Butternut Street for each cross street. All of the sidewalk along Butternut Street between North Salina Street and Park Street received a score of 75 or 100, meaning that there is continuous concrete sidewalk along the entire segment. North of Park Street, there are some blocks along Butternut Street that received a score of 25 or 50, meaning that the sidewalk along these blocks is either not continuous or is made of varying materials (other than concrete). For example, there are some parking lots in this section that have been paved up to the curb line and, therefore, no sidewalk exists. Most of the side-street blocks off of Butternut Street along the study corridor also received a score of 25 or 50.

A section of sidewalk rated "good to very good" along Butternut Street near Peters Street.



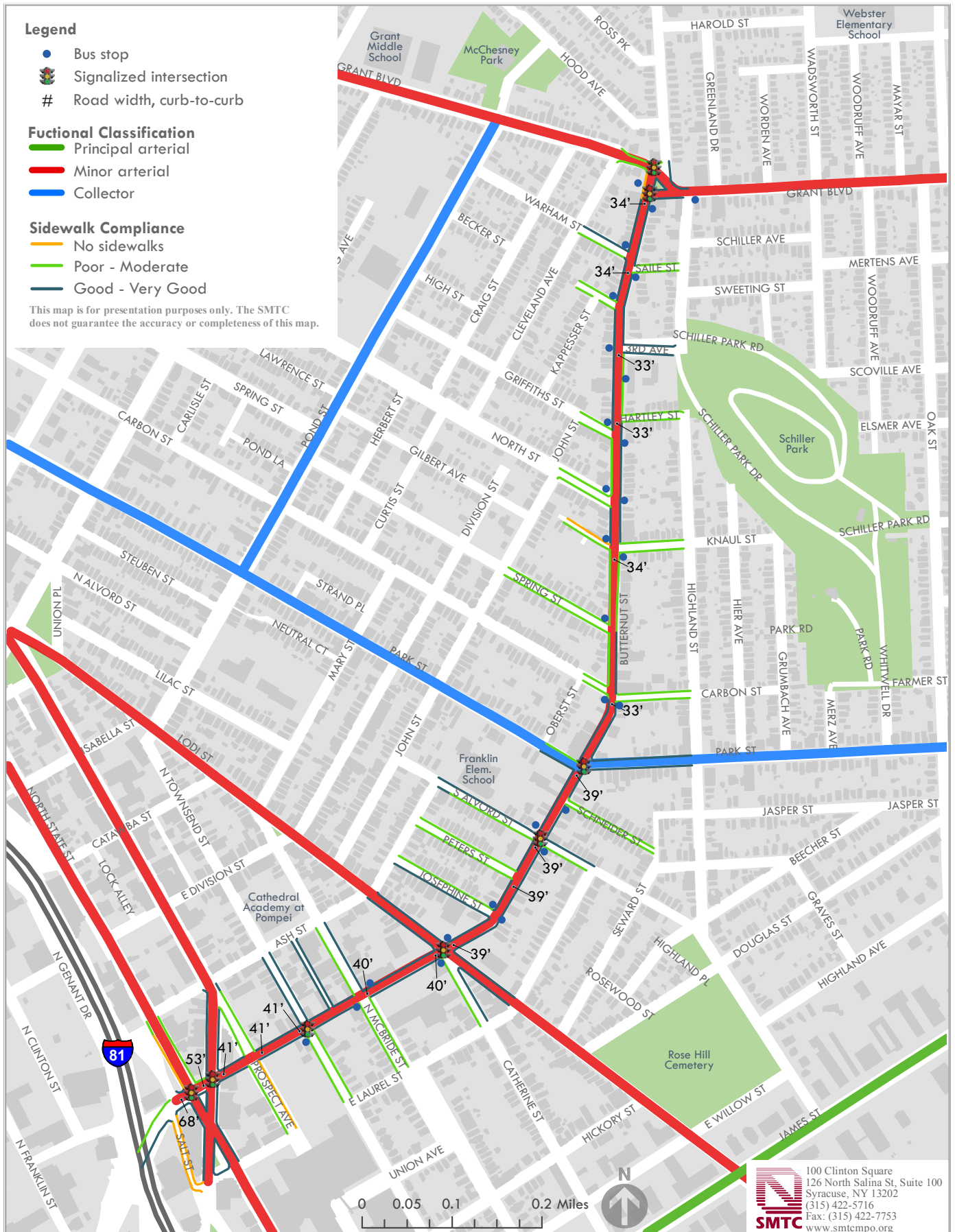


Figure 11: Inventory of existing transportation features

Traffic control and pedestrian amenities

Table 1 summarizes traffic control and pedestrian amenities at intersections along the corridor. Most intersections in the corridor are two-way stop-controlled intersections (side street traffic stops). Other than the signal at Grant Boulevard, all of the traffic signals in the corridor are between North State Street and Park Street. Note that Schneider Street forms a three-legged intersection with Butternut Street and since Schneider Street is one-way eastbound (away from Butternut Street), there is no traffic that approaches Butternut Street on Schneider Street and, therefore, no stop sign or other traffic control device exists at this intersection.

There are eight signalized intersections in the corridor (including two signals at the intersection with Grant Boulevard) and four of these signalized intersections have crosswalks on all approaches. Two signalized intersections have crosswalks on only some approaches and two signalized intersections have no crosswalks. Pedestrian signal heads are present at all signalized intersection, with push buttons present at four intersections. Pedestrian countdown timers are present only at North Townsend Street and Lodi Street. There are no audible or tactile pedestrian indicators in the corridor. See Appendix B for a more detailed inventory of these features.

Bicycle amenities

There are currently no bicycle accommodations on Butternut Street (i.e. no bike lanes, sharrows, etc.). Also, there are no existing bike racks along the study corridor.

2.4 Traffic volumes

The most recent available traffic volume counts for Butternut Street within the study corridor were conducted by the NYSDOT in 2010. One count was conducted just south of Lodi Street and the estimated Annual Average Daily Traffic (AADT) was 8,191 vehicles per day (two-way total). A second count was conducted just north of Spring Street and the estimated AADT at that location was 6,565 vehicles per day.

The Manual of Uniform Traffic Control Devices states that “Center line markings shall be placed on all paved urban arterials and collectors that have a traveled way of 20 feet or more in width and an ADT of 6,000 vehicles per day or greater.” (2009 MUTCD, Section 3B.01) Since Butternut Street meets both of these minimum criteria, a center line marking (double yellow line) is required along the length of the study corridor, as currently exists.

There are no speed limit signs within the corridor, so the City speed limit of 30 mph would apply. No data about actual vehicle speeds were available.



A textured concrete - but not colored - curb ramp with a standard-type crosswalk at the intersection of Butternut Street and Salina Street.



Curb ramps with colored detectable warnings and ladder-style crosswalks at the intersection of Butternut Street and Park Street.

Table 1: Traffic control and pedestrian amenities at intersections

Cross street	Control	Crosswalks	Ped signals	Ped buttons	Ped countdown timers	Colored detectable warnings on curb ramps
North State St	signal (3 color)	●	●	○	○	●
North Salina St	signal (3 color)	●	●	○	○	○
Prospect Ave	2-way stop	○	○	○	○	●
North Townsend St	signal (3 color)	○	●	●	●	●
Townsend Place	2-way stop	●	○	○	○	●
North McBride St	2-way stop	●	○	○	○	●
Lodi St	signal (3 color)	●	●	●	●	●
Josephine St	2-way stop	○	○	○	○	●
Peters St	2-way stop	○	○	○	○	●
South Alvord	signal (3 color)	●	●	●	○	●
Schneider Street	none*	○	○	○	○	●
Park St	signal (3 color)	●	●	●	○	●
Carbon St	2-way stop	○	○	○	○	○
Spring St	2-way stop	○	○	○	○	●
Knaul St	2-way stop	○	○	○	○	○
First North St	2-way stop	○	○	○	○	○
Griffiths St	2-way stop	○	○	○	○	○
Hartley St	2-way stop	○	○	○	○	○
3rd Ave	2-way stop	○	○	○	○	○
Williston Ave	2-way stop	○	○	○	○	○
Saile St	2-way stop	○	○	○	○	○
Warham St	2-way stop	○	○	○	○	○
Grant Blvd	signal (3 color)	●	●	●	○	○

* This is a 3-legged intersection with one-way eastbound traffic only (away from Butternut St) on Schneider St

Key:

- Present on all corners/approaches
- Present on some corners/approaches
- None present

2.5 Parking

Parking supply

SMTC staff inventoried the on-street parking regulations throughout the study corridor. As shown by Figure 12, there is no on-street parking allowed on Butternut Street between North Salina Street and Josephine Street with two exceptions: (1) there is a small parcel pick-up zone on the west (north) side of Butternut Street between Prospect Avenue and Townsend Street; and (2) there is a small 2-hour metered parking zone on the east (south) side of Butternut Street between North Salina Street and Prospect Avenue. There are no parking regulation signs on Butternut Street between North State Street and North Salina Street.

Between Josephine Street and Park Street, there is a mix of “no stopping anytime” zones and 2-hour paid parking (either metered or by pay station). There is no parking between Park Street and Carbon Street except for a small parcel pickup zone and a reserved (disabled) parking zone on the west side of Butternut Street.

From Carbon Street north to Grant Boulevard, Butternut Street is generally signed for free, odd/even parking with a few zones designated as parcel pickup, reserved (disabled) parking, or no parking. Parking is generally permitted on the west side of Butternut Street from 6:00 p.m. odd days to 6:00 p.m. even days, and on the east side of the street from 6:00 p.m. even days to 6:00 p.m. odd days.

SMTC staff also inventoried the number of residential driveways fronting on Butternut Street in the section north of Carbon Street. Figure 11 shows the number of driveways observed, along with the approximate number of residential structures on each block. In every block there are fewer driveways than there are houses. Considering that many of the houses are multi-family structures, this suggests a need for on-street parking to serve these residences.

Parking occupancy

SMTC staff conducted windshield surveys of the parking occupancy on six occasions in late November of 2013 (the week prior to the Thanksgiving holiday). Counts were conducted over the course of three weekdays, with one count at 10:30 a.m., two counts at noon, two counts at 2:00 p.m., and one count at 7:30 p.m. Table 2 summarizes the results of the occupancy counts.

Some conclusions are notable from a review of the parking supply and occupancy data:

- Overall parking occupancy was very low during each staff observation.
- Many blocks of the study corridor had no parked cars during any observation.
- A few blocks consistently had parked cars, though generally fewer than the available capacity. These blocks included:
 - Josephine to Peters
 - Peters to Alvord
 - Carbon to Spring
 - Spring to Knaul/Grassman
 - First North to Griffiths
 - Williston to Saile/Warham
 - Saile/Warham to Grant.
- The greatest number of parked cars was observed between First North Street and Griffiths Street, which had at least one parked car during each observation and 6-7 cars on two occasions.
- On almost every occasion, staff observed one or two cars parked somewhere between Prospect Avenue and Josephine Street, which is entirely signed as a no parking zone.

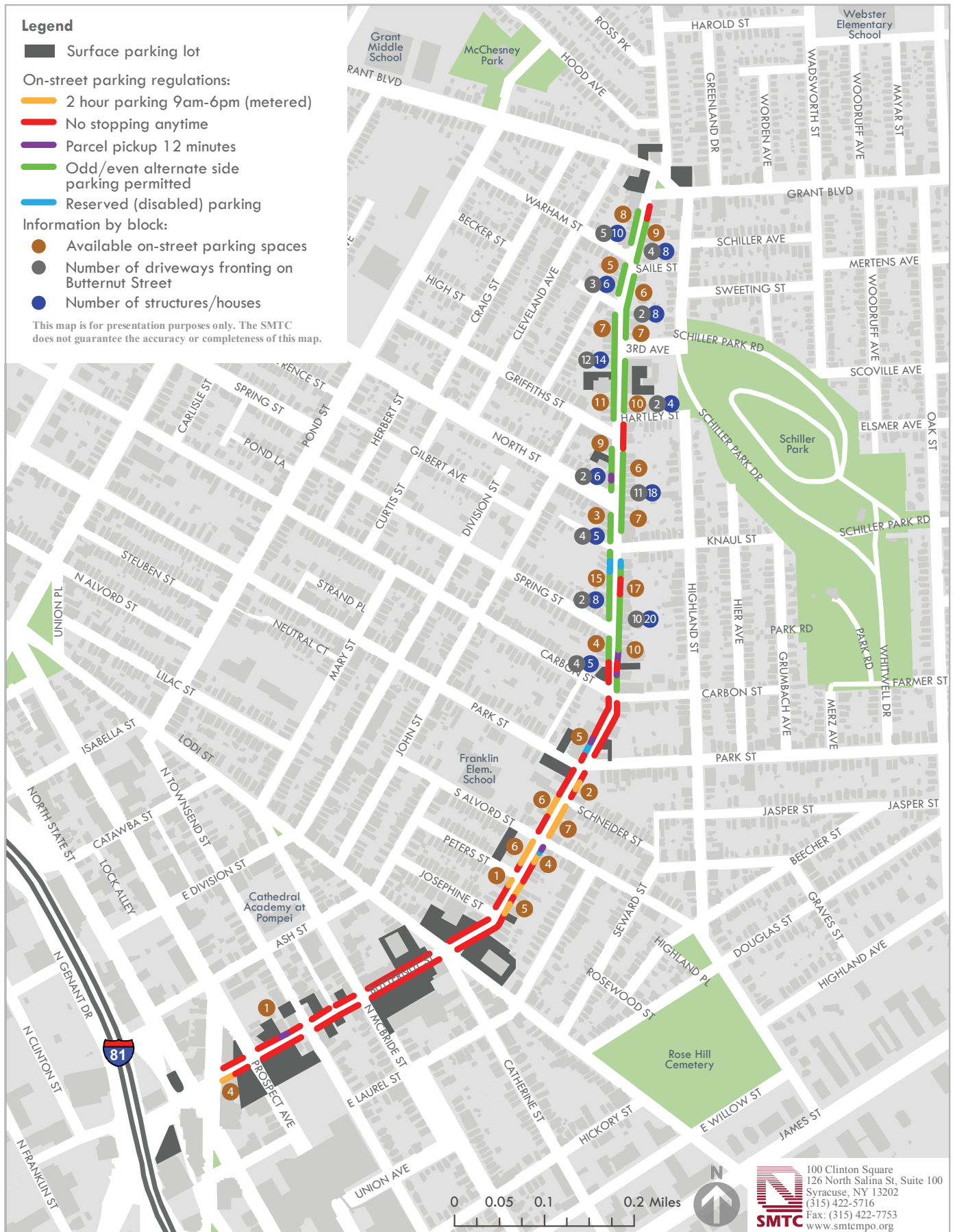


Figure 12: Parking supply in study corridor

Table 2: Summary of parking occupancy observations

Block	Length of parking area (feet)	Capacity (No. of cars)*	No. of parked cars observed**		
			Minimum	Maximum	Average
Salina to Prospect	80	4	0	5	1.3
Prospect to Townsend	36	1	0	1	0.2
Townsend to McBride	0	0	0	2	1.0
McBride to Lodi/Catherine	0	0	0	0	0.0
Lodi/Catherine to Josephine	0	0	0	1	0.3
Josephine to Peters	145	6	2	9	5.3
Peters to Alvord	233	10	1	4	2.2
Alvord to Schneider	310	13	0	4	1.3
Schneider to Park	50	2	0	3	0.8
Park to Carbon	111	5	0	4	1.2
Carbon to Spring	324	14	0	3	1.3
Spring to Knaul/Grassman	712	32	3	7	4.7
Knaul/Grassman to First North	241	10	0	4	1.5
First North to Griffith	347	15	1	7	3.5
Griffith to 3rd Ave	473	21	0	1	0.5
3rd Ave to Williston	327	14	0	2	0.8
Williston to Saile/Warham	266	11	1	5	2.7
Saile/Warham to Grant	390	17	1	5	3.0

* Either the number of parking meters present, or the length of available parking divided by 22 feet per vehicle.

** Minimum, maximum, and average from the six observations conducted.

2.6 Accidents

The following accident summary is based on Accident Location Information System (ALIS) data provided by the New York State Department of Transportation (NYSDOT). At the time of this assessment, it was based on the most recent available three year period extending from March 1, 2010 to February 28, 2013.

Corridor-wide assessment

Accidents (i.e., “events”) are classified as either reportable or non-reportable. A reportable event is an event that involves either a death, personal injury, or property damage to any single motor vehicle that meets a threshold of at least \$1,000. Events that do not meet these criteria are considered “non-reportable” events. To this end, ALIS categorizes events into the following four categories:

- Non-Reportable,
- Injury,
- Property Damage, and
- Property Damage and Injury.

According to ALIS, there were 355 events that occurred along Butternut Street between North Salina Street and Grant Boulevard during the reported three-year time period. Nearly, two thirds of events occurred during daylight hours and about a third occurred at night when the roadway was lit. In total, there were 60 events (i.e., 17 percent) that resulted in injuries, but none involved fatalities.

Of the 60 events that involved injuries that occurred throughout the corridor, 48 percent occurred at a traffic signal, 40 percent occurred in an area with no traffic control device, 8 percent occurred at a stop sign controlled intersection,

2 percent occurred at a flashing light, and 2 percent were unknown.

Figure 13 shows accidents by type in the study corridor. Most events involved collisions with other motor vehicles (81 percent). The 27 events involving pedestrians ranked the second highest (8 percent) and the 10 events involving bicyclists ranked as the third highest (3 percent). The remaining eight percent of events were divided among various categories that involved a single vehicle and another object, such as a tree, a building, etc.

The ALIS database further classifies collisions between multiple vehicles according to their specific collision type, such as rear end, overtaking, left turn, head on, etc. The three most common types of multiple-vehicle collisions that occurred in the corridor were overtaking, rear-end, and right-angle collisions.

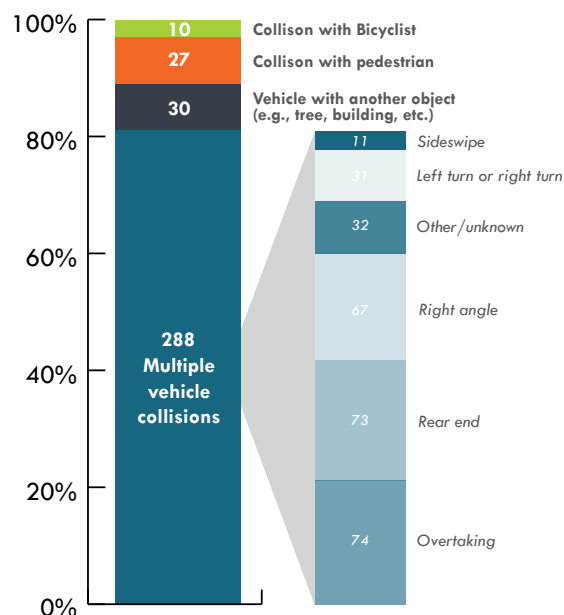


Figure 13: Accidents by type in the study corridor
(Includes all accidents on Butternut St. from N. Salina St. to Grant Blvd. from 3/1/2010 to 2/28/2013.)
 Source: NYSDOT (ALIS)

Accidents at intersections

This analysis classified “intersection” events as those that occurred within 10 meters (32.8 feet) of the center of an intersection. Based on this

assumption, 71 percent of events occurred at intersections and 29 percent occurred along a section of roadway between intersections. The majority of the events involving a bicyclist (60 percent) or a pedestrian (81 percent) occurred at an intersection.

Similar to corridor-wide trends, 83 percent of events that occurred at intersections involved multiple vehicles, 9 percent involved pedestrians, and 2 percent involved bicyclists.

Table 3 summarizes accidents by type for intersections in the study corridor, and Figure 14 illustrates the total accidents at each intersection.

Corridor segments

As previously discussed, the southern portion of the corridor has a primarily commercial character and the northern portion of the study corridor has a primarily residential character. Therefore, SMTC staff also assessed data for the southern half of the corridor (south of Park Street) and the northern half of the corridor (north of Park Street), separately, to account for the different land use patterns.

The majority of events (64 percent) occurred south of Park Street where land uses include more businesses and commercial properties. The majority of collisions involving bicyclists (60 percent) and pedestrians (74 percent) occurred in the southern half of the corridor as well. As far as collision type, trends remained fairly consistent when comparing the southern and northern half of the corridor to the entire corridor.

Table 3: Summary of accidents at intersections

Cross street	No. of bicycle events	No. of ped. events	No. of misc. events*	No. of multiple vehicle events	Total no. of events	Common intersection collision types
Lodi St	1	8	-	40	49	Rear end, Overtaking
Carbon St	-	2	-	21	23	Right angle, Overtaking
Park St	1	3	-	19	23	Rear end, Overtaking
Knaut St	1	2	1	14	18	Rear end, Right angle
North Townsend St	-	2	-	20	22	Rear end, Right angle
South Alvord St	-	2	-	13	15	Rear end, Right angle
North Salina St	1	-	-	14	15	Left turn, Overtaking
North State St	-	-	1	14	15	Right angle, Overtaking
Grant Blvd**	--	-	2	9	11	Rear end, Overtaking
First North St	2	1	1	5	9	Right angle, sideswipe
Josephine St	-	1	-	7	8	Right angle, Overtaking
Prospect Ave	-	-	2	5	7	Rear end, Overtaking
North McBride St	-	-	-	6	6	Rear end, Right angle
Peters St	-	-	2	4	6	Overtaking
3rd Ave	-	-	3	1	4	Overtaking
Schneider St	-	-	1	3	4	Rear end, Overtaking
Spring St	-	1	-	3	4	Right angle, Overtaking
Townsend Pl	-	-	1	2	3	Rear end, Overtaking
Warham St	-	-	-	2	2	Rear end, Sideswipe
Williston Ave	-	-	-	2	2	Rear end, Overtaking
Griffiths St	-	-	-	1	1	Sideswipe
Hartley St	-	-	-	1	1	Right angle
Total	6	22	14	206	248	

Source: NYSDOT (ALIS)

*Misc. events refers to single-vehicle collisions with something other than a bicyclist or pedestrian (such as curbing, utility pole, sign, tree, etc.).

**The Butternut St./Grant Blvd. "triangle" intersection is identified in the ALIS database as four discrete points. This table shows the total number of events for all four points as a single intersection.



Figure 14: Number of accidents at intersections in study corridor

Source: NYSDOT (ALIS)

3 Corridor Assessment

3.1 Initial identification of issues

From the outset of this study, the City had expressed concerns about the variability of parking regulations and the lack of bicycle facilities in the corridor. With these concerns in mind, SMTC staff reviewed all of the existing conditions information collected for the corridor and developed a preliminary list of study area issues. This list was then reviewed with the SAC and was used as the basis for discussion at the first public input session. This list is included below, organized by topic area.

Parking demand

- In the commercial area south of Josephine Street, it appears that every business has its own parking lot. There is no “public” parking.
- However, the occasional car illegally-parked on the street in this area suggests that there are some destinations that do not have off-street parking. Or, the width of the street in this section encourages people to park on the street, which they may find easier for a quick trip.
- There is some metered parking between Josephine Street and Schneider Street. This is an area that consistently had parked cars during SMTC staff observations. The highest demand seems to be between Peters and Josephine, which was near capacity on a couple of occasions. The other metered spaces in this area were generally undercapacity. The demand is likely due to the library along with some small businesses that do not have off-street parking.
- In the more residential area north of Carbon Street, the highest demand appears to be between First North Street and Griffiths Street. Staff rarely observed cars parked between Griffiths Street and Williston Street. In the remaining blocks north of Carbon Street, there

were typically three or fewer cars parked during any observation.

- Many of the residential properties (including a lot of multi-family houses) along the corridor do not have driveways and would therefore need to utilize on-street parking.
- Some businesses have paved up to the curb and even striped parking spaces where the sidewalk should be (especially between Carbon Street and Spring Street).

On-street parking regulations (signage)

- North of Carbon Street, there are parking restrictions around most corners, but there are a few corners that lack signage. This could lead to sight distance issues or conflicts with buses. (Note: These locations were identified in a memorandum submitted to City DPW, per their request, prior to the completion of this study. See Appendix C for the list of locations.)
- There are some long stretches of road with no regulatory signs. (These locations are also noted in the memorandum included in Appendix C.)
- The parcel pickup zone on the east side of Butternut Street south of Knaul Street has only one sign (i.e. there is no endpoint indicated).
- On the west side of Butternut Street between Park Street and Carbon Street there appears to be a sign missing between the disabled parking area and the parcel pickup zone, which leaves this short stretch (about 35 feet) unregulated.

Accidents

- The intersection in the study corridor with the highest number of accidents is Lodi Street (although this intersection also has a relatively high volume of traffic). This is true for vehicle-vehicle collisions and pedestrian events.
- Most accidents occurred in the more commercial section of the corridor, south of

Park Street. This is where traffic volumes are higher, too.

- For multiple-vehicle collisions, no one collision type seems to be an issue. The top three collision types, all at about 20% of collisions, were rear-end, overtaking, and right-angle.

Pedestrian and bicycle amenities

- No bike racks exist in the corridor.
- Pedestrian amenities exist throughout the corridor, but are somewhat inconsistent, even sometimes at a single intersection (some “compliant” curb ramps, some not compliant within same intersection).
- No crosswalks north of Park Street (all unsignalized intersections).
- As more development occurs between State Street and Lodi Street, there may be demand for additional pedestrian crossings. Townsend Street is the only signal between Salina Street and Lodi Street, and there are no crosswalks now.
- In many locations where countdown timers/ pedestrian signals exist, buttons to activate the system are either missing or do not work (specifically at the State, Salina, and Grant intersections).

Other streetscape amenities

- Street trees are damaged or missing throughout the corridor.
- Security cameras are being installed throughout the corridor to address safety concerns. They will require lighting and consideration for street tree placement.
- There are no trash receptacles along the corridor.

Transit

- Implementing the “Base Build” strategy as described in the Syracuse Transit System Analysis would require removing approximately half of the transit stops in the corridor.
- There are no bus shelters in the corridor.
- North of Carbon Street, the limited road width means that cars may veer over the centerline

to pass a stopped bus especially if there are parked cars on that side (although generally bus stops at corners are preceded by a “No stopping bus stop” or “No stopping here to corner” restriction).

3.2 Public input: issues and desires for the corridor

Although fewer than 20 people attended the first public input session, those that came provided many comments. There were clearly concerns about crime and public safety in the neighborhood that this study cannot address. However, people acknowledged that this study is just one piece among many efforts taking place to improve the area.

There was a mixed opinion of the need for bicycle infrastructure in the corridor. Generally people seemed to feel that the existing on-street parking works well, although additional off-street parking may be needed as development occurs in the corridor. There was interest in exploring changes to the “Butternut Circle” intersection (at Grant Boulevard). There did not seem to be interest in consolidating bus stops. Public feedback at some specific locations within the corridor is noted in Table 4.

3.3 Constraints, observations, and objectives

Based on SAC response to the initial list of corridor issues and the feedback received at the first public input session, opportunities and constraints were identified throughout the corridor. From these, specific objectives for each segment of the corridor were then developed.

Corridor-wide constraints and opportunities

The existing pavement width varies throughout the corridor and is a constraint to adding bicycle accommodations and/or changing on-street parking in some areas. The recommended minimum width of a bike lane against a curb, according to American Association of State Highway and Transportation Officials (AASHTO), is 5 feet, while the “desirable” width for a bike lane against a curb is 6 feet according to the National Association of City Transportation Officials (NACTO). City DPW staff indicated that 11 feet is

the preferred minimum width for travel lanes on roads with high transit usage, such as Butternut Street; however, 10.5 feet may be acceptable in order to accommodate bicycle infrastructure in some cases. There were also concerns from both staff and SAC members about vehicles parking on bike lanes.

The idea of consolidating bus stops was not popular at the first public input session. One of the concerns raised in regard to this idea was that changing the signed bus stops would impact the Syracuse City School District students who ride the Centro buses. However, based on discussion with Centro, the bus runs for the City schools deviate from the regular Centro routes and have their own stops, so moving stops for the general public would not impact students.

Sidewalks exist throughout the corridor and are generally in good condition. Most intersections between State Street and Park Street have crosswalks, pedestrian signals, and curb ramps with colored detectable warnings. There are no crosswalks at any of the unsignalized intersections between Park Street and Grant Boulevard.

Consideration of alternative routes

SMTC staff also investigated the possibility of using other nearby streets to accommodate cyclists, as an alternative to Butternut Street. Specifically, staff considered Highland Street and Pond Street as alternative corridors; however, these were eliminated from consideration due to significant grades which are not conducive to cycling. Connections through Schiller Park were also discussed by staff and the SAC members, as well as at the public input session.

Constraints and opportunities by corridor segment

The corridor was divided into four segments for this assessment based on road width and character of adjacent land uses. The relevant physical constraints, staff observations/public feedback, and specific objectives for each segment are summarized in Table 4. Note that adding bicycle infrastructure is a common objective for every segment. The intent is to determine the highest level of bicycle

infrastructure practicable for that segment, while balancing this objective with the other objectives for that segment.

3.4 Grant Boulevard/Butternut Street intersection

Although not the focus of this study, the SAC members and staff discussed the possibility of changes to the Butternut Circle intersection at Grant Boulevard. This non-standard intersection (actually, three intersections in close proximity) has been difficult for motorists to navigate. In October 2014, the City announced that traffic signals at this location, which had been out of service due to a prior accident, would not be replaced. The intersection currently operates under stop-sign control for traffic entering the intersection. The City indicated that they would monitor the situation, but at this point do not plan to replace the signals. To further simplify the operation of this intersection, SMTC staff developed a concept for converting this to a standard four-way intersection by closing the southern leg of the triangle to vehicular traffic (which could be converted to green or other public space). Staff also developed a concept that incorporates raised islands to divide entering and existing traffic, similar to a modern roundabout.

Table 4: Summary of physical features, observations, and objectives by segment

<p>Segment A: Salina St. to Prospect Ave.</p> <p>Physical features: Approx. length: 250 feet Adjacent land uses: Commercial Existing parking: 4 on-street metered spaces Pavement width: 41 feet</p> <p>Staff observations and/or public input: - Southbound traffic at Salina uses 2 travel lanes, with traffic in the right lane destined for the I-81 northbound on-ramp that is just west of State St. - Future changes to I-81 may change traffic pattern (i.e. if Butternut St. ramp is closed or moved) - Existing pedestrian infrastructure is sufficient</p> <p>Objectives: - Add bike infrastructure - Maintain on-street parking - Maintain two southbound travel lanes under current I-81 ramp configuration - Explore opportunities for improving Butternut/State/Salina intersection as a gateway</p>	<p>Segment C: Lodi St. to Carbon St.</p> <p>Physical features: Approx. length: 1,800 feet (0.34 miles) Adjacent land uses: Transitions from commercial to residential Existing parking: some on-street metered Pavement width: 39 feet</p> <p>Staff observations and/or public input: - Library and school located in this segment are high pedestrian generators and present opportunities for bicycle traffic.</p> <p>Objectives: - Add bike infrastructure - Maintain on-street parking - Add pedestrian timers at Alvord St for students</p>
<p>Segment B: Prospect Ave. to Lodi St.</p> <p>Physical features: Approx. length: 1,300 feet (0.25 miles) Adjacent land uses: Commercial and institutional Existing parking: individual lots, no on-street parking Pavement width: 40 to 41 feet</p> <p>Staff observations and/or public input: - Input from public did not indicate need for on-street parking, but additional development may warrant this in the future. - Numerous commercial driveways may indicate need for a center turn lane. - No existing crosswalks at Prospect Ave or N. Townsend St. - Potential for high pedestrian traffic to/from St. Joseph's</p> <p>Objectives: - Add bike infrastructure - Consider addition of center turn lane - Consider adding on-street parking - Add pedestrian crosswalks near St. Joseph's - Consider treatments for Butternut/Lodi intersection as transition from commercial to more mixed-use segment</p>	<p>Segment D: Carbon St. to Grant Blvd.</p> <p>Physical features: Approx. length: 3,000 feet (0.57 miles) Adjacent land uses: Primarily residential Existing parking: on-street odd/even parking north of Carbon St. Pavement width: 33 feet</p> <p>Staff observations and/or public input: - Schiller Park is located nearby but there are no signs to indicate this. - People seemed satisfied with the existing odd/even on-street parking arrangement. - There are pedestrian signals and crosswalks at Park St. and at Grant Blvd., but no crosswalks at any unsignalized intersection in between</p> <p>Objectives: - Add bike infrastructure - Maintain on-street parking - Consider locations for new crosswalks between Park and Grant</p>

4 Recommendations

4.1 Options for corridor segments

In consultation with the SAC members, SMTC staff developed cross-section options for each of the four corridor segments. In some cases, all of the segment objectives identified in Chapter 3 cannot be met in a single cross-section option, so the trade-offs between options were discussed with the SAC and with the public. The initial options are identified in this section. Figures 15 through 18 illustrate the current conditions and options for each segment.

Segment A: Salina Street to Prospect Avenue

The cross-section in this segment currently consists of two southbound travel lanes, one northbound travel lane, and four on-street metered parking spaces. Three options were developed for this segment.

Option 1 is to simply add sharrows to the existing condition.

Option 2 adds bike lanes and maintains the two southbound travel lanes, but at the expense of the parking lane. Under this option, the four existing on-street parking spaces would be removed.

Option 3 maintains on-street parking (which could be on either side, although the illustration shows it adjacent to the northbound travel lane) and adds bike lanes, but removes one of the southbound travel lanes. This option is feasible only under a future scenario where the I-81 northbound on-ramp from Butternut Street is removed. The NYSDOT has indicated that this is being considered as part of the I-81 Viaduct Project, but no decision has been made.

Segment B: Prospect Avenue to Lodi Street

The current condition in this segment is one travel lane in each direction with no on-street parking except for a one-car pickup zone adjacent to the southbound travel lane between Prospect

Avenue and North Townsend Street. With a 40-foot curb-to-curb width throughout this segment, each travel lane is 20 feet wide, which is well beyond the minimum necessary travel lane width.

Option 1 adds a two-way left-turn lane (TWLTL) in the center of the roadway while maintaining one travel lane in each direction. With the travel lanes narrowed to 10 feet, bike lanes could be added under this option. The on-street parcel pickup zone would need to be removed.

Option 2 adds a parking lane along each side of the road and narrows the travel lanes to 12 feet. This would not allow adequate space for bike lanes, so sharrows are shown in the travel lanes.

Option 3 adds a parking lane on one side of the road (shown in the illustration adjacent to the southbound lane, although it could be placed on the northbound side). Bike lanes are also added under this option, with both bike lanes adjacent to the travel lane.

Segment C: Lodi Street to Park Street

This segment currently consists of one travel lane in each direction with some metered parking on both sides of the road (although parking is not continuous; there are some no-parking zones designated on each side). Total width of the pavement is 39 feet.

Two options were identified for this segment.

Option 1 maintains all of the existing on-street parking and add sharrows to the travel lanes.

Option 2 limits parking to one side of the street through this entire segment (could be on either side) and adds bike lanes adjacent to the travel lanes. There are currently 18 metered parking spaces on each side of the road between Lodi Street and Park Street. Limiting parking to one side of the street would result in a loss of 18 spaces. SMTC's observations suggest that it would not be possible to add on-street parking spaces to either side of the road in this segment

due to the location of driveways and fire hydrants.

Segment D: Park Street to Grant Boulevard

This segment currently consists of one travel lane in each direction with odd/even on-street parking. The road is 33 feet wide throughout this section.

Three options were developed for this segment.

Option 1 is to add sharrows to the current condition.

Option 2 also includes sharrows, but delineates a parking lane on one side of the street. In order to accomplish snow plowing and street cleaning, this parking lane would likely need to be limited to overnight and weekend parking only.

Option 3 adds bike lanes, but removes all on-street parking in this segment. The existing pavement is not wide enough to add bike lanes and maintain on-street parking.

4.2 Intersection concepts

SMTC staff also developed some concepts for individual intersections throughout the corridor. No operational analysis was performed for any of these concepts.

Butternut Street/Lodi Street

Two concepts - shown in Figure 19 - were developed for modifying the Butternut Street/Lodi Street intersection to improve the pedestrian connection along the northbound (Lodi Street) leg. This is a five-leg intersection, and the crossing distance on the northbound approach (where Lodi Street and Catherine Street intersect) is relatively long with no pedestrian refuge.

Catherine Street is currently one-way southbound between Butternut Street and E. Laurel Street.

Both concepts include an expanded island between Lodi Street and Catherine Street with a sidewalk along the Lodi Street edge of the island. The first concept would leave the small slip-ramp open from Lodi Street northbound to Catherine Street southbound. The second concept would eliminate the slip ramp. A June 2012 traffic count shows zero left turns from Lodi Street northbound to Catherine Street southbound

during the AM and PM count periods and a total peak hour volume turning onto Catherine Street from other approaches at this intersection of 73 vehicles in the AM peak hour and 103 vehicles in the PM peak hour. There are 9 multi-family residential buildings and a church on Catherine Street between Lodi Street and E. Laurel Street. Eliminating the slip ramp may make it possible to allow two-way traffic on this portion of Catherine Street (with no outlet for northbound traffic).

Butternut Street/Park Street and Butternut Street/Carbon Street

Figure 20 shows the concept developed for Butternut Street from Park Street to Carbon Street. This shows how the road might transition from a cross-section with bike lanes and on-street parking (Option 2 for Segment C) to a cross-section with sharrows and odd/even on-street parking (Option 1 for Segment D). Butternut Street narrows from 39 feet at Park Street to 33 feet at Carbon Street. By dropping the parking lane just south of Carbon Street, the bike lanes could continue to the Carbon Street intersection, then transition to sharrows as cyclists cross Carbon Street (heading north). Appropriate signage indicating this transition and a more detailed striping plan would be necessary if this concept is moved forward.

Butternut Street/Grant Boulevard

Following on the discussion that started at the first public input session about the possibility of changing the configuration of the "Butternut Circle," SMTC, in consultation with the SAC, developed four concepts for this intersection. These four concepts are shown in Figure 21.

Concept 1 represents a "triangle-about" with yield signs on entry and minimal change to the existing curbs. Concepts 2a and 2b both represent "triangle-about" with the circulating roadway narrowed, limiting this to a single travel lane. The roadway could be narrowed by bringing the outer curbs in (Concept 2a) or by expanding Duguid Park (Concept 2b). Concept 3 is a four-way stop with the park expanded and the southern leg of the triangle closed to traffic. These concepts are illustrative only; no operational analysis was performed.

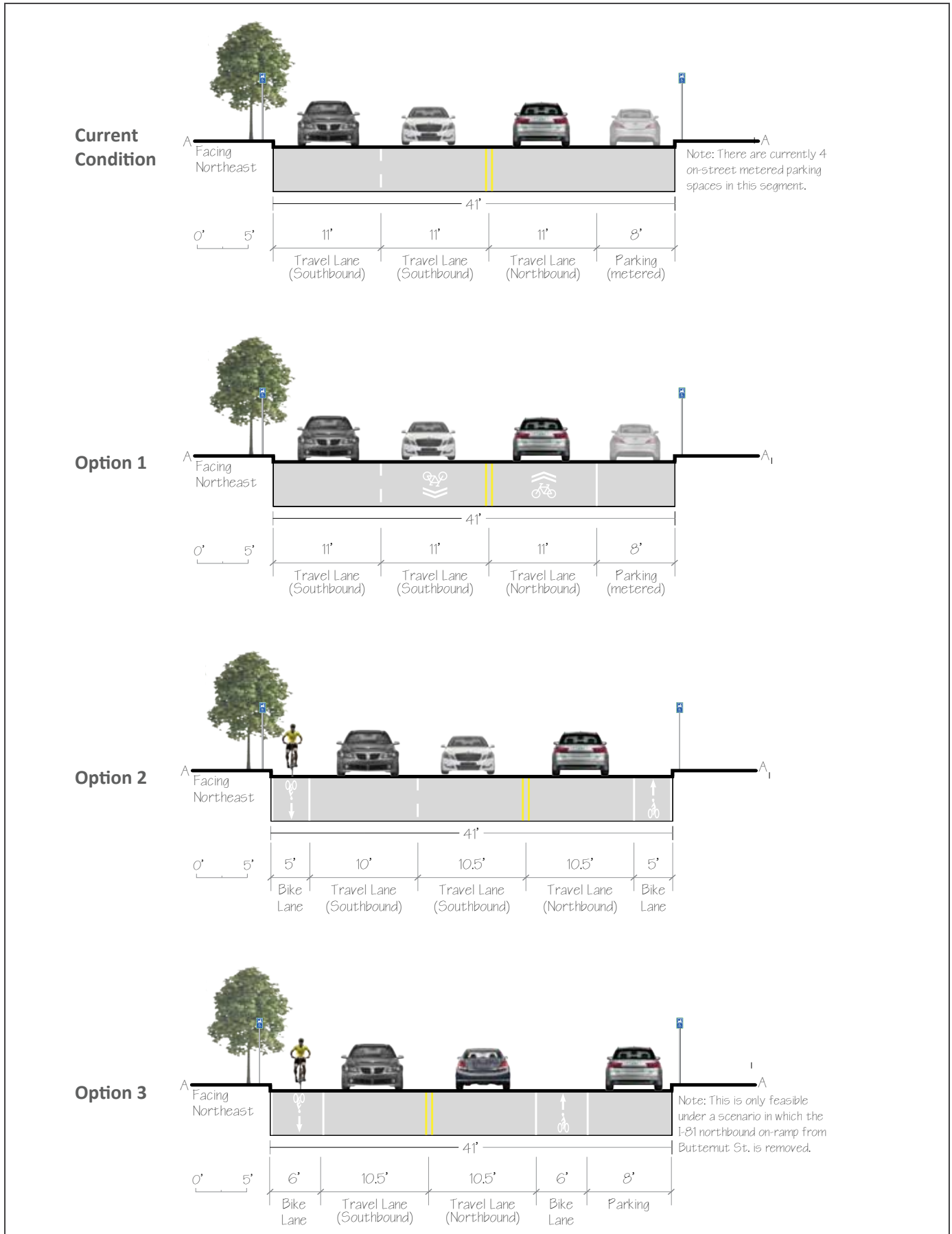
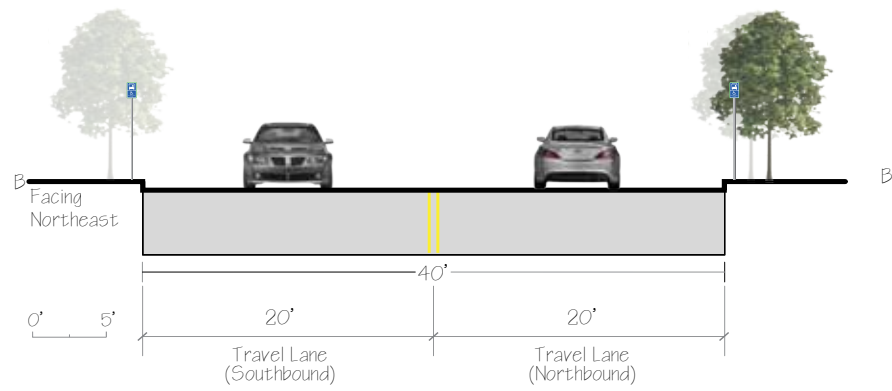
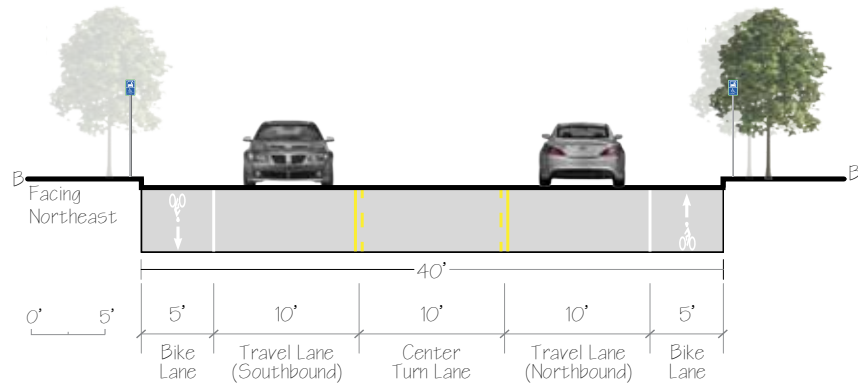
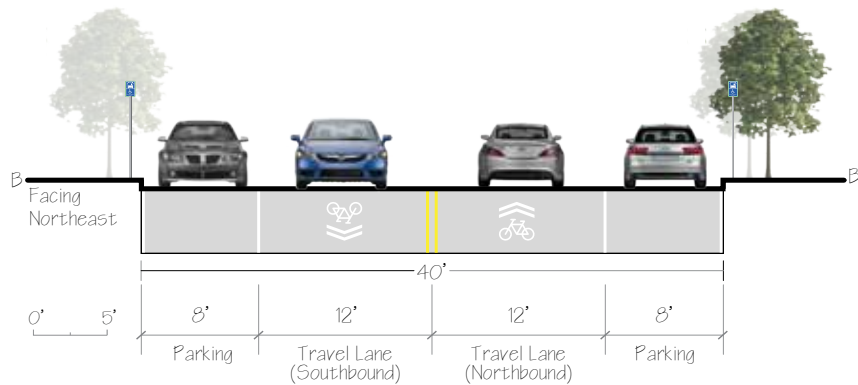
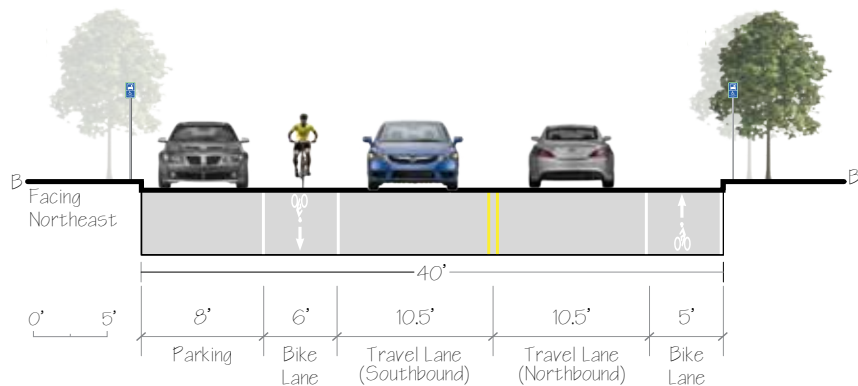


Figure 15: Cross-section options for Segment A (Salina St. to Prospect Ave.)

Current Condition**Option 1****Option 2****Option 3****Figure 16: Cross-section options for Segment B (Prospect Ave. to Lodi St.)**

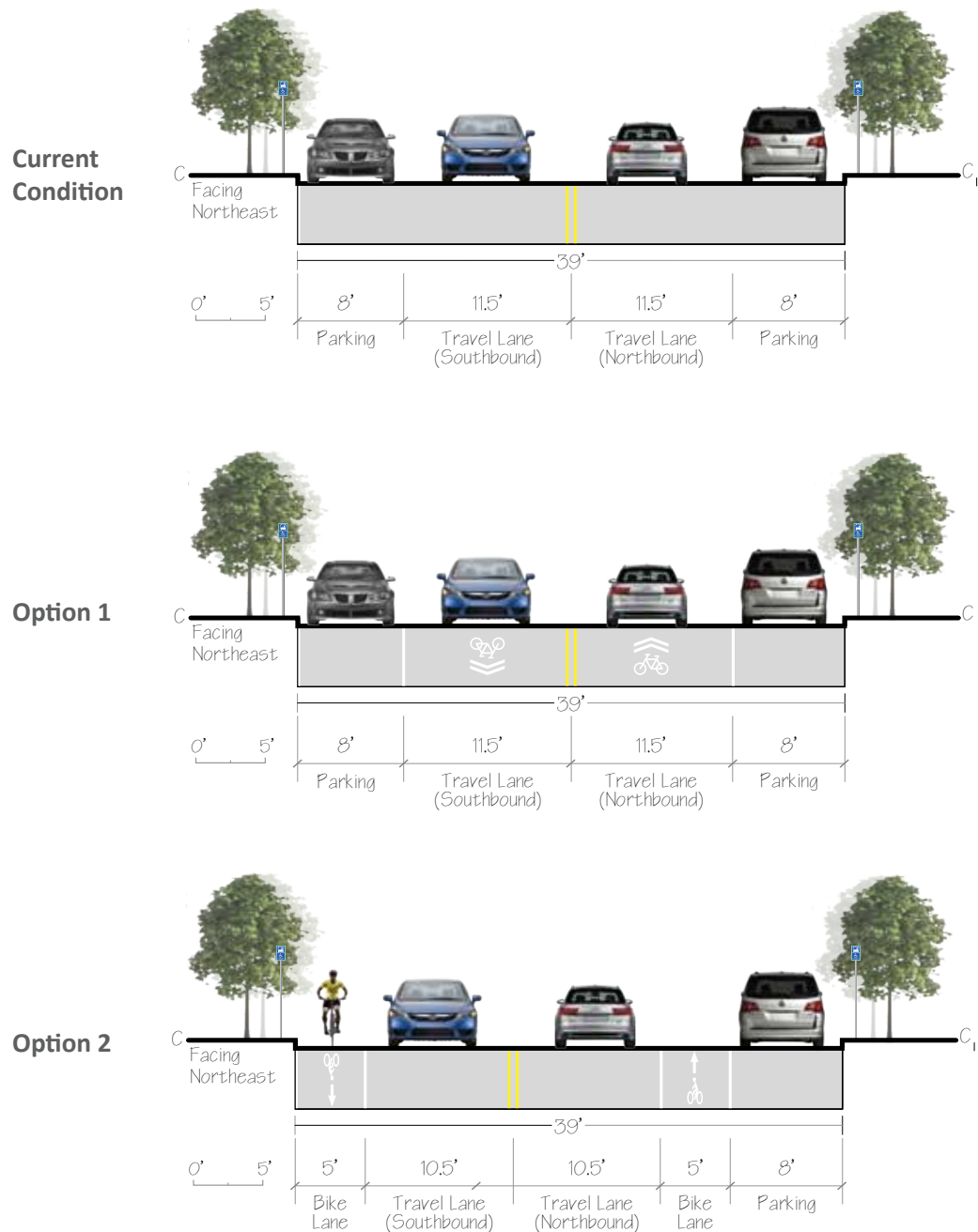


Figure 17: Cross-section options for Segment C (Lodi St. to Carbon St.)

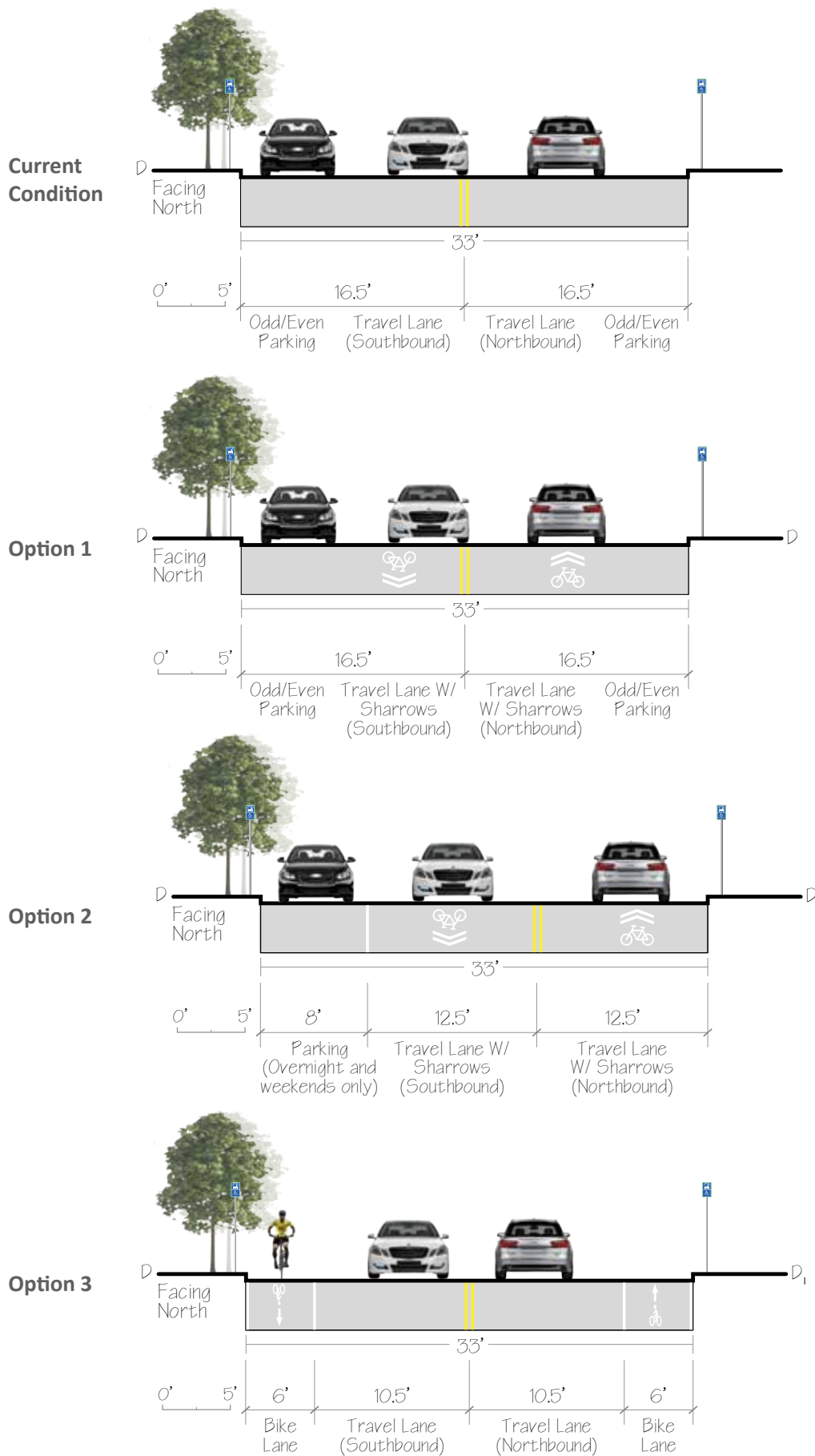


Figure 18: Cross-section options for Segment D (Carbon St. to Grant Blvd.)

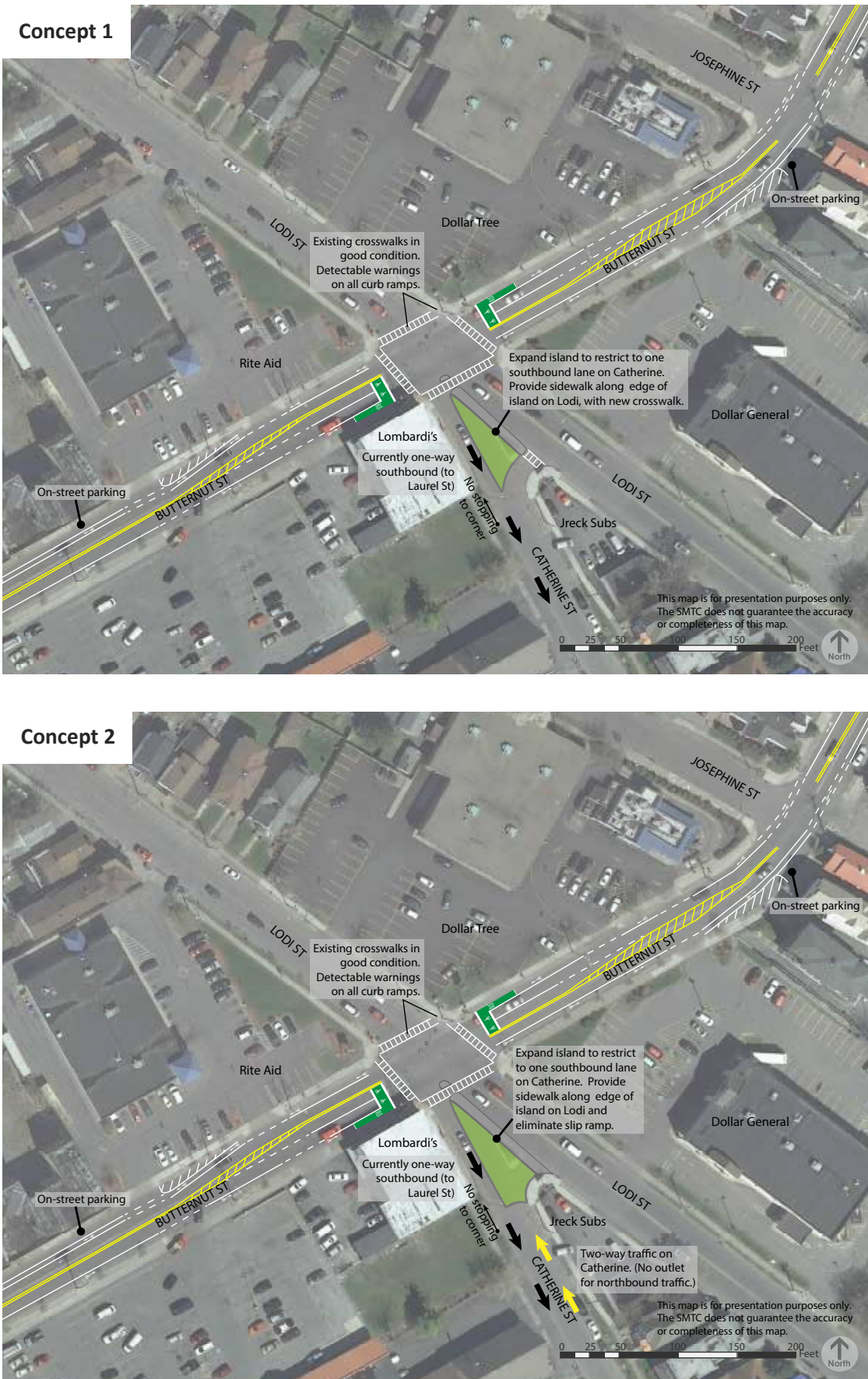


Figure 19: Concepts for Butternut St./Lodi St. intersection



Figure 20: Concept for transitioning from bike lanes to sharrows between Park St. and Carbon St.



Figure 21: Concepts for Butternut St./Grant Blvd. intersection

Butternut and Alvord

At the first public input session, there was a question as to whether a traffic signal is necessary at this intersection. The signal at Alvord Street is less than 1,000 feet north of the signal at Lodi Street and about 500 feet south of the signal at Park Street, making these fairly closely-spaced signals. SMTC did not have any turning movement count data available for this intersection, nor was any traffic volume data available for Alvord Street, so a signal warrant analysis could not be performed. However, a public library and an elementary school are located in close proximity to this intersection and both locations are likely to generate significant pedestrian volumes. With the existing traffic signal, the Alvord Street intersection currently has good pedestrian amenities, including crosswalks on all approaches and pedestrian signals (with push buttons) and curb ramps with colored, detectable warnings on all corners. The City may want to consider further enhancing this intersection with audible warnings and countdown timers for pedestrians.

4.3 Public feedback on concepts

SMTC staff presented the segment and intersection concepts to a crowd of nearly 40 people as part of the Danforth/Pond/Butternut Task Force meeting (a task force of Northside TNT) in February 2015. A detailed summary of this meeting is included in Appendix A.

Most of the comments received during and after the meeting expressed an appreciation of the need for better bicycle accommodations in the corridor, although a few people did express strong opposition to any concepts that would add bicycle lanes. However, even among those people who felt that bicycle lanes would be a positive addition to the corridor, some people expressed unwillingness to sacrifice on-street parking for the sake of adding bike lanes. Letters submitted by both the Northeast Hawley Development Association and the Greater North Salina Business Association (included in Appendix A) advocated for the use of sharrows in order to maintain the existing on-street parking.

The concepts for the Butternut Street/Grant Boulevard intersection earned a lot of attention from the meeting attendees. Overall, it seemed that the feedback was rather evenly split between Concept 3 (conversion to a four-way stop) and either Concept 2a or 2b (variations on a triangle-about with a narrowed circulating roadway). Concerns focused on maintenance and future access to Duguid Park.



The SMTC presented an update on this study to the Danforth/Pond/Butternut Task Force in February 2015. The meeting included time for people to view the concepts and speak directly with staff.

4.4 Final recommendations for corridor segments

Based on SAC and public feedback, the following recommendations are offered:

Solution 1: Add sharrows to the entire corridor

This would be the least-intensive solution for adding some bicycle accommodations to the corridor. All existing on-street parking could be maintained, and it would be possible to add on-street parking between Prospect Avenue and Lodi Street (which would result in narrowing the travel lanes from the current 20 feet to 12 feet). This solution would include the following options for each segment:

- Segment A: Option 1
- Segment B: Option 2
- Segment C: Option 1
- Segment D: Option 1.

Adequate street width exists to add parking on both sides of the street between Prospect Ave and Lodi Street with this solution. Both sides have numerous driveways that would interrupt the on-street parking. Measurements taken by SMTC staff along this segment suggest that up to 20 vehicles could park on the eastern side of the street (adjacent to northbound travel lane) and up to 13 vehicles could park on the western side of the street (adjacent to the southbound travel lane), with appropriate restrictions at corners and near fire hydrants. A more detailed engineering assessment would be needed to confirm these figures.

Solution 2: Add bike lanes south of Carbon Street and sharrows north of Carbon Street

This solution would add sharrows to the portion of the corridor between Carbon Street and Grant Boulevard and maintain the existing odd/even parking regulations in this segment. South of Carbon Street, bike lanes would be added. This solution would include the following options for each segment:

- Segment A: Option 2
- Segment B: Option 3
- Segment C: Option 2
- Segment D: Option 1

There would be no impact to the availability of parking between Carbon Street and Grant Boulevard.

The addition of bike lanes south of Carbon Street would result in the loss of some existing on-street parking, although it may be possible to add some parking where it is currently prohibited. Specifically, four spaces would be lost between Salina Street and Prospect Avenue (unless a southbound travel lane is removed, which is dependent on the outcome of the NYSDOT's I-81 Viaduct Project) and 18 spaces would be lost between Lodi Street and Carbon Street. There is adequate width available between Prospect and Lodi to add bike lanes plus parking on one side of the road. Depending on which side is chosen for parking, 13 to 20 parking spaces may be gained in this segment. The eastern (northbound) side of Butternut Street in this segment has longer stretches of curb that are not interrupted by driveways and, therefore, may be the preferred side for parking. The net impact would be a loss of parking, from a minimum of 2 fewer spaces to upwards of 9 fewer spaces.

This solution would create a transition area, likely between Park Street and Carbon Street, from a cross section with bike lanes to a cross section with sharrows. The concept presented at the Task Force meeting (Figure 20 above) is a starting point for this discussion; a full engineering assessment would be necessary to implement this solution, with appropriate signage and pavement striping.

Interim solution: Modification to Solution 1

The SAC discussed a modification to Solution 1 that would provide for the short-term implementation of sharrows throughout the corridor, while still allowing for the future implementation of Solution 2, if desired. This solution would add parking on only one side of the street between Prospect Avenue and Lodi Street (Segment B), resulting in a cross-section with an 8-foot parking lane adjacent to the southbound travel lane, a 12-foot southbound travel lane, and two 10-foot northbound travel lanes, with sharrows in one travel lane for each direction. This would allow for the option

of restriping to a cross-section that includes bike lanes (with the single parking lane) in the future. If a parking lane is added in this segment, parking occupancy counts should be conducted following its implementation to determine if the lane is well-utilized and if there may be unmet demand for an additional parking lane. Ideally, occupancy counts should be conducted a few months after the completion of the Salina Crossing development (corner of Butternut Street and McBride Street) to account for any new parking demand that may be created by that development.

4.5 Final recommendations for intersections

As noted previously, no operational analysis was performed for any of the intersection concepts. More detailed engineering assessment, including a traffic impact assessment that considers future demand and determination of cost-benefit ratios, would be necessary before implementing any changes.

Butternut/Lodi

The concept for expanding the island between Lodi Street and Catherine Street at Butternut Street (Figure 19 above) and extending the sidewalk along Lodi Street could be implemented regardless of any cross-section changes on Butternut Street. The concept would need a “champion” in the neighborhood to advocate for its implementation. As development progresses in the corridor, this concept should be revisited, as it would certainly enhance the pedestrian experience and existing traffic counts suggest minimal impacts to drivers.

Butternut/Grant

Though not the focus of this study, this intersection certainly garnered a lot of attention from the public. A full engineering study will be necessary to address some of the concerns raised by the public pertaining to turning ability (curb radii), pedestrian access around the intersection and to Duguid Park, construction costs, and maintenance. Nearby driveway access will need to be examined as part of that study as well (in particular, the driveway to the florist shop on Grant Boulevard east of Butternut Street and the

Rite Aid driveway on Butternut Street north of Grant Boulevard).

4.6 Other recommendations

Public feedback indicated a need for better enforcement of the existing parking regulations in the corridor, both the no parking zones and the odd/even parking. There was also a suggestion for an educational outreach campaign about the rights and responsibilities of drivers and cyclists on public roadways.

Currently there are no bike racks in the corridor. Installing bike racks, especially near destinations in the more commercial area at the southern end of the corridor, may encourage more cycling.

Also, as previously noted, there are no crosswalks from Carbon Street to Warham Street at the northern end of the corridor. The intersections along this stretch of the road are all unsignalized. Additional crosswalks should be considered in this part of the corridor, although this study did not determine exact locations. Pedestrian counts should be conducted to help determine the appropriate locations.

4.7 Conclusion

Butternut Street is a main north-south corridor through the Northside of Syracuse. The neighborhood surrounding the corridor has high population density and existing demographic factors, such as relatively low car ownership, that suggest the potential for greater bicycling along Butternut Street. Recent development along the corridor may also increase the potential for more people to travel by bike. Most public comments received through this study acknowledged a need for better bicycle accommodations in the corridor, but expressed reservations about any associated loss of on-street parking.

The SMTC created numerous options for segments along the corridor. In the end, two possible solutions for the corridor were offered: one solution that adds sharrows to the corridor while maintaining all on-street parking and a second solution that adds bike lanes south of Carbon Street but with a reduction in parking in some locations throughout the corridor. Public input suggests that the first solution -

simply adding sharrows throughout - would have much more public support at this point. Based on discussion with the SAC, an interim solution is offered that provides for the short-term implementation of sharrows throughout the corridor, while still allowing for the future implementation of bike lanes, if desired.

Additional outreach, particularly to business owners that might be impacted by changes in parking, would be necessary to build support for the addition of bike lanes to a portion of the corridor. As the City continues to build-out its city-wide bicycle network and bicycling increases, bike lanes on Butternut Street may be revisited and public support may increase.



Looking northeast along Butternut Street at Townsend Street.

Appendix A: Public meeting summaries and public comments



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Meeting Summary

BUTTERNUT STREET CORRIDOR STUDY

Public Input Session #1

May 29, 2014

Overview

A public input session for the Butternut Street Corridor Study was held on May 29, 2014, from 5:00 p.m. to 7:00 p.m. at the White Branch Library, located at 763 Butternut Street. This was run as a drop-in style meeting, with five stations arranged around the room for attendees to browse at their leisure. The five stations included an introductory station, three stations each focused on a particular segment of the corridor (more detail below), and a final station for general comments.

The sign-in sheets from the meeting indicate that 17 people attended. Attendees noted the following ZIP codes at sign-in: 13208 (12 people), 13203 (2 people), 13202 (1 person – City councilor), 13057 (1 person). One person did not indicate a ZIP code. The 13208 ZIP code comprises much of the Northside of the City, between Butternut Street and I-81.

Comments and suggestions for specific locations within the corridor

At stations 2, 3, and 4, participants were able to view aerial photos of the corridor and provide feedback. SMTC or City staff members were available at each station to discuss people's concerns and suggestions. The stations and feedback (paraphrased) were as follows:

Station 2: North State Street to Josephine Street

- Southbound traffic on Butternut Street approaching Salina Street uses 2 travel lanes (although the street is not striped as two lanes), with the left lane for through traffic and the right lane for traffic that is trying to enter I-81 northbound. Southbound traffic on Butternut Street backs up past Prospect Avenue during the afternoon rush hour.
- It is difficult to make a left turn from McBride Street onto Butternut Street (unsignalized intersection).
- Is North Salina Street a bike route? Can it be used as a connection from Butternut Street to Court Street and the Inner Harbor?
- Do not allow on-street parking between Prospect and Lodi.

Station 3: Josephine Street to Carbon Street

- Bike racks are needed near the library and between Josephine and Peters.
- Is the traffic signal at Alvord Street necessary?
- Off-street parking for local businesses is needed between Alvord and Park.
- Park Street is OK for bikes.

Station 4: Carbon Street to Grant Boulevard

- The bus stop on the west side of Butternut Street just south of Carbon Street creates visibility issues (because of the curve in Butternut Street) and is a safety concern. Move the bus stop north of Carbon Street?
- Add bump-outs and a splitter island at the Butternut/Carbon intersection?
- On-street parking works well between Griffiths and Williston.
- On-street parking is used between Warham and Grant.
- Bike racks are needed near the Butternut/Grant triangle.
- Kids walk down Grant Boulevard towards Butternut Street.
- All bus stops are used between Knaul and Hartley.
- Highland to Oak to James could be an alternate bike route.
- Signs are needed on Butternut St. to direct people to Schiller Park.
- Bus stops should not be removed because they are also school bus stops for city high school students.
- Sharrows favored to accommodate bicyclists since bike lanes would likely mean the loss of some parking in this segment.

There was a significant discussion about possible modifications to the Butternut/Grant triangle. A suggestion to consider closing the southern “leg” of the triangle to vehicular traffic and redeveloping as a park/pedestrian space received a positive responses from many in attendance. This would require redesigning the intersection as a single, four-leg intersection.

Responses to study questions

Participants were given a list of questions at Station 1 to guide their input as they moved through the remaining stations. Some people chose to write answers to these questions, as follows:

Parking

Currently, there is no on-street parking allowed on Butternut Street between Prospect Ave. and Josephine St. (see Station 2). Do you think parking is needed in this section? Why or why not? If yes, where?

- No – plenty of off-street parking is available
- No – no parking seems to work well now
- There are almost no individual residences between these two points except a house near Townsend next to the car repair business. Most of the businesses have their own large parking lots. No on-street parking needed as this is a busy corridor to I-81.
- Unsure

- Not sure
- No, there is a parking lot.

Between Josephine St. and Park St. there is some on-street metered parking. How is the parking in this section used? Would you suggest any changes?

- No need for meters – odd/even would suffice
- The library provides parking on 3 sides of their building. Perhaps a few 12 minute parking spots are needed.
- Unsure
- Get rid of the meter

North of Carbon Street, odd/even on-street parking is generally allowed. Do you think this parking is often used by residents? Would you suggest any changes?

- No changes
- Suggested odd/even during winter months when bike riding is reduced. Then parking one side only and bike lane on other side.
- I have lived [on Butternut Street] for 15 years. It is rare for cars to parking incorrectly for lengths of time. The parking works.
- Unsure
- No one parks correctly so make one side parking only.

Bikes

Do bicyclists use Butternut St? What could encourage more cycling?

- Yes
- Not sure if they do. Very dangerous street. People walking 2-3 abreast and not moving over – sidewalks never used. Heavy traffic.
- The section of Butternut south of 1st North begins to narrow. Different for bicyclists.
- Butternut St. is really NOT appropriate for biking. It's very busy and narrow and the bus and on-street parking is necessary.
- Yes – bike racks.
- No because of crime.

Are there other nearby roads that would be better for cycling?

- Schiller
- The 900 block of Highland is possible but the terrain rises as you move south.
- Highland to Schiller Park Drive to Oak to James
- Schiller Park

Where would you like to see bike racks installed?

- Larger intersections?
- Unsure at this point
- Would not bother with them. Maybe by the hospital. They would be stolen.
- In areas that are destinations – retail, library, public places, schools.
- No – they will only steal them. I cannot even keep anything in my yard because of crime.

Transit

Do you use the bus? What bus stop(s) do you usually use?

- Sometimes – Ash @ McBride Sts.
- No
- No
- All Fowler/Corcoran, Henninger, Nottingham, and ITC students use the bus. There are no neighborhood schools.
- Sometimes Butternut and Grant

Would you suggest adding bus stops or bus shelters?

- Absolutely no bus shelters
- Not sure
- I do not see many people at the current bus stops
- Yes, in some areas
- Shelters = people should not have to wait in the rain/snow
- No bus shelters only at Butternut and Grant

Would you suggest removing any bus stops?

- No
- No – too many students and folks who can't afford vehicles need the bus route.
- Not sure
- No

Pedestrians

What locations attract the most pedestrians?

- Where there is a business and drug house
- The drug houses between North and Williston section bring a lot of negative traffic.
- All of Butternut – but they don't use sidewalks very frustrating and they don't move!
- Where ever there are businesses or drug houses

Where would you suggest additional crosswalks?

- Near the school marked so you can see them.
- Near the bus stops because there is a huge English language learner/student population that depends on the buses and walking for school.
- Butternut Circle by Byrne Dairy
- No

Traffic

Does traffic flow well in the corridor? Are there any issues you'd like to point out?

- No one following odd/even parking on Butternut especially in the winter.
- Butternut triangle needs a stop and go light. There are 2 schools within a ½ mile area and there is a lot of foot traffic. Plus a main bus pick-up station.
- Butternut circle
- I think so.

Other comments

Is there anything else you would like to tell us about transportation along Butternut Street?

- Add more cameras for overall public safety and you may see a more stable community develop and stay in the area. If people feel safe and secure in their neighborhood they tell their family and friends and it leads to strengthening the community.
- Add more cameras and maybe I would walk or ride a bike.
- The immediate community is impoverished and they do not speak English as their first language. It is important to communicate possible changes in the appropriate languages – Koren, Koreni, Arabic, Vietnamese, Spanish, Nepali, Somali. The Syracuse City School District has an extensive ESL Department.

Summary

Although fewer than 20 people attended the meeting, those that came provided many comments. There are clearly concerns about safety in the neighborhood, which this study will not be able to address. However, people acknowledged that this study is just one piece among many efforts taking place to improve the area. There was a mixed opinion of the need for bicycle infrastructure in the corridor. Generally people seemed to feel that the existing on-street parking works well, although additional off-street parking may be needed as development occurs in the corridor. There was a lot of interest in exploring changes to the Butternut/Grant triangle, including the possibility of closing the southern leg to vehicle traffic and redesigning this as a standard four-leg intersection. There did not seem to be interest in consolidating bus stops.



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Meeting Summary

BUTTERNUT STREET CORRIDOR STUDY

Public presentation/input session

Danforth/Pond/Butternut Task Force Meeting

February 24, 2015

7:00 p.m.

Vinette Towers

947 Pond Street

Overview

SMTC staff conducted a public information session as part of the Danforth/Pond/Butternut Task Force meeting (a task force of Northside TNT). The meeting opened with brief remarks by Pat Body, facilitator of the task force, and Jake Barrett, 1st district Common Councilor.

Meghan Vitale then gave a brief presentation introducing the SMTC and providing background for the Butternut Street Corridor Study. The attendees were then given time to browse through four stations set up around the room (detailed below). This portion of the meeting lasted approximately 45 minutes. The entire group then reassembled for a general question-and-answer period, although there were very few questions at that point (more information below).

The sign-in sheets from the meeting indicate that 38 people attended with half of those indicating that they reside in the 13208 ZIP code (Northside of city between Butternut Street and I-81). Another 6 people indicated the 13202 ZIP code (downtown) and 4 indicated the 13203 ZIP code (Northside from Butternut St. to Teall Ave). The remaining 10 attendees listed on the sign-in sheets came from throughout the City or adjacent towns.

Feedback on concepts for each segment (stations)

Four stations were set up around the room, one for each segment of the corridor. Segments were based on road width and adjacent land uses. Each station included a large board showing the existing cross-section and various options for modifying the cross-section. Participants used stickers on the boards to indicate the cross-section that they preferred for each segment. Some stations also had intersection concepts shown.

Station 1: Segment A (Salina to Prospect)

This station included one board that showed the current cross-section of the road plus three options. The preference was clearly for Option 2 (add bike lanes, maintain two southbound travel lanes, and remove existing parking spaces [four spaces]), with 12 people preferring this option. The current condition and Option 1 (add sharrows only) were each preferred by three people. No one indicated a preference for Option 3 (which

includes the removal of one southbound travel lane, dependent on the potential closure of the I-81 northbound ramp from Butternut Street, which is being investigated as part of the NYSDOT's I-81 Viaduct Project.)

There were no other substantive comments from the public regarding the options presented for this segment.

Station 2: Segment B (Prospect to Lodi)

This station presented three cross-section options in addition to the current condition. People indicated preferences as follows: three for the current condition, seven for Option 1, three for Option 2, and 10 for Option 3.

There were concerns about sharrows (Option 2) being unsafe in this segment due to high traffic volumes. Options 1 and 3 both included the addition of bike lanes, which most people favored. Option 1 also included a center turn lane, which some people felt would be useful for accessing driveways in this segment; however, more people favored Option 3 which added parking on one side of the street (along with bike lanes).

Many people expressed concern that the existing wide lanes through this section (one 20-foot travel lane in each direction) encourage speeding and that people park on the street even though it is prohibited because of the width of road. However, a few people felt that the existing condition was adequate and that the "real" issue was enforcement of the parking restrictions. These people felt that adding bike lanes to the segment would have no benefit.

This station also included two concepts for modifying the Butternut/Lodi intersection to improve the pedestrian connection along the northbound (Lodi Street) leg. Most people seemed to feel that either concept would be an improvement over the current condition, although there was not strong support for or opposition to either concept.

Station 3: Segment C (Lodi to Carbon)

The current condition plus two options were presented for this segment. Two people preferred the current condition (which includes some on-street parking), three people preferred Option 1 (add sharrows and maintain parking), and 11 people preferred Option 2 (limit parking to one side of the street and add bike lanes).

One participant, who self-identified as an "avid cyclist," stated that sharrows on active transit routes are "not a good mix."

Two corridor residents stated that there is a lack of police enforcement for not paying the meters in this segment, and they suggested removing the meters entirely (they felt this would help support local businesses).

Other comments heard at this station also focused on the need for more enforcement of parking regulations and sidewalk snow clearance. People also expressed concerns about snow being left in bike lanes if such lanes were added to the corridor.

This station also included a concept for pavement striping between Park St. and Carbon St. that would transition from a cross-section with bike lanes (near Park) to a cross-section with sharrows (near Carbon). There were no comments specifically on this concept.

Station 4: Segment D (Carbon to Grant)

This station presented three options in addition to the existing cross section. The board indicated that Option 3 (add bike lanes and remove all on-street parking) was not recommended due to the loss of parking. This option was not preferred by any attendees. Two people preferred the current condition. Seven people preferred Option 1 (add sharrows, no change to parking). Four people indicated a preference for Option 2 (add sharrows and restrict parking to one side of street with parking allowed overnight and on weekends only), although two of these people added the caveat that daytime parking should be allowed. (Note: it is unlikely that daytime parking could be allowed under this scenario, since that would impede the ability of the city to clear snow from the street.)

Based on the feedback received at this station, staff added another option on this board to indicate “Still needs work,” i.e. no preference for any of the options shown. Four people chose this option, with people stating that they would like to see an option that includes bike lanes and parking. (However, due to the limited roadway width [33 feet], there does not appear to be a solution that would incorporate both bike lanes and on-street parking.) There was also a suggestion to use the land bank to acquire vacant parcels and convert these to off-street parking.

Many people expressed a need for better enforcement of the existing odd/even parking regulations. Other people had concerns about the safety of cyclists and drivers sharing the road. One person indicated that the corridor has many cyclists and many pedestrians, and that better accommodations are needed for both.

This station also included four concepts for modifying the Butternut/Grant intersection (i.e. Butternut Circle). Participants had the opportunity to indicate their preference for a concept at this intersection. The results were as follows:

- Concept 1 (triangle-about with yield signs, minimal change to existing curbs): 1
- Concept 2a (triangle-about with outer curb lines brought in to narrow roadway): 4
- Concept 2b (triangle-about with Duguid Park expanded to narrow roadway): 4
- Concept 3 (four-way stop with park expanded to close southern leg of triangle): 9

People expressed that they like the unique character of the intersection as it stands now but that people get confused about how to move through the intersection. Some people indicated that westbound traffic doesn't know where the stop line is and gets confused. This is exacerbated by the turn in the road, preventing a good sightline to the stop sign. People generally felt that Concept 3 would provide a better pedestrian experience.

People expressed concerns about maintenance with any of the concepts, i.e. Who will maintain the large greenspace that gets created in Concepts 2b and 3? Who will maintain the pedestrian islands? There were also concerns about overall costs.

Other questions raised included:

- How would people access Duguid Park under Concepts 1, 2a and 2b?
- Under Concept 3, can traffic make the northbound right turn without going into opposing traffic?
- For Concept 3, is it possible to put in a right turn “ramp” on the south side, and have a tighter radius at the 4-way stop?
- Could the plaza in Concept 3 be used for festivals? Or perhaps food trucks?

Overall, it seemed that the feedback was rather evenly split between Concept 3 and either Concept 2a or 2b.

General comments

There was time allotted at the end of the meeting for general Q & A. One person asked if the same option must be chosen for all segments of the corridor, and indicated a preference for consistency throughout the entire corridor. Staff explained that different cross-sections could be chosen, but that the transitions from bike lanes to sharrows, for example, should be minimized to avoid confusion (i.e. sharrows in the northern half of the corridor and bike lanes in the southern half may be acceptable, but transitioning from sharrows to bike lanes on a block-by-block basis would not be acceptable).

There were also some questions throughout the meeting about the funding source for this study and for future construction in the corridor. People also expressed some trepidation about adding bicycle infrastructure based on a negative perception of recent work in the University Hill area.

Some people noted that they rarely see bicyclists in the corridor and, therefore, they felt that this study was frivolous. However, other people noted that there are many bicyclists in the corridor – especially new immigrants and students – and that something must be done to improve their safety.

Summary

Attendance at this meeting was nearly double that at the first public meeting for this study (in May 2014), owing to the fact that this was a presentation at an established neighborhood meeting and local media outlets announced the meeting. Feedback received at the meeting seemed to indicate support for adding bike lanes to the corridor with some changes to on-street parking in the more commercial segments at the southern end of the study area (there was not support for removing on-street parking in the residential area north of Carbon Street). However, although they seemed to be in the minority at the meeting, some people expressed strong opposition to adding bike lanes to the corridor. Those opposed to bike lanes stated that there is no demand for bike lanes, that encouraging more cycling in the road would be unsafe, and that money should only be spent on maintenance of the existing roadway. Overall, it appeared that the public perception of what is needed in this corridor is very mixed, although most people seemed to agree on the need for increased enforcement of existing parking regulations.

ATTACHMENT

Public comments received in writing at the task force meeting or by mail or email through March 20, 2015

- 1) I am concerned why a dime of money would be spent on constructing a bike lane at Butternut Circle.

The first thing that needs to be done at Butternut Circle it to reinstall the Traffic Lights that were removed. The stop signs are confusing and not as safe.

The circle has tremendous traffic on a daily basis. The three block area of the circle has several business such as Byrne Dairy, Rite Aid, the Flower Shop, Peppinos, Leigh's and Steigerwalds, The Change of Page, and 7 Eleven. There are other small business as well.

The Circle truly does not need a bike lane. Please install the traffic lights that were there. They worked.

Has anyone done a study to find out how many cars go through that area on a daily basis? I think that is the starting place.

Quite frankly and honestly, that area of Butternut Street that starts at the circle and goes towards downtown has become one of the most dilapidated areas in the north side. Its a shame. It truly is. Being honest, no one in their right mind rides their bike down Butternut Street these days because they are fearful. I know I am, and I have been on the north side my entire life.

If there is money to be used on Butternut Street, start demolishing some of the abandoned buildings/houses, or providing grants to current owners to fix their homes. Do something helpful for residents.

Also, many of the houses on Butternut Street do not have driveways. How can you accommodate a bike lane along with odd/even parking?

The business owners on Butternut Circle all pay their taxes, and have a direct stake in this game. Have they been contacted directly and asked for their input on the traffic flow and the usefulness of a bike lane?

Has anyone from the committee actually spent quality time reviewing the Butternut Circle traffic flow?

In 2007, over 1 Million dollars was spent on Butternut Street to plant trees, etc. That was a complete failure and waste of money because no one maintained the trees and flowers after they were planted.

Has anyone ever looked into or measured the utilization of the bike lane created on Geddes Street? I have never seen anyone riding a bike down Geddes Street.

I dont think that a bike lane will solve the problems of a neighborhood that is in need of so much more. In fact, I dont think a bike lane will help at all. Creating a bike lane is a fix to a problem that does not even exist.

- 2) The old Otisca Building site should be used as a bus hub to cut down on congestion and to increase the traffic flow.

- 3) Very information meeting. Lots of information. Reiterate that we need enforcement of any traffic regulations that are decided on. Too many people in this area seem to “make their own rules” as applied to driving and parking!
- 4) Odd/even parking is a great idea...on paper!!!

In reality, it doesn't work because NO ONE follows the plan. Everyone parks where ever they feel like it, the road can not be plowed properly and you end up with a one lane street.

Also, parking in front of businesses with your blinker on seems to be a common practice in these neck of the woods.

Odd/even parking doesn't work. What if you leave town for a couple of days? What do you do about people that don't park on the right side on the right day? What if your car breaks down? What if out of town visitors?

RECEIVED MAR 13 2015

NEHDA



March 9, 2015

Meghan Vitale
Syracuse Metropolitan Transportation Council
126 North Salina Street, 100 Clinton Square, Suite 100
Syracuse, New York 13202

Re: Butternut Street Corridor Study

Dear Ms. Vitale,

Thank you for presenting about the Butternut Street Corridor Study at the recent Greater North Salina Business Association meeting. I would like to take this opportunity to offer comments about the information presented from the perspective of the Northeast Hawley Development Association, Inc. (NEHDA).

NEHDA and several partner organizations are working to develop a plan for revitalizing the Butternut Street corridor from Park Street to Butternut Circle. A part of this plan anticipates an increase in high quality affordable rental housing being made available along Butternut Street, complimented by developing more homeownership opportunities on the adjacent streets. With this increase in residential units, we foresee a growing need for on-street parking along Butternut Street as many of the properties along the corridor do not have driveways.

The information you presented at the meeting, and subsequently shared with me by Jonathan Logan, indicate some of the options reducing parking along the corridor in favor of installing bike lanes. I appreciate the importance of bicycle safety and recognize many residents in the corridor rely on bicycles for transportation. However, it is of the opinion of NEHDA that preserving existing on-street parking should be maintained while also increasing bicycle facilities. NEHDA would advocate for the following:

- Segment C: Lodi to Carbon
 - Option 1: Sharrows and parking on both sides of the road
- Segment D: Carbon to Grant
 - Option 2: Sharrows and parking on both sides of the road

Thank you again for the presentation and this opportunity to offer comments on the proposed plan. Please feel free to contact me with any questions or concerns.

Regards,

Michael W. La Flair
Executive Director

Northeast Hawley Development Association, Inc.
101 Gertrude Street • Syracuse, New York 13203 • (315) 425-1032

THE GREATER NORTH SALINA BUSINESS ASSOCIATION
"Working for you, working for the neighborhood."



March 20, 2015

Meghan Vitale
Syracuse Metropolitan Transportation Council
126 North Salina Street, 100 Clinton Square, Suite 100
Syracuse, New York 13202

Re: Butternut Street Corridor Study

Dear Ms. Vitale,

Thank you for presenting about the Butternut Street Corridor Study at the recent Greater North Salina Business Association (GNSBA) meeting. GNSBA would like to take this opportunity to offer comments about the information presented.

The Business Association is supportive of developing ways to safely accommodate bicycles into our existing Northside transportation network, recognizing this is the primary mode of transportation for many of our neighborhood's residents. The Northside is difficult to navigate on bike because of the many hills, making Butternut an ideal route for bicycle traffic.

Based on the information you presented at the meeting, and subsequently shared with me by Jonathan Logan, we wish to express some thoughts on the overall project and its proposed options:

- The overall road profile of Butternut Street is narrow, especially in the northern reaches of the corridor. This profile makes it challenging to accommodate a wide range of uses, each with their own dedicated space, within the existing curbs.
- Many of the members of the business association board either are or were business owners and recognize the importance of parking for those establishments located along the Butternut Street corridor.
- Maintenance issues, such as snow removal and street cleaning, would appear to be neglected or hampered by some of the options presented.

Based on these observations, we are in favor of the following options and offer a few suggestions for the report:

- The installation of "sharrows" throughout the corridor to allow for the greatest mix of transportation uses.

GNSBA

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- Options that either maintain or improve parking.
- Continuing odd/even parking, especially in Segment D.
- Creating more consistent and logical parking options.
- While technically outside the scope of this report, we encourage you to include a recommendation for developing an education component targeted at drivers and cyclists alike about the rights and responsibilities of safely sharing the road.

Thank you again for the presentation and this opportunity to offer comments on the proposed plan. Please feel free to contact the board with any questions or concerns.

Regards,

A handwritten signature in blue ink, appearing to read "George Angeloro", with a stylized flourish at the end.

George Angeloro
Board President

Appendix B: Inventory of traffic control and pedestrian amenities at intersections in study corridor

Appendix B: Inventory of traffic control and pedestrian amenities at intersections in study corridor

Cross street	Control	Crosswalk type				Crosswalk condition			
		Approach				Approach			
		NB	EB	SB	WB	NB	EB	SB	WB
North State St	signal (3 color)	standard	standard	none	standard	highly visible	highly visible	no crosswalk	highly visible
North Salina St	signal (3 color)	standard	standard	standard	standard	highly visible	highly visible	highly visible	highly visible
Prospect Ave	2-way stop	none	none	none	none	no crosswalk	no crosswalk	no crosswalk	no crosswalk
North Townsend St	signal (3 color)	none	none	none	none	no crosswalk	no crosswalk	no crosswalk	no crosswalk
Townsend Place	2-way stop	none	standard	none		no crosswalk	highly visible	no crosswalk	
North McBride St	2-way stop	none	standard	none	none	no crosswalk	highly visible	no crosswalk	no crosswalk
Lodi St	signal (3 color)	standard	standard	standard	standard	highly visible	highly visible	highly visible	highly visible
Josephine St	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
Peters St	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
South Alvord	signal (3 color)	ladder	ladder	ladder	ladder	highly visible	highly visible	highly visible	highly visible
Park St	signal (3 color)	ladder	ladder	ladder	ladder	highly visible	highly visible	highly visible	highly visible
Carbon St	2-way stop	none	none	none	none	no crosswalk	no crosswalk	no crosswalk	no crosswalk
Spring St	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
Knaul St	2-way stop	none	none	none	none	no crosswalk	no crosswalk	no crosswalk	no crosswalk
First North	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
Griffiths St	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
Hartley St	2-way stop	none		none	none	no crosswalk		no crosswalk	no crosswalk
3rd Ave	2-way stop	none		none	none	no crosswalk		no crosswalk	no crosswalk
Williston Ave	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
Saile St	2-way stop	none		none	none	no crosswalk		no crosswalk	no crosswalk
Warham St	2-way stop	none	none	none		no crosswalk	no crosswalk	no crosswalk	
Grant Blvd	signal (3 color)	none		none	none	no crosswalk		no crosswalk	no crosswalk
Grant Blvd	signal (3 color)	none	ladder	ladder	none	no crosswalk	barely visible	barely visible	no crosswalk

Appendix B: Inventory of traffic control and pedestrian amenities at intersections in study corridor

Cross street	Lanes				Ped Signals				Ped Buttons				Ped Countdown Timers				Ped Audible Warnings			
	Approach				Approach				Approach				Approach				Approach			
	NB	EB	SB	WB	NB	EB	SB	WB	NB	EB	SB	WB	NB	EB	SB	WB	NB	EB	SB	WB
North State St	3	2	2	1	yes	yes	no	yes	no	no	no	no	no	no	no	no	no	no	no	no
North Salina St	2	2	2	1	yes	yes	yes	yes	no	no	no	no	no	no	no	no	no	no	no	no
Prospect Ave	1	1	1	1	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no
North Townsend St	1	1	1	1	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no	no	no
Townsend Place	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
North McBride St	1	1	1	1	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no
Lodi St	2	1	2	1	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	no	no	no
Josephine St	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
Peters St	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
South Alvord	1	1	1	1	yes	yes	yes	yes	yes	yes	yes	yes	no	no	no	no	no	no	no	no
Park St	1	1	1	1	yes	yes	yes	yes	yes	yes	yes	yes	no	no	no	no	no	no	no	no
Carbon St	1	1	1	1	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no
Spring St	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
Knaul St	1	1	1	1	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no	no
First North	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
Griffiths St	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
Hartley St	1	0	1	1	no		no	no	no		no	no	no		no	no	no		no	no
3rd Ave	1	0	1	1	no		no	no	no		no	no	no		no	no	no		no	no
Williston Ave	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
Saile St	1	0	1	1	no		no	no	no		no	no	no		no	no	no		no	no
Warham St	1	1	1	0	no	no	no		no	no	no		no	no	no		no	no	no	
Grant Blvd	1	0	2	2	yes		no	no	yes		no	no	no		no	no	no		no	no
Grant Blvd	1	1	1	2	no	yes	yes	no	no	no	no	no	no	no	no	no	no	no	no	no

Appendix B: Inventory of traffic control and pedestrian amenities at intersections in study corridor

Cross street	Curb ramps					
	Corner					
	SE (single diagonal)	SE (perpendicular 1)	SE (perpendicular 2)	SW (single diagonal)	SW (perpendicular 1)	SW (perpendicular 2)
North State St	concrete w/texture (gray)	none	none	detectable warning (colored)	none	none
North Salina St	concrete w/texture (gray)	none	none	none	none	concrete w/texture (gray)
Prospect Ave	detectable warning (colored)	none	none	detectable warning (colored)	none	none
North Townsend St	detectable warning (colored)	none	none	none	concrete w/texture (gray)	concrete w/texture (gray)
Townsend Place	none		none	none	none	detectable warning (colored)
North McBride St	none	detectable warning (colored)	detectable warning (colored)	none	none	detectable warning (colored)
Lodi St	detectable warning (colored)	none	none	detectable warning (colored)	none	none
Josephine St	none		none	none	none	detectable warning (colored)
Peters St	none		none	none	none	detectable warning (colored)
South Alvord	detectable warning (colored)	none	none	detectable warning (colored)	none	none
Park St	detectable warning (colored)	none	none	detectable warning (colored)	none	none
Carbon St	concrete w/texture (gray)	none	none	concrete	none	none
Spring St	none		none	detectable warning (colored)	none	none
Knaul St	concrete w/texture (gray)	none	none	none	none	none
First North	none		none	concrete w/texture (gray)	none	none
Griffiths St	none		none	concrete w/texture (gray)	none	none
Hartley St	concrete w/texture (gray)	none	none	none	none	
3rd Ave	none	concrete w/texture (gray)	none	none	none	
Williston Ave	none		none	none	none	concrete w/texture (gray)
Saile St	none	concrete w/texture (gray)	none	none	none	
Warham St	none		none	concrete w/texture (gray)	none	none
Grant Blvd	concrete	concrete	none	none	none	
Grant Blvd	concrete w/texture (gray)	none	none	concrete	none	none

Appendix B: Inventory of traffic control and pedestrian amenities at intersections in study corridor

Cross street	Curb ramps					
	Corner					
	NW (single diagonal)	NW (perpendicular 1)	NW (perpendicular 2)	NE (single diagonal)	NE (perpendicular 1)	NE (perpendicular 2)
North State St	none	detectable warning (colored)	none	none	none	concrete w/texture (gray)
North Salina St	concrete w/texture (gray)	none	none	none	concrete w/texture (gray)	concrete w/texture (gray)
Prospect Ave	detectable warning (colored)	none	none	detectable warning (colored)	none	none
North Townsend St	none	detectable warning (colored)	detectable warning (colored)	concrete w/texture (gray)	none	none
Townsend Place	none	detectable warning (colored)	none	none	none	
North McBride St	none	detectable warning (colored)	none	none	none	detectable warning (colored)
Lodi St	none	detectable warning (colored)	detectable warning (colored)	detectable warning (colored)	none	none
Josephine St	none	detectable warning (colored)	none	none	none	
Peters St	none	detectable warning (colored)	none	none	none	
South Alvord	detectable warning (colored)	none	none	detectable warning (colored)	none	none
Park St	detectable warning (colored)	none	none	detectable warning (colored)	none	none
Carbon St	concrete	none	none	concrete w/texture (gray)	none	none
Spring St	concrete w/texture (gray)	none	none	none	none	
Knaut St	none	none	none	none	none	concrete w/texture (gray)
First North	concrete w/texture (gray)	none	none	none	none	
Griffiths St	concrete w/texture (gray)	none	none	none	none	
Hartley St	none		none	concrete w/texture (gray)	none	none
3rd Ave	none		none	none	none	concrete w/texture (gray)
Williston Ave	none	concrete w/texture (gray)	none	none	none	
Saile St	none		none	none	none	concrete w/texture (gray)
Warham St	concrete w/texture (gray)	none	none	none	none	
Grant Blvd	none		none	none	none	concrete w/texture (gray)
Grant Blvd	none	concrete	concrete	none	none	none

Appendix C: Memorandum to City of Syracuse DPW regarding on-street parking signage



M E M O R A N D U M

TO: Paul Mercurio, Transportation Planner, City of Syracuse DPW

FROM: Meghan Vitale, Principal Transportation Planner

DATE: March 9, 2015

RE: On-street parking signage – Butternut Street

As part of the SMTC's current work on the Butternut Street Corridor Study, we inventoried the existing on-street parking regulations along Butternut Street between North State Street and Grant Boulevard. Using GPS, our staff collected the location and purpose of each parking-related sign. Our review of the resulting data suggests that there are gaps in the signage at some locations along the corridor. This memorandum identifies the locations within the corridor that may need additional signs based on our fieldwork. This information will also be documented in the study's final report but is included in this memorandum at the request of the City.

Corner parking restrictions

North of Carbon Street, there are parking restrictions around most corners, but there are a few corners that lack signage. These locations are:

- southeast corner at Saile Street
- southwest corner at Williston Street
- northwest and northeast corners at Hartley Street
- southeast corner at Carbon Street
- northwest corner at Knaul Street
- southwest corner at Park Street

Segments with no signage

There are some long stretches of road with no regulatory signs. Specific locations include:

- West side of Butternut Street from Williston Street to Griffiths Street (should be odd/even parking)

- East side of Butternut Street, mid-block between Carbon Street and Knaul Street (should be odd/even parking)
- East side of Butternut Street from Park Street to Carbon Street. (There is a “No stopping anytime” sign just north of Park Street, but no other signs on the block. Another sign near Carbon Street would clarify that parking is prohibited on the entire block.)

Special parking zones

The parcel pickup zone on the east side of Butternut Street south of Knaul Street has only one sign (i.e. there is no end point indicated).

On the west side of Butternut Street between Park Street and Carbon Street, there appears to be a sign missing between the disabled parking area and the parcel pickup zone, which leaves this short stretch (about 35 feet) unregulated.

Please let me know if you have any questions or require additional detail on any of the items listed above. I anticipate that the final report for the Butternut Street Corridor Study will be completed within the next two-to-three months. Please keep me informed of any changes that the City may choose to implement based on this information.