

# Central DeWitt Mobility Plan

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July 2017

100 Clinton Square  
126 North Salina Street, Suite 100  
Syracuse, NY 13202  
[www.smtcmpo.org](http://www.smtcmpo.org)



# Central DeWitt Mobility Plan

Syracuse Metropolitan Transportation Council

July 26, 2017

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For further information contact:

Michael D. Alexander, AICP, Project Manager

James D'Agostino, Director

Syracuse Metropolitan Transportation Council

126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202

PHONE: (315) 422-5716 FAX: (315) 422-7753

[www.smtcmpo.org](http://www.smtcmpo.org)

# Executive Summary

The Syracuse Metropolitan Transportation Council (SMTTC) agreed to complete the *Central DeWitt Mobility Plan* (Mobility Plan) for the Town of DeWitt (Town).

The Mobility Plan serves as a planning-level study that identifies opportunities to add or improve bicycle and pedestrian facilities (within the existing pavement width and/or right-of-way) along town-identified routes linking residential neighborhoods and the Old Erie Canal State Historical Park.

This study advances tasks performed by the Moving DeWitt process, which is an initiative spearheaded by the Town of DeWitt. The Town is also coordinating other planning initiatives, such as *Elevating Erie*, *Local Waterfront Revitalization Program*, *Erie Boulevard East Pedestrian Study*, and the *Carrier Park Mobility Study*.

## Study Area

The study area included several town-owned roadways, a few county-owned roadways, and one state-owned highway that are generally bounded by the City of Syracuse to the west, I-690 to the north, Lyndon Road and Maple Drive to the east, and Woodchuck Hill Road to the south.

## Demographics

The study area has relatively low population density, a low rate of poverty, average employment rates, and a higher than average median household income.

## Land Use

The existing land use in the study area is primarily residential with heavily trafficked commercial corridors (i.e., Erie Boulevard

East, East Genesee Street) and a major arterial (I-481).

## Physical Conditions

Physical condition information included transit stops and shelter locations, roadway ownership and functional classification, location of pedestrian and bicycle facilities, and other qualitative observations such as pavement ratings and traffic volumes.

Roadway measurements were taken at 43 locations and included lane, shoulder, and sidewalk widths as well as distance of sidewalks, fire hydrants, utility poles, fencing, or other installations from the road pavement.

The characteristics of study area roads ranged from low-volume roads with narrow travel lanes and little to no shoulder width (i.e., most of the Town-owned roadways) to high-volume roadways with wide travel lanes and wide shoulders (i.e., state and county-owned roadways). Sidewalks and bike lanes are non-existent in many areas.

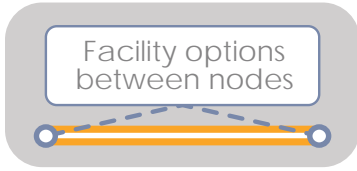
## Accidents






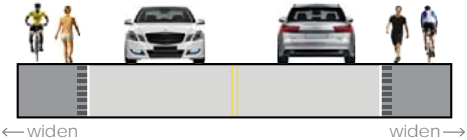



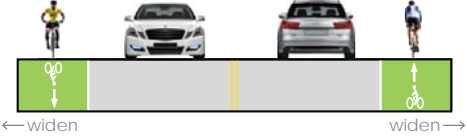

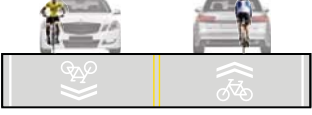








The study area experienced 11 accident events that involved a bicyclist and five accident events involved a pedestrian during the five-year period from January 1, 2011 to December 31, 2015.

## Recommendations

Retrofitting DeWitt's generally auto-centric roadway corridors to accommodate bicyclists and pedestrians will require the incorporation of several different bicycle and pedestrian facilities. A generalized menu of potential treatments are presented on the recommendation map/legend on the following pages.

# Legend

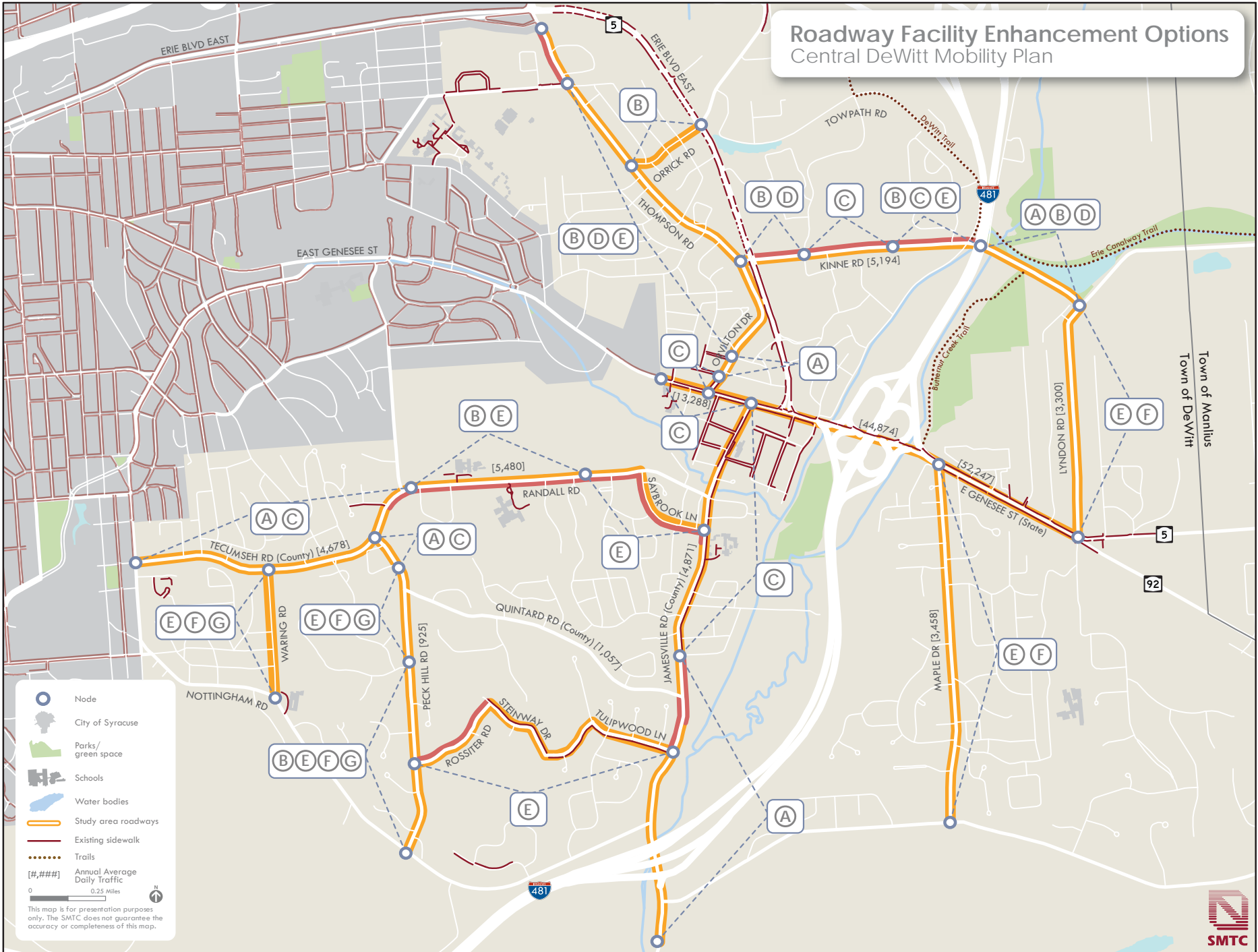


Option	Accommodates	Recommended Improvement	Facility Enhancement Cross Section*
(A)	 	Paved shoulders (use existing shoulder, add edgeline rumble strips)	
(B)	 	Paved shoulders (widen shoulder to min. 5', add edgeline rumble strips)	
(C)		Bike Lanes (use existing shoulder)	
(D)		Bike Lanes (widen shoulder)	
(E)		Sharrows (bikes only)	
(F)		Advisory Shoulder (FHWA requires an approved request to experiment)	
(G)	 	Yield Roadway (narrow road and add pull off areas)	
		Add Sidewalk (on side of road as indicated.)	

\*For general illustrative purposes only. Some study area roadways contain more than two lanes. Illustrations are not to scale.

# Roadway Facility Enhancement Options

## Central DeWitt Mobility Plan



Study recommendations are based on a comprehensive planning-level assessment and thus serve as guidance about what options may exist to add or improve bicycle and pedestrian amenities. Several options are available for most corridors.

An engineering assessment is suggested to help identify the most appropriate facility and determine specific design parameters, especially where general threshold ranges are provided.

There are five recommendation categories:

**A Collaborative Planning Recommendation**  
that incorporates by reference recommendations from the Erie Boulevard East Pedestrian Study. A detailed examination of Erie Boulevard East and East Genesee Street was not included in this Mobility plan since these roadways are being studied in detail (by the SMTC) in the Erie Boulevard East Pedestrian Study.

**Systemic Treatment Recommendations**  
identify where conditions exist that allow for the application of a consistent set of improvements for sidewalks, crosswalks, signs, and pavement markings.

**Corridor-specific Recommendations**  
identify potential bicycle and pedestrian amenities that could be incorporated along specific sections of study area roadways.

**Roadway Crossing Recommendations**  
identify opportunities to improve pedestrian crosswalks and associated facilities.

**Site-specific Recommendations**  
These recommendations identify specific improvements at locations based on field observation or agency comment during the planning process.

## Public Feedback on Options

On Thursday, April 27, 2017, the SMTC presented the recommendations to the public at the Town of DeWitt Planning Board Meeting. In general, the Town Planning Board and the public seemed to favor the concept plan and no substantive comments regarding specific recommendations were offered.

## Conclusions

This Mobility Plan identifies planning-level recommendations based on best practices and their likely feasibility for application given existing corridor constraints. A menu of options is offered as more than one facility may be applicable for each corridor segment. The Town of DeWitt could initiate desired improvements by taking the lead to consult and collaborate with the Onondaga County Department of Transportation (OCDOT) and the New York State Department of Transportation (NYSDOT). The Town may use this Mobility Plan to guide discussions and as support to seek local, state, and federal funding resources for facility improvements.



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# 1 - Introduction

## 1.1 Overview

As part of the 2016-2017 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Central DeWitt Bicycle and Pedestrian Mobility Plan (Mobility Plan) for the Town of DeWitt (Town).

The Mobility Plan will serve as a planning-level study that identifies opportunities to add or improve bicycle and pedestrian facilities along town-identified routes linking residential neighborhoods and the Old Erie Canal State Historical Park.

The Town has outlined the following purpose, goal, and objectives to help guide the outcome of this plan:

### Study Purpose:

- To identify opportunities to add or improve bicycle and pedestrian facilities along several town-identified corridors within the existing pavement width and/or right-of-way.

### Town Goal:

- Establish a network of bicycle and pedestrian facilities that connect the neighborhoods in the center of DeWitt to the Erie Canalway Trail at the Old Erie Canal State Historical Park.

### Town Objectives:

- Support low-cost efforts to add/improve on-road bicycle and pedestrian facilities
- Support efforts that increase the number of residents who walk and bike
- Support the ability for walkers and bikers to travel safely, and

- Support efforts that aim to protect or enhance property values.

## 1.2 Background

This study continues work performed by the (ongoing) Moving DeWitt process, which is an initiative spearheaded by the Town of DeWitt. The Moving DeWitt initiative gathered information regarding resident interest in bicycle and pedestrian facility improvements. As a result, the Town requested that the SMTC determine if new or improved bicycle and pedestrian facilities could be made along several roadways.

During the development of this study, the Town was also facilitating two bicycle and pedestrian-related planning efforts:

- Elevating Erie
- Local Waterfront Revitalization Program.

Moreover, the SMTC was also undertaking two additional bicycle and pedestrian-related projects in DeWitt:

- Erie Boulevard East Pedestrian Study
- Carrier Park Mobility Study.

The Town and SMTC have also collaborated on the following recently completed SMTC planning studies:

- Erie Canalway Trail – Syracuse Connector Route Project
- Sustainable Streets Study
- Bicycle Commuter Corridor Study.

This Mobility Plan incorporates bicycle and pedestrian facility recommendations pertaining to Erie Boulevard East and East Genesee Street from these studies by reference. A detailed examination of these two corridors was not included in this study.

## 1.3 Study Advisory Committee

To oversee this study's development, the SMTC established a Study Advisory Committee (SAC) comprised of representatives from the following agencies:

- The Town of DeWitt (DeWitt)
- New York State Department of Transportation (NYSDOT)
- Onondaga County Department of Transportation (OC DOT), and
- Syracuse-Onondaga County Planning Agency (SOCPA).

The SAC provided technical and procedural guidance throughout the planning process. However, the SAC does not vote on approval or disapproval of project-related products and documents.

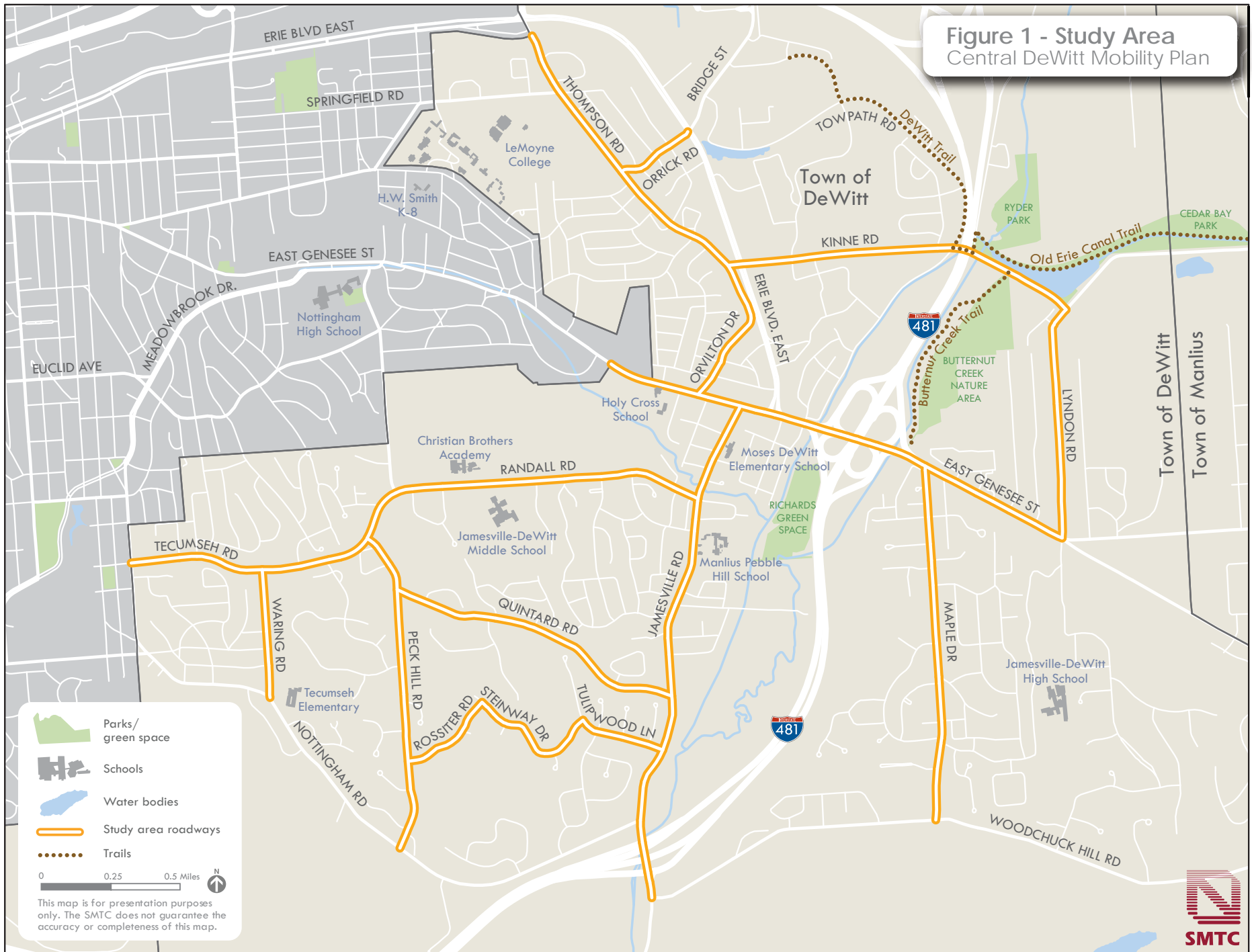
Additionally, the SMTC developed a Public Involvement Plan (PIP) to guide the public meeting process. A copy of the PIP is provided in Appendix A. A public meeting summary is provided with Appendix B.

## 1.4 Study Area

As shown in Figure 1, the study area is generally bounded by the City of Syracuse to the west, I-690 to the north, Lyndon Road and Maple Drive to the east, and Woodchuck Hill Road to the south. The SMTC is conducting a planning-level technical feasibility assessment for the following roadways to determine the level to which pedestrian and bicycle facilities, if any, warrant further consideration. (Road ownership is listed in parenthesis.)

1. Kinne Road – from Butternut Drive to Lyndon Road (DeWitt)
2. Lyndon Road (DeWitt)
3. Maple Drive (DeWitt)
4. Orrick Road (DeWitt)
5. Peck Hill Road (DeWitt)
6. Randall Road (DeWitt)
7. Thompson Road (DeWitt)
8. Jamesville Road (OC DOT)
9. Tecumseh Road (OC DOT)
10. East Genesee Street (NYSDOT)
11. Rossiter Road (DeWitt)
12. Steinway Drive (DeWitt)
13. Tulipwood Lane (DeWitt)
14. Orvilton Drive (DeWitt)
15. Waring Road (DeWitt).

**Figure 1 - Study Area**  
Central DeWitt Mobility Plan



## 2 – Recent and Ongoing Planning Initiatives

### 2.1 Moving DeWitt

In January 2015, the Town of DeWitt established a cooperative initiative between Town officials and a resident advisory committee known as Moving DeWitt. The purpose of the initiative was to work towards development of a Town-wide pedestrian and bicycle plan. The Moving DeWitt initiative is an ongoing process to gather information for the Town's bicycle and pedestrian studies.

That year, the Town organized 10 public forums to gather information about ways to make the community more pedestrian and bicycle friendly. The Town also conducted a survey to help inform future planning efforts. Results showed strong public support for bicycle and pedestrian infrastructure improvements along several highways.

The information gathered from the Moving DeWitt initiative has served as the foundation for conducting this Mobility Plan. Findings provided insight into where to target potential bicycle and pedestrian facility improvements to connect residential areas with the Erie Canalway Trail. The community feedback helped the Town identify a complex network of roadways, including a few owned by the state and county. Given the complexity of the network, the Town sought and received professional transportation planning assistance from the local Metropolitan Planning Organization, the SMTC, to coordinate and prepare this Mobility Plan.

#### Moving DeWitt Survey Findings

The Town partnered with researchers from the State University of New York College of Environmental Science and Forestry (SUNY ESF) to conduct the statistically-significant *Moving DeWitt Bicycle and Pedestrian Survey* (survey) in October 2015.

The survey questions asked respondents to indicate their level of bicycling and walking interest and their habits during the summer of 2015. Respondents had to be at least 18 years of age and live in the Town of DeWitt. Of the 1,253 random addresses selected to receive the survey, 283 responses answered questions relating to bicycling (i.e., a 23% response rate), and 374 responses answered questions related to walking (i.e., a 30% response rate).

The top three findings from the responses include the following:

1. Bicycling, walking, and jogging in the Town of DeWitt are primarily done for recreational purposes
2. Respondents are not satisfied with current infrastructure
3. The current layout of streets makes it difficult to get from one destination to another by bicycle or by foot.

Walking and jogging were more common activities for respondents as compared to bicycling. Respondents in their late teens, twenties and thirties, were more likely to have ridden a bike in the summer of 2015.

As a whole, respondents generally support improvements to bicycle and pedestrian infrastructure, although support for pedestrian facilities is slightly higher than support for bicycle facilities. Many respondents said they would be more likely to walk and jog if proper walking

facilities exist. Improvements to the bike network in the Town of DeWitt may not result in a lot of new bicyclists, but bicycle facility improvements may encourage existing riders to ride more often. However, respondents between the ages of 35 and 54 said they would increase their bicycling if improvements were made.

Connectivity and existing infrastructure were the biggest constraints for both bicycle and pedestrian activity in the Town of DeWitt. Respondents feel that the existing roadway network is unsafe and is inadequate for walking and bicycle riding. Respondents said it was not easy to get from one destination to another by foot or by bicycle.

## 2.2 Local Waterfront Revitalization Program - Elevating Erie

In 2015 the Town was awarded a grant through New York State Department of State (NYSDOS) Local Waterfront Revitalization Program (LWRP). The Town is using the grant funds to develop a plan that capitalizes on the historical infrastructure (i.e., Old Erie Canal State Historical Park, remnants of the canal corridor, and the Orville Feeder Canal) associated with the Erie Canal. The LWRP will identify priority projects for the revitalization of Erie Canal related infrastructure within the Town and assist with the development of the Town's recreational trail system.

### Elevating Erie

As part of the LWRP effort, the Town developed a partnership with the City of Syracuse to launch the Elevating Erie initiative. Elevating Erie kicked off an ideas competition in fall 2015 to request creative ideas for developing a biodiverse, multi-modal urban transit corridor along Erie Boulevard East, while focusing on

connections to the Erie Canalway Trail. With projects due in December 2015, the design competition drew nearly 65 proposals from local students as well as experts from around the world (16 different countries). The Elevating Erie jury reviewed and rated competition submittals in early 2016. An exhibit featuring competition finalists opened at the Erie Canal Museum in May 2016. Nearly all of the competition submittals focused on significant improvements to the Erie Boulevard corridor, including improved pedestrian and bicycle facilities, as well as transit access throughout the corridor.

The Town continues to develop its LWRP, using input and ideas heard throughout the Elevating Erie competition. In December 2016, the Town was awarded Regional Economic Development Council funds to continue related work:

- *ReConnecting the Erie Canalway* – an awarded initiative that will gather oral histories and community input to frame a design contest and implement two markers at either end of the gap in the canalway bike trail, along with a brochure and web exhibit for cyclists.
- The Town of DeWitt will design a segment of the old Erie Canal corridor, including historical markers, wayfinding, green infrastructure, landscaping, and street furniture. The design will include an alternative to connect the current Canalway Trail end with Erie Boulevard East (\$229,000 awarded by NYSDOS).

## 2.3 SMTC Pedestrian Demand Model

In 2013, the SMTC developed a Pedestrian Demand Model (model) for its Metropolitan Planning Area (MPA). This model was developed to assist with pedestrian studies.



To determine possible pedestrian demand levels, the model assigns a score to an area using a combination of factors, such as proximity to schools, parks and grocery stores, as well as population density, employment density and demographic characteristics, to identify places that are “walkable.” Walkable, in this context, means that homes, businesses and public areas (such as schools, parks and libraries) are situated near one another, within a relatively short walk – generally considered to be less than a half-mile.

According to the model, there are a few areas that experience higher levels of pedestrian demand within the study area that include the following roadways:

- Thompson Road
- Orrick Road
- Kinne Road
- (from Thompson to Towpath)
- Orvilton Drive
- East Genesee Street
- (from Terrace to Pickwick)
- Jamesville Road
- (from Morton to East Genesee)
- Tecumseh Road
- (from Waring to Nottingham), and
- Waring Road.

The following factors contribute to pedestrian demand within the study area:

- There are three schools, a pharmacy, a community center, and a grocery store within a half-mile of the Erie Boulevard East / East Genesee Street intersection.
- The Erie Boulevard East corridor is commercial. When concentrations of jobs are located near dense neighborhoods,

it is likely that some workers will walk to work. Kinne, Thompson, Orrick, and Orvilton Roads all provide access to employment areas.

- There is a relatively high population density within a half-mile radius of the intersection of Tecumseh and Nottingham Roads. There are large numbers of students in this area, many of whom can be assumed to not have personal vehicles and who are likely to be willing to walk or bike longer than average distances to reach destinations.
- There are several destinations on Tecumseh Road in the segment between Nottingham and Waring Roads, including a convenience store, a pair of banks, a restaurant, a liquor store, and an elementary school.
- An elementary school is located at the intersection of Waring and Nottingham Roads.
- While not identified as a Priority Zone, the portion of East Genesee Street between Lyndon Road and Maple Drive has a number of major commercial destinations (including a pair of grocery stores - Wegmans and Aldi) as well as a relatively high population density.

## 2.4 Erie Canalway Trail - Syracuse Connector Route Project

This multi-year project created a two-part documented plan for how to close the Syracuse gap in the Erie Canalway Trail (ECT) with connections to the existing trail in the Towns of Camillus and DeWitt. Part I (completed June 2013) resulted in a suggestion for a short-term, on-road, signed ECT route that can be utilized until a permanent route is established. This signage system was implemented by the City of Syracuse in 2016. Part II (completed



spring 2016) resulted in a series of potential permanent trail route options to close the 12-15 mile gap in the ECT in Onondaga County.

Two permanent trail route options for the eastern portion of the ECT route were examined in the Part II study, starting near the intersection of Beech Street and Erie Boulevard East in Syracuse. Route Option 1 is approximately 4.8 miles long, entirely on-road, with 3.1 miles of the route on Erie Boulevard East from Beech Street to Bridge Street. Potential treatments to Erie Boulevard along this stretch primarily include sidewalks and buffered bike lanes, or a two-way shared-use path within the center median. Route Option 2 is largely off-road, traversing the land between Erie Boulevard East and I-690.

## 2.5 Carrier Park Mobility Plan

The SMTC is also conducting the *Carrier Park Mobility Plan* on behalf of the Town of DeWitt. This study will identify possible improvements to pedestrian and bicycle mobility between the hotels and motels in the Carrier Circle area and Carrier Park, located on the southeastern corner of the Carrier Corporation's former manufacturing campus. This site is located about a 1.5 miles north of the Central DeWitt Study Area.

Carrier Park is home to the Field of Dreams, the region's largest athletic center for children and adults with developmental, physical, and emotional special needs. The Town of DeWitt expects that as the Field of Dreams is built out, it will attract Challenger Little League tournaments and other events for teams from throughout the northeastern United States. The Field of Dreams site is well suited for such an influx of visitors, since there are more than 2,000 hotel rooms in the Carrier Circle area to the north.

Currently, the Carrier site and the streets that connect the hotels to the Field of Dreams have a commercial / industrial character that does not invite pedestrian or bicycle use. The Carrier Park Mobility Plan will examine improvements that would make this area conducive to walking and biking.

Even though the Field of Dreams is located about a 1.5 miles away, it is challenging to connect to the Central DeWitt study area because of I-690 and the CSX DeWitt Rail Yard. There are two points of access (Thompson Road and Bridge Street). A separate study would be required to determine if any improvements could be made to connect these two areas with bicycle and pedestrian facilities.

## 2.6 Bicycle Commuter Corridor Study

In 2010, the NYSDOT requested that the SMTC conduct a multijurisdictional bike commuter corridor study to connect suburban towns and villages to Downtown Syracuse with bikeways.

This study informed 20 municipalities about how to develop a seamless multijurisdictional bike commuter corridor network by incorporating suggested improvements along 77 roadways as part of future roadway resurfacing, restoration, and reconstruction activities.

The study recommended incorporating shared lane markings (i.e., sharrows) and signage improvements for the following roadways within the Central DeWitt study area:

- Cedar Bay Road
- Kinne Road
- Lyndon Road

- Orvilton Drive
- Thompson Road.

Bike lanes with bike pavement markings and bike lane signs were suggested for East Genesee Street from the city line to Jamesville Road. The study suggested placing signs along both East Genesee Street approaches east of Jamesville Road that indicate bicyclists should dismount and walk their bike along the northern sidewalk by I-481 interchange. The study also suggests two different types of cycle tracks for other sections of East Genesee Street.

## 2.7 Design of Pedestrian and Bicycle Facility for Maple Drive

The Town partnered with an engineering and design team from SUNY ESF during the spring and summer of 2007 to complete a bicycle and pedestrian facility study for Maple Drive.

This study looked at ways to improve bicycle and pedestrian access on the 1.3-mile length of Maple Drive, a two-lane residential road that connects East Genesee Street and Woodchuck Hill Road. Non-motorized transportation is currently accommodated by way of a shoulder, described as “very narrow and in poor condition or nonexistent.”

SUNY ESF students met with a focus group of residents, who provided feedback on various design proposals. Their recommendations included:

- No widening of the roadway
- Separating pedestrians from vehicles
- Keeping mailboxes on both sides of the road, and
- Minimizing loss of maple trees.

Three alternatives were developed, all of which maintain the two existing 11-foot travel lanes.

At a public meeting held to discuss options, Alternative 1 received the greatest support.

- Alternative 1 would add a five-foot concrete sidewalk to the east side of Maple Drive, separated from the roadway by a four-foot grass buffer. It would also include two 1.5-foot shoulders and a granite curb to separate the buffer area from the roadway.
- Alternative 2 would add a five-foot concrete sidewalk to the east side of Maple Drive, separated from the roadway by a two-foot grass buffer. It would also include two four-foot shoulders and a granite curb to separate the buffer area from the roadway.
- Alternative 3 would add a six-foot “raised asphalt pedestrian path” to the road’s east side (the height of this path is not specified) as well as two three-foot shoulders.

The design study recommends different alternatives for different sections of Maple Drive, based on topography and width constraints. Specifically, Alternative 2 (or a slightly narrower variation) is recommended for the segment between East Genesee Street and Thistlewood Lane. Alternative 1 is recommended for the relatively flat segment between Thistlewood Lane and Dutch Hill Road. Alternative 3 is recommended for the hilly segment between Dutch Hill Road and Edinger Drive. (No specific alternative is mentioned for the segment between Edinger Drive and Woodchuck Hill Road.)

As mentioned, the report eludes to the challenges associated with property owner concerns and physical constraints. The Town of DeWitt did not implement any of the recommendations.

## 2.8 Erie Boulevard East Pedestrian Study

Erie Boulevard is one of the primary east-west travel routes through Onondaga County. This study focuses on the portion of Erie Boulevard East (Route 5) between Beech Street in the City of Syracuse and East Genesee Street (Route 92) in the Town of DeWitt. Erie Boulevard East between Teall Avenue and East Genesee Street is primarily a divided roadway with limited pedestrian accommodations. The study also includes the intersection of East Genesee Street/Jamesville Road located just west of the Erie Boulevard/East Genesee Street intersection.

The City and NYSDOT have expressed concern about several pedestrian safety incidents along this corridor, including some fatalities involving pedestrians trying to cross the

heavily traveled boulevard. This study examines the existing sidewalk system along Erie Boulevard East (Route 5) between Beech Street and East Genesee Street (Route 92).

The investigation includes a pedestrian accident history and identifies pedestrian needs and improvement opportunities (including Americans with Disability Act (ADA) compliance), especially in regard to the safe crossing of Erie Boulevard. Pedestrian connections from Erie Boulevard East to adjacent neighborhoods will also be reviewed. Although there is a desire to develop a long-term multi-modal plan for the Erie Boulevard East corridor, the intention of this study is to examine current issues and concerns relative to pedestrian travel along this corridor, and develop recommendations that seek to address these current issues in the near-term.



Randall Road - DeWitt, NY

## 3 – Existing Conditions

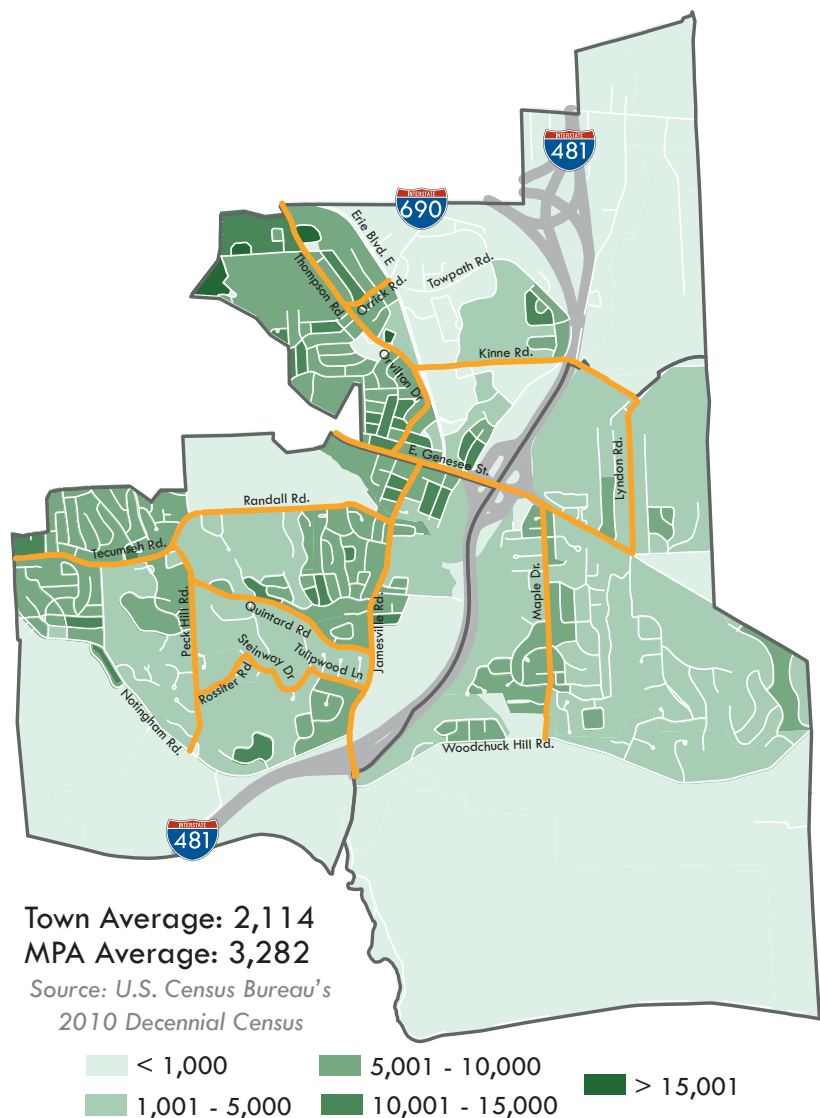
### 3.1 Demographics

This section summarizes pertinent demographic data for the area surrounding the study area roadways. SMTC staff considered the three Census tracts immediately adjacent to the corridors as the “study area” for this analysis.

The study area is suburban in nature and consists of low-density areas that have limited points of access to the study area corridors. The three Census tracts represents a reasonable “catchment area” for any future pedestrian and bicycle infrastructure that could connect to the Erie Canalway Trail.

#### 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 bordering the City of Syracuse between and around Tecumseh Road and Thompson Road, and in the center of Town west of Jamesville Road. Although there are individual Census blocks in the study area with higher population densities, they are sporadic and exist in blocks with smaller lot sizes. Student housing associated with the LeMoyne College campus also contain Census blocks with higher population densities.



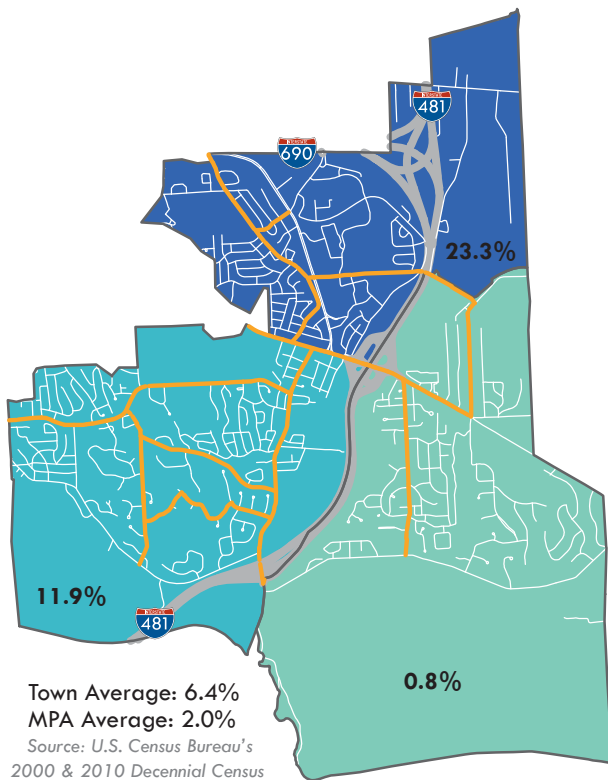
**Figure 2: Population Density in Census tracts adjacent to study area roadways**



## Population Change

The Census tracts that border the City of Syracuse have experienced a relatively high percent in population change from 2000 to 2010. Figure 3 shows these tracts having a 23.3% and an 11.9% increase, while the third Census tract only had a 0.8% increase during the same ten-year period. In comparison, the MPA average only increased 2.0% and the Town, although higher than the MPA average, experienced a 6.4% increase in population.

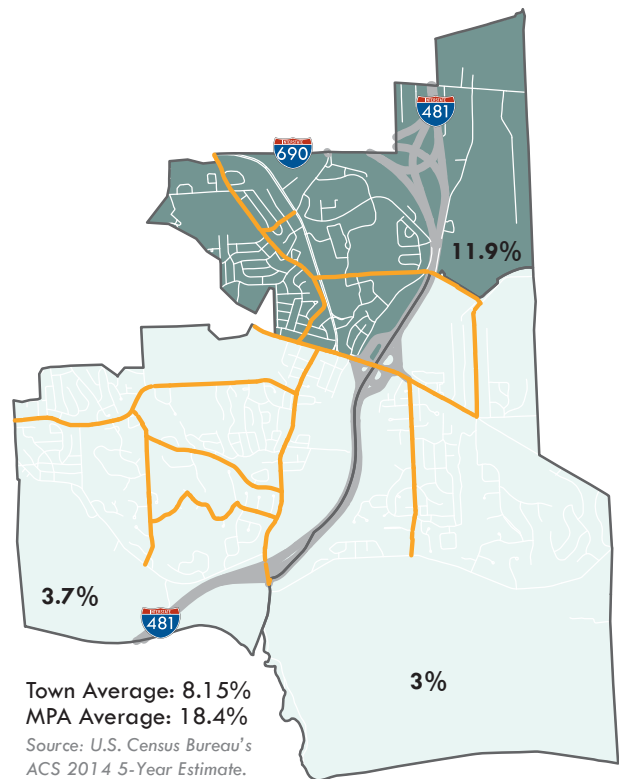
**Figure 3: Population change, by Census tract**



## Poverty

As shown in Figure 4, the Census tract north of East Genesee Street has a relatively high number of individuals living in poverty (11.9%) compared to the southern two tracts (3.7%, 3%). The northern tract's rate is also higher than the Town's 8.2% average. However, all three tracts are well below the MPA's 18.4% average.

**Figure 4: Poverty, by Census tract**



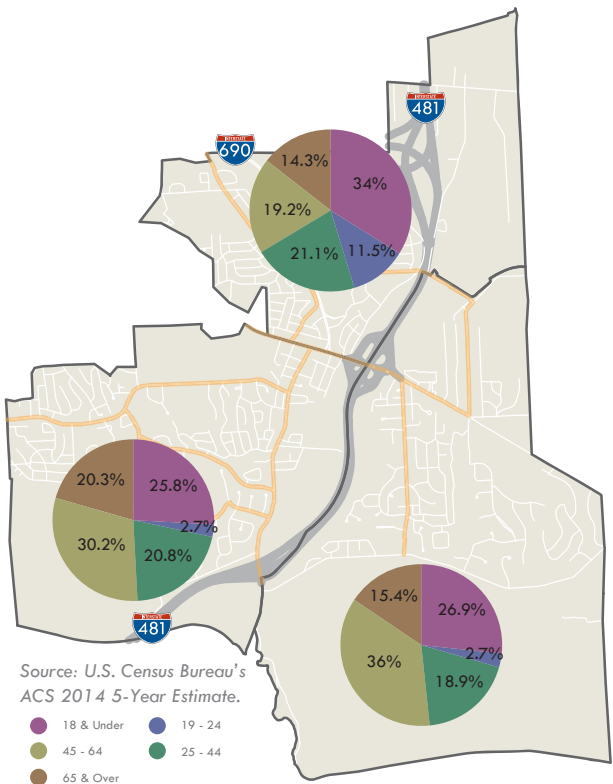
Population by Age

As shown in Figure 5, the Census tract north of East Genesee Street contains a greater percentage of population that is 24 years old and younger. Overall, this tract has a greater percentage of population (60%) that is younger than 45 than the other two tracts (less than 40%). Student housing associated with LeMoyne college may account for a higher percentage of population under 24 years old.

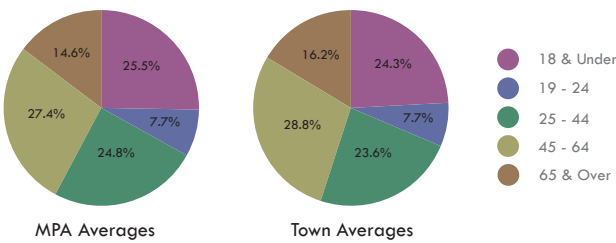
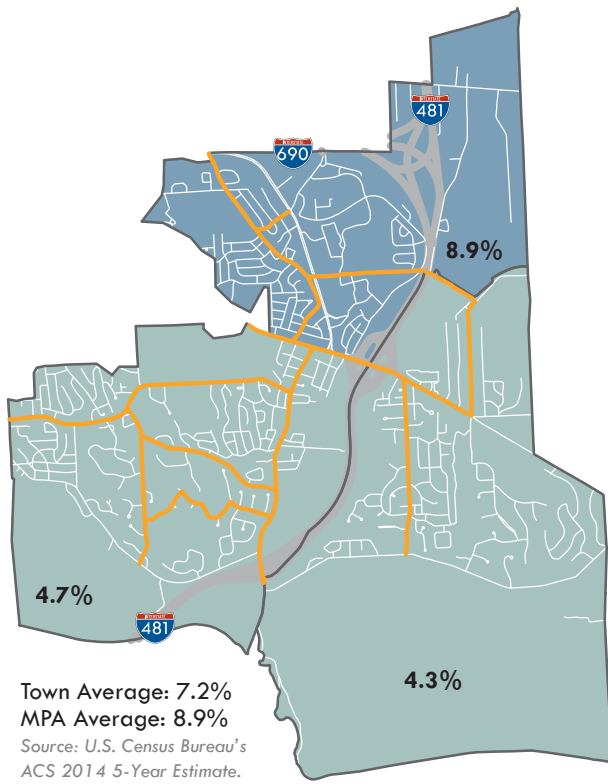
Unemployment Rate

Figure 6 shows the unemployment rate for the study area. The Census tract north of East Genesee Street contains a rate (8.9%) that is equal to the MPA-wide rate and is more than the Town’s 7.2% average. The other two tracts have a 4.7% and a 4.3% rate. Please note that all Census tracts are near or above the Town (92.6%) and MPA-average employment rate (90.9%).

**Figure 5: Population by age, by Census tract**



**Figure 6: Unemployment rate, by Census tract**

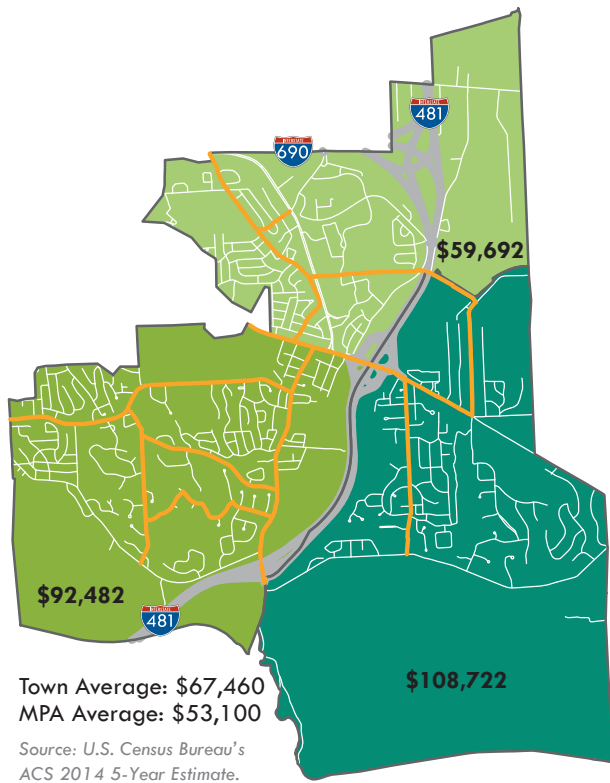




### Median Household Income

As shown in Figure 7, all three Census tracts have a higher median household income (\$59,692, \$92,482, and \$108,722) than the MPA average of \$53,100. Only the northern most Census tract falls below the Town-wide average of \$67,460.

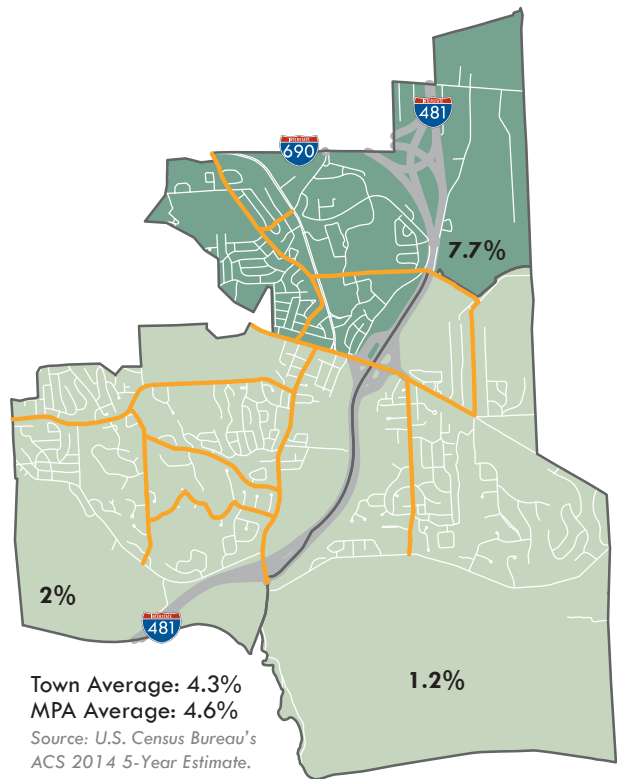
**Figure 7: Median household income, by Census tract**



### Limited English Proficiency

Figure 8 shows the Census tract north of East Genesee Street having a relatively high population with limited English proficiency (7.7%) compared to the Town average (4.3%) and MPA average (4.6%). The southern two Census tracts south of East Genesee Street are well below (2.0% and 1.2%) the Town and MPA-wide average.

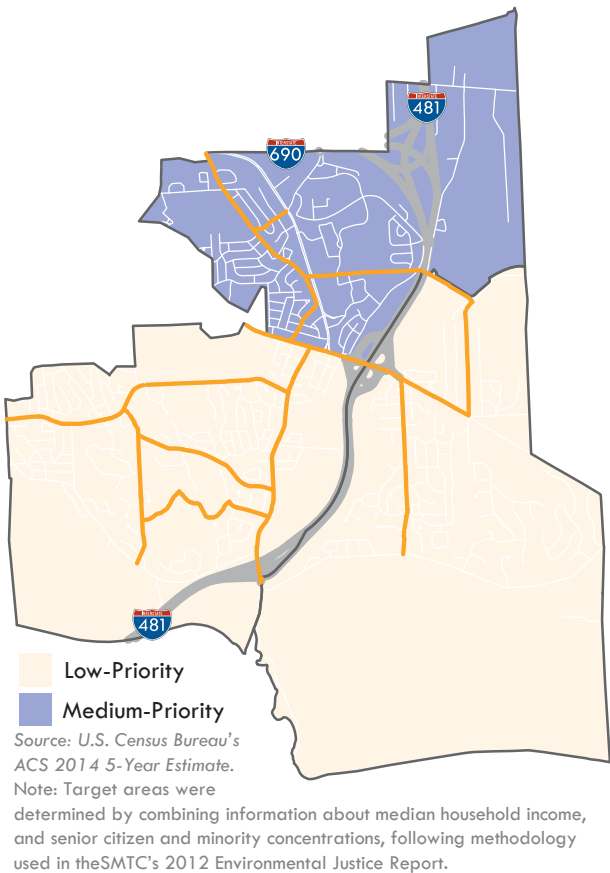
**Figure 8: Limited English proficiency, by Census tract**



Environmental Justice

The SMTC’s 2012 Environmental Justice report includes a methodology for identifying high, medium, and low target areas by combining information about median household income, senior citizen concentrations, and minority concentrations. The SMTC used this methodology and reassessed Central DeWitt’s target areas using 2014 ACS data. As shown in Figure 9, the analysis shows that the study area’s northern tract is identified as a medium-priority target area. The southern two tracts are identified as a Low-priority target area.

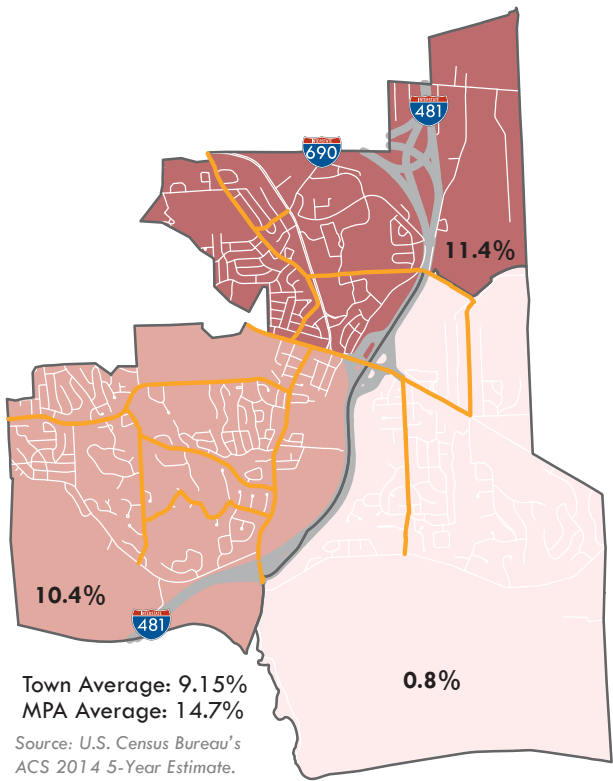
**Figure 9: Environmental justice, by Census tract**



Households with no vehicles

As shown in Figure 10, the two Census tracts that border the City of Syracuse have a higher percentage of households with no vehicles (11.4% and 10.4%) when compared to the Town’s 9.2% average. The third Census tract has a relatively low concentration of 0.8%. All tracts fall below the MPA average of 14.7%. Student housing associated with LeMoyne College may account for some of the higher percentages of households with no vehicles in the northern tract.

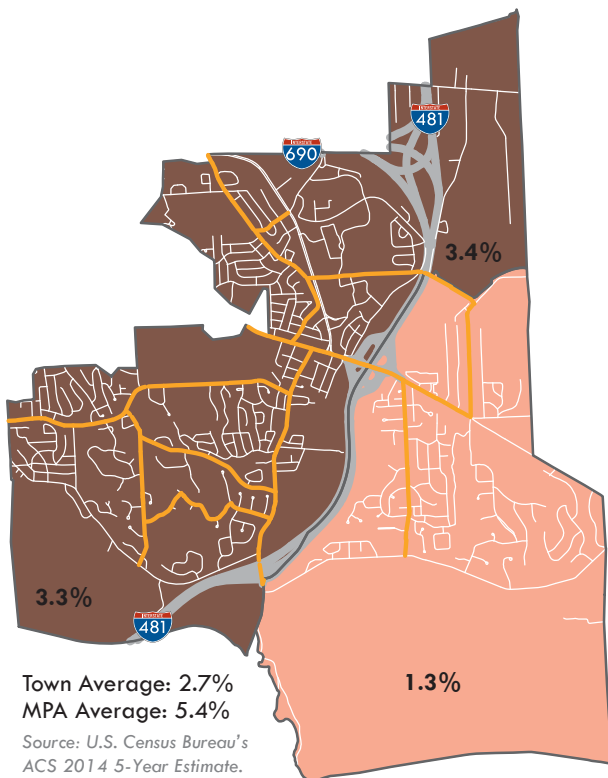
**Figure 10: Households with no vehicles, by Census tract**



### Walking to work

Throughout the MPA, 5.4% of those employed walk to work. As shown in Figure 11, Townwide 2.7% walk to work. The Census tracts adjacent to the City's border have a higher percentage of those who walk to work 3.3% and 3.4% than the Town's average. The other Census tract has a relatively low percentage (1.3%) that walk to work.

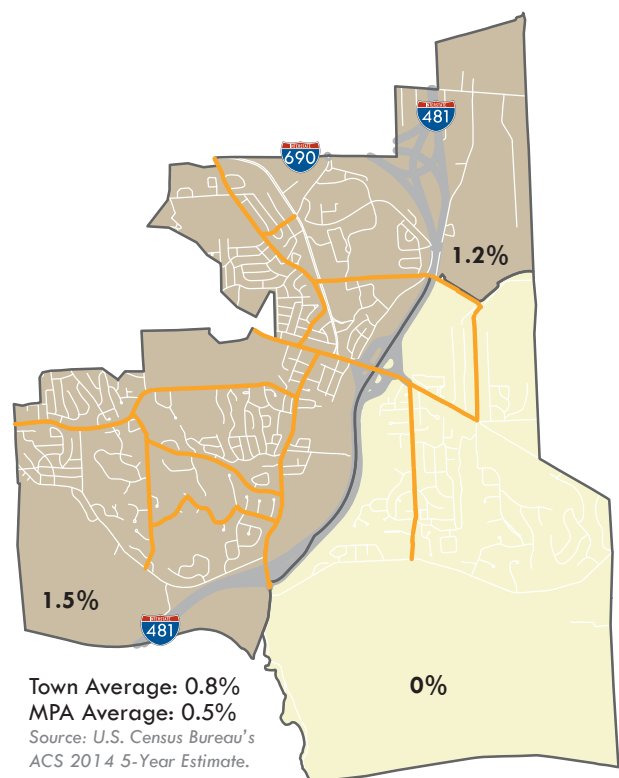
**Figure 11: Walking to work, by Census tract**



### Biking to work

MPA-wide, only 0.5 percent of commuters bike to work and 0.8% bike to work town-wide. According to Figure 12, the two Census tracts that border the City of Syracuse have a very high percentage of population that bike to work (1.5% and 1.2%) when compared to the MPA and town-wide percentages. However, the third tract within the study area has no noticeable number of commuters biking to work.

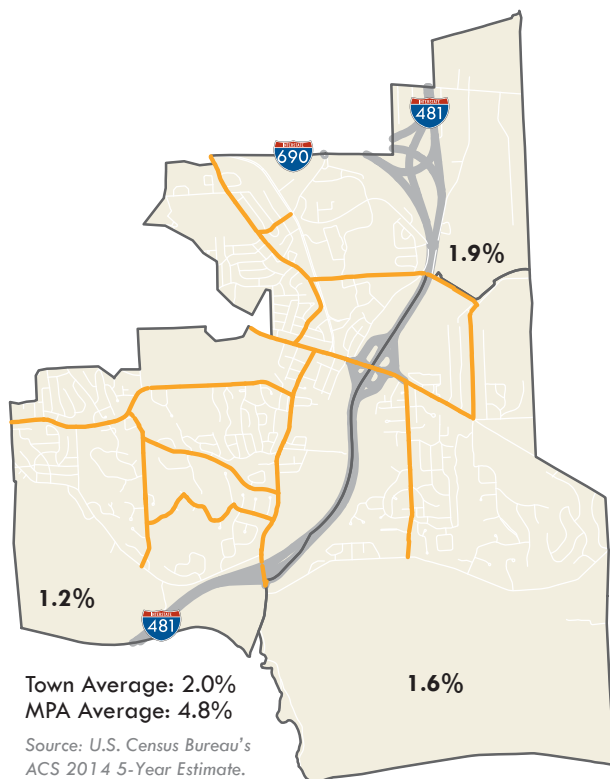
**Figure 12: Biking to work, by Census tract**



### Public transit to work

As shown in Figure 13, using public transit to get to work within all three Census tracts is lower than the Town's already low 2.0% average, and less than half of the MPA's 4.8% average.

**Figure 13: Public transit to work, by Census tract**



### Conclusion

In summary, when compared to the MPA, the study area has relatively low population density, but it experienced a higher level of population growth from 2000 to 2010. The study area also has a lower rate of poverty, average employment rates, and a higher than average median household income. The northern half of the study area has a relatively high population with limited English proficiency and is located within a medium-priority Environmental Justice (EJ) target area. The remaining population has a high rate of English proficient speakers located within a low-priority EJ target area. Overall, the percentage of people who use transit to get to work is less than half of the MPA average. However, the existing percentage of commuters who walk and bike to work is relatively high within the Census tracts along the City of Syracuse border. As such, improving pedestrian and bicycle infrastructure within the study area could encourage more walking and bicycling.

## 3.2 Land Use

As shown in Figure 14, the existing land use in the study area is primarily residential. Residential properties vary by age, architecture and design. Form varies from high-density urban to very low-density suburban. Many of the newer neighborhoods are built at lower densities, while some consist of single-family attached and higher density townhouse units. Several schools including elementary, middle, and high school levels exist throughout the study area. Community parks also exist sporadically throughout the study area.

A significant portion of the study area east of Erie Boulevard East and north of East Genesee Street consists of large-scale commercial development. The East Genesee Street corridor is a commercial corridor with businesses that vary widely in size and scale. Many of the commercial properties are of the typical modern suburban style, with single-story buildings set back from the road and parking lots immediately adjacent to the road. The study area contains large grocery stores, TOPS, Aldi, and Wegmans, and a large underutilized enclosed mall, ShoppingTown, which is being considered for redevelopment. Currently, the public library that exists within ShoppingTown Mall is being relocated to Jamesville Road within the southern portion of the Central DeWitt study area.

There is an improved multi-use trail that links the Wegmans shopping plaza to the Erie Canalway Trail to the north. Additionally, an unimproved pathway exists that links Poster Lane to East Genesee Street opposite the main entrance to the Wegman's shopping plaza.

## 3.3 Physical Conditions

The SMTC collected physical condition information about the study area roadways. Information included transit stops and

shelter locations, typical lane and shoulder widths, roadway ownership and functional classification, location of pedestrian and bicycle facilities, and other qualitative observations. Pavement ratings and traffic volumes were also considered for federal aid eligible roadways. Study area roadways that are federal aid eligible include: East Genesee Street, Jamesville Road, Tecumseh Road, Kinne Road, Lyndon Road, Maple Drive, Peck Hill Road, Randall Road, and Thompson Road (from Erie Boulevard East to Kinne Road). Non-federal aid eligible roadways include: Waring Road, Orrick Road, Orvilton Drive, Rossiter Road, Steinway Drive, and Tulipwood Lane, and Thompson Road (from Kinne Road to Orvilton Drive).

### Transit

Transit service is not present on most of the study area roadways, but is available along East Genesee Street and on portions of Thompson and Kinne Roads. Figure 15 shows the locations of transit stops and shelters as provided by Centro.

### Pavement Ratings

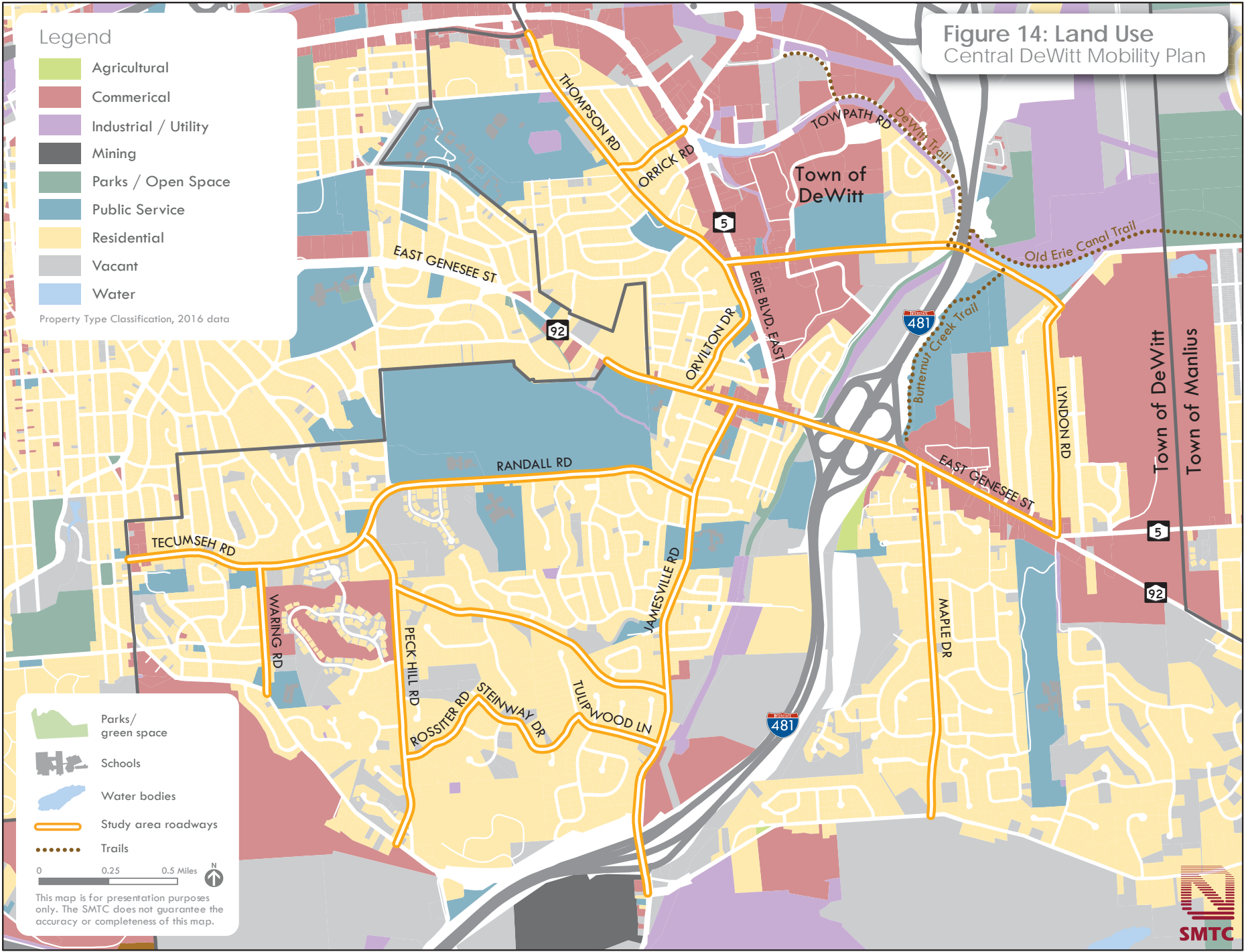
The SMTC assembled pavement rating scores for portions of the federal aid eligible road network in the MPA as part of its *Bridge and Pavement Condition Management System* annual report. The report uses a rating scale of 1-10 that evaluates the distress of the pavement. A summary of these scores are:

- Poor (1-5): Distress is frequent and may be severe
- Fair (6): Distress is clearly visible
- Good (7-8): Distress symptoms are beginning to show
- Excellent (9-10): No pavement distress

An overview of pavement ratings can be found on Figure 16. The majority of study area roadways are either in "Good" or "Excellent"

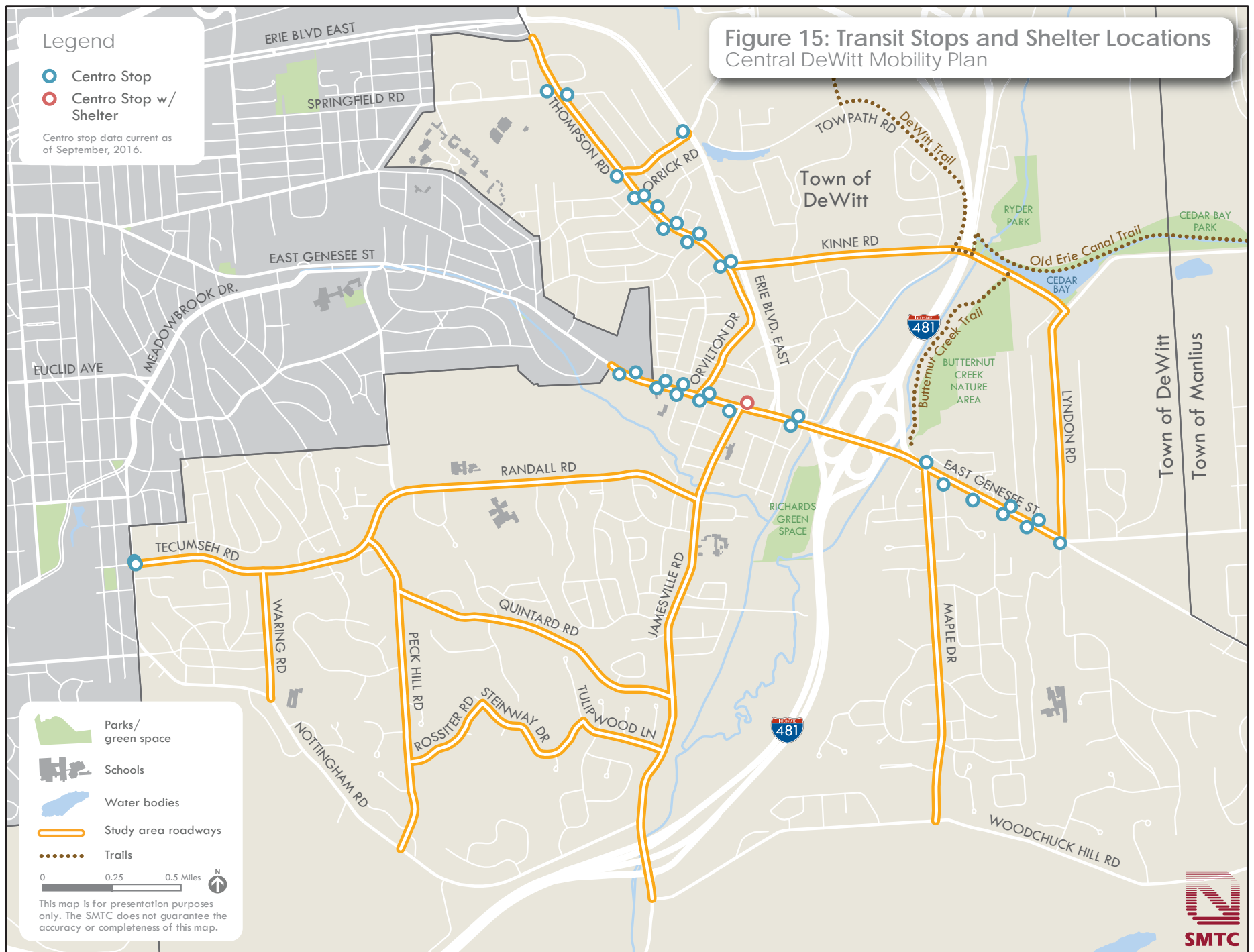


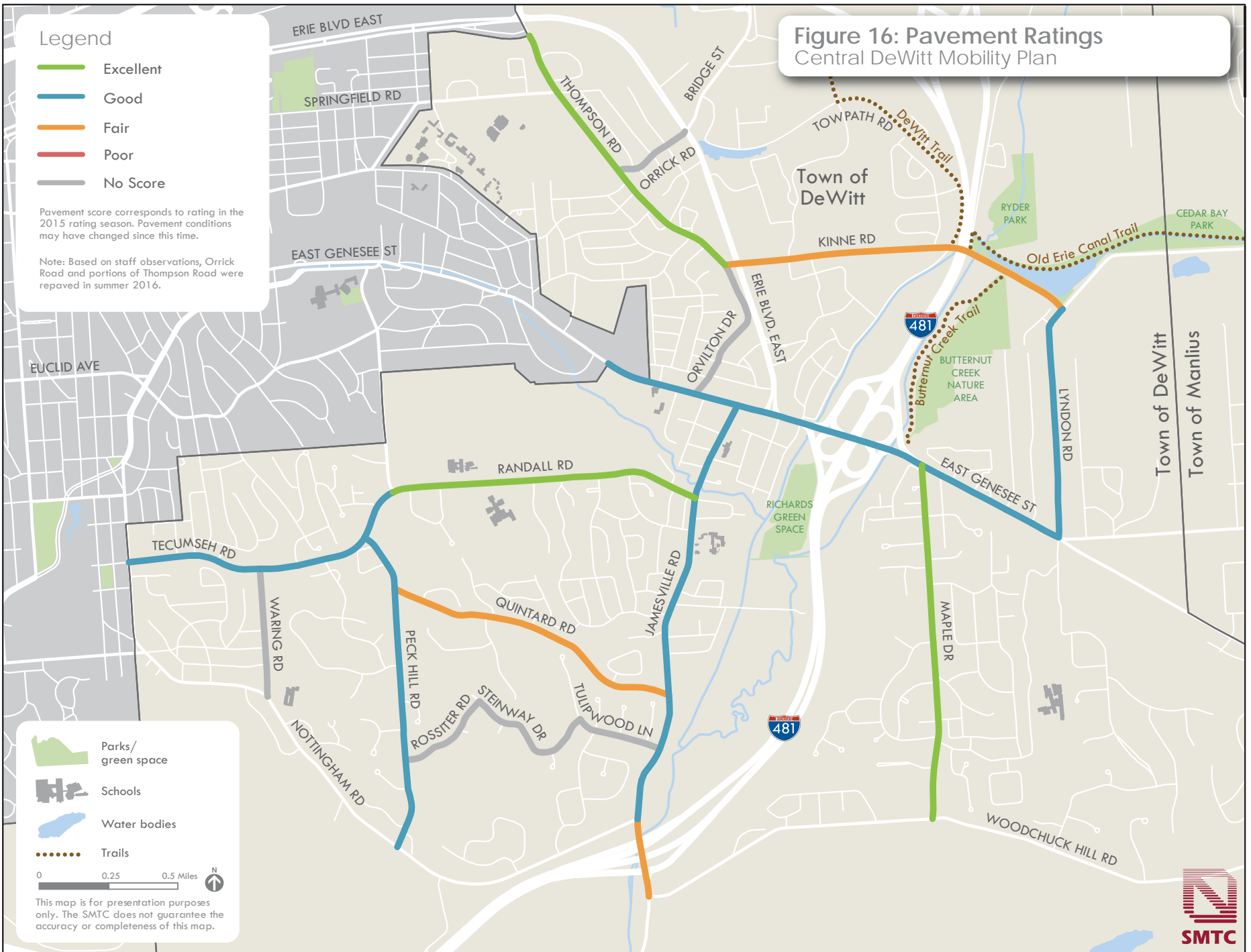
**Figure 14: Land Use**  
Central DeWitt Mobility Plan





**Figure 15: Transit Stops and Shelter Locations**  
Central DeWitt Mobility Plan





condition. An *unofficial* cursory review of the pavement condition for non-federal aid eligible roadways within the study area indicated that none of the roads would likely score less than a “Fair” on the State’s scale.

An overview of pavement ratings can be found on Figure 16. The majority of study area roadways are either in “Good” or “Excellent” condition. An *unofficial* cursory review of the pavement condition for non-federal aid eligible roadways within the study area indicated that none of the roads would likely score less than a “Fair” on the State’s scale.

### Traffic Volumes

Traffic volume information is available on the NYSDOT Traffic Data Viewer website, which displays Annual Average Daily Traffic (AADT) for Federal Aid Eligible roads. The Federal Highway Administration (FHWA) indicates typical AADT ranges based on functional classification:

- Principal Arterial (Other): 7,000 – 27,000
- Minor Arterial: 3,000 – 14,000
- Major Collector: 1,100 – 6,300
- Local: 80 – 700.

Generally, traffic volumes on study area roadways fall within their functional classification. Please see Figure 17 and the following roadway characteristics section for more detailed traffic count information.

### Roadway Characteristics

The characteristics of study area roads ranged from low-volume roads with narrow travel lanes and limited shoulder width to high-volume roadways with wide travel lanes and wide shoulder widths. A few roadways exhibited varying characteristics along its route.

To document roadway characteristics, the SMTC took field notes and recorded roadway

measurements at 43 locations throughout the study area. Measurements and their approximate locations can be found in Figure 18 and Figure 19.

Field notes, as recorded in Appendix C – Road Measurement Summary Table, include information such as: lane, shoulder, and sidewalk widths; distance of sidewalks, fire hydrants, utility poles, fencing, or other installations from the road pavement; the presence of sewer grates (noted compatibility for bicycle travel) and curbing; and any other qualitative notes such as observed walkers and bicycle riders.

The following is a summary of the study area corridors characteristics including ownership and functional classification.

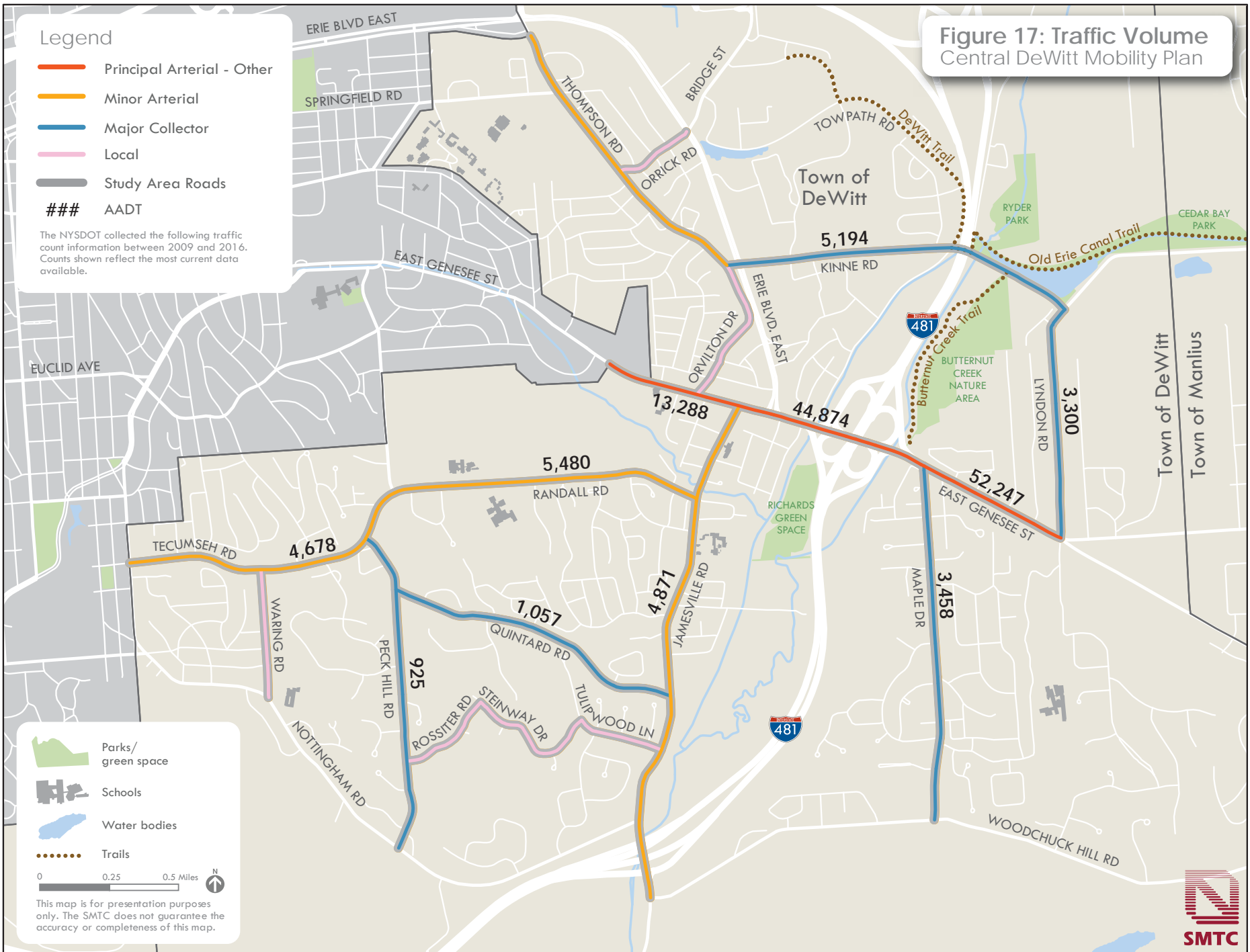
#### *East Genesee Street (NYSDOT)*

East Genesee Street is a Principal Arterial and the only study corridor owned by NYSDOT. The corridor extends from the Syracuse municipal border to Lyndon Road and carries the designation of NYS Route 5 and NYS Route 92 at certain points along the corridor. It is a major east-west route, with a “good” pavement condition rating. It connects the surrounding area with Interstate 481 and Erie Boulevard. East Genesee Street is the only Principal Arterial in this study area and it routinely ranks as the highest-volume surface street (non-expressway) in the SMTC Metropolitan Planning Area (MPA).

Three AADT values exist for the portion of East Genesee Street in the study area: 13,288 from the Syracuse City Line to Erie Boulevard, 44,874 from Erie Boulevard to I-481, and 52,247 from I-481 to the end of the NYS 5 and NYS 92 overlap at Lyndon Road.

Two roadway measurements were collected near the city line. The roadway configuration is three lanes wide east of Cornwall Drive (i.e.,

**Figure 17: Traffic Volume**  
Central DeWitt Mobility Plan





## Legend

- Study Area Roadways (Town of DeWitt)
- Study Area Roadways (State/County)

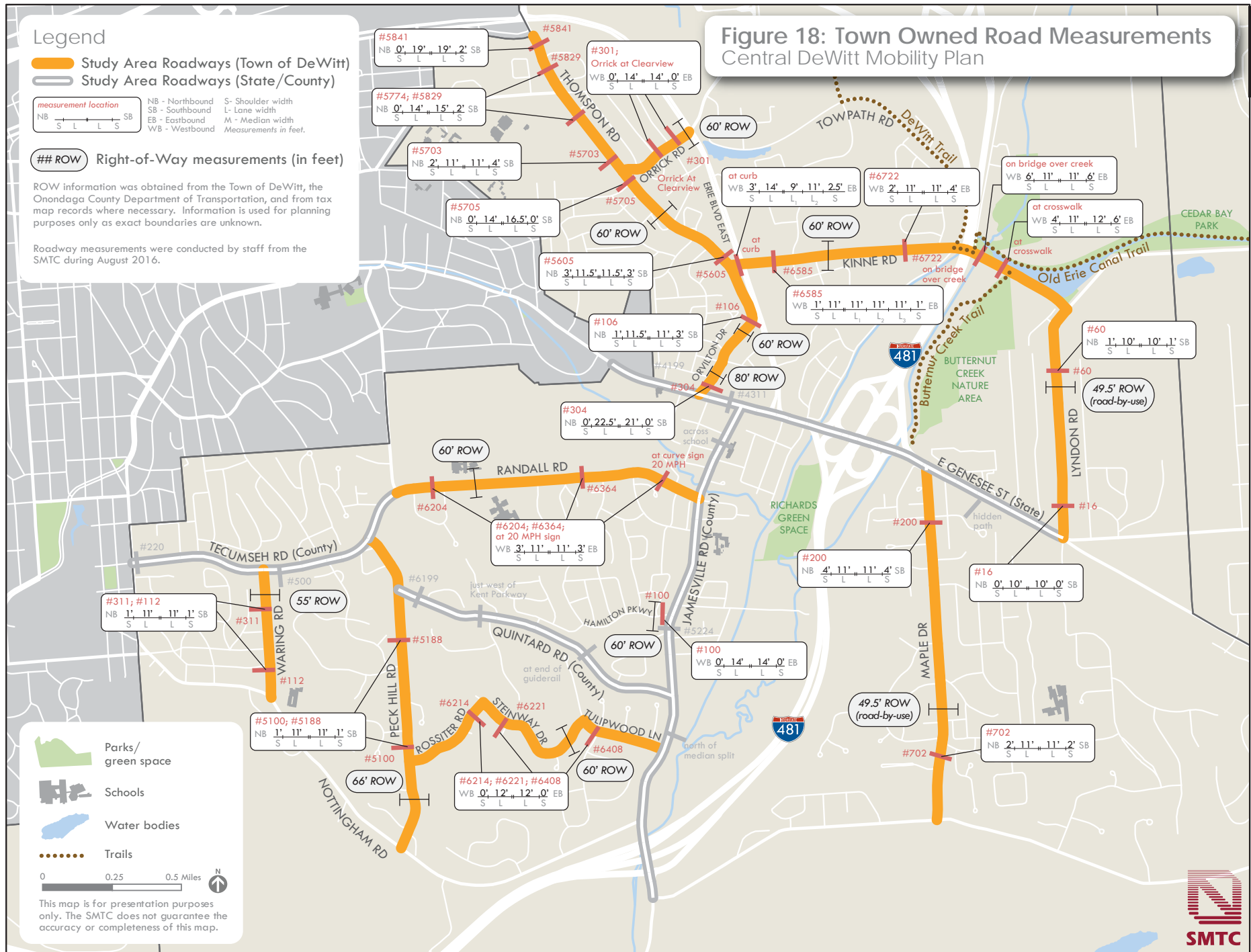
measurement location  
 NB - Northbound  
 SB - Southbound  
 EB - Eastbound  
 WB - Westbound  
 S - Shoulder width  
 L - Lane width  
 M - Median width  
 Measurements in feet.

## ## ROW Right-of-Way measurements (in feet)

ROW information was obtained from the Town of DeWitt, the Onondaga County Department of Transportation, and from tax map records where necessary. Information is used for planning purposes only as exact boundaries are unknown.

Roadway measurements were conducted by staff from the SMTC during August 2016.

Figure 18: Town Owned Road Measurements  
 Central DeWitt Mobility Plan



## Legend

- Study Area Roadways (State/County)
- Study Area Roadways (Town of DeWitt)

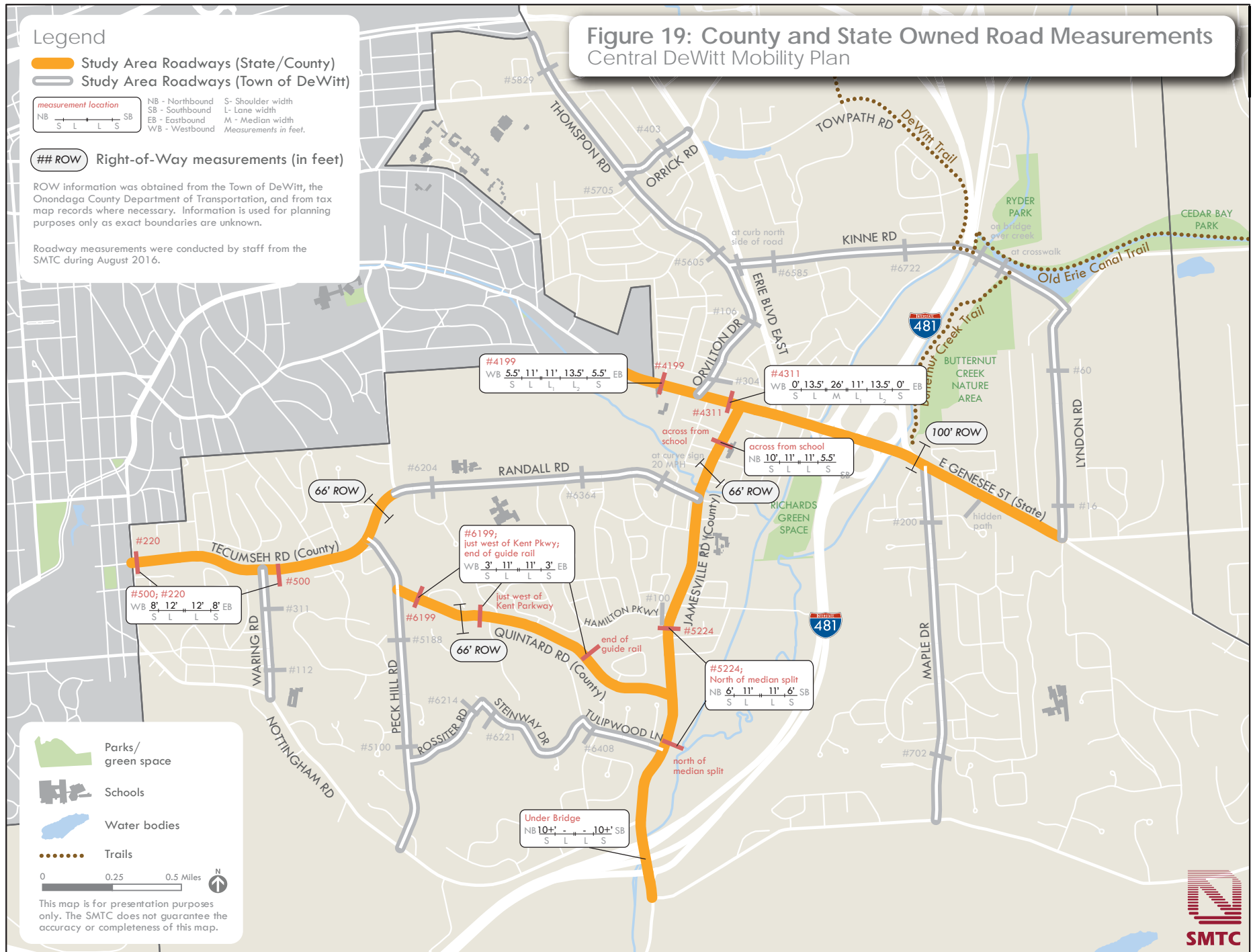
measurement location  
 NB - Northbound  
 SB - Southbound  
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 S - Shoulder width  
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 Measurements in feet.

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Roadway measurements were conducted by staff from the SMTC during August 2016.

Figure 19: County and State Owned Road Measurements  
 Central DeWitt Mobility Plan





eastbound, westbound, and a center turn lane) that range from 11' to 13.5', with 5.5' shoulders on either side. There is a sidewalk on the north side of the road, and a ladder-style crosswalk that connects the north side of the road with Holy Cross Church and Elementary School on the south side. The right-of-way appears to be about 100' wide. Bike lanes start at the city line and extend west into Syracuse.

Further to the east, near the intersection with Jamesville Road, East Genesee Street widens to four lanes (one westbound, two eastbound, and an oversized 26' center turning median) with sidewalks on both sides, but no shoulders.

#### *Jamesville Road (OCDOT)*

Jamesville Road is a Minor Arterial owned by OCDOT that primarily consists of a two-lane configuration throughout most of the study corridor with 11' lanes and 6' shoulders within a 66' right-of-way. Sidewalks exist on at least one side of the road for the northern half of the corridor and pedestrian crosswalks exist at East Genesee Street, Andrews Road, Anderson Drive, Manlius Pebble Hill Road, Randall Road, and across from Pebble Hill School and Moses DeWitt Elementary School. The roadway was recently resurfaced and it has an AADT of 4,871. Staff also noted that the sewer grates along the roadway appear to accommodate bicycling.

#### *Tecumseh Road (OCDOT)*

Tecumseh Road is a Minor Arterial owned by OCDOT. Tecumseh Road, with an AADT of 4,678, maintains a two-lane configuration throughout, with a typical lane width of 12' and a shoulder width of 8' within a 66' right-of-way. Staff observed pedestrians along the shoulder and some ornamental fencing near the road edge. No sidewalks exist along the corridor.

#### *Quintard Road (OCDOT)*

Quintard Road is owned by Onondaga County and is classified as a Major Collector. Although the AADT is relatively low at 1,057, Quintard Road has a relatively high speed limit of 55 miles per hour. The travel lanes are 11 feet wide with three foot wide shoulders. The right-of-way is 66-feet according to county records. There are guide rails along the northern side of the road due to the grade and slope of the hillside. From a bicycling perspective, the roadway also appears to have vertical and horizontal sightline challenges. The pavement conditions are listed as "fair."

#### *Thompson Road (Town)*

Thompson Road, owned by the Town of DeWitt, varies greatly along the study corridor. Most of the road is a Minor Arterial, but a portion is also classified as Local. During the data collection process, some portions of Thompson Road had just been repaved, and not yet striped. The roadway varied in width from 11' to 19' lanes, and approximately 2' to 4' shoulders at different locations throughout the corridor, all within a 60' right-of-way. Sidewalks were not present, although the Town may be installing a new sidewalk from Springfield Road north to Erie Boulevard on the west side of Thompson Road (no sidewalk on the east side). This portion of the roadway north of Springfield Road also has a steep slope towards Erie Boulevard.

#### *Randall Road (Town)*

Randall Road is a Minor Arterial owned by the Town of DeWitt. The roadway has an "excellent" pavement condition rating and an AADT of 5,480. Two schools, Christian Brothers Academy (CBA) and Jamesville-DeWitt Middle School, are located on Randall Road. Staff took measurements at three locations throughout the corridor, and the roadway characteristics are standard throughout, with 11' lanes, 3'

shoulders within a 60' right-of-way, and no sidewalks. There is, however, a steep grade on the eastern portion on the road.

#### *Kinne Road (Town)*

Kinne Road is a Major Collector owned by the Town of DeWitt. The portion of Kinne Road between Butternut and Lyndon is relatively uniform, with approximately 11' lanes and 6' shoulders within a 60' right-of-way. There is a sidewalk on the westbound side of the bridge over Butternut Creek and a crosswalk that connects trailheads for the existing Erie Canalway and Butternut Creek Trails.

West of Erie Boulevard, Kinne Road has 3' shoulders, a 14' westbound lane, a 9' eastbound left-hand turn lane and a 11' through-right lane. Between Erie Boulevard and I-481, Kinne Road has 11' travel and turning lanes and shoulders that vary from 1' to 4'. The AADT is 5,194 and the roadway has a "fair" pavement condition rating.

#### *Lyndon Road (Town)*

Lyndon Road is a Major Collector owned by the Town of DeWitt. The two-lane roadway is very narrow throughout, with 10' lanes, 1' or sometimes no shoulders, and no sidewalks. The roadway has a 3,300 AADT and has a "good" pavement condition rating.

#### *Maple Drive (Town)*

Maple Drive is a Major Collector owned by the Town of DeWitt. Maple Drive is a two-lane configuration nearly throughout, with lanes typically 11' wide, shoulders ranging from 2' to 4', and no sidewalks. The pavement condition rating is "excellent" and the AADT is 3,458.

#### *Peck Hill Road (Town)*

Peck Hill Road is a Major Collector owned by the Town of DeWitt. Peck Hill Road features a steep slope with a two-lane configuration throughout. The road has 11' lanes, shoulders that are approximately 1' wide within a 66' right-of-way, and no sidewalks. The pavement condition rating is "good" and the AADT is 925.

#### *Orrick Road (Town)*

Orrick Road has a functional classification of Local and is owned by the Town of DeWitt. This corridor is a two-lane configuration and serves as a connection between Thompson Road and Erie Boulevard East at Bridge Street. At the time of data collection, the road had just been repaved and featured 14' lanes and no shoulders within a 60' right-of-way. The roadway was not yet striped and sidewalks do not exist.

#### *Waring Road (Town)*

Waring Road is owned by the Town of DeWitt and is functionally classified as Local. It was added to the study area because it serves as an important connection for surrounding neighborhoods and Tecumseh Road. Overall, the road has two 11' lanes, a 1' shoulder on both sides within a 55' right-of-way, and no sidewalks. Staff noted instances where landscaping existed near the pavement edge.

#### *Orvilton Drive (Town)*

Orvilton Drive is functionally classified as Local and is owned by the Town of DeWitt. It connects to East Genesee Street at its southern end and eventually becomes Thompson Road.

The roadway has two distinct profiles: at the southern end, the northbound and southbound lanes are separated by a large 20' grassy median and have 5' sidewalks on both sides; at Pelham Road, it changes to a traditional

two-lane configuration with a striped center yellow line and no sidewalks. The lanes in the southern section are approximately 22' wide (to accommodate on-street parking) within an 80' right-of-way, and do not have a striped shoulder. The lanes in the northern end are 11' with a 1' shoulder on one side and a 3' shoulder on the other all within a 60' right-of-way.

Orvilton Drive was added as an extension of Thompson Road to East Genesee Street. Orvilton Drive is identified in the SMTC *Bicycle Commuter Corridor Study* for improvements as a future bikeway and the Town is currently in the process of adding Erie Canalway Trail on-road route signs along Orvilton Drive to extend the existing sign system from the City of Syracuse into DeWitt.

#### *Rossiter Road, Steinway Drive, and Tulipwood Lane (Town)*

Rossiter Road, Steinway Drive, and Tulipwood Lane are all owned by the Town of DeWitt and functionally classified as Local. These roadways were added to the study area as a safer alternative to connect the neighborhoods with access to Peck Hill Road and Jamesville Road. Initially, Quintard Road was considered to make the connection, but later was disregarded due to a 55 mile per hour speed limit, sight distance concerns, limited connection to neighborhoods, and topography.

The pavement width of Rossiter Road, Steinway Drive, and Tulipwood Lane are each 24' wide with no center stripe, indicating approximately 12' lanes in each direction. The Town has a dedicated 60' right-of-way for each road. Sidewalks are present on Tulipwood Lane and Steinway Drive, but not on Rossiter Road. Additionally, 2.5' of concrete open-air stormwater runoff existed on Tulipwood Lane and part of Steinway Drive, and these portions of the corridor did not have curbs. Conversely, Rossiter Road and the other section of

Steinway Drive were curbed with no open-air drainage present.

### 3.4 Issues and Opportunities

The design of many town roadways consists of narrow travel lanes with little to no shoulders. Sidewalks and bike lanes are non-existent in many areas. Many homeowners have planted extensive landscaping or have installed fences up to the edge of the roadway (i.e., within the road's right-of-way that is not typically owned by the adjacent property owner). Misunderstandings about right-of-way ownership can lead to confrontation, lawsuits, and lack of community support for roadway improvements.

Many neighborhoods within central DeWitt consist of cul-de-sacs and do not connect to each other. They are further divided by major roadways such as I-481 and East Genesee Street. Although major roadways such as East Genesee Street have sidewalks, they also include several travel and turn lanes, which further discourages pedestrian and bicycle use and mobility.

Such roadway patterns require town residents to drive to destinations, regardless of proximity. Many residents, especially families with children, repeatedly express frustrations about not being able to safely walk or bike around their neighborhoods to major destinations like the Erie Canalway Trail, parks, or shopping. SMTC staff conducting fieldwork have observed walkers and bicycle riders trying to navigate several study area roadways throughout the year (e.g., Orvilton Drive, Peck Hill Road, Thompson Road, Peck Hill Road, Tecumseh Road, Jamesville Road, etc.). This suggests a need or interest in bicycle and pedestrian facilities.

Another challenge confronting several town roads is that there is no record of a formal roadway designation and that consequently

the roads may be considered “highways by use.” Although the town may legally be able to claim ownership under Highway Law Section 189, assuming a legal determination has not been made, the question of how much land the Town owns adjacent to the roadway (as right-of-way) remains.

Moreover, although provisions for a three-rod right-of-way (i.e., 49.5 feet wide) exist within Section 189, a right-of-way must be legally documented and justified based on evidence of repair and maintenance activities of adjacent lands that the municipality has “taken in charge.” A legal determination that the Town has acquired the roadway and “taken in charge” adjacent lands is necessary to prevent private property owners from filing a lawsuit claiming a constitutional “taking” of private property for a public use.

For this reason, and as indicated in the project scope, a planning-level assessment will be conducted for all town roadways and general assumptions will be made as to where adjacent lands have been maintained/repared by the Town. Factors such as the location of utility poles, hydrants, tree trimming, snow removal, mowing, drainage/swale maintenance, etc. will be considered as support for any planning-level assumptions about right-of-way.

### 3.5 Accidents

The NYSDOT maintains a database that catalogues information about crashes that occur throughout the state. The database is known as the Accident Location Information System (ALIS). The following ALIS assessment summarizes a five-year period from January 1, 2011 to December 31, 2015.

Accidents – or rather, “events” – are classified as either “reportable” or “non-reportable” by the Department of Motor Vehicles. An event is classified as reportable if it results in death, personal injury, or property damage to any

single motor vehicle that meets a threshold of at least \$1,000. All other events that do not meet these criteria are considered non-reportable. As such, ALIS assigns events into the following four categories: 1) non-reportable, 2) Injury, 3) Property Damage, and 4) Property Damage and Injury.

According to ALIS, the following events occurred on study area roadways during the five-year period.

- Non-reportable (414)
- Property Damage (633)
- Injury (94)
- Property Damage and Injury (223).

Of the 1,364 events, 317 involved events that resulted in 427 injuries (16 serious injuries, 411 injuries). Serious injuries include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconscious when taken from the crash scene, and unable to leave crash scene without assistance. No fatalities occurred during the five-year period.

All recorded events must have at least one apparent contributing factor (i.e., human, vehicular, and/or environmental) recorded on the accident report. The top three contributing factors within the study area include:

- Following too closely
- Driver inattention, and
- Failure to yield right-of-way.

As shown on Figure 20, the majority of the accidents that occurred at intersections occurred along Erie Boulevard East, East Genesee Street, and Kinne Road.

As shown in Figure 21, the majority of accidents that did not occur at an intersection occurred along East Genesee Street and along



portions of Tecumseh Road, Kinne Road, Jamesville Road, and Lyndon Road.

#### Bicycle and Pedestrian-Related Events

Over the five-year period, 11 events involved a bicyclist and 5 events involved a pedestrian. As shown in Figure 22, events occurred on Tecumseh Road, Quintard Road, Jamesville Road, Lyndon Road, and Kinne Road, but the majority occurred on East Genesee Street.

Although the number of events involving a bicycle or pedestrian is low (i.e., 1.2% of total events), the injury-to-event ratio is high. Of the 16 events, 15 resulted in injuries, which represents an injury-to-event ratio of 0.9375. All 11 bicyclists involved in an accident were injured, with three classified as serious injuries. Four of the five pedestrian events resulted in injuries.

Of the 16 bicycle and pedestrian events, seven occurred at an intersection (five bicyclists, two pedestrians). Conversely, nine (six bicyclists, three pedestrians) occurred at a location other than an intersection.

Of the 5 events involving a pedestrian, only one was attributed to “pedestrian error or confusion.” The other four events were attributed to “driver inattention,” an “obstructed / limited view,” or “backing unsafely.”

Of the 11 events involving a bicyclist only, 10 were attributed solely to the bicyclist, and one was attributed to both the driver and the bicyclist. The contributing factors included “error/confusion,” “disregarding a traffic control device,” or “failure to yield the right-of-way.” “Driver inattention” contributed to the event attributed to both a bicyclist and a motor vehicle.



Tecumseh Road - DeWitt, NY



**Figure 20: Accidents at Intersections**  
Central DeWitt Mobility Plan

### Legend

#### Intersection Accidents

- 1-10
- 11-25
- 26-50
- 51-87

Intersection accidents are collisions that occurred within approximately 30 feet of the center of an intersection.

Data from the NYSDOT Accident Location Information System (ALIS), 1/1/2011 - 12/31/2015.

EUCLID AVE

SPRINGFIELD RD

EAST GENESEE ST

RANDALL RD

TECUMSEH RD

WARING RD

NOTTINGHAM RD

PECK HILL RD

ROSSITER RD

QUINTARD RD

STEINWAY DR

TULIPWOOD LN

JAMESVILLE RD

ORVILTON DR

FREE BLVD. EAST

BRIDGE ST

THOMPSON RD

ORRICK RD

Town of DeWitt

KINNE RD

481

Butternut Creek Trail

EAST GENESEE ST

MAPLE DR

WOODCHUCK HILL RD

LYNDON RD

Town of DeWitt

Town of Manlius



Parks/  
green space

Schools

Water bodies

Study area roadways

Trails

0 0.25 0.5 Miles



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

**Figure 21: Accidents Along Roadway Segments**  
Central DeWitt Mobility Plan

### Legend

#### Segment Accidents

- 0
- 1-10
- 11-50
- 51-100
- 101-144

Segment accidents occurred between road intersections but do not include intersection accidents. Intersection accidents are collisions that occurred within approximately 30 feet of the center of an intersection.

Data from the NYSDOT Accident Location Information System (ALIS), 1/1/2011 - 12/31/2015.

EUCLID AVE

SPRINGFIELD RD

THOMPSON RD

LORRICK RD

TOWPATH RD

DeWitt Trail

Town of DeWitt

KINNE RD

RYDER PARK

CEDAR BAY PARK

Old Erie Canal Trail

EAST GENESEE ST

ORVILTON DR  
FREE BLVD. EAST

Butternut Creek Trail  
BUTTERNUT CREEK NATURE AREA

481

LYNDON RD

Town of DeWitt

Town of Manlius

EAST GENESEE ST

TECUMSEH RD

RANDALL RD

RICHARDS GREEN SPACE

WARING RD

QUINTARD RD

JAMESVILLE RD

MAPLE DR

PECK HILL RD

ROSSITER RD  
STEINWAY DR

TULPWOOD LN

NOTTINGHAM RD

WOODCHUCK HILL RD

Parks/  
green space

Schools

Water bodies

Study area roadways

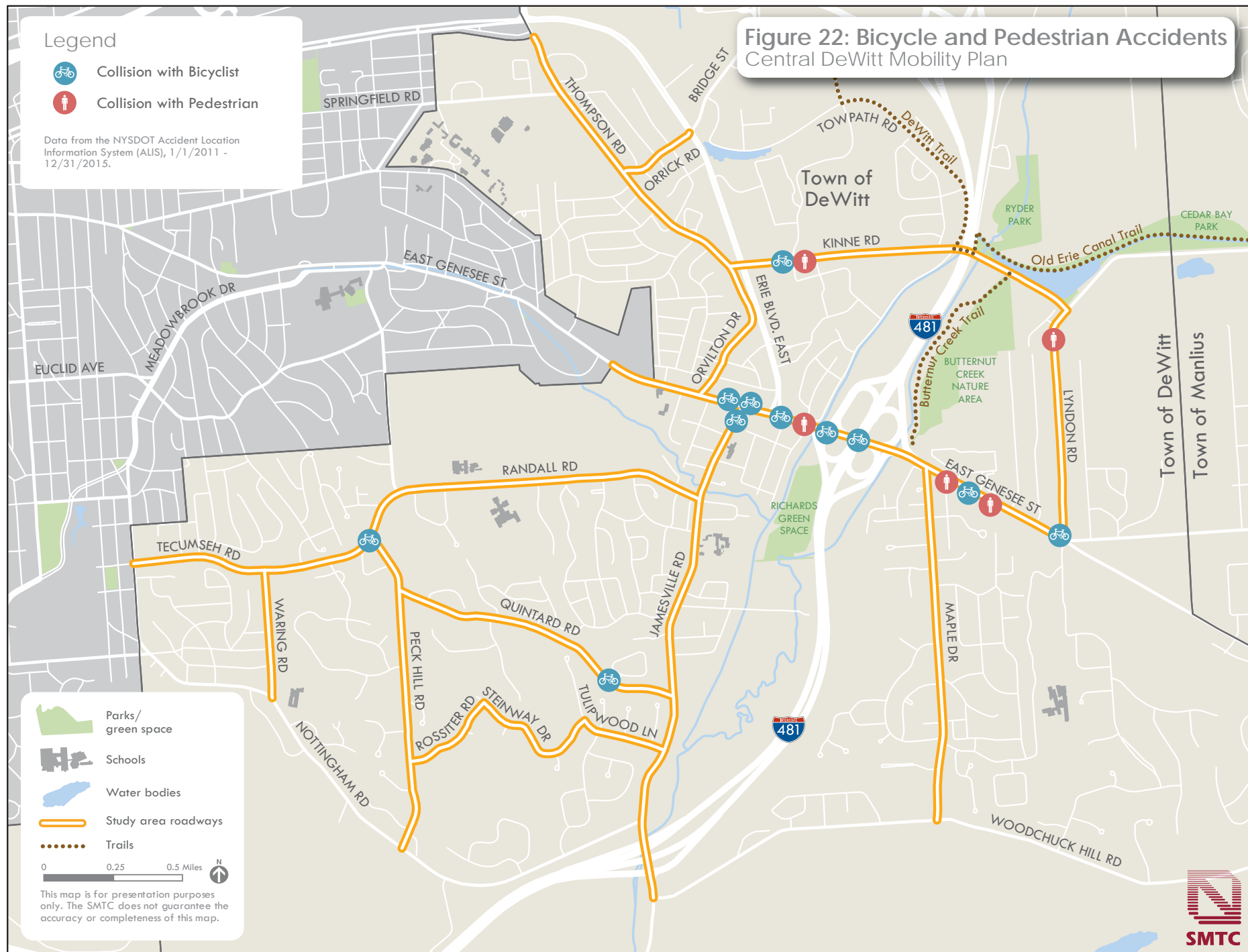
Trails

0 0.25 0.5 Miles



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





## 4 - Recommendations

Retrofitting DeWitt's generally auto-centric roadway corridors to accommodate bicyclists and pedestrians will require the incorporation of several different bicycle and pedestrian facilities.

Study recommendations are based on a comprehensive planning-level assessment and thus serve as guidance about what options may exist to add or improve bicycle and pedestrian amenities. Several options are available for most corridors. An engineering assessment is suggested to help identify the most appropriate facility and determine specific design parameters, especially where general threshold ranges are provided in the following sections.

Whenever practicable, recommendations suggest planning-level improvements that could occur within the existing pavement width or right-of-way to minimize impacts to adjacent property owners. In short, there are five recommendation categories for the Central DeWitt Mobility Plan:

### **Collaborative Planning Recommendation**

Incorporate by reference recommendations from the Erie Boulevard East Pedestrian Study, which was also under development at the time of this study.

### **Systemic Treatment Recommendations**

Systemic treatment recommendations identify where conditions exist that allow for the application of a consistent set of improvements throughout the study area.

### **Corridor-specific Recommendations**

Corridor-specific recommendations identify potential bicycle and pedestrian amenities that could be incorporated along specific sections of study area roadways.

### **Roadway Crossing Recommendations**

Roadway crossing recommendations identify opportunities to improve pedestrian crosswalks and associated facilities.

### **Site-specific Recommendations**

These recommendations identify specific improvements at locations based on field observation or agency comment during the planning process.

## **4.1 Collaborative Planning Recommendation**

As previously mentioned, several studies are underway for the Town of DeWitt, including the SMTC's Erie Boulevard East Pedestrian Study, which is being done in cooperation with this planning effort. As such, this Mobility Plan incorporates by reference applicable recommendations from the SMTC Erie Boulevard East Pedestrian Study.

## **4.2 Systemic Recommendations**

The following list of recommendations should be applied when conditions warrant and allow for the consistent application of facility improvements within study area corridors:

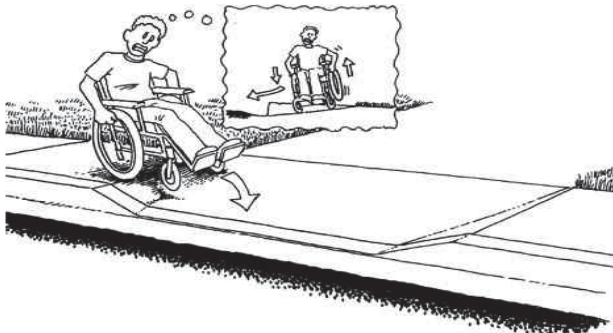
### **Sidewalk Considerations**

- Concrete is preferred surface material and should be at least 5 feet wide.
- Extend concrete sidewalks across all driveways (see bullet about high-volume driveways).



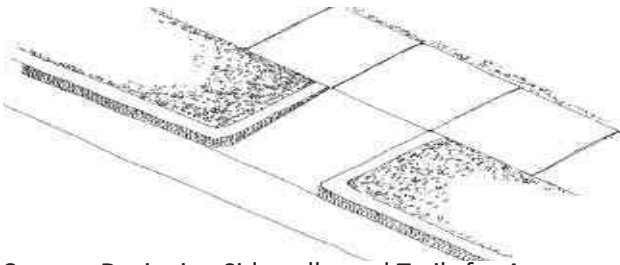


When cross-slopes change rapidly over a short distance, wheelchair use becomes extremely unstable.



**Source:** Designing Sidewalks and Trails for Access, July 1999 (Figure 4-6)

Therefore, maintain a level sidewalk whenever practicable.



**Source:** Designing Sidewalks and Trails for Access, July 1999 (Figure 4-20)

- Provide high-visibility ladder crosswalks to connect sidewalks at intersections
- Provide curb-cuts and detectable warnings at all intersections with sidewalks.
- Extend high-visibility ladder crosswalks across high-volume driveways; if crosswalks are used at high-volume driveways, incorporate detectable warnings along the crosswalk on both sides of driveway.

- Sidewalks and associated facilities should comply with the Americans with Disabilities Act and the 2011 guidelines as set forth in the Public Rights of Way Accessibility Guidelines (PROWAG).

### Mid-Block Crosswalk Considerations

- The New York State Pedestrian Safety Action Plan (PSAP) provides guidelines for systemic mid-block crosswalk pavement marking and signage improvements. Appendix D outlines general PSAP guidelines, which should be prioritized whenever practicable.
- Install Advance Yield Lines (i.e., “Sharks Teeth”) 20 to 50 feet in advance of crosswalk; install R1-5\* “Yield Here to Pedestrian” sign at Advance Yield Lines. Yield line markings shall be 12”W x 18”H, spaced 12” apart.
- At mid-block crosswalk add double-sided pedestrian warning sign W11-2 (L or R) and arrow W16-7P (L or R) on both sides of the high-visibility ladder crosswalk (be sure to direct the arrow and the pedestrian image towards the crosswalk on both sides of the road, using proper orientation (L) or (R) respectively. (School crossing (S1-1) signs may be substituted for pedestrian crossing signs in school zones.)
- “Pedestrian Ahead” warning sign assembly W11-2 (L or R) and W16-9P in advance of all mid-block crosswalks. See the MUTCD - Section 2C.05 Placement of Warning Signs for guidance on placing advance warning signs. (Only suggested before the first crosswalk in a series of closely-spaced crosswalks within a clear line of sight.)

\*Sign designations throughout are derived from the MUTCD or the NYS Supplement to the MUTCD.



- All pedestrian-related warning signs should be fluorescent yellow-green in color; use matching color retroreflective sign post strips on all pedestrian warning signs. When double-sided warning signs are installed, matching color retroreflective sign post strips should be placed on both sides of the sign posts.
- Double-sided “State Law – Yield to Pedestrian” sign R1-6 may be used on four-lane highways per state and federal guidelines.

A generalized menu of options is presented in Figure 23. The recommendation map, Figure 24, identifies where the various options could be considered along roadway segments. The following outline identifies additional details about the treatment options and provides general guidelines for best practices.

### **General Bicycle and Pedestrian Signs**

- Bicycle warning signs (W11-1) and pedestrian warning signs (W11-2) should be considered along roadway segments where on-road facilities are provided. Matching color retroreflective sign post strips should be placed on both sides of the sign posts.

## **4.3 Corridor-specific Recommendations**

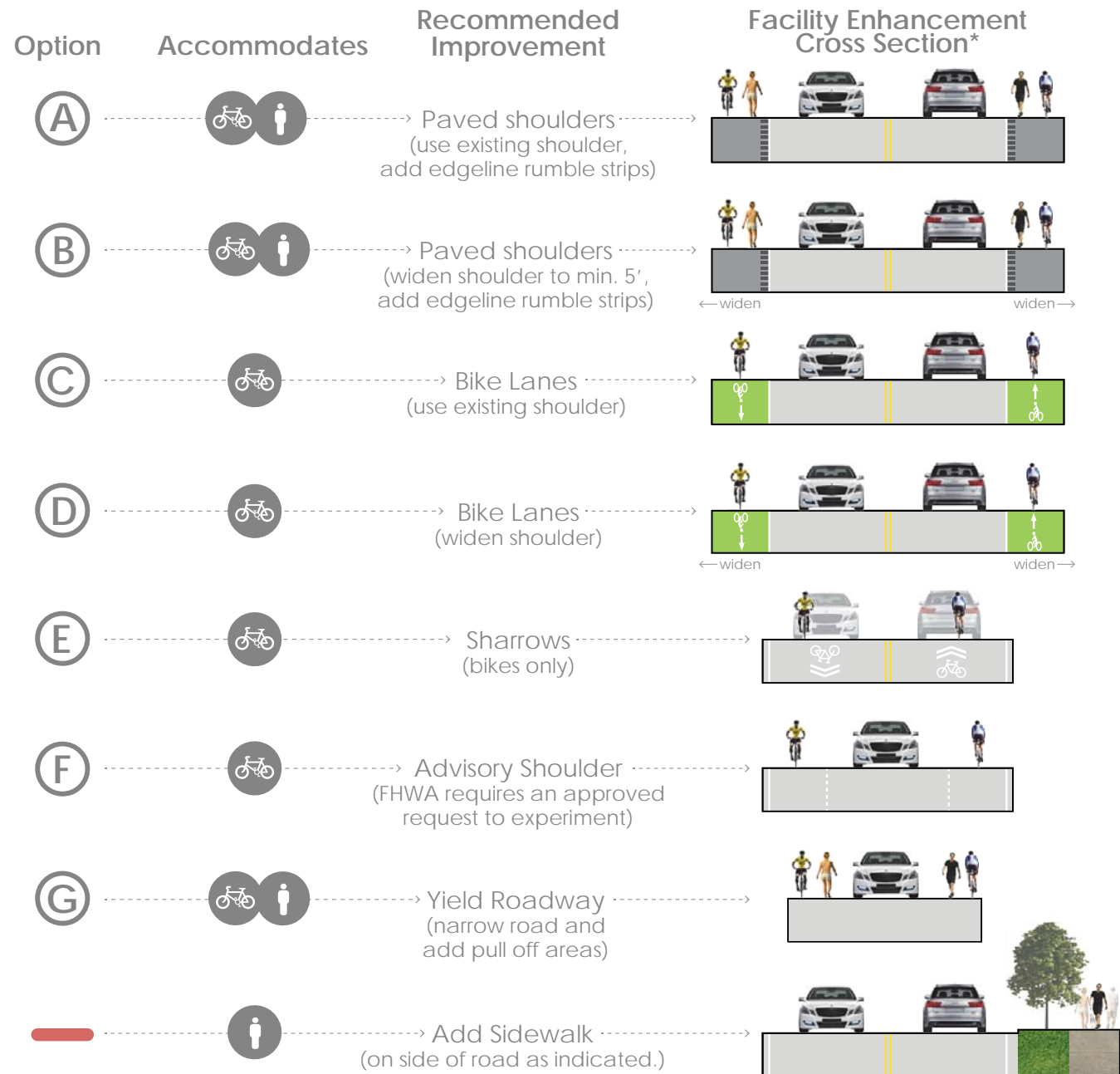
As previously mentioned, several options exist for most corridors to improve bicycle and pedestrian amenities. Options are based on planning-level guidance only and are considered if the roadway fell within established Federal Highway thresholds.

Engineering assessments are required to help identify the most appropriate facility and determine specific design parameters depending on each roadway’s unique situation. The 2016 Federal Highway guidebook: *Small Town and Rural Multi-modal Networks*, the 2012 AASHTO *Bike Guide*, and the 2009 *Manual on Uniform Traffic Control Devices* provide additional guidance. Appendix E provides a list of applicable reference guides, inclusive of these resources, and relevant NYSDOT Engineering Instruction (EI) sheets.

**Figure 23:**  
General Facility  
Enhancement  
Option Legend  
Central DeWitt  
Mobility Plan

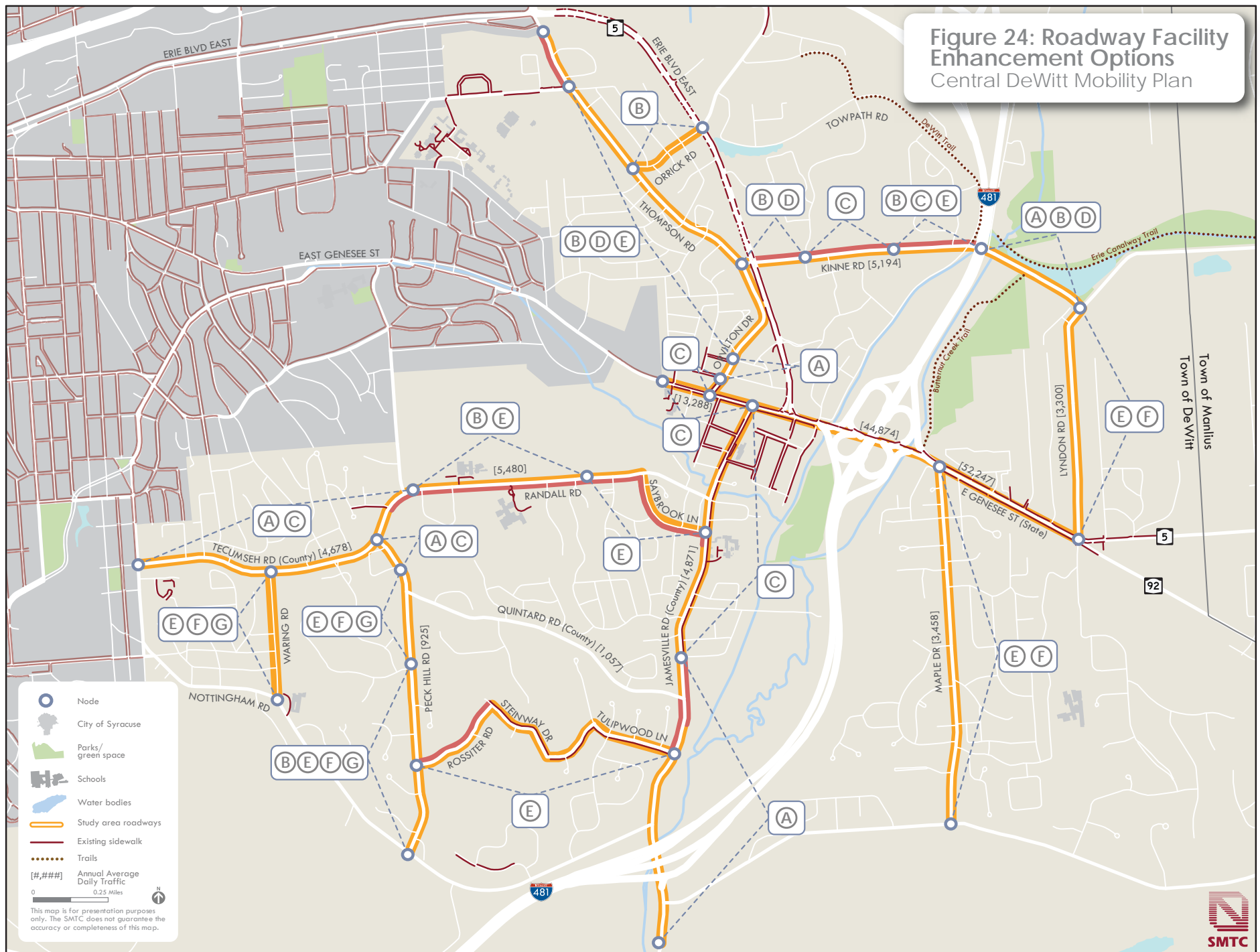
Facility options  
between nodes

Legend



\*For general illustrative purposes only. Some study area roadways contain more than two lanes. Illustrations are not to scale.

**Figure 24: Roadway Facility Enhancement Options**  
Central DeWitt Mobility Plan



## Paved shoulders, edgeline rumble strips



**Source:** Image courtesy of FHWA Small Town and Rural Multimodal Networks

- Accommodates bicyclists and pedestrians.
- Shoulder 'clear path'
  - o 6-10 feet recommended, especially if paired with edgeline rumble strips
  - o 5-8 feet minimum when adjacent to raised curb (edgeline rumble strip per engineering study recommendation only)
  - o 4 feet minimum (edgeline rumble strip per engineering study recommendation only)
  - o See following table for additional guidelines:

**Table 1: Volume and Speed Shoulder Width Guidelines**

Functional classification	Volume (AADT)	Speed (Mi/h)	Recommended Minimum Paved Shoulder Width
Minor Collector	up to 1,100	35	5 feet
Major Collector	up to 2,600	45	6.5 feet
Minor Arterial	up to 6,000	55	7 feet
Principal Arterial	up to 8,500	65	8 feet

**Source:** Small Town and Rural Multimodal Networks

## Edgeline Rumble Strips

- o Overlap with the roadway edge line, 12 inch spacing center-to-center, 6-8 inches long perpendicular to roadway (NYS may require 12 inches), 6 inch wide measured parallel to roadway, and 3/8 inch deep
- o Minimum gap 12 feet minimum length, every 40-60 feet (60 feet per NYSDOT with 48 feet between gaps)
- o Provide gaps 10-30 feet prior to cross-street or driveway (See NYSDOT EI 16-014)
- o Consider where 2,000 vehicles per day or more.
- Optional Buffer with edgeline rumble strip
  - o 1.5-4 feet is recommended whenever extra space exists beyond minimum clear space requirements

## Bike lanes (green when practicable)



**Source:** Image courtesy urbanmilwaukee.com



- Accommodates bicyclists only.
- ~12k ADT to ~55 mph; but preferred thresholds range from 3,000-9,000 ADT and 25-40 mph.
- The preferred width is 6.5 feet (maximum).
  - Minimum width is 4 feet when no curb and gutter is present or 5 feet when adjacent to a vertical curb, guardrail, other vertical surface, or on-street parking.
- Use a normal solid white line (including across driveways) and a standard bike lane symbol marking per the MUTCD 2009.
- An optional R3-17 Bike Lane sign may be used to supplement bike lane markings. If parked cars block the bike lane, an R7-9 sign may be used.
- Optional Buffer (suggested when possible to incorporate)
  - 1.5-4 feet.
- Should not be used on roadways with a speed limit of 40 mph or greater (preferred on roadways with 35 mph or lower)
- Generally on roadways with greater than 3,000 ADT.
- The bicycle warning sign W11-1 and the “IN LANE” (NYW5-32P) sign should be used with the first corresponding pavement marking and may be repeated as deemed appropriate.
- Pavement marking should be placed 250 feet apart (typically within the center of the travel lane) and should start immediately before and immediately after an intersection.

**Advisory Shoulder** (FHWA requires an approved request to experiment.)



**Source:** Image courtesy of FHWA Small Town and Rural Multimodal Networks

### Shared lane markings (i.e., “Sharrows”)



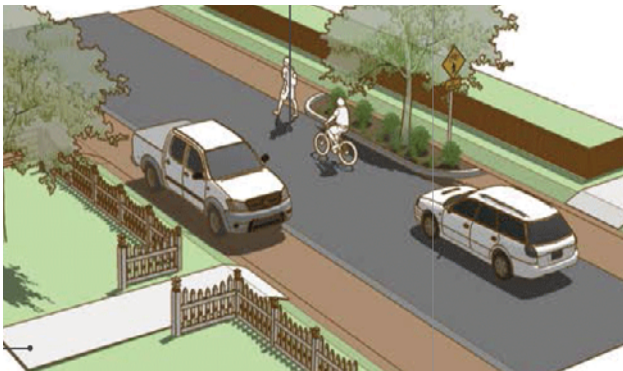
**Source:** Image courtesy of FHWA Small Town and Rural Multimodal Networks

- Accommodates bicyclists and pedestrians.
- Currently, an approved Request to Experiment as detailed in Section 1A.10 of the MUTCD is required to use an advisory shoulder. Visit <http://mutcd.fhwa.dot.gov/condexper.htm> for more information.
- Up to 6,000 ADT (2,500 ADT or less preferred), and up to 35 mph (25 mph or less preferred).
- The preferred width of the advisory shoulder space is 6 feet (Absolute minimum width is 4 feet when no curb and gutter is present).
- Accommodates bicyclists only.
- To indicate a “narrow lane” (i.e., less than 14 feet wide).



- The center travel lane should be between 10-18 feet.
  - 13.6-16 feet is preferred within the study area.
- Consider using contrasting paving materials between the advisory shoulder and center travel lane.
- Pavement Markings
  - 3 foot long dashes with 6 foot gap.
  - Where additional edge definition is desired, stripe a solid white edge line
  - In general, do not mark a center line on the roadway, except around curves, over hills, over bridges, or on approaches to at-grade crossings.
- Signs
  - Two-Way Traffic warning sign (W6-3) to clarify two-way operation
  - Use a NO CENTER LINE warning sign (W8-12) to help clarify the unique striping pattern
  - Use a NO PARKING ON PAVEMENT (R8-1) to discourage parking within the advisory shoulder.

**Yield Roadway** (narrow road and add pull off areas)



**Source:** Image courtesy of FHWA Small Town and Rural Multimodal Networks

- Accommodates bicyclists and pedestrians.
- Total traveled way width may vary from 12-20 feet

- Preferred travel width for a Yield Roadway with the study area is between 16 and 20 feet
- When a two-way, single travel lane road is 15 feet or less in width, provide pull-out areas every 200-300 feet to allow vehicles to pass.
- Do not mark a center line within the travel area.
  - Ideal traffic volume is 500 vehicles per day (vpd) or fewer (up to 2,000 vpd possible).
  - Ideal posted speed limit is 20 mph (up to 30 mph possible).
- Use signs to warn road users of the special characteristics of the street.
  - A pedestrian (W11-2) warning sign with ON ROADWAY legend plaque.
  - To clarify two-way operation – use Two-Way warning sign (W6-3).

**Sidewalks** (buffered and unbuffered)



**Source:** Image courtesy of FHWA Small Town and Rural Multimodal Networks

- Accommodates pedestrians only.
- Sidewalks should be constructed of concrete and should be at least 5 feet wide.
- Sidewalks should continue through all driveways.
- A “furnishing zone” – if provided – should be 4-6 feet between the sidewalk and the roadway.
- Sidewalks should be constructed in compliance with the Americans with Disabilities Act (ADA) and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

## 4.4 Roadway Crossing Recommendations

The OCDOT and the NYSDOT actively participated during the planning process to help identify planning-level recommendations to improve pedestrian crossings along East Genesee Street (NYSDOT) and along Tecumseh Road and Jamesville Road (OCDOT). Recommendations for these roadways are outlined in Figure 25 and in Table 2 through Table 4.

The OCDOT is willing to issue a permit to the Town of Dewitt to construct sidewalks, install signs, and paint crosswalks with corresponding yield symbols as recommended by this report providing that all improvements are in compliance with the Americans with Disabilities Act (ADA) and the Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG).

Onondaga County does not own or maintain sidewalks per the County's Charter. Thus, the Town of DeWitt would have to agree to own and/or maintain these facilities.

## 4.5 Site-specific Recommendations

This section summarizes additional ideas or concepts discussed during the planning process. These concepts would require further study and assessment by the corresponding road owner, including an official engineering study to determine appropriateness and specific design parameters.

### East Genesee Street (Bike Lane)

- Linear bicycle infrastructure facilities were ruled out for consideration along East Genesee Street except for the

section west of Jamesville road. Figure 26 shows the existing conditions of the East Genesee Street and Jamesville Road intersection. Figure 27 shows a planning-level concept for consideration that incorporates bike lanes and bike warning signs (west of Jamesville Road). This planning-level concept would require further engineering study.

The desired width of a two-way left turn lane (TWLTL) is 14 feet; however, a TWLTL has been narrowed to as low as 11 feet. It may be feasible to reduce the TWLTL (from 26 feet) at this location, but more analysis would be needed. These additional items would need to be considered: lane alignment through the intersection, signal/loops/detection modifications, and overhead work to slide heads to proper location.

### East Genesee Street - Pedestrian Crosswalk at Fire Station

- The NYSDOT Traffic Safety and Mobility Department suggested that it may be possible to add a crosswalk between the two fire station driveways and coordinate the signals. This would require an engineering study. A pedestrian phase would be incorporated into the existing signal with the Route 5 southbound movement. Pedestrians would use the crosswalks on the opposite side to continue east or west. The Town of DeWitt would have to submit a formal request to the NYSDOT to study this concept. The NYSDOT ruled out the possibility of incorporating a Pedestrian Hybrid Beacon (HAWK) signal anywhere along the East Genesee Street Corridor within the study area.



Figure 25 continues on following page.

**Figure 25: Existing & Proposed Pedestrian Facilities**  
Central DeWitt Mobility Plan

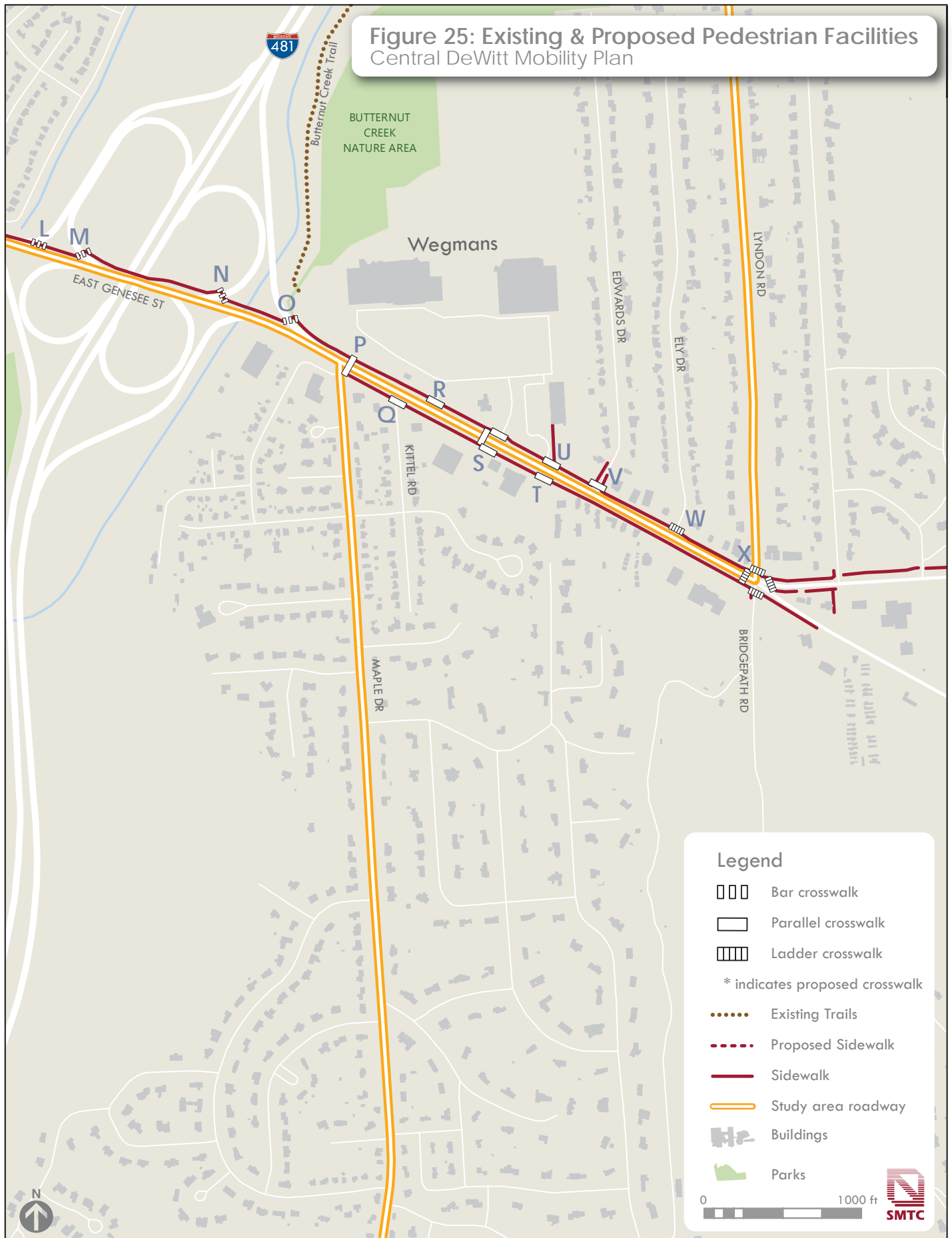


Table 2. Facility Improvement Options along East Genesee Street (NYSDOT)

Map Reference Location	East Genesee Street at:	Upgrade to High Visibility Ladder Crosswalk	Advanced warning pedestrian ahead signs; pedestrian warning sign and arrow (on each side of crosswalk); use retroreflective sign posts	Suggested Advance Yield Lines (i.e., "Sharks Teeth") with (if possible) "Yield Here to Ped" (R1-5) signs; use retroreflective sign posts	If not equipped, consider upgrading to Accessible Pedestrian Signal (APS), Countdown Timers, Leading Pedestrian Intervals	Add detectable warnings
A	Terrace Drive	*				
B	Paddock Drive	*				
C	Ovilton Drive	*				
D	Cornwall Drive	*				
E	Jamesville Road	*			*	
F	Erie Boulevard East	*	*	*		
G	Erie Boulevard East (Signalized Crossing)	*			*	
H	Erie Boulevard East (Signalized Crossing)	*	*	*	*	
I	Erie Boulevard East	*	*	*		
J	Wellington Road	*				
K	Pickwick Road	*				
L	I-481 Off Ramp		*			
M	I-481 On Ramp (See Note 3)		*	*		
N	I-481 Off Ramp (See Note 3)		*	*		
O	I-481 On Ramp (See Note 3)		*	*		
P	East Genesee Street (at Maple Drive) (See Note 1)	*			*	
Q	Kittle Road	*				
R	Wegmans Driveway (in and out)	*	*	*		
S	Wegmans Entrance/Exit (Signalized)	*			*	
T	Aldi Entrance	*				
U	Wegmans Entrance/Exit	*		*		*
V	Edwards Drive	*				*
W	Ely Drive					*
X	East Genesee Street (at Lyndon Rd/Route 5/Bridge Path Road; Signalized)				*	*

Note 1: a curb cut does not exist on Maple Drive. Consider adding a curb cut if roadway is ever redesigned.

Note 2: Sidewalk does not align with neighboring property - align sidewalk

Note 3: Crosswalk is potential candidate for rectangular rapid flashing beacon (RRFB).



Table 3. Facility Improvement Options along Jamesville Road (OCDOT)

<b>Jamesville Road at:</b>	<b>High Visibility Ladder Crosswalk</b>	<b>Double-posted pedestrian signs with arrows at crosswalk (use retroreflective sign posts on all pedestrian signs - including "pedestrian ahead" warning signs)</b>	<b>Advance Yield Lines (i.e., Sharks Teeth) and (R1-5) sign (with retroreflective sign posts)</b>	<b>Accessible Pedestrian Signal (APS)</b>	<b>Add curb cut and/or detectable warning as necessary</b>
East Genesee (Signalized, NYSDOT ROW?)	*			*	
Existing Mid-block Crossing (Moses DeWitt School)	*	*	*		
Randal Road/Pebble Hill Road Intersection (Signalized)	*			*	
Existing Mid-block Crossing (MPH School - North Crosswalk)	*	*	*		
Existing Mid-block Crossing (MPH School - South Crosswalk)		*	*		*
Saybrook Lane (across Saybrook Lane and across Jamesville Road - northbound approach)	*				*
Hamilton Parkway (across Hamilton Parkway and across Jamesville Road - northbound approach)	*				*
Stonecrest Drive (See Note 1)	*				*
Quintard Road (See Note 2)	*				*
Proposed Mid-block Crossing (at new library entrance)	*	*	*		*
Tulipwood Lane (See Note 2)	*				*

Note 1: Extend sidewalk from Stonecrest Drive south to new library entrance.

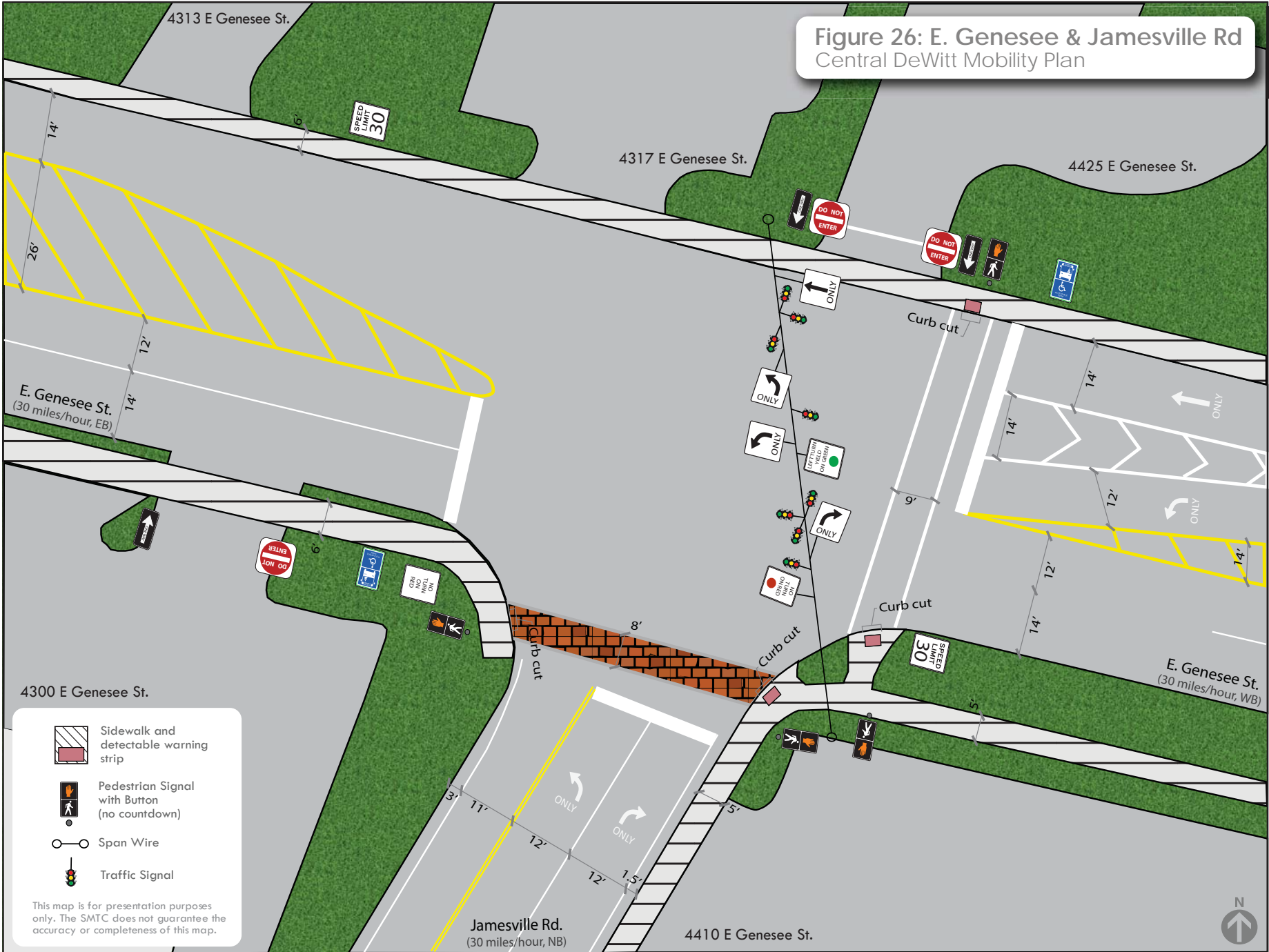
Note 2: Extend sidewalk from Tulipwood Lane to Quintard Road along west side of Jamesville Road.

Table 4. Facility Improvement Options along Tecumseh Road (OCDOT)

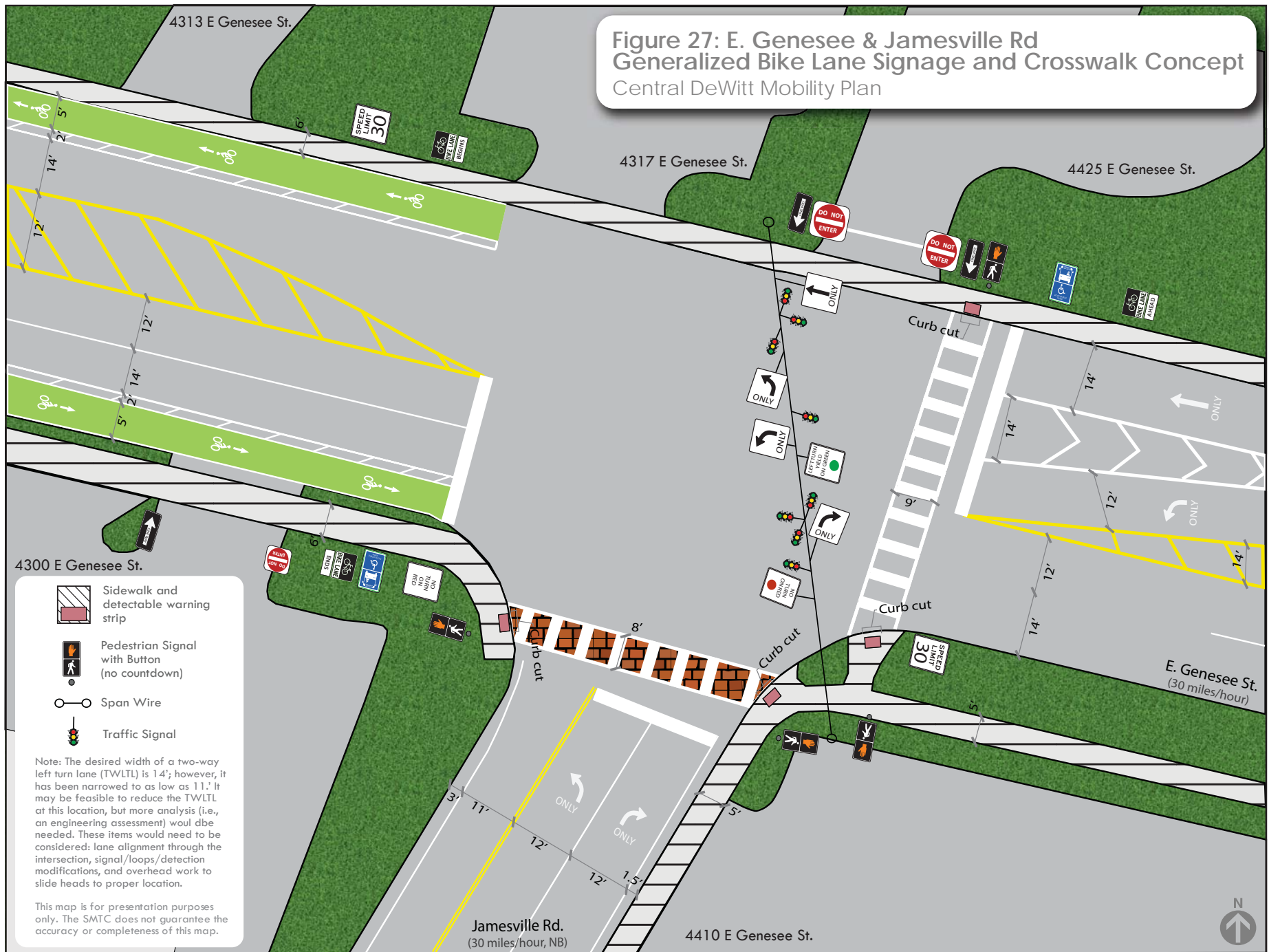
<b>Tecumseh Road at:</b>	<b>High Visibility Ladder Crosswalk</b>	<b>Double-posted pedestrian signs with arrows at crosswalk (use retroreflective sign posts on all pedestrian signs - including "pedestrian ahead" warning signs)</b>	<b>Advance Yield Lines (i.e., Sharks Teeth) and (R1-5) sign</b>	<b>Accessible Pedestrian Signal (APS)</b>	<b>Add curb cut and/or detectable warning as necessary</b>
Shapleigh Drive (See Note 1)	*				*
Proposed Mid-block Crossing (at Shapleigh Drive - See Note 1)	*	*	*		
Peck Hill Road	*				
Point East Drive	*				
Old Lyme Road	*				
Waring Road	*				
Bradford Heights Road	*				
Bradford Drive	*				
Croyden Lane	*				
Nottingham Road	*				

Note 1: Install sidewalk along south side of Tecumseh Road from Shapleigh Drive to Kimber Road (to connect to future sidewalk on Randall Road).

**Figure 26: E. Genesee & Jamesville Rd**  
Central DeWitt Mobility Plan



**Figure 27: E. Genesee & Jamesville Rd**  
**Generalized Bike Lane Signage and Crosswalk Concept**  
Central DeWitt Mobility Plan



### **Tecumseh Road – Future Resurfacing**

- The OCDOT indicated that Tecumseh Road may be resurfaced in the near future. This Mobility Plan suggests enhancing the shoulder with edgeline rumble strips to accommodate bicyclists and pedestrians. To accommodate bicyclists and pedestrians, it is recommended that a 2% cross slope be introduced if possible. The current cross slope is approximately 6%. At the time of the resurfacing, the OCDOT should get pavement cores to determine the depth of asphalt in the travel lanes and shoulders. If there is adequate depth, mill down on the center line and cut in a new uniform 2% cross slope out to the edge of paved shoulder.

## **4.6 Public Feedback on Options**

On Thursday, April 27, 2017, the SMTC presented the recommendations to the public at the Town of DeWitt Town Planning Board Meeting. The SMTC was listed as an agenda item to conduct a brief overview followed by a brief question and answer period. A copy of the meeting notes is provided in Appendix B.

In general, the Town Planning Board and the public seemed to favor the concept plan and asked questions pertaining to funding and procedural clarification questions. No substantive comments regarding specific recommendations were offered. The SMTC informed the public and the Planning Board that the deadline to submit additional comments was May 12, 2017. No additional comments were submitted by this date.

## **4.7 Conclusions**

This Mobility Plan identifies planning-level recommendations based on best practices and their likely feasibility for application

given existing corridor constraints. A menu of options is offered as more than one facility may be applicable for each corridor segment. Through mutual cooperation, the Town of DeWitt could collaborate with the OCDOT, and the NYSDOT to develop a network of bicycle and pedestrian facilities to link neighborhoods within central DeWitt to the Erie Canalway Trail. Selection, design, and implementation of the most appropriate option for corridor segments throughout the study area would require a cooperative effort among Town departments (e.g., Planning, Highway, etc.), the OCDOT, the NYSDOT, and may need to incorporate engineering studies and/or assessments (where previously identified) to determine specific design parameters.

The Town of DeWitt could initiate any desired improvements by taking the lead to consult and collaborate with the OCDOT and the NYSDOT. The Town may use this Mobility Plan to guide discussions and as support to seek local, state, and federal funding resources for facility improvements.

# Appendix A

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## Public Involvement Plan (PIP)



# Central DeWitt Bicycle and Pedestrian Mobility Plan

## ***Public Involvement Plan***

May 25, 2016

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

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*For further information, contact:*

*Michael Alexander, Project Manager  
Syracuse Metropolitan Transportation Council  
126 N. Salina Street, 100 Clinton Square, Suite 100  
Syracuse, New York 13202  
Phone: (315) 422-5716; Fax: (315) 422-7753; Email: [malexander@smtcmpo.org](mailto:malexander@smtcmpo.org)  
[www.smtcmpo.org](http://www.smtcmpo.org)*

## I. Introduction

Engaging the public early and often in the planning process is critical to the success of any transportation plan or program. When people are involved in a decision-making process and can see how their input has influenced that process, they are more likely to adopt its outcomes. As the Federal Highway Administration/Federal Transit Administration guidebook *Public Involvement Techniques for Transportation Decision-Making* states: “Through continued interaction with the entire community, agencies build community support and, more importantly, assure that the public has the opportunity to help shape the substance of plans and projects.”

The importance of public involvement is underscored by the fact that it is required by numerous state and federal laws. Metropolitan Planning Organizations (MPO) such as the Syracuse Metropolitan Transportation Council (SMTC) must provide citizens, affected public agencies, businesses, local government, and other interested parties with a reasonable opportunity to comment on transportation plans and programs.

The Town of DeWitt (Town) wants to identify what opportunities exist to improve bicycle and pedestrian mobility within the Town’s central neighborhoods so that they may also have better access to the Erie Canalway Trail. The purpose of the **Central DeWitt Bicycle and Pedestrian Mobility Plan (Plan)** is to identify which bicycle and pedestrian facilities are feasible from a planning-level perspective.

This Public Involvement Plan (PIP) is intended to supplement the Scope of Work for this Plan, which was approved in June 2016. The Plan includes a technical assessment that will determine what types of on-road bicycle and pedestrian facility improvements are feasible. Public meetings will not be conducted during the technical assessment. Once the technical assessment is complete, the SMTC will conduct a public meeting to solicit input on feasible alternatives prior to the development of final recommendations.

SMTC staff may also attend up to three Town-sponsored meetings at which bicycle and pedestrian facilities in question are being discussed, if requested by the municipality. Attending these meetings will allow the SMTC to remain informed about other ongoing initiatives within the Town.

## II. Goals

The intent of the Public Involvement Plan (PIP) is to engage the public by:

- (1) Creating public awareness of the study’s goals, objectives, and process, as well as to publicize the public participation opportunities and activities for bike and pedestrian facility improvement alternatives that town, state, and county road owners are willing to consider; and

(2) Soliciting public input into the decision making process.

### **III. Study Advisory Committee**

The SMTC will establish a Study Advisory Committee (SAC) to provide technical and procedural guidance throughout the study. At a minimum, the following agencies will be invited to serve on the SAC:

- The Town of DeWitt
- New York State Department of Transportation (NYSDOT)
- Onondaga County Department of Transportation (OCDOT), and
- Syracuse-Onondaga County Planning Agency (SOCPA).

The SMTC will also consult with representatives from the City of Syracuse and the Town of Manlius as necessary to discuss opportunities to improve mobility connections to these neighboring municipalities.

It is anticipated that the SMTC will hold up to four SAC meetings during this study. The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed data, input, and guidance throughout the project. The SMTC will prepare minutes for each meeting.

<b>SAC meeting no.</b>	<b>Anticipated purpose</b>
1	Kickoff: Review purpose, goals, objectives, study area, PIP, data needs, and discuss ongoing initiatives
2	Review findings from the data collection and issues identification process
3	Review draft recommendations and public meeting materials; solicit feedback on draft recommendations
4	Review findings from public meeting, final draft report recommendations, incorporate final comments/edits

Securing a SAC meeting location, announcing SAC meetings through mail/e-mail, conducting SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will be the responsibility of the SMTC.

### **IV. Public meetings**

The SMTC anticipates holding one public meeting for this study. The exact format for this meeting will be determined in cooperation with the SAC as the study progresses,

but may include a traditional presentation and question-and-answer style meeting, workshop or open house, or as a “drop-in” informational session.

At the public meeting, the SMTC will highlight that this Plan builds off of the work done to date from the (ongoing) *Moving DeWitt* initiative spearheaded by the Town. The *Moving DeWitt* process has gathered information regarding resident interest in bicycle and pedestrian facility improvements for several corridors for which it would like the SMTC to provide planning-level assistance. Through these planning efforts, the Town outlined the following goal and objectives to help guide the outcome of this Plan:

#### *Town Goal*

- To establish a network of bicycle and pedestrian facilities within central DeWitt that connect to the Erie Canalway Trail at the Old Erie Canal State Historical Park.

#### *Town Objectives*

- Support low-cost efforts to add or improve on-road bicycle and pedestrian facilities
- Support efforts that increase the number of town residents who walk and bike
- Support the ability for walkers and bikers to travel safely, and
- Support efforts that aim to protect or enhance property values.

#### *Potential Public Concern/Issue*

Regarding right-of-ways, it is not uncommon for adjacent homeowners and business owners to have misconceptions about property ownership. Unfortunately, many people don't realize that a right-of-way typically extends beyond the pavement edge and that the road owner (e.g., town, county, state) owns, and therefore controls, the land within the right-of-way. Many adjacent property owners who, acting in good faith, may invest significant resources into landscaping, fences, etc. on what they believed to be their property. As a result, ownership misconceptions often lead to a great deal of frustration and conflict, especially when a planning study, such as this, considers opportunities to alter land within a right-of-way.

The SMTC understands how challenging it can be to balance these issues and will stress the following points at the public meeting:

- this planning study was requested by the Town as a direct result of an ongoing community-sponsored process to study ways to improve bicycle and pedestrian facilities
- this is not a proposal to construct or build
- that the SMTC does not own or control infrastructure
- that the SMTC is not an implementing agency
- the Town wants to determine what options may be feasible given existing constraints
- the Town wants to solicit public opinion about what people like and dislike

- the Town wants to prioritize low-cost recommendations (e.g., restriping, signage, etc.) that use the existing roadway pavement width
- the Plan will consider neighborhood/community character and level of private-owner investment within right-of-ways
- the Plan will consider if a feasible alternative route exists (as needed only) that may provide a more accommodating environment for bicycle and pedestrian facilities
- the Plan will consider whether bicycle and pedestrian facilities along the roadway are necessary to establish a network, and
- the Plan will consider facility improvement opportunities within the right-of-way and identify potential issues when no other practicable alternatives exist.

The SMTC will work with the SAC to develop a strategy for notifying the public about the public meeting. This is likely to include press releases, distribution of meeting fliers at key locations within the study area (such as libraries, schools, community centers, and/or businesses), and coordination with existing community groups. SMTC will also ask SAC members and stakeholders to assist with the outreach prior to each meeting. The SMTC will be responsible for issuing press releases, creating meeting materials, mailing meeting fliers, running the meetings, and preparing a summary of each meeting. The Town will assist the SMTC in securing a meeting location.

All meetings related to this study will be held in a facility that is accessible to individuals with disabilities in compliance with the Americans with Disabilities Act. The SMTC will make every effort practicable to respond to those who need an American Sign Language interpreter, assistive learning system, or any other accommodations to facilitate the public's participation in the transportation planning process.

## **V. Additional public outreach**

### *Stakeholders list*

Stakeholders are those individuals that have a significant personal or professional interest in the study. At the second SAC meeting, SMTC will work with the SAC to compile an initial list of stakeholders based on staff and SAC members' existing knowledge of the community. Additional stakeholders will be added continuously at the request of the SAC or any community member. The stakeholders will be sent pertinent study information, kept apprised of significant study developments, notified of all public meetings, and encouraged to provide feedback and comment.

### *Coordination with other initiatives and community groups*

At the request of the Town, SMTC staff will attend up to three Town-sponsored community meetings where the bicycle and pedestrian facilities are to be discussed. The SMTC may provide a brief overview of the project and/or to learn about other ongoing initiatives. If necessary, SMTC staff may reach out to existing community



groups in the study area and seek their assistance in notifying their members about the study in general and specifically about the public meeting.

#### *Distribution of study materials*

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

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

#### *Public comment*

All interested individuals (especially those who are not able to attend the public meetings or participate in direct contact with the SMTC staff) are encouraged to submit comments to the SMTC. This message will be publicized and made clear verbally and on study material and publications. The public is also welcome to attend any of the publicized SMTC Executive, Planning and Policy Committee meetings, at which the Plan may be on the agenda as a discussion item.

### **VI. Press releases and media coverage**

The SMTC will issue press releases announcing the details of the public meeting to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the Plan.

All media inquiries should be directed to the SMTC director or project manager. However, this is not always possible. If you (e.g. SMTC committee members, SAC members, and/or interested stakeholders associated with the study) are interviewed by the media, please limit your comments to your respective agency's opinion or involvement in the study. Speaking to the media on specific issues and questions regarding this Plan, including its progress and development, is the exclusive responsibility of the SMTC.

### **VII. SMTC publications**

The SMTC publishes a newsletter, *DIRECTIONS*, that offers news about its activities and particular studies. This newsletter is distributed to over 5,000 individuals, some of whom include the media; local, state, and federal agencies associated with the SMTC;

municipal and elected officials; community agencies and representatives; and a large number of interested citizens. It is anticipated that articles on the **Plan** (e.g. study development issues or the announcement or coverage of a public meeting) will be published in future issues of *DIRECTIONS*. Should the need arise for the production of a separate newsletter/flier/report to convey a timely study development, the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, *DIRECTIONS*, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the Plan.

The SMTC web site ([www.smtcmpo.org](http://www.smtcmpo.org)) will also serve as a resource for general information about the SMTC, the Plan, and any final reports.

## **VIII. Conclusion**

It is important for the SMTC to understand public attitudes and values. Through the activities described in this public involvement plan, the SMTC will solicit public input and provide opportunities for the public to develop greater awareness of, and active involvement, in the project. This Plan aims to identify opportunities for the Town to identify feasible bicycle and pedestrian facility improvements along key roadways within the central of DeWitt. The involvement of those living and working in and near DeWitt's central neighborhoods is crucial to the success of this study.

# Appendix B

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## Public Meeting Summary



**Syracuse Metropolitan Transportation  
Council**

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

Phone (315) 422-5716

Fax (315) 422-7753

[www.smtcmpo.org](http://www.smtcmpo.org)

**Central DeWitt Bicycle and Pedestrian Mobility Plan  
Presentation to Town of DeWitt Planning Board  
Town of DeWitt Office  
Thursday, April 27, 2017  
7:00 – 7:30 P.M.**

**Attendees:**

Mike Alexander, SMTC  
James D'Agostino, SMTC  
Mario Colone, SMTC  
Aaron McKeon, SMTC  
Town Planning Board members  
Sam Gordon, Town Planner  
Stephanie Guerreschi, Planner  
Members of the public

**Meeting Discussion Items:**

After the formal start of the meeting, presided over by Board Chair Peter Webber, Mr. Alexander introduced himself and the purpose of the project. Utilizing a PowerPoint presentation (attached), Mr. Alexander walked meeting attendees through the following subjects:

- Introduction to the SMTC
- Central DeWitt Mobility Plan purpose & objectives
- Roadway characteristics
- Bicycle and pedestrian facility recommendations

Mr. Alexander then opened the floor to questions and answers.

- Mr. Webber: Do you have a completion date for the report?
  - Mr. D'Agostino: mid-summer, 2017

- Mr. Schroeder: Where would the funding come from to implement these recommendations?
  - Mr. Gordon: The roadways that were selected to be part of this study are eligible for Transportation Improvement Program funding, which would cover 80 percent of the cost of the improvements. Additionally, low-cost options have been identified that the Town may be able to act on, on its own, this year. Larger investments would have longer timeframes.
  - Mr. Alexander: New York State Department of Transportation funding is expected to become available this summer.
  
- Mr. Schroeder: What are you looking for from the Planning Board tonight?
  - Mr. Alexander: This was an informational session; the SMTC is looking for comments and questions on the project.
  
- Mr. Schroeder: All of the improvements are within existing roadway right-of-way?
  - Mr. Alexander: Generally, yes.
  - Mr. Gordon: There are “roads by use” in the study; it is harder to say where the right-of-way limits are for these roads.
  
- Mr. Webber: Thank you for coming.

The Planning Board presentation concluded at approximately 7:30.

One member of the public was interested in discussing options and ideas further, following the presentation.



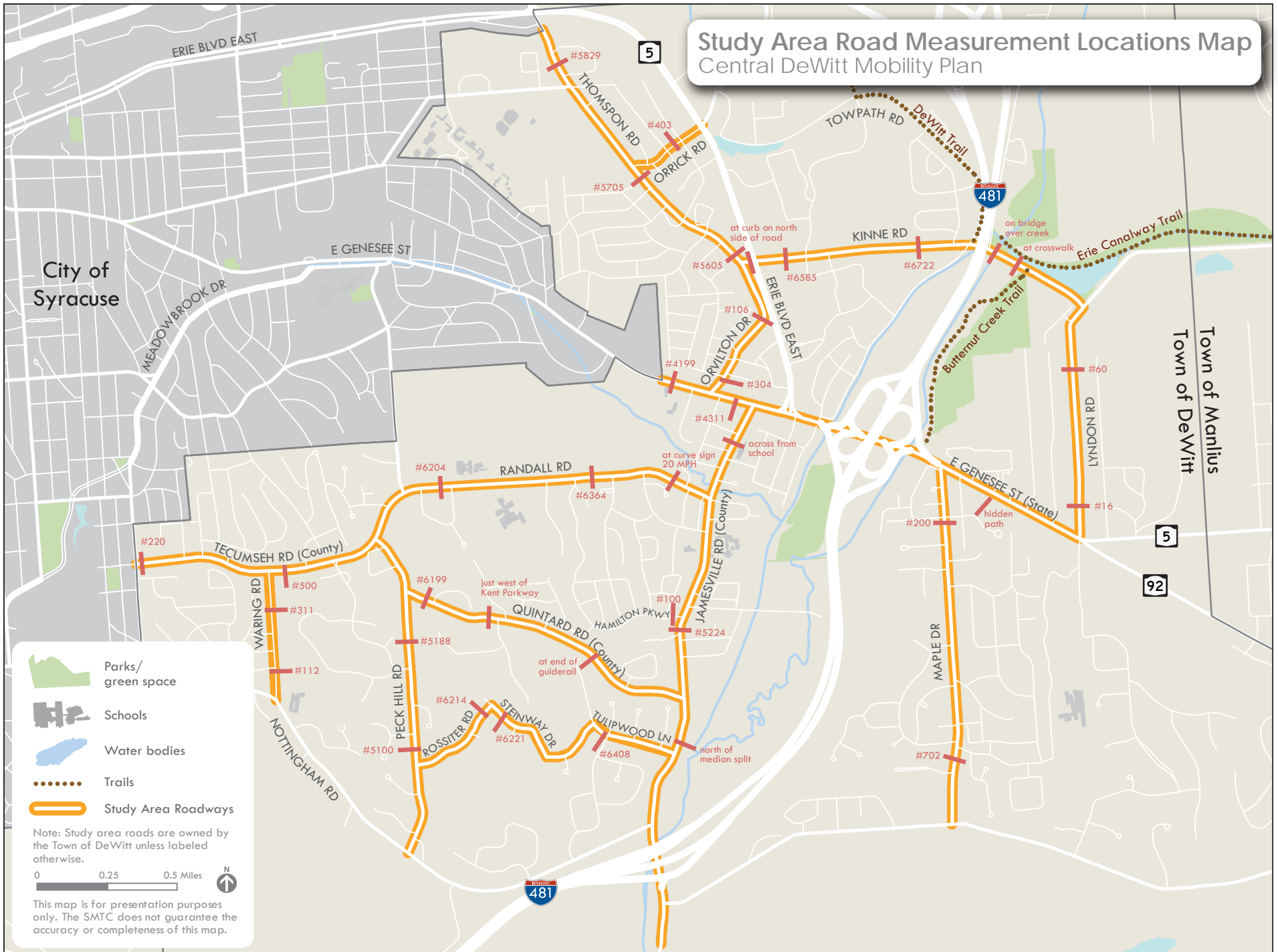
# Appendix C

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## Road Measurement Summary Table and Reference Map

# Study Area Road Measurement Locations Map

## Central DeWitt Mobility Plan



# Appendix D

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**Uncontrolled Crosswalk Treatment Guidelines,  
New York State Pedestrian Safety Action Plan**

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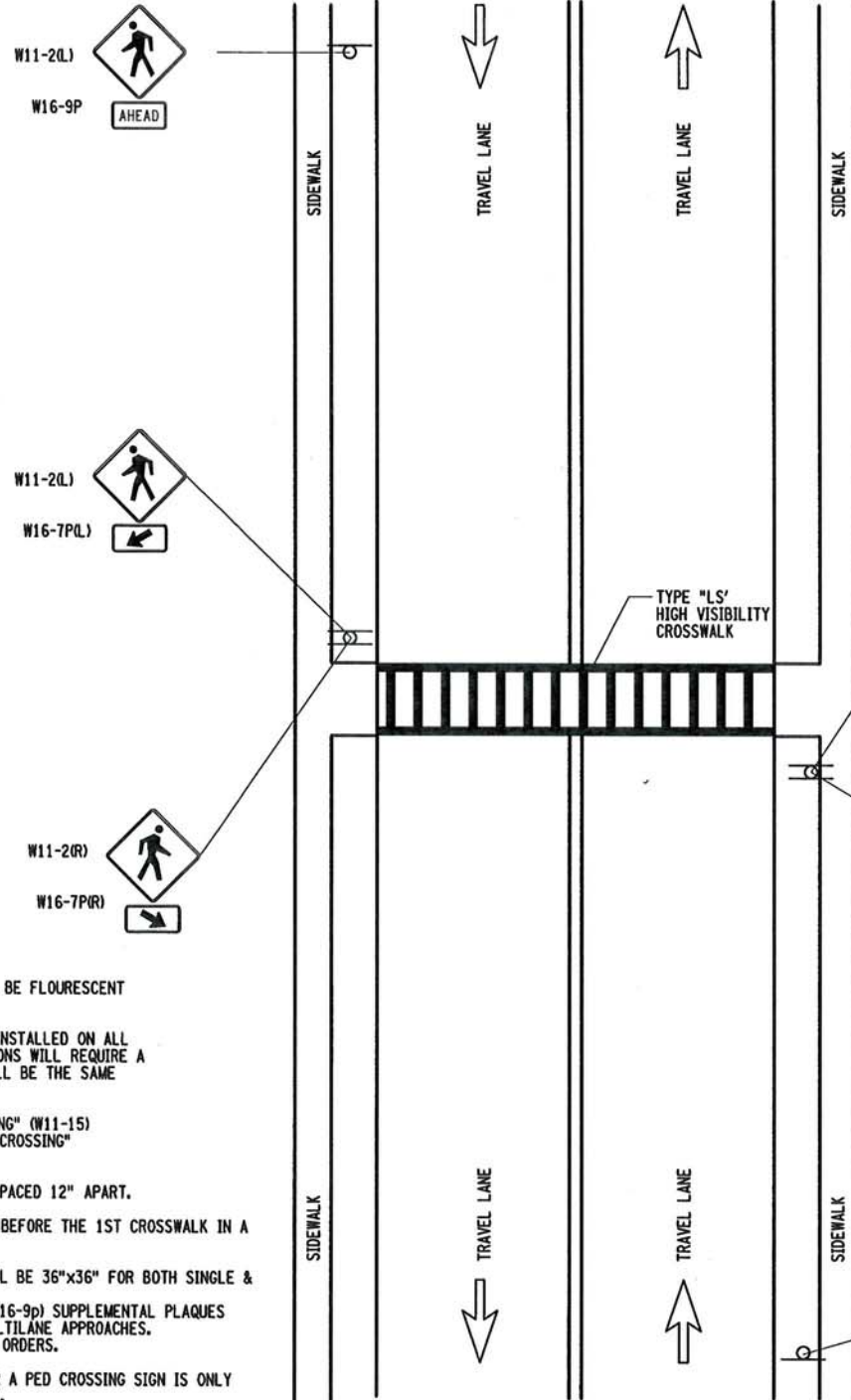
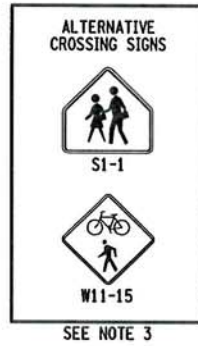
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#### GENERAL NOTES

1. ALL PEDESTRIAN RELATED WARNING SIGNS SHALL BE FLOURESCENT YELLOW-GREEN IN COLOR.
2. RETROREFLECTIVE SIGN POST STRIPS SHALL BE INSTALLED ON ALL SIGN POSTS. "BACK-TO-BACK" SIGN INSTALLATIONS WILL REQUIRE A STRIP ON EACH SIDE OF THE POST. STRIPS SHALL BE THE SAME COLOR AS THE SIGN PANEL.
3. "SCHOOL CROSSING" (S1-1) OR "BIKE-PED CROSSING" (W11-15) SIGNS MAY BE SUBSTITUTED FOR "PEDESTRIAN CROSSING" SIGNS (W11-2) WHEN WARRANTED.
4. YIELD LINE MARKINGS SHALL BE 12"W x 18"H, SPACED 12" APART.
5. "ADVANCE CROSSING" SIGNS ARE ONLY REQUIRED BEFORE THE 1ST CROSSWALK IN A SERIES.
6. "YIELD HERE TO PEDESTRIAN" SIGNS (R1-5) SHALL BE 36"x36" FOR BOTH SINGLE & MULTI-LANE APPROACHES.  
"AHEAD" (W16-7p) & "DIAGONAL DOWN ARROW" (W16-9p) SUPPLEMENTAL PLAQUES SHALL BE 24"x12" FOR BOTH SINGLE AND MULTILANE APPROACHES.  
OTHER SIGN SIZES WILL BE PROVIDED VIA WORK ORDERS.
7. IF CROSSWALKS ARE WITHIN 660' OF EACH OTHER A PED CROSSING SIGN IS ONLY REQUIRED ON THE RIGHT SIDE OF THE ROADWAY.

AFFIX SEAL: Geoffrey W. Wood ON: 04/18/2017	ALTERED BY: ON:

#### 1 MID-BLOCK CROSSWALK (SPEED LIMIT 35 MPH AND BELOW)

AS-BUILT REVISIONS DESCRIPTION OF ALTERATIONS:	PEDESTRIAN SAFETY ACTION PLAN	PIN	BRIDGES	CULVERTS	ALL DIMENSIONS IN FT UNLESS OTHERWISE NOTED	CONTRACT NUMBER
	BASIC SYSTEMIC TREATMENTS					
	COUNTY: REGION:					
UNCONTROLLED CROSSWALK TREATMENTS						DRAWING NO. UC-1 SHEET NO.
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.						
						Department of Transportation



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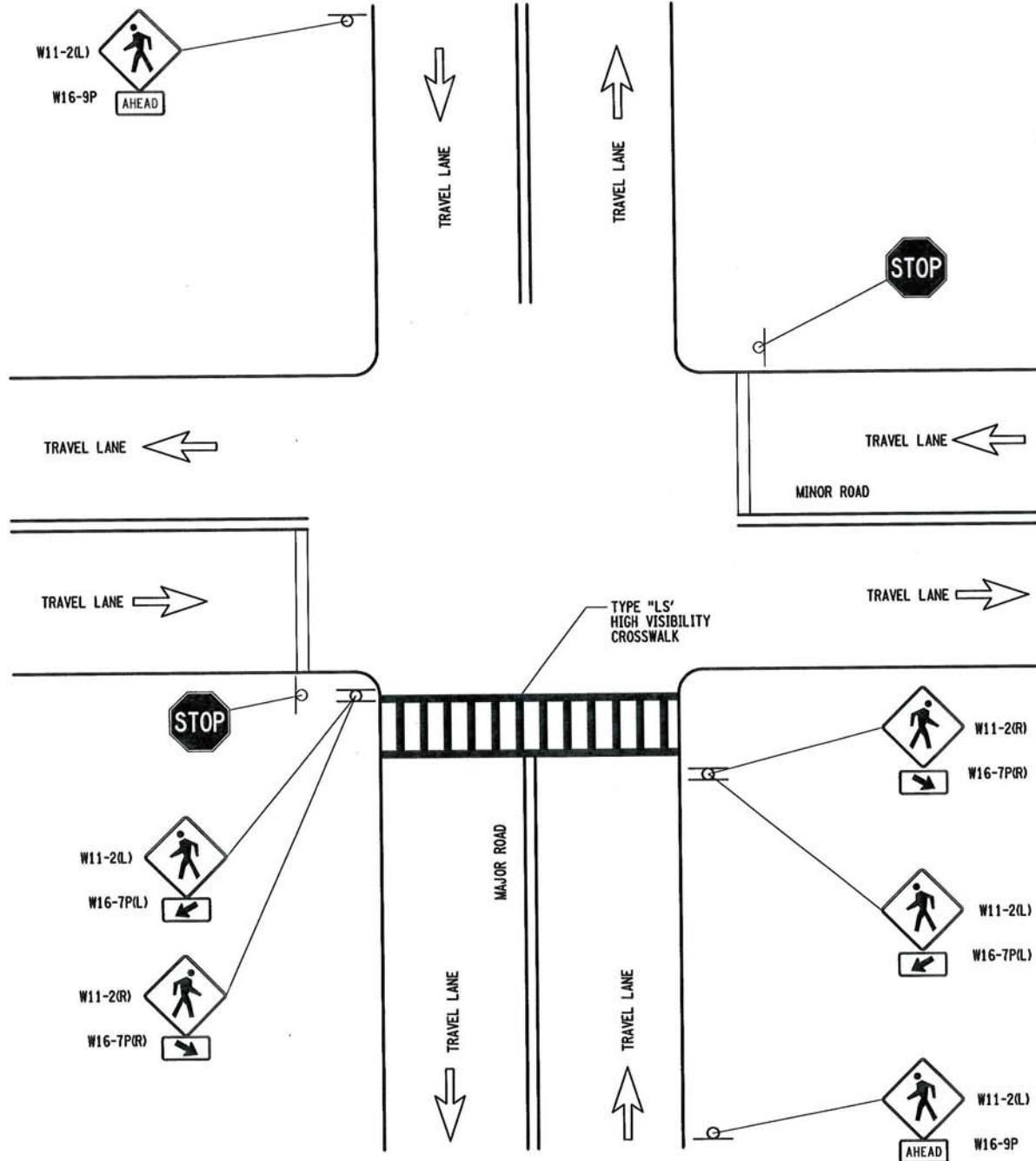
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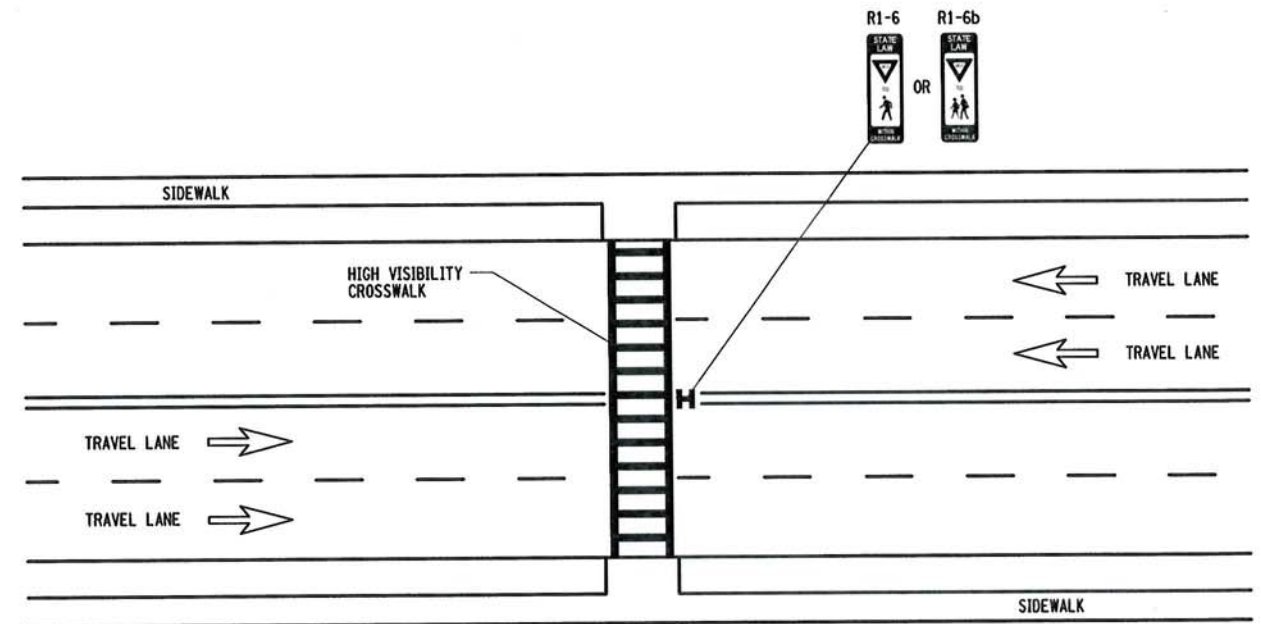
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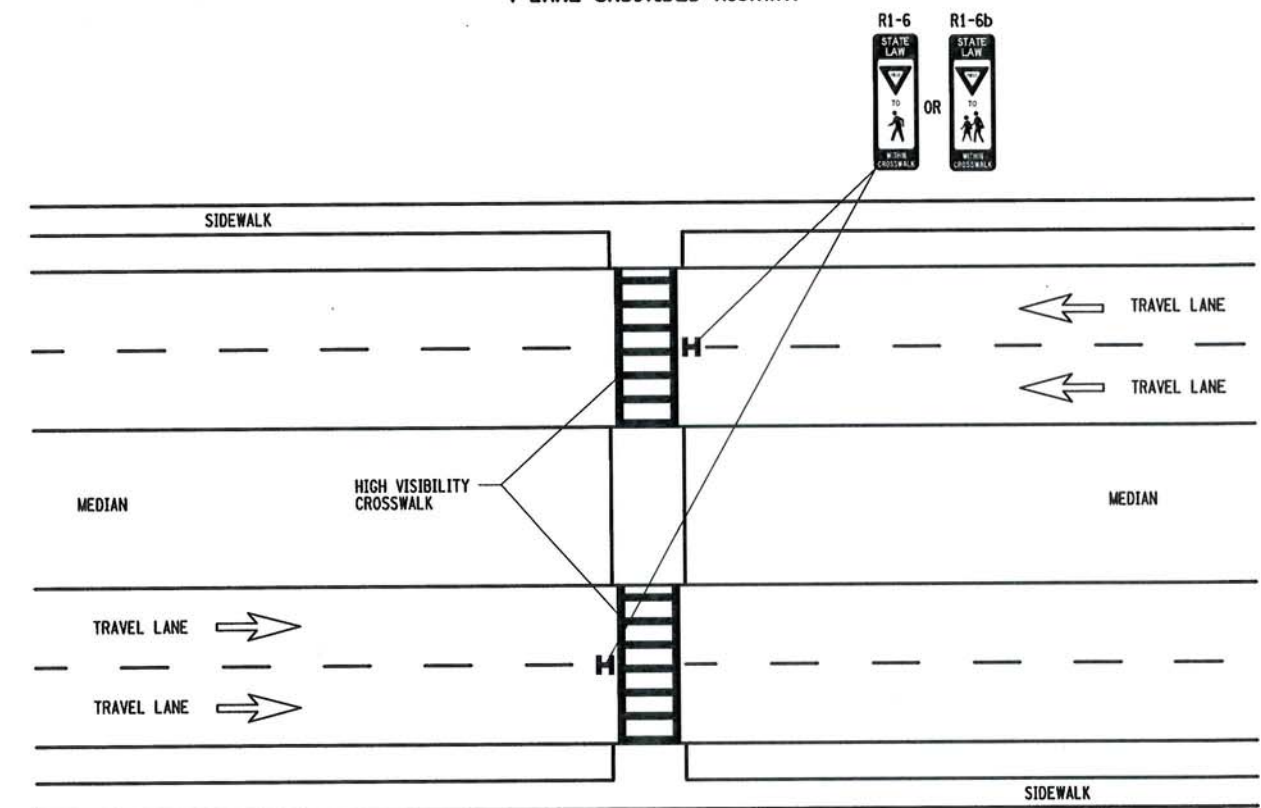
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3 UNCONTROLLED CROSSWALK AT INTERSECTIONS



4 LANE UNDIVIDED HIGHWAY



4 LANE DIVIDED HIGHWAY

4 TYPICAL PLACEMENT OF IN-STREET PEDESTRIAN CROSSING SIGNS

AFFIX SEAL: Geoffrey W. Wood ON: 04/18/2017	ALTERED BY: ON:

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Department of Transportation							



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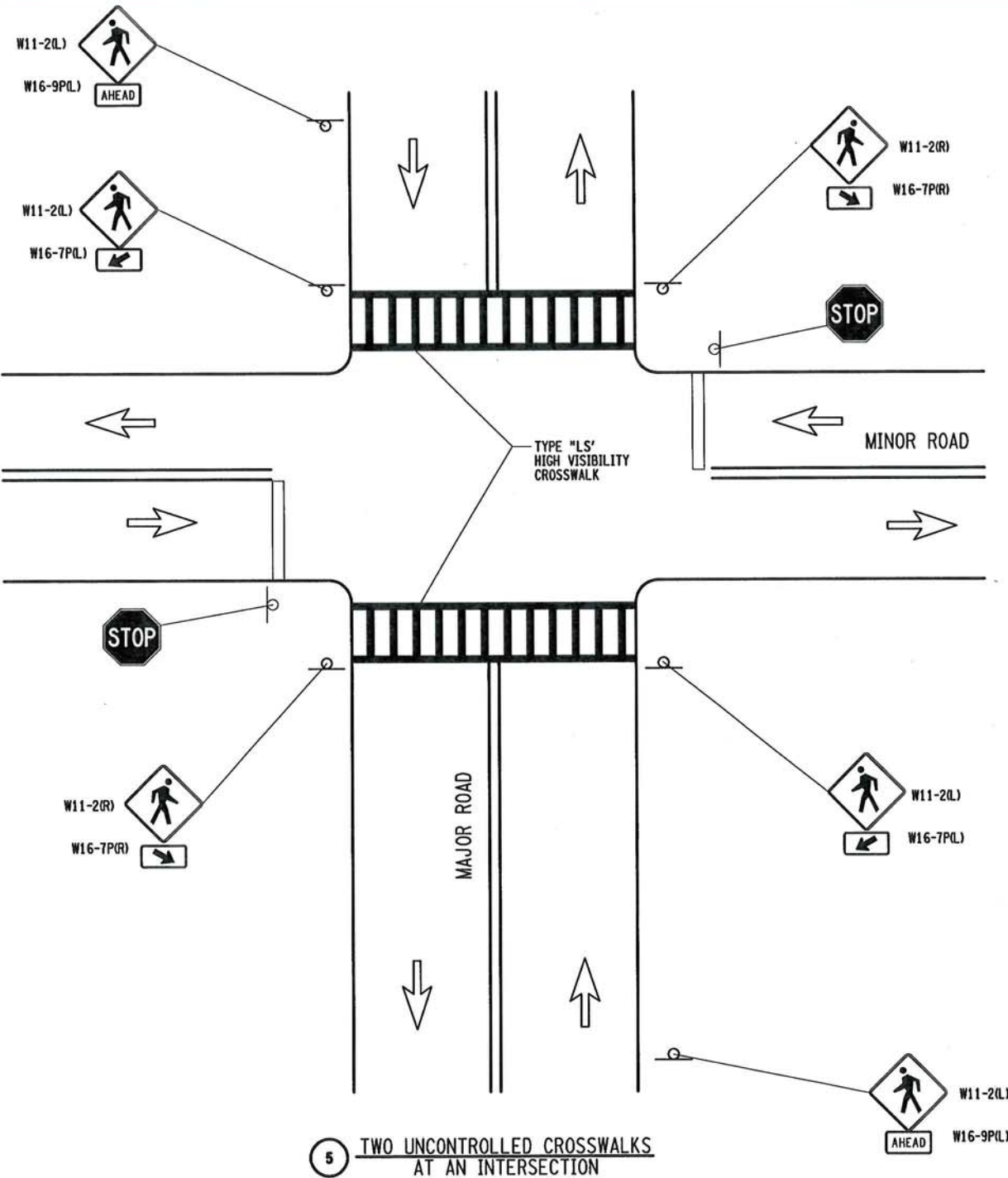
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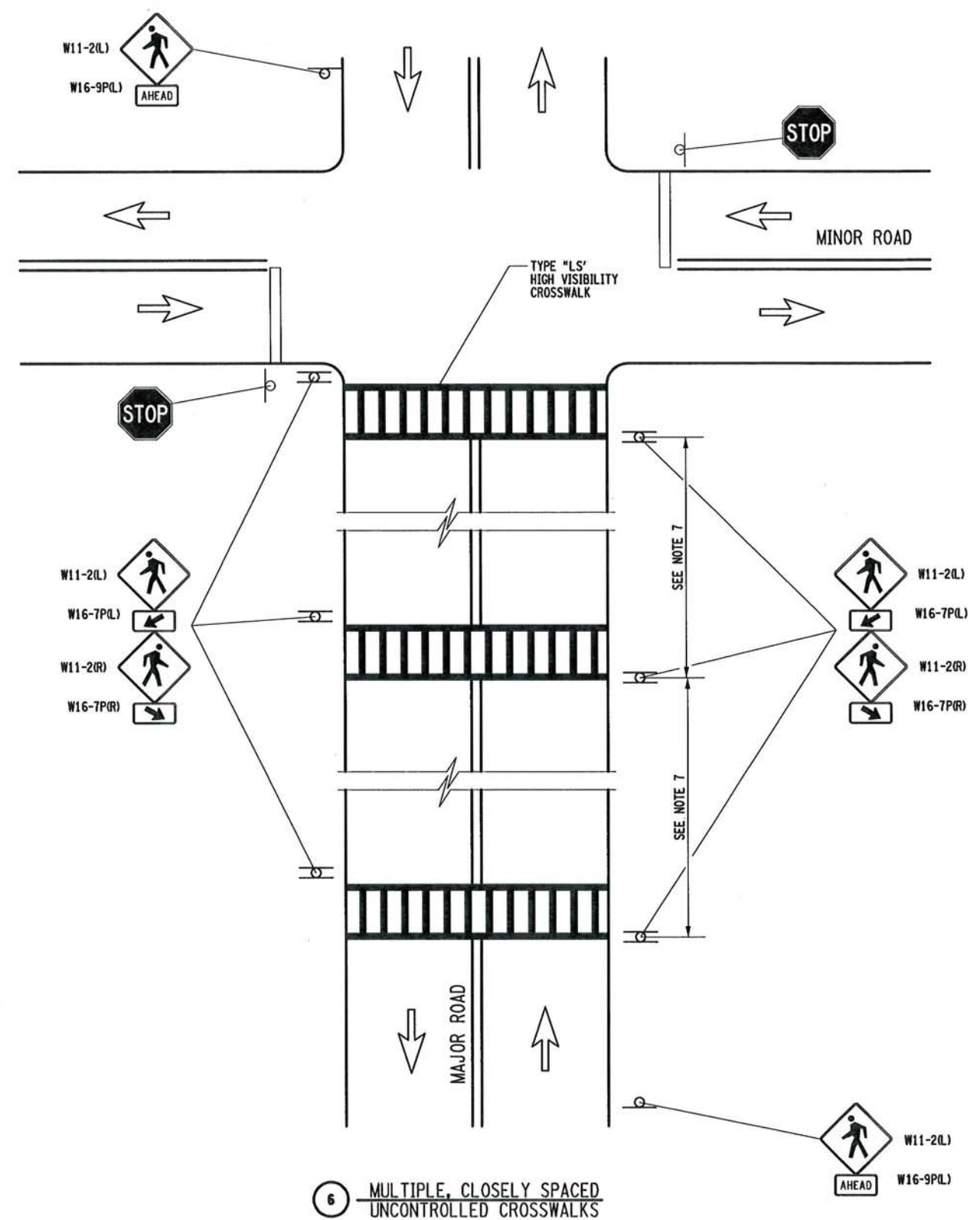
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5 TWO UNCONTROLLED CROSSWALKS AT AN INTERSECTION



6 MULTIPLE, CLOSELY SPACED UNCONTROLLED CROSSWALKS

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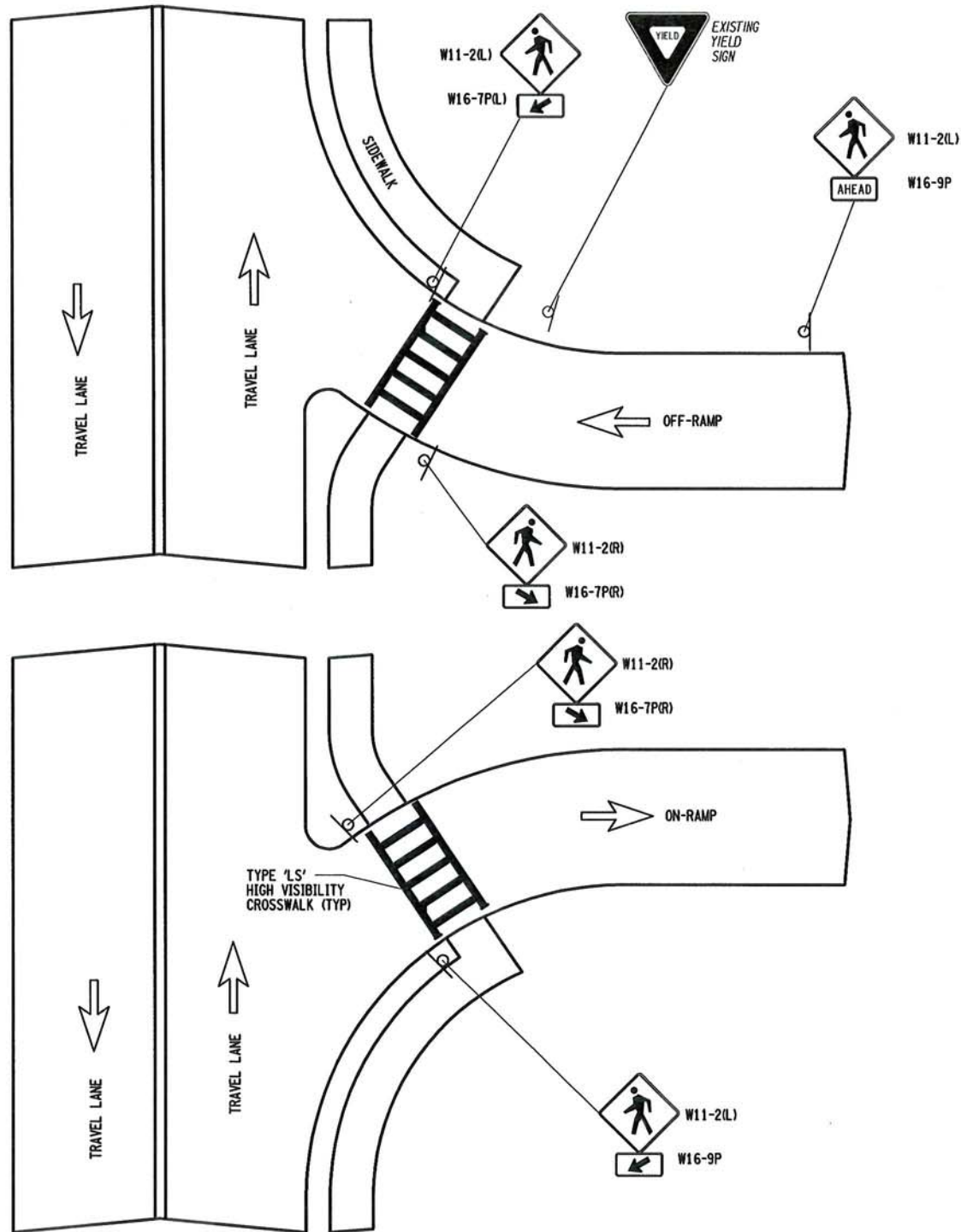
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ON:

Geoffrey W. Wood  
04/18/2017

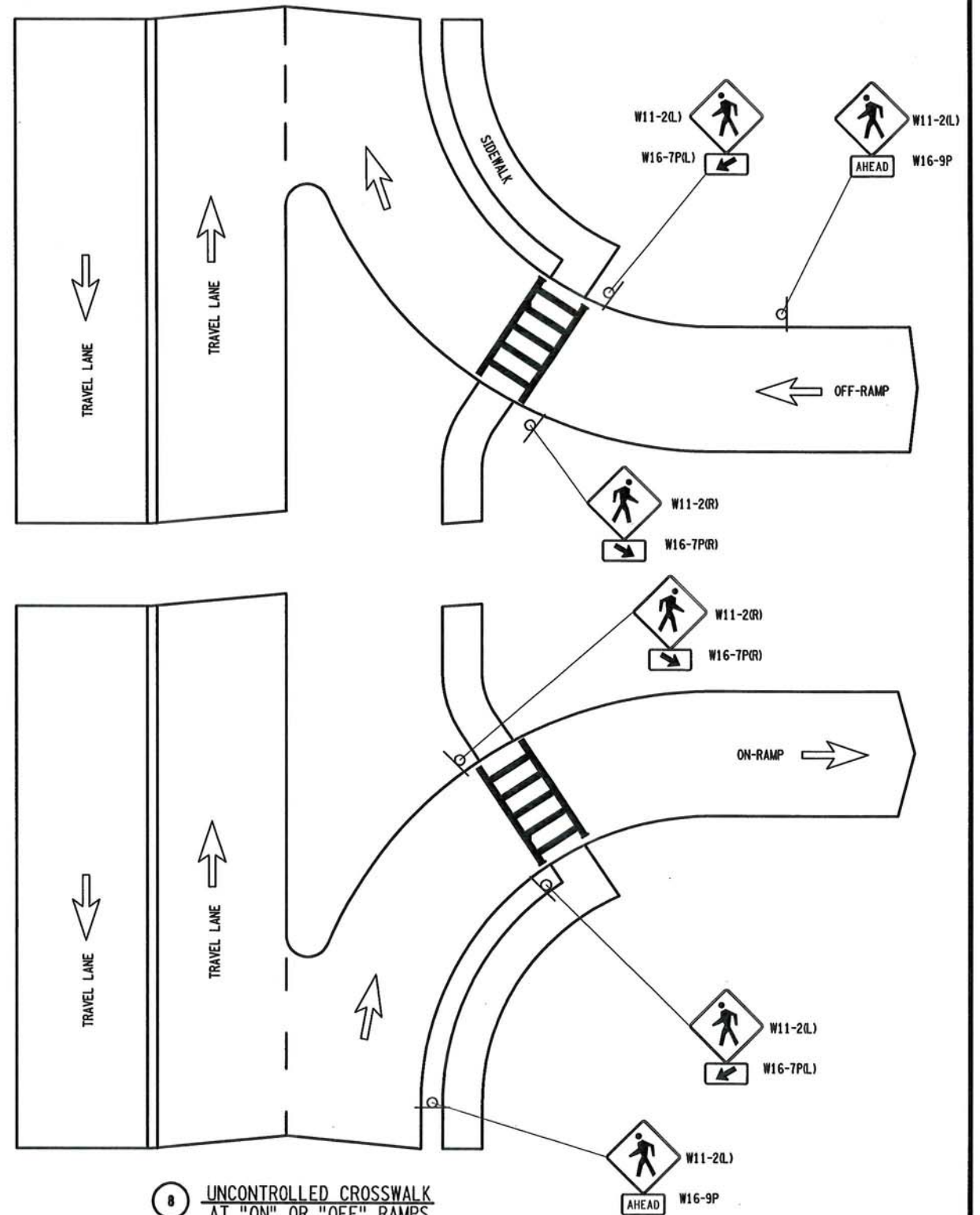
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7 UNCONTROLLED CROSSWALK  
AT "ON" OR "OFF" RAMP



8 UNCONTROLLED CROSSWALK  
AT "ON" OR "OFF" RAMP



AS-BUILT REVISIONS  
DESCRIPTION OF ALTERATIONS:

PEDESTRIAN SAFETY ACTION PLAN  
BASIC SYSTEMIC TREATMENTS

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Department of  
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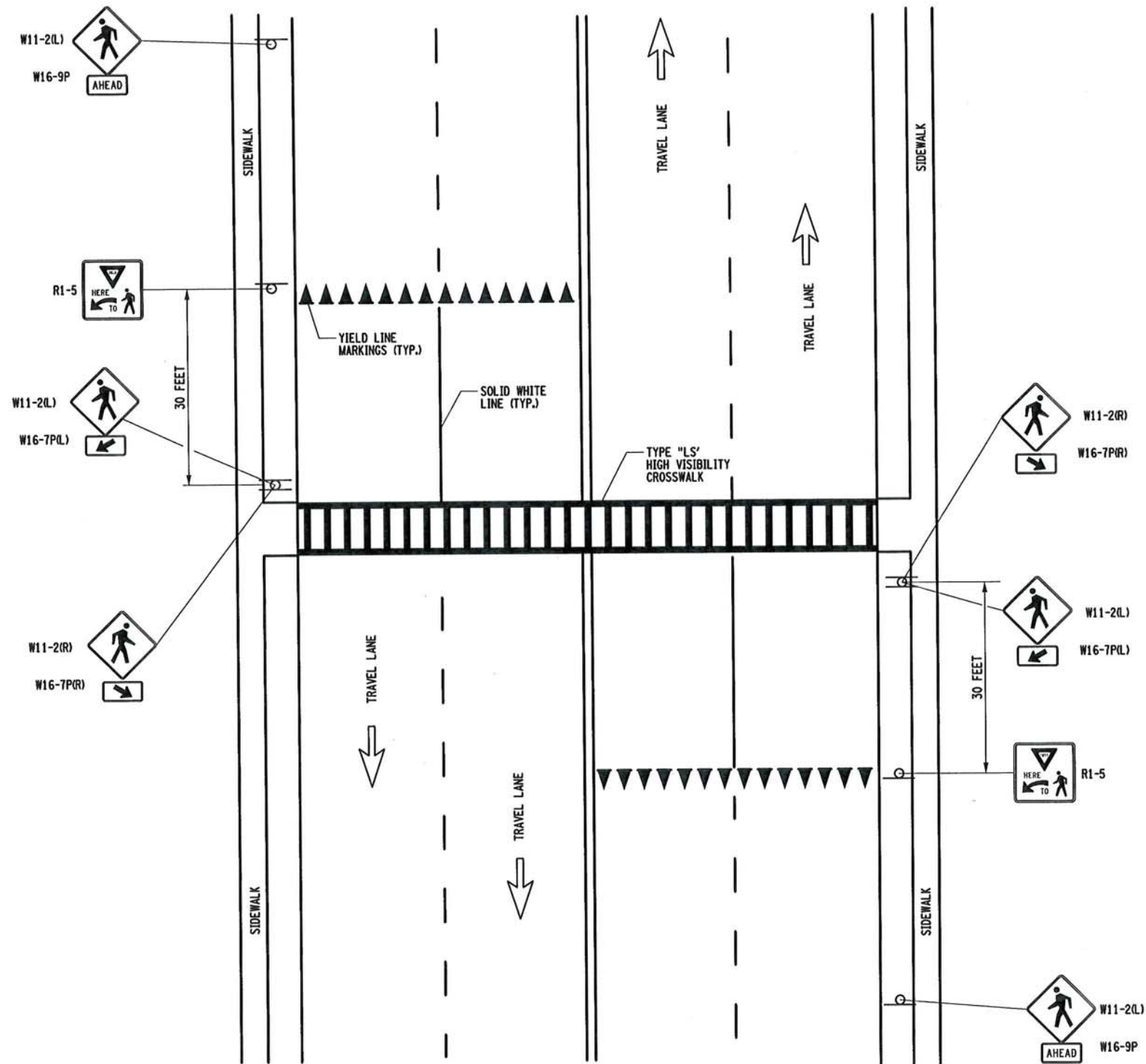
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NOTE  
THIS DETAIL ONLY APPLIES AT LOCATIONS WHERE ENHANCED  
TREATMENTS ARE NOT UTILIZED.

AFFIX SEAL: Geoffrey W. Wood ON: 04/18/2017	ALTERED BY: ON:
	

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						Department of Transportation	



9 MID-BLOCK CROSSWALK, 4 OR MORE LANE HIGHWAY  
(SPEED LIMIT 40 MPH AND ABOVE)

# Appendix E

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# List of References

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