Carrier Park Mobility Plan

FEBRUARY 2018

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SMTC

Carrier Park Mobility Plan

Syracuse Metropolitan Transportation Council

February 2018

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Executive Summary

This project focuses on the residential and commercial area around Carrier Circle in the Town of DeWitt, with the goal of proposing improvements that will make this area more conducive to biking and walking. The development of the Carrier Park Complex has added a significant new destination for pedestrians and cyclists in this area, prompting an examination of sidewalks, trails, and intersection crossings. The study area is bounded by major transportation corridors: Thompson Road (State Route 635), Carrier Parkway (Route 298), Fly Road, and Exeter Street/ Kirkville Road.

The study area's overall character does not match up well with what most people think of as a walkable district. The Carrier Circle area does not have the pedestrian scale of a village core or an urban neighborhood near a shopping district. However, this area is well positioned for future redevelopment as the kind of employment center that many other communities are trying to establish. It has proximity to major highways, vacant land zoned for industrial use, residential neighborhoods, and the added benefit of a large concentration of hotel and motel rooms, which can provide a built-in market for small-scale retail and restaurants.

Additionally, the study area is home to the Carrier Park Field of Dreams – a unique resource in the region. The park currently has two fully handicapped accessible baseball diamonds, designed to be used by athletes with special needs. There are plans to expand this to a total of nine tournament quality fields.

Turning the study area into a live-work center, with a wide variety of walkable destinations, would involve a much more extensive planning effort, including re-envisioning the area with more residents and a different land use pattern. In the short-term, this plan proposes a set of improvements to make walking and biking safer and more attractive (see Figure S1). Proposed improvements include:

Phase One, 2018 - 2020

- Kinne Street / Route 298 intersection improvements;
- Improvements to Franklin Park Drive / Kinne Street intersection: crosswalks and pedestrian signals;
- Old Collamer Road / Court Street Road mini-roundabout;
- Kinne Street road diet;

- Kinne Street multi-use trail; and
- Thompson Road sidewalk extension.

Phase Two, 2020 – 2025

- Hotel District sidewalks;
- Route 298 Walkway;
- Sanders Creek Walkway;
- Roby Avenue improvements;
- Route 298 / New Venture Gear intersection improvements: crosswalks and pedestrian signals;
- New bike lanes;
- Bike share;
- Bus shelters; and
- Exeter Street sidewalks.

Phase Three, 2025 – 2040

- Sanders Creek Walkway;
- Acquisition & upgrade of Verizon access road;
- Thompson Road reconstruction; and
- Carrier Circle reconstruction.


Figure S1 - Proposed Improvements
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
TELERGY
PKWY
Sanders Creek
CARRIER PKWY
298
635
THOMPSON RD
FLY RD
KINNE ST
Franklin Park
FRANKLIN PARK DR
VERIZON ACCESS ROAD
ROBY AVE
Carrier Park Field of Dreams
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis Park
Existing Sidewalks
Existing Bike Lane
Study Area
Parks
Proposed Improvements
New bus shelter
Future Bike Share station
Mini-Roundabout
Intersection and Pedestrian Improvements
Crosswalk
Bike Lane
Sidewalk
Shared-Use Path
Road Diet (including Bike Lanes)
"Complete Streets" redesign - Add Bike Lanes and Sidewalks
Other Improvements
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1. Introduction

1.1 Project Scope & Study Area

As part of the 2017-2018 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the *Carrier Park Mobility Plan* for the Town of DeWitt (Town).

This project focuses on the residential and commercial area around Carrier Circle in the Town of DeWitt, with the goal of proposing improvements that will make this area more conducive to biking and walking. The development of the Carrier Park Complex has added a significant new destination for pedestrians and cyclists in this area, prompting an examination of sidewalks, trails, and intersection crossings. The study area is bounded by major transportation corridors: Thompson Road (State Route 635), Carrier Parkway (Route 298), Fly Road, and Exeter Street / Kirkville Road (see Figure 1). The study area is an important commercial and industrial center. Ensuring that residents, workers, and visitors can move around on foot or by bicycle will be critical to this district's continued success in attracting development.

1.2 "Why this area?"

The study area's history and reputation do not match up well with what most people think of as a walkable district. The Carrier Circle area does not have the pedestrian scale of a village core or an urban neighborhood near a shopping district. However, this area is well positioned for future redevelopment as the kind of employment center that many other communities are trying to establish. It has proximity to major highways, vacant land zoned for industrial use, residential neighborhoods, and the added benefit of a concentration of hotel and motel rooms, which can provide a built-in market for small-scale retail and restaurants.

According to a report prepared for Onondaga County in 2014, at that time there were nearly 25 hotel and motel properties in the eastern part of Onondaga County (primarily the study area, but also including a half dozen additional properties). These hotels and motels made up almost 40 percent of the lodging inventory in Onondaga County. The occupancy rate was between 55 and 60 percent, which was in line with the national occupancy rate in this period. In terms of average population, the number of people staying in this area (eastern Onondaga County) fluctuates from 1,300 to 2,000 per night throughout the year. This is comparable to the populations of the Villages of Jordan, Elbridge, or Marcellus.


Figure 1 - Study Area
Carrier Park Mobility Plan
298
90
Quality Inn Syracuse (135 Rooms)
Courtyard by Mariott (147 Rooms)
Embassy Suites (215 Rooms)
OLD COLLAMER RD
COURT STREET RD
Hotel District
Doubletree Hotel (250 Rooms)
TELERGY PKWY
WEIGHLOCK DR
Spectrum
NEW VENTURE GEAR DR (OCDOT)
CHRYSLER LN
Aspen Dental
Sanders Creek
FedEx Ground
Bank of NY Mellon
Town of DeWitt
298
CARRIER PKWY (NYSDOT)
Gate 5
Gate 6
Gate 7
THOMPSON RD (NYSDOT)
Carrier Corporation
635
KINNE ST (OCDOT)
Franklin Park
FRANKLIN PARK DR (OCDOT)
FLY RD (OCDOT)
VERIZON ACCESS ROAD
Verizon
ROBY AVE
Carrier Park Field of Dreams
GROVER ST
KIRKVILLE RD (OCDOT)
EXETER ST (OCDOT)
Park Hill
Ellis Park
Village of East Syracuse
City of Syracuse
Carrier Gates
Study Area Roads
Study Area
Parks
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Beyond the revenue and the temporary occupants that the concentration of hotels bring to the area, the Carrier Park Field of Dreams nearby is also worth highlighting due to its uniqueness to the area. Developed on land donated in 2010 by the Carrier Corporation just south of their campus, this sports complex was designed and built for athletes of all abilities. It is the only complex in the area designed especially for Challenger Baseball, a little league division for children with mental and physical challenges. The public has access to these fields as well. Plans call for multi-purpose fields to accommodate other sports such as lacrosse, soccer, and pop warner football. The intention is to provide enough room for multiple teams to play at the same time making it an attractive place for youth and adult teams alike (see Figure 2).

Figure 2 – Carrier Park Field of Dreams

Combine the current and future amenities of this unique park with the abundance of hotels nearby and it opens the possibility of hosting local, national or even international baseball tournaments and other sporting events attracting thousands of visitors to the area. Adding pedestrian access to connect these two main elements of the study area is the logical next step, and in the end would be advantageous not only to the hotel and park visitors but to the businesses and residents nearby.

It is not realistic to expect that all or even a large proportion of the families and other guests that stay in the hotels north of Route 298 will be willing to walk to the Field of Dreams. The closest hotels are seven-tenths of a mile from the Field's entrance. However, if only ten percent of the families attending a large tournament decide to walk to the field, this could equate to dozens of people using crosswalks and sidewalks in a relatively short period of time. Additionally, residents, transit riders, and other hotel guests are likely to use pedestrian and bicycle facilities developed in this area.

1.3 Study Advisory Committee

The SMTC convened a Study Advisory Committee (SAC) to provide input on this project during its development. SAC meeting notes are included in Appendix E. SAC members included representatives of the following agencies and organizations:

- Town of DeWitt
- Syracuse-Onondaga County Planning Agency
- New York State Department of Transportation
- Onondaga County Department of Transportation
- Greater Syracuse Hospitality and Tourism Association
- Friends of DeWitt Parks
- Carrier Corporation

1.4 Public Involvement

The Public Involvement Plan (PIP) for this project originally envisioned that the project's recommendations would be presented in a public meeting, preferably in a forum that would attract Town residents with an interest in bicycle and pedestrian facilities. Further discussion with the Town and with SAC members called into question the value of such a meeting, given the study area's unusual character. The key stakeholders would seem to be hotel guests who are likely to be drawn to the Field of Dreams in the future, when large tournaments are being held there.

As a proxy for hotel guests, the study utilized input from the Greater Syracuse Hospitality and Tourism Association (GSHTA), which was represented on the SAC. SMTC staff met with interested members of GSHTA to discuss the plan's recommendations.

Additionally, the plan's availability on the SMTC's website was announced in a press release, issued on January 12, 2018 (see Appendix E). The plan was open to public comment between January 12 and January 31. No substantive comments were received. All comments received are included in Appendix E.

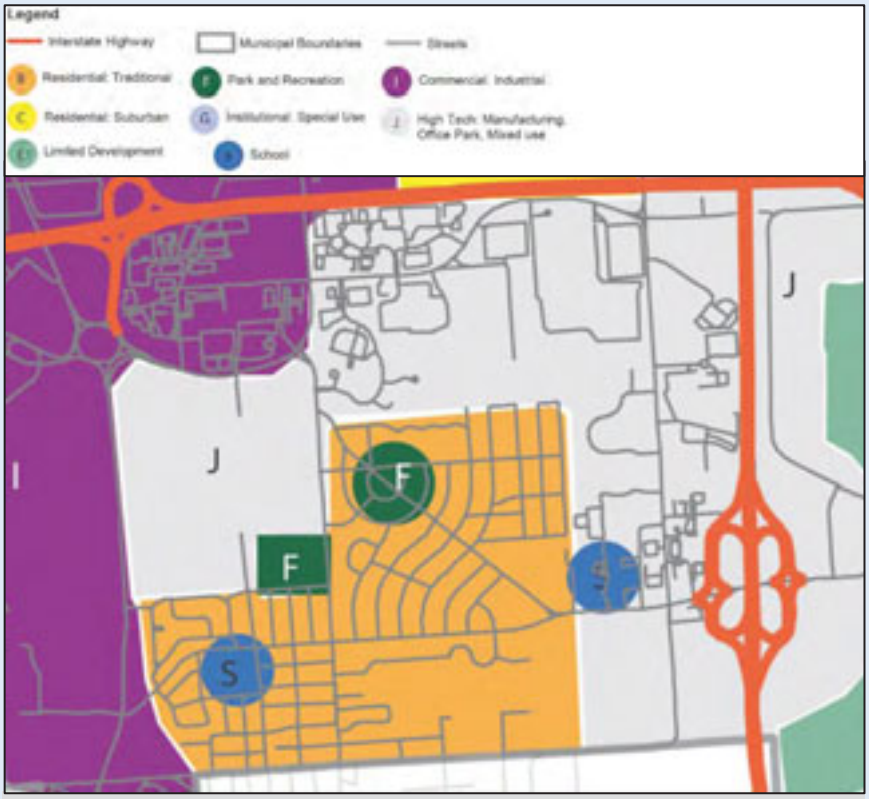
2. Plans and Projects

2.1 Town Plans

Town of DeWitt - Comprehensive Plan Update 2017

The Town of DeWitt's *Comprehensive Plan 2017 Update* recognizes the Town's transportation facilities as both community assets and elements that detract from overall livability. Residents and businesses benefit from access to Hancock International Airport, the CSX Railyard, and major highways. Residents also receive the negative effects of having several major roads run through their community: congestion, physical separation of neighborhoods by highway corridors, and the safety problems for bicyclists and pedestrians that can come with high-speed traffic.

The *Comprehensive Plan* divides the Town into character areas that generalize land uses and development patterns. The plan identifies most of the non-residential portion of the study area outside of the Hotel District as a high-tech manufacturing / office park area. The residential areas east and south of the Carrier campus are identified as Traditional Residential (distinct from two other residential categories used in the plan: Suburban Residential and Rural Residential). The Hotel District, sitting between Route 298 and the Thruway, is identified as being part of the Industrial area that takes up much of northwestern DeWitt.



Proposed Land Use Character Areas (study area only)
Town of DeWitt Comprehensive Plan 2017 Update

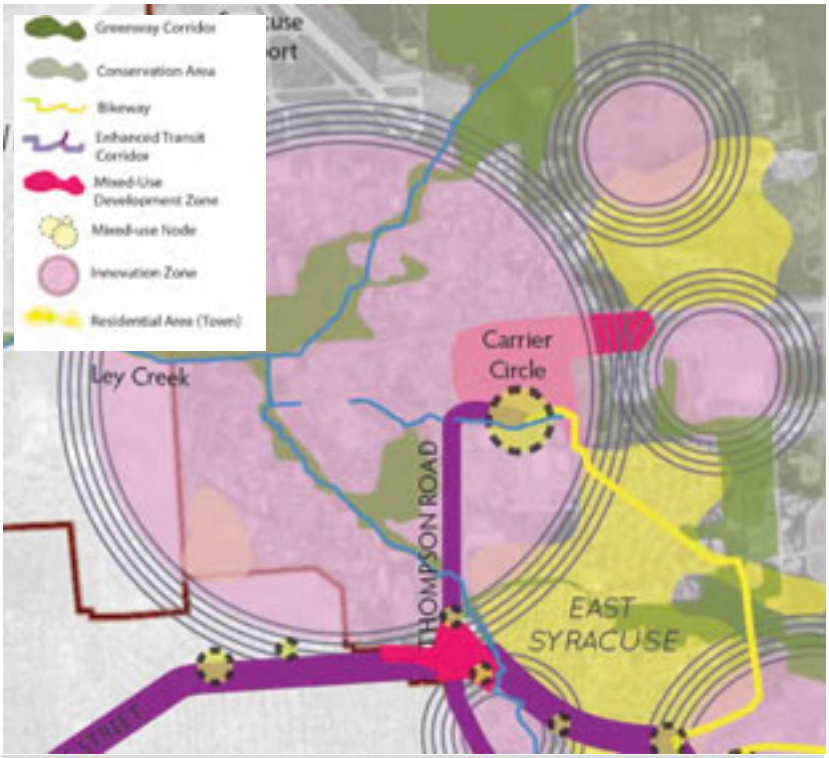
Town of DeWitt Sustainability Policy and Plan

The Town of DeWitt's *Sustainability Policy* includes several initiatives relevant to the study area and transportation, including:

- Strengthen and direct development toward existing built-up areas with existing infrastructure (e.g., roads, water, and sewer) with a focus on re-use and re-development of existing buildings;
- Encourage compact, walkable, mixed-use neighborhoods with public spaces;
- Develop complete streets and a well-connected street network to increase safety and mobility for pedestrians, bicyclists, motorists and transit riders; and
- Provide a variety of transportation choices, including safe walking, biking, and transit.

In 2014, the Town of Dewitt adopted a *Sustainability Plan* that compiled information on the Town's greenhouse gas emissions and identified strategies for reducing emissions. This plan's strategies for reducing carbon emissions include the following:

- Expand bicycling paths and facilities;
- Increase bus ridership;
- Expansion of walking-friendly environment, and
- Provide bikes for daily trips.



Sustainability Concept (study area only)
Town of DeWitt Sustainability Plan - 2014

This plan includes a "Sustainability concept" map, showing:

- Enhanced transit on Thompson Road between James Street and the Hotel District;
- The Carrier Circle area as a mixed-use node, with a mix of multi-story residential structures and commercial uses;
- A bikeway along Franklin Park Drive that connects to Bridge Street in East Syracuse; and
- Northern DeWitt's industrial area as an "innovation zone", with an emphasis on commercial research and development, as well as low-carbon or net zero-energy office space.

Town of DeWitt Complete Streets Policy

In July 2015, the Town of DeWitt's Board adopted a Complete Streets policy intended to "make future development … accountable for considering and, if practical, implementing Complete Streets design features and construction practices." As this policy states:

> "Complete Streets design features and practices include, but are not limited to, installation of sidewalks, paved shoulders suitable for cycling, designated bike lanes, lane striping, share the road signage, crosswalks, curb ramps, audible pedestrian signals, pedestrian crossing signage, traffic calming measures such as curb bump-outs, center islands, and pavement markings, sidewalk snow removal and routine shoulder and bike lane maintenance…." (Town of DeWitt Town Board, 2015)

This policy ensures that, as development and redevelopment continue in DeWitt, facilities for cyclists and pedestrians will be included in site plans.

2.2 SMTC Studies

Central DeWitt Mobility Plan

In 2017, the SMTC finalized a plan for upgrading bicycle and pedestrian access on several streets in DeWitt. Generally, this study focused on roads south and west of Erie Boulevard East and does not overlap with the Carrier Park Mobility Plan's study area.

SMART1

The SMTC's ongoing *Syracuse Metropolitan Area Regional Transit Study, Phase 1* (SMART1) has been reviewing the feasibility of an upgraded transit corridor along James Street within the City of Syracuse. The SMART1 study will be finalized in 2018.

Bicycle Commuter Corridor Study

The SMTC's 2013 *Bicycle Commuter Corridor Study* provides numerous recommendations designed to create a seamless, multi-jurisdictional bike corridor network that links residential areas with employment centers in the region. The *Bicycle Commuter Corridor Study* does not identify a commuter corridor between neighborhoods in the northern part of DeWitt and Downtown Syracuse; none of the roads in the Study Area are recommended as bicycle corridors.

2.3 Ongoing & Planned Projects

Roadway Projects

Kinne Street and Franklin Park Drive

The Onondaga County Department of Transportation (ODCOT) is in the process of re-designing the Kinne Street / Franklin Park Drive intersection with improved pedestrian facilities. The new signal configuration will include pedestrian push buttons and pedestrian crossing signals. Construction is expected to be completed in 2020.

Exeter Street Sidewalk

The Town of DeWitt is working with OCDOT to add sidewalks to Exeter Street. In 2017, OCDOT widened the culvert carrying Ley Creek under Exeter Street to ensure that there will be sufficient roadway width for sidewalks in the future.

Commercial Development

Hotel Demolition & Construction

After sitting vacant for many years, the Howard Johnson's Restaurant and Motor Lodge located at 6527 Thompson Road was demolished in 2017. Because of the building's highly visible location on Carrier Circle, it has long been considered an eyesore and a poor introduction to the region for visitors to the area coming from the Thruway. The property's owner plans to redevelop the site as a four-story Home 2 Suites Hilton with 78 rooms. Another hotel is planned nearby.

Bank of New York Mellon

Bank of New York Mellon is one of the region's largest employers, with 780 employees. (McChesney, 2012) Currently, the bank's employees work in two offices: an operations center in Downtown Syracuse and an office on Sanders Creek Parkway in the study area. In July 2017, Bank of New York announced plans to consolidate its operations in the Sanders Creek Parkway location. As reported in syracuse.com, Bank of New York expects that its existing office space will be sufficient for these additional employees – some of whom may work from home. (Moriarty, 2017) The bank has expanded its parking lot in preparation for the consolidation.

Dunkin' Donuts

A new Dunkin' Donuts location is currently under construction at 6238 Thompson Road, at the intersection of Thompson Road and Exeter Street. This restaurant will include a drive-thru and driveways on both Thompson Road and Exeter Street. An existing Dunkin Donuts further north on Thompson Road will likely close when this store opens.

Five Star Urgent Care

A new Five Star Urgent Care facility, located on the northwest corner of Thompson Road & Exeter Street, is currently under construction. The previous structure on this site (a Tim Horton's) was demolished in November 2017.

3. Existing Conditions

3.1 Land Use

Overview

The study area consists mainly of commercial and industrial land uses, with two residential neighborhoods, Franklin Park and Park Hill, to the east and south, respectively. (See Figure 3, Land Use.)

Manufacturing

The Carrier Corporation's campus is one of the larger industrial sites in the study area. The Carrier Campus sits between Thompson Road and Kinne Street, with Route 298 (Carrier Parkway) on its northern edge. At one time, Carrier employed thousands of workers, which required large parking areas, including now vacant lots on the west side of Thompson Road just south of Carrier Circle. Carrier remains a significant employer in the region, with approximately 1,000 workers.

The former New Venture Gear plant is now the New Venture Gear Industrial Campus, located on the eastern end of New Venture Gear Drive. Like Carrier, this was once a massive economic engine for the region, at one point employing 4,000 workers. Fed Ex Ground currently operates a large facility out of the Industrial Campus, and smaller firms utilize parts of the site, but roughly a million square feet of space are available for future redevelopment.

Hotel District

The study area is home to one of the largest concentrations of hotel and motel rooms in Central New York, with over 2,200 rooms in the study area. The Doubletree, located on Carrier Parkway, is the largest hotel in the area and offers a restaurant, banquet rooms, and catering for large events. Other hotels[1] in the area include Embassy Suites, Extended Stay America, Days Inn, Fairfield Inn, Hampton Inn, Hilton Garden Inn, Marriott Courtyard, Ramada Inn, Residence Inn, SpringHill Suites, Super 8 Motel, and Motel 6.

There are hotels spread throughout the study area, including a recently built Homewood Suites located on New Venture Gear Drive near Pioneer Business Park. For the purposes of this plan, the "Hotel District" is the concentration of hotels situated between Route 298, the Thruway, and the Thruway onramp from Carrier Circle.

[1] For simplicity, this document refers to all varieties of temporary lodging, including motels and extended stay facilities, as 'hotels'.

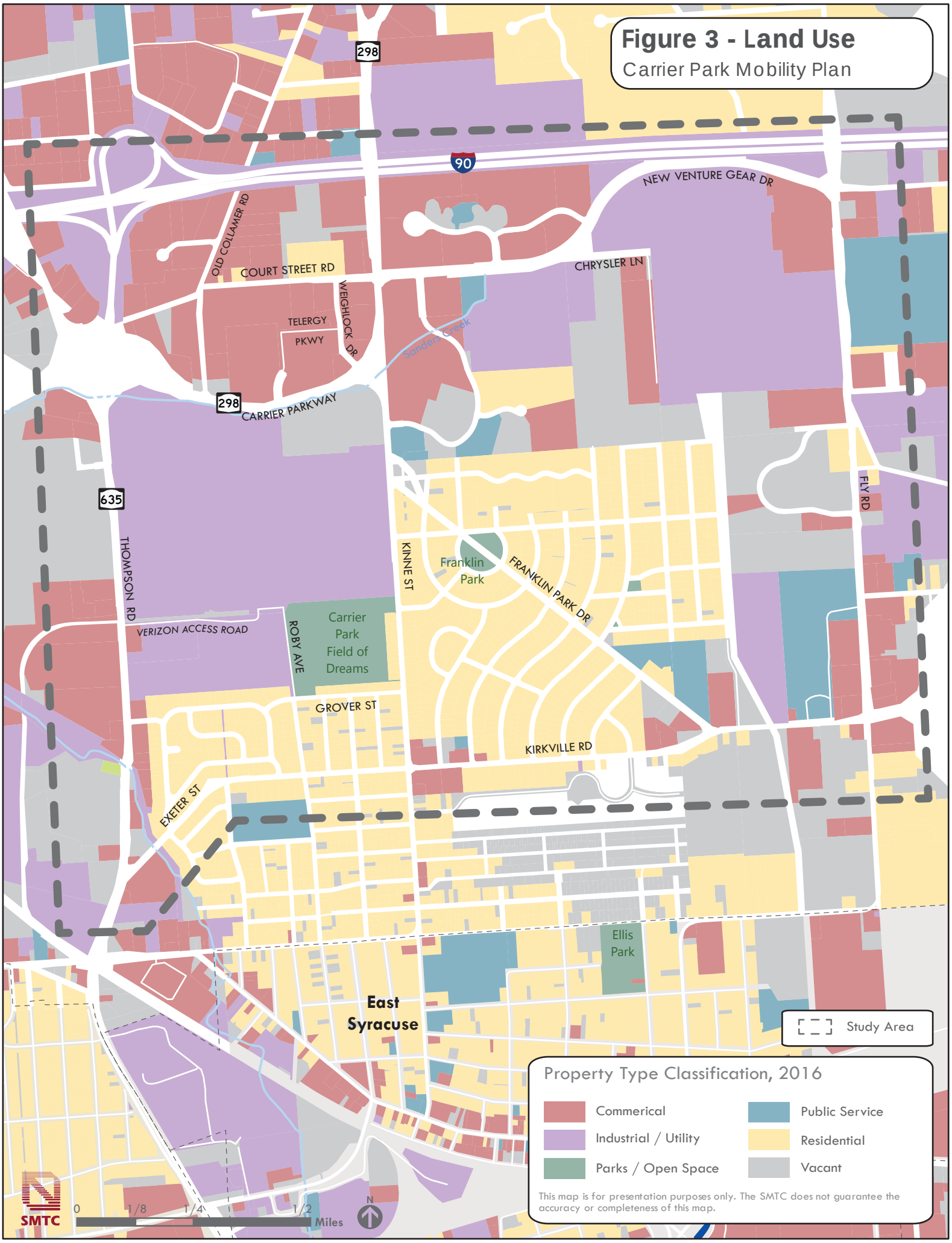


Figure 3 - Land Use
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
TELERGY
PKWY
Sanders Creek
298
CARRIER PARKWAY
635
FLY RD
THOMPSON RD
KINNE ST
Franklin
Park
FRANKLIN PARK DR
VERIZON ACCESS ROAD
ROBY AVE
Carrier
Park
Field of
Dreams
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis
Park
East
Syracuse
Study Area
Property Type Classification, 2016
Commerical
Industrial / Utility
Parks / Open Space
Public Service
Residential
Vacant
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There are several restaurants in the Hotel District: Ruby Tuesday, Justin's Tuscan Grill, Grimaldi's Luna Park, and Jimmy John's (a sandwich shop). Several of the hotels in the area have bars and restaurants, including Seasons Tavern in the Doubletree Hotel, the Bistro in the Courtyard Marriott, and the Atrium Bar and Grill in Embassy Suites.

Office Space

The study area is no longer the industrial center it was in the late 20th Century, but it is still home to some of the region's largest employers. Bank of New York Mellon recently consolidated its local offices, bringing the total number of employees to its office on Sanders Creek Parkway to roughly 780. Aspen Dental's headquarters, employing 600 workers, are also on Sanders Creek Parkway. Verizon and Spectrum both have large offices in this area, and Fastrac Market's corporate headquarters are located on New Venture Gear Drive. Pioneer Business Park on New Venture Gear has roughly 340,000 square feet of office space.

Of the more than 700,000 square feet of office space in the study area, 40 percent was built in the office-building boom of the 1980s. A recent article in *Planning* magazine pointed out that suburban office space in aging buildings is not as attractive to business as it once was. It states:

> "Across the U.S., traditional suburban office parks are increasingly considered obsolete in today's shifting office market. Tenant preferences are swinging toward mixed use, walkable, live-work-play environments."
>
> "One appealing environment that millennials – and a growing number of office park tenants – commonly want: walkability." (Spivak, 2017)

Neighborhoods

There are two residential areas in the study area: Franklin Park and Park Hill. Franklin Park is east of Kinne Street and north of Kirkville Road. Park Hill is west of Kinne Street and south of the Carrier Campus, with Thompson Road making up its western boundary. Both neighborhoods consist primarily of single-family homes, with 765 homes in the Franklin Park neighborhood and 300 in the Park Hill area north of Exeter Street. The Franklin Park neighborhood also includes 277 multi-family units in Franklin Park Apartments, on the neighborhood's northern edge.

Data from the American Community Survey (ACS) collected between 2010 and 2015 indicate that study area residents tend to be older than in the rest of the Metropolitan Planning Area (MPA), with a higher proportion of white residents. Poverty rates in the study area are comparable to the average for the Town of DeWitt (eight percent), which is substantially below that of the MPA (18 percent). Median household income in the study area is low relative to the Town-wide median of $67,000, with Tract 144 (which

encompasses the Park Hill neighborhood) having a lower median household income ($45,000) than the MPA as a whole ($54,000).

ACS data also indicate that Tract 144 has a relatively high proportion of residents who speak English "less than very well", with Serbo-Croat being the most-spoken non-English language. Bosnian refugees settled in the area in the late 1990s. To a large extent, this group has managed to assimilate into the community and intergenerational support – adult children interpreting for their parents – allow these residents to overcome language barriers.

Vacant Land

The study area is heavily developed, with commercial parcels frequently being cleared and redeveloped (Howard Johnson's and Tim Horton's, for example). The 370 acres classified as vacant land in the study area represents the potential for a significant amount of commercial, industrial, and/or residential square footage.

3.2 Study Area Roads

Functional classification and ownership

When considering roadway improvements, it is important to note which public entity (New York State, the Thruway Authority, the county, etc.) owns and maintains a given road. It is also important to know the road's functional classification. Functional classification categorizes roads according to their character and the role they play in the transportation network. These categories range from interstates, which are designed for high-speed trips between cities, to low-speed local roads, which provide access to individual properties.

Functional classifications are directly related to federal-aid eligibility, which determines whether a road may receive federal transportation funding. Principal arterials, minor arterials, and major collectors are federal-aid eligible (also known as "FAE roads"). Minor collectors and local roads (urban and rural) are not federal-aid eligible.

Other than Court Street Road, all of the roads listed in Table 1 are federal aid eligible roads. Table 1 also provides the ownership and annual average daily traffic (AADT) for these federal aid eligible roads. Figure 4 shows study area roads with their functional classification and, where available, daily traffic volume.

Table 1 – Major Study Area Roads

Road Name	Owner	Route Number	Functional Class	AADT
Thompson Road	NYSDOT	635	Principal Arterial	29,605
Carrier Parkway	NYSDOT	298	Minor Arterial	16,445
Kirkville Road	OCDOT	53	Minor Arterial	12,000
Fly Road	OCDOT	77	Major Collector	5,600
Kinne Street	OCDOT	86	Minor Arterial	5,331
Exeter Street	OCDOT	181	Minor Arterial	4,600
New Venture Gear Dr.	OCDOT	76	Major Collector	4,593
Franklin Park Dr.	OCDOT	181	Major Collector	3,800
Court Street Rd.	Local	N/A	Local Street	Unknown

Non-federal aid eligible roadways in the area include Yorktown Circle, Baptist Way, Old Collamer Road, Court Street Road, Telergy Parkway, Weighlock Drive, Chrysler Lane, Grover Street, and Roby Avenue. The Doubletree Hotel owns the portion of Telergy Parkway that provides access between Route 298 and the hotel. The Town of DeWitt owns and maintains the public, non-federal aid eligible roads in the area.

In addition to these named roads, a private, unnamed east-west road accessed via a signalized intersection with Thompson Road runs along the north side of the JPW Structural Facility at 6376 Thompson Road to the Carrier Corporation's parking area. From there, it runs to the Field of Dreams and Roby Avenue. Most of the length of this access road is owned by Verizon. For the purposes of this plan, it is referred to as the "Verizon Access Road".

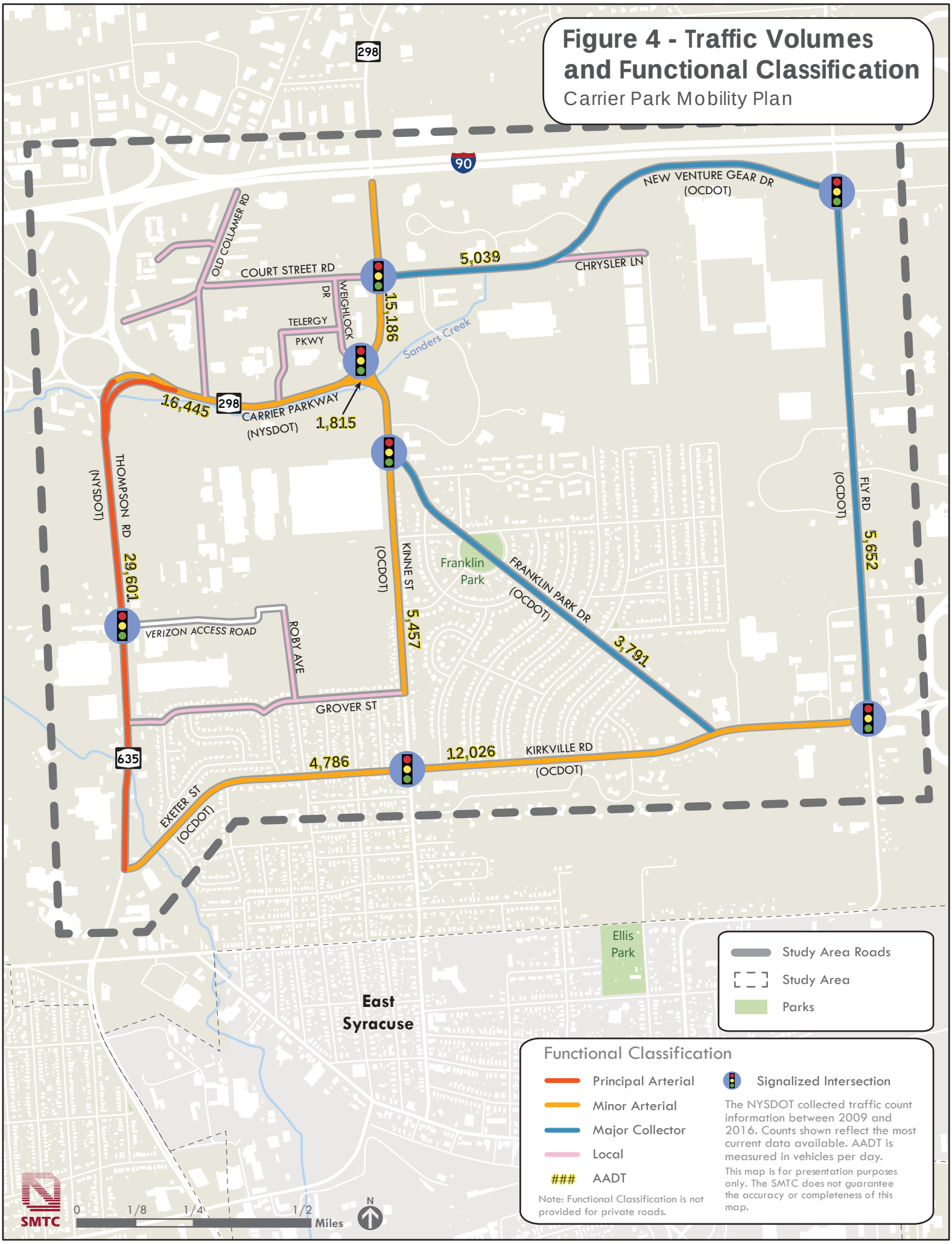
Figure 4 - Traffic Volumes and Functional Classification
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR (OCDOT)
5,039
CHRYSLER LN
OLD COLLAMER RD
COURT STREET RD
DR
WEIGHLOCK
TELERGY PKWY
15,186
Sanders Creek
16,445
298
CARRIER PARKWAY (NYSDOT)
1,815
THOMPSON RD (NYSDOT)
29,601
VERIZON ACCESS ROAD
ROBY AVE
KINNE ST (OCDOT)
5,457
Franklin Park
FRANKLIN PARK DR (OCDOT)
3,791
(OCDOT)
FLY RD
5,652
GROVER ST
635
4,786
12,026
KIRKVILLE RD (OCDOT)
EXETER ST (OCDOT)
Ellis Park
East Syracuse
Study Area Roads
Study Area
Parks
Functional Classification
Principal Arterial
Minor Arterial
Major Collector
Local
AADT
Note: Functional Classification is not provided for private roads.
Signalized Intersection
The NYSDOT collected traffic count information between 2009 and 2016. Counts shown reflect the most current data available. AADT is measured in vehicles per day.
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Issues and Opportunities for Non-Motorized Access

Figure 5 shows pavement conditions for FAE roads in the area. Figure 6 shows roadway width measurements by lane.

With a few exceptions, roads in this area were not designed with bicyclists or pedestrians in mind. Sidewalks are scarce, roadway shoulders are intermittent, and very few roadway crossings are pedestrian-friendly. Specific design issues include:

- Kinne Street
    - There are no sidewalks or bike lanes;
    - There are no crosswalks across Kinne Street;
    - Kinne Street is four lanes wide north of Winchester Road, with traffic volume of approximately 5,300 vehicles per day. This provides far more roadway capacity than is needed. NYSDOT's Complete Streets Checklist recommends considering road diets for four-lane roads with under 15,000 AADT; and
    - The Route 298 / Kinne Street signalized intersection lacks crosswalks and pedestrian signals. The free-flow lanes for right-turning vehicles on eastbound Route 298 and northbound Kinne Street are difficult for pedestrians to cross safely.

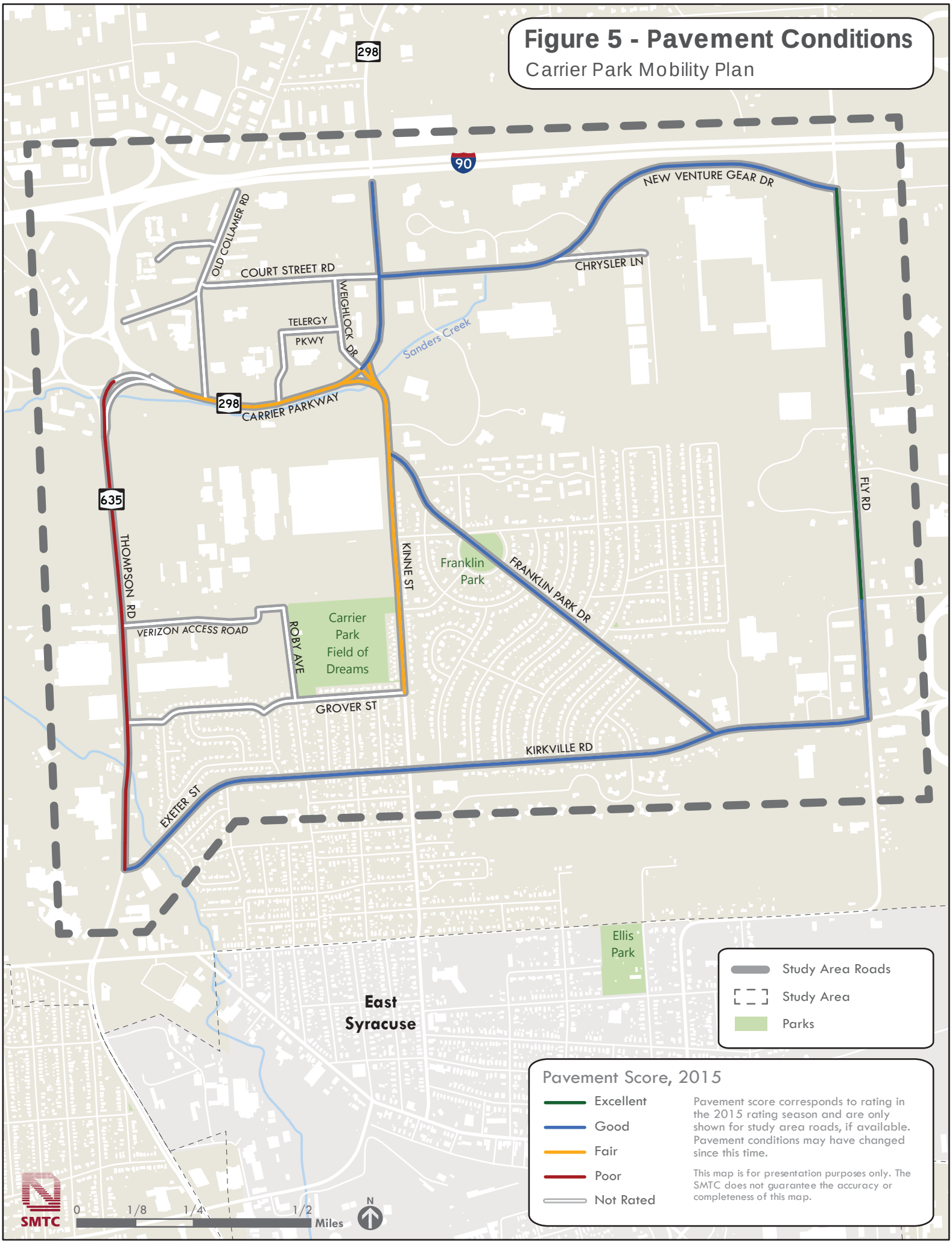
Figure 5 - Pavement Conditions
Carrier Park Mobility Plan
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NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
TELERGY
PKWY
Sanders Creek
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CARRIER PARKWAY
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THOMPSON RD
FLY RD
KINNE ST
Franklin
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FRANKLIN PARK DR
VERIZON ACCESS ROAD
ROBY AVE
Carrier
Park
Field of
Dreams
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis
Park
East
Syracuse
Study Area Roads
Study Area
Parks
Pavement Score, 2015
Excellent
Good
Fair
Poor
Not Rated
Pavement score corresponds to rating in the 2015 rating season and are only shown for study area roads, if available. Pavement conditions may have changed since this time.
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
SMTC
0
1/8
1/4
1/2
Miles
N

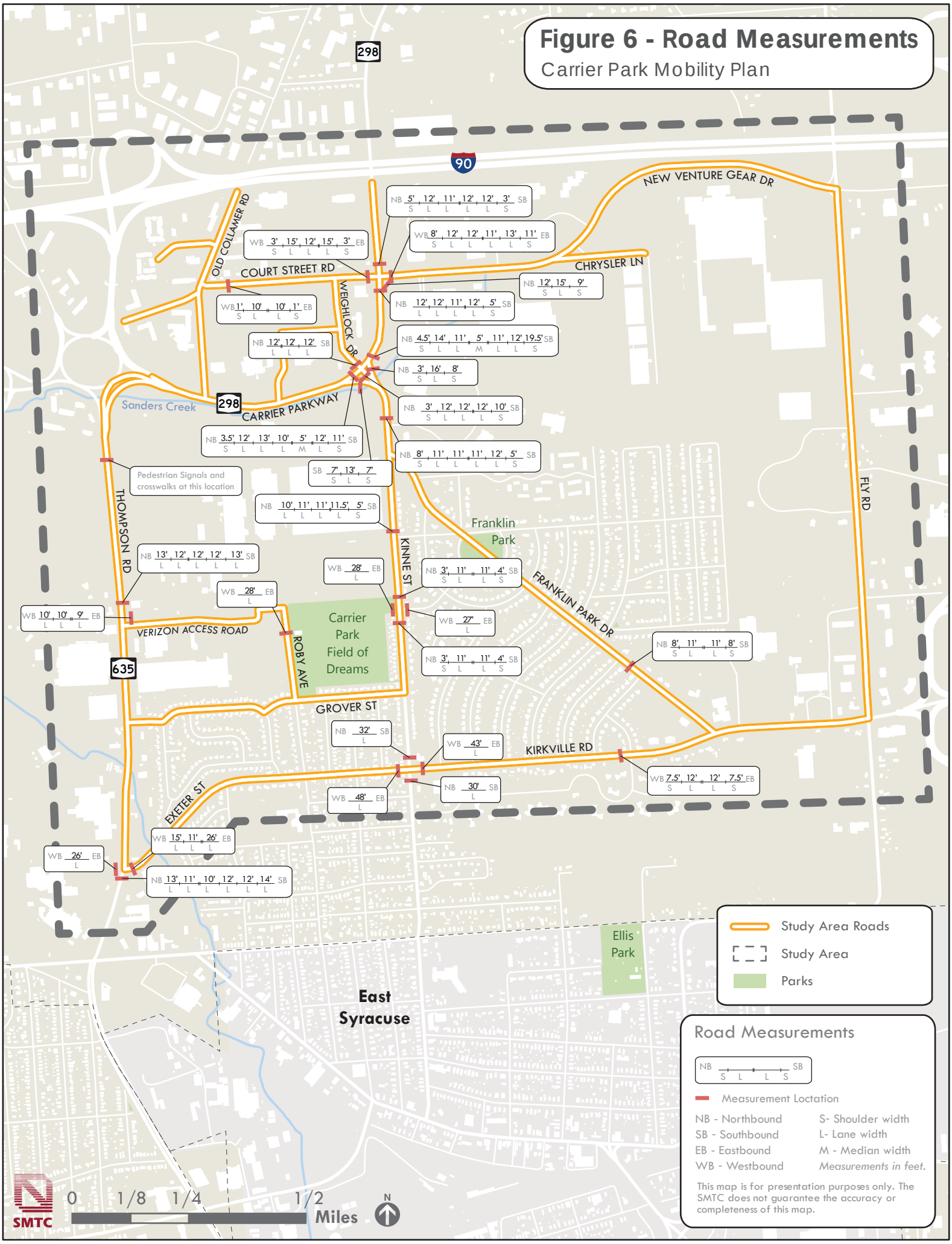


Figure 6 - Road Measurements
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
298
CARRIER PARKWAY
Sanders Creek
Pedestrian Signals and crosswalks at this location
THOMPSON RD
KINNE ST
Franklin Park
FRANKLIN PARK DR
FLY RD
VERIZON ACCESS ROAD
ROBY AVE
Carrier Park Field of Dreams
635
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis Park
East Syracuse
Study Area Roads
Study Area
Parks
Road Measurements
NB S L L S SB
Measurement Loctation
NB - Northbound
SB - Southbound
EB - Eastbound
WB - Westbound
S- Shoulder width
L- Lane width
M - Median width
Measurements in feet.
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
SMTC
0 1/8 1/4 1/2 Miles
N

- Thompson Road
    - Sidewalks are discontinuous on Thompson Road. At one time, a traffic signal made it possible for a pedestrian northbound on Thompson Road to use the sidewalk on the east side of the road, cross the street, and continue using the sidewalk on the west side of the road. That signal (which controlled access to a parking lot for Carrier employees) has since been removed, leaving pedestrians without a continuous sidewalk; and
    - There is no buffer between the sidewalk and the four lanes of traffic on Thompson Road.
- All roads – pedestrian signals, crosswalks, and curb ramps
    - Only one intersection in the study area includes both pedestrian signals and crosswalks: Thompson Road at the (former) Carrier parking lot;
    - There are a handful of crosswalks in the area, such as at the Exeter Road / Thompson Road intersection (the crosswalk crosses Exeter, not much busier Thompson Road) and across Weighlock Drive. All major intersections lack crosswalks; and
    - Other than curb ramps installed with recent development, there are no ADA-compliant curb ramps on the study area's major roads.
- Fly Road is the only facility in the study area with on-street bicycle lanes. These lanes do not connect to other bike lanes. Thompson Road lacks both bicycle facilities and shoulders. Many of the study area's other major roads have wide shoulders.
- The SMTC's 2010 *Greater Syracuse Metropolitan Area Bike Map* includes suitability ratings for study area roads. Thompson Road, Carrier Circle and Carrier Parkway are rated as 'poor'. Kinne Street, Exeter Street, and Kirkville Road are rated as 'average' or 'fair'. Only Franklin Park Drive and New Venture Gear Drive – both of which have wide shoulders – are rated as 'good'.
- Facilities for transit riders who work in this area, particularly in the hotel district, are missing: transit stops lack shelters and local roads lack sidewalks and crosswalks.

The study area has the potential to be a significantly more attractive place to walk and bike for the many people who live, work and stay here, given a handful of strategic improvements. These include:

- Creating public access to Carrier Park from Thompson Road;
- Highlighting the natural beauty of Sanders Creek with a walkway along the creek;
- Adding decorative pedestrian-scale lampposts to key corridors, including Kinne Street and local roads in the hotel area; and
- Adding bike sharing as an option for hotel guests as well as for people who work in this area.

Carrier Circle

Carrier Circle represents a virtually insurmountable barrier to safe pedestrian and cyclist movement in this area. While not signed to exclude non-motorized traffic, vehicles on Carrier Circle do not stop and the facility's geometry is not designed to slow vehicles prior to entering or leaving the circle. Unlike a modern roundabout, Carrier Circle is fundamentally incompatible with pedestrian movement. Carrier Circle has no crosswalks, and vehicles entering and leaving the facility are typically merging with other lanes of traffic at relatively high speeds, forcing drivers to focus on other vehicles, not pedestrians.

Carrier Circle's diameter is large: about a tenth of a mile. This adds a substantial distance to a pedestrian's trip around the circle. If it were possible to safely cross Carrier Circle's entry and exit lanes on foot, a pedestrian northbound on Thompson Road would walk an extra quarter-mile to the east to get around the circulating roadway.

The SMTC's *Bike Map* gives Carrier Circle its lowest rating: 'poor'. High speeds, high volumes, and the need to merge with oncoming traffic would make Carrier Circle difficult for all but the most seasoned cyclists.

It is well outside the scope of this project to make recommendations regarding the design / re-design of Carrier Circle. NYSDOT should consider initiating a separate study of options for this facility that would make non-motorized access possible.

3.3 Transit

Study Area Service

Two bus lines with multiple route variants serve the study area: the James Street Line (SY20), and the Park Hill Line (SY58). Both lines run on Thompson Road, Old Collamer Road, and Weighlock Drive and both lines have extensive weekday service. Between the two lines, stops on these roads see nearly two dozen buses each weekday (inbound and outbound combined).

Bus service to much of the study area starts just before 5:00 a.m. and the last bus of the day leaves the Weighlock Drive bus stop just after midnight. Service is concentrated around morning and evening commute times, but runs throughout the day.

North of I-90 there are approximately 200 small manufacturing businesses and other employers. Together, this area north of I-90 and the study area make up the second largest suburban employment center in the region, with 6,700 jobs.[2] The industrial area north of I-90 along Thompson Road is served by Centro's Court Street-Industrial Park line (SY 152), but this line has only four runs throughout the day: two in the morning and two in the afternoon, with the last run leaving the area at 5:20 p.m. Workers who need to use transit to get to and from the industrial area north of I-90 at other times of day may have no choice but to use bus stops in the Hotel District or on Thompson Road, which see many more buses throughout the day.

Average Daily Ridership

The James Street Line is the most heavily utilized bus line in the Syracuse area, with an average of 2,005 riders daily. Much of this ridership uses bus stops in the City, both in Eastwood and along James Street between Teall Avenue and Downtown Syracuse. The Park Hill Line has much lower average ridership: 275 riders per weekday.

Average boardings and alightings in the study area make up about 14 percent of total boardings and alightings on the James Street Line and about 40 percent on the Park Hill Line. The most active bus stop in the area is in the Hotel District, as shown in Table 2.

Just outside of the study area, at the James Street / Thompson Road intersection, there are an average of 38 boardings and alightings daily.

Ridership - Six-Week Totals

Data on average daily boardings and alightings are for weekdays over a six-week period in September and October 2017. Average daily data reflects *recurring* transit activity well, but it does not capture all of the comings and goings by bus in the study area over this period. Many people may use transit on an irregular basis and a 30-day average may not reflect this accurately. Figure 7 provides a more complete picture of transit stop use over the 30 weekdays for which transit use data is available. Data in this map are aggregated by bus stop for all routes in this period.

[2] According to the SMTC's *Work Link* study, the largest employment center in the region outside of the City of Syracuse is also in the Town of DeWitt, along Erie Boulevard East, between Thompson Road, East Genesee Street, and I-690, with approximately 8,000 jobs.

Table 2 – Average Boardings and Alightings by Bus Stop

Centro Stop Name	Average Daily Boardings	Average Daily Alightings
Old Collamer Road / Carrier Parkway (Hotel District)	2	22
Weighlock Drive (Hotel District, near Fairfield Inn)	0	15
Kinne Street / Sanders Creek Parkway	10	4
Thompson Rd / Doug's Place (north of Exeter Street)	0	10
Thompson Rd / NYNEX (Verizon)	0	10
Comfort Inn Thompson Road (south of Carrier Circle)	0	10
Court Street Rd / Weighlock Drive	2	6
Carrier Gate 5 (south of 298 near Telergy Drive)	2	6
Old Collamer Road / Court Street Road	2	6

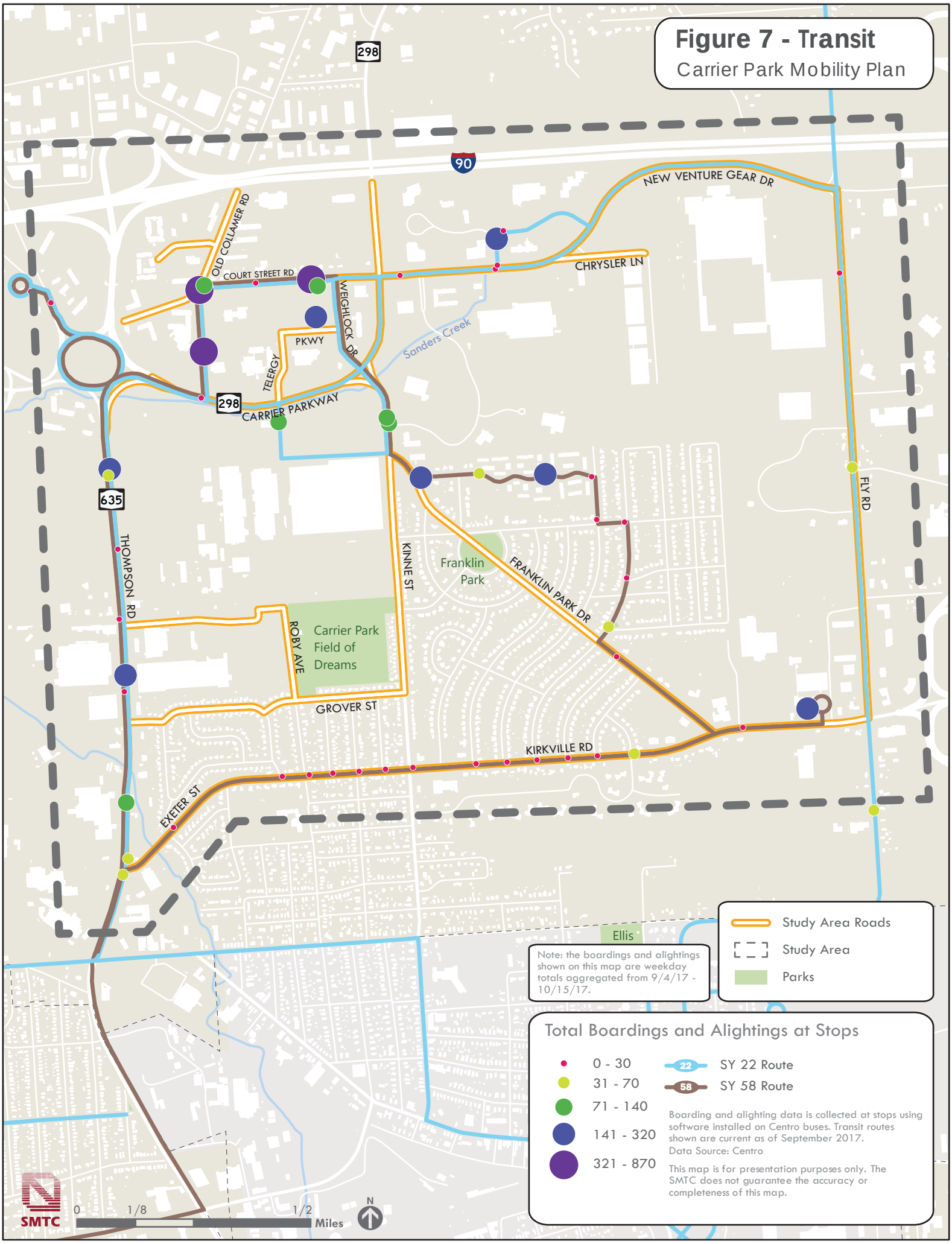


Figure 7 - Transit
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
PKWY
Sanders Creek
TELERGY
298
CARRIER PARKWAY
635
THOMPSON RD
KINNE ST
Franklin Park
FRANKLIN PARK DR
FLY RD
ROBY AVE
Carrier Park Field of Dreams
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis
Study Area Roads
Study Area
Parks
Note: the boardings and alightings shown on this map are weekday totals aggregated from 9/4/17 - 10/15/17.
Total Boardings and Alightings at Stops
0 - 30
31 - 70
71 - 140
141 - 320
321 - 870
22
SY 22 Route
58
SY 58 Route
Boarding and alighting data is collected at stops using software installed on Centro buses. Transit routes shown are current as of September 2017.
Data Source: Centro
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
SMTC
0
1/8
1/2
Miles
N

3.4 Bicycle & Pedestrian Activity

Past Counts

Previous traffic counts done in this area suggest that bicycle and pedestrian activity in the study area is relatively low. Traffic counts done in the area since 2006 have shown fewer than four pedestrians per hour, on average, passing through study area intersections (see Table 3). Activity among cyclists tends to be slightly higher, particularly at the Kinne Street / Franklin Park Drive and Fly Road / New Venture Gear Drive intersections. (Bicyclists are not consistently included in manual turning movement counts, so data on cycling activity is not as complete as data on pedestrians.)

Table 3 - Bicycle and Pedestrian Counts

Intersection	Hours Counted	Month & Year	Bicyclists*	Pedestrians
Court Street Road / New Venture Gear Drive	4	October 2008	N/A	**10**
Fly Road / New Venture Gear Drive	4	May 2013	**20**	**2**
Kinne Street / Franklin Park Drive	4	May 2013	**31**	**4**
	4	December 2008	N/A	**8**
Kinne Street / Kirkville Road / Exeter Street	4	June 2009	N/A	**15**
	4	May 2015	**8**	**4**
	2 (Sat. Midday)	May 2015	**1**	**5**
Kinne Street / Winchester Drive	4	May 2006	**8**	**3**
Rt. 298 / Kinne Street	4	October 2008	N/A	**9**
Rt. 298 / Old Collamer Road	4	October 2008	N/A	**1**
Thompson Road / Carrier Rear Access	4	October 2008	N/A	**4**
Thompson Road / Exeter Street	6 (AM, Midday, PM)	November 2012	N/A	**9**

**Bicyclists are not consistently included in turning movement counts*

3.4 Accidents

Roadway Accidents

There were a total of 579 motor vehicle accidents in the study area between November 1, 2011 and October 31, 2016, with the majority occurring at intersections. Only four of these accidents involved pedestrians (see Figures 8 and 9). There were no fatalities recorded. Pedestrian collisions occurred on:

- Thompson Road;

- Franklin Park Drive;
- Telergy Parkwy; and
- Thompson Road / Exeter Street intersection.

The facilities with the highest vehicle collision rates in the study area are:

- Carrier Circle;
- Thompson Road;
- Route 298 north of New Venture Gear Drive;
- Exeter Street / Kinne Street / Kirkville Road intersection; and
- Fly Road / Kirkville Road intersection.

No bicycle-vehicle collisions were reported in the study area in the five-year period for which data were available.


Figure 8 - Intersection Accidents
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
TELERGY
PKWY
Sanders Creek
298
CARRIER PARKWAY
635
THOMPSON RD
FLY RD
KINNE ST
Franklin
Park
FRANKLIN PARK DR
VERIZON ACCESS ROAD
ROBY AVE
Carrier
Park
Field of
Dreams
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis
Park
East
Syracuse
Study Area Roads
Study Area
Parks
Intersection Accidents (342 Total)
0
1 - 5
6 - 10
11 - 25
26 - 50
51 - 95
Pedestrian Accident
Note: Accidents occurring within a 10m radius of the center of an intersection are considered "intersection accidents." Accidents are shown for study area roads only. Data Source: NYSDOT Accident Location Information System (ALIS) 11/1/2011 - 10/31/2016
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
SMTC
0
1/8
1/4
1/2
Miles
N


Figure 9 - Road Segment Accidents
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
WEIGHLOCK DR
TELERGY
PKWY
Sanders Creek
298
CARRIER PARKWAY
635
THOMPSON RD
FLY RD
KINNE ST
Franklin
Park
FRANKLIN PARK DR
VERIZON ACCESS ROAD
ROBY AVE
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis
Park
East
Syracuse
Study Area Roads
Study Area
Parks
Road Segment Accidents (237 Total)
0
1 - 5
6 - 10
11 - 25
26 - 32
Pedestrian
Accident
Note: Accidents occurring outside a 10m radius of the center of an intersection are considered "road segment accidents." Accidents are shown for study area roads only. Data Source: NYSDOT Accident Location Information System (ALIS) 11/1/2011 - 10/31/2016
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
SMTC
0
1/8
1/4
1/2
Miles
N

3.5 Natural Environment

Two streams run through the study area: the South Branch of Ley Creek and Sanders Creek. The portion of Ley Creek in the study area runs southeast to northwest, running under Exeter Street and Thompson Road. Sanders Creek is a tributary of Ley Creek that flows westward from New Venture Gear Drive, under Kinne Street, between Route 298 and the Carrier Campus, and along the south edge of Carrier Circle, meeting up with the South Branch of Ley Creek three-quarters of a mile west of Carrier Circle.

The New York State Department of Environmental Conservation (DEC) lists Ley Creek and Sanders Creek as Class C waters, suitable for non-contact activities. PCBs and other toxic substances have been found in the sediments and in the wildlife of both Ley Creek and Sanders Creek. Sanders Creek is currently part of the Carrier Corporation's Superfund cleanup site. According to the DEC, Carrier will be remediating contaminated soils in Sanders Creek's banks in 2018. (Warner, 2017)

The channels of both Ley Creek and Sanders Creek are heavily vegetated with no formal public access provided.

FEMA's Flood Insurance Rate Map (FIRM) identifies the banks and immediate vicinity of the South Branch of Ley Creek as being within the 100-year floodplain. Sanders Creek is not identified as being part of a flood zone.

4. Analysis

4.1 Walkable Destinations

The study area includes one of the Syracuse area's larger job centers, with an estimated 6,000 jobs in a two-square-mile area, and its largest concentration of hotel rooms. It is also home to approximately 2,500 permanent residents. On any given day – including weekend days – thousands of people are living, working, and playing in this area, much as they would be in one of the region's small villages.

4.2 Sidewalks

NYSDOT's *Highway Design Manual* recommends installing sidewalks on both sides of all streets in commercial and industrial areas, provided both sides of the street are developed. Within the study area, this rule of thumb is appropriate for Thompson Road, Court Street Road, Old Collamer Road, Franklin Park Drive, and Weighlock Drive, all of which are heavily developed. All of these roads connect origins and destinations and all have at least one transit stop. Kinne Street in the study area is better suited to a solution that provides access for both sidewalks and cyclists. While New Venture Gear Drive is a major east-west connector and bus stops are present on this road, boardings and alightings are currently very low at these stops; sidewalks should be a relatively low priority on New Venture Gear Drive.

4.3 Bicycle Facilities

Commuters

For commuters traveling between the city and the study area via bicycle the two best city streets are likely to be James Street and Burnet Avenue, both of which connect to Kinne Street. The City of Syracuse's 2012 *Bike Plan* prioritizes bike lanes on James Street, but its higher traffic volumes and worse overall rating in the SMTC's *Bike Suitability Map* (it is rated as "poor" between Oak Street and Teall Avenue) make it a less attractive choice than Burnet Avenue, under existing conditions.

Recreation

Residents, hotel guests, and office workers in this area may be interested in cycling – particularly in getting to and from the Field of Dreams and, for longer trips, the Erie Canalway Trail. Bike lanes and / or a multi-user facility on Kinne Street, combined with intersection improvements at the Route 298 / Kinne Street intersection, would improve access between the Hotel District and the Field of Dreams. Bicycle lanes on New Venture Gear Drive, a bike sharing system, and improved signage would make it possible for hotel

guests to visit the Erie Canalway Trail on roads that are already relatively bike friendly: Kirkville Road, Fremont Road, and Manlius Center Road.

4.4 Selected Questions from NYSDOT's *Complete Streets Checklist*

Chapter 17 of NYSDOT's Highway Design Manual (HDM) refers roadway designers to the Complete Streets Checklist in order to "help identify where facilities for bicyclists are needed and should be provided." Below, relevant questions from the Complete Streets Checklist are applied to roads in the study area.

Question 2.1: Are there public policies or approved known development plans that call for consideration of pedestrian, bicycle or transit facilities in, or linking to, the project area?

YES: The Town of DeWitt's Complete Streets Policy requires that all Town road projects consider the inclusion of sidewalks, crosswalks, curb ramps, as well as bicycle facilities, such as designated bike lanes and share the road signage.

Question 2.2: Is there an existing or planned sidewalk, shared use path, bicycle facility, pedestrian-crossing facility or transit stop in the project area?
YES: There are sidewalks on Thompson Road, Exeter Street, and a portion of Kinne Street. There are on-street bicycle lanes on Fly Road.

Question 2.3: Is the highway part of an existing or planned State, regional or local bicycle route?
NO: No previous studies have included study area roads as parts of bicycle routes.

Question 2.6: Are there existing or proposed generators within the project area that have the potential to generate pedestrian or bicycle traffic or improved transit accommodations?
YES: There are numerous transit stops in the study area that are used by employees of the area's businesses. The larger hotels in the area are also possible generators or bicycle and pedestrian activity.

Question 3.4: Is the posted speed limit 40 mph or more and the paved shoulder width less than 4'?
YES: The speed limit on Thompson Road is 45 MPH, and shoulder width varies from zero feet to 3.5 feet. NYSDOT's *Highway Design Manual* sets the standard shoulder width for National Highway System Urban Arterials like Thompson Road at five feet. Shoulder width is irregular on Route 298 within the study area, with the segment just west of Kinne Street having narrow (under four foot) shoulders eastbound and very wide (11-foot) shoulders westbound.

Question 3.5: Is there a perceived pedestrian safety or access concern that could be addressed by the use of traffic calming tools (e.g., bulb outs, raised pedestrian refuge medians, corner islands, raised crosswalks, mid-block crossings)?
YES: All of these traffic-calming tools (other than mid-block crossings) are appropriate to intersections in the study area.

Question 3.14: Are there opportunities to improve bicyclist operation through intersections and interchanges such as with the use of bicycle lane width and/or signing?
YES: Other than the bicycle lanes on Fly Road, there are no improvements for cyclists in the study area. Bicycle lanes and signage would be extremely beneficial in this area.

4.5 Bus Shelters

The Transit Cooperative Research Program (TCRP) report *Guidelines for the Location and Design of Bus Stops* provides a set of guidelines to help transit agencies determine when shelters are needed at transit stops. In a suburban area like the study area, shelters are recommended at stops with an average of 25 daily boardings (see Table 4).

Table 4 – Bus Shelter Guidelines

Location	Daily Boardings
Rural	10
Suburban	25
Urban	50 - 100

None of the study area bus stops approach this number of boardings.

However, the frequency of bus service in this area, the importance of transit to low-income workers in the hotel district, and the fact that bus service extends late into the night are factors that would make bus shelters worthwhile investments in this area.

Centro does not require that it own and maintain all shelters at designated bus stops. The Town of DeWitt, the Greater Syracuse Hospitality and Tourism Association, or another entity could develop ADA-compliant bus shelters unique to the study area. Ideally, bus shelters would be developed in tandem with bike sharing stations.

4.6 Other Planning Issues

Competing with Other Markets

Public investments in economic development typically take the form of tax breaks or loans – measures intended to shore up a single firm's financial viability. The net benefit to the public is measured in terms of employment growth or retention. The study area represents an opportunity to take a broader approach to economic development by investing in the aesthetics and walkability of a chunk of the region's most productive commercial / industrial territory.

In today's commercial real estate market, attracting lucrative industries to an area means being attractive to the young, well-educated workers whose ideas turn small start-ups into global powerhouses.[3] Suburban office parks across the country are moving from the traditional model, which put office buildings and their parking lots on small islands surrounded by lawns, to a new model that incorporates amenities like walkability and a mix of land uses.

Transportation investments in the study area that may make it more competitive could include:

- Adding a trail along Sanders Creek, connecting Thompson Road to Sanders Creek Parkway;
- Adding visually attractive pedestrian-scale lighting, particularly on a road dieted Kinne Street and in the Hotel District; and
- Breaking up the Carrier Campus' "super block" by creating a bicycle and pedestrian-friendly east-west corridor along its southern edge.

[3] Many suburban office parks are investing in walkability. For example, see the 2011 *Research Triangle Park Master Plan*, which looks to add pedestrian-friendly village centers, connected by transit, to a 7,000 acre suburban research park in North Carolina. Another example is the well-documented effort to transform Tysons Corner, the quintessential suburban retail/office complex, into a walkable live-work center. For an exhaustive look at the future of office parks, see the 2015 white paper *Suburban Office Obsolescence*, which analyzes the elements of the "obsolescence spectrum" in office space. The authors note that "Now … walkability and activated environments are at the top of many tenants' lists of must-haves." A January 2017 *Wall Street Journal* article ("Office Owners Bet on Suburban Renewals") describes the owners of suburban business parks "rolling out features such as modern fitness centers, bike-share programs, walking trails and spacious lobbies as spaces to socialize" in an effort to attract the tenants who are recruiting millennials.

5. Proposed Improvements

5.1 Overview

This plan recommends a variety of improvements to non-motorized access in the study area, focused primarily on north-south access along Kinne Street, but also east-west along Sanders Creek and Exeter Street, within the Hotel District, and east to Fly Road. See Figure 10.

5.2 Kinne Street

Road Diet

Two Carrier Corporation driveways access Kinne Street: Gate 6, which shares a traffic signal with Franklin Park Drive, and Gate 7, which shares its access to Kinne Street with Winchester Road. Gate 7 provides access to the approximately 13 acres of parking on the south side of the Carrier site's main buildings. Historically, the Kinne / Gate 7 / Winchester Road intersection was signalized, but this signal has been removed and access is controlled by stop signs at the Gate 7 and Winchester Road approaches.

When Carrier employed thousands of workers, it was critical that Kinne Street have sufficient capacity to get those workers in and out of the area expeditiously. Kinne Street's four-lane segment north of Gate 7 / Winchester Road connected Carrier's parking lots to Carrier Parkway, allowing easy access to the Thruway on-ramp to the west (Figure 11 shows a cross-section of the existing four-lane segment).

Currently, however, Kinne Street sees an average of 5,330 vehicles daily. This is lower than it was in 1962, when average daily traffic was recorded as 6,200 vehicles.

NYSDOT's Complete Streets Checklist states that a road diet should be considered for four-lane roadway sections with an average of fewer than 15,000 vehicles per day. The four-lane segment of Kinne Street between Winchester Road and Route 298 fits this description.

Based on existing volumes, OCDOT should consider reducing the four-lane segment of Kinne Street to two lanes. A two-way left turn lane is not recommended, given that there are limited turning opportunities on this roadway segment. There are only two Carrier gates in this section and Gate 6 would continue to have signalized intersection control. The reduction in roadway width would minimally affect the eight residential driveways in this section. (Figure 11 shows the existing Kinne Street lane configuration and Figure 12 shows a potential road diet with bike lanes and a walking trail.)


Figure 10 - Proposed Improvements
Carrier Park Mobility Plan
298
90
NEW VENTURE GEAR DR
OLD COLLAMER RD
COURT STREET RD
CHRYSLER LN
TELERGY
PKWY
WEIGHLOCK DR
Sanders Creek
CARRIER PKWY
298
635
THOMPSON RD
FLY RD
KINNE ST
Franklin Park
FRANKLIN PARK DR
VERIZON ACCESS ROAD
ROBY AVE
Carrier Park Field of Dreams
GROVER ST
KIRKVILLE RD
EXETER ST
Ellis Park
Existing Sidewalks
Existing Bike Lane
Study Area
Parks
Proposed Improvements
New bus shelter
Future Bike Share station
Mini-Roundabout
Intersection and Pedestrian Improvements
Crosswalk
Bike Lane
Sidewalk
Shared-Use Path
Road Diet (including Bike Lanes)
"Complete Streets" redesign - Add Bike Lanes and Sidewalks
Other Improvements
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map. All potential ideas are concepts only.
SMTC
0
1/8
1/4
1/2
Miles
N

Figure 11 – Existing Kinne Street Cross-Section
Looking North, Segment North of Winchester

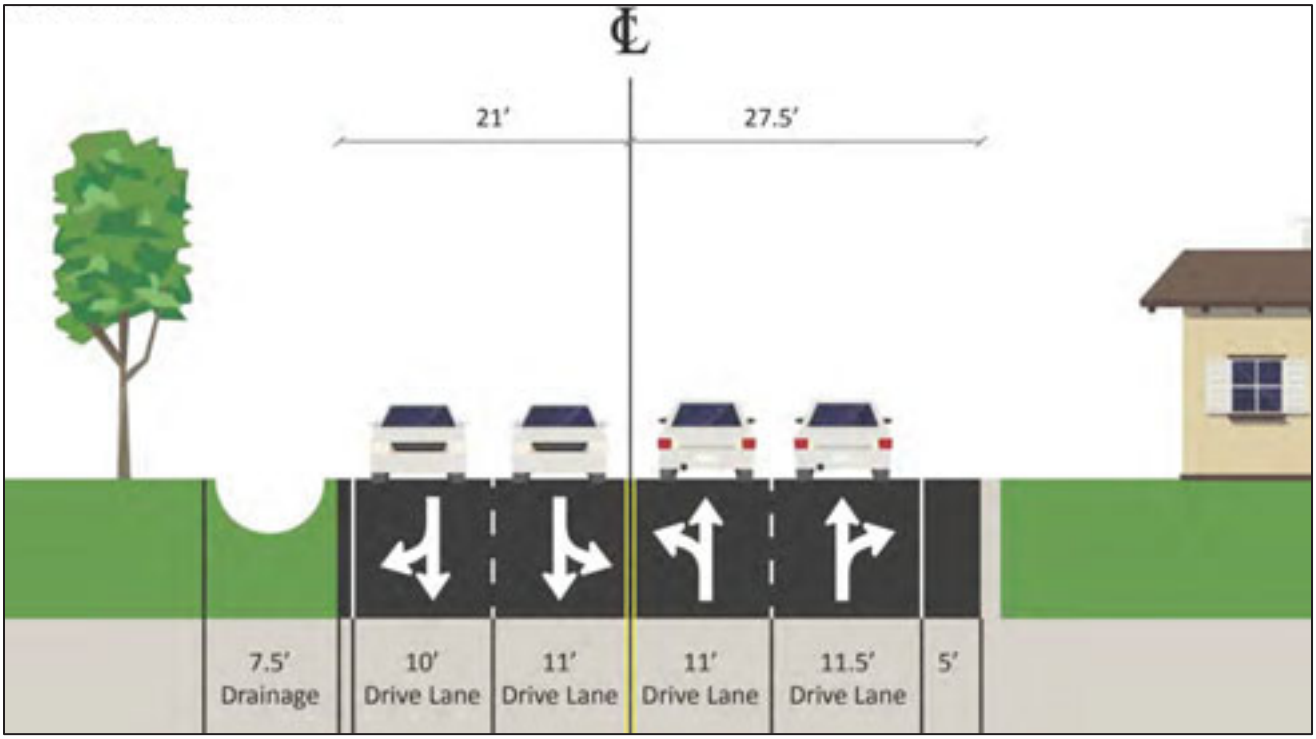
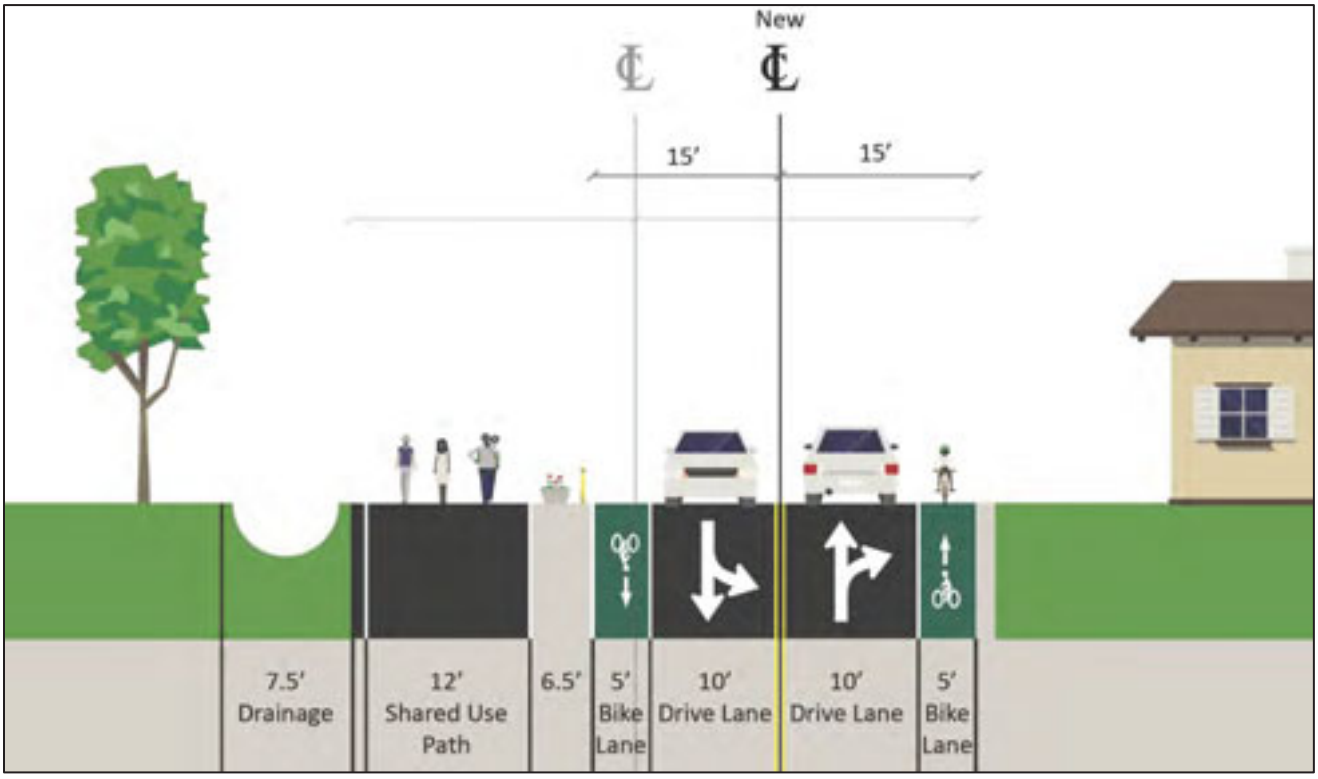


Figure 12 - Kinne Street Road Diet and Trail Concept, Looking North



Reducing the width of Kinne Street in this section would create opportunities to improve access for cyclists and pedestrians, particularly moving between Route 298 and the Carrier Park Field of Dreams. Currently, the shoulder on the west side of Kinne Street varies in width, from eight feet on the northern end to two feet at the southern end of the four-lane section. A road diet in this section would make it possible to add a twelve-foot wide paved walkway along Kinne Street's southbound lanes, as well as five-foot wide on-street bike lanes.

5.3 Route 298 / Kinne Street Intersection

Roundabout Screening

The Route 298 / Kinne Street intersection was evaluated as a possible candidate for conversion to a roundabout. A roundabout at this location would replace the existing traffic control (a traffic signal system) with a facility intended to slow, but not stop, vehicles moving through the Route 298 / Kinne Street / Weighlock Drive intersection. Roundabouts have been demonstrated to improve both efficiency and safety for all users.

A complete assessment of the viability of a roundabout at this location is provided in Appendix C. Key findings of this assessment are:

- There is no technical obstacle to adding a roundabout to this location;
- The current intersection's accident rate is three times higher than the statewide average for similar intersections, with nine injury accidents. Roundabouts have been shown to decrease injury accidents by as much as 60 percent;
- Traffic volumes are not balanced at this intersection: 85 percent of the traffic comes from Route 298;
- The imbalanced volumes would require that a roundabout at this location have two entry lanes for eastbound and westbound vehicles;
- Given the likelihood that pedestrian traffic at this intersection will include a higher than average proportion of disabled users, it is critical that all facilities conform to the US Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG); and
- PROWAG would require that the multi-lane approaches (eastbound and westbound) include pedestrian activated signals at each segment of the approach crossing, including on splitter islands.

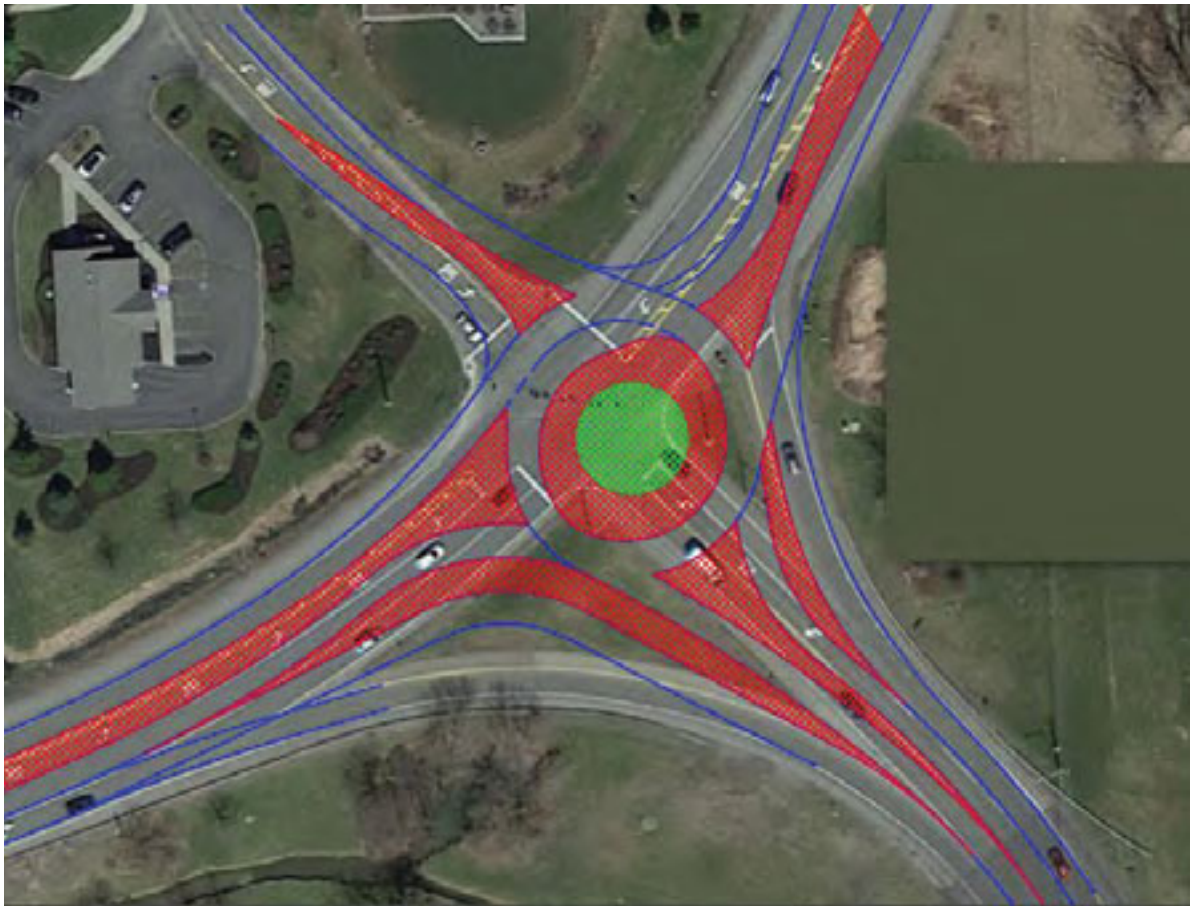
NYSDOT's Roundabout Design Unit provided the preliminary roundabout sketch shown in Figure 13. NYSDOT also provided an operational analysis of this design: under existing

traffic volumes, it would operate at Level of Service (LOS) A, compared to the existing signalized intersection's LOS B.

Bicyclists & Pedestrians

With an added pedestrian activated signal, a roundabout at this location would be very inviting to all pedestrians, including those with mobility limitations or visual impairments. Multi-lane roundabouts can be more challenging than single-lane roundabouts for cyclists who travel roundabouts." A westbound cyclist on Route 298, for example, would need to merge from the right-hand side of the road, across a lane of traffic, into the southbound exit lane. This introduces additional conflict points not present at a single-lane roundabout.

Figure 13 – Roundabout Concept



Intersection Improvements

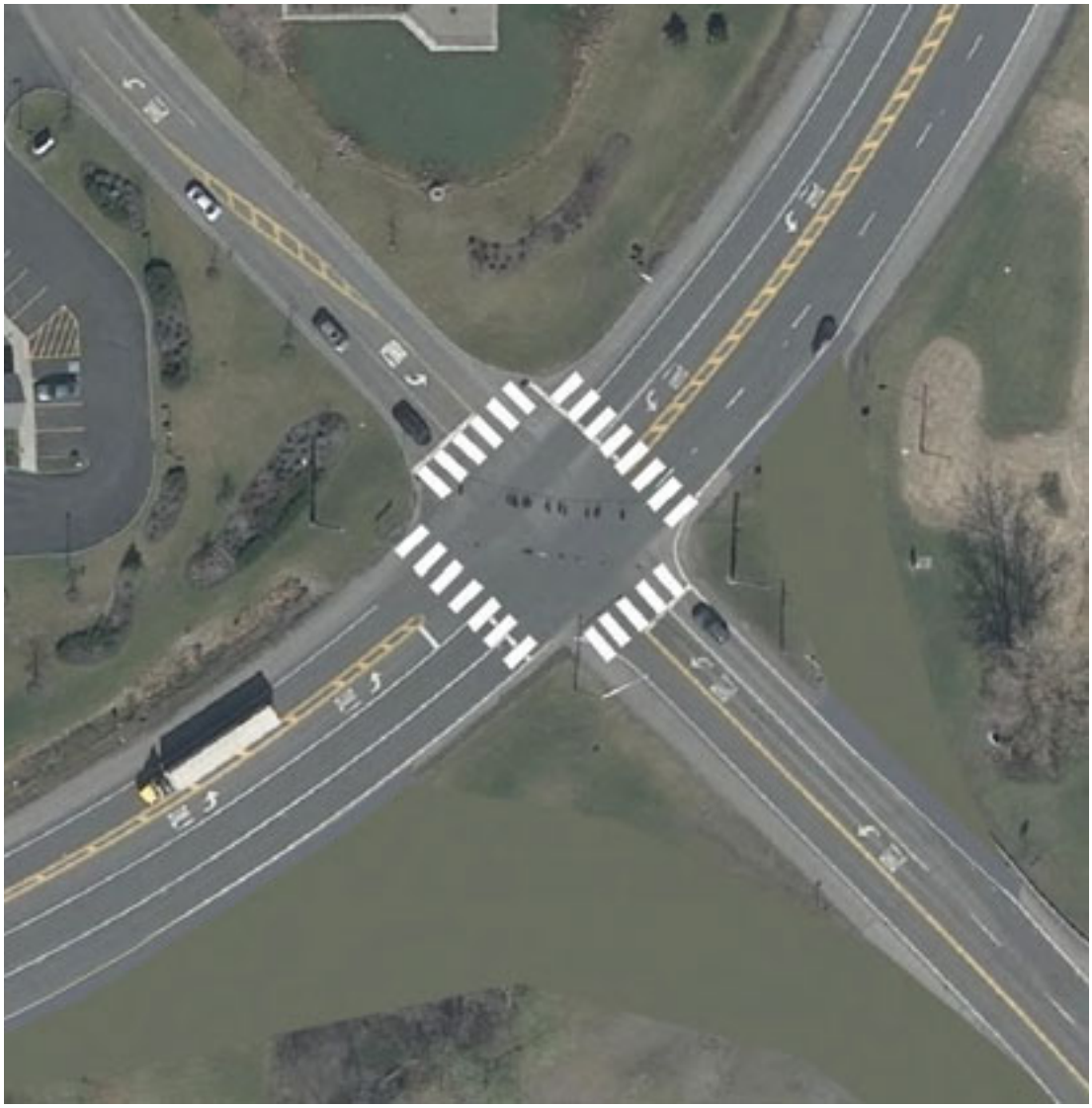
An alternative to a two-lane roundabout would be upgrading the existing signalized intersection by:

- Removing the right-turn slip ramps on eastbound Route 298 and northbound Kinne Street. A Synchro analysis indicates that this modification would have a

mild negative impact on operations at this intersection, with Level of Service falling from B to C. See Appendix D for the Synchro analysis; and

- Adding crosswalks and pedestrian signals to all approaches (see Figure 14).

Figure 14 – Signalized Intersection with Slip Ramps Removed



5.4 Thompson Road Complete Street Redesign

Thompson Road is a critical north-south connector in the study area and eastern Onondaga County. It has a relatively high volume of vehicles and the speed limit is 45 MPH. Factors that make it an important facility to cyclists and pedestrians include the following:

- It is one of the few surface streets that can take a cyclist or pedestrian across three major barriers to north-south travel: I-690, the CSX Rail line, and I-90;
- There are 17,000 jobs within a half-mile of Thompson Road in the segment between Orvilton and Molloy Roads; and
- Thompson Road connects the current on-road portion of the Erie Canalway Trail with Erie Boulevard (which has been designated as the route of the Empire State Trail) and connects both of these facilities to New York State Bike Route 11, which runs along Molloy Road between Brewerton Road and Northern Boulevard.

The City of Syracuse's 2012 *Bike Plan* identified the portion of Thompson Road in the City (between Erie Boulevard and Northcliffe Road) as a "long-term priority" for bike lanes.

Short-Term Improvement

In the short-term, a sidewalk should be added to the east side of Thompson Road between the existing sidewalk and the signalized crossing at the former Carrier parking lot. This would ensure a safe and continuous sidewalk connection from the sidewalk on the west side of Thompson Road to the sidewalk on the east side.

Long-Term Improvement

Given the road's importance both to motorized and non-motorized movement, in the long-term a complete street redesign of Thompson Road should be considered between Erie Boulevard and Molloy Road, including on-street bike lanes and sidewalks, and a more pedestrian-friendly intersection (such as a modern roundabout) at Carrier Circle. Figure 15 shows the existing cross-section of Thompson Road. Figure 16 envisions the proposed "complete street" reconstruction of this road, maintaining four lanes of traffic and adding bicycle lanes, sidewalks, lighting, and landscaping.

Figure 15 – Existing Thompson Road Cross-Section
Looking North

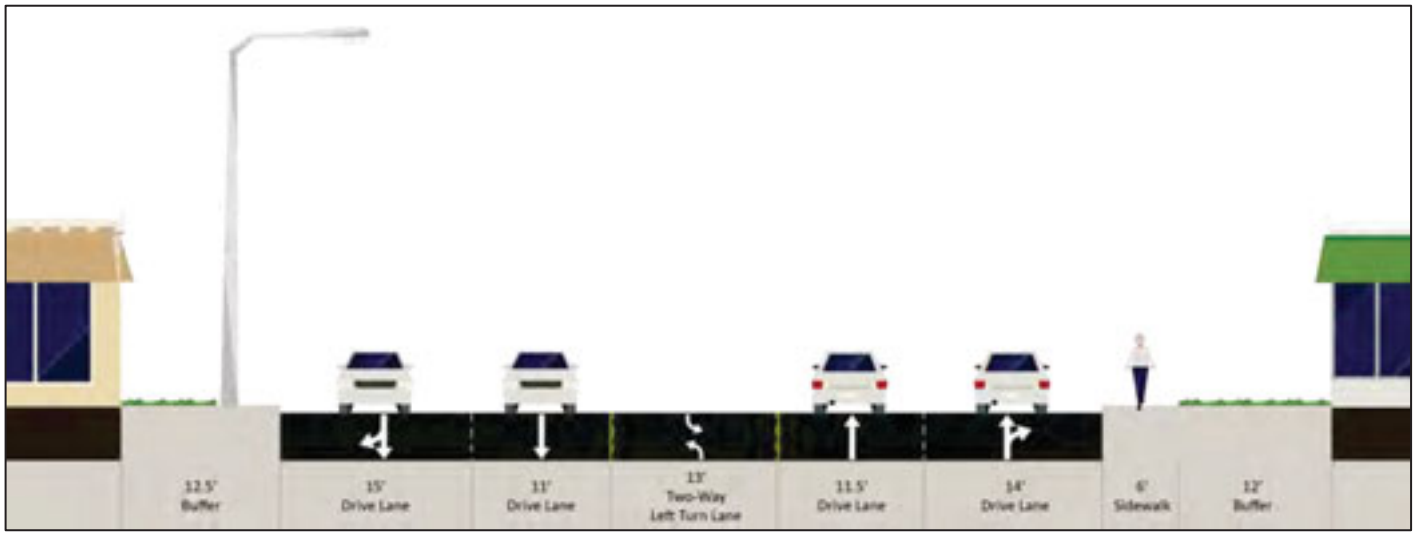
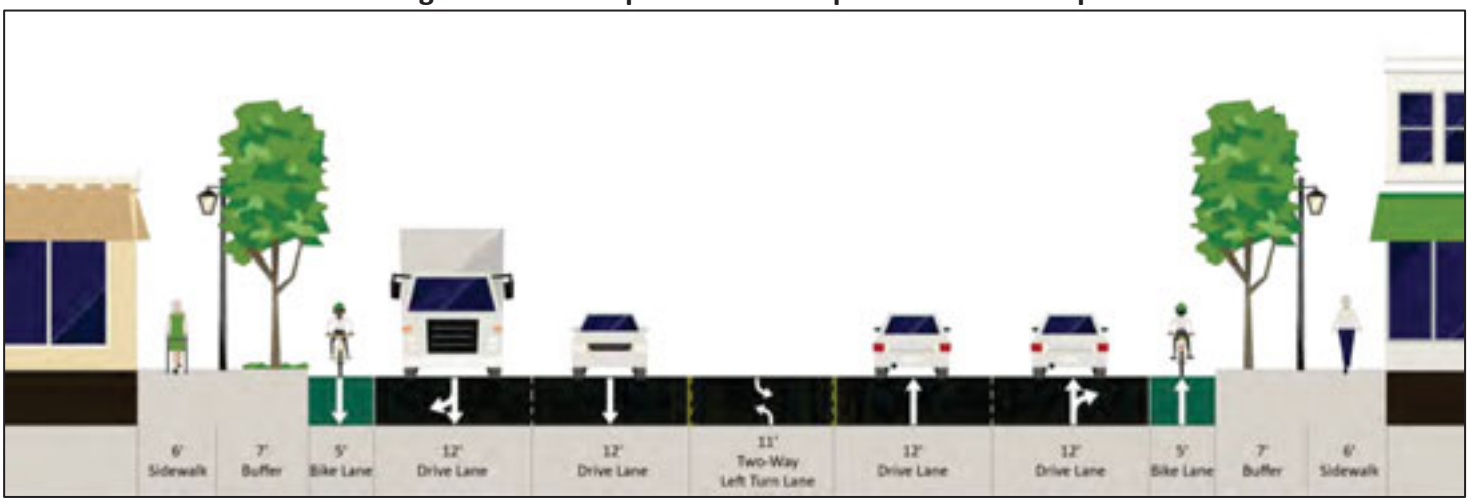


Figure 16 – Thompson Road Complete Street Concept



Design drawings from NYSDOT's year 2000 Thompson Road reconstruction show the State's right-of-way extending roughly 48 feet out from both sides of the centerline of Thompson Road.[4] A redesign would require relocating the road's curbs and would likely require using all 96 feet of the estimated public right-of-way for the following improvements:

- Four 12-foot through lanes;
- An eleven-foot two-way-left-turn lane;
- Two five-foot bike lanes;
- Two six-foot sidewalks; and
- A seven-foot buffer zone, including landscaping and pedestrian-scale lighting.

5.5 Sidewalks, Lighting & Landscaping

Sidewalk and streetscape improvements should be applied to key corridors within the study area, with the goals of increasing pedestrian comfort and creating a more attractive area in which to do business. The study area is not like other commercial / industrial zones in the region: the concentration of hotel rooms makes it a gateway to Syracuse for thousands of visitors every year. Relatively minor investments in sidewalks, landscaping, and lighting could transform Carrier Circle's hotels from a bland collection of driveways and parking lots into an inviting, coherent, and memorable Visitor District.

Sidewalks, landscaping, and lighting should be added along the following roads:

- Court Street Road;
- Old Collamer Road;
- Yorktown Circle;
- Telergy Parkway;
- Baptist Way; and
- Weighlock Drive, between Spring Hill Suites and Route 298.

[4] A survey of existing NYS right-of-way was not conducted for this project. SMTC staff estimated public right-of-way using a year 2000 design drawing for the reconstruction of Thompson Road (contract number D257576).

Additionally, access to Carrier Park would be improved by adding sidewalks to:

- Exeter Street, between Thompson Road and Roby Avenue; and
- Roby Avenue, between Exeter Street and the Field of Dreams entrance.

With the exception of Telergy Parkway, which is privately owned, all of the Visitor District roads are owned and maintained by the Town of DeWitt. Improvements to these roads would include:

- Six-foot concrete sidewalks on both sides of all roads;
- Eight-foot pedestrian buffers between sidewalks;
- 12 to 15-foot pedestrian-scale lampposts; and
- Landscaping in buffer zones, including street trees.

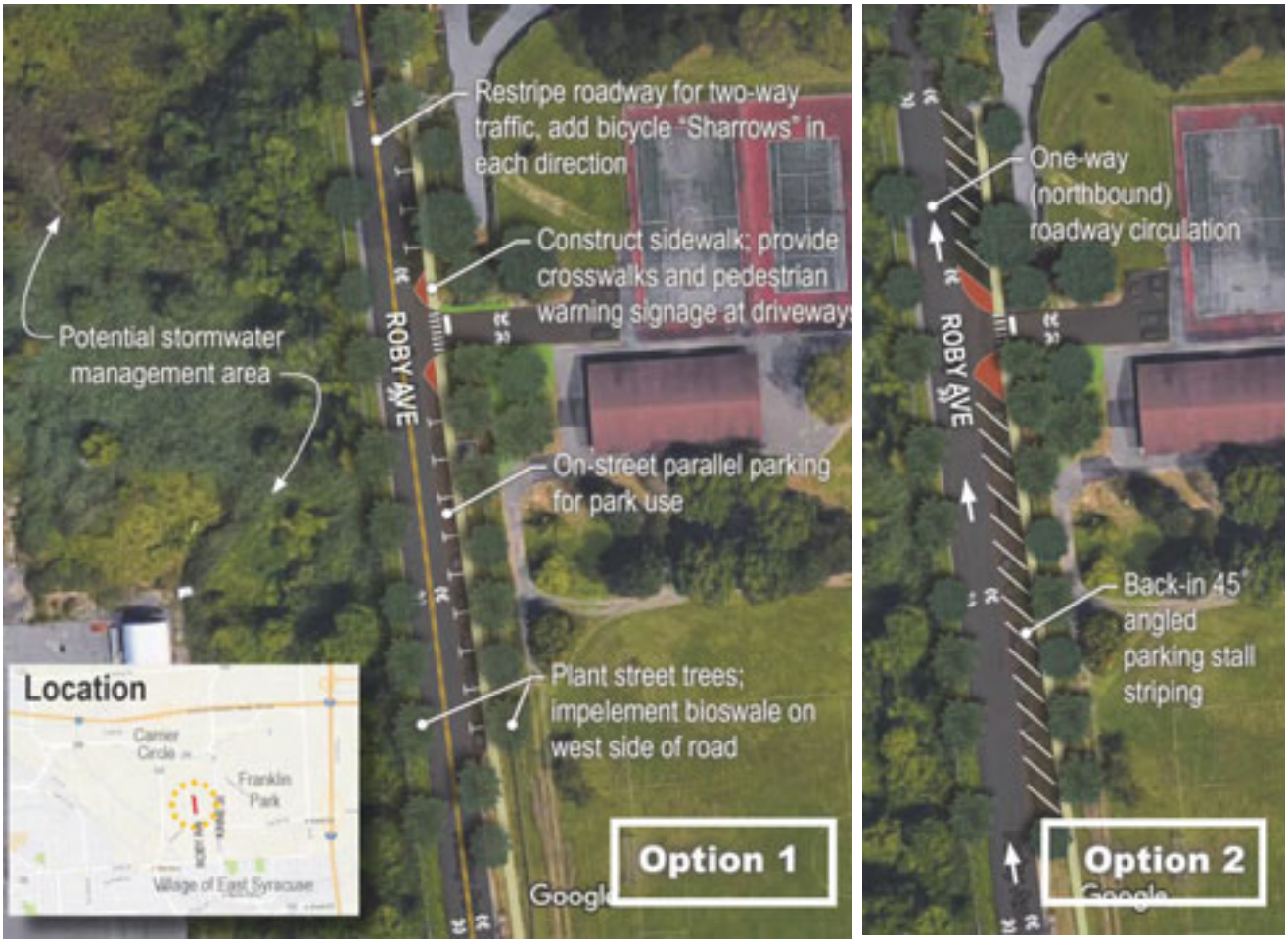
Exeter Street is owned by Onondaga County, but the Town of DeWitt has expressed an interest in funding sidewalks on this facility. Improvements to Exeter Street would include:

- Six-foot concrete sidewalks on both sides of all roads; and
- Eight-foot pedestrian buffers between sidewalks.

Roby Avenue is a Town-owned facility with a partial sidewalk between Exeter Street and Grover Street. The sidewalk on the east side of Roby Avenue should be fully constructed, with a minimum four-foot buffer between the sidewalk and street.

On-street parking for people going to the park should also be added to Roby Avenue. The Town of DeWitt's Planning Department has suggested possibilities for this portion of Roby, as shown in Figure 17. One idea is to add striping for parallel parking, as well as sidewalks and street trees, to Roby Ave. Another concept is to make the street one way northbound north of Grover Avenue, with traffic using the Field of Dreams parking lot to access Kinne Street for circulation. This idea also includes angled "back-in" on street parking, which can have a traffic calming effect.

Figure 17 – Options for Roby Avenue at Carrier Park Entrance



Source: Town of DeWitt Planning Department

5.6 Intersection Improvements

Adding crosswalks and pedestrian signals to the signalized intersections in this area would be a significant step forward for pedestrian mobility. The following intersections should be improved:

- Thompson Road / Exeter Street;
- Thompson Road / Verizon Access Road;
- Kinne Street / Kirkville Road;
- Kinne Street / Franklin Park Drive; and
- Court Street / New Venture Gear Drive / Route 298.

Additionally, a crosswalk on Kinne Street at Altmont Street would improve access to Carrier Park from the Franklin Park neighborhood.

5.7 Bike Lanes

NYSDOT's Highway Design Manual specifies a minimum width of five feet for on-road bicycle lanes. This width is available in the existing striped shoulder on the following roads:

- New Venture Gear (11 foot shoulders)
- Kirkville Road between Fly Road and Franklin Park Drive (7.5-foot shoulders, average)
- Franklin Park Drive (eight-foot shoulders).

Given the shoulder widths on these facilities, buffered bike lanes could be added without losing roadway capacity. Buffered bike lanes use roadway striping to create a buffer space, separating the bicycle lane from the adjacent motor vehicle lane. Buffered bike lanes on these roads would connect to the existing bike lanes on Fly Road, creating a nearly four-mile long loop.

5.8 Bike Share

Over the past ten years, bike share programs have been sprouting up in cities across the country and around the world (Figure 18 shows examples of bike share stations in other communities). In the Syracuse area, Cuse Cycle offers seasonal bike rentals at the Erie Canal Trail access point at Butternut Drive in DeWitt. Cuse Cycle also operates three rental stations in Onondaga Lake Park.

The study area, with its concentration of hotel guests, is well-suited to an expansion of a bike sharing pilot program, particularly if on-street bike lanes are added to study area roads. Additionally, a handful of cities have developed bike sharing programs that include bicycles designed for people with mobility challenges, including hand cycles, recumbent tandems, and tricycles. Including a variety of bicycle designs would be an ideal complement to the accessibility of the nearby Field of Dreams.

Implementing a bike share program in the study area would fit with one of the strategies identified in the Town of DeWitt's *Sustainability Plan*: "provide bikes for daily trips".

Figure 18 – Bike Share Stations
Capitol Bike Share (left), Philadelphia's Indego (center), and Cornell's Big Red Bikes (right)

Possible station locations include:

- Hotel District;
- Field of Dreams;
- Pioneer Business Park;
- Franklin Park (the circular park in the Franklin Park neighborhood);
- Thompson Road;
- Fly Road; and
- Kirkville / Kinne shopping plaza.

5.9 Bus Shelters

There is currently a bus shelter on Deerfield Road near Franklin Park Apartments. There are no shelters in the Hotel District or elsewhere in the study area. As noted in Section 4.1, Hotel District employees are likely to rely on transit to get back and forth to work, and are likely to be using transit late at night.

Four new bus shelters are suggested for the study area: two in the Hotel District (on Court Street Road and Weighlock Drive), one on Franklin Park Drive, and one on Thompson Road.

5.10 Sanders Creek Walkway

Sanders Creek is an underutilized and severely impaired resource in the study area. There is no public access to the creek, but the well-landscaped, park-like setting on the northeast corner of the Carrier Campus suggests the possibilities for what the rest of this creek could become.

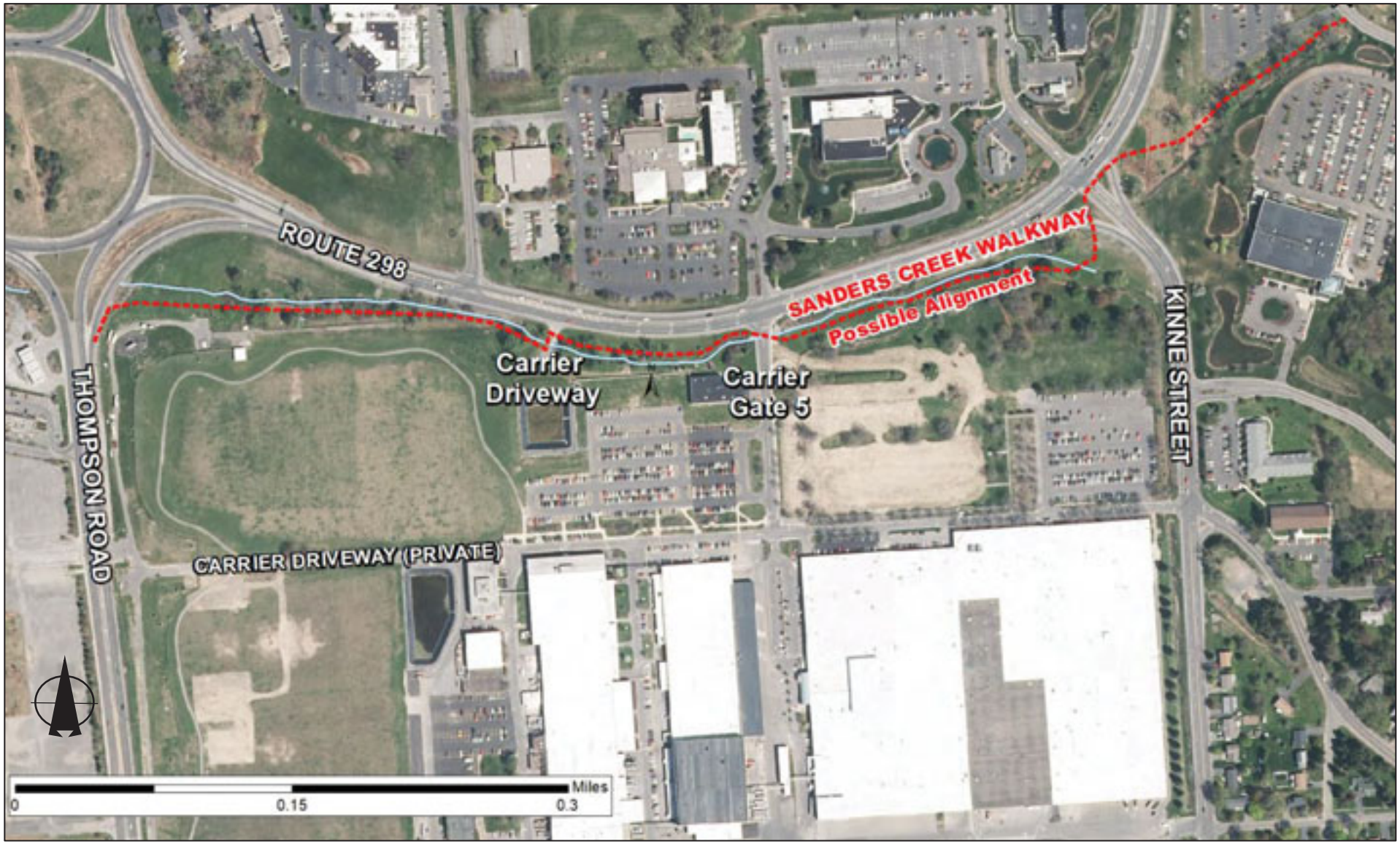
A Sanders Creek Walkway (see Figures 19 and 20) would extend from Thompson Road on the west, along the northern edge of the Carrier Campus, between the Aspen Dental and Bank of New York Mellon buildings, terminating in Sanders Creek Parkway.

A walkway would provide east-west access for bicyclists and pedestrians through the study area without adding bicycle lanes and sidewalks to Route 298, which is poorly suited for these improvements.

Given topographical constraints, a ten-foot paved walkway would most likely run along the south side of Sanders Creek between Thompson Road and the Carrier driveway just east of Old Collamer Road (see Figure 20). From there, the walkway would cross to the north side of the creek, crossing back to the south side east of the Gate 5 driveway (south of Telergy Parkway). The most appropriate crossing of Kinne Street is likely to be at the signalized Route 298 / Kinne Street intersection, which would necessitate a bridge over Sanders Creek in the segment east of the Gate 5 driveway.

Figure 19 – Sanders Creek Walkway Concept

Figure 20 – Sanders Creek Walkway – Possible Alignment



5.11 Route 298 Walkway

Adding a walkway to the north side of the Route 298 in the Hotel District, between Old Collamer Road and Weighlock Drive, would provide additional east-west pedestrian access through this area. This would further support mobility for transit riders who work in this area and have difficulty finding pedestrian routes to and from their place of employment. It would also give hotel guests an additional space for outdoor recreation.

Developing a walkway on the north side of Route 298 would require adding a culvert for the existing drainage ditch. While there appears to be sufficient State right-of-way through most of this segment to accommodate an eight-to-ten foot trail separated from the roadway by a six-to-eight-foot grass buffer, some portions of this facility would require easements from adjacent property owners.

5.12 Hotel District Mini-Roundabout

The Baptist Way / Old Collamer Road intersection is just 80 feet south of the Old Collamer / Court Street Road intersection. Additionally, there is a 60-foot wide Best Western hotel driveway entrance on the west side of Old Collamer Road between the two intersections. The width and lack of delineation gives the appearance of one large, skewed intersection.

Relatively minor improvements would make it easier and safer to navigate these roads. Specifically:

- Re-align the eastern terminus of Baptist Way to create a perpendicular intersection with Old Collamer Road;
- Reduce the width of the Best Western driveway from 60 feet to 40 feet; and
- Convert the Old Collamer Road / Court Street Road / Hotel driveway intersection from an all-way stop to a mini roundabout.

A mini roundabout at this location would improve this intersection's appearance and add a gateway feature to one of the Hotel District's entry points (see Figure 21). Bricks or another surface material could be used to differentiate the roundabout's center from the surrounding pavement. Figure 22 shows an example of a mini-roundabout.

Figure 21 –Old Collamer / Court Street Road / Baptist Way Intersection, Existing (left) & Possible Mini-Roundabout (right)

Figure 22 – Mini Roundabout Example

Source: Issaquah-Sammamish Reporter, Bellevue, Washington

5.13 Adding Destinations

"Walkability" refers to a place's pedestrian infrastructure, but it can also refer to its ability to attract pedestrians. Adding infrastructure is relatively easy: it boils down to a matter of planning and engineering the required facilities and finding funding sources for

improvements. Adding places to which people want to walk is less straightforward: if an area lacks "walkable" origins and destinations, it can take time and planning to attract the right mix of development.

In order to become a truly walkable industrial / commercial district, the study area needs a greater diversity of destinations, such as shops, restaurants, and entertainment venues. Adding multi-family residential units to the area would create a built-in customer base for these destinations. Making this area feel more like a neighborhood may make it more attractive to prospective employers.

6. Implementation Plan & Funding Sources

6.1 Implementation Plan

Phase One, 2018 - 2020

The top priority in this area is to improve non-motorized mobility on the Kinne Street / Weighlock Drive north-south spine. This helps break down the Hotel District "island effect", gives residents of the Franklin Park neighborhood improved access to the restaurants in the Hotel District, and makes it safer and easier to walk to the Field of Dreams from nearby hotels. The Town of DeWitt and Onondaga County should make the Kinne Street road diet and multi-use trails high priorities to ensure that an accessible corridor is in place as near in time as possible to when the next phase of construction at the Field of Dreams park is completed (scheduled for 2018).

- Kinne Street / Route 298 intersection improvements;
- Improvements to Franklin Park Drive / Kinne Street intersection: crosswalks and pedestrian signals;
- Old Collamer Road / Court Street Road mini-roundabout;
- Kinne Street road diet;
- Kinne Street multi-use trail; and
- Thompson Road sidewalk extension.

Phase Two, 2020 – 2025

The second round of improvements will expand access for cyclists and pedestrians within and adjacent to the Hotel District, and ensure that there are sidewalks in the Park Hill neighborhood connecting to the Field of Dreams.

- Hotel District sidewalks;
- Route 298 Walkway;
- Sanders Creek Walkway;
- Roby Avenue improvements;

- Route 298 / New Venture Gear intersection improvements: crosswalks and pedestrian signals;
- New bike lanes;
- Bike share;
- Bus shelters; and
- Exeter Street sidewalks.

Phase Three, 2025 – 2040

In the long-term, major transportation investments will ensure that this area continues to progress from a 1960s-era manufacturing zone to a vibrant commercial center.

- Sanders Creek Walkway;
- Acquisition and upgrade of Verizon access road;
- Thompson Road reconstruction; and
- Carrier Circle reconstruction.

6.2 Funding Sources & Order of Magnitude Cost Estimates

Federal

As the state designated Metropolitan Planning Organization (MPO) for the Syracuse area, one of the SMTC's key activities is the development and maintenance of the region's Transportation Improvement Program (TIP). The TIP is a listing of all capital projects that are programmed to utilize federal transportation funding over a four-to-five–year period in the Study Area. TIP funding comes through several programs, each of which is intended to pay for different kinds of improvements. These include the Transportation Alternatives Program (TAP) and the Highway Safety Improvement Program (HSIP).

Transportation Alternatives Program

The FHWA's guide to TAP lists the following activities as eligible for TAP funding:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and

- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized-transportation users.

New York State

State-level funding may be available through the Consolidated Local Street and Highway Improvement Program (CHIPS). CHIPS funds can be used for a wide variety of purposes, including pedestrian facilities. State Highway Law, Section 10, describes these funds as being for the purpose of "making payments toward the construction, operation and/or maintenance of highways, bridges and highway-railroad crossings that are not on the state highway system." Sidewalks, shared-use paths, and bike paths within the highway right of way are eligible for funding as part of a highway reconstruction.

Private Sector

A few of the ideas recommended in this plan, specifically the concept of a walkway along the northern edge of the Carrier Campus and the acquisition of the private road owned by Verizon, explicitly require cooperation from private companies.

A hypothetical Sanders Creek Walkway could not be constructed without the support of Carrier Corporation: a donation of land or, at a minimum, the granting of an easement, will be necessary for this idea to be feasible.

Similarly, if Verizon were to donate its access road, or provide it to the Town of DeWitt at a discount, it would make creating a new east-west connection in this area substantially more feasible.

The Greater Syracuse Hospitality and Tourism Association may have an interest in supporting efforts to beautify the study area, given its prominence in the local hospitality industry.

Table 5 provides a summary of projects by estimated cost, funding source, and most likely sponsor.

Table 5 – Improvements – Sponsors, Funding Sources, and Cost Estimates

	Element	Owner / Project Sponsor	Cost Estimate	Funding Sources
PHASE ONE	Route 298 / Kinne Street Intersection Improvements: Signalized Intersection or Roundabout	NYSDOT / OCDOT	$700K - $1M	STIP
	Franklin Park Drive / Kinne Street	OCDOT	$50 - $80K	Unknown
	Court Street Mini-Roundabout	Town of DeWitt	$50K - $120K	Local Funding
	Kinne Street Road Diet	OCDOT	$1M - $2M	TIP, CHIPS & Local Match
	Kinne Street Multi-Use Trail	OCDOT / Town of DeWitt	$640,000 - $700,000	TAP, State Funding
	Thompson Road Sidewalk Extension	NYSDOT	$40,000	TAP
PHASE TWO	Hotel District Sidewalks, Lighting & Landscaping	Town of DeWitt	$4M	TAP, Local Funding
	Route 298 Walkway	NYSDOT	$400K - $500K	TAP, State Funding
	Roby Avenue Improvements	Town of DeWitt	$90K - $120K	TAP, State Funding
	Route 298 / New Venture Gear Drive Intersection Improvements	NYSDOT / OCDOT	$100K - $150K	STIP, TAP
	On-Street Bike Lanes	NYSDOT / OCDOT	$290K	STIP, TAP
	Bike Share	Town of DeWitt / Other Partners	$550K + ongoing maintenance	Public-private partnerships, FTA, NYSERDA
	Bus Shelters	Centro	$40K	FTA
	Exeter Street Sidewalks	Town of DeWitt / OCDOT	$300K	TAP, Local Funding
	Sanders Creek Trail	Town of DeWitt / NYSDOT / Carrier Corporation	$1M - $1.5M	TAP, Local Funding
PHASE THREE	Acquisition of Verizon Access Road	Town of DeWitt	Unknown	Local Funding
	Upgrade of Verizon Access Road (sidewalks, lighting)	Town of DeWitt	$350K - $500K	TAP, Local Funding
	Thompson Road Reconstruction	NYSDOT	Major Capital Project	TIP
	Carrier Circle Reconstruction	NYSDOT	Major Capital Project	TIP

Sources: Costs for Pedestrian and Bicyclists Infrastructure Improvements (UNC Highway Safety Research Center); past SMTC studies; Centro.

6.3 Conclusion

Planning for non-motorized transportation in industrial and commercial areas can, and should, involve asking questions about regional priorities. Should sidewalks in the study area be prioritized over sidewalks adjacent to schools or shopping centers? Local and regional planning and programming processes will answer these questions over time. It is clear, however, that employment centers and neighborhoods that neglect the needs of cyclists and pedestrians are not compatible with local policies, national trends, or the SMTC's long range planning goals.

The improvements proposed by this plan have the potential to change how the Carrier Circle area is seen by residents, visitors, and the business community. Going beyond transportation utility and adding elements with visual appeal, such as landscaping, and lampposts, will send a message that this is an area that is going to continue to be an important part of the region's economy going into the future. Where there were monolithic industrial campuses, there will be new roads, walkways, and parks. Where there were pedestrian-hostile roads, there will be safe crossings and facilities for all users.

The stated intent of this plan is to review the roads in this area and make recommendations on how to improve pedestrian and bicyclist access. One ancillary benefit of this review is that it raises the question of defining an "area" in a part of DeWitt that has developed piecemeal for several decades. Transportation facilities create natural boundaries in the area: Thompson Road to the west, the Thruway to the north, Route 481 to the east, and Exeter Street / Kikrville Road to the south. Within this area, there are neighborhoods, industrial campuses, hazardous waste sites, offices, and thousands of hotel rooms. In terms of proximity to highway, rail, and air travel, the area is positioned to continue to be one of the region's major employment centers. Vacant land and developed space awaiting tenants give it the potential to become a leading center for new industries. A logical next step is to develop a unified vision for this area – one that allows for production for global markets without losing sight of human scale.

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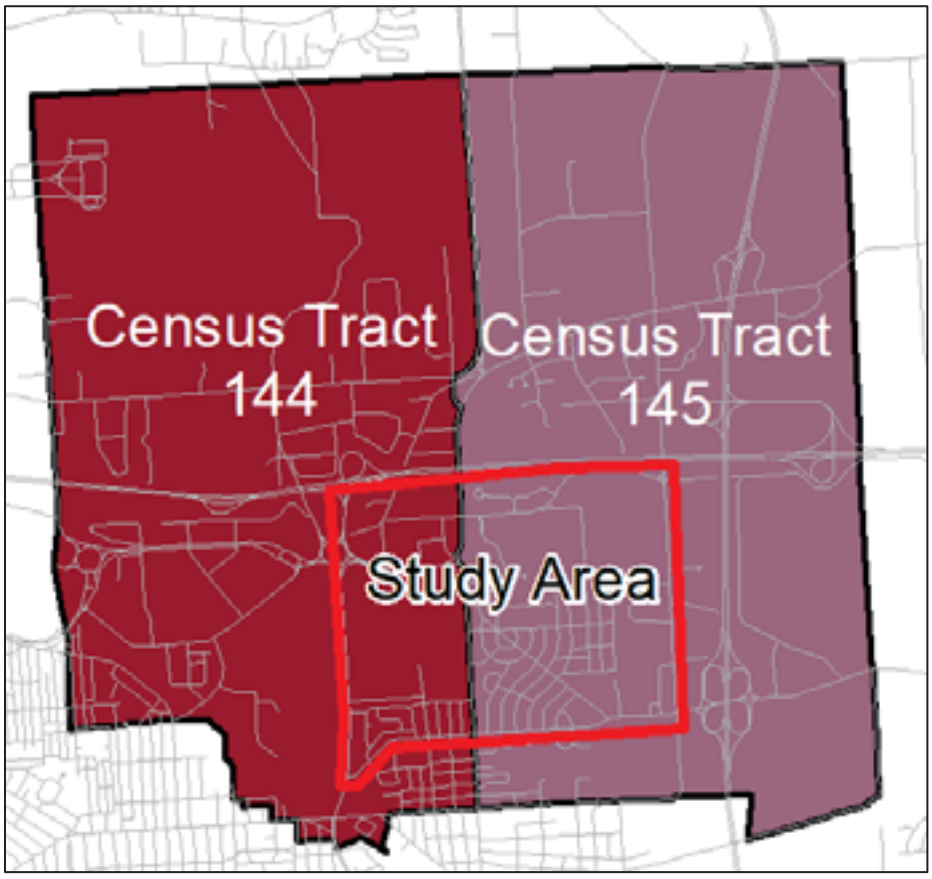
Appendices

APPENDIX A - DEMOGRAPHICS

Overview

The study area falls into two census tracts in the Town of Dewitt: census tract 144 takes up the western half of the study area and census tract 145 takes up the eastern half. See Figure A1. The two census tracts represent a reasonable catchment area for any future pedestrian and bicycle infrastructure that could connect the different land uses within the study area. The total study area population is 6,280, with 2,380 residents in tract 144 and 3,900 residents in tract 145.

Figure A1: Study Area Census Tracts



Population Change

While the MPA's population increased by two percent between 2000 and 2010, census tracts 144 and 145 saw no population change (see Figure A2).

Poverty

As shown in Figure A3, tract 144 has a slightly higher number of individuals living in poverty (9 percent) than tract 145's population (6 percent). The two census tracts are very close to the Town's 8.4% average, but well below the MPA's 18.4 percent average poverty rate.

Population by Age

Overall the population age percentages are very close between the two census tracts. As shown in Figure A4, the census tract 144 has a slightly higher percentage of residents 18 years old and younger (19.6 percent) than tract 145 (18 percent). This represents the largest age cohort differential between the two census tracts.

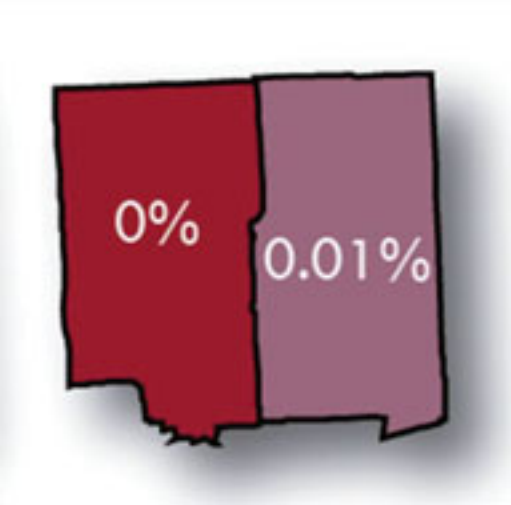
Median Household Income

As shown in Figure A5, tract 144 has a lower median household income ($44,961) than the MPA average of $53,100, while tract 145 has a slightly higher median income ($54,524). Both census tracts fall below the Town-wide average of $66,973.

Limited English Proficiency

Census tract 144 has a relatively high population with limited English proficiency (13 percent) compared to the Town average (4.3 percent) and MPA average (3.5 percent). As for census tract 145, it is more in line with the MPA and Town average, with an LEP concentration of 4 percent. The language spoken by most of the individuals with limited English skills is Serbo-Croation. Discussions with local officials indicate that a number of Bosnian refugees settled in the area in the late 1990s. To a large extent, this group has managed

Figure A2: Population Change, 2000 to 2010



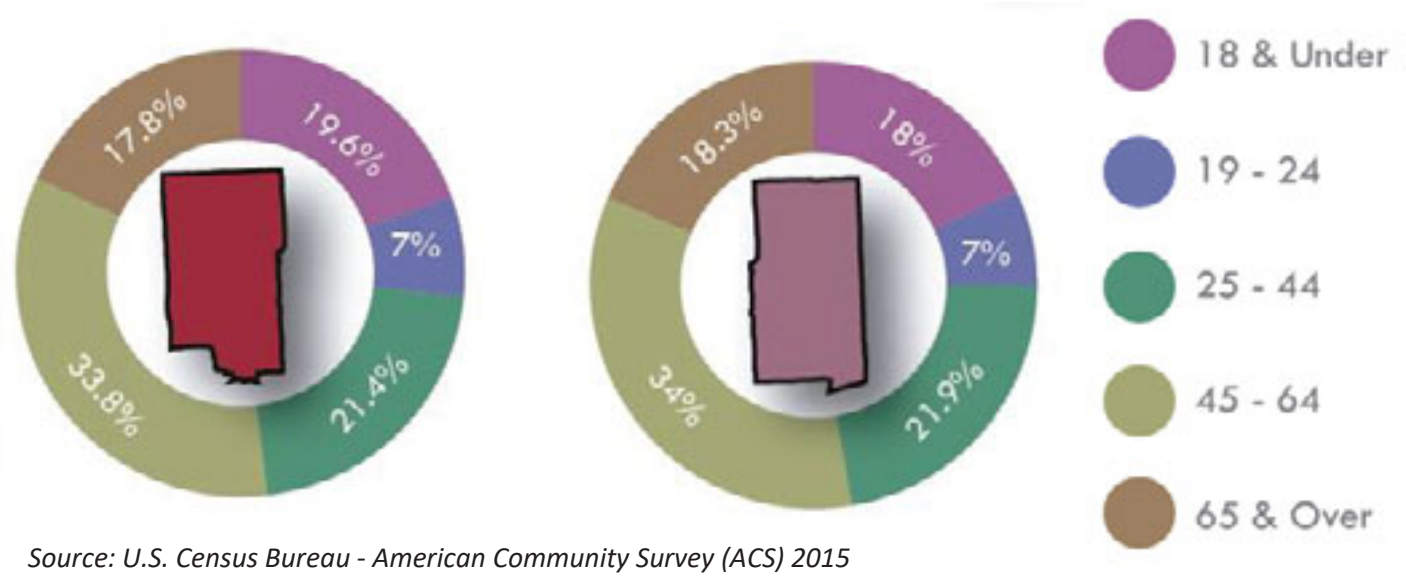
Source: U.S. Census Bureau - American Community Survey (ACS) 2015 5-year Estimate
2000 & 2010 Decennial Censuses

Figure A3: Poverty rate by U.S. Census tract

Source: U.S. Census Bureau - American Community Survey (ACS) 2015 5-year Estimate
2000 & 2010 Decennial Censuses

to assimilate into the community and intergenerational resources overcome language barriers.

Figure A4: Population by age



Source: U.S. Census Bureau - American Community Survey (ACS) 2015 5-year Estimate, 2000 & 2010 Decennial Censuses

Environmental Justice

The SMTC's 2012 Environmental Justice report included a methodology for identifying high, medium, and low priority target areas by combining information about median household income, senior citizen concentrations, and minority concentrations. The SMTC used a similar methodology and reassessed the Carrier Park study area using 2015 ACS data and determined that the western half of the study area falls in a medium priority target area. This means there is a somewhat significant concentration of an environmental justice population group(s) in that area.

The eastern half of the study area is in a low priority target area.

Figure A5: Median household income, by U.S. Census tract

Source: U.S. Census Bureau - American Community Survey (ACS) 2015 5-year Estimate 2000 & 2010 Decennial Censuses

Households with no vehicles

The percentage of households with no vehicles in census tract 144 is four percent, compared to 15 percent in Census tract 145, nine percent Town-wide, and 12 percent in the MPA.

Means of Transportation to Work

Walking

Throughout the MPA, 3.5 percent of workers walk to work. As shown in Figure A6, Town-wide nearly the same percentage (3 percent) walk to work. Meanwhile, census tracts 144 and 145 have slightly lower percentages of those who walk to work (2.9% and 2.1% respectively).

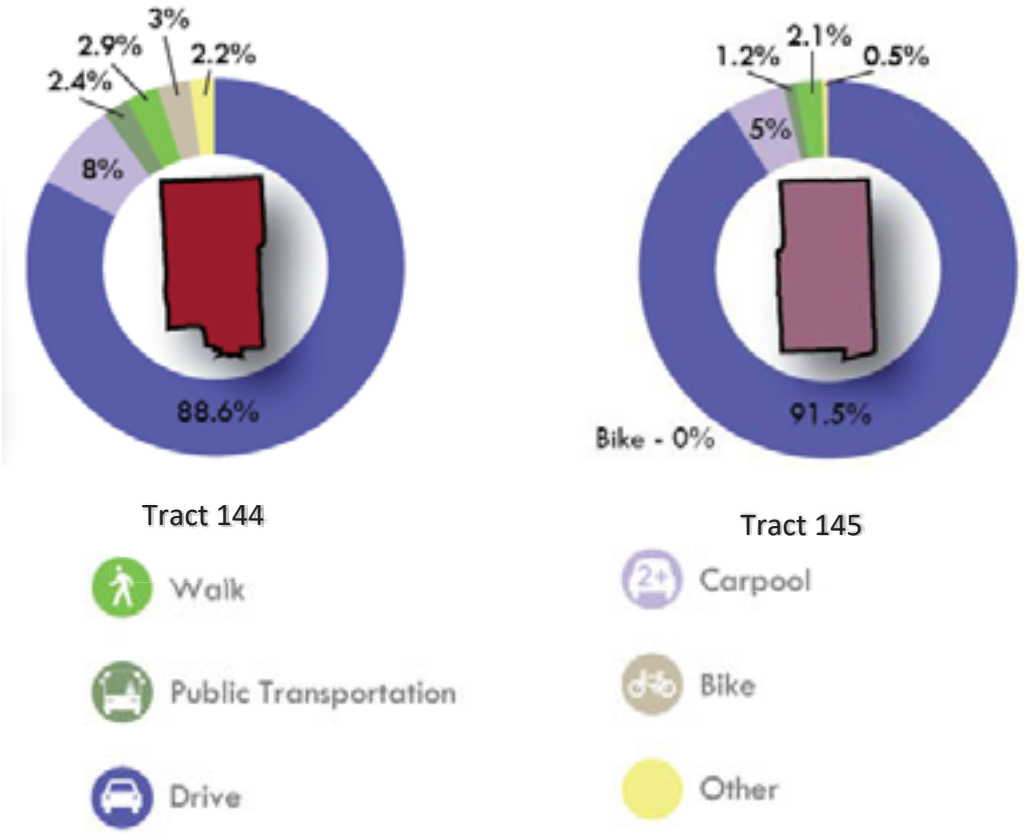
Biking

MPA-wide, only 0.2 percent of commuters bike to work and 1 percent bike to work town-wide. As shown in Figure A6, census tract 144 has a higher percentage of residents that bike to work (3 percent) when compared to tract 145, which has no noticeable number of commuters biking to work.

Public Transit

The proportion of workers living in the study area and commuting by transit is small, as shown in Figure A6. But transit ridership among residents of tract 144 is double the MPA-wide rate: 2.4 percent in the Park Hill area, compared to 1.2 percent MPA-wide.

Figure A6: Means of Transportation to Work by Census Tract



APPENDIX B – STUDY AREA ROAD DATA

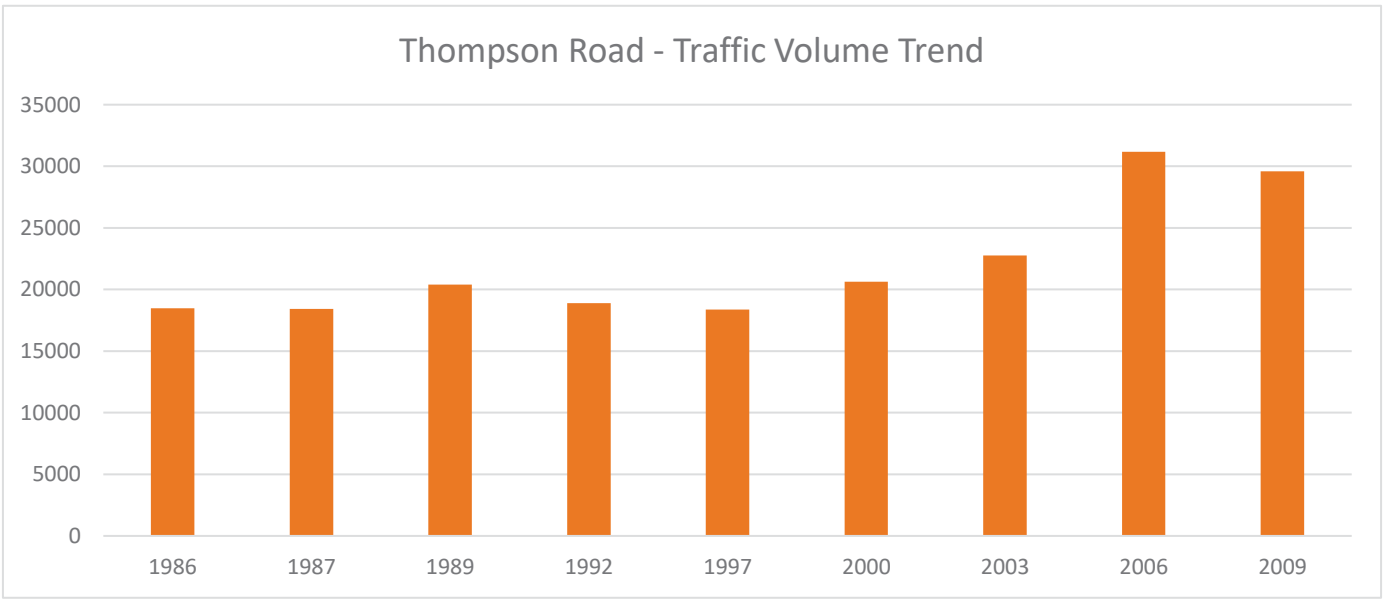
Thompson Road

Route Number	635
Owner	NYSDOT
Functional Class	Principal Arterial
AADT	29,605 (2009)
Speed Limit	45 MPH
85th Percentile Speed	48 MPH (NB), 44 MPH (SB)
Pct. Heavy Vehicles	10%
# of Lanes	4 through lanes
Roadway Width	62' (at Carrier lot signal) 72' (Exeter signal)
Pavement Condition	Poor

Description

Thompson Road is part of the National Highway System (NHS) and one of the routes identified by NYSDOT as open to Special Dimension Vehicles, including 53-foot semi-trailer/cab combinations, tandem trailers with cabs, and 80-foot stringer-steered vehicles. The State's Highway Design Manual specifies that facilities with this designation must maintain a minimum lane width of 12 feet.

Thompson Road is a busy four-lane arterial that connects major routes to the south (James Street, I-690, Erie Boulevard East) to Carrier Parkway and the Thruway. Heavy vehicles make up ten percent of the traffic on this road.



In the segment between Exeter Street and Carrier Parkway, there are three signalized intersections. Only one of these, the signal at the entrance to the former Carrier parking lot area, is signalized for pedestrian use and has standard style (two parallel lines) crosswalks.

Sidewalks are present along Thompson Road, although they jump from the western to the eastern side of the road without a crosswalk to allow pedestrians to safely use the sidewalk. Also, sidewalks are situated immediately adjacent to the road with no buffer.

There are no bicycle facilities along Thompson Road.

Issues and Opportunities

For cyclists and pedestrians who live or work in this area, Thompson Road is a critical north-south connector. Thompson Road is one of a handful of surface streets that cross all three of the major east-west barriers to movement in the eastern part of the county (I-690, the CSX rail line, and the Thruway). Thompson Road is not currently designed to NYSDOT's Pedestrian Facility Design standards. It does not have sidewalks on both sides of the road, it does not have the recommended eight-foot separation between sidewalk and traveled way, and it does not include facilities for disabled access, such as high-visibility crosswalks and appropriate curb ramps.

Carrier Parkway / Route 298

Route Number	298
Owner	NYSDOT
Functional Class	Minor Arterial
AADT	16,445
Speed Limit	45 MPH
85th Percentile Speed	53 MPH (2003)
Pct. Heavy Vehicles	7.9%
# of Lanes	3-5 lanes
Roadway Width	67' (at Kinne Street Intersection
Pavement Condition	Fair

Description

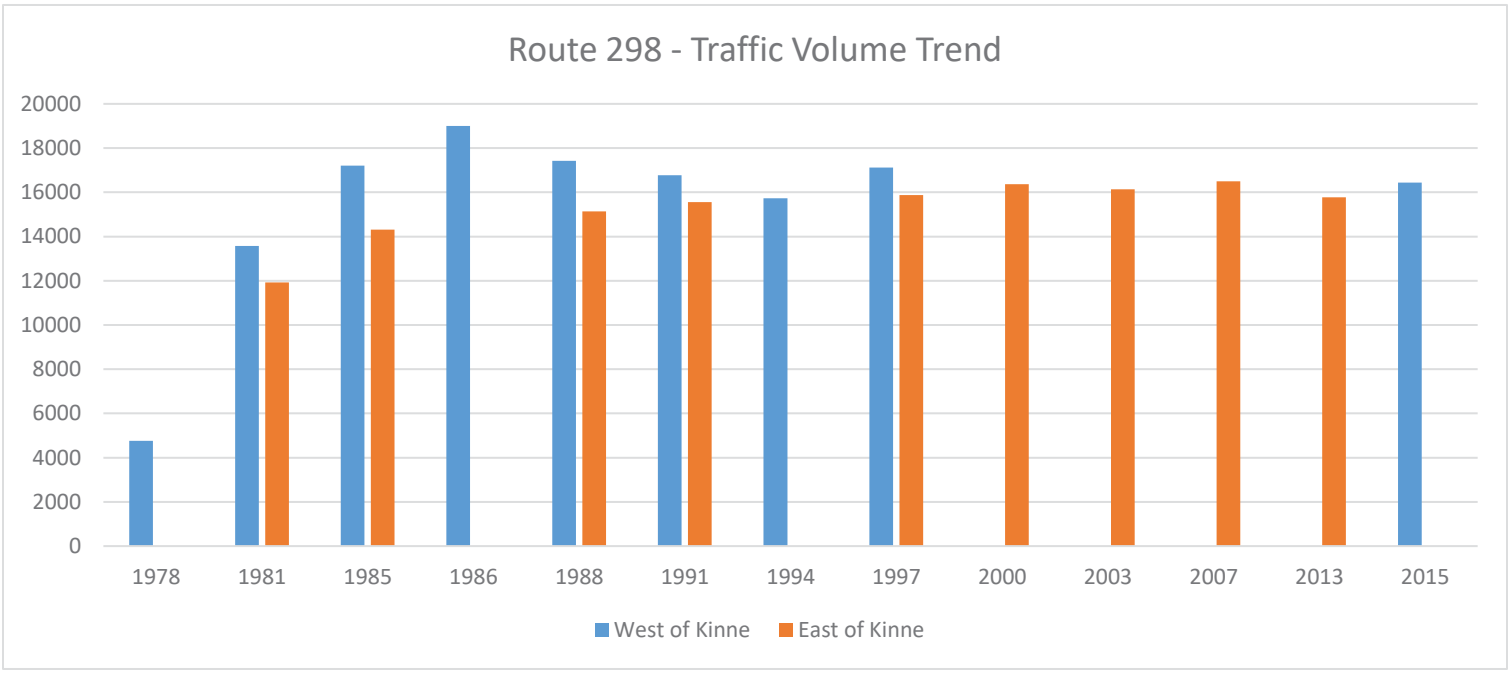
Route 298 runs east to west through the study area, between the Carrier Corporation's campus to the south and the cluster of hotels/motels in the northern part of the study area. Like Thompson Road, Route 298 is a designated route for large trucks, although the portion of this route in the study area is not part of the NHS.

The Carrier Parkway portion of Route 298 runs from Carrier Circle to the west to Kinne Street to the east.[1] There are two signalized intersections on Carrier Parkway in the study area, at Kinne Street and at Court Street Road / New Venture Gear Drive. There are also two unsignalized intersections, at Old Collamer Road and at the Telergy Drive / Carrier Corporation driveway intersection. In the study area, Carrier Parkway generally has one through lane westbound and two through lanes eastbound, but at intersections the road expands to accommodate additional turn lanes. The Carrier Parkway / Kinne Street intersection is quite wide, in large part due to the Parkway's eastbound slip ramp and Kinne Street's northbound slip ramp. There are minimal pedestrian amenities other than shoulders that range in width from 3 1/2 to 11 feet, "islands" of refuge in the form of grass medians around the slip ramps, and street level medians consisting of striped pavement. There are no sidewalks, crosswalks, pedestrian signals, or bike lanes.

Opportunities

Similar to Thompson Road being a critical north-south connector, Carrier Parkway is a critical east-west connector. It essentially serves as the "driveway" to the economic engine of this study area. It connects hotels/motels, business parks, and restaurants to the Thruway and to points south and west via its connection to Carrier Circle and points east via its connection to New Venture Gear Drive. It has the potential with the addition of future pedestrian and bicycle improvements to soften the physical and visual barrier and connect hotel patrons in the area to amenities in the southern portion of the study area, such as the Field of Dreams.

[1] East of the Carrier Parkway / Kinne Street intersection, Route 298 is also known as Kinne Street; for simplicity, it will be referred to as Route 298 in this plan.


Route 298 - Traffic Volume Trend
20000
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
1978
1981
1985
1986
1988
1991
1994
1997
2000
2003
2007
2013
2015
West of Kinne
East of Kinne

Kinne Street

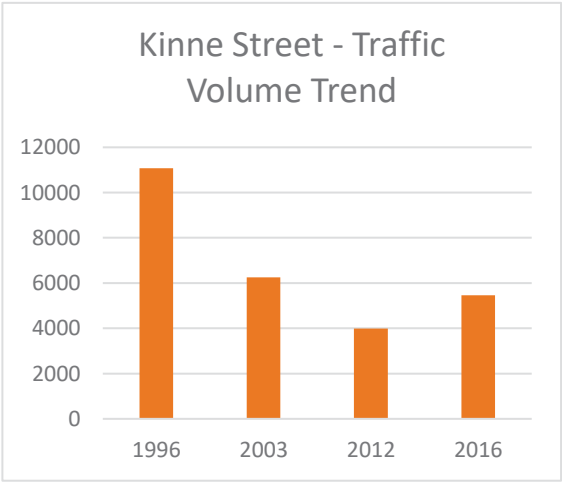
Route Number	86
Owner	OCDOT
Functional Class	Minor Arterial
AADT	5,330
Speed Limit	35 MPH
85th Percentile Speed	44 MPH (2016)
Pct. Heavy Vehicles	4.2%
# of Lanes	2-4 lanes
Roadway Widths	29' (Near Intersect with Altmont Drive) 58' (From Winchester Road to Carrier Parkway)
Pavement Condition	Fair - Good

Description

Kinne Street is a modestly busy minor arterial that runs north to south along the eastern side of the Carrier Corporation Campus. At its northern end[2] it intersects with Carrier Parkway (Rt. 298) and its southern terminus is in the Village of East Syracuse. Kinne Street connects the neighborhoods in the area to the two main connector roads (Thompson Road, via Exeter Street, and Carrier Parkway) in the study area. It also serves as an inlet/outlet road for employees at Carrier. The northern portion of Kinne Street is a four-lane road with shoulders that vary in width from eight feet to two feet, and the southern portion is two lanes with three to four foot shoulders. Kinne Street provides a direct path from the hotel/motel cluster near its northern end, to the Field of Dreams sports complex. Other than shoulders, there are no pedestrian or bicycle amenities along Kinne Street.

Opportunities

With its relatively low AADT, Kinne Street has the potential to be redesigned as a street equipped with more bicycle and pedestrian-friendly amenities. If provided with a street design that provides them with safer travel between land uses, pedestrians and bicyclists may be more likely to want to travel by foot or bike from areas such as the hotel/motel cluster in the northern end of the study area to parts in the southern end, such as the Field of Dreams Park.



[2] Technically, Kinne Street overlaps Route 298 for three-fourths of a mile east of the Carrier Parkway / Kinne Street intersection, until Kinne Street branches off to the north, north of the Thruway. To simplify the nomenclature in this plan, "Kinne Street" refers to the roadway segment between Route 298 and West Manlius Street.

New Venture Gear Drive

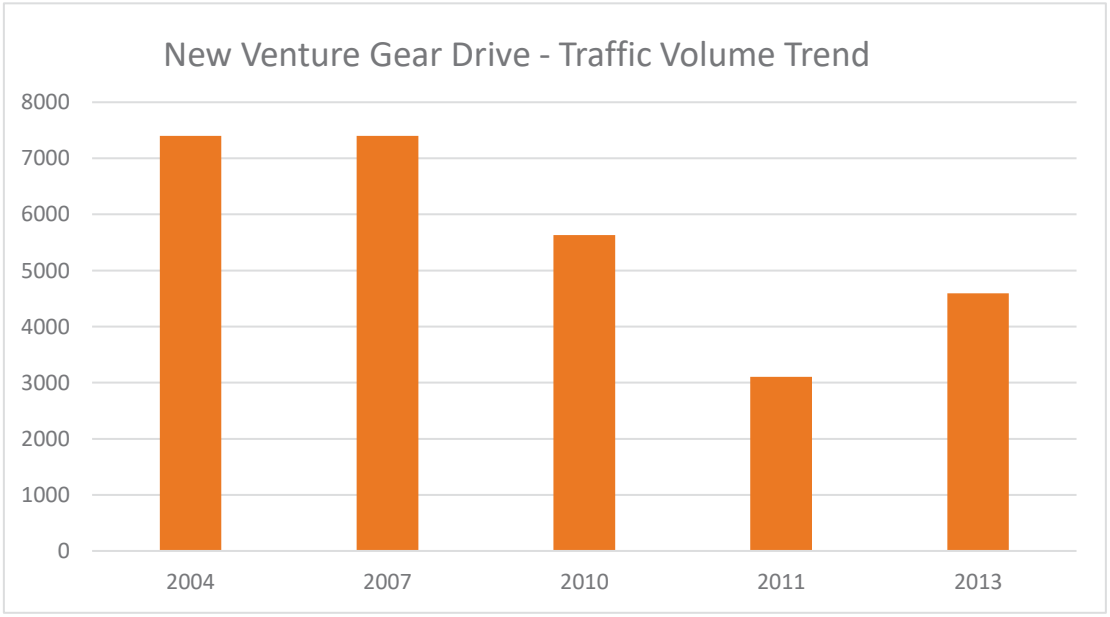
Route Number	76
Owner	OCDOT
Functional Class	Major Collector
AADT	4,590
Speed Limit	55 MPH
# of Lanes	4
Roadway Width	67’
Pavement Condition	Good

Description

New Venture Gear Drive is functionally classified as a major collector. It is four lanes wide, with two lanes in each direction connecting Route 298 and Fly Road. There are a number of thriving businesses and newer hotel/motels along its western half generating a great deal of traffic. New Venture Gear Drive helps funnel that traffic toward the middle of the study area. New Venture Gear Drive features eight to 11-foot shoulders, with no sidewalks or bicycle lanes.

Opportunities

With the loss of employees from a major manufacturing plant residing along its eastern half, one could argue against the future need for a wide, four-lane road with vehicles traveling at high speed. There may be opportunities for a redesign that makes New Venture Gear Drive feel less like a highway and more like a boulevard.



Court Street Road

Owner	Town of DeWitt
Functional Class	Local
AADT	Unknown
Speed Limit	30 MPH (40 MPH on eastern end)
# of Lanes	2 (3 at its eastern intersect with Rt. 298)
Roadway Widths	12’ (western end) 48’ (eastern end)
Pavement Condition	Unknown

Description

Court Street Road is a local road owned by the Town of DeWitt. It intersects with Old Collamer Road at its western terminus and Route 298 at its eastern terminus. It is mainly a two-lane road except for where it intersects with New Venture Gear Drive where it increases to three lanes due to an additional eastbound left turn lane. Court Street Road cuts through the middle of the Hotel District. It serves mainly as a way in and out of this district and also provides visitors and employees working in this area a way to travel within the cluster to other hotels, businesses, and restaurants.

Opportunities

Due to the low speed limit of 30 MPH and the cluster of hotels that Court Street Road serves, it has the potential of becoming a “complete street” with facilities for cyclists, pedestrians, and transit users. Lining the streets with additional street trees and ornamental lighting would provide a more pedestrian and bicycle friendly environment.

Fly Road

Route Number	77
Owner	OCDOT
Functional Class	Major Collector
AADT	5,600
Speed Limit	45 MPH
85th Percentile Speed	50 MPH (NB), 49 MPH (SB)
Pct. Heavy Vehicles	4.8%
# of Lanes	2
Roadway Widths	35’ traveled way +two 5’ bike lanes
Pavement Condition	Excellent

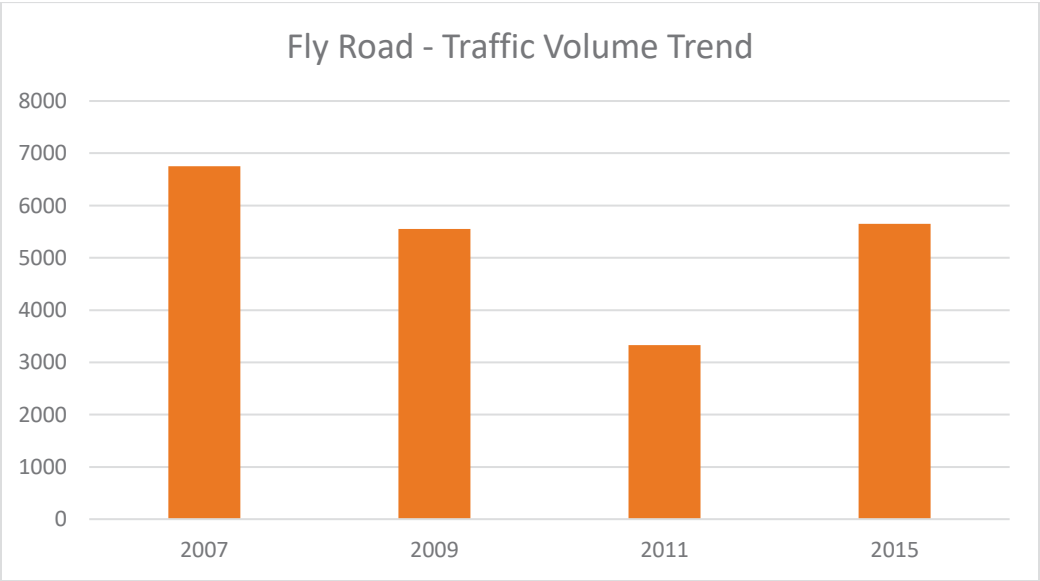
Description

Fly Road runs north-south connecting Kirkville Road and New Venture Gear Drive. In the study area, Fly Road is primarily commercial, with a mix of office parks and light industrial plants. A parochial school, Bishop Grimes, is located near the intersection of Kirkville and Fly Roads and has driveway access on both roads.

Fly Road is the only road in the study area to feature existing on-street bike lanes.

Opportunities

For a connector in a primarily industrial / commercial area, Fly Road is exceeding expectations in terms of non-motorized accessibility. Other than a gas station with a convenience store at the Fly / Kirkville intersection, the land uses in this area are unlikely to generate large amounts of foot traffic. As the density of development in this area increases, sidewalks will likely become more desirable.



Kirkville Road & Exeter Street

Road Name	Kirkville Road	Exeter Street
Route Number	**53**	**181**
Owner	OCDOT	OCDOT
Functional Class	Minor Arterial	Minor Arterial
AADT	12,000	4,600
Speed Limit	40 MPH	30 MPH
85th Percentile Speed	42 MPH	39 MPH
Pct. Heavy Vehicles	4%	5%
# of Lanes	2	2
Roadway Width	39’	36’
Pavement Condition	Good / Fair	Fair

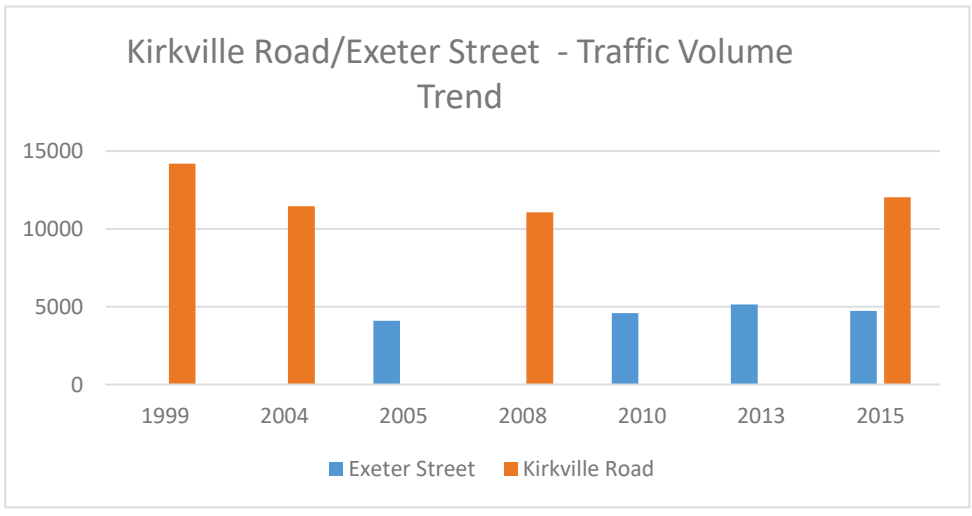
Description

Kirkville Road and Exeter Street run east-west through the study area. Exeter Street terminates in Thompson Road to the west and becomes Kirkville Road east of its intersection with Kinne Street. Kirkville Road runs east from Kinne Street, with an interchange at I-481 just over a mile to the east of the Kinne / Kirkville / Exeter intersection.

Between Roby Ave and Kinne Street, Exeter Street features sidewalks on both sides and homes and driveways that provide direct access to the street. In contrast, Kirkville Road has a higher speed limit, more vehicles per day, wider lanes, and no sidewalks. West of Franklin Park Drive, development on Kirkville is commercial.

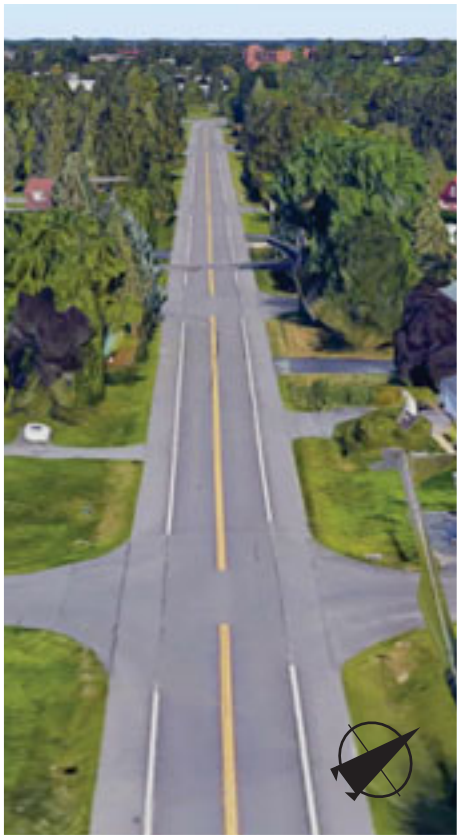
Opportunities

The Town of DeWitt is currently working with OCDOT to fill in the sidewalk gaps on Exeter Street between Thompson Road and Roby Avenue. Exeter and Kirkville are both good candidates for sharrows or bicycle lanes, since they would serve local traffic and connect to the Fly Road bike lanes.



Franklin Park Drive

Route Number	181
Owner	OCDOT
Functional Class	Major Collector
AADT	3,800
Speed Limit	40 MPH
85th Percentile Speed	45 MPH (NB), 47 MPH (SB)
Pct. Heavy Vehicles	3.2%
# of Lanes	2
Roadway Width	38’
Roadway Conditions	Good



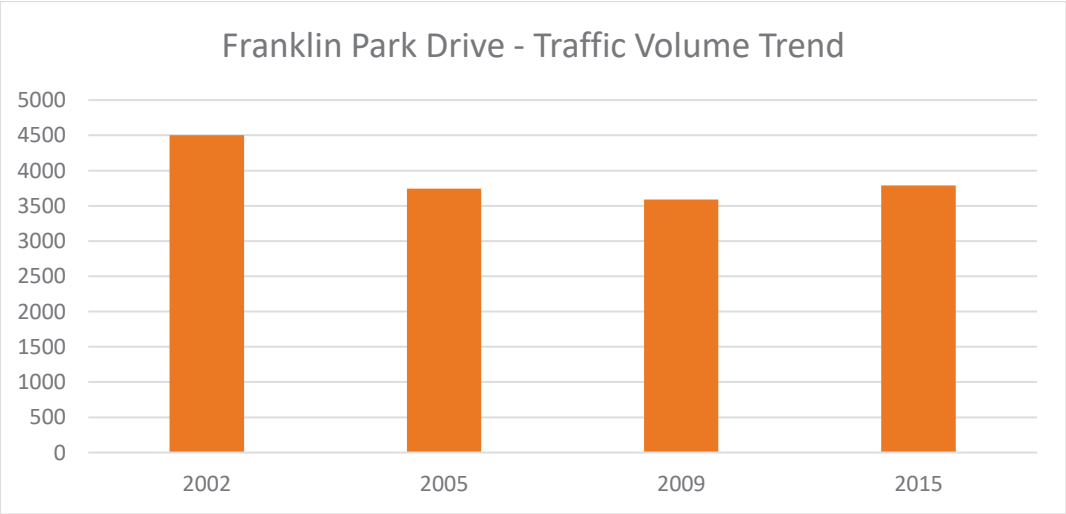
Description

Franklin Park Drive is an unusual street in that it is laid out on a diagonal, running northwest to southeast through the Franklin Park neighborhood. The neighborhood’s streets are curvilinear, and two streets in the northwest part of the subdivision (Barton Circle and Stillwell Circle) are arranged in semi-circles, with Franklin Park Drive running through their diameters.

Otherwise, Franklin Park Drive is a fairly typical post-World War II suburban street: it features two travel lanes and wide (eight foot) shoulders, with no sidewalks, curbs, or bicycle lanes.

Opportunities

As a low-volume, residential street, converting Franklin Park Drive’s cross-section to something resembling a village street would not be out of context. There is sufficient width to add on-street bike lanes to the current cross-section. Sidewalks and pedestrian-scale lighting would be excellent additions to this street as well.



APPENDIX C – ROUNDABOUT FEASIBILITY SUMMARY

RT 298 / KINNE STREET

GENERAL	Municipality	Town of DeWitt
	Road Owner(s)	NYSDOT (RT 298), OCDOT (KINNE), Town (WEIGHLOCK)
	Purpose	Pedestrian safety & aesthetics
	Signalized?	Yes
	Previously studied?	Informal preliminary review in 2016 by GTS Consultants
	Speed Limit	RT 298: 45 MPH KINNE: 35 MPH
	Turning Movement Count Available?	Yes (2008, 2012)
SITE FEATURES	Distance to nearest signalized intersection	1000’ northeast – Rt. 298 / Court St Rd. / New Venture Gear Drive
	Adjacent to coordinated signal system?	No
	RR crossing, school zone or other bottleneck immediately adjacent?	None
	Steep slopes?	Fairly flat
	Right-of-way limitations?	Bank branch, northwest corner; Sanders Creek to the south

TRAFFIC FLOW FEATURES	High-use bus stop?	Centro bus service present; no bus stops at intersection
	Total entering volume (daily)	19,000 AADT (298: 8500 EB, 7900 WB; Kinnne: 2,540 NB; Weighlock: 270 SB (estimated))
	Approximate % of entering vehicles from major street	80% of traffic on Rt. 298; 13% on Kinne
	Heavy vehicle percentages (>2 axles)	2.4%
	High pedestrian volume (known or expected)?	No reason to expect significant pedestrian activity currently; may be likely in the future
OTHER INFO	Other improvements at/near intersection?	None known
	Coordination w/other municipalities or agencies?	Town of DeWitt has discussed roundabout concept internally
	Other environmental factors present	None
ACCIDENTS	**Total number of accidents at intersection (5 years)**	**25** (2011 – 2016)
	Total number of injury accidents at/near intersection:	9 accidents w/12 injuries
	Total number of serious injury accidents:	0
	Total number of fatalities at/near intersection:	0
	Total number of pedestrian/cyclist accidents at/near intersection:	0
	Accidents / MEV:	0.71
	Comparison to statewide accident rates	3.0 times greater than statewide average
	Preliminary Roundabout sizing	Hybrid two-lane (two lanes on east-west approaches)

PRELIMINARY ANALYSIS

PURPOSE

The Town of DeWitt has expressed an interest in converting the signalized intersection of State Route 298, Kinne Street, and Weighlock Road to a roundabout. The Town's Planning Department has sketched this roundabout, shown below with a dotted line representing a possible pedestrian trail along Sanders Creek that would pass through the roundabout.

Conceptual roundabout design prepared by the Town of DeWitt

The primary purpose of a roundabout at this location would be to promote pedestrian access. The existing intersection is not designed for pedestrian access: there are no crosswalks, curb ramps, or pedestrian signals. In addition, there are dedicated free-flow lanes on eastbound Route 298 and northbound Kinne Street for right-turning vehicles. These lanes add to pedestrians' exposure to fast-moving vehicles. There is not a known safety issue at this intersection, although the accident rate is several times higher than the statewide average for intersections of this type.

INTERSECTION DETAILS

State Route 298 runs east-west through this intersection with two through lanes in each direction and dedicated left-turn lanes at the signal. Eastbound traffic on Route 298 can use a dedicated right-turn lane to access southbound Kinne Street. The eastbound right-turn lane bypasses the traffic signal and becomes the outside lane on southbound Kinne.

Kinne Street runs north-south through this area. Kinne Street continues east of the intersection overlapping Route 298 and branching off as Kinne Street again just north of the Route 298 / New Venture Gear / Court Street Road intersection. At the intersection in question, Kinne Street has one through (northbound) lane, a dedicated left-turn lane at the signal, and a dedicated right-turn lane that bypasses the signal and intersects Route 298 70 feet west of the signal. Traffic on this right-turn lane is stop sign controlled.

Weighlock Road has two southbound lanes at the intersection: a left-turn lane and a through/right lane. The southbound approach is the only approach with curbing.

There are no sidewalks, crosswalks or pedestrian signals at this intersection.

Sanders Creek runs east-west through a culvert under the northbound approach on Kinne.

CONTEXT

The Route 298 / Kinne Street intersection is located in the Town of DeWitt, 2,800 feet east of Carrier Circle. Route 298 separates the area to the north, largely devoted to hotels and motels, from the Carrier Corporation's campus to the south. Kinne Street separates the Carrier Corporation on the west from the Franklin Park residential neighborhood to the east. Kinne Street also provides access to the Field of Dreams, just south of the Carrier campus. Due east from the intersection are two office buildings accessed from Sanders Creek Parkway.

RIGHT OF WAY

NOTE: THIS IS PRELIMINARY INFORMATION, NOT BASED ON SURVEY DATA

Three of the intersection's four corners are privately owned, based on data from ConnectExplorer (Pictometry). The undeveloped southeast corner of the intersection is part of the Route 298 right-of-way, providing a buffer between the road and the privately owned office parks to the east. This public right-of-way varies in width from 50 to 145 feet.

Ownership and current use by quadrant are shown in the table below.

QUADRANT	PARCEL ID	ADDRESS	OWNER	USE
Northeast	025.-05-23.4	6570 Weighlock Drive	6570 Weighlock Dr. Co. LLC	Jimmy John's restaurant
Northwest	025.-05-23.3	6563 Weighlock Drive	DE & JD Associates, Inc. C/O NBT Bank	NBT Bank
Southwest	032.-02-01.3	Carrier Parkway	Carrier Corporation	Vacant Industrial Land
Southeast	N/A	N/A	New York State	Vacant / Highway

TRAFFIC VOLUMES

Daily traffic volume entering this intersection is approximately 19,210 vehicles, with 85 percent of entering vehicles made up of through vehicles on Route 298. A traffic count is not available for Weighlock Drive, but it is a low-volume road that serves a relatively small number of businesses. A 2008 turning movement count at this intersection showed 26 vehicles entering the intersection from Weighlock Drive during the peak evening hour (compared to 491 entering from Kinne Street).

Table C1 – Traffic Volumes from NYSDOT Traffic Counts

Street	Segment	Year	Direction 1		Direction 2		AADT
State Route 298	Thompson Road to Kinne Street	2015	EB	8,500	WB	7,900	16,400
State Route 298	Kinne Street to Northern Boulevard	2013	EB	8,120	WB	7,650	15,770
Kinne Street	Kirkville Road to Route 298	2013	NB	2,540	SB	2,790	5,330

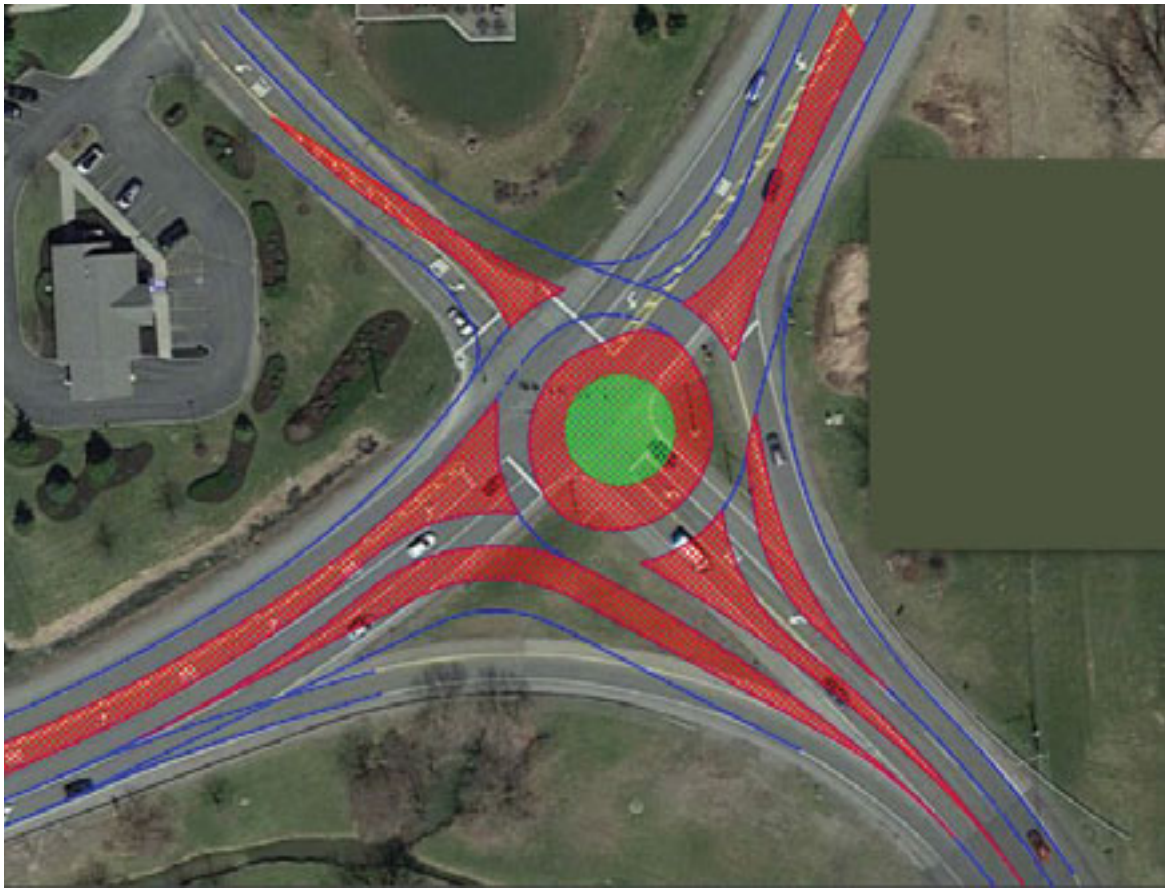
ROUNDABOUT - OPERATIONAL ANALYSIS

Currently, the Route 298 / Kinne Street signalized intersection operates at Level of Service B with an average delay of roughly 18 seconds.

An informal analysis by NYSDOT's Roundabouts Design Unit indicates that volumes are too high at this intersection for a single-lane roundabout. Typically, an intersection with more than 1,100 vehicles entering per hour requires multi-lane entries. The most recent turning movement count available (2012) indicates that during the peak hour, 1,900 vehicles enter this intersection.

NYSDOT's Roundabout Design Unit provided a preliminary sketch of how a roundabout with multi-lane entries on the eastbound, westbound, and northbound approaches and a single circulating lane could fit into this intersection. An analysis of this roundabout concept indicates that it would operate at Level of Service A.

Outputs from the Synchro analyses of this intersection are provided in Appendix D.



Multi-lane roundabout concept developed by NYSDOT's Roundabout Design Unit

ACCIDENT DATA

ALIS accident records for the past five years show a total of 25 accidents with 12 injuries, none serious. There are no pedestrian or bicyclist incidents on record at this intersection for the past five years. The accident rate for this intersection (7.1 accidents per million entering vehicles) is three times higher than the statewide average for large signalized intersections in urban areas (0.24), as recorded in 2016.

ROUNDABOUTS AND DISABLED PEDESTRIANS

As NCHRP Report 672 states: "Due to the increased number of conflicting and interacting movements, multilane roundabouts often cannot achieve the same levels of safety improvement as their single-lane counterparts." The added lanes create a "significantly more complex auditory environment" for visually impaired pedestrians, making it harder to determine when it is safe to cross the roundabout's approaches.

The US Access Board's Public Rights-of-Way Accessibility Guidelines (PROWAG) state that "At roundabouts with multi-lane pedestrian street crossings, a pedestrian activated signal … shall be provided for each multi-lane segment of each pedestrian street crossing, including the splitter island."

RECOMMENDATIONS

A preliminary review suggests that a hybrid roundabout design could be suitable for this location, specifically:

- Two lanes should be provided for the eastbound, westbound roundabout approaches, given that these approaches see 85 percent of all traffic; and
- Pedestrian-activated overhead beacons should be added to all roundabout approaches, stopping traffic on the roundabout while pedestrians are crossing. Given the low levels of pedestrian activity in this area currently, it is unlikely that use of this signal would significantly affect roundabout operations.

A single-lane roundabout is not likely to be appropriate for this site, based on traffic volumes.

Appendix D – Synchro Reports, Route 298 & Kinne Street

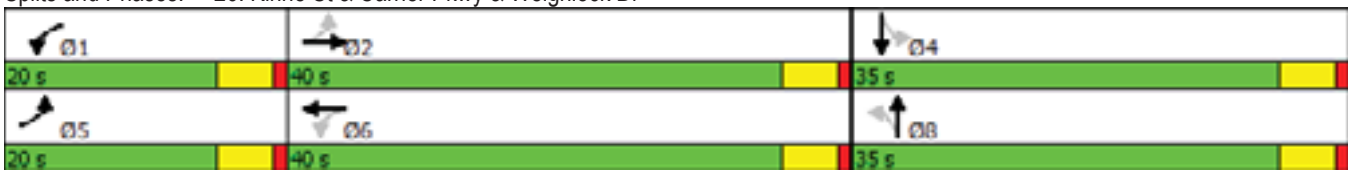
- Existing Conditions, PM Peak
- Signalized Intersection without Slip Ramps, PM Peak
- Roundabout Concept, PM Peak (NYSDOT Roundabout Design Unit)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	518	161	241	464	11	215	14	176	4	48	41
Future Volume (vph)	7	518	161	241	464	11	215	14	176	4	48	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		0	650		0	0		0	120		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.996			0.861			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3386	0	1770	1855	0	1770	1604	0	1770	1734	0
Flt Permitted	0.372			0.220			0.681			0.475		
Satd. Flow (perm)	693	3386	0	410	1855	0	1269	1604	0	885	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			1			229			48	
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		1089			1188			1111			298	
Travel Time (s)		16.5			18.0			21.6			6.8	
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.77	0.77	0.77	0.75	0.75	0.75
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	602	187	321	619	15	279	18	229	5	64	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	789	0	321	634	0	279	247	0	5	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.0	25.0		9.0	25.0		11.0	11.0		11.0	11.0	
Total Split (s)	20.0	40.0		20.0	40.0		35.0	35.0		35.0	35.0	
Total Split (%)	21.1%	42.1%		21.1%	42.1%		36.8%	36.8%		36.8%	36.8%	
Maximum Green (s)	15.0	35.0		15.0	35.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	6.0		2.0	6.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	33.9	29.1		46.2	44.5		21.3	21.3		21.3	21.3	
Actuated g/C Ratio	0.43	0.37		0.59	0.57		0.27	0.27		0.27	0.27	
v/c Ratio	0.02	0.61		0.71	0.60		0.80	0.41		0.02	0.23	
Control Delay	9.4	22.0		19.4	16.0		46.1	6.7		22.8	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.4	22.0		19.4	16.0		46.1	6.7		22.8	16.2	
LOS	A	C		B	B		D	A		C	B	
Approach Delay		21.9			17.1			27.6			16.5	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 78			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: Kinne St & Carrier Pkwy & Weighlock Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	518	161	241	464	11	215	14	176	4	48	41
Future Volume (vph)	7	518	161	241	464	11	215	14	176	4	48	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		0	650		0	0		0	120		0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (ft)	25			25			0			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.996			0.861			0.931	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3386	0	1770	1855	0	1770	1604	0	1770	1734	0
Flt Permitted	0.372			0.220			0.681			0.475		
Satd. Flow (perm)	693	3386	0	410	1855	0	1269	1604	0	885	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			1			229			48	
Link Speed (mph)		45			45			35			30	
Link Distance (ft)		1089			1188			1111			298	
Travel Time (s)		16.5			18.0			21.6			6.8	
Peak Hour Factor	0.86	0.86	0.86	0.75	0.75	0.75	0.77	0.77	0.77	0.75	0.75	0.75
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	8	602	187	321	619	15	279	18	229	5	64	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	789	0	321	634	0	279	247	0	5	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	9.0	25.0		9.0	25.0		11.0	11.0		11.0	11.0	
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All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	2.0	6.0		2.0	6.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		None	None		None	None	
Act Effct Green (s)	33.9	29.1		46.2	44.5		21.3	21.3		21.3	21.3	
Actuated g/C Ratio	0.43	0.37		0.59	0.57		0.27	0.27		0.27	0.27	
v/c Ratio	0.02	0.61		0.71	0.60		0.80	0.41		0.02	0.23	
Control Delay	9.4	22.0		19.4	16.0		46.1	6.7		22.8	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.4	22.0		19.4	16.0		46.1	6.7		22.8	16.2	
LOS	A	C		B	B		D	A		C	B	
Approach Delay		21.9			17.1			27.6			16.5	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
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Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
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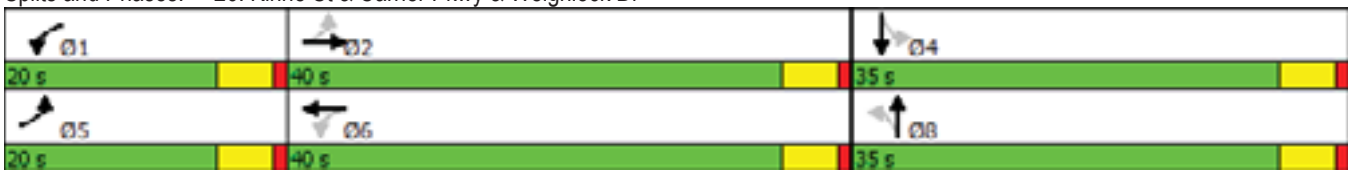
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 26: Kinne St & Carrier Pkwy & Weighlock Dr



HCM 6th Roundabout
3: 298 NB/298 SB & Weighlock Dr EB/Kinne St

12/04/2017

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	EB	WB	NB	SB
Entry Lanes	1	2	2	2
Conflicting Circle Lanes	2	2	2	2
Adj Approach Flow, veh/h	28	534	840	853
Demand Flow Rate, veh/h	28	544	857	870
Vehicles Circulating, veh/h	1129	657	262	284
Vehicles Exiting, veh/h	25	462	895	917
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.3	9.1	10.3	9.0
Approach LOS	A	A	B	A

Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	LT	R	LT	R	L	TR
Assumed Moves	LTR	LT	R	LT	R	L	TR
RT Channelized							
Lane Util	1.000	0.509	0.491	0.764	0.236	0.279	0.721
Follow-Up Headway, s	2.535	2.667	2.535	2.667	2.535	2.667	2.535
Critical Headway, s	4.328	4.645	4.328	4.645	4.328	4.645	4.328
Entry Flow, veh/h	28	277	267	655	202	243	627
Cap Entry Lane, veh/h	544	738	812	1061	1137	1039	1115
Entry HV Adj Factor	0.988	0.981	0.981	0.981	0.980	0.979	0.980
Flow Entry, veh/h	28	272	262	642	198	238	615
Cap Entry, veh/h	537	723	797	1040	1114	1018	1094
V/C Ratio	0.051	0.376	0.329	0.617	0.178	0.234	0.562
Control Delay, s/veh	7.3	9.8	8.4	12.0	4.8	5.8	10.2
LOS	A	A	A	B	A	A	B
95th %tile Queue, veh	0	2	1	4	1	1	4

APPENDIX E – STAKEHOLDER ADVISORY COMMITTEE NOTES, PRESS RELEASE, AND PUBLIC COMMENTS

- STAKEHOLDER ADVISORY COMMITTEE MEETING NOTES
  - MARCH 8, 2017
  - JANUARY 8, 2018
- PUBLIC COMMENT PERIOD – JANUARY 2018
  - PUBLIC COMMENT
  - PRESS RELEASE

Carrier Park Mobility Plan

Study Advisory Committee Meeting #1

SMTC Lower Level Conference Room

March 8, 2017

1:00 PM

Draft Meeting Summary

Attendees

Name	*Affiliation*
Meghan Vitale	SMTC
Aaron McKeon	SMTC
Jacob Scott	SMTC
Megan Costa	SOCPA
John Reichert	NYSDOT
Erin Cole	NYSDOT
Sam Gordon	Town of DeWitt
Stephanie Guereschi	Town of DeWitt
David Holder	Visit Syracuse
Thomas Olsen	DoubleTree Syracuse

Introductions and Project Overview

Meeting attendees introduced themselves and Mr. McKeon provided a brief explanation of the SMTC's role in regional transportation planning in general and how it relates to this project.

Mr. McKeon used a PowerPoint presentation (attached) to provide meeting attendees an overview of the project, including points of origin (hotels and motels) and likely pedestrian routes to the largest destination in the area: the Carrier Park Field of Dreams.

Comments and questions were raised during this presentation, which related to the project's scope of work. In the following notes, comments and questions are grouped together by topic and are not necessarily presented in the order in which they were made.

Pedestrian Environment

- Mr. Reichert pointed out that there is a steep ditch on the west side of Kinne Street that would make pedestrian travel difficult along this segment of the road.
    - Mr. McKeon asked Mr. Gordon about the Town's discussions with the Onondaga County Department of Transportation (OCDOT) regarding a possible road diet on Kinne, to make more space for pedestrian access. Mr. Gordon said that the Town had met with the County's Transportation Commissioner, who seemed open to the idea. Since OCDOT paved Kinne Street last year, a road diet in the immediate future seems unlikely.
    - Mr. Gordon said that the Town has some additional design ideas for pedestrian access along Kinne that he can share with the SAC.
- Ms. Cole asked about the feasibility of each hotel in the hotel district providing sidewalks on its own property: is this not a way to create an interconnected pedestrian system in this area?
    - Mr. Gordon: new hotels are putting in sidewalks, at the Town's request. The new SpringHill Suites added sidewalk along a portion of Telergy Parkway, for example.
- Generally, there are not pedestrian facilities in this area to allow safe crossings at major streets. The Kinne / Court Street Road intersection is signalized, but lacks crosswalks and pedestrian signals.
- Mr. Olsen: hotel employees frequently complain about safety issues in walking to and from their bus stops on Old Collamer Road.
- The Town has been adding sidewalks to the residential area south of Exeter.
- OCDOT, at the Town's expense and request, is widening the culvert over Ley Creek on Exeter in order to accommodate a sidewalk.
- The Town has been in discussions with Verizon, with the intent of converting their private east-west road to a Town facility.

Hotel Guests as Pedestrians

- Mr. Olsen said that a lot of his guests ask about recreational trails in the hotel area. Additionally, guests frequently walk to nearby restaurants.
    - Mr. Olsen estimated that 30 to 40 percent of his hotel's guests do not have their own vehicles. Mr. Holder clarified that this ratio is likely to be higher at the Doubletree than at some other nearby hotels because the Doubletree is a full service hotel [with conference and ballroom space; it is more of a 'destination' than a Motel 6 would be].
- Some hotels provide free shuttles for guests, including the Doubletree, Embassy Suites, and Homewood Suites.

  - Transportation to destinations within five miles of the hotel is provided.
  - The most popular destinations are the airport & DestinyUSA.
- Mr. Holder: the hotel district needs infrastructure to make it easier for hotel guests to walk around and it needs internal wayfinding. Most guests are likely to drive to the Field of Dreams, rather than walk.
- Mr. Reichert asked what proportion of guests are people stopping for the night while driving along the Thruway.
  - Mr. Olsen: Yes, some people just stop for the night. If the route of I-81 is relocated to the I-481 corridor, the hotels in the Carrier Circle area would expect to benefit as a result of more traffic being routed east of Downtown.

<u>Study Purpose & Study Area</u>

- Ms. Cole asked about the distance from hotels in the area to the Field of Dreams park (roughly one mile), and suggested that this distance is likely to be farther than most people are willing to walk, particularly with children who have sports equipment and physical limitations. Aren't families more likely to use free hotel shuttles?
  - Mr. Gordon responded that the Challenger Field is only one part of the larger Carrier Park; tournaments for children of all abilities (including non-disabled kids) may be held at this site. Additionally, the park is available for public use, including a pavilion and a (planned) new playground.
  - Additionally, Mr. Gordon pointed out that the hotel district is a major gateway to the Syracuse area and it lacks pedestrian amenities, generally.
  - Mr. Holder asked whether or not the study's purpose could be modified to focus on pedestrian access within the hotel "neighborhood".
  - Mr. Gordon compared the Carrier Site to the Kodak Campus in Rochester, where there has been an effort to connect the campus to nearby neighborhoods. The Carrier Site and the New Venture Gear site could be candidates for similar efforts.
  - Mr. Gordon also pointed out that the Town has long been concerned about crime associated with the lower-end hotels and motels in this area. With more hotel rooms being added to the region every year, it is important to the Town that the hotel district not lose its competitive advantage. Pedestrian amenities would make this area more attractive to visitors.
- Mr. Holder suggested that the Study Area be expanded to include three more hotels along New Venture Gear Drive.
- Mr. McKeon suggested that Thompson Road be removed from the Study Area.
  - Mr. Gordon suggested that streetscape improvements to Thompson Road be considered in a separate study.

  - Ms. Costa pointed out that Thompson Road is used frequently by people who want to walk to James Street to catch a bus.
- Ms. Costa suggested that additional destinations be added.
  - Ms. Vitale cautioned against widening the project's scope too far beyond the existing study area.
- Mr. McKeon clarified that the study will not be looking at the following:
  - Re-engineering Carrier Circle
  - Ms. Cole said that making improvements to Carrier Circle for pedestrian access is not something that NYSDOT is currently considering.
    - Ms. Cole further pointed out that NYSDOT's priorities tend to be oriented around context and demand. Context can be altered by ensuring that local facilities and private properties have sidewalks and pedestrian amenities to the greatest extent possible. Demand is embodied in local government's requests for pedestrian facilities.
  - Modeling a possible roundabout at the Kinne / Carrier Parkway intersection (although a preliminary screening will be conducted).
- Mr. Gordon suggested expanding the Study Area to the east to include the entrance to Pioneer Business Park.

<u>Carrier Parkway / Telergy Parkway Intersection</u>

- Mr. Reichert provided an overview of prospects for a signal at this intersection.
  - A signal was *removed* from this intersection in 2006, at Carrier Corporation's request; it had been a permit signal, requested by Carrier.
  - To put a signal there now, one of two things would have to happen, either:
    - The Town of DeWitt would have to request that NYSDOT conduct a Signal Warrant Analysis, which would be based on existing traffic and pedestrian volumes.
    - OR a developer could hire a private consultant to do the analysis based on future projections of vehicle and pedestrian activity.
  - NYSDOT would not support a crossing of Carrier Parkway without a signal.
- Mr. Olsen said that the Doubletree owns the portion of Telergy Parkway that serves as their driveway from Carrier Parkway.

<u>Business Improvement District Concept</u>

- Ms. Costa posited that a Business Improvement District (BID) would solve multiple issues for this area, from providing a single shuttle service to all hotels, to generating funds for pedestrian improvements and wayfinding signs.
- Mr. Holder said that this was discussed seven or eight years ago.

- Mr. Olsen pointed out that hotel franchises typically cannot share shuttles.
- Mr. Gordon said that the Town's position is that room occupancy taxes could be used for improvements in this area.
    - He also said that the Town has the ability to create a BID for this area (and other areas, such as the Erie Boulevard Corridor).
        - An issue that comes up in BID discussions is that the additional revenue would be added to the Town's 2% property tax cap.

<u>Planned Development</u>

- Carrier Site
    - Mr. Gordon: The Town has been talking to Carrier about the possibility of using vacant land near the Field of Dreams for overflow parking.
    - Also, there is the possibility that Carrier would allow some of its vacant space to be used for tournaments (in the former T-1 & T-2 area). Underground contamination is an issue in this area.
    - A development proposal for the northeast corner of the Carrier Site is rumored.
- Bank of New York Mellon is planning on doubling the size of their facility on Sanders Creek Parkway.
- West of Thompson Road
    - The Town has a paper road (Greenspeed Way) connecting Thompson to the Howard Johnson's property; if built, this connection could open this area to additional development.

Project Schedule

Mr. McKeon asked SAC members if they would be amenable to adding a SAC meeting to the project's scope and schedule. SAC members agreed to adding another SAC meeting to the schedule prior to a public meeting.

Public Involvement Plan

Mr. McKeon explained that the Public Involvement Plan recommends a single public meeting, consisting of this project being added to the agenda of a Town of DeWitt 'Moving DeWitt' meeting.

Mr. Holder said that Visit Syracuse is going to be conducting "destination meetings" with hotels in specific geographic areas.

Next Steps

Mr. McKeon stated that the next meeting would be held in four or five weeks, following data collection by SMTC staff. The meeting was adjourned.

POWERPOINT PRESENTATION

Possibilities: Roundabout

Possibilities: Roundabout

Possibilities: Road Diet

- Could Kinne go from 4 lanes to 3 or 2 lanes north of the Carrier driveway?
  - Add sidewalks, trees, bike lanes??

Study Area

- HOTEL DISTRICT
  - 19 hotels / motels
  - 2,220+ rooms
  - 'Island' for pedestrians

Hotel District

- Network of low-volume two-lane roads
- Sidewalks are spotty: newer development has sidewalks, older development does not

Hotel District

- How many hotel visitors want to walk to dinner? Or to a different hotel?
- Demand for sidewalks & bike lanes is likely to be low
- Some people cannot seem to stop jogging & walking no matter what

Residential Areas

- Franklin Park
  - East of Kinne
- Park Hill
  - South of Grover / Exeter
- Low-volume residential streets; spotty sidewalks
- Can neighbors come and kick a soccer ball around or play baseball on the fields?
- Look at connections to park for residents

Residential Areas

- Sidewalks would be an upgrade within residential subdivisions, but are not as critical as along major roads

Carrier Campus

- Plans for redevelopment?
- Walking trails exist
  - Open to the public?
- East-West movement through the campus?
  - Possibility of a non-motorized pathway across Carrier site?
- North-South along Kinne?
  - Doesn't look inviting currently…

Roadways

- NYSDOT Roads
  - 635 / Thompson
  - 298 / Carrier Parkway
- County Roads
  - Kinne Street (s. of 298)
  - Exeter Street
  - New Venture Gear Drive
- Town Roads
  - Hotel & Residential areas
- Private Roads
  - Telergy Parkway
  - Weighlock Drive

Project Process

SAC MTG 1
Project initiation & scope review
Winter '17

SAC MTG 2
Review outcomes of conditions review & discuss preliminary recommendations
Summer '17

PUBLIC MEETING
Previously scheduled DeWitt Town Mtg.
Late Summer / Early Fall '17

SAC MTG 3
Review revised recommendations
Fall '17

What happens next?

- SAC Meeting #1
  - Do we agree on the Scope & Schedule?
    - Should we add a meeting?
  - Do we agree on the Public Involvement Plan?
  - Data Collection Plan
    - We are not planning on counting pedestrians
    - We may / may not need to do vehicle counts
    - Compiling fieldwork
    - Mapping data

Specific questions

- Telergy Parkway & Route 298
  - Signal Warrant Analysis?
- Kinne Street road diet concept
  - How would this affect operations at signalized intersections?
    - Kinne / Franklin Park
    - Kinne/ 298
- Hotel District?
  - What level of demand is there for sidewalks / bike lanes in this area?
- Carrier Site
  - Plans for future development?

What's the final product / outcome?

- No funding or capital improvement commitment is tied to this study
- The purpose is to agree on a long-term vision for improvements that can be built as separate projects or incorporated into other projects
- Final Report will summarize recommendations & implementation steps & will also document the process
- Town of DeWitt & individual roadway owners will work jointly to implement improvements & request funding

Carrier Park Mobility Plan
Study Advisory Committee Meeting #2
SMTC Lower Level Conference Room
January 8, 2018
1:00 – 2:30 PM
Draft Meeting Summary

Attendees

Name	Affiliation
Aaron McKeon	SMTC
Andrew Frasier	SMTC
John Reichert	NYSDOT
Julie Baldwin	NYSDOT
Kevin Kosakowski	SMTC
Megan Costa	SOCPA
Meghan Vitale	SMTC
Nelson Wong	Carrier Corporation
Sam Gordon	Town of DeWitt
Thomas Olsen	Greater Syracuse Hospitality and Tourism Association (GSHTA) / Doubletree Syracuse

1. Introductions and Project Overview

Mr. McKeon began the meeting with introductions and an overview of the project and the timeline for the project's completion. (The PowerPoint slides shown during the meeting are attached.)

In discussing overall "activity" in the study area, Mr. Olsen estimated that occupancy rates in the Hotel District could get as high as 70 to 75 percent on weekends, especially in the summer. Occupancy tends to be lowest in the first quarter of the year.

2. Draft Document – Comments

A. ROUTE 298 / KINNE STREET

- Ms. Baldwin said that NYSDOT's Traffic and Safety office had reviewed SMTC's Synchro files for the analysis of the Route 298 / Kinne Street intersection, and noted that the Synchro files didn't include phases for pedestrians. Ms. Vitale said that, given low pedestrian volumes, the SMTC has historically questioned the need for adding a ped phase to Synchro. Delay would be expected to be minimal, given infrequent calls to the signal for ped crossings.
- Mr. McKeon stated that a roundabout concept would likely need to include some sort of overhead signal to stop all traffic for pedestrians, since a two-lane roundabout is proposed.
- Mr. Wong asked if the roundabout would be able to accommodate extra-large trailers, such as double-wide trailers.
- Ms. Vitale noted that standard trailers would likely be fine, but extra-large ones may not be. Ms. Baldwin added that those extra-large vehicles would likely be classified as "special volume," requiring a permit and an approved route to transport.
- Mr. Gordon stated that the Town supports improvements that will enhance the aesthetic value of the corridor. He noted that many high-tech industries are moving to the area and hopefully infrastructure enhancements would reflect that.
- Ms. Costa added that there are many heavy vehicles that travel in the area due to the presence of FedEx and UPS nearby.
- Ms. Baldwin noted that some changes may be restricted on roads in the area due to the nearby interstate. There are special rules for roads classified by NYSDOT as "Qualifying and Access Highways," for example.
- Mr. Reichert asked if accident numbers had been collected for this intersection. Mr. McKeon stated that those numbers were in an appendix and reflected a higher than average accident rate for intersections of this kind.
- Mr. McKeon stated that he would look into the question of whether or not tandem trailers were allowed on Route 298. [Subsequent investigations determined that they are not. – A.M.]

B. KINNE STREET ROAD DIET

- Mr. Gordon said that he would be interested in residents' opinions on sidewalks in the area, such as what side (or sides) of the street may be the best possible location.
- Ms. Baldwin inquired about the possibility of one large multi-use path instead of separate bike lanes and sidewalks. Mr. McKeon agreed that this was a possibility, but that on-road bike lanes would be able to continue on Kinne Street all the way from NYS 298 to Exeter, while a multi-use path is likely only possible on a portion of Kinne Street.

- Mr. Wong asked if a hydraulic study or similar analysis was conducted, since the sidewalk and other improvements may require the covering of a stormwater ditch. Mr. McKeon noted that although not included in the illustration provided to the SAC, there is likely enough right-of-way to keep both the drainage ditch and add a sidewalk. Mr. Wong added that very often after large rain events, the water level in that ditch gets very high or overflows. Mr. Gordon said that the Town is aware of some stormwater management improvements in the area that could be made.

C. SANDERS CREEK PARKWAY

- Mr. Wong noted that he had not received any input from other folks at Carrier regarding the potential use of Carrier property for a trail, but that he noted several potential issues, including:
    - Securing outfalls from the Carrier property,
    - Significant flooding along Sanders Creek
        - Mr. McKeon suggested that flooding might not be a serious obstacle, since trails in floodplains are not unusual.
        - Mr. Gordon noted that the Onondaga Creekwalk floods periodically.
- Mr. Gordon asked Mr. Olsen if the hotels in the area would view a trail like this as an amenity. Mr. Olsen indicated that the hotels in the area would definitely be able to "sell" the trail as an amenity to guests. Mr. Olsen added that the DoubleTree often fields questions from hotel guests on good places to go for a run or a walk in the area.
- Mr. Gordon noted that even outside of the proposed Sanders Creek Walkway site, it may be in the Town's interest to explore other pedestrian improvements or upgrades on Town-owned parcels in the Hotel District.
- Mr. McKeon said that the SMTC would add an alternate path along the north side of Route 298 to the report.
    - Ms. Baldwin stated that, if the Town wanted to develop a trail along the State right-of-way on 298, there would be a permit issue, and the Town would have to agree to maintain such a trail.

D. SIDEWALKS

Mr. Olsen noted that the addition of sidewalks in the Hotel District would be very beneficial to guests. Mr. Gordon concurred.

E. OTHER IMPROVEMENTS

Mr. Olsen stated that many employees of the hotels in the Hotel District catch the bus on Old Collamer Road and that sidewalks or other transit amenities in this area would be helpful. He noted instances of several employees waiting in the road at a bus stop because there was nowhere else to stand. Mr. Gordon requested that a bus shelter be added to the illustration of a proposed mini-roundabout in the Hotel District.

Mr. Gordon stated that the Town is looking into buying equipment for clearing snow from sidewalks, and is considering the possibility of creating sidewalk districts to fund ongoing sidewalk maintenance. The Town is also considering the possibility of a Business Improvement District.

Mr. Olsen stated that his organization is considering a tax to fund hotel advertising.

Ms. Baldwin stated that the study area intersections of NYS 298 / Kinne Street and Thompson Road / Exeter Street will both be included in NYSDOT's upcoming Pedestrian Safety Action Plan. Some sort of "short-term fix" will be implemented by the State at these intersections in the near future to improve pedestrian safety.

3. Public Involvement Options - Discussion

Mr. McKeon explained that the current plan is to hold a public meeting at the end of January to explain the findings of the report. He also noted that the SMTC expects limited turnout to a meeting, as the major stakeholders of the project are not residents, but rather businesses in the area. He opened the floor to other suggestions for public outreach.

Mr. Olsen noted that he is on the board of GSHTA, and could use that avenue to see if other hotel managers in the area would be interesting in providing feedback on the report. He stated that he would reach out to other hotel managers in the Hotel District. Mr. Gordon stated that any public involvement could be advertised on the Town's part through their Facebook and Municipal websites.

Mr. McKeon asked the SAC if a "Public Comment Period" for the general public was acceptable, with a plan to hold a focus group meeting with area hotel stakeholders and perhaps Carrier. All agreed that this was an acceptable substitute for a public meeting.

4. Next Steps

Mr. McKeon explained that the next steps are review by the SMTC's Planning and Policy Committees, followed by project completion.

PUBLIC COMMENT

The Carrier Park Mobility Plan was available on the SMTC's website and available for public comment between January 16 and January 31, 2018.

The following comment was received (private e-mail addresses have been redacted):

FROM DEACON AARON FRIAR, HOLY TRANSFIGURATION CHURCH

RECEIVED BY E-MAIL, January 17, 2018

I will study this. Had a chance recently to walk to your Field of Dreams from our church on Franklin Park Drive, so I begin to see what a pedestrian experience is like.

It was the middle of winter, so when I got to Kinne Road and tried to walk to the park sans automobile, it was pretty sketchy. Plows had barely made a path wide enough along the side of the road. A mixed access road is a great idea, there. Makes the fenced in Carrier Corp much less menacing.

Rev. Dcn. Aaron W. Friar
Pastoral Assistant
Holy Transfiguration Orthodox Church

Syracuse Metropolitan Transportation Council
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126 N. Salina Street, Suite 100
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NEWS RELEASE

FOR IMMEDIATE RELEASE – JANUARY 12, 2018
Contact: James D'Agostino, Director
Tel: (315) 422-5716; E-mail: jdagostino@smtcmpo.org

ANNOUNCEMENT OF PUBLIC COMMENT PERIOD FOR SMTC STUDIES: CARRIER PARK MOBILITY PLAN ERIE BOULEVARD EAST PEDESTRIAN STUDY CONNECTIONS TO TOWNSHIP 5: BICYCLE & PEDESTRIAN ASSESSMENT

The Syracuse Metropolitan Transportation Council (SMTC) is seeking public comment on the Draft Final Reports (DFR) for the following projects:

Carrier Park Mobility Plan: The Town of DeWitt requested that the SMTC study options for improving bicycle and pedestrian access in the Carrier Circle area of Northern DeWitt. The Carrier Park Mobility Plan includes recommendations for sidewalks, walking trails, bike lanes, and intersection improvements in this industrial and commercial area. Access between the new Carrier Park Field of Dreams and the area's large concentration of hotel rooms is one of the focal points of this study.

Erie Boulevard East Pedestrian Study: The City of Syracuse and New York State Department of Transportation (NYSDOT) requested that the SMTC conduct a study to analyze and prioritize pedestrian needs along the Erie Boulevard East corridor, specifically concerned with pedestrian crossings from Beech Street to East Genesee Street. Study recommendations fall into six categories: implement pedestrian improvements at signalized intersections, prioritized by need; implement recommendations from the Empire State Trail (focused on the area between Beech and Bridge Streets on Erie Boulevard East); implement future recommendations from the NYSDOT Pedestrian Safety Action Plan (primarily focused on the area between Bridge and East Genesee Streets); implement recommendations from the SMTC's Central DeWitt Mobility Plan (focused on the small portion of East Genesee Street included in the Erie Boulevard East Pedestrian Study); continue to seek opportunities for

access management along Erie Boulevard East; and consider pedestrian needs in the municipal site plan review process.

Connections to Township 5 (T/Camillus): Bicycle and Pedestrian Assessment: The Town of Camillus requested that the SMTC assess the existing transportation system, identify bicycle and pedestrian access issues, and identify potential bicycle and pedestrian improvements along various corridors leading to the Township 5 development in the Town. These corridors include Knowell Road, Township 5 Boulevard, Milton Avenue, Hinsdale Avenue, and Warners Road. This study includes recommendations for improved shoulders, sidewalks, sharrows, shared use paths, and railroad crossings. Access in and around the Township 5 development was a focal point of this study.

The SMTC is the designated Metropolitan Planning Organization (MPO) for all of Onondaga County and a small portion of Oswego and Madison Counties. The public review/comment period commences on January 16, 2018. Comments received on or before January 31, 2018 will be considered for the final reports for these projects, to be presented to the SMTC Policy Committee for completion in mid-February 2018.

Copies of the DFR documents are available on the SMTC website at www.smtcmpo.org, or can be reviewed in the SMTC office. Comments on these documents may be submitted via e-mail to contactus@smtcmpo.org or faxed to (315) 422-7753. Written comments may be submitted to:

ATTN: James D'Agostino, Director
Syracuse Metropolitan Transportation Council
126 North Salina Street, Suite 100
Syracuse, New York 13202

The public comment period is open through January 31, 2018.

What is the SMTC?

The Syracuse Metropolitan Transportation Council was formed in 1966 as a result of the Federal Aid Highway Act of 1962 and Urban Mass Transportation Act of 1964. Serving as the metropolitan planning organization (MPO) for the Syracuse Metropolitan area, the SMTC provides the forum for cooperative decision making in developing transportation plans and programs for Onondaga County and small portions of Madison and Oswego Counties. The SMTC is comprised of elected and appointed officials, representing local, state and federal governments or agencies having interest in or responsibility for transportation planning and programming.

Log on to the SMTC web site for the latest in transportation planning in the Syracuse Metropolitan Area: www.smtcmpo.org

Issued January 12, 2018