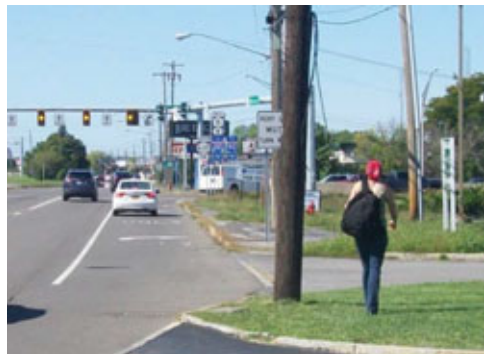


ERIE BOULEVARD EAST PEDESTRIAN STUDY

February 2018



Erie Boulevard East Pedestrian Study

Syracuse Metropolitan Transportation Council

Final Report
February 2018

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Executive Summary

The Erie Boulevard East Pedestrian Study was completed by the Syracuse Metropolitan Transportation Council on the behalf of the City of Syracuse (City) and New York State Department of Transportation (NYSDOT).

Erie Boulevard is one of the primary east-west travel routes through Onondaga County. This study has focused on the portion of Erie Boulevard East (Route 5) between Beech Street in the City of Syracuse and East Genesee Street (Route 92) in the Town of DeWitt. The study also includes the intersection of East Genesee Street/Jamesville Road located just west of the Erie Boulevard/East Genesee Street intersection.

The City and NYSDOT expressed concern about several pedestrian safety incidents along this corridor, including some fatalities involving pedestrians trying to cross the heavily traveled boulevard. Through this study, SMTC has conducted a thorough investigation of the existing sidewalk system along Erie Boulevard East (Route 5) between Beech Street and East Genesee Street (Route 92). The investigation included a pedestrian accident history and identifies pedestrian needs and improvement opportunities (including Americans with Disability Act (ADA) compliance), especially in regards to the safe crossing of Erie Boulevard.

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met four times over the course of the study. A public meeting was held in March 2017 to share the existing conditions analysis with the public, as well as ask for their input on how to improve pedestrian access along the corridor. Most public comments received through this study acknowledged a need for improved pedestrian crossings throughout the corridor, including crosswalks, pedestrian push buttons and improved curb ramps. A second opportunity for public input was held via public comment period from January 12 through January 31, 2018. During this time the Draft Final Report, which included recommendations for improving pedestrian mobility within the study area, was posted on the SMTC web site and publicized through a press release, SMTC's Facebook, and email to the project stakeholders list, in an effort to solicit public comment.

Demographics

The neighborhood surrounding the Erie Boulevard corridor has relatively high population density. High rates of poverty, Limited English Proficiency, and households without a vehicle exist west of Seeley Road along Erie Boulevard East; these are also high-priority Environmental Justice target areas. Although the existing percentage of commuters who walk to work varies throughout most of the study area, the high population density along with other factors, especially the relatively low car ownership, suggest the potential for an even greater number of people that could walk to work. Improving the pedestrian infrastructure along Erie Boulevard East could encourage more walkers throughout the study area.

Empire State Trail and Pedestrian Safety Action Plan

During the development of the assessment and recommendations portion of this study, Governor Andrew Cuomo initiated the Empire State Trail project, which will impact much of the Erie Boulevard East corridor. In his January 2017 State of the State addresses, Governor Cuomo announced his plans for completing the Hudson River Valley Greenway and Erie Canalway trails by 2020, to create the Empire State Trail.

Planning for the local portions of the Empire State Trail/Erie Canalway Trail picked up significantly in spring/summer 2017. During this time, SMTC staff was involved in discussions and meetings with the NYSDOT and their consultant on the Empire State Trail planning project, the Town of DeWitt, and the City of Syracuse, much of which focused on Erie Boulevard East between Beech Street and Bridge Street. The consultant finished their planning work on the project in late October 2017. All of the intersections along Erie Boulevard East that are included in the NYSDOT's Empire State Trail project are part of the SMTC's Erie Boulevard East Pedestrian study. As of the writing of this document, the NYSDOT was in the early stages of preliminary design for the local portions of the Empire State Trail. The trail will be located on Erie Boulevard East, likely along the north side of the road from Beech Street to Teall Avenue, and in the median of Erie Boulevard from Teall Avenue to Bridge Street.

In addition to the Empire State Trail, NYSDOT recently informed the SMTC that Erie Boulevard East will be examined as part of the State's Pedestrian Safety Action Plan (PSAP). The purpose of the PSAP is to identify current safety conditions and implement a distinct set of education, engineering and enforcement countermeasures that can be accomplished over the next 5 years to improve pedestrian safety. As of January 2018, the NYSDOT was proposing the limits of their Erie Boulevard East PSAP to be from Bridge Street to East Genesee Street (although locations on Erie Boulevard west of Bridge Street that are part of the Empire State Trail will also likely receive treatment consistent with the PSAP guidelines). NYSDOT expects to develop a strategy for prioritizing signalized locations along the corridor.

Existing Conditions and Assessment

The SMTC completed an inventory of existing pedestrian facilities along the corridor in regards to ADA (American's with Disability Act) accessibility, and gathered traffic counts (including vehicular, bicycle and pedestrian traffic) along the corridor. This information is summarized in the following table, *Existing ADA accessibility for pedestrian accommodations (curb ramps, crosswalks, and pedestrian buttons), total entering vehicles during all peak periods, and pedestrian and bicycle movements at signalized intersections.*

Existing ADA accessibility for pedestrian accommodations (curb ramps, crosswalks and pedestrian buttons), total entering vehicles during all peak periods, and pedestrian and bicycle movements at signalized intersections

Crossing Erie Boulevard East	Curb ramps, crosswalks and ped buttons	Total entering vehicles during all peak periods (7-9 a.m., 11 a.m. – 1 p.m., 4-6 p.m.)	Pedestrian and Bicycle Movements – 18 Hour count (5:00 a.m. – 11:00 p.m.)	
			Pedestrian	Bicyclist
Beech Street	●	6,538	217	42
Teall Avenue/Columbus Avenue	⊙	10,684	287	32
Peat Street/Westmoreland Avenue	⊙	7,646	203	43
Midler Avenue/Seeley Road	⊙	12,011	246	18
Former Sam's Club Driveway	○	*	*	*
Smith Street	○	*	*	*
Thompson Road	○	16,501	69	8
DeWitt Town Center Driveway (north)/Empire Plaza Driveway	○	11,003	76	9
Bridge Street/Orrick Road	○	14,396	42	8
Fietta Road	○	11,441	63	6
Kinne Road	○	12,226	76	11
ShoppingTown Mall/Grenfell Road	⊙	*	*	*
ShoppingTown Drive	○	*	*	*
East Genesee Street	⊙	16,680	76	8
Crossing East Genesee Street				
Jamesville Road	⊙	*	*	*

*Traffic counts were not conducted at these locations

Key:

- ADA accessible on all approaches
- ⊙ Present on some approaches
- Not present

In general, of the locations where counts were conducted, those with the highest vehicular volumes are in the Town of DeWitt and have fewer pedestrians and cyclists than those in the City of Syracuse. City intersections have more pedestrian and bicycle traffic than DeWitt locations. There also tends to be less vehicular traffic in the City. Most City intersections have at least some accessible features, while most Town of DeWitt locations do not have any accessible features. Beech Street in the City of Syracuse is fully accessible, and is the location with the fewest vehicles, but with significant pedestrian and bicyclist volumes. On Erie Boulevard, the intersection with the highest vehicular volume (Thompson Road) has no pedestrian accommodations and fewer pedestrians and cyclists than at City intersections along the corridor.

Recommendations

Because of the on-going SMTC study, the Empire State Trail project, and the new PSAP information, the SMTC has worked carefully to coordinate the recommendations of the SMTC *Erie Boulevard East Pedestrian Study* so that efforts are not being duplicated. The SMTC developed recommendations based on the data and assessment presented in this document. Recommendations fell into six categories:

- Implement pedestrian improvements at signalized intersections, prioritized by need,
- Implement recommendations from the Empire State Trail, which is focused on the area between Beech Street and Bridge Street on Erie Boulevard East,
- Implement future recommendations from the NYSDOT PSAP, primarily focused on the area between Bridge Street and East Genesee Street,
- Implement recommendations from the SMTC's Central DeWitt Mobility Plan, which is 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.

The study recommendations in this plan lean heavily on the outcomes associated with the planning of the Empire State Trail and the NYSDOT PSAP. The NYSDOT has utilized data gathered by the SMTC during the Erie Boulevard East Pedestrian Study (traffic counts, accident data, field work, etc.) to inform the development of the Empire State Trail/Erie Canalway Trail along Erie Boulevard East as well as to inform the PSAP.

Although there is a desire to develop a long-term multi-modal plan for the Erie Boulevard East corridor, the intention of *this* study has been to examine *current issues* and concerns relative to pedestrian travel along this corridor, and develop recommendations that seek to address these current issues in the near-term.

1 INTRODUCTION

1.1 Overview and study area

As part of the 2014-2015 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the *Erie Boulevard East Pedestrian Study* on behalf of the City of Syracuse (City) and the New York State Department of Transportation (NYSDOT). The Scope of Work for the project was approved in August 2014, but due to staff time commitments to other projects, primarily the SMTC's 2050 Long Range Transportation Plan (published September 2015), substantial work on the Erie Boulevard East Pedestrian Study did not begin until the fall of 2015.

Erie Boulevard is one of the primary east-west travel routes through Onondaga County. This study has focused on the portion of Erie Boulevard East (Route 5) between Beech Street in the City of Syracuse and East Genesee Street (Route 92) in the Town of DeWitt. The study also includes the intersection of East Genesee Street/Jamesville Road located just west of the Erie Boulevard/East Genesee Street intersection. Erie Boulevard East is commercial in character, with pockets of residential areas located just north and south of the boulevard within the City. In DeWitt, Erie Boulevard East travels north/south with pockets of residential areas located east and west of the boulevard. Erie Boulevard East between Teall Avenue and East Genesee Street is primarily a divided roadway with limited pedestrian accommodations.

The City and NYSDOT expressed concern about several pedestrian safety incidents along this corridor, including some fatalities involving pedestrians trying to cross the heavily traveled boulevard. Through this study, SMTC has conducted a thorough investigation of the existing sidewalk system along Erie Boulevard East (Route 5) between Beech Street and East Genesee Street (Route 92). The investigation includes a pedestrian accident history and identifies pedestrian needs and improvement opportunities (including Americans with Disability Act (ADA) compliance), especially in regards to the safe crossing of Erie Boulevard. Although there is a desire to develop a long-term multi-modal plan for the Erie Boulevard East corridor, the intention of *this* study has been to examine *current issues* and concerns relative to pedestrian travel along this corridor, and develop recommendations that seek to address these current issues in the near-term.

1.2 Study process

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

- City of Syracuse (Planning, Department of Public Works, Engineering)
- New York State Department of Transportation
- Town of DeWitt
- Central New York Regional Transportation Authority (Centro)
- Syracuse-Onondaga County Planning Agency
- Onondaga County Department of Transportation (OCDOT)
- LeMoyne College.

An initial public input session was held on March 8, 2017 from 6:00 p.m. to 7:30 p.m. at H. W. Smith PreK-8 School on Salt Springs Road at the eastern edge of the City of Syracuse, just about a half-mile from Erie Boulevard East. This session provided an opportunity for SMTC, City, and NYSDOT staff to learn about the issues and concerns of the public while using the Erie Boulevard East corridor and to discuss existing conditions as well as some preliminary ideas about pedestrian accommodations. Eight members of the public attended and participated in the public meeting. Meeting attendees were asked to note their concerns, comments, and ideas for improvements on several large maps of the Erie Boulevard East and East Genesee Street corridors. A meeting summary is available in Appendix A.

The second opportunity for public input was held via public comment period. The Draft Final Report, which included recommendations for improving pedestrian mobility within the study area, was posted on the SMTC web site and publicized through a press release (see Appendix A), SMTC's Facebook, and email to the project stakeholders list from January 12 through January 31, 2018. The Town of DeWitt also included information about the public comment period on their website, with a link to the project. One comment was received and is included in Appendix A.

1.3 Empire State Trail

The Empire State Trail is a major effort initiated by Governor Andrew Cuomo in 2017 that will impact much of the Erie Boulevard East corridor. In his January 2017 State of the State addresses, Governor Cuomo announced his plans for completing the Hudson River Valley Greenway and Erie Canalway trails by 2020, to create the Empire State Trail. Governor Cuomo committed \$200 million to the effort to complete the 750-mile trail across the state.

Planning for the local portions of the Empire State Trail/Erie Canalway Trail picked up significantly in spring/summer 2017. During this time, SMTC staff was involved in discussions and meetings with the NYSDOT and their consultant on the Empire State Trail planning project, the Town of DeWitt, and the City of Syracuse, much of which focused on Erie Boulevard East between Beech Street and Bridge Street. The consultant finished their planning work on the project in late October 2017. All of the intersections along Erie Boulevard East that are included in the NYSDOT's Empire State Trail project are part of the SMTC's Erie Boulevard East Pedestrian study.

As of the writing of this document, the NYSDOT was in the early stages of preliminary design for the local portions of the Empire State Trail. The trail will be located on Erie Boulevard East, likely along the north side of the road from Beech Street to Teall Avenue, and in the median of Erie Boulevard from Teall Avenue to Bridge Street.

Discussions on the Empire State Trail project began as the SMTC was working on the assessment portion of this Erie Boulevard East Pedestrian Study, prior to the development of study recommendations. The SMTC, as well as the City of Syracuse and Town of DeWitt, has been involved in (and will continue to be involved in) the Empire State Trail project – including its location, design, and desired outcomes. In an effort to not conflict with Empire State Trail project outcomes and recommendations, the SMTC determined that deferring to the recommendations of the Empire State Trail project would be the most logical and prudent course to take. To that end, the SMTC effort is focused on areas of study that are

outside the purview of the Empire State Trail project. More details on the draft recommendations and early design associated with the Empire State Trail are provided in Section 4.2. Additionally, the Empire State Trail Design Guide was released October 10, 2017. The Design Guide is primarily intended for state agencies, local governments, engineering design firms and trail organizations charged with designing, building and operating segments of the Empire State Trail. Following this guide while developing portions of the Empire State Trail will ensure continuity as the trail moves across the state. The Guide addresses everything from signage and wayfinding to trail design, user types and facility design guidelines.¹

1.4 Other relevant plans and studies

Several recent projects have touched upon the need for pedestrian and bicycle amenities along Erie Boulevard East. The following studies serve as background information for the *Erie Boulevard East Pedestrian Study*.

Eastside Neighborhood Plan, 2011 (revised March 2012)

The Tomorrow's Neighborhoods Today Area 5 – Five Year Neighborhood Plan (the Plan) was created as an action plan by the residents of TNT Area 5 (Eastside) to serve as an advisory document to City of Syracuse staff and elected officials, and to assist Eastside residents in achieving their community goals. The plan examines the strengths, weaknesses, opportunities, and challenges faced by the Eastside TNT area with respect to economic, physical, and social conditions. The Plan outlines goals and objectives for the neighborhood to achieve over a 5-year timeframe. Erie Boulevard East traverses two of Eastside's seven neighborhoods: Near Eastside/Loguen Park and Salt Springs.

The Plan mentions that the Near Eastside/Loguen Park neighborhood benefits from good bus service to Downtown and ShoppingTown Mall through three bus lines with relatively frequent service along East Fayette Street, East Genesee Street, and Erie Boulevard East. Noted existing conditions include several brownfield sites on or near Erie Boulevard East. The following was stated about pedestrian accessibility:

- *Sidewalks to provide pedestrian access to the retail on Erie Boulevard East (Aldi's and Family Dollar specifically) must be developed.*
- *Crosswalks and signals on Erie Boulevard East at Westmoreland Avenue/Peat Street need to be installed.*
- *The Teall Avenue crosswalk and signal across Erie Boulevard East needs to be improved.*
- *Sidewalks along Teall Avenue need to be improved.*

Source: Eastside Neighborhood Plan 2011

In the Salt Springs neighborhood, good bus service along Erie Boulevard East is also noted as a benefit, as is Price Chopper, a full service supermarket within the City limits in this neighborhood. Key services found along Erie Boulevard East in this area, without impeding on the residential area, include gas stations, McDonald's, and Empire Vision (now Empire Visionworks). One of the challenges called out for the Salt Springs neighborhood is the large number of closed stores and vacant lots on Erie Boulevard East, coupled

¹ Alta Planning + Design, C&G Partners, Starr Whitehouse, *Empire State Trail Design Guide*, October 10, 2017, p. 1-4.

with a panhandling concern near the Erie Boulevard East/Smith Street intersection. The following was stated about pedestrian accessibility:

- *The sidewalk on Seeley Road needs improvements.*
- *Erie Boulevard East does not have continuous sidewalks and poses safety risks to pedestrians.*
- *Pedestrian crossings on Erie Boulevard East need to be improved and a plan for snow removal from sidewalks must be developed.*

Source: Eastside Neighborhood Plan 2011

Sustainable Streets Project/Sidewalk Priority Zones

In 2014, the SMTC completed the *Sustainable Streets Project*, which included the development of a pedestrian demand model. This model assigns ratings to locations in the SMTC's metropolitan planning area (MPA) based on how likely people are to want to walk there. The model gives higher scores to places where a short distance between origins (such as homes and apartments) and destinations (such as shopping centers and parks) makes it possible to get around on foot. The highest-scoring areas were identified as "Priority Zones": areas where adding facilities like sidewalks, crosswalks, and pedestrian signals would be likely to benefit large numbers of pedestrians. For the purposes of analyzing pedestrian activity on Erie Boulevard, the SMTC consulted the pedestrian model and conducted counts of pedestrians.

The majority of the City of Syracuse meets the criteria to be considered a Priority Zone. Both origins and destinations are plentiful in most parts of the city, and most streets in the city have at least a partial sidewalk. In order to identify a smaller area of the City with the greatest potential for pedestrian activity, a higher standard of walkability than was used elsewhere in the MPA was used to identify a single large Priority Zone within the City's limits.

The western end of the Study Area (west of Peat Street) is in this City of Syracuse Priority Zone. Most of the length of Erie Boulevard in the City of Syracuse would also be considered a Priority Zone using the standards used in the suburban portions of the MPA. The eastern end of the Study Area, east of Bridge Street, is within the Dewittshire Priority Zone in the Town of DeWitt.

Syracuse Bicycle Plan

The Syracuse Bicycle Plan (Bike Plan), a component of the Syracuse Comprehensive Plan 2040, presents a vision for a city-wide bicycle network and includes neighborhood-specific recommendations to achieve this vision. The Bike Plan identifies Erie Boulevard East from Beech Street to the eastern City border (Thompson Road) as a "long-term implementation priority" and states the following about the character, use, and treatment of Erie Boulevard East:

Erie Boulevard is the main east-west corridor through the center of the city. Multiple commercial centers are located along Erie Boulevard. The green median running down the center of Erie Boulevard East is currently being explored as part of the Erie Canalway Trail connection through Syracuse. This trail route aligns with Erie Canal's original path, and offers economic benefits to nearby businesses.

Users: Slow-speed recreational users.

Treatment: An off-road multi-use trail is proposed to offer touring cyclists and residents the opportunity to ride separated from traffic along this high speed road.

Source: Syracuse Bicycle Plan 2040

The Bike Plan states that the neighborhood recommendations, organized by the City's TNT planning areas, should be considered only as a "starting point for neighborhood discussion".

Erie Canalway Trail – Syracuse Connector Route Project

This multi-year project, led by the SMTC, created a two-part documented plan for how to close the Syracuse gap in the Erie Canalway Trail (ECT) with connections to the existing trail in the Towns of Camillus and DeWitt. Part I (completed June 2013) resulted in a suggestion for a short-term, on-road, signed ECT route that can be utilized until a permanent route is established. This signage system was implemented by the City of Syracuse in 2016. Part II (completed spring 2016) resulted in a series of potential permanent trail route options to close the 12-15 mile gap in the ECT in Onondaga County.

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

Town of DeWitt Sustainability Plan

The Town of DeWitt's Sustainability Plan, adopted in August 2014, serves as a blueprint for a sustainable future, outlining actions to reduce the carbon footprint of Town government operations and community activities, while saving energy and reducing costs.² This plan further underscores the lack of pedestrian facilities, noting that DeWitt's pedestrian infrastructure is underdeveloped with an incomplete sidewalk network and considerable pedestrian obstacles. The Sustainability Plan states the following about pedestrian infrastructure:

- *A number of Town sidewalks are in poor condition and others lack sidewalk cuts. These conditions create difficulties for strollers, the less physically-able and barriers for the physically disabled.*
- *Striped crosswalks are present on arterials and streets near schools, but there is little use of traffic calming devices such as curb extensions (known as bulb outs), refuge islands (small section of pavement where pedestrian can stop before finishing crossing a road), and chockers (build-outs added to a road to narrow it).³*

² Town of DeWitt, *Town of DeWitt Sustainability News*, "Town Completes Sustainability Plan", Summer 2014, p. 3.

³ CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 39.

The Town's Sustainability Plan points out that implementing a Complete Streets policy can help ensure that decisions are made wisely in regards to pedestrian and bicycling infrastructure (the Town adopted a Complete Streets Policy in July 2015).⁴

The Sustainability Plan also includes land use recommendations, which are discussed in Section 2.2.

Moving DeWitt

Moving DeWitt was established as a cooperative initiative between Town of DeWitt officials and a resident advisory committee to work towards development of a Town-wide pedestrian and bicycle plan. The process began in January 2015 with ten town-conducted public forums to gather information from the public about how and where to make the Town more pedestrian and bicycle friendly. In fall 2015, a survey was administered to Town residents to help inform decisions that are made regarding pedestrian and bicycle improvements in DeWitt.⁵ Results showed strong public support for bicycle and pedestrian infrastructure improvements along several highways. This information is currently being used to guide Town decision making related to bicycle and pedestrian improvements and has provided insight into several recent planning studies including: the SMTC Erie Boulevard East Pedestrian Study, the SMTC Central DeWitt Bicycle and Pedestrian Mobility Plan, the SMTC Carrier Park Mobility Plan, the town's Local Waterfront Revitalization Plan, and the town's Elevating Erie initiative.

Public comments gathered via the fall 2015 survey specific to East Genesee Street and Erie Boulevard East include the following:

- Crossing is blocked because of traffic and intersections
- Dangerous to cross I-481 ramps
- Dangerous to bike Erie Boulevard
- Intersection by firehouse is impossible by bike
- Pedestrian bridge, crosswalks; dangerous to walk around I-481N
- Unsafe, but education on bikes could curb adding sidewalks/bike lanes to area
- Nervous about East Genesee Street
- In favor of increased accessibility
- Poor biking.

Central DeWitt Mobility Plan

The SMTC completed the Central DeWitt Mobility Plan (Mobility Plan) on behalf of the Town of DeWitt in July 2017. The Mobility Plan identified opportunities to add or improve bicycle and pedestrian facilities (within the existing pavement width and/or right-of-way) along town-identified routes linking residential neighborhoods and the Old Erie Canal State Historical Park. This study advances tasks performed by the aforementioned *Moving DeWitt* process. The SMTC's work on the *Central DeWitt Mobility Plan* was

⁴ CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 29.

⁵ Town of DeWitt 2016 Fall Newsletter, Supervisor's Green Initiatives, *Moving DeWitt*, September – December 2016, p. 4.

coordinated with this Erie Boulevard East Pedestrian Study, specifically along East Genesee Street where the study areas for both projects overlapped, to insure continuity and that efforts were not being duplicated.

DeWitt LWRP/Elevating Erie

In 2015, the Town of DeWitt was awarded \$124,000 through the New York State Department of State (NYSDOS) Local Waterfront Revitalization Program (LWRP). The funding enables the Town to develop a LWRP that will identify priority projects for the revitalization of Erie Canal-related infrastructure within the Town, further develop the Town's recreational trail system, assist with the improvement of stormwater and water quality controls and protections, and provide a sound basis for future land use decisions that are supportive of the development of these corridors.⁶

As part of the LWRP, the Town of DeWitt, City of Syracuse, and NYSDOS jointly launched the Elevating Erie Ideas Competition in fall 2015 to request creative ideas for developing a biodiverse, multi-modal urban transit corridor along Erie Boulevard East, while focusing on connections to the Erie Canalway Trail. With projects due in December 2015, the design competition drew nearly 65 proposals from local students as well as experts from around the world. The Elevating Erie jury reviewed and rated competition submittals in early 2016. An exhibit featuring competition finalists opened at the Erie Canal Museum in May 2016. The exhibit now travels around the area. Nearly all of the competition submittals focused on significant improvements to the Erie Boulevard corridor, including improved pedestrian and bicycle facilities, as well as transit access throughout the corridor. The Town continues to develop its LWRP, using input and ideas heard throughout the Elevating Erie competition, and received Regional Economic Development Council Awards in December 2016 to continue related work:

- Elevating Erie Towpath Road Corridor Design: ReConnecting the Erie Canalway will gather oral histories and community input to frame a design contest and implement two markers at either end of the gap in the canalway bike trail, along with a brochure and web exhibit for cyclists to enjoy and learn from as they ride through (\$75,000 awarded by the Arts Grant Program).
- Elevating Erie Towpath Road Corridor Design: The Town of DeWitt will design a segment of the old Erie Canal corridor, including historical markers, wayfinding, green infrastructure, landscaping, and street furniture. The design will include an alternative to connect the current Canalway Trail end with Erie Boulevard East (\$229,000 awarded by NYSDOS).

The *Elevating Erie Concept Plan* (October 2017) was developed following the Town of DeWitt's "Elevating Erie Ideas Competition" and proposes to bring the Erie Canal back to life in DeWitt, with a new multi-use trail along the former Erie Canal alignment.⁷ The Concept Plan proposes an Erie Canalway Trail that would begin at the Old Erie Canalway State Park in DeWitt, and head west following Butternut Drive to Kinne Road, follow Towpath Road to Bridge Street to reach Erie Boulevard East. The proposed

⁶ Town of DeWitt 2016 Fall Newsletter, Supervisor's Green Initiatives, DeWitt Local Waterfront Revitalization Program, September – December 2016, p. 3.

⁷ Alta Planning + Design, EDR, & Town of DeWitt, *Elevating Erie Concept Plan*, October 2017, pg. 1.

trail would then follow Erie Boulevard East into the City of Syracuse and beyond to eventually link with the existing Erie Canalway Trail in Camillus. This same gap was previously studied as part of the SMTC's Erie Canalway Trail – Syracuse Connector Route project, and is currently in the process of preliminary design as part of the Empire State Trail (EST).

Pedestrian Safety Action Plan (PSAP)

In October 2017, the NYSDOT informed the SMTC that Erie Boulevard East will be examined as part of the State's PSAP. The purpose of the PSAP is to identify current safety conditions and implement a distinct set of education, engineering and enforcement countermeasures that can be accomplished over the next 5 years to improve pedestrian safety. The plan includes:

- A "3E" approach to safety, coordinated by 3 lead agencies:
 - Department of Transportation (Engineering)
 - Department of Health (Education)
 - Governor's Traffic Safety Committee (Enforcement)
- A data driven approach to countermeasure selection
- Engineering actions will target hot spots, corridors and include systemic treatments
- A scope outside of New York City (NYC) with strategies that complement the NYC Vision Zero Plan.⁸

In three phases, the PSAP will examine pedestrian crossing at uncontrolled intersections (where cross-traffic does not stop, such as two-way stop-controlled intersections), controlled intersections (signalized intersections and all-way stop control), and along corridors, which is Phase III, where Erie Boulevard East will likely fall. NYSDOT will look to make improvements (such as crosswalks, pedestrian countdown timers, sidewalks, curb ramps, etc.) to the pedestrian environment at these locations. NYSDOT plans to use information from the SMTC Erie Boulevard East study to inform decision making on the PSAP.

Summary

The Eastside TNT has outlined their concerns for pedestrian access along the portion of Erie Boulevard East located in the City of Syracuse. There is a need for better accommodations both along and across the boulevard. Additionally, both the *Syracuse Bike Plan* and the recently completed *Erie Canalway Trail Syracuse Connector Route Part II* study suggest pedestrian and bicycle accommodations (in the form of a multi-use path, or sidewalks and bike lanes) on Erie Boulevard. Several submittals to the Elevating Erie competition echo this idea, and the planning effort that is underway for completing the Empire State Trail across the state, as well as the NYSDOT PSAP effort will address several of these concerns.

⁸ NYSDOT, GTSC, NYSDOH, *New York State Pedestrian Safety Action Plan*, June 20, 2016, p. 4.

2 EXISTING CONDITIONS

2.1 Demographics

This section summarizes pertinent demographic data for the area surrounding the Erie Boulevard East corridor as well as a small portion of East Genesee Street near Jamesville Road. SMTC staff considered the six U.S. Census tracts immediately adjacent to the Erie Boulevard East corridor as the “study area” for this analysis. As shown on Figure 2.1, this encompasses an area approximately bounded by I-690 to the north, the Town of DeWitt’s eastern boundary to the east, East Genesee Street to the south (including the Meadowbrook neighborhood), and Route 81 to the west.

Most of the study area includes a well-connected grid of local streets that link to neighborhoods to the south. Many of these neighborhoods are built up hillsides at an elevation higher than Erie Boulevard East, so slope and topography can present challenges to accessibility. Residents from neighborhoods to the north of I-690 and east of Erie Boulevard East have to cross under or over multi-lane roadway facilities to reach the study area.

Population density: Figure 2.2 shows the population density, in persons per square mile, for Census tracts in the study area. Population density is greatest in the grid-patterned neighborhoods located within the City of Syracuse and along the City’s border with the Town of DeWitt. Although there are individual Census tracts in the City with higher population densities, the study area south of Erie Boulevard East is notable for containing numerous blocks with relatively high population densities located within close proximity. The Meadowbrook neighborhood has a population density lower than the City-wide average. Population density is very low east of Erie Boulevard East in the Town of DeWitt and immediately south of I-690 in the City as these areas are primarily commercial in nature, although the Town of DeWitt is working on updating its zoning in this area to include mixed-use development.

Poverty: The study area has a relatively high number of individuals living in poverty west of Seeley Road compared to the City overall. Of the five study area Census tracts within the City, three have poverty rates above the City-wide rate. The remaining tracts have rates below the MPA-wide rate (see Figure 2.3).

Limited English Proficiency: Three census tracts in the study area show a higher percentage of households with Limited English Proficiency (LEP) than their comparative averages. Of the five Census tracts within the City, two have a higher percentage than the City’s average of 7.8% of households with LEP. The tract located in the Town of DeWitt has a LEP percentage higher than the Metropolitan Planning Area (MPA)⁹-wide average of 4.6% (see Figure 2.4).

Environmental Justice: All of the Census tracts in the study were identified as either medium- or high-priority target areas in the SMTC’s Environmental Justice Report. This report identified target areas by

⁹ The SMTC’s planning jurisdiction, called the Metropolitan Planning Area (MPA), includes Onondaga County and portions of Madison and Oswego counties (Syracuse Metropolitan Transportation Council, *Transportation Atlas*, June 2015, p. 7).

combining information about median household income, senior citizen concentrations, and minority concentrations. The four tracts west of Seeley Road contain high-priority target areas (see Figure 2.5).

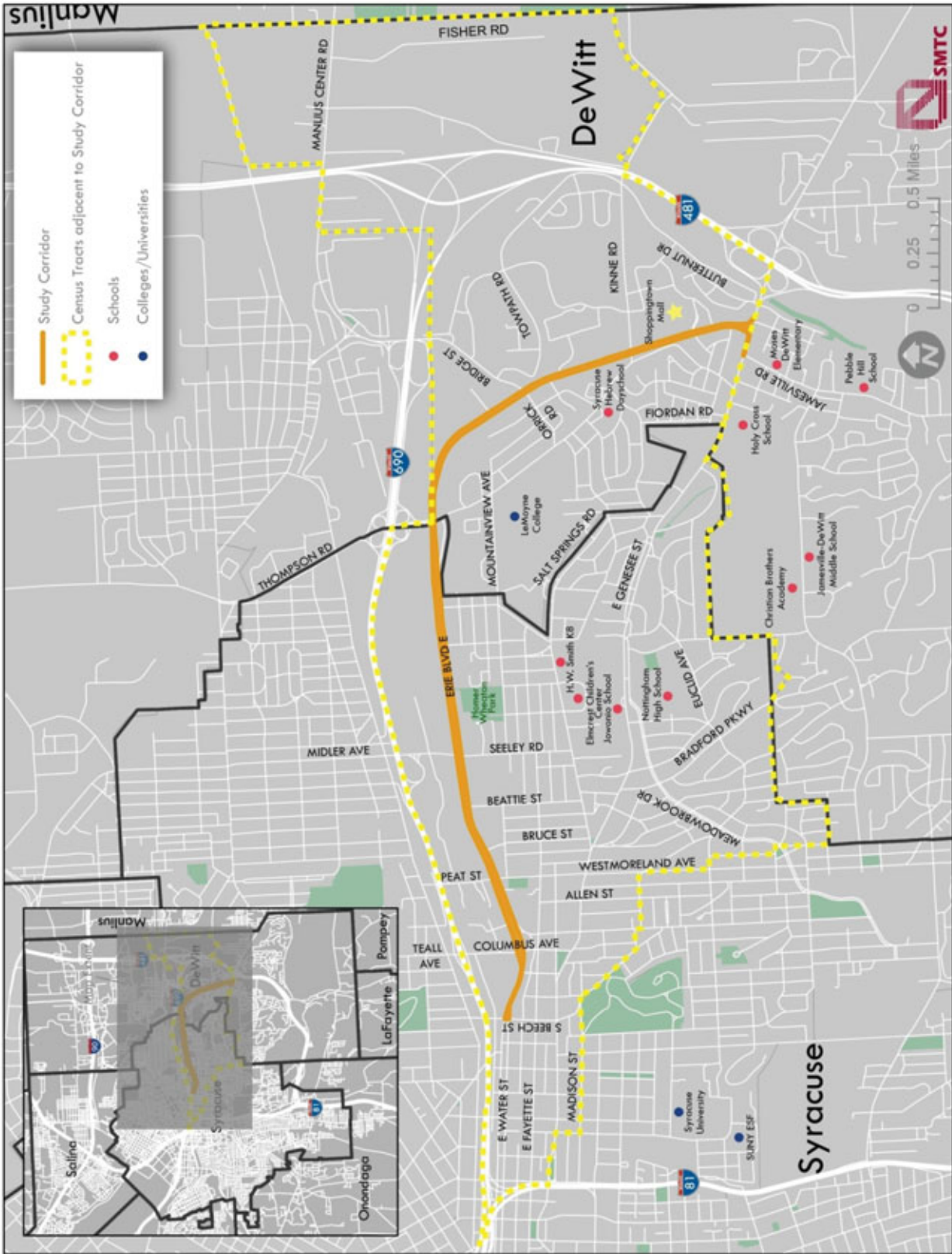


Figure 2.1: Erie Boulevard East Study Corridor and adjacent Census tracts

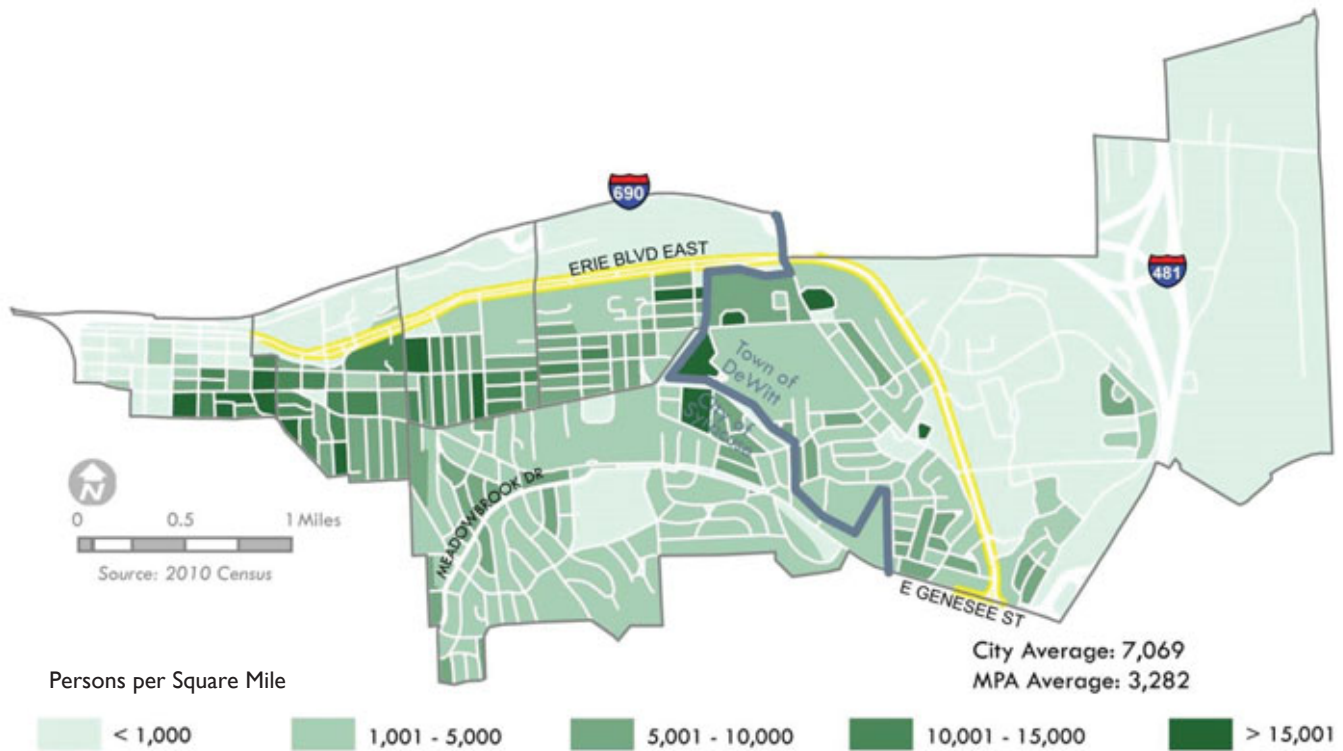


Figure 2.2: Population density in Census tracts adjacent to the Erie Boulevard East corridor

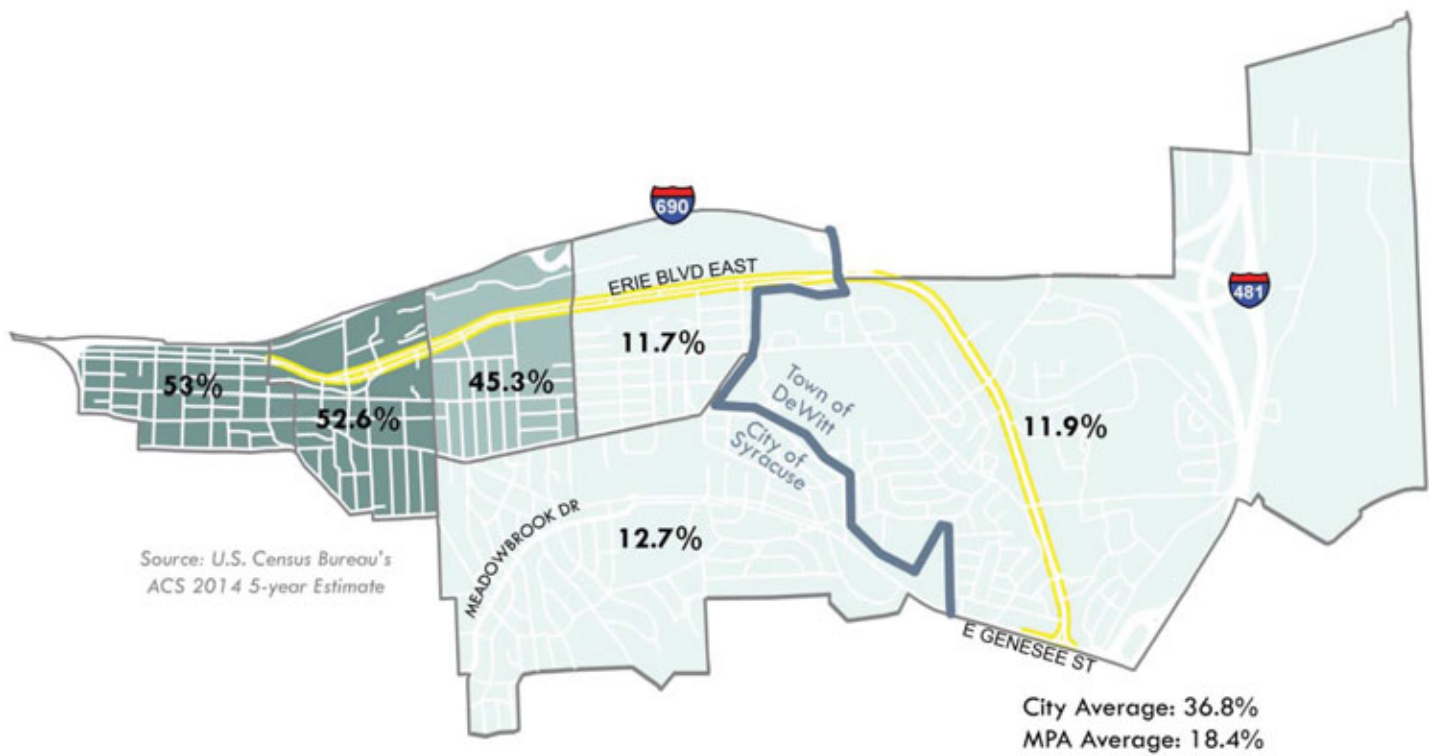


Figure 2.3: Percentage of individuals in poverty, by Census tract

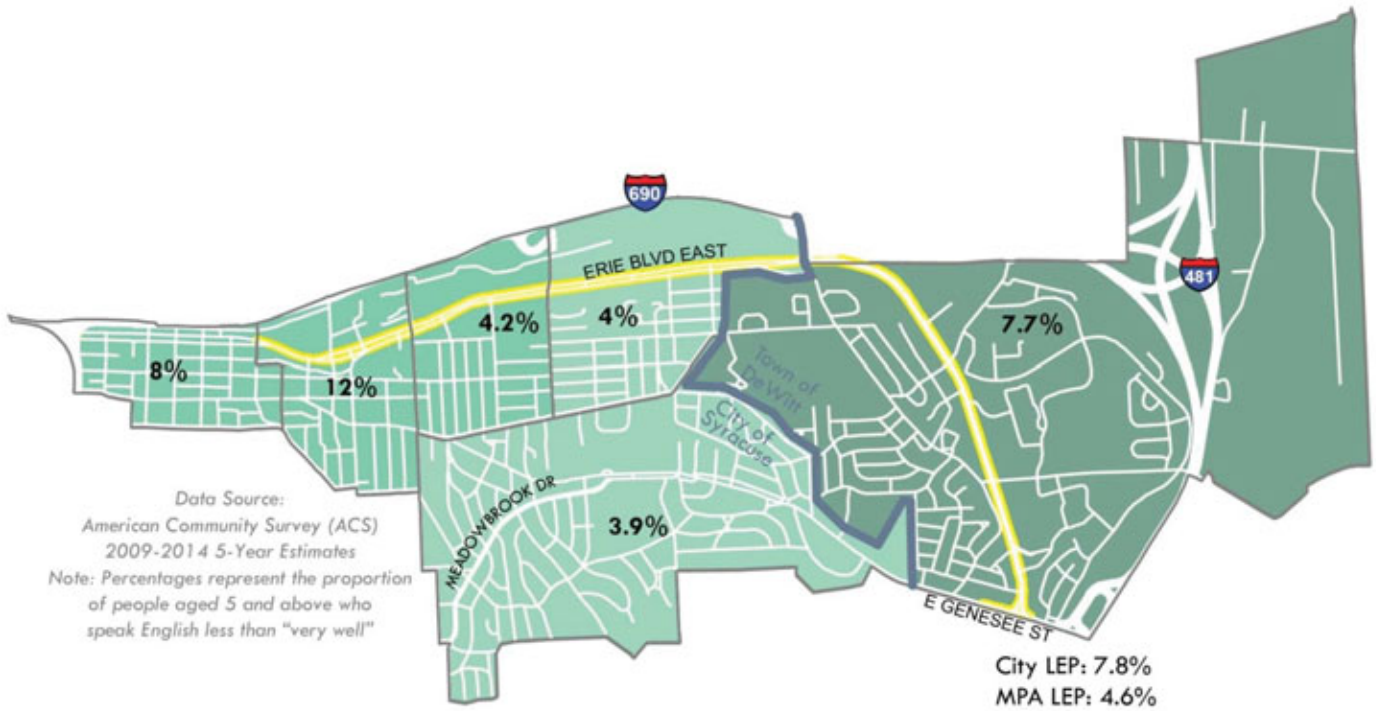


Figure 2.4: Percentage of individuals with Limited English Proficiency, by Census tract

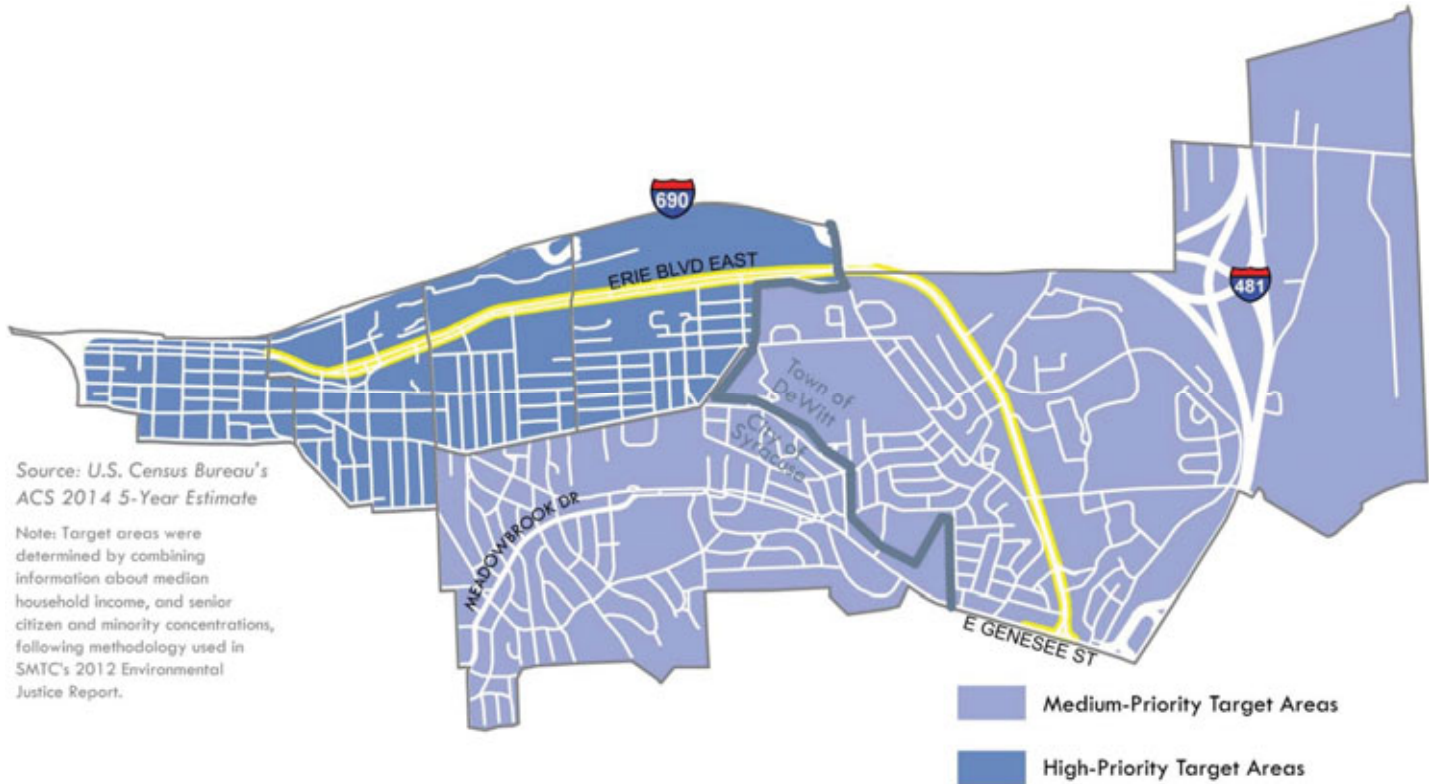


Figure 2.5: Environmental Justice status

Unemployment: Two of the tracts within the center of the study area have above average unemployment rates compared to the City-wide average. The tract in the Town of DeWitt shows an unemployment rate equal to that of the MPA-average of 8.9% (see Figure 2.6).

Households with no vehicles: Twenty-nine percent of households in the City of Syracuse do not own a vehicle. Within the study area, three City Census tracts have a higher percentage of households with no vehicle than the City average (see Figure 2.7).

Walking to work: Figure 2.8 shows city-wide, more than 11 percent of commuters walk to work. Within the study area, the two western-most tracts contain high percentages of commuters who walk to work. Nearly 60 percent of those who live in the tract next to downtown walk to work, and nearly 23 percent walk to work in the tract directly to the east. The tract in the Town of DeWitt has a lower percentage of walking commuters than the MPA-wide average.

Biking to work: City-wide, only 1 percent of commuters bike to work. Although most of the study area is consistent with this City-wide rate, two areas in the City – primarily the Meadowbrook neighborhood – have higher rates, with about 3 percent of commuters biking to work (see Figure 2.9).

Riding transit to work: Within the study area, all of the Census tracts have ridership levels below the City-wide average of 9.7%, and only two tracts meet or exceed the MPA-wide percentage. The tracts west and east of Seeley Road have the greatest percentage of residents who take transit to work (see Figure 2.10)

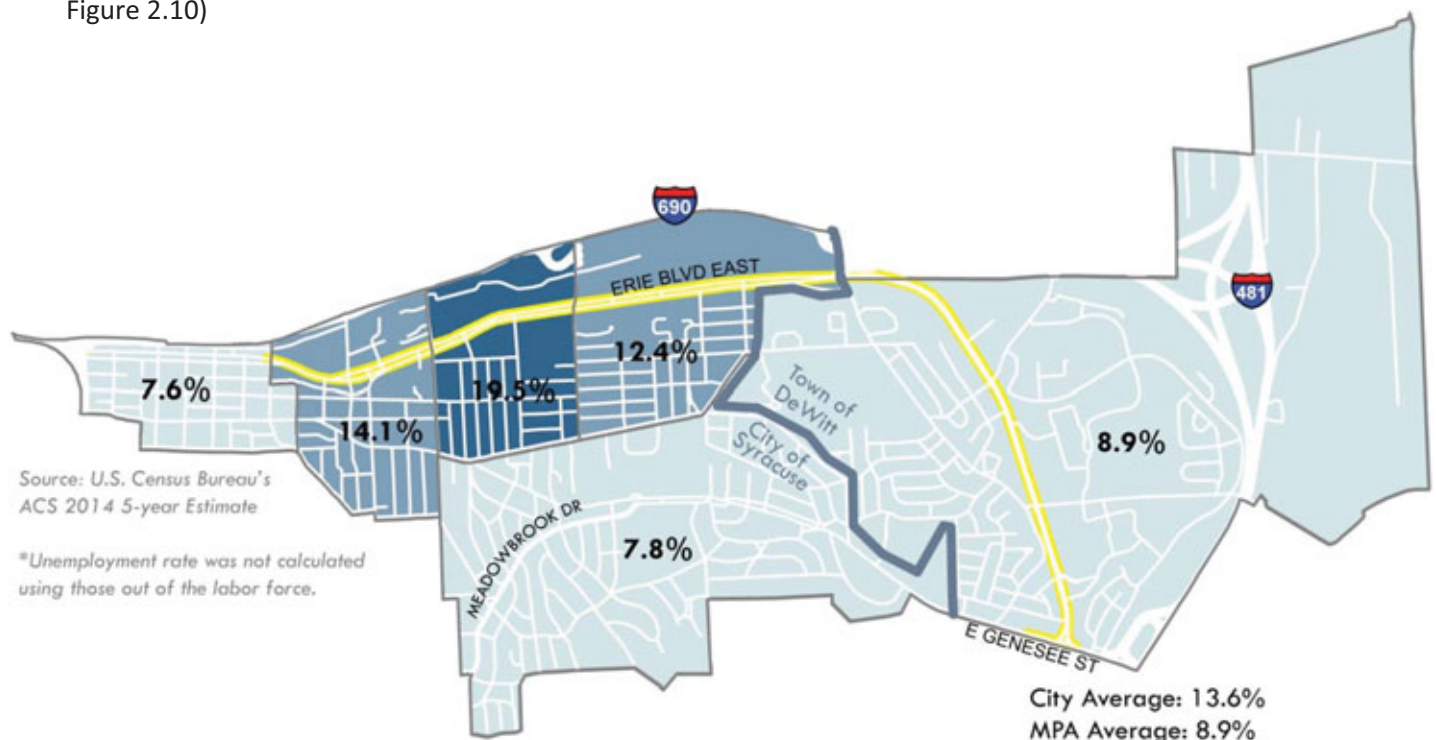


Figure 2.6: Unemployment rate

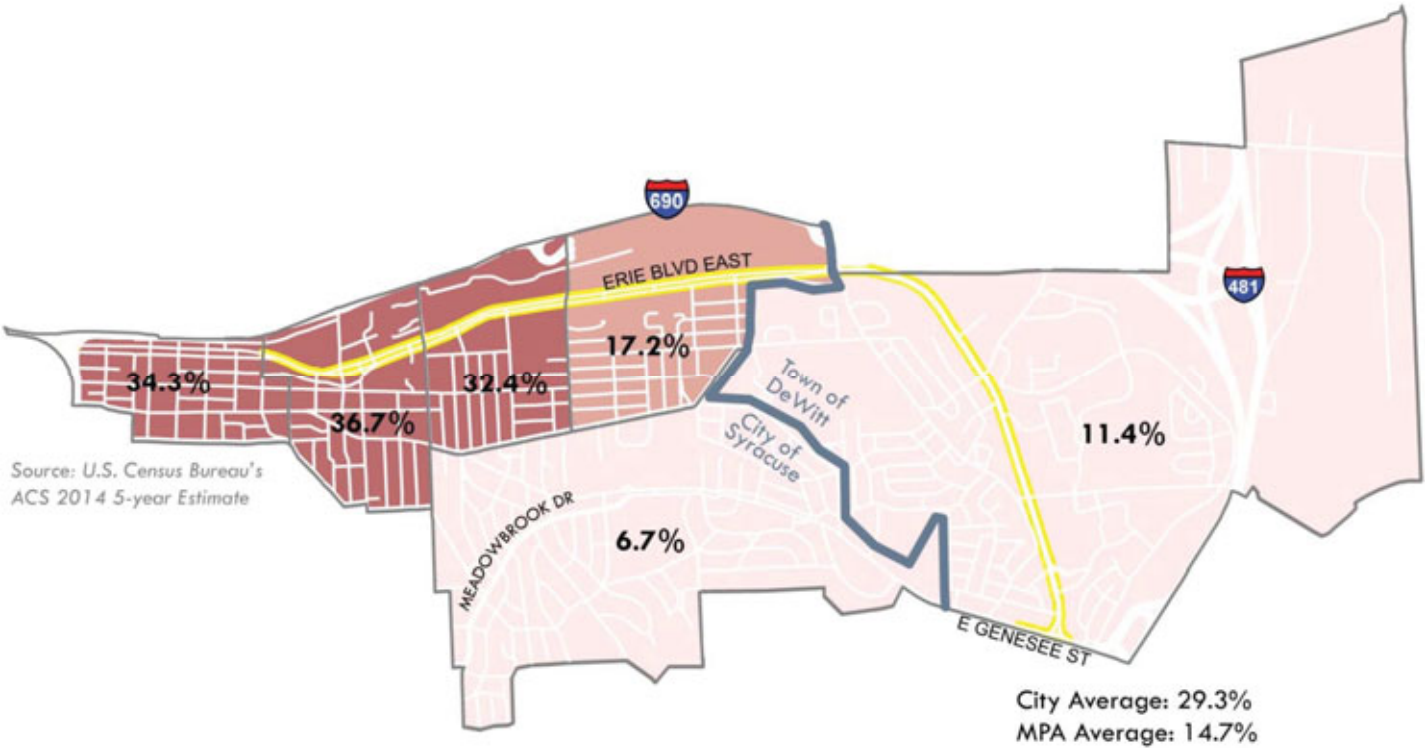


Figure 2.7: Percentage of households with no vehicle

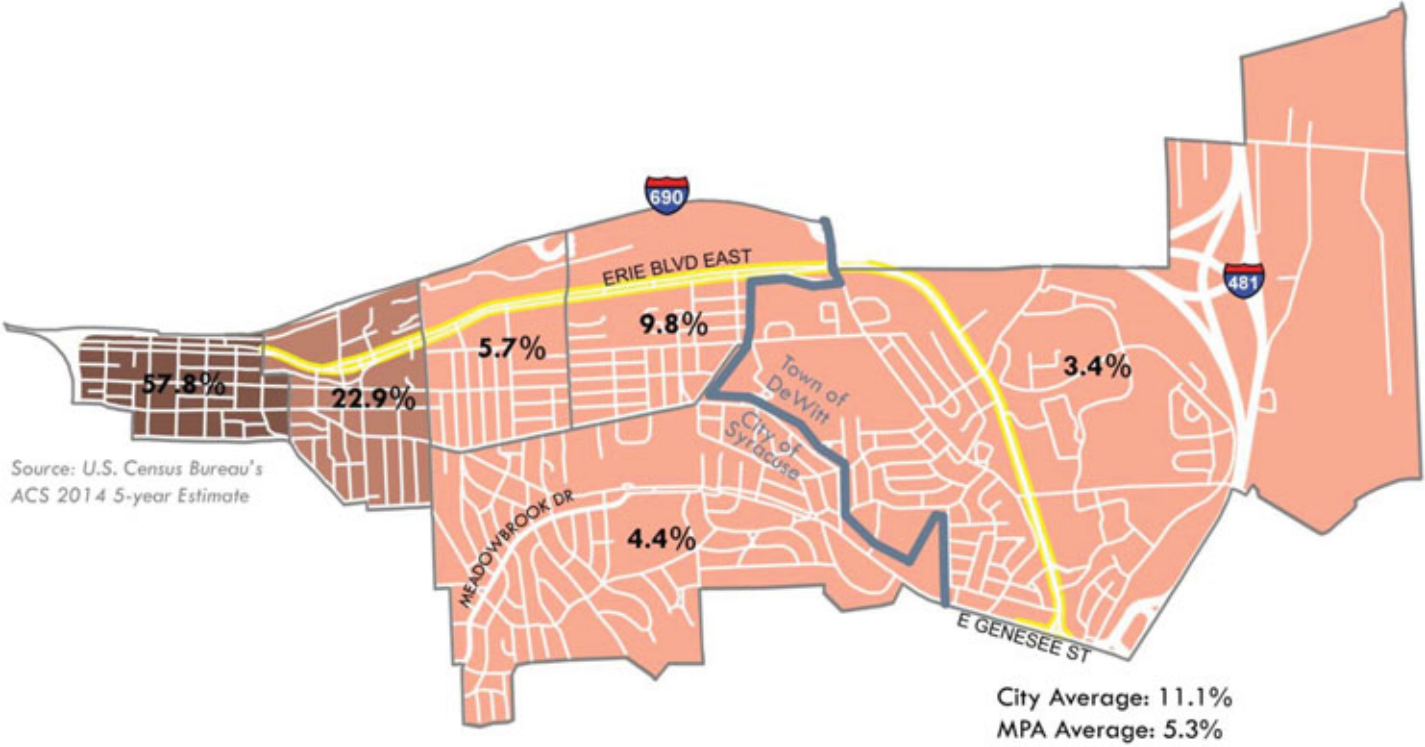


Figure 2.8: Commuters who walk to work

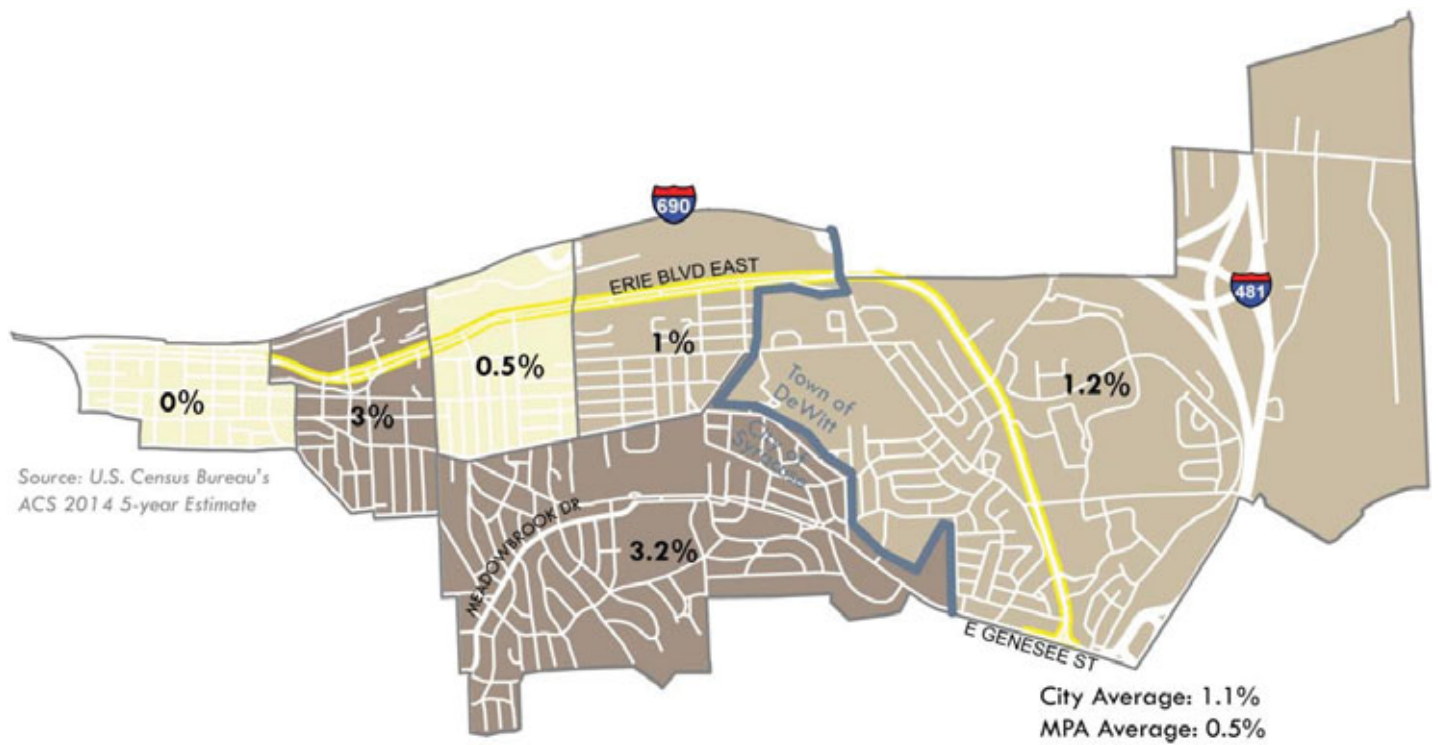


Figure 2.9: Commuters who bike to work

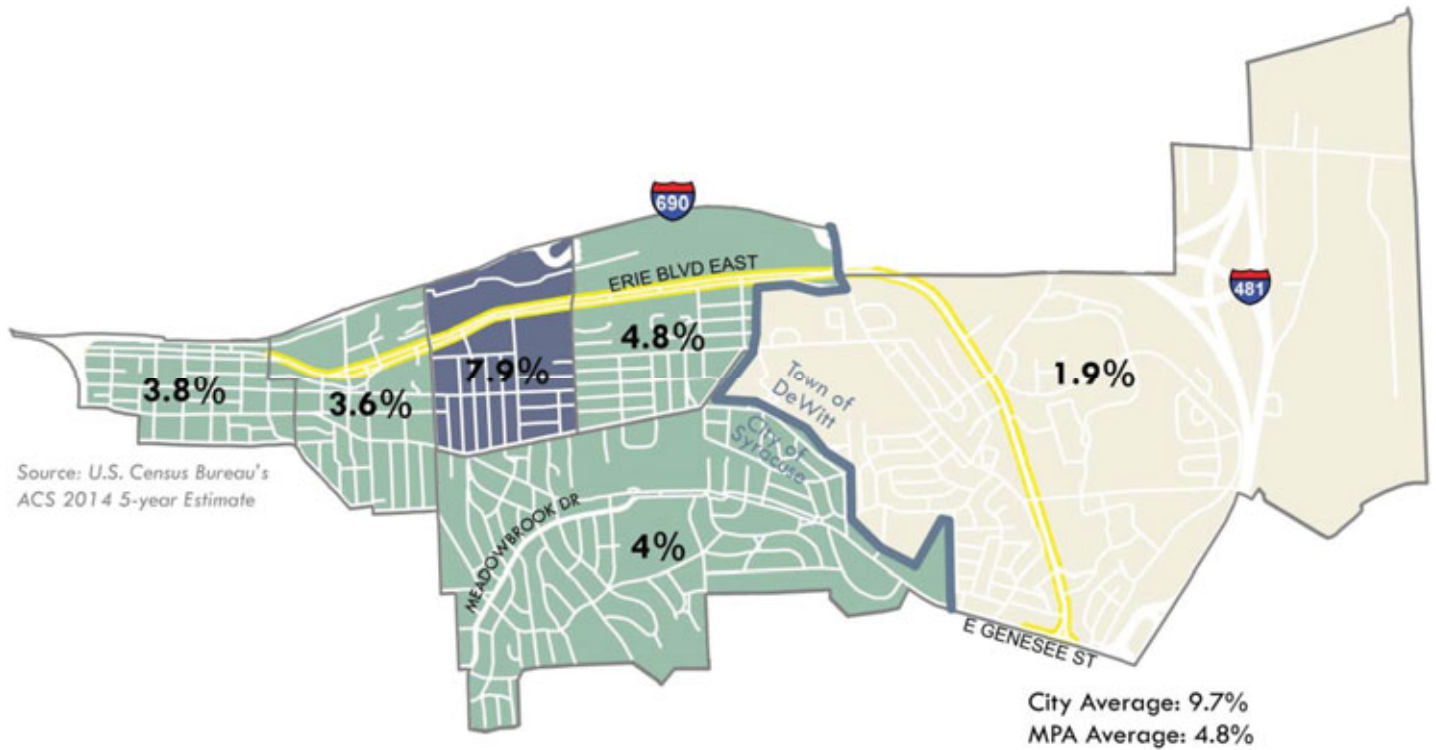


Figure 2.10: Commuters who take transit to work

In summary, the study area has relatively high population density. High rates of poverty, Limited English Proficiency, and households without a vehicle exist west of Seeley Road along Erie Boulevard East; these are also high-priority Environmental Justice target areas. Although the existing percentage of commuters who walk to work varies throughout most of the study area, the high population density along with other factors, especially the relatively low car ownership, suggest the potential for an even greater number of people that could walk or bike to work. Improving the pedestrian infrastructure along Erie Boulevard East could encourage more walkers throughout the study area. And adding bicycle infrastructure along Erie Boulevard East could encourage increased levels of bicycling throughout the study area.

2.2 Land use and development

2.2.1 Existing land use

Figure 2.11 shows existing land use surrounding the study area as of 2015. The properties abutting Erie Boulevard East are largely commercial in nature with a few instances of vacant property and community service uses (Salvation Army, churches, etc.) mixed in. The areas immediately adjacent to the small portion of East Genesee Street follow suit.

Erie Boulevard East is flanked by numerous eating establishments (both “fast food” and “sit down” restaurants), shopping centers, and grocery stores in the typical modern suburban style, with single-story buildings set back from the road, and parking lots adjacent to the road and/or buildings. Several fast food restaurants also operate drive-thru windows. There are also numerous curb cuts and driveways all along the Erie Boulevard East corridor.

The areas north and east of Erie Boulevard East (between Erie Boulevard and I-690) are primarily commercial, with a small handful of industrial use, public services (i.e., National Grid property), vacant land, and community services present. The office buildings and hotels located here serve as both destinations and generators, and have the potential to become significant pedestrian generators.

The area between Erie Boulevard and Salt Springs Road is primarily residential and includes single and two-family houses as well as apartment buildings (including dorms and apartments associated with LeMoyne College) and a park (Homer Wheaton Park). An elementary/middle school (H.W. Smith PreK-8 School), children’s center (Elmcrest) and LeMoyne College all front Salt Springs Road. Another school in the general study area is Syracuse Hebrew Day School, on the southern end of Thompson Road in the Town of DeWitt.

Other than the commercial strip, and the Moses DeWitt Elementary School, the areas north and south of East Genesee Street between Erie Boulevard East and Jamesville Road are residential.

2.2.2 Future land use plans

City of Syracuse

The Syracuse Land Use and Development Plan (Land Use Plan) is a component of the Syracuse Comprehensive Plan, 2040. The Land Use Plan identifies current conditions, a vision for future “character areas” throughout the City, as well as neighborhood-specific recommendations for each Tomorrow’s

Neighborhoods Today (TNT) area. Erie Boulevard East is located within the Eastside TNT neighborhood. The Land Use Plan acknowledges Erie Boulevard as the former route of the Erie Canal, and its potential to be incorporated into the overall Erie Canalway Trail statewide route. The Plan further notes that right-of-way improvements for pedestrian and bicyclist safety, and design standards for new commercial construction are needed along the corridor. Improved landscaping and design requirements for big box developments could help to reduce storm runoff, improve pedestrian safety and ease of transit use, and minimize the heat-island effect created by large, asphalt parking lots.¹⁰

¹⁰ City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Neighborhood-Specific Recommendations, Eastside, p. 55.

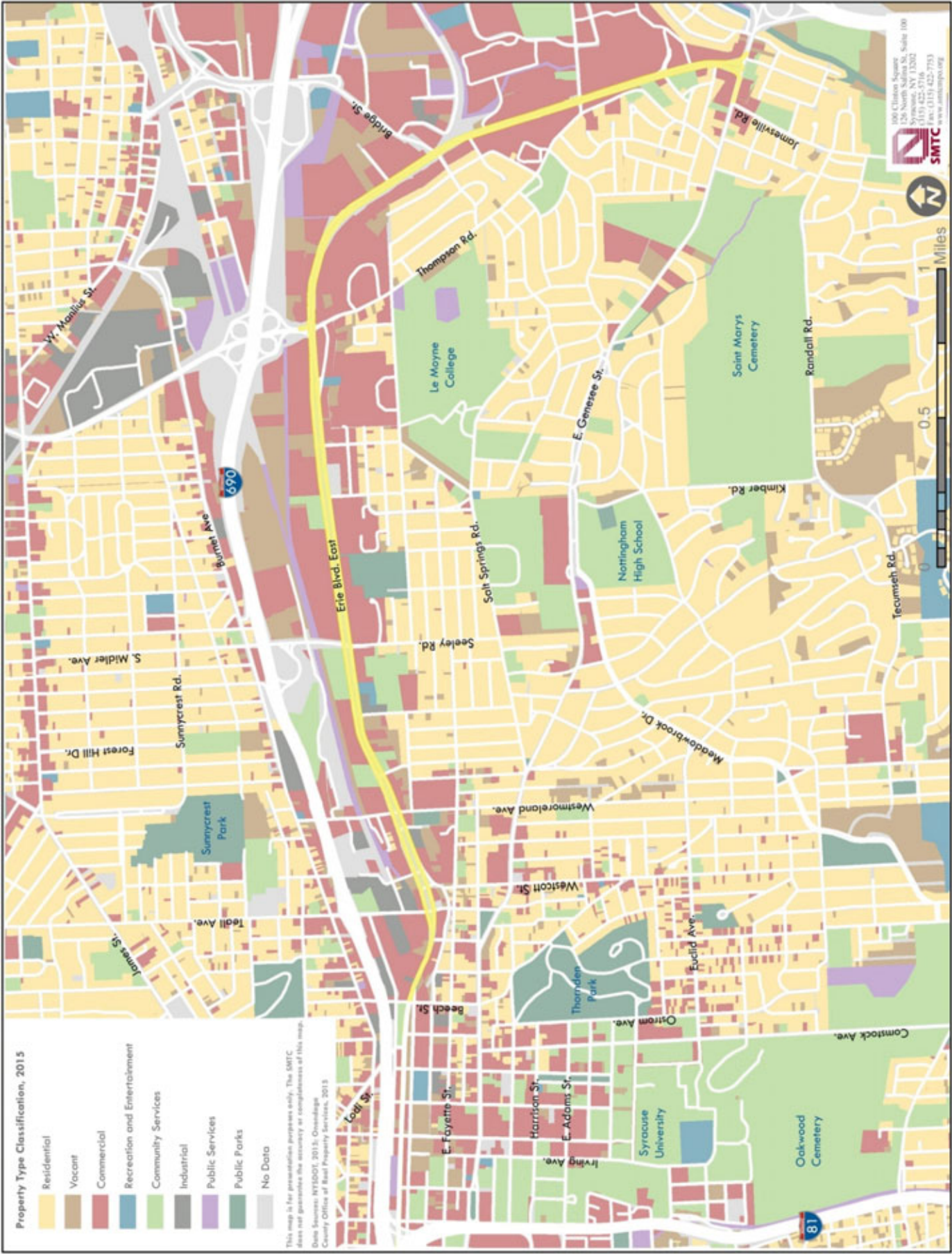


Figure 2.11: Existing land use

The future character area identified for the Erie Boulevard East corridor, between Beech Street and the eastern City line (Thompson Road), is suburban commercial (see Figure 2.12). This is defined in the Land Use Plan as the typical location of ‘big-box’ development. Of the character areas identified in the Plan, it is the only one that does not discourage or prohibit parking in front of buildings:

Careful design regulations can ensure that large parking lots include pedestrian circulation routes connected to sidewalks, impermeable surfaces, adequate landscaping, and space for public transit stops. Design standards should ensure that these buildings remain aesthetically pleasing rather than detracting from the surrounding area. These areas may often include light-industrial uses or office complexes, but these should also take into account the same basic screening, landscaping, and design standards.

Source: Syracuse Land Use & Development Plan, 2040

Some of the character areas adjacent to the Syracuse Land Use & Development Plan-defined “suburban commercial” Erie Boulevard East corridor are urban core, streetcar residential, suburban residential, and industrial legacy.

The Land Use Plan also identifies neighborhood-specific recommendations for each Tomorrow’s Neighborhoods Today (TNT) area. One of four recommendations for the Eastside TNT area has its focus in the study area:

Encourage higher quality design for development on private property and in the right-of-way on Erie Boulevard East as a gateway into the City. Erie Boulevard supports suburban-style commercial uses and, closer to Downtown, a mix of industrial activities. Due to the “gateway” nature of the commuter-heavy corridor, improved design standards are needed in both commercial and industrial areas.

Source: Syracuse Land Use & Development Plan, 2040 (Neighborhood Specific Recommendations, Eastside)

The City of Syracuse is currently in the process of updating their zoning code to implement the vision described in the Land Use Plan. This effort, titled “ReZone Syracuse,” is expected to be completed in early 2018. SMTC staff have been involved in the ReZone process, and anticipate that the final zoning for the Erie Boulevard corridor will largely reflect what is shown in the Land Use Plan.

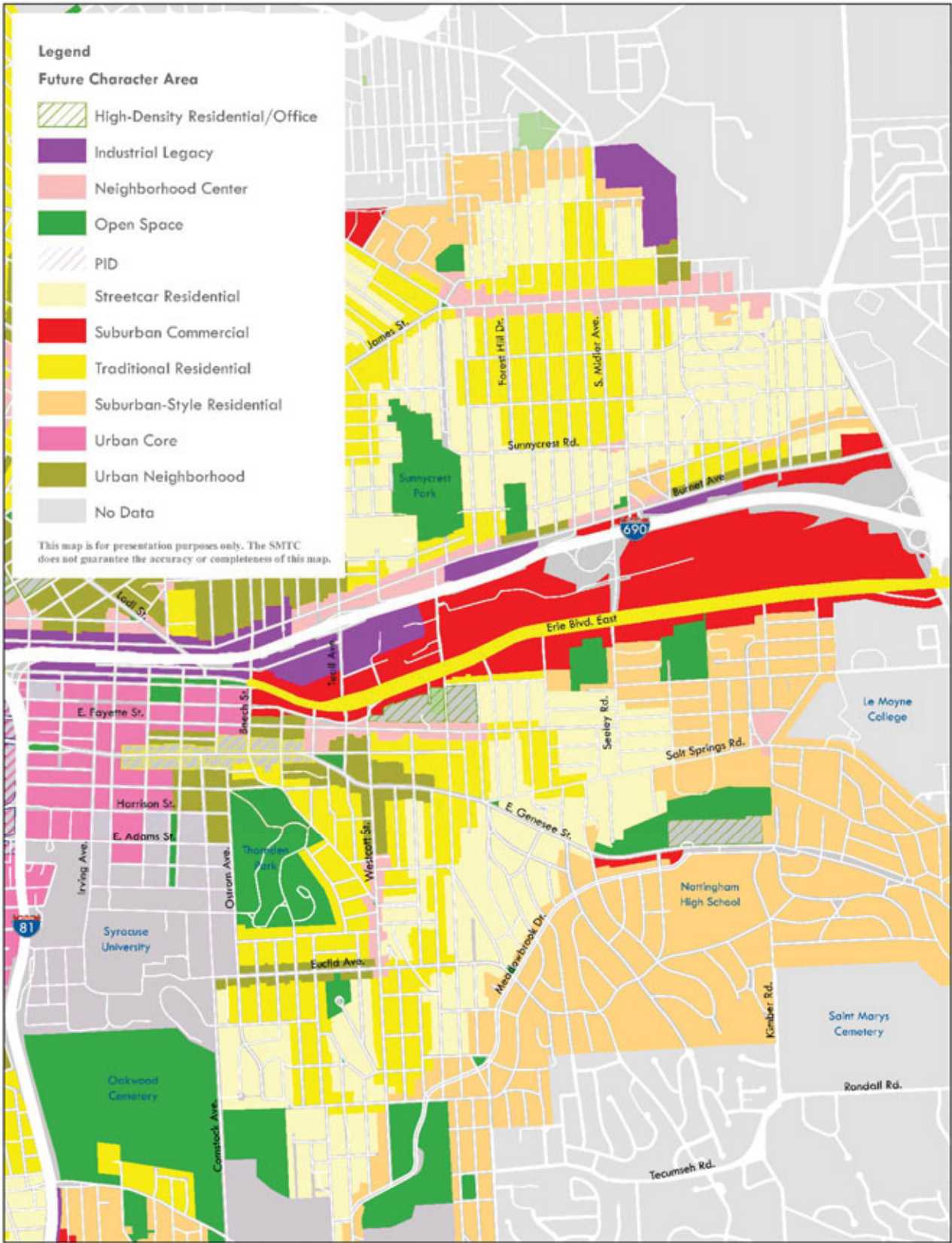


Figure 2.12: City of Syracuse future character areas

Town of DeWitt

The Town of DeWitt's *Comprehensive Plan 2017 Update* (Comprehensive Plan) 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 (see Figure 2.13). The plan identifies two primary future character areas along Erie Boulevard East: commercial (retail, office, service, mixed use) and residential (traditional).

The commercial land use category includes retail sales of all types, offices ranging from individual to corporate headquarters, regional shopping centers and a variety of large and small professional, retail and service businesses. The visual character is described as large scale, concentrated, and sometimes strip-commercial development.¹¹ Site accessibility and traffic impacts on surrounding land and the community are noted as important planning considerations.

The Town described areas where concentrated housing development has occurred over many years and where identifiable neighborhoods have been established as traditional residential development. The prevailing and desired character for this area is that of relatively dense, single-family housing concentrated in an urban setting.¹² Concerns in these areas include the desire to maintain the historic character of a given neighborhood and to improve the neighborhood quality through landscaping, lighting of public spaces, and building sidewalks. Limiting extraneous vehicular traffic in traditional residential development is noted as a challenge of considerable magnitude that should be a high priority for the Town.¹³

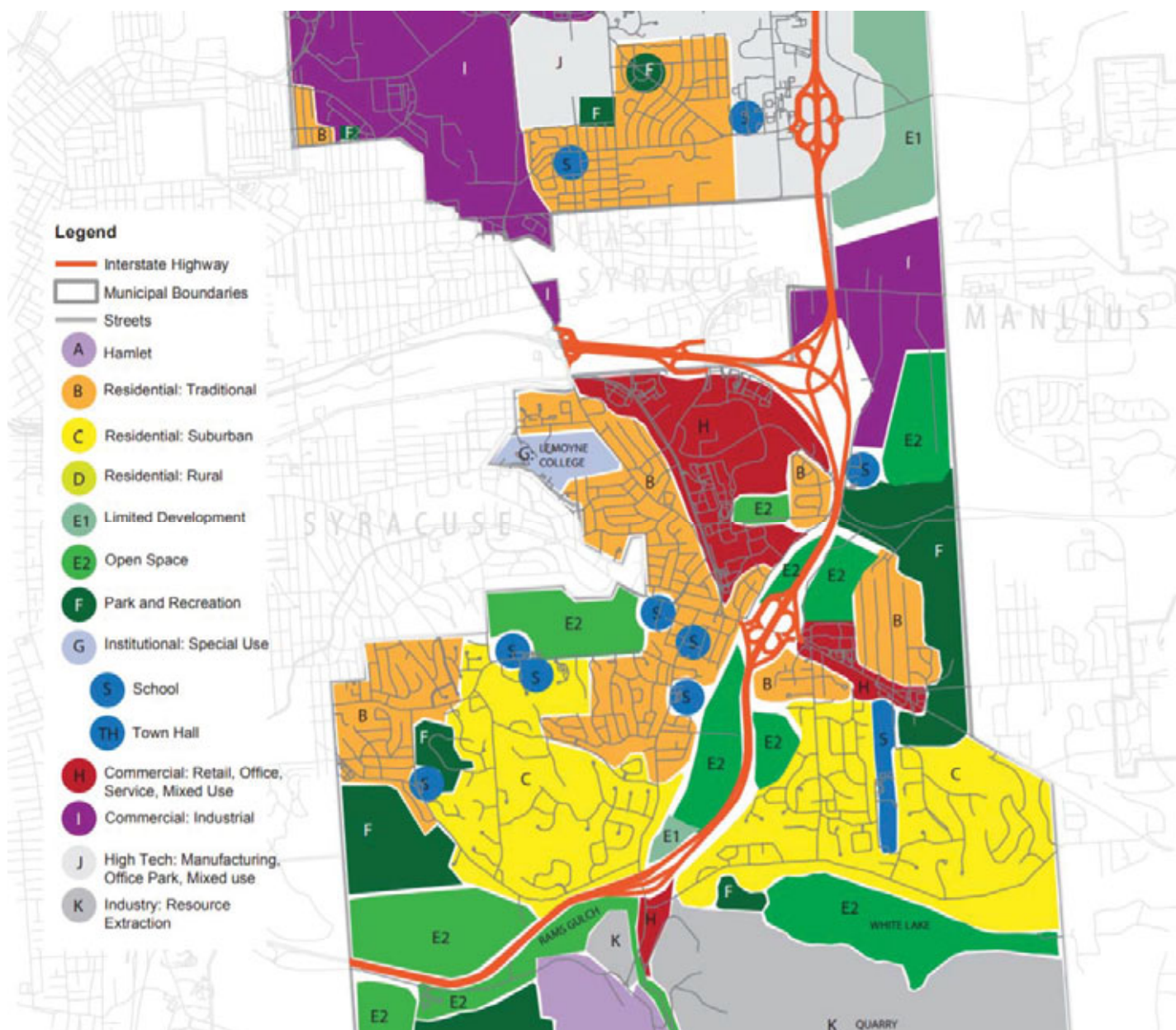
The Town is also in the process of reviewing and adopting a proposed zoning overlay that will make it possible to implement mixed-use projects along Erie Boulevard East.

¹¹ Comprehensive Plan 2017, Town of DeWitt, Land Use Character Areas, p.24.

¹² Ibid, p. 21-22.

¹³ Ibid, p. 22.

Figure 2.13: Town of DeWitt proposed land use character areas map (from the Town of DeWitt Comprehensive Plan 2017 Update)



In addition to the town's Comprehensive Plan, the Town of DeWitt's Sustainability¹⁴ Plan also contains some land-use related recommendations.

The Land Use component of the Sustainability Plan points out that the way land uses and transportation infrastructure are arranged within a community has a strong influence on whether residents choose to walk, bike, drive, or use public transit.¹⁵ The Plan acknowledges that diversity of uses, proximity of uses, and density all influence travel behaviors in Dewitt (see sidebar regarding Proximity of Uses).

Various recommendations in the Plan, including allowing for greater commercial intensity for mixed-use buildings for targeted commercial districts along Erie Boulevard, Bridge Street, and East Genesee Street, if implemented, would likely increase pedestrian traffic in these areas.

The most specific recommended improvements in the Sustainability Plan for East Genesee Street and Erie Boulevard are pedestrian-friendly design features such as widened sidewalks, street trees, benches, decorative street lights, and bulb-out pedestrian crossings.¹⁶ The Sustainability Plan also points out that there could potentially be plans for transit oriented development along Erie Boulevard, noting that Shoppingtown mall could be a central hub where housing units, shops, grocery stores, and offices could be located¹⁷. The condensed nature of this type of development would make walking or using public transportation much easier, ultimately reducing the Town's overall greenhouse gas emissions.

2.2.3 Development projects in the corridor

In fall 2013 the City of Syracuse received a \$247,500 Brownfield Opportunity Area (BOA) grant for a 478-acre brownfield area in the Erie Boulevard East neighborhood. The grant and overall program provides communities with tools to revitalize neighborhoods affected by known or suspected brownfields. The Erie

Proximity of Uses in the Town of DeWitt Sustainability Plan

The Town of DeWitt used two methods of spatial analyses to evaluate the proximity of residences to commercial uses:

1) One measure determined that 75 percent of DeWitt's residential parcels are located within ¼ mile of commercial districts (a distance, that according to urban design research, most people will walk to reach a destination).

2) The second method measured proximity to a *diversity* of uses and found that residents living near the East Genesee Street/Erie Boulevard intersection have the highest level of access to diverse uses in the Town (CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 36).

¹⁴ Sustainability is commonly defined as meeting the needs of the present without compromising the needs of future generations. (CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 9).

¹⁵ Ibid, p. 34.

¹⁶ Ibid, p. 40.

¹⁷ The Sustainability Plan includes a case study of Shoppingtown Mall, which points out that the Town's vision is to redevelop the mall as a vibrant mixed-use town center that could provide a cluster of activity and a focal point for town civic life.

Boulevard BOA will focus on attracting new commercial development as well as on street and recreational improvements along the corridor.

2.3 Roadway conditions

SMTC staff inventoried the 4.3-mile Erie Boulevard East corridor from Beech Street to East Genesee Street, and the short (0.2 mile) segment of East Genesee Street between Erie Boulevard East and Jamesville Road.

2.3.1 Road width and speed limit

Erie Boulevard East's width varies throughout the study area. In addition to variations in the number of lanes on the facility, some segments of the boulevard have no median, some segments have a landscaped median, and some segments have a paved median. The median's width varies within segments. In terms of facility width, Erie Boulevard East can be split into three segments:

- Beech Street to Cherry Street: four lanes, no median,
- Cherry Street to Thompson Road: six lanes,¹⁸ vegetated median,
- Thompson Road to East Genesee Street: six lanes, paved median.

The two segments of Erie Boulevard west of Thompson Road are within the City of Syracuse's limits. East of Thompson Road, Erie Boulevard East is in the Town of DeWitt.

The following curb-to-curb width measurements of Erie Boulevard East represent typical widths within these segments:

- Beech Street to Cherry Street: 58 feet wide (no median),
- Cherry Street to Thompson Road (measured at 2943 Erie Boulevard East): 145.5 feet wide, including a 60-foot vegetated median,
- Thompson Road to Bridge Street (measured at 3189 Erie Boulevard East): 104 feet wide, including a 30-foot asphalt median.

Erie Boulevard East: City of Syracuse Segments

The segment of Erie Boulevard East between Beech and Cherry Streets has four 12-foot travel lanes, a 10-foot center turn lane, curbs, and no shoulders. The speed limit in this segment is 30 miles per hour.

In the six-lane segment west of Thompson Road, the three eastbound travel lanes measure 13 feet, 12 feet, and 13 feet, and the westbound lanes measure 14 feet, 12 feet, and 14 feet (as measured at 2943 Erie Boulevard East). There are curbs but no shoulders in this segment.

At each of the five signalized intersections between Cherry Street and Thompson Road (not including Thompson Road), eastbound and westbound left-hand turn lanes diverge from the through lanes of Erie Boulevard East. These left-hand turn lanes run on diagonal alignments to the main line and are separated

¹⁸ In the 460-foot long section of westbound Erie Boulevard between Teall Avenue and Cherry Street, there are only two westbound through lanes of Erie Boulevard, with a left-hand turn lane available for the Cherry Street intersection.

from it by the median. These lanes vary in length from 120 feet to 460 feet. All are single lanes, with the exception of the two westbound left-hand turn lanes from Erie Boulevard to southbound Seeley Road.

The speed limit on Erie Boulevard East is 40 miles per hour through most of the Cherry Street to Thompson Road segment. Eastbound, the speed limit transitions from 30 to 40 miles per hour near Westcott Street. Westbound, it transitions from 40 to 30 miles per hour just beyond the Teall Avenue intersection.

Erie Boulevard East: Town of DeWitt Segment

The curbed six-lane section of Erie Boulevard East between Thompson Road and East Genesee Street has a speed limit of 40 miles per hour. The measurements taken at 3189 Erie Boulevard East are typical of this segment: a 30-foot paved median, three eastbound and three westbound lanes, with the lanes in both directions measuring 13 feet, 12 feet, 12 feet. There are no shoulders in this segment.

East Genesee Street

East Genesee Street between Jamesville Rd and Erie Boulevard East is approximately 64 feet wide. The center turn lane is approximately 14 feet wide. The eastbound travel lanes measure 13.5 feet (outside lane) and 11.5 feet (inside lane). The westbound travel lane measures 13.5 feet and the left turn lane (onto Jamesville Road) measures 13.5 feet. There are curbs but no shoulders.

The speed limit on East Genesee Street is 30 miles per hour in this segment; east of the I-481 interchange, it transitions to 40 miles per hour.

2.3.2 Functional classification

The portions of Erie Boulevard East and East Genesee Street in the study area are functionally classified as principal arterials. Functional classification is the process by which roads are categorized according to the type of service they are meant to provide. According to the Federal Highway Administration (FHWA):

*Principal arterials serve major activity centers on higher traffic volume corridors. They carry a high proportion of total urban travel on a minimum of mileage. They interconnect and provide continuity for major rural corridors to accommodate trips entering and leaving urban areas and movements through an urban area. Principal arterials also serve demand for intra-area travel between the central business district and outlying residential areas.*¹⁹

Functional classification is directly related to federal aid-eligibility, which determines if a road can receive federal transportation funding. Federal-aid eligible status is given to those roads that provide critical connections within or between communities.²⁰

2.3.3 Road ownership

The roughly 1,700-foot (0.3 mile) segment of Erie Boulevard East (State Route 5) between Beech Street and Teall Avenue is owned by the City of Syracuse. The approximate 4-mile stretch between Teall Avenue and East Genesee Street is owned by the NYSDOT.

¹⁹ FHWA, Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition, p. 15.

²⁰ Syracuse Metropolitan Transportation Council *Transportation Atlas*, June 2015, p. 41.

The NYSDOT also owns the 0.2 mile section of East Genesee Street between Jamesville Road and Erie Boulevard East (State Route 92).

2.4 Transit

One Centro bus route operates along Erie Boulevard: Route 68. Eastbound, Route 68 runs from Centro's Transit Hub in downtown Syracuse, along East Fayette Street to Westmoreland Avenue, to Erie Boulevard East, with its terminus at Shoppingtown Mall. This route operates daily, including Sundays and holidays. On weekdays, buses run from approximately 5:30 a.m. until 12:45 a.m. Buses run every 30 minutes on average throughout the day and into the evening. After 7:00 p.m., the time between buses can be as long as 80 minutes.

Figure 2.14 shows the location of bus stops in the study area. Bus stops are spread fairly evenly along Erie Boulevard East between Beech Street and Bridge Street, located at major intersections and on both sides of Erie Boulevard East. Although there are bus stops between Bridge Street and East Genesee Street, bus stops are spaced further apart in this part of the study area. There are no bus shelters along Erie Boulevard East. The only bus shelter in the study area is on East Genesee Street in the town of DeWitt. There are no bus pull-off areas in the study area.

In 2015, annual ridership on Route 68 was 230,299 riders, with an average of 1,047 riders per weekday, and an average of 19 riders per trip. When compared to all 25 of Centro's routes²¹, Route 68 had the eighth highest ridership in 2015.

On weekdays, there are 55 trips on this route, with peak ridership reaching an average of 157 riders in the morning period between 5:30 a.m. and 8:30 a.m. Evening peak ridership on this route typically occurs between 4:00 p.m. and 5:30 p.m., with ridership dropping substantially after 10:00 p.m.

Proximity to transit service

According to the Town of DeWitt Sustainability Plan (CNYRPDB, August 2014):

- About 65% of residential parcels within the Town of DeWitt are located within a quarter-mile of a bus stop.
- People are generally willing to walk a quarter-mile to a bus stop, which takes the average person around 10 minutes.

²¹The total number of Centro routes excludes special routes for the New York State Fair, the Syracuse City School District, Syracuse University and hospital shuttles, and paratransit.

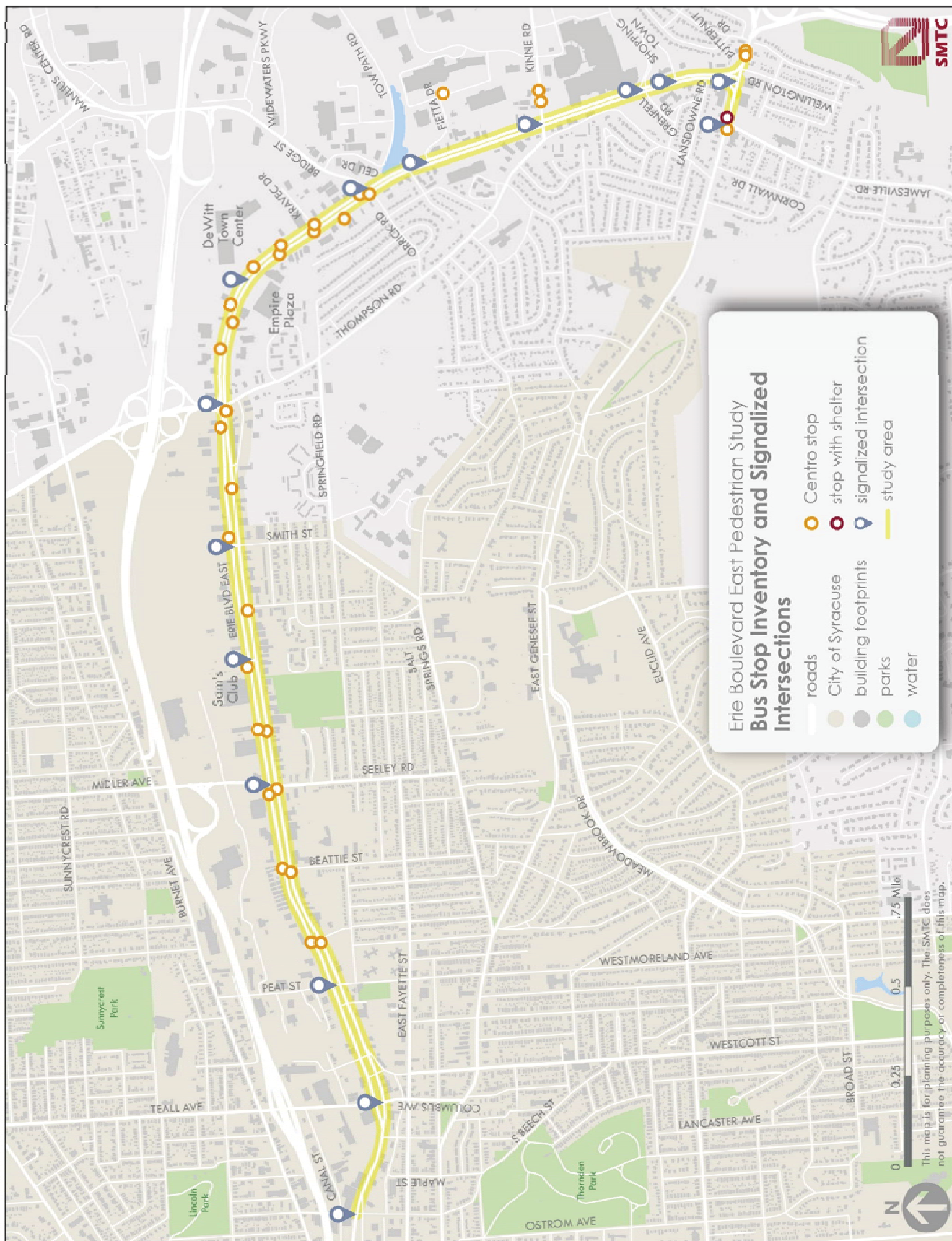


Figure 2.14: Bus stop inventory and signalized intersections

In terms of ridership, according to Centro staff, the top three stops in each direction are as follows:

Eastbound:

- Erie Boulevard East & Seeley Road
- Erie Boulevard East & Smith Street
- Erie Boulevard East & Orrick Road

Westbound:

- Erie Boulevard East & Midler Avenue
- Erie Boulevard East & Smith St
- 3143 Erie Boulevard East.

Table 2-1, below, provides additional information on Route 68.

Table 2-1: Centro Route 68 (East Fayette – Erie Boulevard) service and ridership data, 2015

Total annual ridership (Jan. 1 to Dec. 31, 2015)	230,299
Annual ridership – AM peak (5:30 a.m. to 8:30 a.m.)	34,602
Annual ridership – PM peak (4:00 p.m. to 5:30 p.m.)	30,288
Average weekday ridership	1,047
Average weekday ridership – AM Peak	157
Average weekday ridership – PM Peak	138
Bus trips per weekday	55
Average riders per trip	19
AM peak headway (minutes)	19
PM peak headway (minutes)	30

Two bus routes run along East Genesee Street in the study area: Route 30 (including subroutes 330 and 530) and Route 62 (including subroute 262). There are four bus stops on East Genesee Street in the study area, as shown in Figure 2.14.

Route 30, also known as the Westcott Street line, has 12 trips daily “inbound,” from DeWitt to the Transit Hub, and 13 trips daily that run “outbound,” from the Transit Hub to DeWitt.

Route 62, also known as the Fayetteville-Manlius line, runs 16 inbound trips and 18 outbound trips on weekdays.

The average number of riders using the two bus stops adjacent to the East Genesee Street / Jamesville Road intersection is relatively low on a per trip basis, but is consistent. Very few riders use the two bus stops adjacent to the East Genesee Street / Wellington Road intersection.

According to the Town of DeWitt Sustainability Plan, the current transit system needs to be much more efficient to get citizens more interested in using this form of transportation. The Plan notes that one way to improve efficiency of the bus system is to implement Bus Rapid Transit.²² The Town of DeWitt typically requires developers to include some type of accommodations for bus stops in their plans.

A full examination of the needs for transit facilities and service along the Erie Boulevard corridor was outside the scope of this study. A future study could consider the most appropriate locations for transit enhancements such as bus pull-offs or more significant bus shelters.

2.5 Pedestrian facilities

SMTC staff inventoried existing pedestrian facilities within the study area. This inventory assumed that facilities for crossing Erie Boulevard (such as crosswalks and curb ramps) would not be appropriate at non-signalized intersections. Throughout the Study Area, Erie Boulevard has a minimum of four lanes and traffic volumes between 19,000 and 22,000 vehicles daily. New York State Department of Transportation's (NYSDOT) Highway Design Manual states that for facilities with this width and traffic volume: "Marked crosswalks alone are insufficient, since pedestrian crash risk may be increased due to providing marked crosswalks alone." Currently, signalized intersections present the only safe means of crossing Erie Boulevard East.

Tables 2-2 and 2-3 summarize the existing pedestrian facilities at signalized and unsignalized intersections, respectively, throughout the study area (Appendix B contains the mapped inventory of existing pedestrian facilities). Figure 2.15 illustrates examples of crosswalks that were categorized as "fully accessible," "partially accessible," and "inaccessible" in this inventory.

Following Figure 2.15, Sections 2.5.1 through 2.5.8 describe the inventory of pedestrian facilities in greater detail.

²² CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 29.

Table 2-2: Existing ADA accessibility for curb ramps, crosswalks, and pedestrian buttons at signalized intersections

Side Street / Driveway	CROSSING ERIE BOULEVARD			CROSSING SIDE STREET / DRIVEWAY		
	Curb Ramps	Crosswalks	Ped Buttons	Curb Ramps	Crosswalks	Ped Buttons
Beech Street	●	●	●	●	●	●
Teall Avenue / Columbus Avenue	◐	●	●	◐	●	●
Peat Street / Westmoreland Ave	◐	◐	◐	●	●	●
Midler Avenue/Seeley Road	◐	○	○	◐	○	○
Former Sam's Club Driveway	○	○	○	◐	○	○
Smith Street	○	○	○	◐	○	○
Thompson Road	○	○	○	◐	◐	◐
DeWitt Town Center Driveway (north) / Empire Plaza Driveway	○	○	○	◐	◐	○
Bridge Street / Orrick Road	○	○	○	◐	○	○
Fietta Road	○	○	○	◐	○	○
Kinne Road	○	○	○	◐	○	○
Shoppingtown Mall / Grenfell Road	◐	◐	◐	○	○	○
Shoppingtown Drive	○	○	○	◐	○	○
East Genesee Street	●	●	◐	○	○	○
Side Street	CROSSING E. GENESEE STREET			CROSSING SIDE STREET / DRIVEWAY		
Jamesville Road	●	◐	◐	●	●	●

Key:

- ADA accessible on all approaches
- ◐ Present on some approaches
- Not present

Table 2-3: Existing ADA accessibility for curb ramps and crosswalks at unsignalized intersections

Side Street / Driveway on Erie Boulevard	Curb Ramps	Crosswalks
Cherry Street / Price Rite Driveway	●	○
Unnamed Connector	○	○
Westcott Street / Devine Street	◐	○
Ives Avenue	◐	○
Family Dollar Driveway	●	N/A
Bruce Street	◐	○
Beattie Street	◐	○
Lime Street	◐	○
Headson Road	◐	○
DeWitt Town Center Driveway (south)	●	●
Kravec Drive	◐	○
Sutton Place	◐	○
Dicks Sporting Goods Driveways	●	N/A
Chipotle Driveway	○	N/A
Side Street on E. Genesee Street	CROSSING SIDE STREET / DRIVEWAY	
Wellington Road	●	●

Note: "N/A" refers to those locations where crosswalks are not required (crosswalks are not installed across driveways.)

Key:

- ADA accessible on all approaches
- ◐ Present on some approaches
- Not present

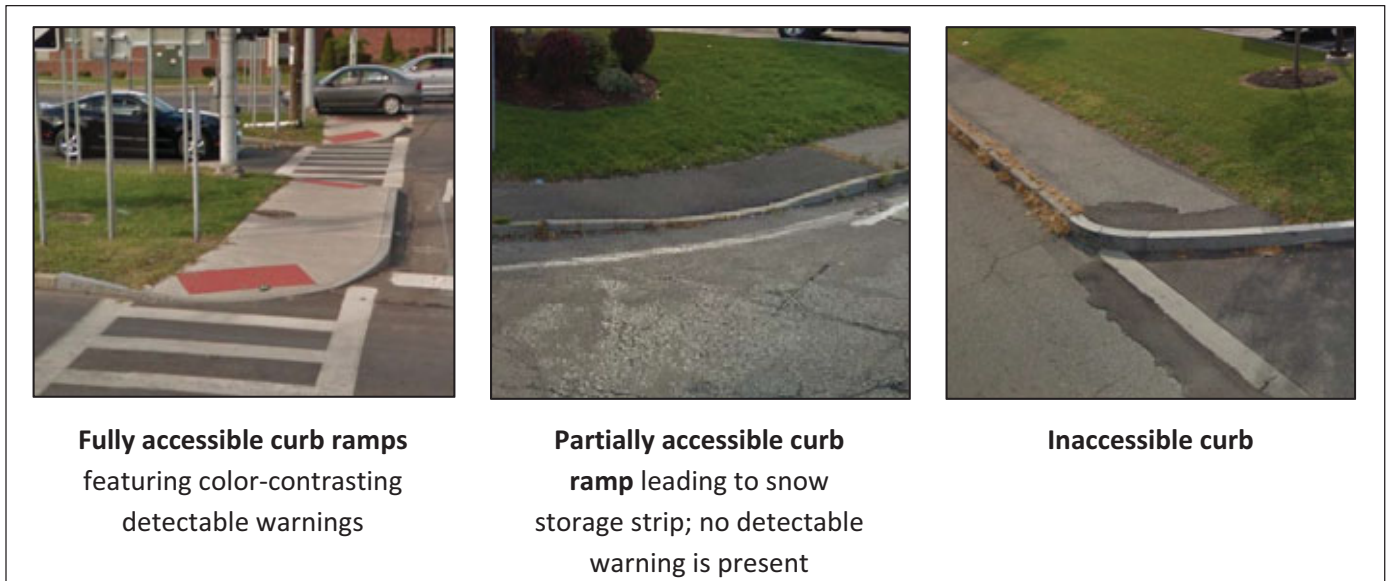


Figure 2.15: Examples of crosswalk accessibility

2.5.1 Beech Street to Teall Avenue

The roughly one-third mile segment of Erie Boulevard between Beech Street and Teall Avenue / Columbus Avenue is the only segment in the Study Area to have extensive sidewalks on both sides of the roadway. The sidewalk on the north side of the road provides a continuous connection through the segment, as well as to the rest of the City's sidewalk network to the west. The vegetated median between the eastbound and westbound lanes begins a few hundred feet west of Teall Avenue. There is no transit service in this portion of Erie Boulevard. Prominent destinations include a Price-Rite grocery store.

Beech Street (signalized): Fully accessible curb ramps, crosswalks and pedestrian signals are present at all four approaches to this intersection.

Cherry Street / Price Rite driveway (unsignalized): Sidewalk with accessible curb ramps is continuous through the Price-Rite driveway on the north side of Erie Boulevard. Although there are accessible curb ramps on the Cherry Street approach, there is no crosswalk across Cherry Street.

Teall Avenue - Columbus Avenue (signalized): Pedestrian signals and crosswalks are present at all four approaches to this intersection, as well as across the left-turn lanes in the Erie Boulevard median (although the crosswalk on the northbound approach is very faded). Curb ramps on the west side of the intersection are fully ADA-compliant with colored, detectable warnings, but the curb ramps on the east side of Teall Avenue would not be considered "accessible" since they lack any coloration or detectable warnings. This

intersection will be brought into full ADA compliance through the Teall Avenue Rehabilitation Project being conducted by the City of Syracuse.²³

2.5.2 Teall Avenue to Peat Street

The roughly one-third mile segment of Erie Boulevard between Teall Avenue and Peat Street is predominantly industrial in character, with the relatively recent addition of a Family Dollar store the most notable exception. No sidewalks are present on the south side of Erie Boulevard in this segment, but the sidewalk on the north side is continuous, with accessible or partially accessible curb ramps provided at major driveways and street crossings along the road. Centro Bus Route 68 provides service along Erie Boulevard in this segment. There are no marked bus stops in this segment.

Unnamed connector (unsignalized): An unnamed connecting road runs from Westcott Street to eastbound Erie Boulevard in this segment. No crosswalks or curb ramps are provided for pedestrians at this intersection.

Westcott Street - Devine Street (unsignalized): Partially accessible curb ramps are provided at the Westcott / eastbound Erie Boulevard and Devine / westbound Erie Boulevard intersections.

Ives Avenue (unsignalized): One partially accessible curb ramp is provided on the far side (east side) of eastbound Erie Boulevard's intersection with Ives Avenue.

Family Dollar Driveway (unsignalized): Fully accessible curb ramps flank the driveway to the Family Dollar. No crosswalk is present, but the concrete sidewalk continues through the driveway, in compliance with the City of Syracuse's sidewalk ordinance.

Peat Street – Westmoreland Avenue (signalized): This intersection's northbound, southbound, and westbound approaches are fully accessible, with accessible curb ramps, pedestrian signals, and crosswalks (including facilities in the median). The eastbound approach lacks pedestrian infrastructure.

2.5.3 Peat Street to Midler Avenue

The segment of Erie Boulevard between Peat Street and Midler Avenue / Seeley Road is nearly 0.6 miles in length, with an assortment of commercial uses along the road, notably an Aldi grocery store and the Salvation Army Thrift Store and Adult Rehabilitation Center on the north side of Erie Boulevard. A continuous sidewalk on the north side of the road provides east-west access through the segment, although portions of the sidewalk are in extremely poor repair. There is a sidewalk along the south side of Erie Boulevard just east of Beattie Street for several hundred feet. Bus Route 68 provides service along

²³ The City of Syracuse PIN 3755.86 project is in the process of rehabilitating Teall Avenue/Columbus Avenue from north of Lynch Street to East Fayette Street. The project will improve the mobility and safety of vehicular traffic as well as pedestrian travel by addressing sidewalks, crosswalks and more to bring this intersection into full ADA compliance. Construction is being coordinated with the NYSDOT (due to their nearby I-690-Teall Avenue exit project) and began mid-summer 2017.

both sides of Erie Boulevard in this segment, with three stops on the north side of the street and three on the south side.

Bruce Street / City of Syracuse Fleet Operations driveway (unsignalized): Partially accessible curb ramps allow pedestrian access across Bruce Street along eastbound Erie Boulevard. A bus stop is sited at this intersection, and at the City of Syracuse Fleet Operations facility's driveway on westbound Erie Boulevard.

Beattie Street (unsignalized): Partially accessible curb ramps allow pedestrian access across Beattie Street along eastbound Erie Boulevard. A bus stop is sited at this intersection, along both directions of Erie Boulevard.

Midler Avenue - Seeley Road (signalized): None of this intersection's approaches are accessible to pedestrians; no crosswalks or pedestrian signals are present at any approach. Inaccessible curb ramps are present on the northbound, southbound, and westbound approaches. In addition, there is a "no pedestrian" sign located at this intersection, where the second highest volume of pedestrians over an eighteen-hour period was counted.



"No pedestrian" sign at Erie Boulevard / Midler Avenue intersection.

2.5.4 Midler Avenue to Thompson Road

The mile-long segment between Midler Avenue / Seeley Road and Thompson Road is home to a number of popular retail and restaurant destinations, including a Price Chopper grocery store, the former Sam's Club warehouse store, Tully's restaurant, Red Lobster, and Chuck E. Cheese, as well as a Hampton Inn. Pedestrian access along this segment is similar to other segments to the west: a continuous sidewalk is present along the north side of Erie Boulevard, no sidewalk is present along the south side, and no provision is made for crossing Erie Boulevard at either of the two signalized intersections within the segment. Bus Route 68 provides service along both sides of Erie Boulevard in this segment, with five stops on the north side of the street and six on the south side.

Former Sam's Club Driveway (signalized): Partially accessible curb ramps make the crossing of the former Sam's Club driveway along the westbound lanes of Erie Boulevard possible for disabled pedestrians. There is a bus stop at this location along the eastbound and westbound lanes.

Lime Street (unsignalized): Lime Street intersects the eastbound lanes of Erie Boulevard only. Partially accessible curb ramps are provided for crossing Lime Street.

Smith Street (signalized): The Smith Street / Erie Boulevard intersection does not include signals for pedestrians crossing Erie Boulevard. Partially accessible curb ramps allow pedestrian crossing of Smith Street along eastbound Erie Boulevard. The commercial property on the north side of Erie Boulevard whose driveway is accessed at this signal is currently vacant.

Headson Road (unsignalized): The northbound and southbound lanes of Headson Road are split at eastbound Erie Boulevard by a 220 foot long divider (approximately 50-feet wide at its widest point), which creates the need for four curb ramps (two on both sides of the divider). Four partially accessible curb ramps are present. A bus stop is located just west of Headson Road.

Thompson Road (signalized): This intersection's northbound approach is fully accessible to pedestrians, with fully accessible curb ramps, a crosswalk, and pedestrian signals. No pedestrian facilities are provided for crossing the intersection's other approaches. The newly built AutoZone automobile parts store on the southwest corner of this section brought with it a new, fully accessible sidewalk segment along this property on the south side of Erie Boulevard. No adjacent properties currently have connecting sidewalks.

2.5.5 Thompson Road to Bridge Street

The segment of Erie Boulevard between Thompson Road and Bridge Street is three-quarters of a mile long, with paved snow storage strips through this segment. Fully or partially accessible curb ramps provide access to the snow storage strip at major driveways. Bus Route 68 provides service along both sides of Erie Boulevard in this segment, with six stops on the north side of the street and five on the south side.

DeWitt Town Center Plaza/Empire Plaza (signalized): The DeWitt Town Center Plaza on the north side of Erie Boulevard has new sidewalks, a crosswalk, and fully accessible curb ramps along its Erie Boulevard frontage. There are not currently sidewalks along adjacent properties. The south side of the intersection at Empire Plaza is flanked by snow storage and partially accessible curb ramps.

DeWitt Town Center Plaza (unsignalized): A second entrance to DeWitt Town Center Plaza intersects westbound Erie Boulevard just west of Applebee's. Fully accessible curb ramps and a crosswalk provide access across this commercial driveway.

Kravec Drive (unsignalized): Kravec Drive intersects westbound Erie Boulevard 900 feet west of Bridge Street. Partially accessible curb ramps provide access across this intersection.

Bridge Street – Orrick Road (signalized): This intersection includes partially accessible curb ramps within the snow storage strip for crossing Bridge Street and Orrick Road. There are no other pedestrian facilities provided at the Erie Boulevard / Bridge Street / Orrick Road intersection.

2.5.6 Bridge Street to Kinne Road

The half-mile segment of Erie Boulevard between Bridge Street and Kinne Road has a paved snow storage strip on both sides of the road. A combination of inaccessible, partially accessible, and fully accessible curb ramps are provided at driveways and side streets within this segment. There are no bus stops in this segment of Erie Boulevard (there are stops on Kinne Road east and west of Erie Boulevard); Bus Route 68 runs along Fietta Road just south/east of Bridge Street, connecting to Routes 30 and 62 at ShoppingTown Mall.

Sutton Place (unsignalized): Sutton Place intersects the eastbound lanes of Erie Boulevard only. Partially accessible curb ramps are provided for crossing this side street.

Fietta Road (signalized) [Marshall's Plaza/Best Buy]: The intersection of Fietta Road²⁴ / Erie Boulevard / KFC Restaurant driveway does not include pedestrian signals or crosswalks. A sidewalk runs the length of the commercial property along westbound Erie Boulevard just south of Fietta Road (3425 Erie Boulevard East), with a fully accessible curb ramp provided to the Fietta Road intersection. Curb ramps on the two splitter islands in this intersection are partially accessible. The curb ramp on the far (western/northern) side of this intersection is inaccessible. The curb ramps along the KFC driveway on eastbound Erie Boulevard are partially accessible, providing access to the snow storage strip.

Dick's Sporting Goods Driveways (unsignalized): A sidewalk runs along the frontage of Dick's Sporting Goods (3469 Erie Boulevard East), with fully accessible curb ramps at both of its driveways. Just north of the northern entrance to this property, a sidewalk extends from the Erie Boulevard frontage area to the Dick's Sporting Goods entrance.

Kinne Road (signalized): The signalized Kinne Road / Erie Boulevard intersection does not include crosswalks or pedestrian signals. However, there are partially accessible curb ramps that provide access to the snow storage strip along Erie Boulevard East. The nearby driveway to the Chipotle restaurant on eastbound Erie, just north of Kinne Road, does not provide pedestrian access to the snow storage strip.

2.5.7 Kinne Road to East Genesee Street

The roughly six-tenths mile segment of Erie Boulevard between Kinne Road and East Genesee Street features a signalized pedestrian crossing of Erie Boulevard. While sidewalks are not provided along Erie Boulevard in this segment, paved snow storage strips are present, with accessible curb ramps provided in various locations. Bus Routes 62 and 30 run along this segment of Erie Boulevard, but no bus stops are present.

Grenfell Road / Northern ShoppingTown Mall driveway (signalized): A sidewalk is present along the south side of Grenfell Road, with a fully accessible curb ramp provided at its intersection with eastbound Erie Boulevard. While a partially accessible crosswalk with pedestrian signals provides the only striped pedestrian access across Erie Boulevard between Thompson Road and East Genesee Street, no accessible curb ramps are provided along the westbound lanes of Erie Boulevard.²⁵

Southern ShoppingTown Mall driveway (signalized): The southern ShoppingTown Mall / Erie Boulevard intersection does not include crosswalks or pedestrian signals. Two partially accessible curb ramps (connected to the snow storage strip) are present.

East Genesee Street (signalized): Erie Boulevard East terminates at East Genesee Street. Fully accessible crosswalks, including curb ramps and pedestrian signals, provide a pedestrian crossing along East Genesee Street and across Erie Boulevard East – including crossings of the two splitter islands and center median that divide Erie Boulevard's eastbound and westbound lanes. There are no pedestrian signals for the crossing of the yield-controlled right-turn lane from Erie Boulevard to westbound East Genesee Street, or

²⁴ Fietta Road is locally referred to as "the driveway".

²⁵ While there is technically a curb ramp in the snow storage area of westbound Erie Boulevard, connecting the crosswalk to Grenfell Road, the curb ramp is in such poor disrepair that it is not accessible.

for the crossing of the free right-turn lane from westbound East Genesee Street to Erie Boulevard. There are no pedestrian accommodations for crossing East Genesee Street at this intersection.

2.5.8 East Genesee Street

Jamesville Road to Erie Boulevard (signalized): Sidewalks are provided along both sides of the segment of East Genesee Street between Jamesville Road and Erie Boulevard East. The Jamesville Road / East Genesee Street intersection includes accessible crosswalks, pedestrian signals, and curb ramps at both the westbound and northbound approaches. Bus service along East Genesee Street is provided on Routes 30 and 62, with one bus stop (with a bus shelter) provided just east of the Jamesville Road intersection, on the north side of East Genesee Street.

Wellington Road / East of Erie Boulevard: A fully accessible crosswalk and curb ramps provide pedestrian access across Wellington Road. Heading east, sidewalks continue along both sides of East Genesee Street as far as Ambergate Road. East of Ambergate Road, no sidewalk is available on the south side of East Genesee Street. A sidewalk continues along the north side of the street, connecting to sidewalks east of the Study Area.

2.6 Bicycle facilities

There is one City-installed bike route along Erie Boulevard East, where Water Street once connected with Erie Boulevard East. The bike route serves as an extension of Water Street's bike lanes. The route begins just east of the intersection with Beech Street and continues for approximately 200 feet (in front of The Summit Federal Credit Union) until it reaches Erie Boulevard East.

The intersection of Beech Street and nearby Water Street serves as a connection point for the signed on-road temporary Erie Canalway Trail route. In



Bike route connecting Water Street to Erie Boulevard East.

addition, the Town of DeWitt anticipates that the same Erie Canalway Trail route will cross Erie Boulevard East at Grenfell Road to ShoppingTown Drive, which will connect to Agway Drive, then Butternut Drive to get trail users to the Old Erie Canal State Park trailhead located on Butternut Drive north.

Although on private property, the Price Rite located at the Teall Avenue/Erie Boulevard intersection offers covered bicycle parking to its patrons, as do Aldi (located at the Peat Street/Erie Boulevard intersection) and Summit Federal Credit Union (located at the intersection of Beech Street and Erie Boulevard).



*Covered bicycle parking, Price Rite (Erie Boulevard East/Teall Avenue).
Photo Credit: Bing Maps.*

The Town of Dewitt Sustainability Plan notes that DeWitt's existing bike infrastructure and network are minimal, covering only 1% of mileage of Town streets. Bike rack shortages exist near civic and commercial uses within the town, and are often not provided in conjunction with bus stops.²⁶ New projects in the Town are required to provide bike racks.

2.7 Vehicular, bicycle and pedestrian traffic

2.7.1 Annual Average Daily Traffic volumes

The most recent available traffic volume counts for Erie Boulevard East within the study area were conducted by NYSDOT between 2015 and 2016. The estimated Annual Average Daily Traffic (AADT) was also collected along East Genesee Street by NYSDOT in 2011. The two-way total AADT counts are shown in Table 2-4 below.

Table 2-4: Annual Average Daily Traffic (AADT) counts in the study area

Count location		AADT (vehicles per day)	Month/Year
Erie Boulevard	Between State Street and Thompson Road	16,990	May 2016
	Between Thompson Road and Bridge Street	21,409	Apr 2015
	Between Bridge Street and East Genesee	17,680	Sept 2016
East Genesee Street	Between Syracuse City Line and Erie	13,288	Dec 2011

The highest volume in the study is on Erie Boulevard between Thompson Road and Bridge Street, with over 21,000 vehicles per day.

2.7.2 Intersection turning movement counts

Turning movement counts were conducted at the following ten intersections on Erie Boulevard East in April 2015:

²⁶ CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 39.

- Beech Street
- Teall Avenue/Columbus Avenue
- Peat Street/Westmoreland Avenue
- Midler Avenue/Seeley Road
- Thompson Road
- DeWitt Town Center/Empire Plaza
- Bridge Street/Orrick Road
- Fietta Road
- Kinne Road
- East Genesee Street

The turning movement counts recorded vehicles, bicyclists, and pedestrians. Vehicles were counted during the morning peak hours (7:00 a.m. - 9:00 a.m.), midday peak hours (11:00 a.m. - 1:00 p.m.), and evening peak hours (4:00 p.m. - 6:00 p.m.). Bicycle and pedestrian movements were counted for 18 hours, from 5:00 a.m. to 11:00 p.m.

Vehicular volumes

Thousands of vehicles travel on Erie Boulevard East on a daily basis. For each of the ten locations listed above, the total number of vehicles entering the intersection during the morning, midday, and evening peak periods were added together to determine the total entering volume over all six hours that were counted. This information is summarized in Table 2-5. Appendix C includes a map showing vehicular turning movement counts.

Table 2-5: Total entering vehicles at study area intersections, all peak periods

Intersection with Erie Boulevard East	Total entering vehicles during all peak periods (7-9 a.m., 11 a.m.- 1 p.m., 4-6 p.m.)
Beech Street	6,538
Teall Avenue/Columbus Avenue	10,684
Peat Street/Westmoreland Avenue	7,646
Midler Avenue/Seeley Road	12,011
Thompson Road	16,501
DeWitt Town Center/Empire Plaza	11,003
Bridge Street/Orrick Road	14,396
Fietta Road	11,441
Kinne Road	12,226
East Genesee Street	16,680

Traffic volumes are higher at the intersections in the Town of DeWitt (Thompson Road to East Genesee Street) than at those in the City of Syracuse. The intersection of East Genesee Street/Erie Boulevard had the highest traffic volume with a total of 16,680 entering vehicles during the six hours that were counted, followed by the intersection of Erie Boulevard with Thompson Road, which had about 16,500

total entering vehicles. The Bridge Street/Orrick Road/Erie Boulevard intersection saw about 14,400 vehicles over the three combined peak periods.

Although the City intersections had lower peak hour volumes than the Town of DeWitt locations, there are still a considerable number of vehicles at some City intersections – primarily Midler Avenue/Seeley Road/Erie Boulevard and Teall Avenue/Erie Boulevard. The intersection with the lowest recorded combined peak period volume was Beech Street/Erie Boulevard.

Pedestrian and bicycle movements

Erie Boulevard East receives a significant amount of pedestrian traffic. Total daily pedestrian volumes were desired, but 24 hour counts were cost-prohibitive. Therefore, it was decided that an 18-hour count, from 5:00 a.m. to 11:00 p.m., would capture the majority of pedestrians and bicyclists traversing Erie Boulevard in a given day. This information is summarized in Table 2-6.

Note that Table 2-6 shows pedestrian and bicycle “movements” at each intersection. A pedestrian that crossed two legs of an intersection would be counted as two “movements.” Similarly, if a bicyclist traveled for two miles along Erie Boulevard, they may have been counted at a few intersections. Appendix D includes a detailed map showing how many pedestrians or bicyclists crossed specific legs of an intersection.

Table 2-6: Pedestrian and bicycle movements (18-hour count)

Intersection with Erie Boulevard East	Number of movements over 18 hours (5:00 a.m. – 11:00 p.m.)	
	Pedestrian	Bicyclist
Beech Street	217	42
Teall Avenue/Columbus Avenue	287	32
Peat Street/Westmoreland Avenue	203	43
Midler Avenue/Seeley Road	246	18
Thompson Road	69	8
DeWitt Town Center/Empire Plaza	76	9
Bridge Street/Orrick Road	42	8
Fietta Road	63	6
Kinne Road	76	11
East Genesee Street	76	8

The number of pedestrians drops significantly east of the City line at Thompson Road. The portion of Erie Boulevard East located in the City has more existing pedestrian accommodations (which could encourage more pedestrians) than the section in the Town of DeWitt. However, there are still a considerable number of pedestrians using Erie Boulevard in the Town of DeWitt. The intersection of Teall Avenue/Columbus Avenue/Erie Boulevard had the highest number of pedestrian movements at 287, followed by Midler Avenue which had 246 pedestrian movements. In the Town of DeWitt, pedestrian movements are fairly consistent, with about 70 movements at most of the intersections on Erie Boulevard from Thompson Road to East Genesee Street (although the intersection at Bridge

Street/Orrick Road had the fewest pedestrian movements within the study area, with only about 40 movements).

Bicycle movements were highest at the westernmost end of the study area, with about 40 bicycle movements each at the Beech Street, Teall Avenue/Columbus Avenue, and Peat Street/Westmoreland Avenue intersections on Erie Boulevard. Fewer than 20 bicycle movements (and in most cases fewer than 10 bicycle movements) were observed at each intersection from Midler Avenue to East Genesee Street.

Although the counts captured only a sample of the total daily volumes, these samples included the busiest hours of the day and are valid for making comparisons between intersections along the study corridor. Based on the intersection counts conducted, the intersections along Erie Boulevard in the Town of DeWitt have higher volumes of vehicles and lower volumes of pedestrian and bicycle movements than the locations in the City of Syracuse.

2.8 Parking

There is no on-street parking within the Study Area, along Erie Boulevard East or East Genesee Street. The Town of DeWitt Sustainability Plan notes that relatively few large parking lots are located in the commercial districts along the East Genesee Street, Erie Boulevard and Bridge Street corridors.²⁷

2.9 Accidents

2.9.1 Accident types and severity

The following accident summary is based on Accident Location Information System (ALIS) data provided by the NYSDOT. At the time of this assessment, it was based on the most recent available ten-year period extending from August 1, 2004 to July 31, 2014.

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

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

Table 2-7 summarizes the data for the ten-year period, including all accidents along Erie Boulevard from Beech Street to East Genesee Street, as well as the accidents along East Genesee Street from Erie Boulevard to Jamesville Road.²⁸

²⁷ CNYRPDB, *Town of DeWitt Sustainability Plan*, August 2014, p. 40.

²⁸ It was determined that creating a buffer of 30 feet around the street segments within the study area would be necessary in order to include accidents that were close to, but not directly on, the study area polylines in the

Table 2-7 also shows that there were a total of 24 accidents involving a pedestrian, and 26 accidents involving a bicyclist in the study area over the defined ten-year period. Although bicycle and pedestrian accidents represent only 2 percent of the total accidents during this time, these accidents make up a high percentage of accidents that involved injuries and fatalities. Of all accidents involving injuries or serious injuries (559 accidents total), bicycle and pedestrian accidents combined accounted for 7.3 percent. Of the three fatal accidents that occurred during this period, two involved pedestrians.

Furthermore, bicycle and pedestrian accidents result in injuries most of the time. Overall, 559 out of 2,401 total accidents in the study area – or about 23 percent – resulted in injuries. However, of the 24 pedestrian accidents, 20 resulted in injury or serious injury (83.3%) and two resulted in fatalities (8.3%); and of the 26 bicycle accidents, 21 resulted in injury or serious injury (81%) and none in fatalities.

Table 2-7: Total accidents and accidents with injuries, serious injuries, and fatalities

	Severity of Accident													
Accident Type	Fatal		Injury		Serious Injury		Non-Reportable		Not Entered*		Property Damage Only		Grand Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Motor Vehicle	1	0.0%	464	21.5%	24	1.1%	868	40.2%	1	0.0%	802	37.1%	2160	90.0%
Pedestrian	2	8.3%	15	62.5%	5	20.8%	2	8.3%	0	0.0%	0	0.0%	24	1.0%
Bicyclist	0	0.0%	18	69.2%	3	11.5%	5	19.2%	0	0.0%	0	0.0%	26	1.1%
Object or Animal	0	0.0%	20	12.7%	7	4.5%	58	36.9%	0	0.0%	72	45.9%	157	6.5%
Other	0	0.0%	3	8.8%	0	0.0%	26	76.5%	0	0.0%	5	14.7%	34	1.4%
Total, by severity	3	0.1%	520	21.7%	39	1.6%	959	39.9%	1	0.0%	879	36.6%	2401	100.0%

Source: NYSDOT (ALIS)

* "Not Entered" accidents are those recorded as occurring, but have no data tied to them.

2.9.1 Pedestrian and bicycle accident locations

Pedestrian and bicycle accident locations are shown on Figures 2.16 and 2.17.

Geographic Information Systems (GIS) software. For example, using a buffer of this size ensured that accident points that appeared to be on the curb, instead of along the centerline of Erie Boulevard., were included, as well as accidents that occurred at intersections slightly away from Erie Boulevard. Conversely, the relatively small buffer size ensured that accidents on side streets were excluded.

Of the 24 pedestrian accidents, six occurred at an intersection²⁹. Two of these accidents occurred at the intersection of Erie Boulevard and Westmoreland Avenue/Peat Street; the remaining four intersection accidents occurred at Cherry Street, Ives Avenue, Midler Avenue/Seeley Road, and Lime Street.

The intersection with Westmoreland Avenue is a signalized intersection with pedestrian indications. The other intersections do not currently have pedestrian signals.

The remaining 18 pedestrian accidents are considered “non-intersection” accidents, having occurred at a point along the roadway between intersections. The largest clusters of non-intersection accidents occurred near the intersection of Erie Boulevard East/Midler Avenue/Seeley Road (with four pedestrian accidents); and between Fietta and Kinne Roads, with five pedestrian accidents – including one fatality – within this segment. The other pedestrian fatality occurred on the segment between Smith Street and Headson Road.

Fifteen of the 26 total bicycle accidents – or about 58 percent – occurred at an intersection. Bicycle accidents that occurred at intersections appear to be reasonably well distributed. Three of these occurred at the intersection of Midler Avenue/Seeley Road, while two bicycle accidents occurred at the cross-streets with both Teall Avenue and Devine Street. Two bicycle accidents also occurred at the intersection of East Genesee Street and Jamesville Road. One bicycle accident occurred at each of the following intersections with Erie Boulevard: Cherry Street, Bruce Street, Beattie Street, the cut-through across from Fuccillo Hyundai, Thompson Road, and Kinne Road.

There were eleven non-intersection bicycle accidents, or 42 percent of total bicycle accidents, which were dispersed fairly evenly along Erie Boulevard East. See Table 2-8 for a summary of locations of bicycle and pedestrian accidents.

Table 2-8: Bicycle and pedestrian accident locations

	Intersection	Non-intersection
Bicycle	15	11
Pedestrian	6	18
Total	21	29

²⁹ Accidents within 10 meters (approximately 32.8 feet) of the center of an intersection were considered intersection accidents.

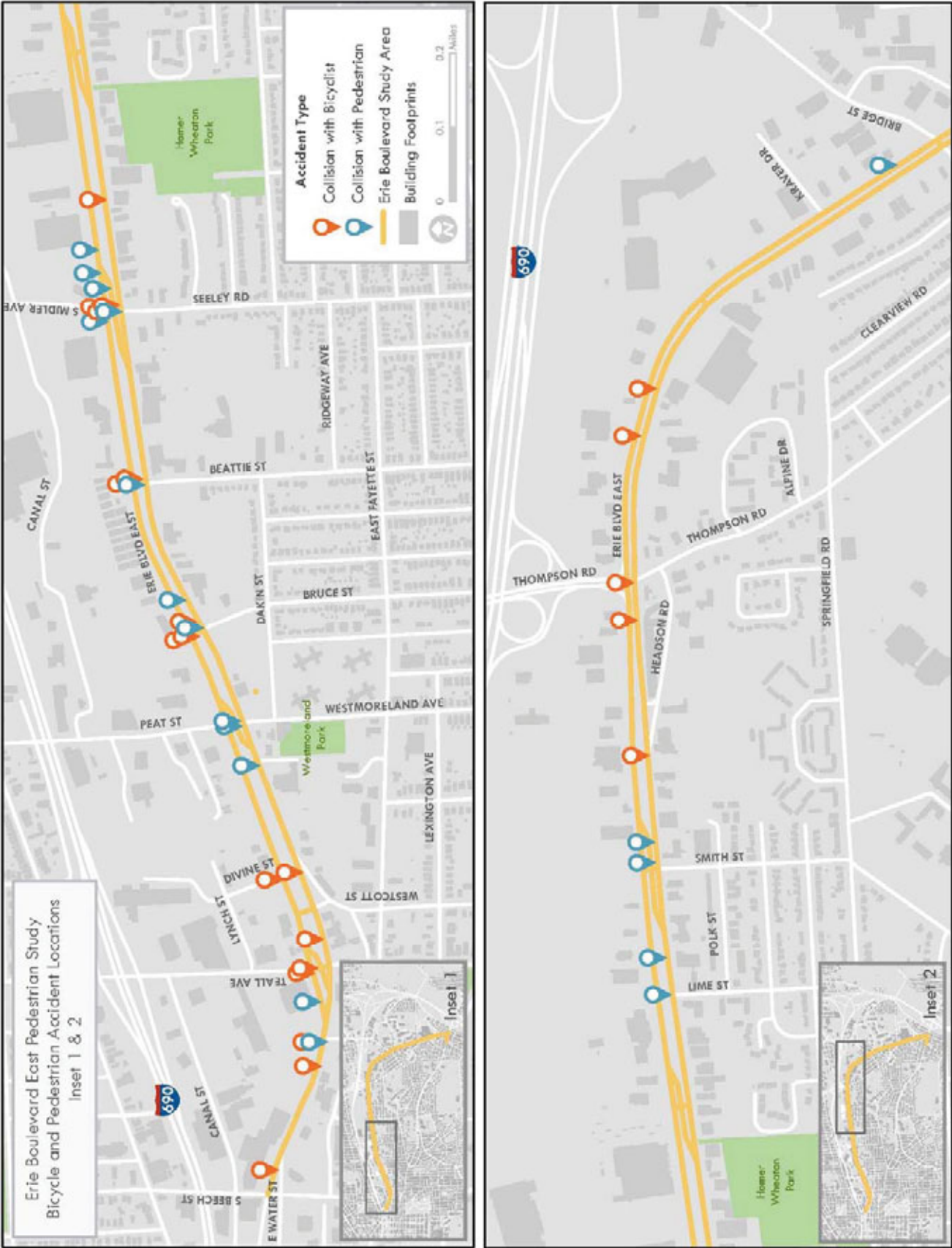


Figure 2.16: Bicycle and pedestrian accident locations, Beech Street to Bridge Street

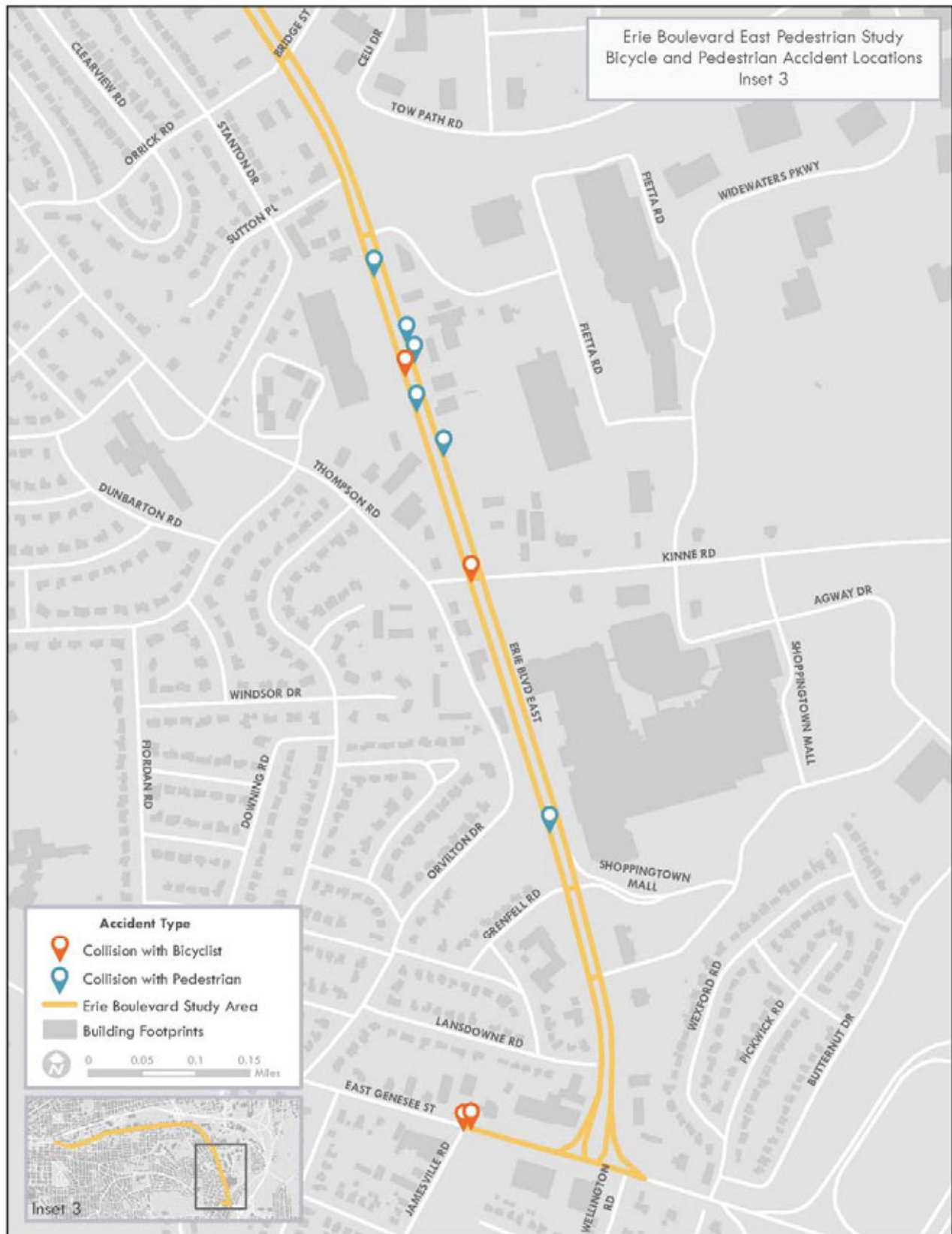


Figure 2.17: Bicycle and pedestrian accident locations, Bridge Street to East Genesee Street

2.9.2 Apparent contributing factors

All recorded accidents must be attributed to at least one apparent contributing factor (human, vehicular, and/or environmental), i.e., reason for the accident, which is recorded on the accident report. Typically, an apparent contributing factor is noted for each involved vehicle and/or person (bicyclist and/or pedestrian). Table 2-9 lists the apparent contributing factors for the accidents in the corridor that involved a pedestrian.

Table 2-9: Apparent contributing factors in pedestrian/vehicle accidents

Pedestrian Contributing Factors	# of Accidents	Motorist Contributing Factors	# of Accidents
Not applicable	11	Driver inattention	9
Pedestrian error or confusion	9	Not applicable	4
Traffic control devices disregarded	2	View obstructed/limited	2
Unknown	1	Backing unsafely	2
Alcohol involvement	1	Failure to yield right of way	2
Total	24	Aggressive driving/road rage	1
		Traffic control devices disregarded	1
		Other electronic device	1
		Unknown	1
		Pavement slippery	1
		Total	24

Nearly half (11 out of 24) of the pedestrian/vehicle accidents were recorded as “not applicable” on the part of the pedestrian, meaning there was not a pedestrian action that contributed to the accident. However, 9 out of 23 pedestrian/vehicle accidents were due to pedestrian error or confusion. In two of the pedestrian accidents, it was noted on the accident reports that traffic control devices were disregarded by the pedestrian.

Examining the same accidents from the motorist perspective, the apparent contributing factor in nine accidents was driver inattention. Four pedestrian/vehicle accidents were recorded as ‘not applicable’ on the part of the motorist, i.e., there was not a motorist action that contributed to the accident. Backing unsafely, failure to yield the right of way, and obstructed/limited view, all on the part of the motorist, were recorded as contributing factors in two accidents each.

Table 2-10 lists the apparent contributing factors for the accidents in the corridor that involved a bicyclist.

Table 2-10: Apparent contributing factors in bicycle/vehicle accidents

Bicyclist Contributing Factors	# of Accidents	Motorist Contributing Factors	# of Accidents
Bicyclist error or confusion	14	Not Applicable	11
Failure to yield right of way	4	Driver inattention	5
Not applicable	3	Unknown	3
Unknown	3	Traffic control device disregarded	1
Traffic control devices disregarded	1	Failure to yield right of way	2
Glare	1	Drugs (illegal)	1
Total	26	View obstructed/limited	1
		Passing or lane usage improperly	1
		Other (vehicle)	1
		Total	26

More than half (14 out of 26) of the bicycle/vehicle accidents were recorded as being due to bicyclist error/confusion, followed by four that were due to bicyclist failure to yield right of way.

Of the vehicles that were involved in these bike/vehicle accidents, the majority were recorded as not applicable, i.e., there was not a motorist action that contributed to the accident; five were due to driver inattention, followed by three that were recorded as an “unknown” apparent accident factor on the part of the motorist.

3 ASSESSMENT/ISSUES

3.1 Overview

Over the past century, Erie Boulevard East has evolved from a functioning canal to a multi-lane roadway. The roadway has been widened incrementally, expediting east-west automobile movement along this heavily traveled arterial. Pedestrian accommodations are present but inconsistent. As one travels east through the study area, the facility becomes increasingly difficult for pedestrians to navigate. No segments of Erie Boulevard East include elements that welcome pedestrians, such as benches, bus shelters (there is a bus shelter in the study area, on East Genesee Street), or landscaped buffers between the roadway and sidewalk.

While an asphalt strip is available along the roadway through much of the corridor where sidewalks are not available, this is technically designed for use as snow storage, not pedestrian movement, and it is not designed to ADA accessibility standards. In many cases, curb ramps have been provided to make it possible for wheelchair users, and others, to access the snow storage strips; however, for the purposes of this study, the snow storage strip is not considered an accessible pedestrian route.

North of Erie Boulevard, I-690 is a barrier to north-south movement on surface streets. In the Study Area, eight streets provide access either over or under the freeway:

- Beech Street,
- Teall Avenue,
- Peat Street,
- Midler Avenue,
- Thompson Road,
- Bridge Street,
- Kinne Road, and
- East Genesee Street.

These eight streets provide the only pedestrian access across I-690 in nearly five miles of freeway, and Erie Boulevard provides pedestrians with a continuous east-west route through the east side of Syracuse and into DeWitt. Where these streets intersect, pedestrian amenities become important to movement both along Erie Boulevard and between parts of the city and/or DeWitt.

For pedestrians using wheelchairs (or those pushing strollers), accessible curb ramps are critical. Without curb ramps, access for pedestrians in wheelchairs is blocked at every curbed driveway and intersection. An intersection approach can only be considered “accessible” if all of the curb ramps providing access across that approach are accessible. Curb ramp accessibility is noted throughout the corridor, and summarized in Tables 2-2 and 2-3.³⁰

³⁰ Following an initial field visit with NYSDOT staff, pedestrian infrastructure data was first gathered in October/November 2015, and updated in fall 2016. Sidewalks, crosswalks and curb ramps within the study area were

In addition, some existing sidewalks in the study area are not well-maintained. Some are covered with overgrowth, and when it snows, many of the sidewalks that are accessible become inaccessible because they are not cleared. In many cases, this forces pedestrians into the roadway.

3.2 General assessment by segment

In terms of pedestrian accessibility, Erie Boulevard East can be divided into two sections: Beech Street to Thompson Road (in the City of Syracuse) and Thompson Road to East Genesee Street (in the Town of Dewitt).

Beech Street to Thompson Road (City of Syracuse)

While crosswalks, curb ramps and sidewalks are not consistently provided at every intersection between Beech Street and Thompson Road, this segment is characterized by the following prominent features:

- A sidewalk runs along the north side of much of Erie Boulevard in this segment, with minor gaps.
- A grassy median roughly 60 feet wide separates the two directions of Erie Boulevard in this segment. The median is broken by left-turn lanes at major intersections. The median provides a refuge for pedestrians crossing Erie Boulevard, but also means that additional curb ramps, pedestrian signals, and crosswalks are needed in the median to safely cross the separated left-turn lanes.
- Most of the major cross streets in this segment include crosswalks and pedestrian signals for people wishing to cross Erie Boulevard.
- There are street trees in the median but generally no landscaping adjacent to the curb on the north and south sides of the road.



Grassy Median with separated left turn lane on Erie Blvd in Syracuse

Thompson Road to East Genesee Street (Town of DeWitt)

In contrast, in the nearly two mile stretch of Erie Boulevard between Thompson Road and East Genesee Street:

classified using terminology consistent with NYSDOT's *Rating Scale for Accessibility of Pedestrian Facility Segments or Points along State Highways*: Fully Accessible, Accessible, Partially Accessible, and Not Accessible (<https://www.dot.ny.gov/programs/adamanagement/ada-transition-plan#appendix-a>). Sidewalk material type, pedestrian-related issues (such as vegetation overgrowth and slope), snow storage and locations of pedestrian signals were also noted. Pedestrian buttons were considered "complete" if a button existed for crossing all four legs of the intersection; "incomplete" if crossed two legs of the intersection; and "non-existent" if there were no pedestrian signals.

- There are significantly fewer sidewalks than in the city portion. Where sidewalks do exist, they have primarily been installed as part of a new development or re-development on the north side of Erie Boulevard (fronting the following locations: DeWitt Town Center, the Dick's Sporting Goods property and the Marshall's Home Goods Plaza property, near Fietta Drive). A small stretch of new sidewalk can be found on the south side of Erie Boulevard, just east of Thompson Road in front of The Distillery.
- An asphalt median roughly 30 feet wide separates the two directions of Erie Boulevard in this segment. At major intersections, the median narrows significantly to allow for one or two left turn bays.
- The pedestrian crossing distance is significant due to the number of travel lanes and lack of a grass median to provide a pedestrian refuge.
- Only one crosswalk crosses Erie Boulevard (at Grenfell Road).
- There are fewer street trees in this segment since it lacks the grass median.



Asphalt median on Erie Blvd in DeWitt (near Applebee's)

Genesee Street

Similarly, the portion of East Genesee Street in the Study Area can be thought of as having two segments: the segment west of Erie Boulevard and the segment between Erie Boulevard and I-481. Erie Boulevard and I-481 add a significant volume of traffic to East Genesee Street, altering the roadway's character from that of a busy neighborhood commercial street to a major regional transportation facility. There are concrete sidewalks along East Genesee Street in the study area, but only one crosswalk (with pedestrian signals) where crossing East Genesee Street is possible, at Jamesville Road.

3.3 Sidewalk design concerns

Where sidewalks do exist along Erie Boulevard, there are variable setbacks between the edge of the traveled way and the sidewalk. In some locations, the sidewalk is adjacent to the road (and becomes snow-covered) and in other locations there is a grass strip separating the sidewalk from the curb. The NYSDOT requires that sidewalks continue through driveways, as does the City of Syracuse. The City of Syracuse typically requires a minimum sidewalk width of 5-feet in addition to 3 feet of buffer and/or snow storage space. The Town of DeWitt design guidelines require a minimum 8-foot buffer between the curb and sidewalk. DeWitt is also requiring bike racks and pedestrian connections within commercial sites (example: Dick's Sporting Goods installed a sidewalk leading from Erie Boulevard to their building). Varying requirements make development review difficult. More uniform, predictable standards would be beneficial.

3.4 Pedestrian activity and traffic volumes

As a major commercial route connecting two Pedestrian Priority Zones³¹, the SMTC's pedestrian demand model would predict high numbers of pedestrians on Erie Boulevard East, particularly on the Study Area's eastern and western ends. The pedestrian counts conducted for this study bear this out, but only in part (see Section 2.7 for details on pedestrian counts). The greatest level of pedestrian activity in the corridor was observed in the City of Syracuse Priority Zone, at the Erie Boulevard / Teall Avenue intersection.

The second-highest level of pedestrian activity was observed at the Erie Boulevard / Midler Avenue intersection, which is not identified as part of the City of Syracuse Priority Zone. This discrepancy may in part be due to the fact that Midler Avenue is one of the few streets that provide a north-south connection in this area, a factor not accounted for in the pedestrian demand model. The I-690 corridor is a barrier to north-south movement, so any street that has an under-crossing or over-crossing of this facility becomes more significant as a pedestrian route.

Additionally, one of the assumptions built into the model is that people are unlikely to walk to commercial centers that are more than a half-mile from their home. The presence of the I-690 corridor north of Erie Boulevard means that there are no large residential concentrations immediately north of Erie Boulevard, reducing this corridor's walkability score in the SMTC's model. The pedestrian counts at Erie Boulevard and Midler Avenue suggest that people are much more inclined to walk long distances (more than a half-mile) than was anticipated, particularly in the city. As a result, the Erie Boulevard East corridor is more heavily used by pedestrians than would be expected based on land use and population distribution.

ADA accessibility and traffic counts collected for this study are summarized in Table 3.1, *Existing ADA Accessibility for Pedestrian Accommodations (curb ramps, crosswalks, and pedestrian buttons), Total Entering Vehicles During all Peak Periods, and Pedestrian and Bicycle Movements at Signalized Intersections*.

³¹ See Section 1.3, *Sustainable Streets Project/Sidewalk Priority Zones*.

Table 3-1: Existing ADA accessibility for pedestrian accommodations (curb ramps, crosswalks and pedestrian buttons), total entering vehicles during all peak periods, and pedestrian and bicycle movements at signalized intersections

Crossing Erie Boulevard East	Curb ramps, crosswalks and ped buttons	Total entering vehicles during all peak periods (7-9 a.m., 11 a.m. – 1 p.m., 4-6 p.m.)	Pedestrian and Bicycle Movements – 18 Hour count (5:00 a.m. – 11:00 p.m.)	
			Pedestrian	Bicyclist
Beech Street	●	6,538	217	42
Teall Avenue/Columbus Avenue	◎	10,684	287	32
Peat Street/Westmoreland Avenue	◎	7,646	203	43
Midler Avenue/Seeley Road	◎	12,011	246	18
Former Sam's Club Driveway	○	*	*	*
Smith Street	○	*	*	*
Thompson Road	○	16,501	69	8
DeWitt Town Center Driveway (north)/Empire Plaza Driveway	○	11,003	76	9
Bridge Street/Orrick Road	○	14,396	42	8
Fietta Road	○	11,441	63	6
Kinne Road	○	12,226	76	11
ShoppingTown Mall/Grenfell Road	◎	*	*	*
ShoppingTown Drive	○	*	*	*
East Genesee Street	◎	16,680	76	8
Crossing East Genesee Street				
Jamesville Road	◎	*	*	*

*Traffic counts were not conducted at these locations

Key:

- ADA accessible on all approaches
- ◎ Present on some approaches
- Not present

In general, of the locations where counts were conducted, those with the highest vehicular volumes are in the Town of DeWitt, and have fewer pedestrians and cyclists than those in the City of Syracuse. City intersections have more pedestrian and bicycle traffic than DeWitt locations. There also tends to be less vehicular traffic in the City. Most City intersections have at least some accessible features, while most Town of DeWitt locations do not have any accessible features. Beech Street in the City of Syracuse is fully accessible, and is the location with the fewest vehicles, but with significant pedestrian and bicyclist volumes. On Erie Boulevard, the intersection with the highest vehicular volume (Thompson Road) has no pedestrian accommodations and fewer pedestrians and cyclists than at City intersections along the corridor.

3.5 Other Issues/Concerns

- There are no bicycle facilities on Erie Boulevard East or East Genesee Street (except the bike route from Water Street to Erie Boulevard connection at Beech Street) and no public bike racks in corridor (however, Price Rite has covered bike parking).
- There are no bus shelters on Erie Boulevard East. Because of the lack of pedestrian facilities along the corridor, oftentimes buses must stop at an intersection to allow passengers on/off. There are no bus pull off areas along Erie Boulevard East.
- Over the ten-year period examined, there were 26 bicycle accidents out of 2,391 total accidents. Bicyclist error/confusion contributed to most of the bicycle accidents. There were 23 pedestrian accidents out of 2,391 total accidents in the same time frame, with two pedestrian fatalities. Driver inattention and/or pedestrian error/confusion contributed to the majority of pedestrian accidents.
- Throughout the course of data collection and discussion for this project, lack of access management has risen up as an issue along the Erie Boulevard East corridor. Over the years, where sidewalks once existed, driveways have been paved over the top of them. In addition, driveways have been widened.



Bicyclists on Erie Boulevard East, DeWitt (photo courtesy Alta Planning + Design)



Access management concerns at commercial property near the Teall Ave / Columbus Ave intersection

In December 2015, SMTc staff participated in an Access Management Retrofit Training session with staff from NYSDOT, City of Syracuse, Town of DeWitt, SOCPA, and OCDOT given by the NYSDOT Statewide Planning Bureau. The group examined Erie Boulevard East in a case study, looking for long-term opportunities to improve access management along the corridor. The focus was on building out internal road networks and providing access for future development. Property lines were not explicitly considered during the exercise, and the future redevelopment of existing parcels (including removal of existing structures) was assumed in many cases. Potential new internal road connections, driveway closures, signal consolidation, and intersection modifications were discussed and sketched.

3.6 Public Input: issues and desires for the corridor

Although fewer than 10 people attended the March 2017 public input session, those that came provided many comments. Meeting attendees were asked to share their concerns about the corridor, as well as ideas for improving the corridor on several large maps of the Erie Boulevard East and East Genesee Street corridors.

The majority of comments focused on specific locations where the public felt crosswalks, pedestrian signals, and traffic lights are needed. Table 3-2 includes comments and suggestions from the public.

Table 3-2: Public comments & suggestions received at March 8, 2017 public meeting

Category	Comment/Suggestion
Locations Needing Crosswalks	<ul style="list-style-type: none"> • Erie Blvd/Columbus Ave • Erie Blvd/Westmoreland Ave • Erie Blvd/Bruce Street • Erie Blvd/South Midler Ave/Seeley Rd • In front of Natur-Tyme • Just south of Sutton Place at KFC and Denny's • Across from Barnes and Noble • Erie Blvd/Kinne Rd • Between DeWitt Cleaners and ShoppingTown Mall (with refuge island) • Erie Blvd/East Genesee St
Locations Needing Crosswalks & Pedestrian Signals	<ul style="list-style-type: none"> • Erie Blvd/Westmoreland Ave • Erie Blvd/South Midler Ave/Seeley Rd • Erie Blvd/Thompson Rd • Erie Blvd/Bridge St
Locations Needing Traffic Lights	<ul style="list-style-type: none"> • Midway between Kravec St and Bridge St • Across from Barnes and Noble
Other Comments/Suggestions	<ul style="list-style-type: none"> • South Beech St to Cherry St is a "jay walking area" • Any access from Springfield Gardens to Erie Blvd? • Sidewalks for the length of Erie Blvd? • Erie Blvd/South Midler Ave/Seeley Rd intersection should have sidewalks and a bus shelter • Bus hub at ShoppingTown Mall • Median from Kinne Rd to ShoppingTown Dr not "green" • No bike sensors at ShoppingTown Dr • No sidewalks • Lots of driveways without sidewalks

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4 RECOMMENDATIONS

Because of the on-going SMTC study, the Empire State Trail project, and the new PSAP information, the SMTC has worked carefully to coordinate the recommendations of the SMTC *Erie Boulevard East Pedestrian Study* so that efforts are not being duplicated. Based on the data and assessment presented in previous chapters, the SMTC offers the following recommendations.

4.1 Implement pedestrian improvements at signalized intersections

Due to the amount of traffic (vehicular, bicycle and pedestrian) along the Erie Boulevard East corridor, and the desire for near-term, easy-to-implement pedestrian improvements, the SAC determined that study recommendations should be focused at signalized intersections. In an effort to prioritize the need for pedestrian improvements at these signalized intersections, the Erie Boulevard East corridor was examined in two sections: Beech Street to Thompson Road (City of Syracuse), and Thompson Road to East Genesee Street (Town of DeWitt). Within these segments, the SMTC prioritized the need for pedestrian improvements at locations with high traffic volumes, high pedestrian volumes and limited to no existing pedestrian accommodations.

Beech Street to Thompson Road (City of Syracuse)

Based on the data gathered for this study, the SMTC recommends that the NYSDOT address pedestrian improvements in this order along the City of Syracuse segment of Erie Boulevard East:

1. Midler Avenue/Seeley Road
2. Peat Street/Westmoreland Avenue
3. Former Sam's Club Driveway
4. Smith Street
5. Teall Avenue/Columbus Avenue
6. Beech Street

Thompson Road to East Genesee Street (Town of DeWitt)

Based on the data gathered for this study, along with input from the Town of DeWitt on their priorities, the SMTC recommends that the NYSDOT address pedestrian improvements in this order along the Town of DeWitt segment of Erie Boulevard East:

1. Kinne Road
2. DeWitt Town Center Driveway (north)/Empire Plaza Driveway
3. Thompson Road
4. Bridge Street/Orrick Road
5. Fietta Road
6. Shoppingtown Mall/Grenfell Road
7. Shoppingtown Drive
8. East Genesee Street.

Due to high traffic volumes and the number of pedestrians that currently use the Erie Boulevard East corridor, it is in the NYSDOT's best interest to improve pedestrian crossings and accommodations at *all* signalized intersections.

4.2 Implement recommendations from Empire State Trail

The NYSDOT Empire State Trail project study area coincides with the study area of the SMTC's Erie Boulevard East Pedestrian Study between Beech and Bridge Streets along Erie Boulevard East. As of December 2017, the NYSDOT was in the early stages of preliminary design for the local portions of the Empire State Trail, which will likely be located on Erie Boulevard East as follows:

- Beech Street to Teall Avenue
 - Proposed trail on the north side of Erie Boulevard East
 - Proposed re-design of Erie Boulevard as one lane in each direction with a two-way turn lane (TWTL)
 - Improved sidewalks, curb ramps, crosswalks along this stretch of Erie Boulevard.
- Teall Avenue to Bridge Street
 - Proposed trail down the median of Erie Boulevard
 - Proposed re-design of Erie Boulevard by removing one lane in each direction
 - Improved sidewalks, curb ramps, crosswalks along this stretch of Erie Boulevard.

Every existing signal on Erie Boulevard along the Empire State Trail route will likely require some type of modification or replacement in order to accommodate the trail. In addition, each of the intersections along the trail route will be brought into Americans with Disabilities Act (ADA) compliance as needed, including crosswalks at signalized intersections, as well as curb ramps where they do not currently exist. Design approval for the Erie Boulevard East portion of the Empire State Trail is anticipated for March 2018. Construction is expected to begin in summer 2019, with an estimated completion date of December 2020. SMTC recommends that the NYSDOT continue to follow along with the plans for the Empire State Trail, including the anticipated improvements of ADA compliant crosswalks, curb ramps and pedestrian pushbuttons at signalized intersections.

The SMTC also recommends implementing the same types of treatments at signalized intersections between Bridge Street and East Genesee Street in the Town of DeWitt for continuity of pedestrian access and accommodations along the length of the Erie Boulevard East corridor, using the prioritized list in Section 4.1.

4.3 Implement future recommendations from PSAP

As noted in section 1.3, the NYSDOT will examine Erie Boulevard East as part of their Pedestrian Safety Action Plan, and plans to use information from the SMTC Erie Boulevard East Pedestrian study to inform decision making on the PSAP. As of January 2018, the NYSDOT was proposing the limits of their Erie Boulevard East PSAP to be from Bridge Street to East Genesee Street (although locations on Erie Boulevard west of Bridge Street that are part of the Empire State Trail will also likely receive treatment consistent with the PSAP guidelines). NYSDOT expects to develop a strategy for prioritizing signalized locations along the corridor.

The SMTC recommends that the NYSDOT continue with the development of their PSAP, and consider the prioritization of locations outlined by this study in Section 4.1.

4.4 Implement recommendations from Central DeWitt Mobility Plan

Recommendations for East Genesee Street follow those included in the SMTC's *Central DeWitt Mobility Plan* (see Section 1.3), completed July 2017.

Through the *Central DeWitt Mobility Plan*, SMTC discussed with the NYSDOT Traffic Safety and Mobility Department the options available for adding a crosswalk at the intersection of Erie Boulevard East and East Genesee Street, in order to cross East Genesee Street (as there is currently not a way to cross East Genesee Street here). The Traffic Safety and Mobility Department suggested that it may be possible to add a crosswalk between the two fire station driveways located on the south side of East Genesee Street at Erie Boulevard East, and coordinate the signals. This would require an engineering study. A pedestrian phase would be incorporated into the existing signal with the Route 5 southbound movement. Pedestrians would use the crosswalks on the opposite side to continue east or west. The Town of DeWitt would have to submit a formal request to the NYSDOT to study this concept. The NYSDOT ruled out the possibility of incorporating a Pedestrian Hybrid Beacon (HAWK) signal anywhere along the East Genesee Street Corridor within the *Central DeWitt Mobility Plan's* study area.

The *Central DeWitt Mobility Plan* also recommends adding a high visibility ladder crosswalk and Accessible Pedestrian Signal (APS) to the intersection of East Genesee Street with Jamesville Road. Adding bike lanes to both sides of East Genesee Street, west of Jamesville Road, is also recommended.

4.5 Continue to seek opportunities for access management

As mentioned in Section 3.4, access management is a significant issue along Erie Boulevard East in the study area. In December 2015, several local entities took part in an Access Management Training session led by the NYSDOT Statewide Planning Bureau to discuss potential long-term opportunities for improving access management along the Erie Boulevard East corridor. The SMTC recommends further study of access management issues and opportunities along Erie Boulevard East, especially considering the development of upcoming projects, namely the Empire State Trail. As the City and the Town of DeWitt approve future development or redevelopment of parcels along and adjacent to the Erie Boulevard Corridor, they should seek opportunities to manage access by consolidating driveways and creating shared access roads. Some of the concepts "brainstormed" and discussed during the Access Management Training that could be explored further were:

- Realign and extend Canal Street between Beech Street and Peat Street
- Provide rear access between parcels on the south side of Erie Boulevard between Seeley Road and Smith Street
- Provide access between the former Sam's Club, Price Chopper, and Lowe's (particularly challenging because of the railroad tracks)
- Provide rear access connecting plazas on north side of Erie Boulevard between Thompson Road and Bridge Street
- Provide access from Springfield Road (at the intersection with Thompson Road) to Erie Boulevard
- Eliminate/consolidate access points, especially on the east side of Erie Boulevard, south of Bridge Street
- Build out a local street grid on the ShoppingTown Mall property, if significant redevelopment occurs there in the future.

All of these ideas have challenges, due to the fact that the corridor is largely built-out at this point. Achieving these goals is likely to require small steps as properties redevelop over time and some larger challenges (such as the railroad alignment) may not be surmountable in the foreseeable future.

4.6 Consider pedestrian needs in site plan review

Some elements of the pedestrian environment fall within the scope of municipal site plan review. The Town of DeWitt and City of Syracuse already address some of these elements, and some additional items could be incorporated to further enhance the pedestrian experience. For example, the Town of DeWitt has a guideline for an 8-foot buffer between the curb and the edge of the sidewalk, and they encourage landscaping (such as trees) between the sidewalk and the parking lot. Both the Town and the City require that sidewalks be continuous across driveways.

Pedestrian access from the road to the building entry is important, and challenging. Developers should be encouraged to place buildings closer to the road whenever possible and, perhaps more importantly, provide clearly-defined pedestrian routes (sidewalks and crosswalks) through commercial plazas.

4.7 Conclusion

The Erie Boulevard East Pedestrian Study was conducted as a planning level study to analyze and prioritize pedestrian needs in the near term along the Erie Boulevard East corridor, specifically concerned with the pedestrian crossings from Beech Street in the City of Syracuse to Routes 5 and 92 in the Town of DeWitt. East Genesee Street (between Jamesville Road and Erie Boulevard East) was also examined as part of this study.

The study recommendations in this plan lean heavily on the outcomes associated with the planning of the Empire State Trail and the NYSDOT PSAP. The NYSDOT has utilized data gathered by the SMTC during the Erie Boulevard East Pedestrian Study (traffic counts, accident data, field work, etc.) to inform the development of the Empire State Trail/Erie Canalway Trail along Erie Boulevard East as well as to inform the PSAP.

Although there is a desire to develop a long-term multi-modal plan for the Erie Boulevard East corridor, the intention of *this* study has been to examine *current issues* and concerns relative to pedestrian travel along this corridor, and develop recommendations that seek to address these current issues in the near-term.

APPENDICES

Erie Boulevard East Pedestrian Study

APPENDIX A

PUBLIC INVOLVEMENT



**Syracuse Metropolitan Transportation
Council**

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

Phone (315) 422-5716

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www.smtcmpo.org

**Erie Boulevard East Pedestrian Study
Public Meeting #1
H.W. Smith Elementary School
Wednesday, March 8, 2017
6:00 p.m. to 7:30 p.m.**

Attendees:

Danielle Krol, SMTC
James D'Agostino, SMTC
Kevan Busa, SMTC
Meghan Vitale, SMTC
Mike Alexander, SMTC
Aaron McKeon, SMTC
Eight members from the public

Welcome

Ms. Krol welcomed everyone and thanked them for coming.

Meeting Purpose

The purpose of this public meeting is to review the fieldwork findings, observed issues, and to seek public comment about concerns and issues.

Meeting Discussion Items

- Ms. Krol delivered a PowerPoint presentation that focused on: 1) explained how the SMTC is structured and how it operates, 2) data collection and fieldwork findings for the study area, and 3) next steps. A copy of the presentation was provided on the SMTC website: <http://www.smtcmpo.org/meetings.asp>.
- The City of Syracuse and the New York State Department of Transportation (NYSDOT) requested that the SMTC complete this study.

- The SMTC does not own or control any of the roadways or infrastructure involved in the study area; the NYSDOT and the City of Syracuse are the owners and thus are responsible for deciding whether or not to implement any future recommendations.
- The City and the NYSDOT wish to improve pedestrian safety and mobility.
- The focus of this study is to examine current issues and develop short-term recommendations that could be implemented immediately by the road owners.
- Ms. Krol mentioned that there are about a half dozen studies going on that directly or indirectly involve the study area. The SMTC is coordinating closely with all of these initiatives to ensure coordinated planning occurs.
- This study process is overseen by a Study Advisory Committee (SAC) who consists of (among others) the City of Syracuse, the NYSDOT, and the Town of DeWitt.
- The project study area is about 4.3 miles in length.
- More than 30% of households in the western portion of the study area do not own vehicles and more than 60% of commuters walk to work in this area.
- The corridor ranks the 8th highest in ridership on Centro (i.e., approximately 230,000 riders a year.)
- Pedestrian facilities vary greatly throughout the corridor from non-existent to fully ADA accessible. However, most corridor sections do not contain pedestrian facilities and at best offer snow storage areas that have been used as makeshift sidewalks during periods without snow.
- There are no bikeways within the corridor.
- The SMTC conducted new counts (which identified bike and pedestrian counts) in April 2016. Results show a decent level of pedestrian and bicycling activity. This has been further substantiated by staff observations throughout the year, including during the winter months.
- Next steps following tonight's meeting include summarizing our notes and brainstorming simple recommendations that could be implemented in the short-term.

- The SMTC will hold a second public meeting if deemed necessary. But if a second meeting is not held, the SMTC will email documents out to anyone interested in commenting on the draft report.
- Mr. D'Agostino mentioned that there is funding available to help implement recommendations if the City and the NYSDOT are interested in moving things forward.
- Question: Will there be recommendations for curb ramps? Yes.
- Question: Will it be implemented this year? Only if the NYSDOT and the City are interested in doing so and if funding exists.
- Question: Are the other local initiatives being coordinated with this one? Yes.
- Question: Are there to be long-term recommendations? No.
- Question: Will there be recommendations to improve access into the neighborhoods? Not focus of the study, but we need to know where those improvements need to be made and prioritized. Please tell us your comments tonight or email them to us.
- Question: Will tonight's information be available online? Some of the material may be posted to our website: www.smtcmpo.org. Interested parties may also stop by our office for more information.
- Comment: "Try before you buy" i.e., test out low cost solutions (such as painting) before you build anything.
- Question: Will there be any safety warnings placed along the corridor before the completion of this study? No. The SMTC does not own the infrastructure and cannot do this. The road owner would have to do this.
- Question: Is it safe to assume that the existing counts would increase if facilities were improved? Yes.
- Question: did you do a lot of outreach of this meeting? Yes, several news interviews, visited 15 establishments, posted on buses, etc.
- Question: How much paint are we talking? Impossible to tell at this point in the process.

- Question: why is Erie Boulevard three lanes and does it need to be three lanes? Good question, this would require further study to make a determination, but the roadway was designed a long time ago to facilitate a high number of automobiles.
- Comment: Many elderly and disabled take the bus to ShoppingTown Mall, but would like to walk to nearby destinations. There are no pedestrian facilities connecting to close by areas like Barnes and Nobles. This has been a recurring problem. Also, if the mall is redeveloped, will the bus continue to provide service there – it serves as a hub right now. If so, pedestrian amenities should be improved.
- The meeting adjourned about 7:30.

Erie Blvd East Pedestrian Study: Public Meeting (3/8/17) Map Comments
Organized by Map Section

Section 1

- South Beech St to Cherry St is a “jay walking area”
- Make Erie Blvd/ Columbus Ave intersection more accessible to students who cross from the University to grocery store
- Erie Blvd/ Westmoreland Ave intersection should have crosswalks and pedestrian signals
- Erie Blvd/ Bruce St intersection should have crosswalks

Section 2

- South Midler Ave/ Seeley Rd/ Erie Blvd intersection should have sidewalks, crosswalks, pedestrian signals, and a bus shelter
- Thompson Rd/Erie Blvd intersection should have crosswalks and pedestrian signals
- Any access from Springfield Gardens to Erie Blvd?

Section 3

- Should have a crosswalk in front of Natur-Tyme
- Should have a stoplight midway between Kravec St and Bridge St
- Sidewalks for the length of Erie Blvd?
- Erie Blvd/ Bridge St intersection should have pedestrian signals
- Should have a crosswalk at unnamed intersection just south of Sutton Pl at KFC and Denny’s

Section 4

- Should have a crosswalk and stoplight across from Barnes and Noble
- Erie Blvd/ Kinne Rd intersection should have a crosswalk
- Suggest a Bus Hub at ShoppingTown Mall
- Should have a crosswalk with refuge island between DeWitt Cleaners and ShoppingTown Mall – transit riders are dropped off at ShoppingTown Mall and try to cross to places on the other side of Erie Blvd, but there are no crosswalks
- median from Kinne Rd to ShoppingTown Dr- “not green”
- no bike sensors at ShoppingTown Dr
- Erie Blvd/E Genesee St intersection should have a crosswalk
- “no sidewalks”
- “lots of driveways without sidewalks”

Erie Blvd East Pedestrian Study: Public Meeting (3/8/17) Map Comments
Organized by Topic

Intersections/areas that need crosswalks

- Erie Blvd/ Columbus Ave intersection
- Erie Blvd/ Westmoreland Ave intersection
- Erie Blvd/ Bruce St intersection
- South Midler Ave/ Seeley Rd/ Erie Blvd intersection
- in front of Natur-Tyme
- unnamed intersection just south of Sutton Pl at KFC and Denny's
- across from Barnes and Noble
- Erie Blvd/ Kinne Rd intersection
- between DeWitt Cleaners and ShoppingTown Mall (with refuge island)
- Erie Blvd/E Genesee St intersection

Intersections/areas that need crosswalks and pedestrian signals

- Erie Blvd/ Westmoreland Ave intersection
- South Midler Ave/ Seeley Rd/ Erie Blvd intersection
- Thompson Rd/Erie Blvd intersection

Intersections/areas that need crosswalks and pedestrian signals

- Erie Blvd/ Bridge St intersection

Intersections/areas that need traffic lights

- midway between Kravec St and Bridge St
- across from Barnes and Noble

Miscellaneous

- South Beech St to Cherry St is a "jay walking area"
- Any access from Springfield Gardens to Erie Blvd?
- Sidewalks for the length of Erie Blvd?
- South Midler Ave/ Seeley Rd/ Erie Blvd intersection should have sidewalks and a bus shelter
- Bus Hub at ShoppingTown Mall
- median from Kinne Rd to ShoppingTown Dr- "not green"
- no bike sensors at ShoppingTown Dr
- "no sidewalks"
- "lots of driveways without sidewalks"

From: [REDACTED]
Sent: Wednesday, March 22, 2017 [REDACTED]
To: Danielle Krol
Subject: ERIE BOULEVARD EAST PEDESTRIAN STUDY

Hi Danielle,

I was not able to attend this event. In answer to my question about availability of the presentation online and ability to comment, you told me it would be posted under "Meetings" on the SMTTC website. I checked a few times and couldn't see it, so presumed it hadn't been posted yet. Then I was distracted by our Snow Event and never got back to it. At our BikeCNY meeting tonight, [REDACTED] who had attended, presented his information about it. He also showed me where to find it on your website. So, even though the comment period ended on the 17th, I hope you will consider my comments.

- Our family's first home when we moved to this area, was on Haddonfield Drive in DeWitt, about half a mile from Shoppingtown Mall. I was appalled that I could not safely walk that short distance with my young children, because of the difficulty of crossing Erie Blvd. on Kinne Rd or Grenfell Rd./Shoppingtown Dr. That was over 31 years ago. I'm glad to see that this is finally being addressed.
- Based on your presentation slides, it appears that you understand the perilous conditions for pedestrians (and bicyclists) on Erie Blvd. and crossing Erie Blvd., so I will limit my observations.
- Cherry St./Price Rite Driveway: I think this would be a great place for a crosswalk.
- Peat St./Westmoreland Ave.: I shop frequently at the Aldi (usually on my bike). I see lots of people walking, and a few people biking, in that area. That's definitely an intersection that needs better pedestrian facilities. (I'll just mention that I love that Aldi has a bike rack in the covered area right next to the entrance.)
- Midler Ave./Seeley Rd.: There are lots of apartments within easy walking distance and the Salvation Army residence right near the intersection, with McDonald's, the SA Thrift Store, and Price Chopper all right there, but the streets have no pedestrian (let alone bicycle) infrastructure other than sidewalks. I have a friend who works at Lowes, and, not owning a car, she rides the bus. That walk from Erie Blvd. to Lowes is challenging enough, but she also has to deal with the crossings at Erie Blvd.
- Thompson Rd.: I try to avoid it, because crossing here while walking or riding a bike is really scary.
- A crosswalk from Barnes & Noble, etc., to the other side of Erie Blvd.--Dicks, Marshall's Plaza, etc.--would be really convenient.
- Occasionally I ride my bike on the sidewalk/snow berm on the west side of Erie Blvd. between Kinne Rd. and Barnes & Noble. For some reason, when Chipotles and AAA moved in there, neither of them made curb cuts in their driveways. Inconvenient enough for me on my bicycle; difficult for anyone with a stroller; impossible for anyone in a wheelchair.
- Grenfell Rd. to Shoppingtown Dr.: On my bike I have to very inconveniently get to the ped button to push it, or wait for a car to trigger a light change, or wait for a break in the Erie Blvd. traffic.
- Shoppingtown Mall turning left onto Erie Blvd.: Not even a ped button, so I have to wait for a car to trigger the light change, or wait for a break in the Erie Blvd. traffic.
- Riding my bike on Jamesville Rd. to turn left or to cross to the sidewalk on the other side (From this point, when heading east, I ride on the sidewalk.), there is usually a car that triggers the light change, but it can be quite difficult if there is not.
- By the way, the small private school that I teach at, The New School, (K-8) is just down Jamesville Rd. from MPH, at Patsy Lane, in case you want to include it on the map!

Thanks! I look forward to following the progress of this project.

Best regards,

ERIE BOULEVARD EAST PEDESTRIAN STUDY

Public comment received 3/21/17, 2:20 pm (via telephone), from a woman that lives in DeWitt area. She stated the following:

- Glad that we are doing this study. In the last week on Erie Blvd, on two occasions she has had to get in the middle lane at the last minute because pedestrians were walking in the street (due to the large volumes of snow).
- She says that the weeds in the large center asphalt median (that grow up between the asphalt and the curb) in the Town of DeWitt are a huge eyesore. She noted that sometimes they grow as tall as a foot. She felt that this is not an inviting way to enter the community and that these areas should be maintained.



Syracuse Metropolitan Transportation Council

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

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**

Danielle Krol

From: Patricia Wortley
Sent: Monday, January 29, 2018 7:04 AM
To: [REDACTED]
Subject: RE: 2018 Erie Boulevard East Pedestrian Study DFR Comments

Thank you for your comments on the Erie Boulevard East Pedestrian Study Draft Final Report.

Patricia A. Wortley

Administrative/Communications Assistant
Syracuse Metropolitan Transportation Council
100 Clinton Square
126 N. Salina Street
Suite 100
Syracuse, NY 13202
R: 315-422-5716
F: 315-422-7753
pwortley@smtcmpo.org
www.smtcmpo.org

From: [REDACTED]
Sent: Sunday, January 28, 2018 1:36 AM
To: Patricia Wortley <pwortley@smtcmpo.org>
Subject: 2018 Erie Boulevard East Pedestrian Study DFR Comments

To Whomever It Concerns:

I think the recommendations for this project which are outlined at the end of this report are excellent. Below are a few comments. I did not duplicate comments I submitted after the public meeting held March 8, 2017, which were included on page 77 of this report.

- Page 26: 2.1 (Summary) High population density along with relatively low car ownership suggest the potential for a greater number of people who bike to work, as well as walk to work. Although currently the percentage of people who ride a bike to work is low, improving the bike infrastructure along Erie Blvd. E. could encourage increased levels of bike riding throughout the study area.
- No matter how available and accessible sidewalks are along Erie Blvd. E., when it snows, most if not all of them become inaccessible because they are not cleared. In fact, some businesses pile up snow from their parking lot or driveway onto the sidewalk. Walking becomes even more dangerous and, in many places, impossible.
- Page 43: 2.5.2 The section of sidewalk on the north side of Erie Blvd. E. west of Peat St. between Family Dollar and the used car lot is almost completely covered by overgrowth.
- Page 47: 2.6 I appreciate the pedestrian facilities at Grenfell Rd./Northern Shopping Town Mall driveway, as they improve bicycle access, too. However, on my bike I have to very inconveniently get to the pedestrian button to push it, or wait for a car to trigger a light change (rare), or wait for a break in the Erie Blvd. traffic to cross. I hope attention is given to this, especially if this intersection becomes a part of the Erie Canalway Trail route.
- Page 48: 2.6 Besides the covered bicycle parking at Price Rite, Aldi has covered bicycle parking. It is covered on three sides and conveniently near the entrance. Summit Federal Credit Union also has covered bicycle parking.

- Pages 56 & 57: 2.9.2 (Apparent Contributing Factors [Pedestrian and Bicyclist Collisions]) Erie Blvd. E. and E. Genesee St. in the study area have traffic infrastructure that is designed for motorized vehicles. Pedestrians and bicyclists are minimally accommodated—not even, in many locations. Change the infrastructure to serve—or at least accommodate—pedestrians' and bicyclists' needs and you will see less error or confusion and greater regard for traffic control devices by these road users.
- Page 66: 4.2 I am eagerly anticipating the Erie Blvd. E. portion of the Empire State Trail—both because it will fill in a gap in the trail and because it will add a lot to local connectivity on a bike. However, I have lots of questions about how it is going to work moving from Water St. to the north side of Erie Blvd. E., to the median starting at Teall St., and then to Bridge St. I'm concerned about the configuration of intersections for the safety and functionality for all users. One of the really nice things about the existing Erie Canal trails is being able to ride bikes on them with all ages. I do hope that this portion will be safe enough for more than just adults to ride there.

I look forward to following the progress of this project.

Best regards,

APPENDIX B

EXISTING PEDESTRIAN FACILITIES MAPS

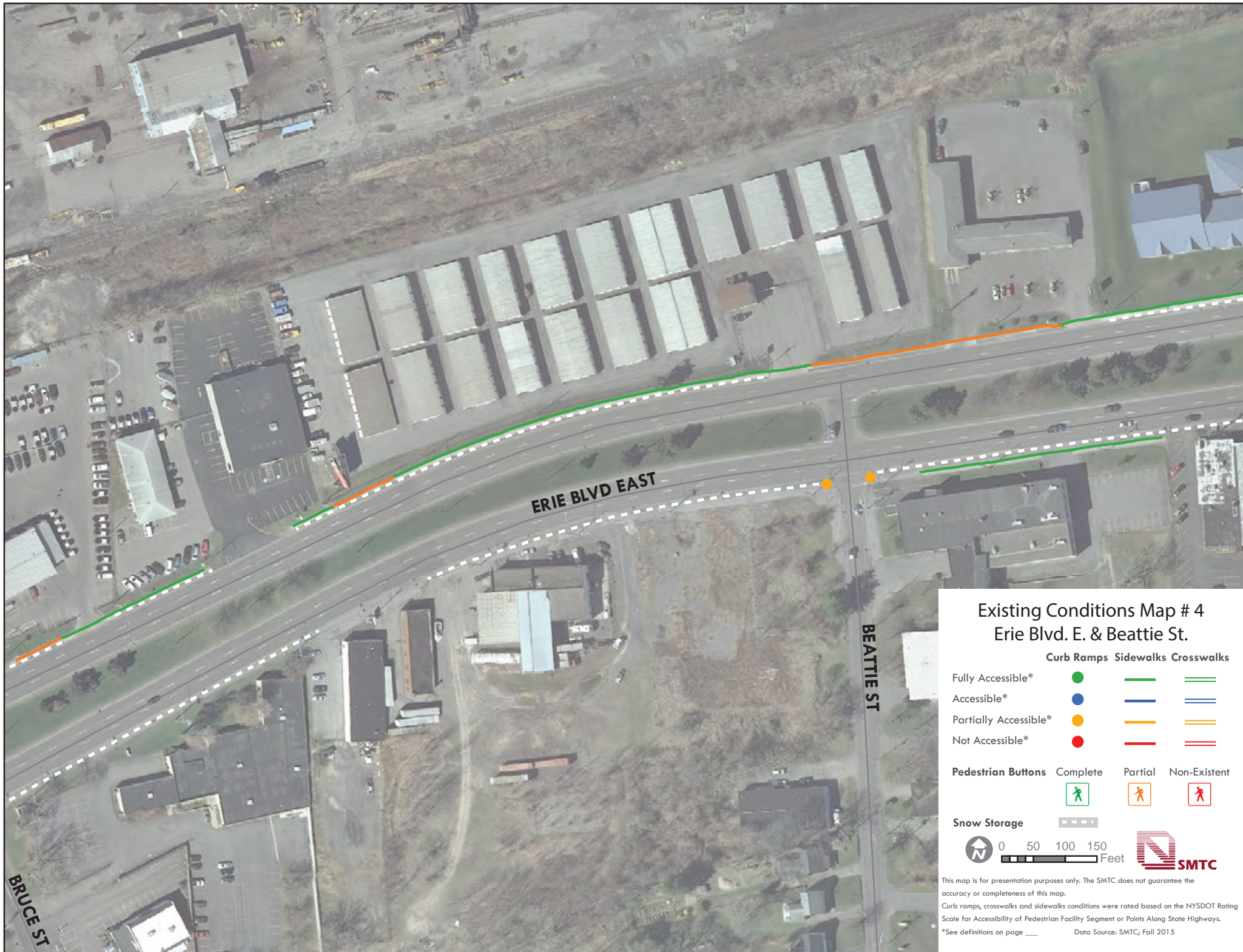




This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.

*See definitions on page ____ Data Source: SMTC; Fall 2015





Existing Conditions Map # 5
Erie Blvd. E. & S. Midler Ave.

Curb Ramps

Sidewalks

Crosswalks

Fully Accessible*

Accessible*

Partially Accessible*

Not Accessible*

Pedestrian Buttons

Complete

Partial

Non-Existent

Snow Storage

0

50

100

150

Feet

SMTC

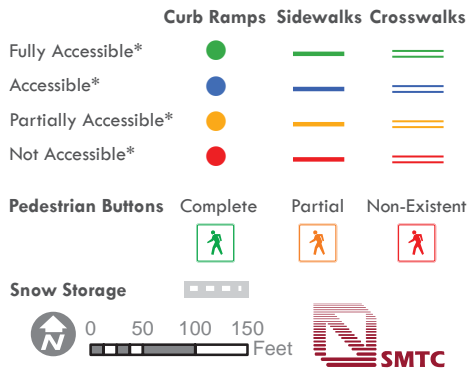
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*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 6 Erie Blvd. E. & Former Sam's Club



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Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.

*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 7
Erie Blvd. E. & Lime St.

	Curb Ramps	Sidewalks	Crosswalks
Fully Accessible*	●	—	—
Accessible*	●	—	—
Partially Accessible*	●	—	—
Not Accessible*	●	—	—

Pedestrian Buttons	Complete	Partial	Non-Existent
	■	■	■

Snow Storage

0 50 100 150 Feet

SMTC

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*See definitions on page ____ Data Source: SMTC; Fall 2015



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*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 9
Erie Blvd. E. & Thompson Rd.

	Curb Ramps	Sidewalks	Crosswalks
Fully Accessible*	●	—	—
Accessible*	●	—	—
Partially Accessible*	●	—	—
Not Accessible*	●	—	—

Pedestrian Buttons	Complete	Partial	Non-Existent
	■	■	■

Snow Storage ■ ■ ■ ■

0 50 100 150 Feet

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

Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.

*See definitions on page ____ Data Source: SMTC; Fall 2015

MICHAELS
ARTS & CRAFTS

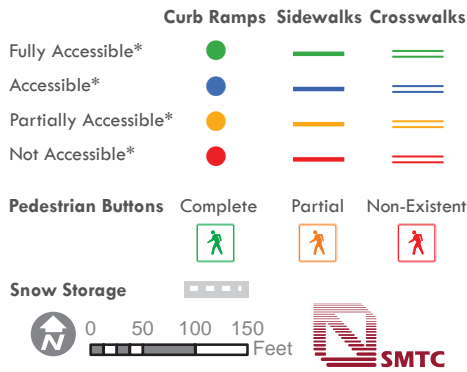
TEXAS
ROADHOUSE

OLIVE
GARDEN

ERIE BLVD EAST

EMPIRE
PLAZA

Existing Conditions Map # 10 Erie Blvd. E. & DeWitt Town Center



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

Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.

*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 11
Erie Blvd. E. & Kraver Dr.

	Curb Ramps	Sidewalks	Crosswalks
Fully Accessible*			
Accessible*			
Partially Accessible*			
Not Accessible*			

Pedestrian Buttons	Complete	Partial	Non-Existent

Snow Storage

0 50 100 150 Feet

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.
*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 12
Erie Blvd. E. & Bridge St.

	Curb Ramps	Sidewalks	Crosswalks
Fully Accessible*			
Accessible*			
Partially Accessible*			
Not Accessible*			

Pedestrian Buttons	Complete	Partial	Non-Existent

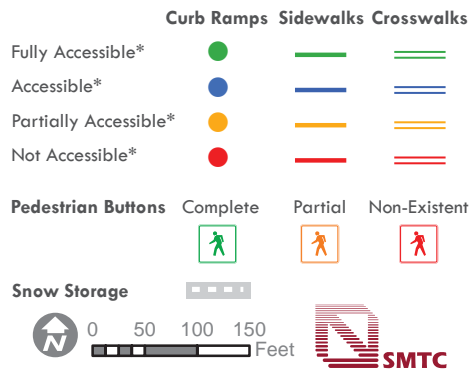
Snow Storage

0 50 100 150 Feet

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Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.
*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 13 Erie Blvd. E. & Fietta Rd.

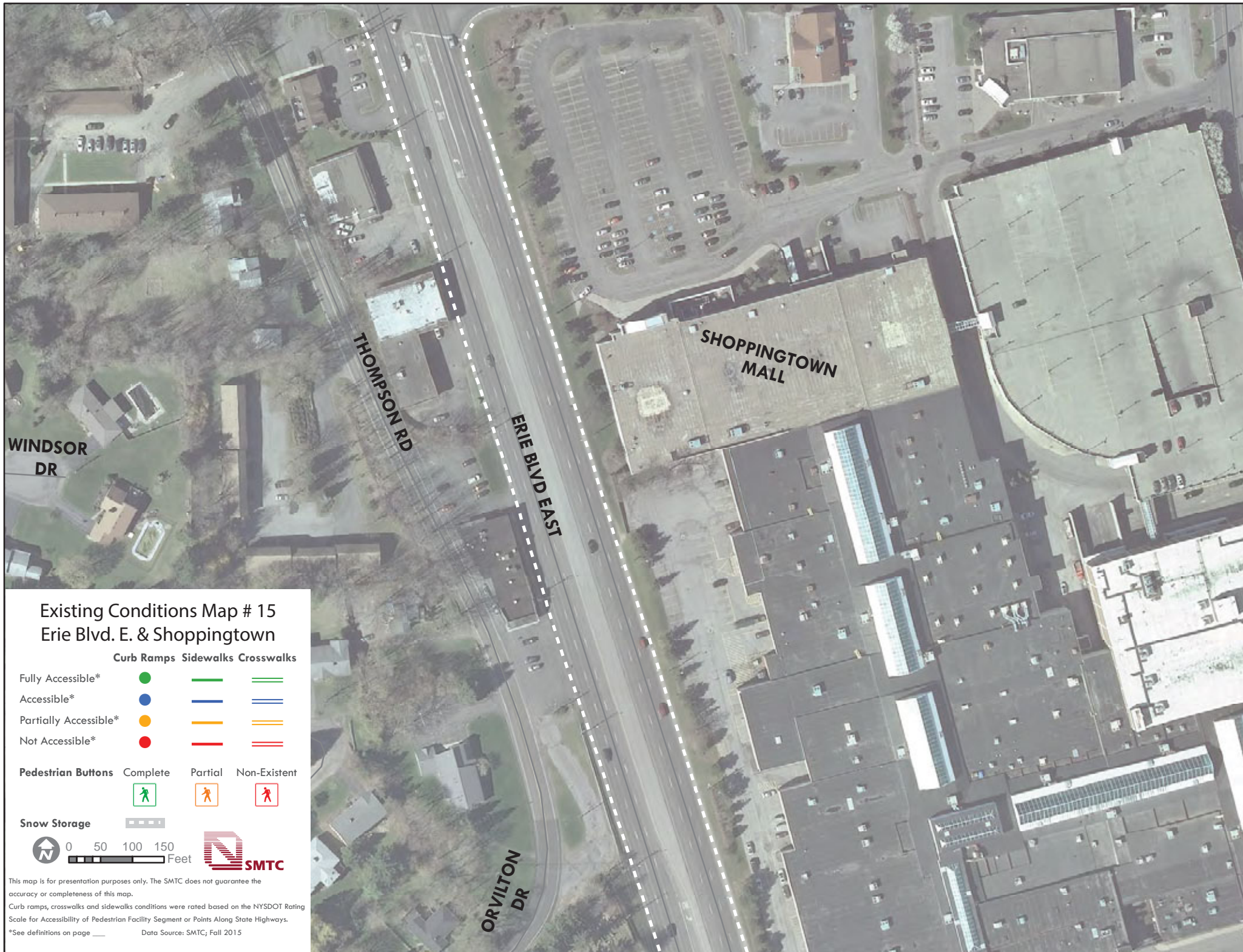


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*See definitions on page ____ Data Source: SMTC; Fall 2015





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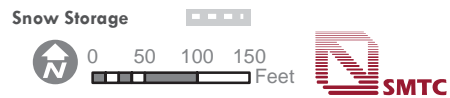
*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 16 Erie Blvd. E. & Shoppingtown

	Curb Ramps	Sidewalks	Crosswalks
Fully Accessible*			
Accessible*			
Partially Accessible*			
Not Accessible*			

Pedestrian Buttons	Complete	Partial	Non-Existent



This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.
*See definitions on page ____ Data Source: SMTC; Fall 2015



Existing Conditions Map # 17
Erie Blvd. E. & E. Genesee St.

	Curb Ramps	Sidewalks	Crosswalks
Fully Accessible*	●	—	—
Accessible*	●	—	—
Partially Accessible*	●	—	—
Not Accessible*	●	—	—

Pedestrian Buttons	Complete	Partial	Non-Existent
	■	■	■

Snow Storage

0 50 100 150 Feet

SMTC

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

Curb ramps, crosswalks and sidewalks conditions were rated based on the NYSDOT Rating Scale for Accessibility of Pedestrian Facility Segment or Points Along State Highways.

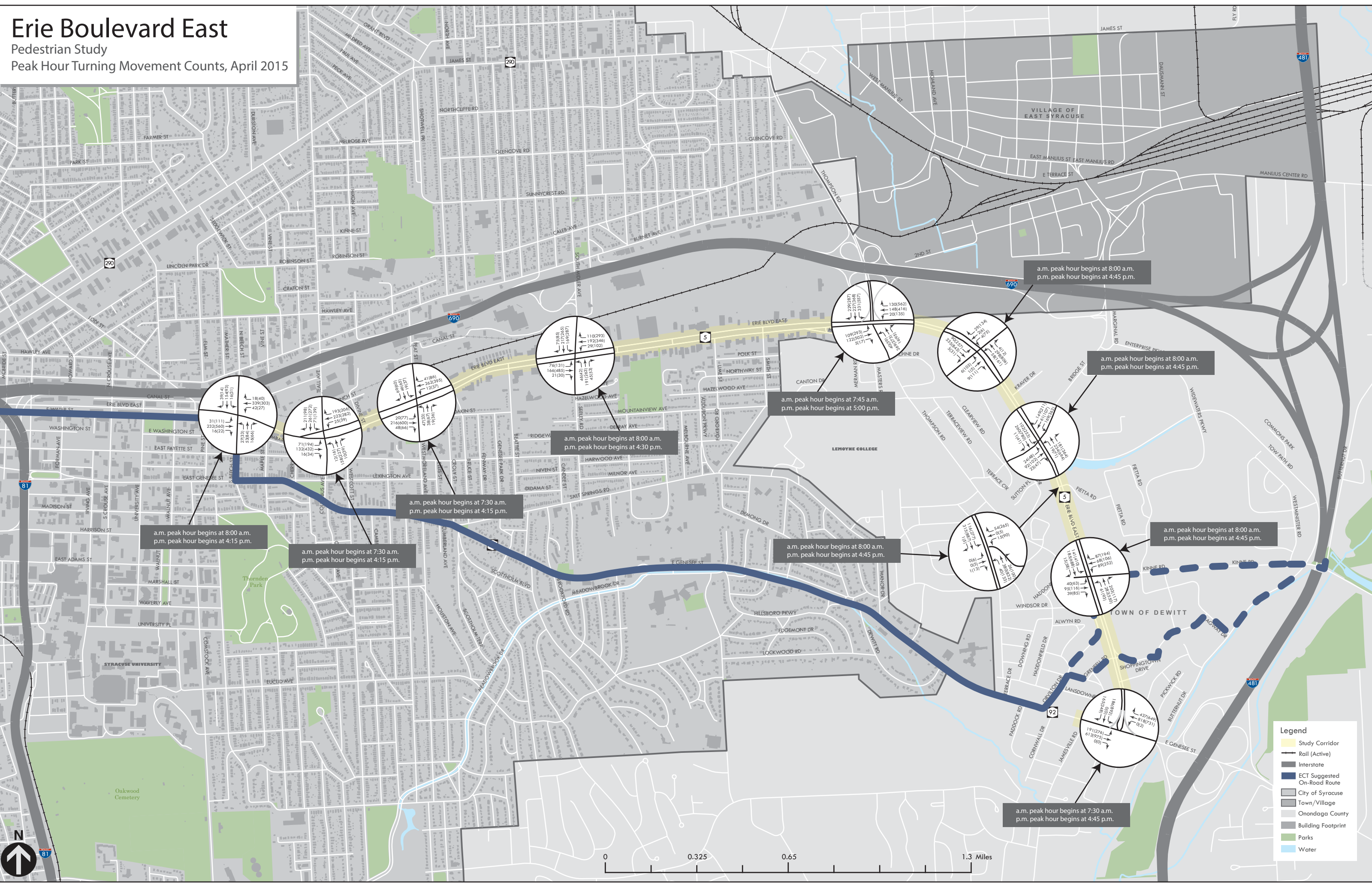
*See definitions on page ____ Data Source: SMTC; Fall 2015

APPENDIX C

VEHICULAR TURNING MOVEMENT COUNTS

Erie Boulevard East

Pedestrian Study
Peak Hour Turning Movement Counts, April 2015



APPENDIX D

BICYCLE AND PEDESTRIAN COUNTS

Erie Boulevard East
Pedestrian Accommodation Corridor Study
Pedestrian and Bicycle Counts, April 2015

18 Hours (5 a.m. to 11 p.m.)

1,355 Pedestrians

Pedestrians Crossing Side Streets At:
Crosswalk: 60
Mid-Block: 41

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 104
Mid-Block: 12

Pedestrians Crossing Side Streets At:
Crosswalk: 90
Mid-Block: 12

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 155
Mid-Block: 30

Pedestrians Crossing Side Streets At:
Crosswalk: 51
Mid-Block: 2

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 140
Mid-Block: 10

Pedestrians Crossing Side Streets At:
Crosswalk: 88
Mid-Block: 39

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 56
Mid-Block: 63

Pedestrians Crossing Side Streets At:
Crosswalk: 34
Mid-Block: 5

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 26
Mid-Block: 4

Pedestrians Crossing Side Streets At:
Crosswalk: 44
Mid-Block: 3

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 25
Mid-Block: 4

Bicyclists Crossing Side Streets At:
Crosswalk: 8
Mid-Block: 0

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 1
Mid-Block: 0

Pedestrians Crossing Side Streets At:
Crosswalk: 21
Mid-Block: 4

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 16
Mid-Block: 1

Pedestrians Crossing Side Streets At:
Crosswalk: 32
Mid-Block: 11

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 10
Mid-Block: 10

Pedestrians Crossing Side Streets At:
Crosswalk: 19
Mid-Block: 10

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 10
Mid-Block: 10

Pedestrians Crossing Side Streets At:
Crosswalk: 3
Mid-Block: 3

Pedestrians Crossing Erie Blvd. At:
Crosswalk: 69
Mid-Block: 1

Bicyclists Crossing Side Streets At:
Crosswalk: 2
Mid-Block: 1

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 5
Mid-Block: 0

Bicyclists Crossing Side Streets At:
Crosswalk: 2
Mid-Block: 0

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 6
Mid-Block: 0

Bicyclists Crossing Side Streets At:
Crosswalk: 5
Mid-Block: 1

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 6
Mid-Block: 0

Bicyclists Crossing Side Streets At:
Crosswalk: 2
Mid-Block: 1

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 8
Mid-Block: 0

Bicyclists Crossing Side Streets At:
Crosswalk: 1
Mid-Block: 0

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 7
Mid-Block: 0

2
47
246
18
80
11

Bicyclists Crossing Side Streets At:
Crosswalk: 13
Mid-Block: 0

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 5
Mid-Block: 0

Bicyclists Crossing Side Streets At:
Crosswalk: 26
Mid-Block: 0

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 17
Mid-Block: 0

Bicyclists Crossing Side Streets At:
Crosswalk: 22
Mid-Block: 0

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 9
Mid-Block: 1

Bicyclists Crossing Side Streets At:
Crosswalk: 8
Mid-Block: 8

Bicyclists Crossing Erie Blvd. At:
Crosswalk: 18
Mid-Block: 8

18 Hours (5 a.m. to 11 p.m.)

185 Bicyclists

