SOUTH GEDDES STREET
AND
WEST FAYETTE STREET
COMPLETE STREETS REVIEW

September 2020

SMTC

South Geddes Street and West Fayette Street Complete Streets Review

Syracuse Metropolitan Transportation Council

September 2020

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Executive Summary

The *South Geddes and West Fayette Complete Streets Review* was completed as part of the Syracuse Metropolitan Transportation Council's (SMTC) 2018-2019 and 2019-2020 Unified Planning Work Programs (UPWP) on behalf of the City of Syracuse.

South Geddes and West Fayette Streets are important corridors on the city's Near West Side, linking neighborhoods to one another and to Downtown Syracuse. This study focused on the portion of South Geddes Street between Erie Boulevard West and Bellevue Avenue and along West Fayette Street between Walton Street and Tompkins Street.

Under the City's ongoing ReZone Syracuse plan, both corridors are anticipated to see an increase in development options. As the Near West Side redevelops it is critical that options for transit and active transportation be incorporated into public and private plans. The City requested that the SMTC conduct this study to identify opportunities to add or improve bicycle, pedestrian, and transit facilities within the existing rights-of-way on both corridors.

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. One public input session was held for the project. Most public comments received through this process acknowledged a need for improved pedestrian access, and facilities, as well as a desire for bicycle accommodations, as none currently exist within the study area limits. The desire for formalized parking along the western end of West Fayette Street was also noted.

The SMTC developed general recommendations that can be implemented to improve the overall active transportation experience within these corridors. Additional transit-friendly features, such as large concrete landing pads and benches, are recommended for bus stops with the highest ridership in the corridor, including stops on South Geddes Street near Seymour Street, Gifford Street, West Onondaga Street, and Hartson Street. Sidewalks, crosswalks, and curb ramps throughout both study areas should be brought into ADA compliance and compliance with City codes. Adding Rectangular Rapid Flash Beacons (RRFB), which are used to supplement pedestrian warning signs at uncontrolled intersections or mid-block crossings, to crosswalks at the following locations (with some caveats) is recommended: South Geddes Street intersections with Marcellus Street, Fitch Street, and Rowland Street, and West Fayette Street with Magnolia Street and Seneca or Tioga Streets.

Specific study recommendations include either a sidepath on the west side of South Geddes Street, or a road diet on South Geddes Street so bike lanes can be added. A sidepath would accommodate both bicyclists and pedestrians. A road diet would continue to accommodate pedestrians on both sides of Geddes Street, and provide on-road bicycle facilities for cyclists. The SMTC prepared section elevation concept drawings of what bike lanes or a shared use path could look like on South Geddes Street between West Fayette Street and Erie Boulevard West. The public preferred the sidepath to the bike lanes. In addition, the City should work with the Syracuse Central School District to improve pick up/drop off at

Delaware Primary School. It is suggested that this be examined through the upcoming SMTC *Syracuse School Loading Zone Study*.

On West Fayette Street, formalized parking on the western end of the corridor is recommended along with improved sidewalks. Public input suggests a preference for the option that adds formalized parking to both sides of West Fayette Street, as well as a 6-foot sidewalk to the south side of the street. A walkway enhancement design concept for improving the bridge under abandoned railroad tracks on West Fayette Street (west of South Geddes Street) was also shared with the public and is suggested for improving the pedestrian experience here. Through this study, it is also clear that a multi-use trail linking Lipe Art Park to the west side of South Geddes Street is highly desired by the public and would make a great addition to these neighborhoods.

1 INTRODUCTION

1.1 Overview and study area

As part of the 2018-2019 and 2019-2020 Unified Planning Work Programs (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the *South Geddes and West Fayette Complete Streets Review* for the City of Syracuse. South Geddes and West Fayette Streets are important corridors on the city's Near West Side, linking neighborhoods to one another and to Downtown Syracuse.

The purpose of this planning study is to help the City identify opportunities to add or improve bicycle, pedestrian, and transit facilities within the existing rights-of-way on both corridors. Under the City's ongoing ReZone Syracuse plan, both corridors are anticipated to see an increase in development options. As the Near West Side redevelops it is critical that options for transit and active transportation be incorporated into public and private plans.

On South Geddes Street, the number of travel lanes, combined with a streetscape lacking accommodations for bicyclists and pedestrians in various sections has created an auto-centric environment. This "traditional" main street serves as a pass through to points north for commuters and as a neighborhood gateway for the Near West Side and Skunk City neighborhoods. Existing bicycle facilities (bike lanes) do not extend south of Erie Boulevard West. Similarly, West Fayette Street provides a direct connection between Westside neighborhoods and Armory Square and the rest of Downtown Syracuse. Pedestrian facilities are inconsistent along the length of this corridor and existing bicycle facilities (sharrows) do not extend west of Walton Street.

The goal of this planning-level study is to identify opportunities to add or improve bicycle, pedestrian and transit facilities within the existing right-of-way for all users along South Geddes Street between Erie Boulevard West and Bellevue Avenue and along West Fayette Street between Walton Street and Tompkins Street. See Figure 1.1 for a map of the study area.

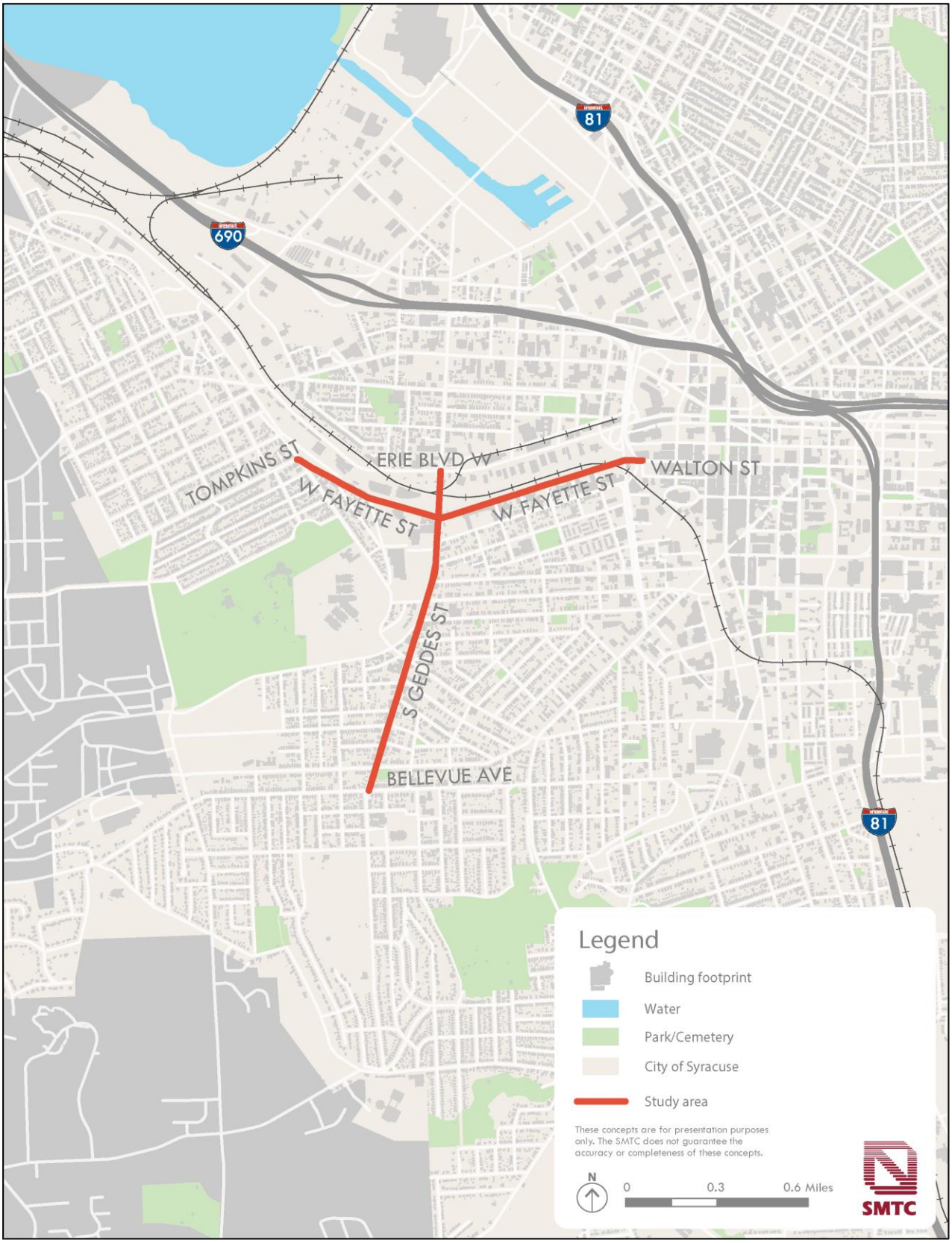
1.2 Study process

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 City of Syracuse Planning, Engineering and Operations Departments, and the Onondaga County Health Department.

A Public Involvement Plan (PIP) was created for the project which guides the process for reaching out to and including the public in the planning process (see Appendix A for the PIP).

In June 2018, the SMTC participated in a Walk Audit conducted along a section of South Geddes Street. The audit served as a basis for the initial gathering of issues, concerns, and feedback of the public that live, work and conducts business in the South Geddes and West Fayette Street area (section 1.3 provides a summary of the Walk Audit event). The SMTC held one public meeting for this project, in the study area, on February 6, 2020, at the Public Service Leadership Academy (PSLA) at Fowler Auditorium. Twenty-seven people attended the meeting.

Figure 1.1: Study area



This session provided an opportunity for the SMTC to share a presentation explaining the study's purpose, findings, and recommendations. Information presented included turning movement counts (including bicycle and pedestrian counts), collision data, street and sidewalk width measurements, and other data. Following the presentation, meeting attendees were encouraged to review and comment on project boards summarizing issues and opportunities along West Fayette and South Geddes Streets. There was an aerial map of the study area available for meeting attendees to mark up and provide ideas on, with an emphasis on trails and corridors that could be upgraded for bicycle and pedestrian use. Attendees were also asked to complete a questionnaire asking how and why they travel along the two corridors. A flier announcing the meeting was prepared in both English and Spanish, and a Spanish-language interpreter was available for translation at the meeting. A meeting summary is available in Appendix A.

1.3 Walk Audit – June 2018

In June 2018, F.O.C.U.S. Greater Syracuse and HealtheConnections[1] organized a Walk Audit on the west side of Syracuse led by Mark Fenton, a national expert in community planning and walkability. The Walk Audit took place on South Geddes Street between Fayette and Rowland Streets, as well as along Grand Avenue, a small portion of the Near West Side neighborhood, and Delaware and Wilbur Streets.

The Walk Audit began at the Gear Factory, 200 South Geddes Street. Participants convened in the Gear Factory, introductions were made, and Mr. Fenton explained the purpose of the walk audit and what participants should be looking for and alert to while walking – elements such as accessibility for all, aesthetics, safety, and continuous pedestrian connections.

The Walk Audit took the form of a large (30+) group of participants (which included a wide cross-section of people that live, work and have businesses in the area) walking along Geddes Street and through an adjacent residential area, as well as along Marcellus Street behind the PSLA at Fowler. Periodically, Mr. Fenton would stop and ask the group to rate the segment they had just walked on a scale of 1 to 10 (10 being excellent, 1 being poor) and then list pros, cons, and ideas for improvements.

SMTC summarized the information gathered during the walk as well as the discussion that followed, including recommendations suggested by walk audit participants. This summary, found in Appendix B, informed the issues and opportunities for the *South Geddes Street and West Fayette Street Complete Streets Review* project.

1.4 Other relevant plans and studies

The following studies serve as background information for the *South Geddes Street and West Fayette Street Complete Streets Review*.

[1] HealtheConnections is a Syracuse-based organization that organized walk audits in several Central New York counties in 2018 as part of its efforts to make environmental changes that will facilitate physical activity and help prevent chronic disease. The walk audits were supported through several grants from the New York State Department of Health.

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 South Geddes and West Fayette Streets, the SMTC consulted the pedestrian model, and conducted counts of pedestrians on S. Geddes Street.

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.

Nearly all of the Study Area falls in this City of Syracuse Priority Zone, on West Fayette Street from Magnolia Street to Walton Street, and on South Geddes Street from West Fayette Street to Rowland Street.

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. Geddes Street is identified as a "mid-term priority" for standard bike lanes in the *Syracuse Bicycle Plan 2040*. The Bike Plan describes the conditions on Geddes Street (North and South) and the suggested treatment as follows:

> *Geddes Street is a major arterial road connecting every neighborhood in the west side of Syracuse from north to south, and to points beyond. At the extreme southern end of this corridor is Corcoran High School, while in the Lakefront, this corridor terminates at the Creekwalk. This corridor also connects to Delaware and Fowler Schools, as well as the South Geddes commercial corridor.*
>
> ***Users***
>
> - *Fast-Speed Commuters*
> - *School Children & Students*
> - *Slow-Speed Recreational Users.*
>
> ***Treatment***
>
> *Standard bicycle lanes are proposed along this corridor due to the speeds and volume of automobiles. A road diet and lane reduction is possible in some areas.*

Figure 1.2 shows the proposed bicycle treatments within the Westside TNT area from the City's Bike Plan. Geddes Street is the primary north-south travel route within this sector of the city. The Bike Plan envisions a robust network of bicycle infrastructure including standard bike lanes on primary corridors such as Geddes Street, Erie Boulevard, and Genesee Street complemented by multi-use paths and neighborhood greenways to provide connections to the primary corridors.

Currently, there are bicycle lanes on North Geddes Street between Erie Boulevard and Spencer Street. These were implemented in 2011, along with a reduction from two travel lanes in each direction to a single travel lane in each direction with a center turn lane (a "road diet"). Along with this work, Geddes Street between Fayette Street and Erie Boulevard West was restriped so that the two northbound travel lanes now merge into a single travel lane within this segment. There are currently no bicycle lanes on Geddes Street south of Erie Boulevard, or on West Fayette Street between Tompkins and Walton Streets.

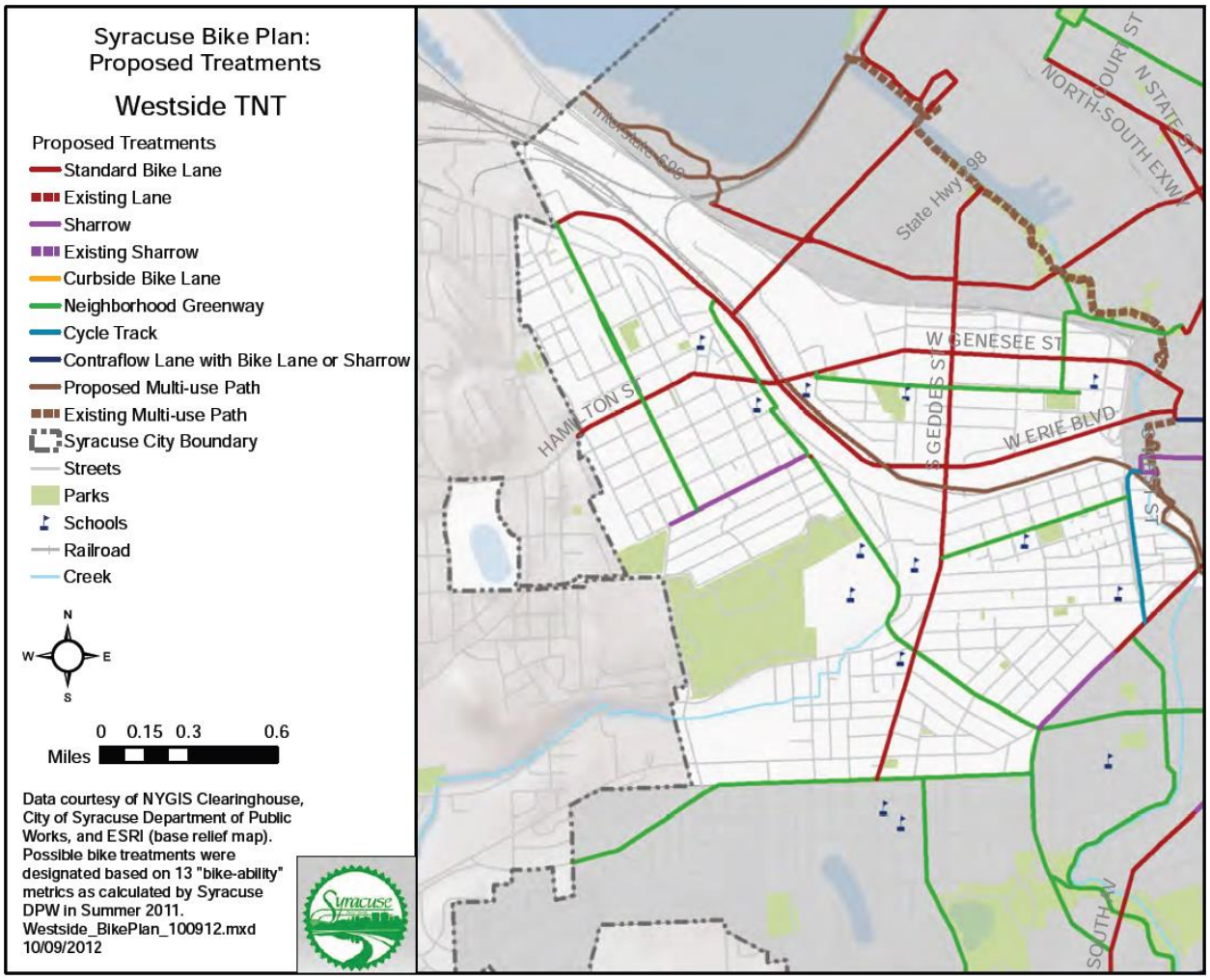


Figure 1.2: Proposed bicycle infrastructure treatments for city streets in the Westside TNT area
Source: *Syracuse Bicycle Plan 2040*.

The Delaware Street – West Fayette Street Corridor (including Wilbur Avenue) is also identified as a "mid-term priority" for bicycle infrastructure in the *Syracuse Bicycle Plan 2040*. The Bike Plan describes the conditions on these streets and suggests the following treatments:

> *West Fayette Street, Wilbur Avenue, and Delaware Street provide diagonal northwest-southeast access across the Westside of Syracuse and connect Tipperary Hill with the Near Westside and Southwest neighborhood. These streets are primarily low-volume and low-speed, with a mix of use from all residential to some industrial. This corridor also connects to Burnet Park, the Rosamond Gifford Zoo, and Fowler High School.*
>
> ***Users***
>
> - *Families*
> - *School Children & Students.*
>
> ***Treatment***
>
> *A mix of infrastructure is proposed along this corridor. Along Delaware, sharrows are anticipated, through in areas without on-street parking, stand bike lanes are proposed. Wilbur Avenue is proposed to have curbside bicycle lanes with a few sections of sharrows, and a cycle track where the street becomes one way. Standard bike lanes are proposed along West Fayette Street.*

The CSX Rail Line is identified as a "long-term priority" in the *Syracuse Bicycle Plan 2040*. The Bike Plan notes the following about users and potential treatments along the CSX Rail Line:

> *While not a street, the CSX rail line has the potential for bike infrastructure. This corridor provides access between Tipperary Hill and University Hill with no crossing vehicular traffic. Similar to the former OnTrack service, there could be access points at Lipe Art Park, Armory Square, the Syracuse Community Health Center, and Syracuse University.*
>
> ***Users***
>
> - *Families*
> - *Fast-Speed Commuters*
> - *School Children & Students*
> - *Slow-Speed Recreational Users.*
>
> ***Treatment***
>
> *A rail with trail is considered for the CSX rail line. This pedestrian/cyclist shared-use trail would parallel the active rail line.*

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

2 EXISTING CONDITIONS

2.1 Demographics

This study focuses on segments of two streets on the City of Syracuse's West Side: the West Fayette Street corridor between Walton Street and Tompkins Street, and South Geddes Street between Erie Boulevard West and Bellevue Avenue. West Fayette Street in this area strings several neighborhoods together: Tipperary Hill to the west, Park Ave. to the north, the Near Westside to the southeast and Downtown Syracuse to the east. South Geddes Street is an informal boundary between neighborhoods, with Tipperary Hill and Skunk City on its west side and the Near Westside on its east. It also connects the Park Ave and Strathmore neighborhoods.

These two corridors run through and/or intersect nine census tracts; for the purposes of compiling demographic data, these nine tracts make up the study area (See Figure 2.1).

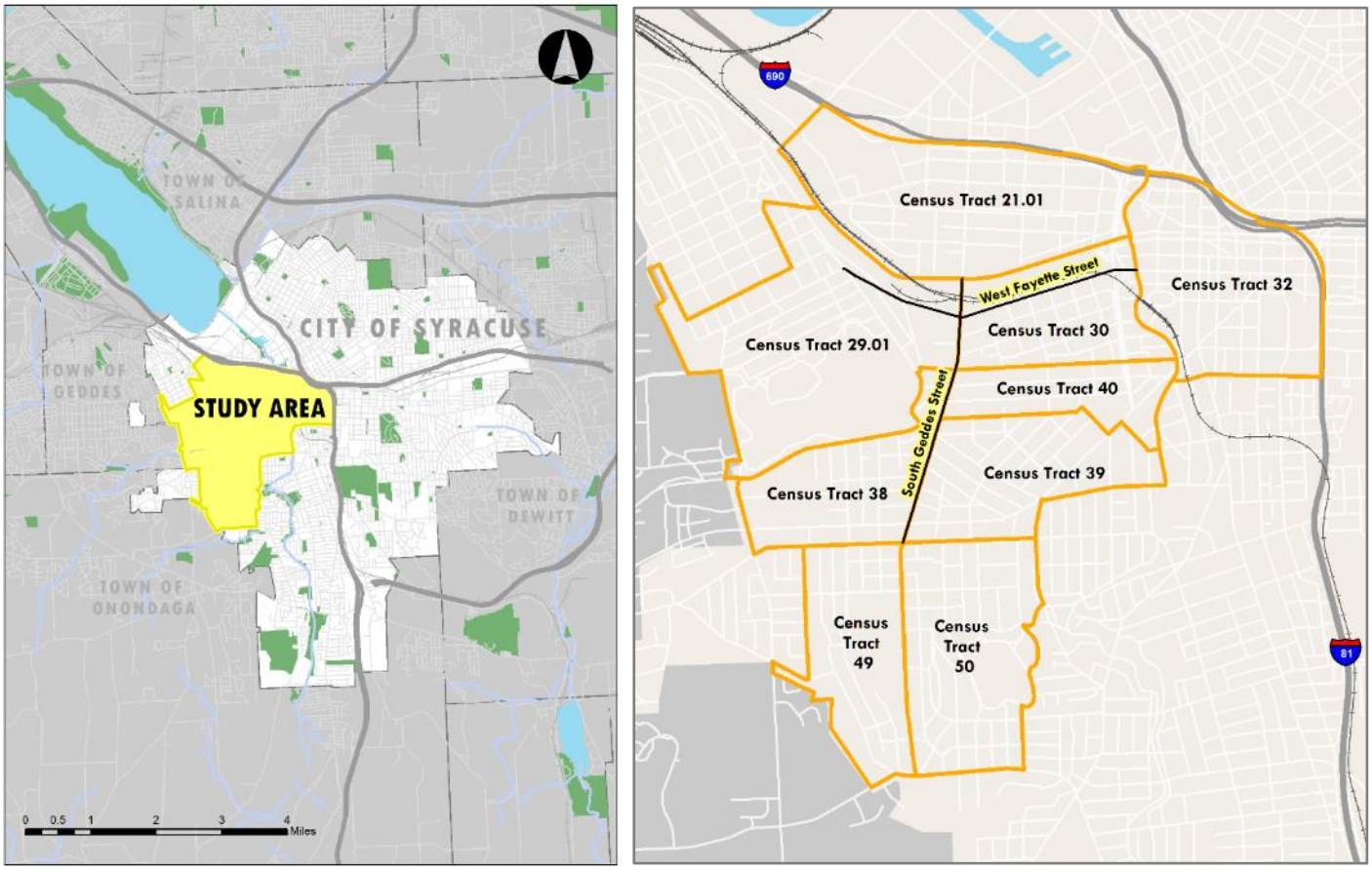


Figure 2.1: Demographic study area within the City of Syracuse (left) and Census tracts in the study area (right)

Population and Population Density

Over the past 16 years, this area has lost nine percent of its population, declining from 23,250 residents in 2000 to 21,112 at the time of the 2016 American Community Survey. The greatest population loss has been in Tract 39 in the Near Westside neighborhood, which lost nearly a third of its residents between 2000 and 2016.

The population density of the study area is similar to that of the City of Syracuse as a whole: 5,600 people per square mile in the study area, compared to nearly 5,800 per square mile citywide. Like the city, the study area has pockets of much higher density. Notably, the Near Westside is home to James Geddes Rowhouses (in Census tract 30), an affordable housing complex run by the Syracuse Housing Authority that includes four high-rise buildings for senior citizens.

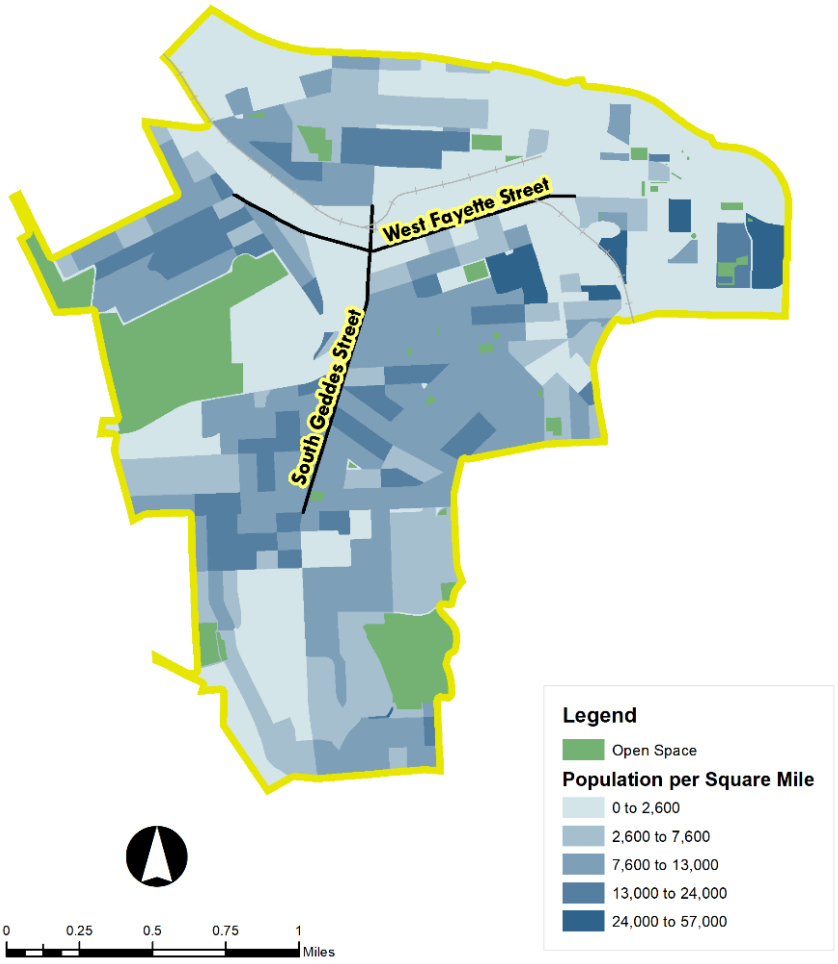


Figure 2.2: Population density in the Census tracts adjacent to study corridors

Age

The median age of study area residents is 34.6, which is above the city's median age (30.6) and below the countywide median age of 39. Compared to the city as a whole, the study area has a higher proportion of residents between the ages of 25 and 44 (33 percent, compared to 26 percent citywide).

Race and Ethnicity

The study area's mix of racial backgrounds is similar to that of the city as a whole, with a slightly higher proportion of white residents (58 percent) and slightly lower proportions of African-American (28 percent) and Asian (three percent) residents.

The portion of the Tipperary Hill neighborhood in the study area (census tract 29.01) is 93.5 percent white, which is higher than the countywide proportion of white residents (81 percent) and on par with suburban villages like Baldwinsville and Fayetteville. The Near Westside, on the other hand, is home to the city's highest concentrations of Hispanic residents. Forty-five percent of the residents of Census tract 30 are Hispanic, and the study area as a whole is home to a quarter of the city's total Hispanic population.

Income Levels and Poverty

Median household income in the study area is in line with that of the city as a whole: $33,300 in the study area, compared to $32,700 citywide. The portion of the study area in Strathmore has a slightly higher median income ($43,000), while the tracts in the Near Westside have median incomes under $13,000.

Citywide, 34 percent of residents live below the poverty line (a family of four with an income under $24,600 is living in poverty, according to the 2017 Federal Poverty Guidelines). In the study area as a whole, the poverty rate is 37 percent, but in the Near Westside area it is 53 percent – reaching as high as 57 percent in census tract 30.

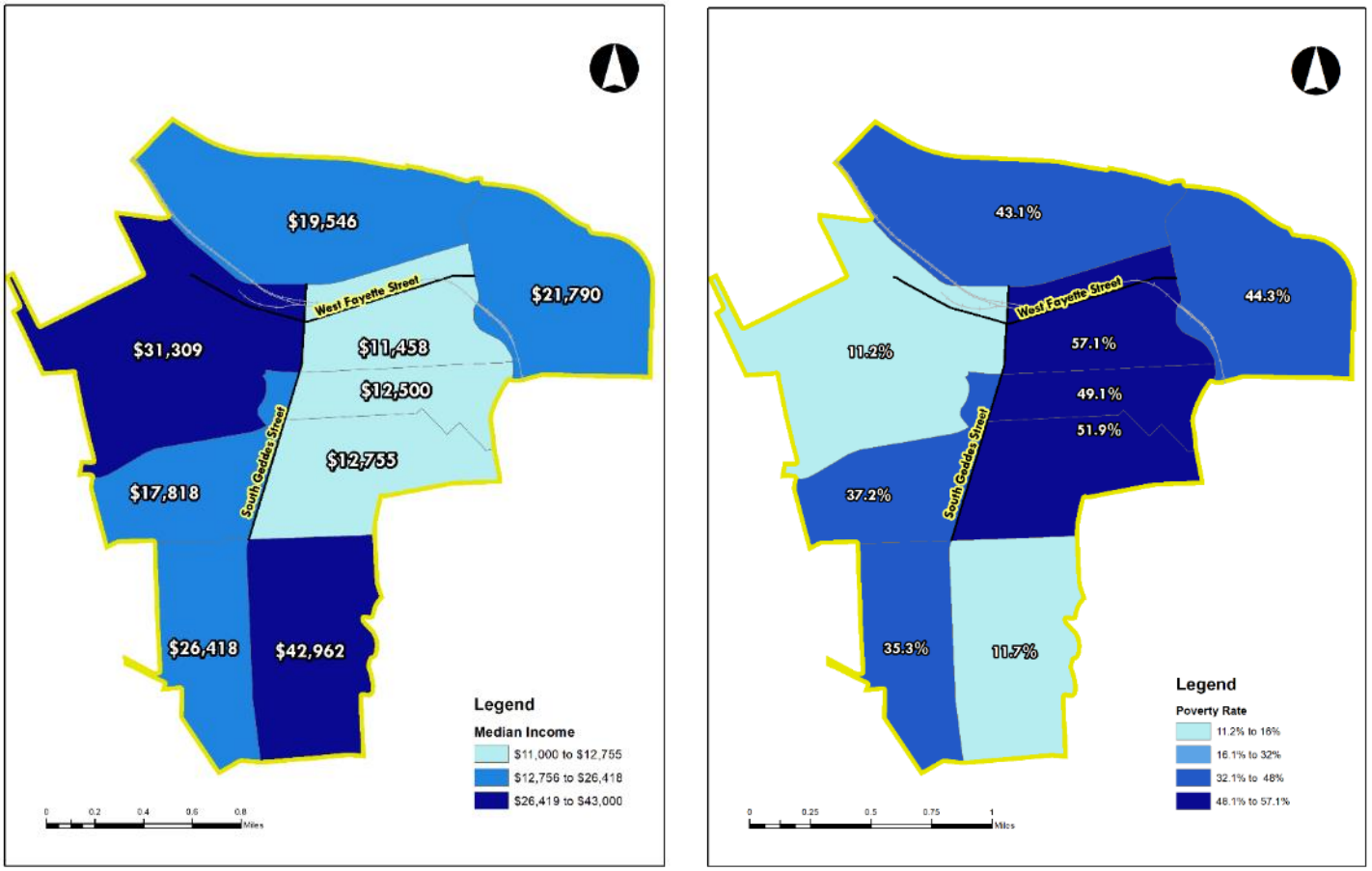


Figure 2.3: Median Household Income (left) and Poverty Rate (right) by Census tract in the study area

Limited English Proficiency

According to data from the American Community Survey, ten percent of study area residents speak Spanish. This is a relatively high proportion: six percent of residents citywide speak Spanish. Of the 2,006 Spanish speakers in the study area, the majority (59 percent) report speaking English "very well" and 41 percent report speaking English "less than very well."

Housing

Housing stock in the study area is very similar to that of the city overall: a mix of single-family homes, duplexes, and apartment complexes. There are fewer single-family homes in the study area than in the city as a whole, as well as more duplex units. Also, the value of owner-occupied homes is slightly below the citywide median of $89,900, with a relatively high proportion of homes valued at less than $50,000. Renters outnumber homeowners in the study area two to one, which is slightly above the citywide ratio of renters to homeowners (1.5 to one). Consistent with the rest of the city, 82 percent of the study area's housing stock was built before 1970.

2.2 Land use and zoning

Current land use types found along South Geddes Street between Erie Boulevard West and Bellevue Avenue largely consist of commercial, community service and residential uses. The northern end of the South Geddes Street study area is primarily commercial in nature, with both the PSLA at Fowler and Delaware Primary schools fronting Geddes Street. The corridor starts to become a mix of residential and commercial south of Putnam Street and transitions to primary residential south of Elliot Street to Bellevue Avenue.

Commercial and industrial land uses flank West Fayette Street between South Geddes Street and Armory Square. The first block of West Fayette Street between South Geddes and Magnolia Streets is commercial/industrial in nature on the south side, with public service on the north side. West of Magnolia Street, West Fayette Street has a mix of commercial and residential uses. There are also a few vacant homes on the south side of West Fayette Street in this section.

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 TNT area. The Land Use Plan acknowledges both South Geddes Street and West Fayette Street as major commercial corridors within the Westside TNT area.[2]

The future character areas identified for the South Geddes Street corridor within the study area are primarily Urban Core and Traditional Residential (see Figure 2.12). The Urban Core flanks South Geddes Street between Marcellus and Rowland Streets, and is defined in the Land Use Plan as "the most 'urban' feeling, built-up, mixed-use center of activity" with significant pedestrian traffic and buildings coming up

[2] City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Neighborhood-Specific Recommendations, Westside, p. 62.

to the sidewalk with large first-floor storefront windows.[3] Traditional Residential character areas include a mix of single- and two-family detached residences, and are usually tightly clustered around neighborhood commercial areas that often form the spine of the neighborhood.[4] This is shown on the future character map between Rowland Street and Bellevue Avenue.

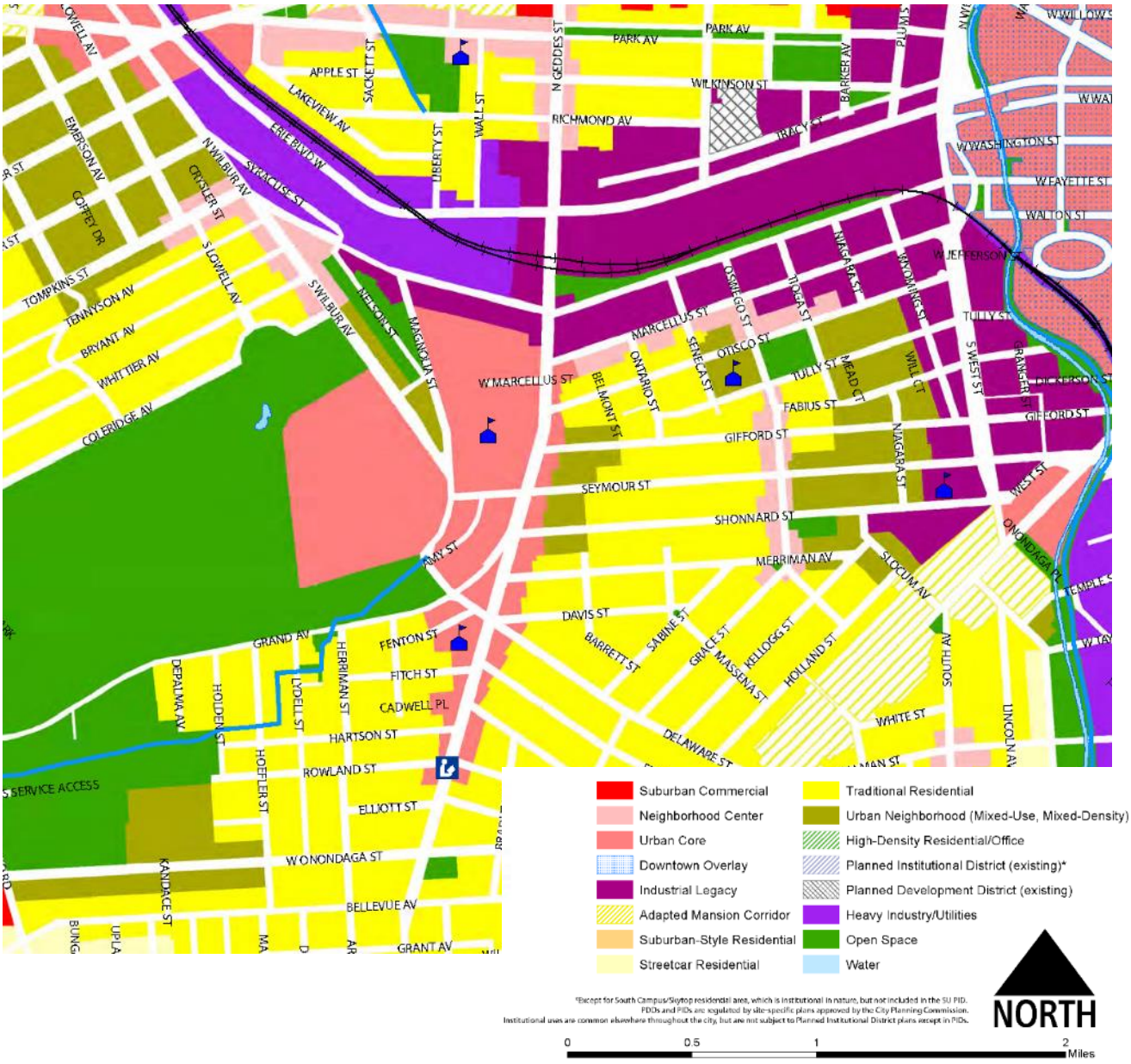


Figure 2.4: City of Syracuse Future Land Use Character Areas
Source: *Syracuse Comprehensive Plan 2040*

[3] City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Character Areas, p. 18.
[4] Ibid, p. 16.

The future character areas identified for the West Fayette Street corridor between Tompkins and Walton Streets are primarily Industrial Legacy, Heavy Industrial/Utilities, and Open Space. The area on the south side of West Fayette Street between Nelson and South West Streets, as well as the area north of the railroad tracks east of South Geddes Street, is shown as Industrial Legacy, which is defined as previous sites of heavy industry located near major road and rail (and former canal) corridors:

> *With the evolution of industrial technologies, these remaining buildings are typically no longer appropriate for heavy industrial use, but may accommodate light-industry or warehousing, with the potential for conversion to retail, services, and residential uses. Sidewalks here will often be narrower than in the Urban Core or Neighborhood Centers, but pedestrian spaces may be created on private parcels with ample open space*.[5]

A series of former industrial buildings along this railroad line and West Fayette Street are being rehabilitated for a mix of uses illustrative of those desired in the Industrial Legacy character area, including light-industry, residential, office, and artists' work space.[6]

Heavy Industrial/Utilities character areas are typically located near major rail and highway transportation corridors. This type of future character area is found on the north side of West Fayette Street, west of South Geddes Street. Restrictions on building style are less relevant here, but screening and protection of the nearby pedestrian environment should still be taken into consideration.[7] This location is already home to Paragon Supply and Allied Building Products.

Just north of West Fayette Street on the east side of South Geddes Street, a sliver of land is defined as Open Space (Publicly Owned) on the Future Land Use/Character Areas map. This area is currently open space, known as Lipe Art Park. Designated open space includes publicly owned parks and recreational spaces, wetlands, nature reserves, environmentally sensitive areas, and wooded utility-owned parcels that are often perceived as open space.[8]

At the western most end of the West Fayette Street corridor, there is a future character area designated as a Neighborhood Center, defined as "vibrant, mixed-use and/or commercial centers which attract pedestrian traffic from surrounding neighborhoods.[9] This space is currently home to the Ukrainian National Home and George O'Dea's Pub.

The Land Use Plan also identifies neighborhood-specific recommendations for each TNT area. Two of three recommendations for the Westside TNT area are focused in the study area:

- *Encourage a mix of office, residential, commercial, and mixed-uses, along with low-impact light-industry, along the West Fayette Street and Erie Boulevard West corridors.*

[5] City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Character Areas, p. 19.
[6] Ibid, p. 68.
[7] Ibid, p. 19.
[8] Ibid, p. 14.
[9] Ibid, p. 17-18.

  - *These areas are located within walking distance of Downtown and contain a rich inventory of historically industrial buildings prime for adaptive reuse.*
- *Explore the possibility of introducing a bicycle and pedestrian trail and greenway connecting Tipp Hill to Downtown through the corridor between Erie Boulevard West and West Fayette Street.*
  - *This may require easement acquisition and may be physically accommodated within the railway right-of-way.*

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

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 complete in late 2020/early 2021. SMTC staff have been involved in the ReZone process, and anticipate that the final zoning for the South Geddes Street and West Fayette Street corridors will largely reflect was is shown in the Land Use Plan.

2.3 Roadway conditions

SMTC staff inventoried the 1.1-mile South Geddes Street corridor from Erie Boulevard West to Bellevue Avenue, and the 1.2-mile West Fayette Street corridor between the Tompkins Street/South Wilbur Avenue and Walton Street intersections.

2.3.1 Lane configuration, road width, and speed limit

South Geddes Street

South Geddes Street is curbed with three different lane configurations throughout its length. The segment between Erie Boulevard West and West Fayette Street runs underneath a series of three railroad bridges and is flanked by two walls supporting the bridges. There are two southbound lanes here. The two lanes heading north merge under the first bridge (the left lane is dropped) and a yellow striped buffer begins that slowly expands to the width of the dropped lane. A left turn only lane begins prior to the intersection with Erie Boulevard West.

The segment between West Fayette and Shonnard Streets is two lanes in each direction, with a right turn only lane that begins north of Marcellus Street (east side) for northbound traffic heading into downtown Syracuse. The two lanes in each direction continue to Delaware Street, with a third lane for right turn only southbound traffic in the block between Seymour and Shonnard Streets.

South Geddes Street from Delaware Street south to Bellevue Avenue is striped as one lane in each direction.

The width of South Geddes Street in the study area varies from 40 to 56 feet. Curb-to-curb measurements were taken at six locations along South Geddes Street as follows:

- Erie Boulevard West to West Fayette Street: 40 feet wide,
- West Fayette Street to Marcellus Street (north): 55 feet wide,
- Marcellus Street (east side of South Geddes Street) to Seymour Street: 50 feet wide,

- Just north of Shonnard Street: 56 feet wide, and
- Just north of Fitch Street (east side of South Geddes Street): 42 feet wide.

The City-wide speed limit is 30 miles per hour. The only posted speed limit signs in the South Geddes Street corridor are those that identify a school zone, where the speed limit is 20 miles per hour. There are three school zones in the corridor – near PSLA at Fowler, near Delaware Primary, and near Bellevue Elementary School.

West Fayette Street

Between Tompkins Street and South Wilbur Avenue, West Fayette Street is a single one-way lane running northwest. From South Wilbur Avenue to Nelson Street, West Fayette Street is striped as two-lanes with a curb on the south side only. The north side of the road has a paved informal parking lane with guiderail along the edge of the lane. West Fayette Street eastbound to South Geddes Street is two-lanes and curbed, until just prior to the intersection with South Geddes Street, where a left turn only bay opens up for northbound traffic.

West Fayette Street from South Geddes Street to Wyoming Street is curbed and striped as a 3-lane road, with one lane in each direction and a center turn lane. Prior to the intersection with South Geddes Street, heading west, the center turn lane becomes a left turn only lane for southbound traffic.

Eastbound between Wyoming and Walton Streets, West Fayette Street becomes two lanes and begins to merge back into one lane near Walton Street, where sharrows begin for eastbound bicyclists. West Fayette Street at Walton Street is two lanes westbound to South West Street where the lanes begin to merge to one-lane for traveling under the railroad bridge. Upon passing under the bridge, there is a left-turn only lane for Wyoming Street. The right lane continues westbound and the center turn lane begins, both extending to the intersection with South Geddes Street.

Curb-to-curb measurements were taken at five locations on West Fayette Street as follows:

- South Wilbur Avenue to Nelson Street:
    - In front of George O'Dea's Pub: 30 feet wide/41 feet wide (if including informal parking lane)
    - In front of Ukrainian National Home: 31 feet wide/43 feet wide (if including informal parking lane),
- Magnolia Street to South Geddes Street : 29 feet wide,
- South Geddes Street to Seneca Street: 38 feet wide, and
- Oswego Street to Tioga Street: 35 feet wide.

The speed limit on West Fayette Street is 30 miles per hour through the entire study area. There is a short one-way segment on West Fayette Street that heads northwest between South Wilbur Street and Tompkins Street.

2.3.2 Functional classification and road ownership

All of South Geddes Street in the study area from Erie Boulevard West to Bellevue Avenue is functionally classified as a minor arterial, as is West Fayette Street east of South Geddes Street. West Fayette Street west of South Geddes Street in the study area is classified as a major collector. 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):

> *Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. They interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes, and typically do not penetrate identifiable neighborhoods*.
>
> *Major Collectors gather traffic from local roads and funnel it to the arterial network. They serve both land access and traffic circulation in higher density residential, and commercial/industrial areas. Major collectors penetrate residential neighborhoods, often for significant distances. Operating characteristics include higher speeds and more signalize intersections when compared to minor collectors.*[10]

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.[11]

All of South Geddes Street and West Fayette Street within the study area are owned by the City of Syracuse.

2.4 Transit

A handful of Centro bus routes operate within the study area. The main transit lines within the South Geddes and West Fayette Street areas include the following:

- Route 138: This is an Auburn commuter line which runs infrequently (and likely will not have much ridership in these areas)
- Route 443: This route covers the near west side five times from Syracuse University's campus, and six times to campus through weekdays
- Route 364/464: This route covers a portion of South Geddes Street from Delaware to Hartson Streets with eleven trips from downtown Syracuse, and ten trips to downtown daily
- Route 74: This line covers South Geddes Street for one block, but provides the most service with fifty-six weekday trips. This is the highest-ridership line for this area.
- There are also school trips that cover this area, not only for PSLA at Fowler, but for the other city schools in this area as well.

[10] FHWA, Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition, p. 15-17.
[11] Syracuse Metropolitan Transportation Council *Transportation Atlas*, June 2015, p. 41.

Figures 2.5 and 2.6 include transit stop locations along South Geddes Street and West Fayette Street, respectively. Bus stops are present at nearly every intersection along both corridors. There are no bus shelters or bus pull-offs along either corridor within the study area.

According to 2018 ridership data provided by Centro, five bus stops within the study area rank in the top 25% of overall ridership within the Syracuse/Onondaga County service area. These stops are noted in Table 2.1, along with the factored estimated daily boardings and alightings per stop.

Table 2-1: Transit stops in the study area that rank in the top 25% of overall ridership (in the Syracuse/Onondaga County service area)

Stop Name	Factored Estimated Boardings/day	Factored Estimated Alightings/day	Notes
South Geddes/Gifford SE	10.672	1.978	
Seymour/Geddes SW	37.72	3.128	Stop located near PSLA @ Fowler
Hartson/South Geddes SW	9.798	0.322	
W Onondaga/South Geddes SW	15.088	1.15	
S Wilbur/Tennyson SW	4.784	0.276	

Source: Centro, 2018

Figure 2.5: South Geddes Street Existing Conditions, Issues + Opportunities

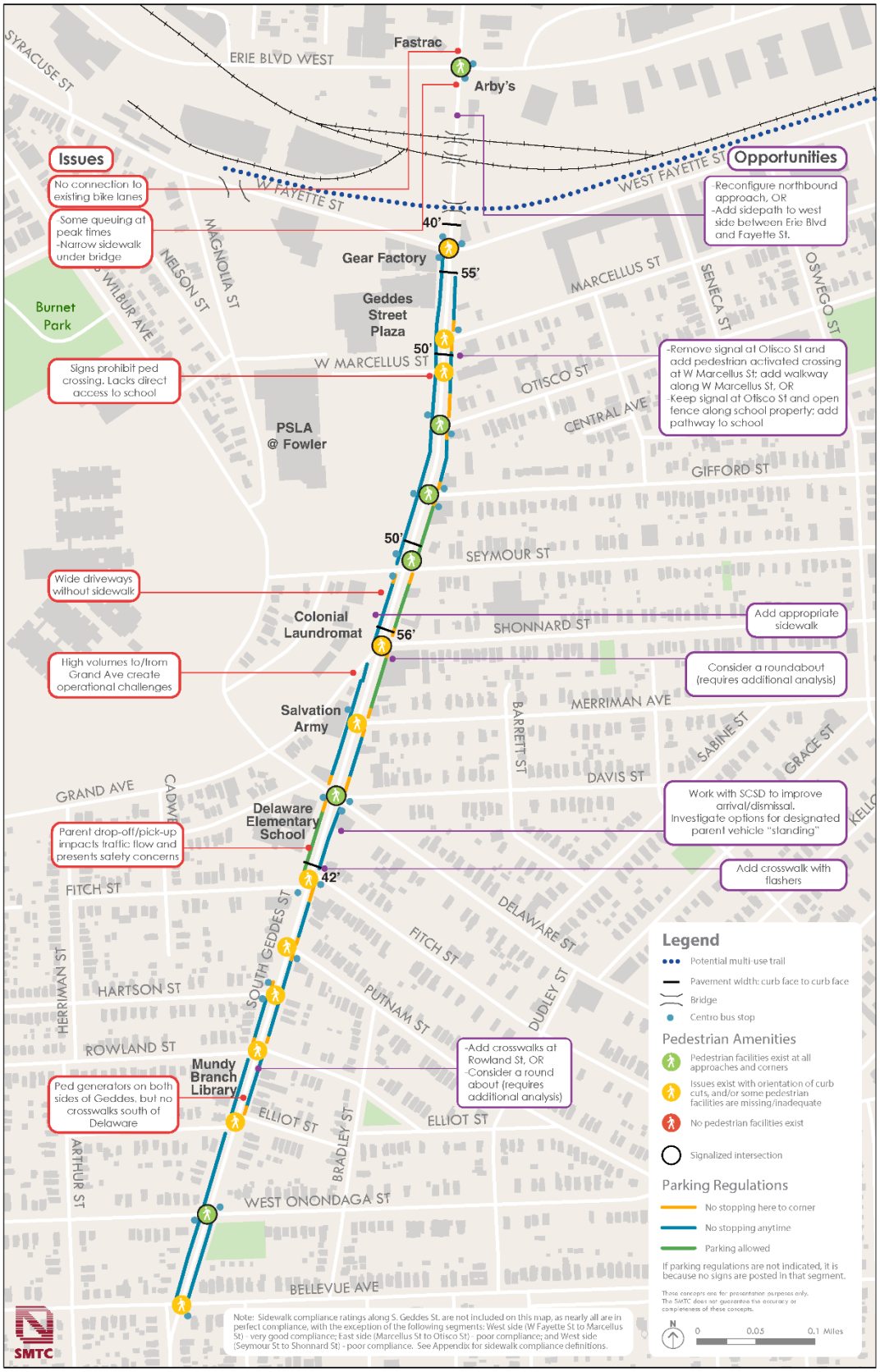
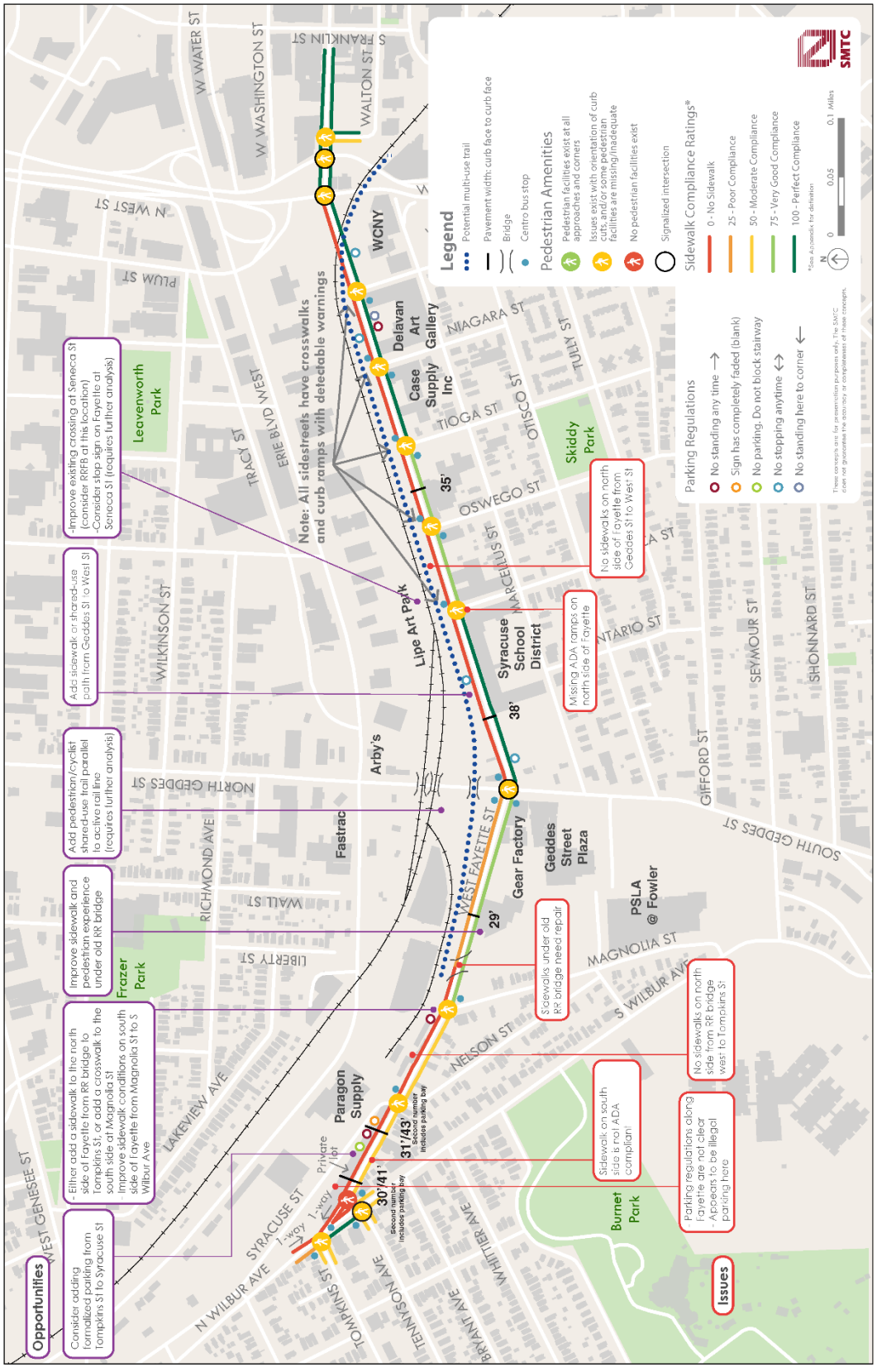


Figure 2.6: West Fayette Street Existing Conditions, Issues + Opportunities



2.5 Pedestrian facilities

SMTC staff inventoried existing pedestrian facilities within the study area in summer 2018.

Sidewalks in the study area were evaluated using the method followed in the SMTC's *Sustainable Streets Project*, which rated city sidewalks at block-level based primarily on two factors: continuity and material. Rating criteria were assigned on a scale of 0 to 100 and were based on the degree to which the sidewalk segment complied with the City's regulations, which state that sidewalks should be made of concrete, not asphalt, and should be continuous along the length of a block. Based on these requirements, the rating criteria were as shown in Table 2-2.

Table 2-2: Sidewalk rating criteria for City of Syracuse sidewalks
Source: Onondaga County Sustainable Streets Project, Reference Document, SMTC.

Rating	Criteria
0	NO SIDEWALK. No signs of sidewalk being present or having been present.
25	POOR COMPLIANCE. Large segments of the block are missing sidewalks, but not the entire block.
50	MODERATE COMPLIANCE. Mix of concrete and asphalt or completely paved with asphalt; small sections of block missing; sidewalk broken up by most driveways.
75	VERY GOOD COMPLIANCE. No gaps in paved surface and majority of block is paved with concrete; sidewalk broken up by some driveways.
100	PERFECT COMPLIANCE. No gaps visible in concrete surface, including driveways.

Nearly all sidewalks along South Geddes Street are in perfect compliance, which the exception of the following blocks:

- West Fayette Street to Marcellus Street, west side: Very good compliance
- Marcellus Street to Otisco Street, east side: Poor compliance
- Seymour Street to Shonnard Street, west side: Poor compliance.

Sidewalk compliance ratings for sidewalks on West Fayette Street are shown in Figure 2.6. Almost all of the north side of West Fayette Street in the study area has sidewalk. Existing sidewalk on the south side of West Fayette Street from Magnolia Street to Walton Street is in very good or perfect compliance. Sidewalk on the south side of West Fayette Street from Tompkins Street to Magnolia Street is in moderate compliance, ranging from sidewalk in great condition to missing sections.

The presence of crosswalks, pedestrian signals/buttons, pedestrian countdown timers, curb ramps and detectable warnings on curb ramps was also recorded (the conditions of these facilities were not documented). The photos in Figure 2.7 show these pedestrian facilities. Tables 2.3 and 2.4 summarize the existing pedestrian facilities at intersections along South Geddes Street and West Fayette Street, respectively. The tables also indicate how each intersection is controlled, whether by signal, one-way or

two-way stop, yield sign, or by some other means. Pedestrian amenities are also indicated on Figures 2.5 and 2.6.

All of the intersections along West Fayette Street have pedestrian amenities with some missing and/or inadequate facilities, with the exception of the intersection of West Fayette Street at Tennyson Avenue, which has no pedestrian amenities. Along South Geddes Street, six intersections have pedestrian facilities at all approaches and corners. The remaining eleven intersections have pedestrian amenities with some missing and/or inadequate facilities.

Table 2.3: Traffic control and pedestrian amenities at intersections along South Geddes Street

Cross street	Control	Crosswalks	Ped signals/ buttons	Ped countdown timers	Curb Ramps	Detectable warnings on curb ramps
Erie Blvd West	signal (3 color)	●	●	●	●	●
W. Fayette St	signal (3 color)	◐	◐	◐	●	●
E. Marcellus St	1-way stop	◐	○	○	◐	◐
W. Marcellus St	1-way stop	◐	○	○	◐	◐
Otisco St	signal (3 color)	◐	●	●	●	●
Gifford St	signal (3 color)	◐	●	●	●	●
Seymour St	signal (3 color)	●	●	●	●	●
Shonnard St/Grand Ave	signal (3 color)	◐	◐	◐	◐	◐
Merriman Ave	1-way stop	○	○	○	◐	◐
Davis St/ Delaware St/S. Wilbur Ave	signal (3 color)	●	●	●	●	●
Fitch St	2-way stop	◐	○	○	●	●
Putnam St	1-way stop	○	○	○	◐	◐
Hartson St	1-way stop	○	○	○	◐	◐
Rowland St	2-way stop	○	○	○	●	●
Elliot St	2-way stop	○	○	○	●	●
W. Onondaga St	signal (3 color)	●	●	●	●	●
Bellevue Ave	2-way stop w/ flashing light	◐	○	○	●	●

○ Not present ◐ Present on some approaches ● Present on all approaches

Table 2.4: Traffic control and pedestrian amenities at intersections along West Fayette Street

Cross street	Control	Crosswalks	Ped signals/ buttons	Ped countdown timers	Curb Ramps	Detectable warnings on curb ramps
N. Wilbur /Tompkins	2-way stop	●	○	○	●	●
S. Wilbur Ave	Yield	○	○	○	○	○
S. Wilbur Ave/Tennyson Ave	Signal (3 color)	●	●	●	●	●
Syracuse St/ Nelson St	2-way stop	○	○	○	●	●
Magnolia St	1-way stop	○	○	○	●	●
S. Geddes St	Signal (3 color)	●	●	●	●	●
Seneca St	1-way stop	●	○	○	●	●
Oswego St	1-way stop	●	○	○	●	●
Tioga St	1-way stop	●	○	○	●	●
Niagara St	1-way stop	●	○	○	●	●
Wyoming St	1-way stop	●	○	○	●	●
West St (Southbound)	Signal (3 color)	●	●	●	●	●
West St (Northbound)	Signal (3 color)	●	●	●	●	●
Walton St	1-way stop	●	○	○	●	●

○ Not present ● Present on some approaches ● Present on all approaches

2.6 Bicycle facilities

There is no existing bicycle infrastructure within the study area. As mentioned previously, there are bicycle lanes just outside of the study area on North Geddes Street between Erie Boulevard West and Spencer Street.

Existing bike lanes just north of the study area on South Geddes Street.

2.7 Vehicular, bicycle and pedestrian traffic

2.7.1 Intersection turning movement counts

SMTC staff conducted manual turning movement counts at each of the signalized intersections on South Geddes Street[12] from Delaware Street to Erie Boulevard West in May 2018 (on a weekday when school was in session). Counts were conducted from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. The hours with the highest traffic volumes – the peak hours – were 7:30-8:30 a.m. and 4:30-5:30 p.m. The resulting 2018 existing condition traffic volumes for both the AM and PM peak hours are shown on Figure 2.7. Some observations can be made from the turning movement count data:

- Overall, there is more traffic in the study corridor during the PM peak hour than the AM peak hour.
- The highest volumes on South Geddes Street are between Grand Avenue/Shonnard Street and West Fayette Street, with about 1,700 vehicles in the AM peak hour and about 2,000 vehicles in the PM peak hour (two-way total).
- Notable turning movements to/from South Geddes Street include:
    - Grand Avenue eastbound left-turn onto South Geddes Street during the AM peak hour (about 450 vehicles) and South Geddes Street southbound right-turn onto Grand Avenue during the PM peak hour (about 620 vehicles).
    - South Geddes Street northbound right-turn onto West Fayette Street during the AM peak hour (about 320 vehicles) and West Fayette Street westbound left-turn onto South Geddes Street during the PM peak hour (about 480 vehicles).
    - South Geddes Street northbound right-turn onto Erie Boulevard West during the AM peak hour (about 300 vehicles) and Erie Boulevard West westbound left-turn onto South Geddes Street during the PM peak hour (about 240 vehicles).

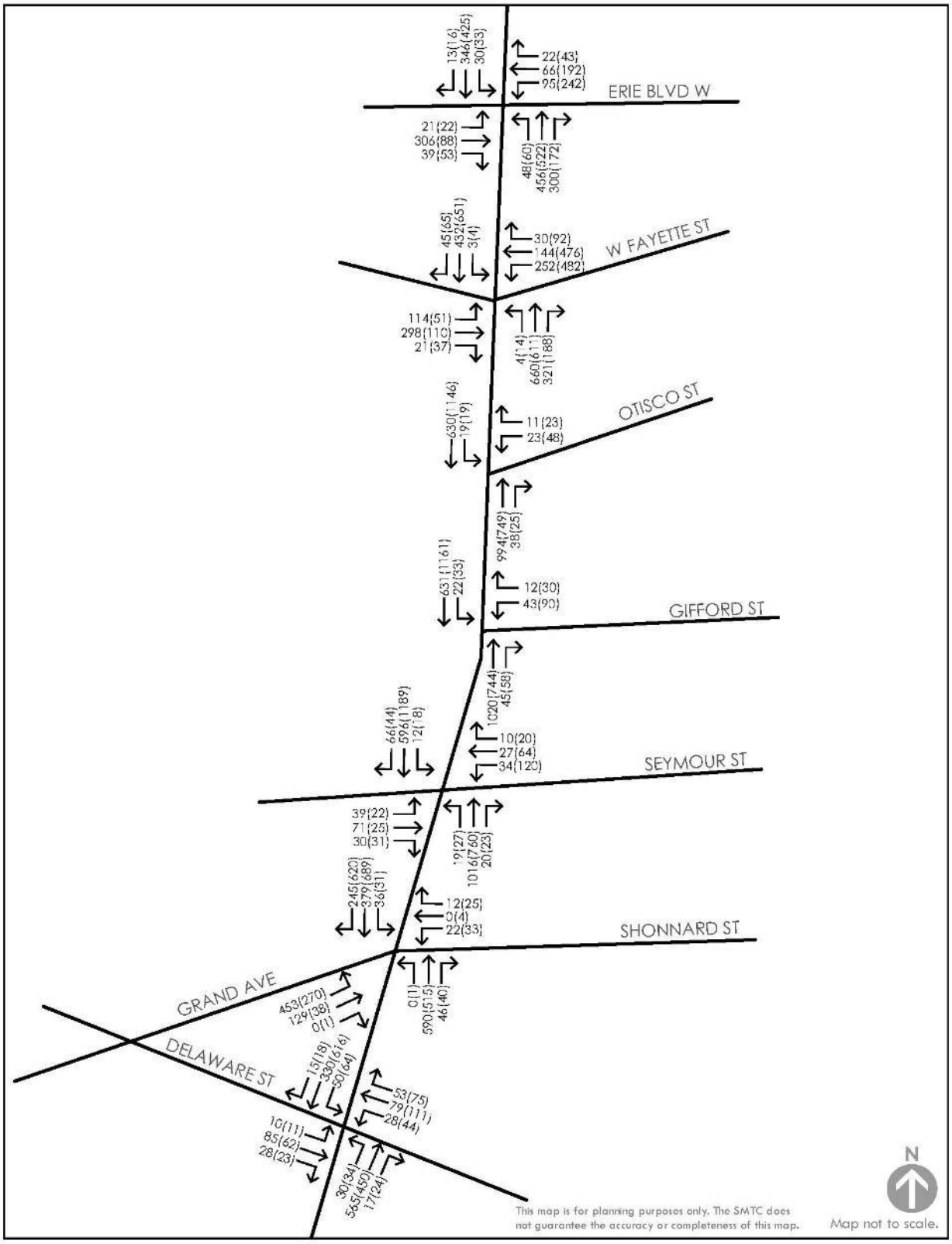
Turning movement counts from 2012 were also available for the study corridor. Table 2.5 compares the total entering volume at the Erie Boulevard West and West Fayette Street intersections and the adjacent mid-block volumes for years 2012 and 2018, in both the AM and PM peak hours. In general, the volume comparison shows about a 2 percent per year increase over the past six years, which is a moderate amount of growth.

Table 2.5: Comparison of 2012 and 2018 traffic volumes on South Geddes Street at Erie Boulevard West and West Fayette Street

	AM peak hour				PM peak hour			
	2012	2018	total % change	% change per year	2012	2018	total % change	% change per year
Intersection total entering volume								
S Geddes/Erie	1,962	1,742	-11.2%	-2.0%	1,941	1,868	-3.8%	-0.6%
S Geddes/W Fayette	2,081	2,324	11.7%	1.9%	2,479	2,781	12.2%	1.9%
Mid-block volume								
W Fayette-Erie	1,133	1,284	13.3%	2.1%	1,332	1,474	10.7%	1.7%
Otisco-W Fayette	1,317	1,690	28.3%	4.2%	1,742	1,983	13.8%	2.2%

[12] With the exception of the West Fayette Street/South Geddes Street intersection, turning movement counts were not conducted along West Fayette Street as part of this study.

Figure 2.7: 2018 turning movement volumes, AM (PM) peak hour, South Geddes Street



Capacity analysis

SMTC staff utilized Synchro files originally completed by the City of Syracuse's consultant in 2014 as the basis for the current capacity analysis. The files were updated to the current software version (Synchro 10) and the 2018 volumes were entered. Intersection geometry was confirmed through a field visit, and the analysis used the optimized signal timings as recommended by Bergmann in 2014. Table 2.6 shows the resulting delay and Level of Service (LOS) for each movement, as well as the overall condition, at each of the study area intersections along South Geddes Street. The results are very similar to the 2014 Optimized results, with all intersections operating at an overall LOS C or better, as well as all individual movements operating at LOS C or better. Based on this capacity analysis, the study area intersections currently operate well with relatively minor delay during the peak hours.

Table 2.6: Capacity Analysis for South Geddes Street intersections, 2014 and 2018 conditions

Intersection	Approach	Movement	Level of Service (Delay in Seconds)					
			AM Peak Hour			PM Peak Hour		
			2014 Existing	2014 Optimized	2018	2014 Existing	2014 Optimized	2018
Erie	Eastbound	L	C (23)	C (28)	C (30)	C (27)	D (38)	D (37)
		TR	D (47)	E (59)	D (40)	C (27)	D (41)	D (39)
	Westbound	L	B (15)	C (30)	C (32)	B (20)	C (33)	D (38)
		TR	B (13)	B (20)	C (22)	B (15)	C (23)	C (24)
	Northbound	L	B (13)	A (5)	A (4)	B (13)	A (7)	A (4)
		TR	D (46)	C (24)	C (22)	B (20)	B (11)	B (15)
	Southbound	L	E (68)	C (29)	B (12)	B (14)	B (13)	B (14)
		TR	B (16)	B (12)	B (11)	B (16)	B (15)	B (14)
	OVERALL		**D (38)**	**C (34)**	**C (24)**	**B (19)**	**B (20)**	**C (21)**
W. Fayette	Eastbound	L	D (42)	D (36)	C (30)	D (51)	D (41)	D (38)
		TR	E (58)	D (43)	D (43)	C (30)	D (36)	C (34)
	Westbound	L	C (26)	C (22)	D (45)	F (138)	D (46)	D (40)
		TR	B (14)	B (13)	B (13)	C (25)	C (22)	C (22)
	Northbound	LT	B (16)	B (20)	B (18)	B (13)	B (17)	B (19)
		R	A (6)	A (3)	A (5)	A (6)	A (3)	A (3)
	Southbound	LTR	B (15)	B (16)	B (18)	B (14)	C (23)	B (20)
	OVERALL		**C (25)**	**C (23)**	**C (24)**	**D (39)**	**C (25)**	**C (24)**
Otisco	Westbound	LR	C (21)	C (31)	C (25)	B (15)	C (26)	C (28)
	Northbound	TR	A (4)	A (2)	A (2)	A (5)	A (4)	A (4)
	Southbound	LT	A (4)	A (5)	A (5)	A (7)	A (5)	A (5)
	OVERALL		**A (4)**	**A (4)**	**A (3)**	**A (7)**	**A (5)**	**A (5)**
Gifford	Westbound	LR	B (17)	C (27)	C (28)	B (16)	C (34)	D (37)
	Northbound	TR	A (5)	A (1)	A (1)	A (6)	A (2)	A (1)
	Southbound	LT	A (6)	A (5)	A (4)	A (9)	A (3)	A (3)
	OVERALL		**A (6)**	**A (4)**	**A (3)**	**A (9)**	**A (5)**	**A (5)**
Seymour	Eastbound	LTR	C (20)	C (34)	C (33)	B (15)	C (25)	B (18)
	Westbound	LTR	B (17)	C (27)	C (29)	C (30)	D (46)	D (44)
	Northbound	LTR	B (8)	A (6)	A (8)	A (9)	A (9)	A (9)
	Southbound	LTR	A (7)	A (5)	A (6)	B (15)	B (10)	B (10)
	OVERALL		**A (10)**	**A (10)**	**A(10)**	**B (15)**	**B (14)**	**B (13)**
Shonnard	Eastbound	LR	D (38)	C (32)	C (27)	C (33)	C (27)	B (19)
	Westbound	LTR	C (23)	C (31)	A (3)	C (22)	C (33)	B (17)
	Northbound	TR	B (18)	B (12)	B (11)	B (15)	B (11)	B (11)
	Southbound	LT	B (18)	B (13)	A (10)	B (18)	B (10)	B (10)
		R	B (18)	A (5)	A (4)	D (41)	B (17)	C (24)
	OVERALL		**C (24)**	**B (17)**	**B (14)**	**C (26)**	**B (16)**	**B (16)**
Delaware	Eastbound	LTR	C (23)	C (27)	C (21)	B (20)	C (26)	C (24)
	Westbound	LTR	C (22)	C (29)	C (30)	C (25)	D (41)	D (40)
	Northbound	LTR	A (10)	B (10)	B (10)	A (8)	A (7)	A (7)
	Southbound	L	A (9)	A (4)	N/A	A (8)	A (1)	N/A
		(L)TR	B (11)	A (5)	A (3)	B (13)	A (5)	A (1)
	OVERALL		**B (14)**	**B (14)**	**B (12)**	**B (14)**	**B (13)**	**B (11)**

Note: 2018 condition includes signal timings as identified in 2014 Optimization (cycle length of 90s/95s AM/PM).

2.7.2 Queuing observations

At the request of the City of Syracuse, SMTC staff also observed select queues at the West Fayette Street and Erie Boulevard West intersections. These included:

- South Geddes Street northbound through movement at Erie Boulevard, AM and PM peak hours
- West Fayette Street eastbound left-turn and through movements at Geddes Street, AM peak hour.

Observations were conducted on May 30, 2018, and June 6, 2018.

South Geddes Street northbound through movement at Erie Boulevard West

Figure 2.8 shows the observed queues for the South Geddes Street northbound through/right-turn lane at Erie Boulevard West during the AM and PM peak hours. The number of vehicles in queue was recorded at the start of green for the Erie Boulevard West northbound through movement for each cycle of this signal during the peak hours. As noted on Figure 2.9, the average observed queue for this particular movement was nine vehicles in the AM peak hour and 14 vehicles in the PM peak hour.

Staff observed that when this queue exceeded 20 vehicles, there was potential for the queue to extend into the South Geddes Street/West Fayette Street intersection or for the northbound vehicles at West Fayette Street to be unable to advance at the start of their green indication. The length of the queue that created this situation varied somewhat due to the vehicle mix during that particular cycle (heavy vehicles take up more space in queue, for example) and the natural variation in how closely drivers will space themselves in queue. Based on staff observations, the northbound through/right-turn movement queue at Erie Boulevard West exceeded 20 vehicles during only two cycles of the signal during the AM peak hour and during 13 cycles of the signal during the PM peak hour. With a 95 second cycle length, 13 cycles of the signal would be completed in about 20 minutes. As shown on Figure 2.9, the queue length decreased notably (and stayed fairly consistent) after this 20-minute peak.

West Fayette Street eastbound at South Geddes Street

As requested by the city, SMTC staff also observed the eastbound left-turn and through movement queues on West Fayette Street at South Geddes Street during AM peak period (7:00 a.m. to 9:00 a.m.). Figure 2.10 shows the observed queue lengths. Although the overall peak hour for this intersection occurred from 7:30-8:30 a.m., the queues on the eastbound approach (particularly for the through movement) were longest around 7:15 a.m. with 10 to 20 vehicles in queue for about 12 cycles of the signal. Outside of this peak, most through movement queues were fewer than 10 vehicles. The queue for the left-turn movement rarely exceeded five vehicles. Staff observed that all vehicles in queue were able to “clear” the intersection during one cycle of the signal.

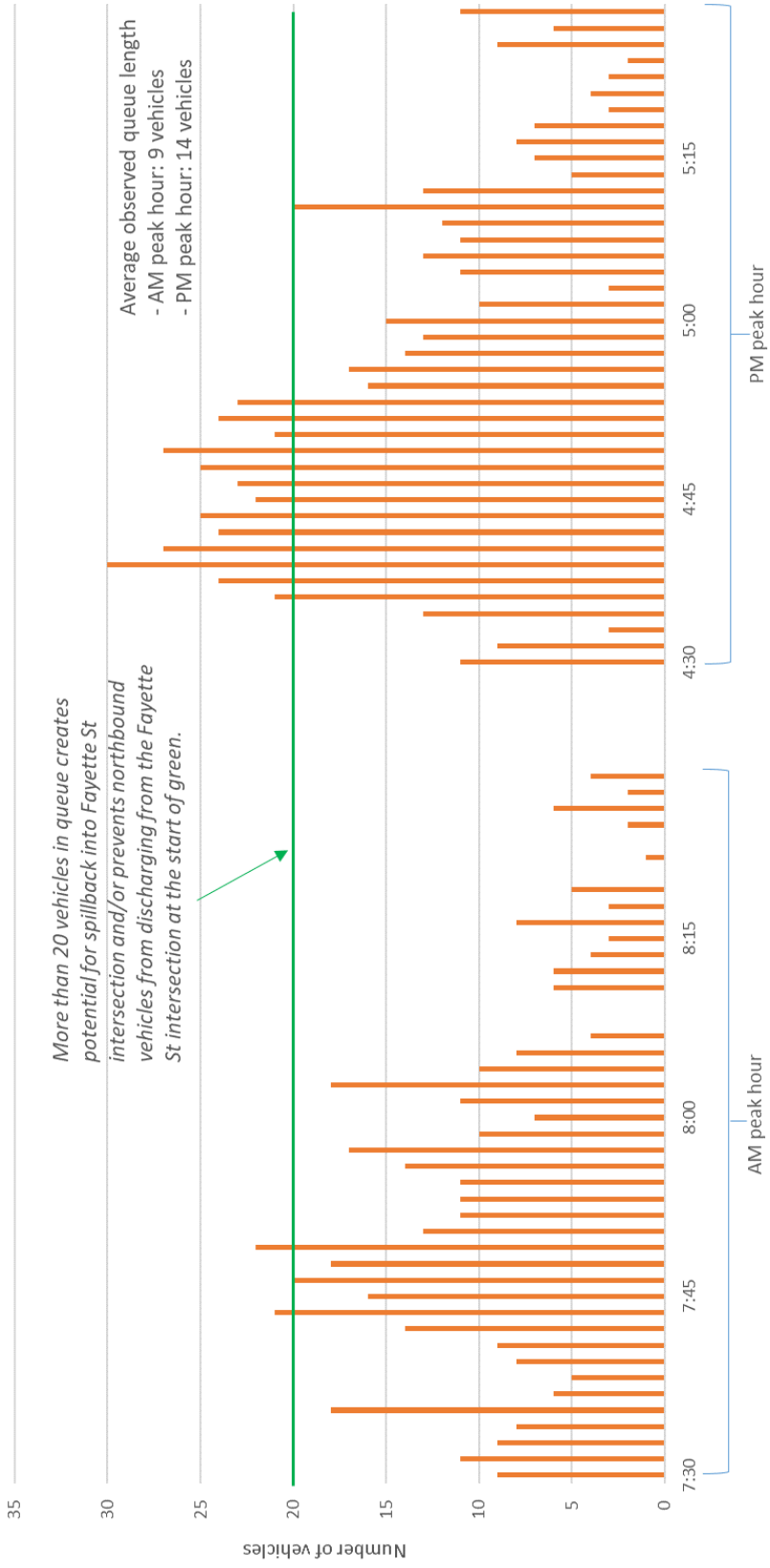


Figure 2.8: Vehicles queued on South Geddes Street northbound at Erie Boulevard, AM and PM peak hours.

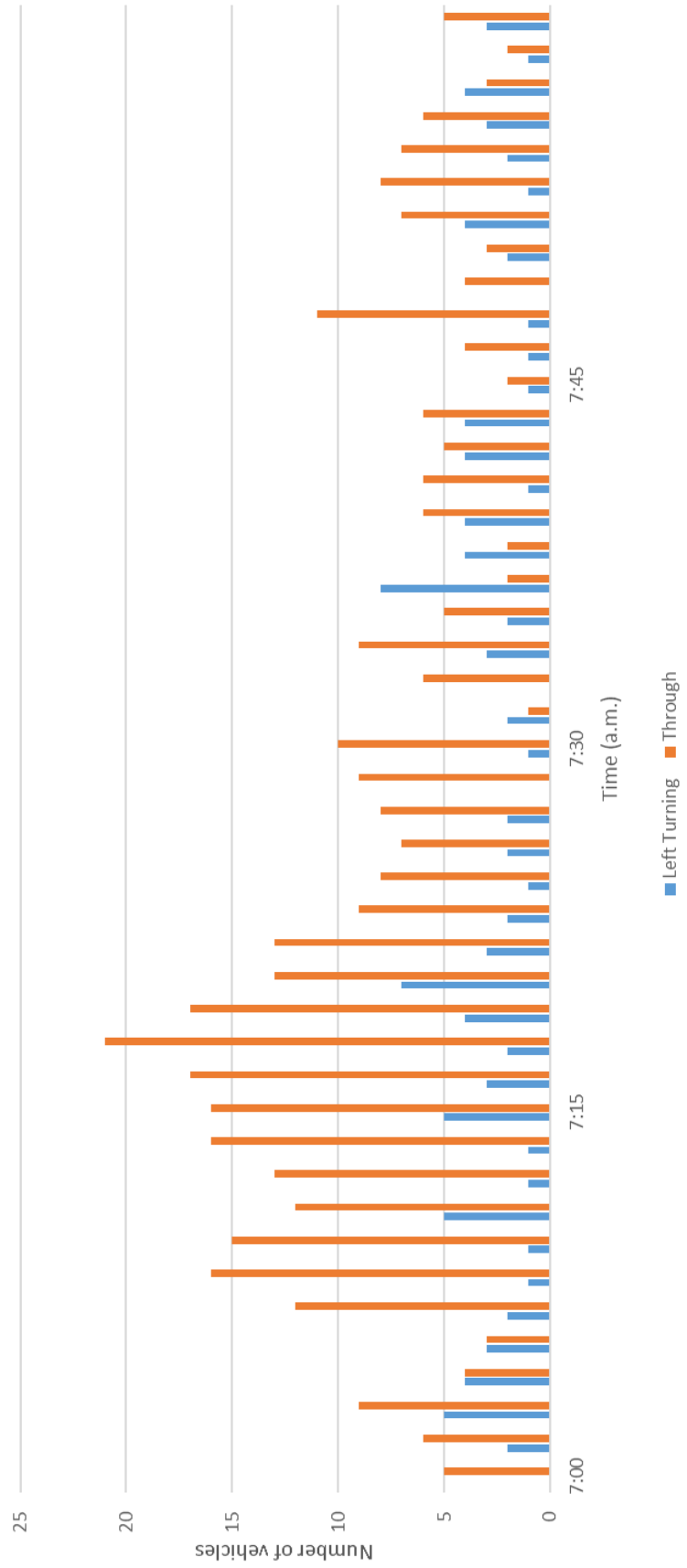


Figure 2.9: Vehicles queued on West Fayette Street eastbound at South Geddes Street, AM peak hour

2.7.3 Pedestrian and bicycle movements

SMTC staff also counted bicycle and pedestrian movements during the AM and PM peak period turning movement counts at the study area intersections.

Each individual pedestrian crossing of an intersection approach is counted as a single "pedestrian movement" (so, a pedestrian that crosses two legs of an intersection would be counted as two "movements"). As shown on Figure 2.11, most of the intersections had about 30 to 50 pedestrian movements during the peak hour, or, on average, about one pedestrian movement every 1.5 to 2 minutes. Overall, pedestrian movements are slightly higher in the morning peak hour than in the afternoon peak hour. The greatest number of pedestrian movements were observed at the Delaware Street intersection, with over 130 pedestrian movements in the AM peak hour and 50 pedestrian movements in the PM peak hour.

Bicyclists are counted in the same manner as vehicles, with counts for individual turning movements at an intersection. Figure 2.12 shows the total peak hour volume of bicycle movements at each of the study area intersections. The volume of bicyclists was greater during the PM peak hour, varying from a low of 8 total bicyclists at the Erie Boulevard intersection to a high of 31 total bicyclists at the Seymour Street intersection, or about one bicyclist every two to eight minutes. Most of the bicyclists were on the South Geddes Street approaches to the study area intersections (i.e. traveling north/south through the corridor).

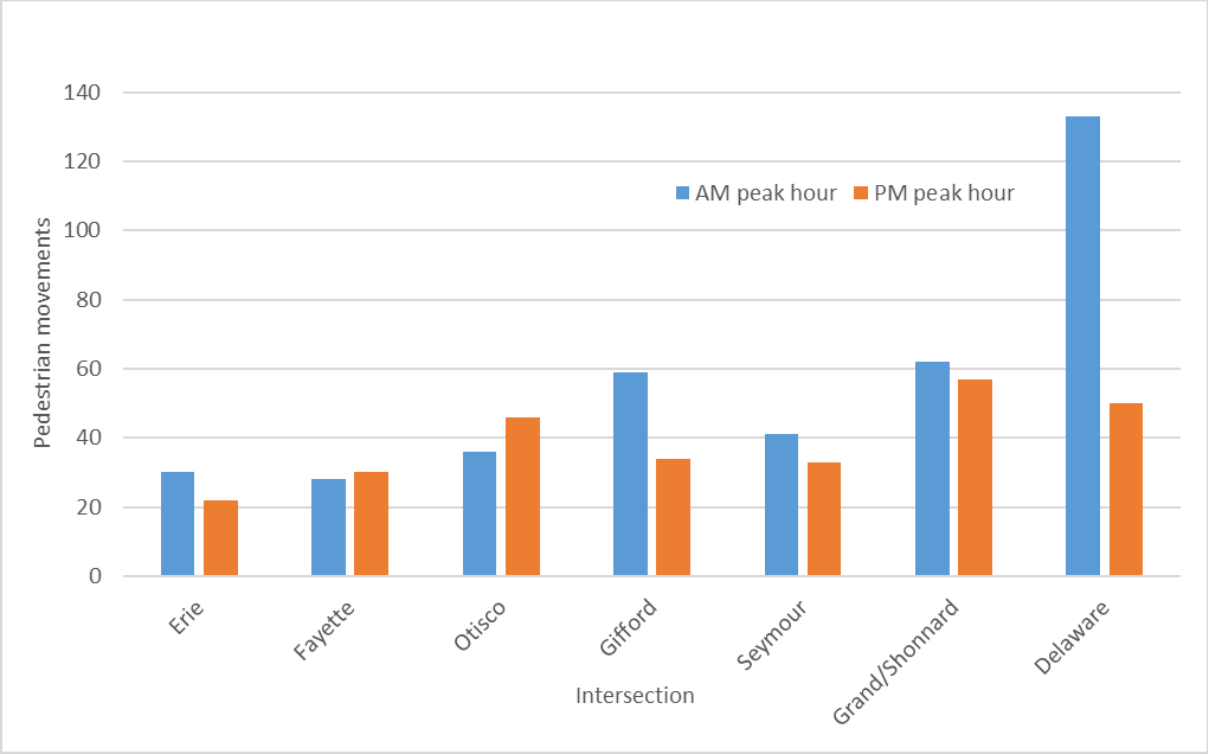


Figure 2.10: Pedestrian movements at study area intersections, AM and PM peak hours

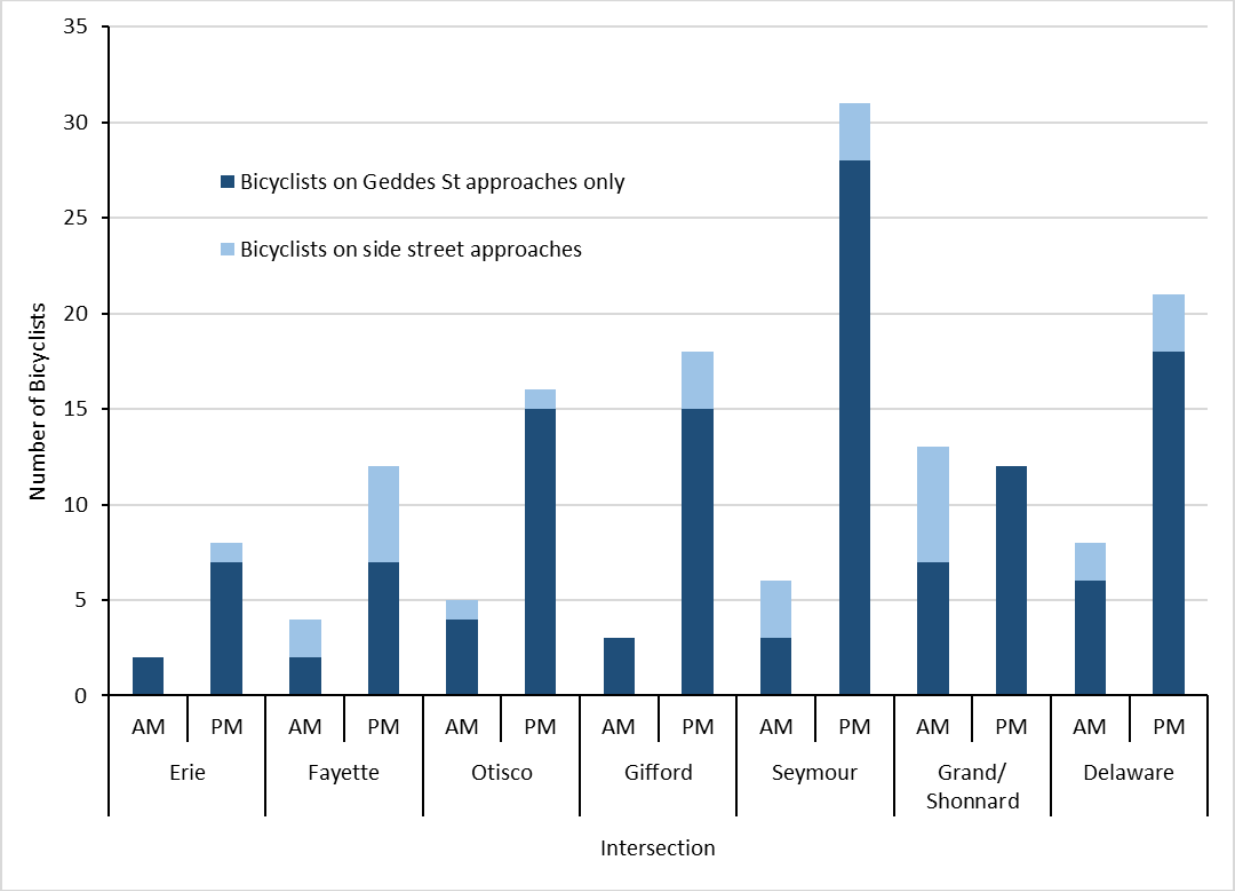


Figure 2.11: Bicycle movements at study area intersections, AM and PM peak hours

2.8 Parking

SMTC staff inventoried the on-street parking regulations throughout the study area.

South Geddes Street Parking Supply

Existing parking signage along South Geddes Street includes "no stopping here to corner" and "no stopping anytime" (see Figure 2.5). Staff made some assumptions on the extents of the parking regulations, as there appears to be missing signage in a few locations. Parking is not allowed along the majority of the corridor.

Parking is allowed in the following locations (with the exception of street corners), and is free (not metered):

- East side of South Geddes Street between Gifford and Seymour Streets
- East side of South Geddes Street between Seymour and Shonnard Streets
- East side of South Geddes Street between Shonnard Street and Merriman Avenue
- West side of South Geddes Street between Delaware and Fitch Streets (in front of Delaware Elementary School).

West Fayette Street Parking Supply

East of South Geddes Street, existing parking signage along West Fayette Street includes four "No stopping anytime" signs, one "No standing anytime" sign, and one "No standing here to corner" sign. Although there appears to be missing parking signage in a few locations east of Geddes Street, it is fairly clear that parking is not allowed on West Fayette Street between South Geddes and Walton Streets.

West of South Geddes Street, existing parking signage includes two "No standing anytime" signs, one "No parking. Do not block stairway" sign, and one sign that has completely faded and is not legible. Staff made some assumptions on where parking is permitted on West Fayette Street west of South Geddes Street, as there appears to be missing signage in a few locations. Parking is permitted on both sides of West Fayette Street between Nelson Street and South Wilbur Avenue (See Figure 2.6 for parking regulations).

Parking Occupancy

SMTC staff conducted windshield surveys of the parking occupancy on 25 occasions in February and March 2019. Eleven observations were conducted in the AM hour (around 8:30 a.m.), eleven in the PM (around 4:00 p.m.) and three observations were conducted mid-day (around noon). Table 2.7 summarizes the results of the occupancy counts.

Table 2.7: Summary of parking observations on South Geddes and West Fayette Streets

South Geddes St (Block)	Side of Street	No. of Parked Cars Observed*		
		Minimum	Maximum	Average
Shonnard/Grand to Merriman	East	0	11	3
	West	0	0	0
Merriman to Delaware	East	0	2	< 1
	West	0	1	< 1
Delaware to Fitch	East	0	4	< 1
	West	0	14	8
Fitch to Putnam	East	0	2	< 1
	West	0	1	< 1
Putnam to Hartson	East	0	1	< 1
	West	0	2	< 1
Hartson to Rowland	East	0	1	< 1
	West	0	1	< 1
Rowland to Elliott	East	0	2	< 1
	West	0	1	< 1
West Fayette St (Block)	**Side of Street**	**No. of Parked Cars Observed***		
		Minimum	**Maximum**	**Average**
Tennyson/Wilbur to Nelson	North	1	9	3
	South	2	7	4
S Geddes to Seneca	North	0	0	0
	South	0	1	<1

*Minimum, maximum, and average (rounded to the nearest whole number) from the 25 observations conducted.
Notes:
- The blocks listed in the table are the only locations where parked vehicles were observed along both corridors;
- Green shading indicates where parking IS allowed (and where cars were observed) in the corridors.

Some conclusions are notable based on our observations. On South Geddes Street:

- The most-utilized area, based on our observations, was the parking area in front of the school
- Parking is utilized sporadically along the entire corridor, even in areas where parking is not actually allowed
- There is missing parking signage throughout the corridor (particularly at corners)
- There are several parking lots along the corridor that can be utilized for parking.

On West Fayette Street:

- Parking is not allowed along the majority of the corridor
- Parking is only allowed on the west end of the corridor between Nelson Street and South Wilbur Avenue, and based on staff windshield surveys, is well-used
- There is missing parking signage throughout the corridor.

2.9 Accidents

The New York State Department of Transportation maintains a database, the Accident Location Information System (ALIS), which catalogues information about crashes happening throughout the state. The crashes analyzed as a part of this study occurred between January 1, 2013 and December 31, 2017.

For this study, the SMTC analyzed crashes along South Geddes Street from Erie Boulevard West to Bellevue Avenue, and West Fayette Street from Tompkins Street to Walton Street. In total, 1,055 crashes were selected for analysis.

Overall Study Corridors Assessment

Crashes are classified into five categories by the Department of Motor Vehicles: Fatal, Injury, Property Damage and Injury, Property Damage, and Non-Reportable. There are also instances of a crash not having data entered, in which it receives the value of "Not Entered." For purposes of this study (and based off of additional information found in the ALIS database), the single crash with a value of Not Entered was included in the category of Non-Reportable. Of the 1,055 crashes, the classifications break down as follows:

- Fatal (1)
- Injury (148)
- Property Damage and Injury (105)
- Property Damage Only (255)
- Non-Reportable (546).

There is a distinction between different types of severity when it comes to collisions. The KABCO Scale is used as a part of this analysis, consistent with the data provided in ALIS. For each event, ALIS lists the number of fatalities (K), the number of serious injuries (A), and the number of injuries (B and C).[13] Additional information about the nature of serious injuries versus injuries can be found on the MV-104 form from the NYS Department of Motor Vehicles.[14] It is important to note that there is a difference between the *number* of fatalities, serious injuries, or injuries versus the number of *crashes* with a fatality, serious injury, or injury. Crash classifications are given in a hierarchy – if a crash with a fatality and an injury occurs, it is considered a "fatal crash" for purposes of analysis. In this hierarchy, fatalities are at the top, followed by serious injuries, and then injuries.

Of the 1,055 crashes along South Geddes Street and West Fayette Street, 71% occurred during daylight hours and another 22% occurred at night when the roadway was lit. In total, there was one fatal crash, 22 (2%) serious injury crashes, and 231 (22%) injury crashes.

Of the bicycle and pedestrian collisions on South Geddes Street, approximately 4% of accidents were pedestrian/vehicle and 2% bicycle/vehicles. On West Fayette Street, less than 1% of collisions were pedestrian/vehicle and 1.5% were bicycle/vehicle collisions.

Of the 254 crashes with either a fatality, serious injury, or injury, 219 occurred at an intersection (either stop- or signal-controlled), and 35 occurred outside of an intersection on South Geddes or West Fayette Streets. Table 2.8 shows crashes by type in the study corridors. Most events involved collisions with other motor vehicles (87%). The ALIS database further classifies collisions between multiple vehicles according to their specific collision type, such as rear end, overtaking, head on, *et cetera*. The three most common

[13] "Injuries" in ALIS are inclusive of Serious Injuries. Therefore, if a crash has a value of five for injuries and two for serious injuries, there were three "injuries" and two "serious injuries."
[14] https://dmv.ny.gov/forms/mv104.pdf.

types of multiple-vehicle collisions that occurred in the study corridors were rear end, right angle, and overtaking, respectively.

Table 2.8: Summary of collision types in the study corridors

Collision Type	Percent
COLLISION WITH PEDESTRIAN	2.84%
COLLISION WITH BICYCLIST	1.80%
MISC. COLLISION	8.53%
COLLISION WITH MOTOR VEHICLE	86.82%
HEAD ON	1.14%
LEFT TURN (AGAINST OTHER CAR)	3.60%
LEFT TURN (WITH OTHER CAR)	1.71%
OTHER	6.45%
OVERTAKING	14.41%
REAR END	27.49%
RIGHT ANGLE	25.69%
RIGHT TURN (AGAINST OTHER CAR)	1.23%
RIGHT TURN (WITH OTHER CAR)	1.52%
SIDESWIPE	2.37%
UNKNOWN	1.23%
TOTAL	100.00%

Crashes at Intersections

When considering whether a crash occurred at an intersection, two methods were used. At unsignalized intersections (such as South Geddes and Marcellus Streets and West Fayette at Magnolia Streets), the standard definition of ten meters from the intersection's center was used to define the intersection. At signalized intersections, a polygon was created bounded by the stop bars of each leg's approach. Based on these assumptions, 79% of crashes occurred at an intersection. The majority of events involving a bicyclist (79%) and a pedestrian (70%) happened at intersections as well.

Similar to corridor-wide trends, 88% of events that occurred at intersections involved multiple vehicles. The collisions occurring at these intersections are summarized in Table 2.9.

Table 2.9: Collisions at study intersections

Main Street	Cross Street	Signalized	Collisions with Bikes	Collisions with Peds	Misc. Collisions	Collisions with Motor Vehicles	Total Collisions
Geddes	Erie	Yes	0	2	8	49	59
Geddes	Otisco	Yes	1	2	0	14	17
Geddes	Gifford	Yes	2	2	6	31	41
Geddes	Seymour	Yes	0	1	6	43	50
Geddes	Grand/Shonnard	Yes	1	1	1	33	36
Geddes	Delaware/Davis	Yes	1	1	1	32	35
Geddes	Merriman	No	0	1	1	6	8
Geddes	Marcellus (W)	No	0	0	1	12	13
Geddes	Marcellus (E)	No	0	1	1	26	28
Geddes	Bellevue	No	1	0	3	30	34
Geddes	W. Onondaga	No	3	4	7	119	133
Geddes	Elliot (W)	No	0	0	1	2	3
Geddes	Elliot (E)	No	0	1	1	5	7
Geddes	Rowland	No	0	1	1	4	6
Geddes	Hartson	No	0	1	1	4	6
Geddes	Putnam	No	0	0	1	3	4
Geddes	Fitch (W)	No	1	0	0	6	7
Geddes	Fitch (E)	No	0	0	1	13	14
Fayette	Syracuse/Nelson	No	0	0	0	9	9
Fayette	Magnolia	No	0	0	1	1	2
Fayette	Tompkins/Wilbur	No	0	0	4	5	9
Fayette	Seneca	No	0	0	2	2	4
Fayette	Oswego	No	0	0	1	1	2
Fayette	Tioga	No	0	0	0	6	6
Fayette	Niagara	No	0	0	0	5	5
Fayette	Wyoming	No	1	0	0	6	7
Fayette	Walton	No	0	0	1	10	11
Fayette	West (SB)	Yes	0	1	5	106	112
Fayette	West (NB)	Yes	2	1	5	37	45
Fayette	Tennyson/Wilbur	Yes	0	0	0	6	6
Geddes and Fayette	Geddes and Fayette	Yes	2	1	1	110	114
TOTAL	-	-	15	21	61	736	833

Collisions on Segments

For the purposes of this study, the South Geddes and West Fayette Street corridors were separated into smaller segments, given different characteristics along each corridor. West Fayette Street was separated into two sections: Tompkins to South Geddes Street, and South Geddes to Walton Street. South Geddes Street was split into three segments: Erie Boulevard West to Seymour Street, Seymour Street to Fitch Street, and Fitch Street to Bellevue Avenue.

On South Geddes Street, non-intersection crash activity was more prevalent along the northern and central portions of the corridor, with 51% of crashes occurring between Erie Boulevard West and Seymour Street, and 38% between Seymour and Fitch Streets. Similar to crashes in the study area as a whole, the collision types of rear end, right angle, and overtaking make up a large portion of crashes between motor vehicles.

On West Fayette Street, a majority of non-intersection crashes occurred on the eastern portion of the corridor, from South Geddes Street to Walton Street. Again, collision types largely reflected overall trends, with rear end, right angle, and overtaking collisions as the most common.

3 ASSESSMENT OF ISSUES AND OPPORTUNITIES

3.1 Initial identification of issues and opportunities

The City of Syracuse had asked the SMTC to identify opportunities for improving bicycle, pedestrian, and transit facilities within the South Geddes and West Fayette Street corridors. With these modes of travel in mind, SMTC staff reviewed all of the existing conditions data collected for these corridors as well as the input gathered through the Walk Audit led by Mark Fenton in June 2018 (see Section 1.3 and Appendix B) to develop a preliminary list of issues within the study area, shown in red on Figures 2.5 and 2.6 for the South Geddes Street and West Fayette Street study areas, respectively. Opportunities for making improvements to these corridors are also shown on Figures 2.5 and 2.6, in purple. General issues affecting both corridors are noted below.

Bike-related Issues

- There are no connections to existing bike lanes north of Erie Boulevard West.
- There are no bicycle facilities.

From the traffic data collected as part of the study, it is clear that cyclists are utilizing these corridors (see Section 2.7.3), even without existing bicycle infrastructure.

Transit-related Issues

- There are no bus shelters or bus pull-off areas.
- There are a handful of bus stops with no concrete landing pad.
- There is some missing signage indicating where bus stops are located.

Pedestrian-related Issues

- Lack of crosswalks for safe crossing.
- Some sidewalks, crosswalks, and curb ramps are in poor condition, not well-maintained, non-existent, or not ADA-compliant.
- Sidewalks that are not compliant with sidewalk codes.[15]

As noted in Section 2.7.3, there is significant pedestrian traffic in the South Geddes Street corridor, with most intersections seeing between 30 and 50 pedestrian movements during the peak hour.

Existing sidewalk on West Fayette Street is not compliant with ADA standards or City codes.

3.2 South Geddes Street issues/concerns

Specific issues/concerns in the South Geddes Street corridor include the following:

[15] 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 (sidewalks should be made of concrete and continue through driveways)).

- Some queuing at peak times, and narrow sidewalk under the bridge between West Fayette Street and Erie Boulevard West.
- Signs prohibit pedestrian crossing at South Geddes Street near Marcellus Street. There is no direct pedestrian access to PSLA at Fowler here.
- High volumes of traffic to/from Grand Avenue create operational challenges.
- Parent drop off/pick up impacts traffic flow and presents safety concerns at Delaware Elementary School.
- There are pedestrian generators on both sides of South Geddes Street, but no crosswalks south of Delaware Street.

Sign at Marcellus Street (east) indicating pedestrians should not cross South Geddes Street at this location.

3.3 Fayette Street issues/concerns

Specific issues/concerns in the West Fayette Street corridor include the following:

- Parking regulations along West Fayette Street (west end) are not clear. Appears to be illegal parking here.
- There are no pedestrian accommodations on the north side of West Fayette Street (with the exception of the sidewalk underneath the railroad bridge between South Geddes and Magnolia Streets).
- Sidewalks under the old railroad bridge need repair.
- Crosswalk to nowhere (at Seneca St) - missing connecting point on north side of West Fayette Street.


Informal parking lane, West Fayette. Street.


West Fayette Street crosswalk at Seneca Street.

3.4 South Geddes Street opportunities

Opportunities for making improvements to the South Geddes Street study area are highlighted in purple on Figure 2.5. The addition of crosswalks, appropriate sidewalks and enhanced crossings are suggested at key locations on the corridor. In addition, the following specific opportunities are noted:

- Improve access to PSLA at Fowler by either: (a) removing the signal at Otisco Street and adding a pedestrian activated crossing at Marcellus Street and a walkway along Marcellus Street; or (b) retaining the signal at Otisco Street and opening the fence along the school property, and adding a pathway to school.
    - A new stadium is currently under construction on the PSLA at Fowler property. This may provide the potential to add pedestrian access near South Geddes Street.
- Consider roundabout at Shonnard Street/Grand Avenue/West Fayette Street. This would require additional analysis.
- Work with the Syracuse Central School District (SCSD) to improve arrival/dismissal, and investigate options for designated parent vehicle "standing".
- Add crosswalks at Rowland Street or consider a roundabout at this location. This would require additional analysis.

As part of this study, the City also asked the SMTC to examine the potential for implementing traffic calming and additional on-road bicycle infrastructure in the Geddes Street corridor, between Erie Boulevard West and Delaware Avenue. The City's Bike Plan proposed standard bike lanes for the entirety of Geddes Street; at this time, bike lanes have only been implemented on Geddes Street north of Erie Boulevard. Due to the limited pavement width, this option would likely require some reduction in travel lane width. SMTC conducted a planning-level analysis of a "road diet" option to accommodate bike lanes in the Geddes Street corridor; this analysis is described in the next section.

3.4.1 Traffic Calming/On-Road Bike Infrastructure/Road Diet

On-road bike lane concepts

Between West Fayette Street and Erie Boulevard West, the total width between the two walls supporting the railroad bridge is 48 feet, with 40 feet of pavement and a 4-foot sidewalk on each side of Geddes Street, as shown on Figures 3.1 and 3.2. Two concepts for adding bike lanes in this segment are also shown on Figure 3.2. Both concepts remove one travel lane in each direction. Concept 1 expands the sidewalk on each side of South Geddes Street from 4- to 5-feet, which would require moving curbs on both sides of the street. A 2-foot elevated snow storage buffer would exist between the sidewalk and 6-foot bike lanes on each side of South Geddes Street. Concept 2 keeps the existing 4-foot sidewalks and adds a 6-foot bike lane and 3-foot painted buffer between the bike lanes on each side of the street. Again, either concept removes 2 travel lanes between Erie Boulevard West and South Geddes Street.

South of West Fayette Street, Geddes Street is slightly wider, but it is likely that this area would also require a lane reconfiguration to accommodate on-road bicycle lanes. Between Seymour Street and Marcellus Street, the current pavement width (curb face to curb face) on South Geddes Street is 50 feet. A cross section with four 10-foot travel lanes (two in each direction) and two 5-foot bike lane would require 50 feet of pavement, but these travel lanes would be quite narrow. A four lane to three lane (one

lane in each direction plus a center turn lane) “road diet” could provide traffic calming and allow for the installation of bike lanes throughout the corridor.

Figure 3.1: Existing Conditions (South Geddes Street and Erie Boulevard West Intersection)

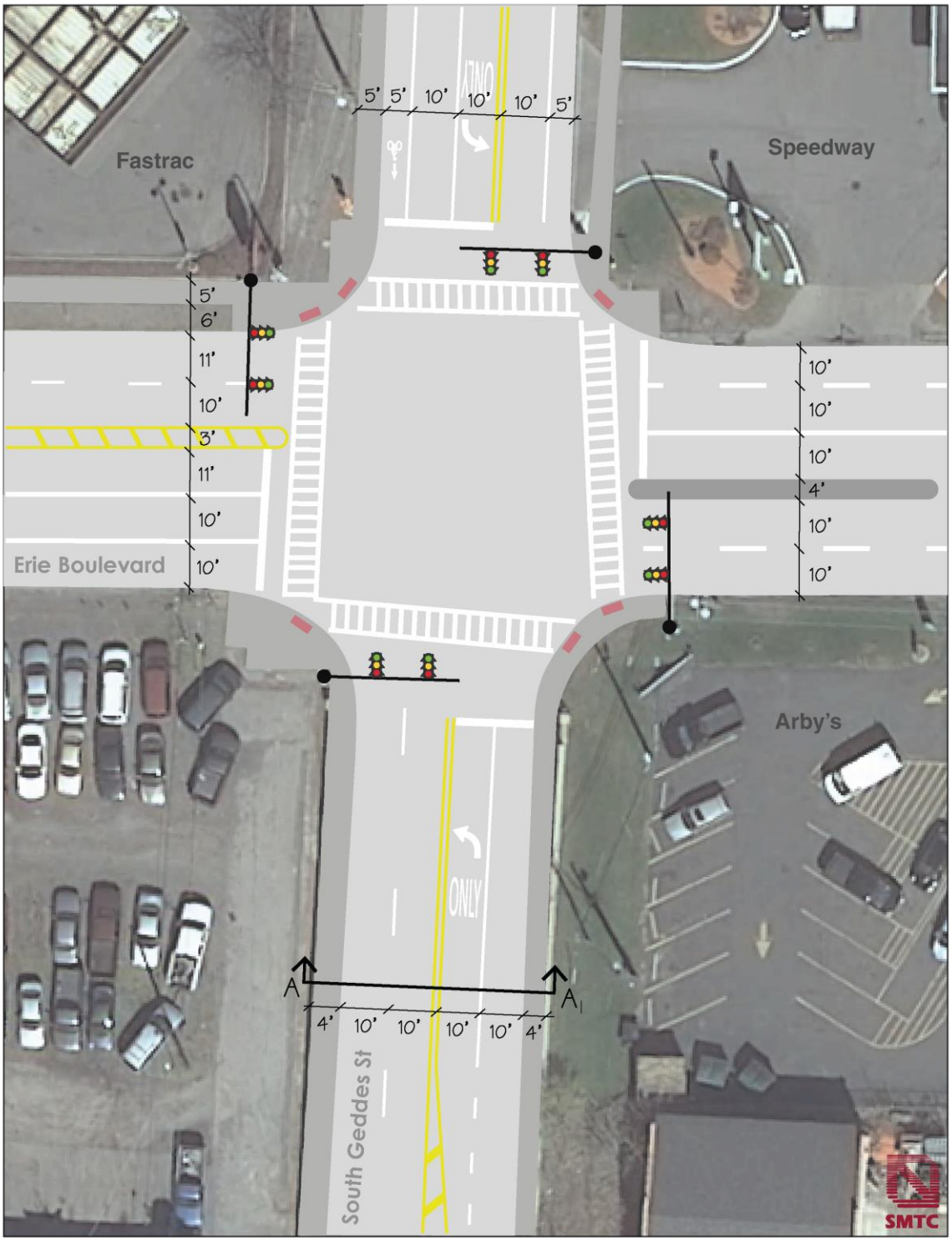
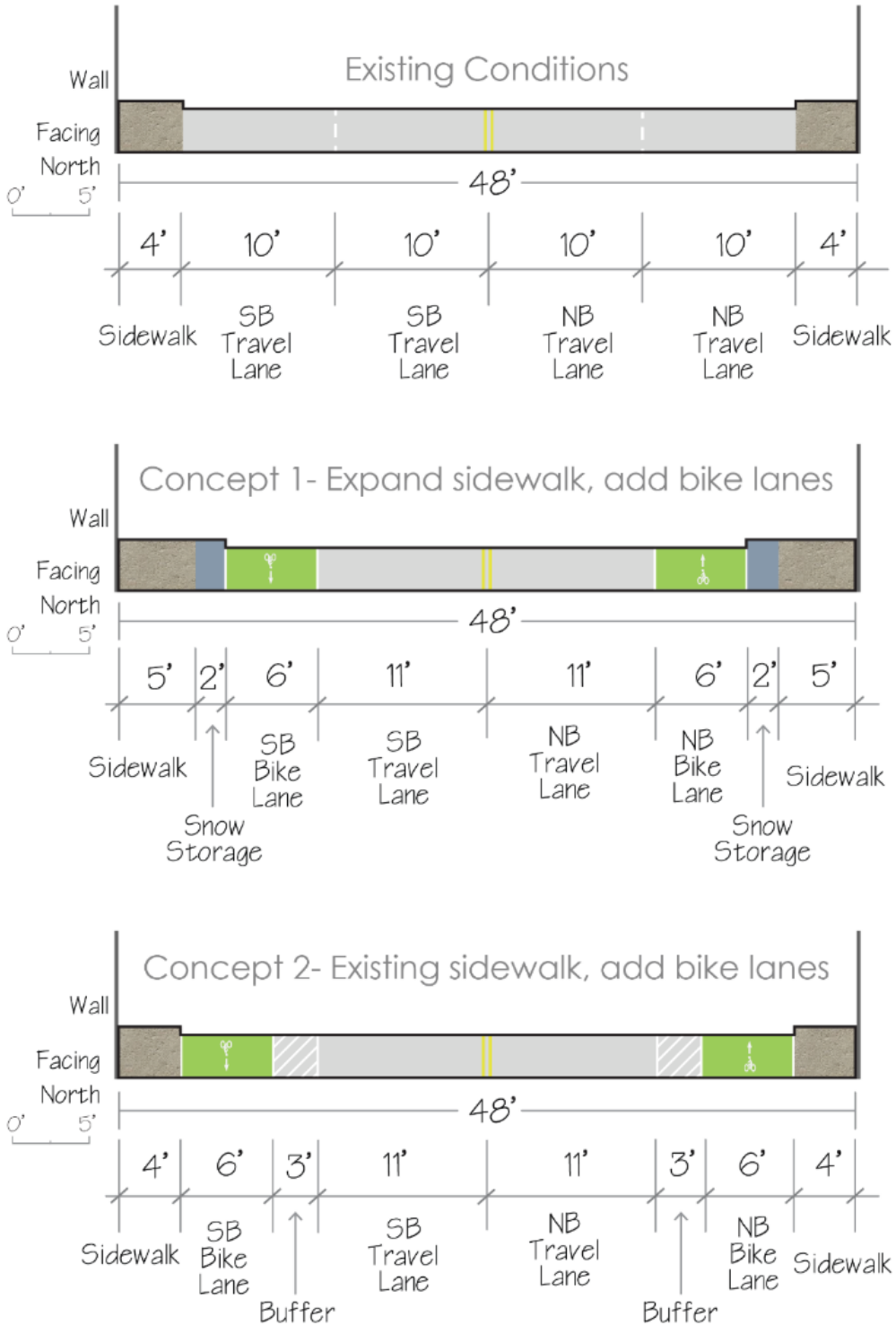


Figure 3.2: South Geddes Street/Erie Boulevard West Intersection Section Elevations, Concepts 1 & 2



Traffic volumes in the corridor

FHWA guidelines for road diets indicate that "great candidates" are roads with AADTs of less than 10,000 vehicles per day. AADTs in the range of 10,000 to 20,000 vehicles per day may be good candidates, with some caveats. For roads with AADTs over 20,000 vehicles per day, a feasibility study is recommended "to determine whether the location is a good candidate."

The most recent (2015) NYSDOT estimates of daily traffic (AADT) on Geddes Street are:

- 9,959 vehicles per day, between Erie Boulevard and West Genesee Street
- 8,075 vehicles per day, between Grand Avenue and Erie Boulevard
- 7,525 vehicles per day, between Glenwood Avenue and Grand Avenue

These figures suggest that Geddes Street is a great candidate for a road diet. It is noted that the PM peak hour is typically about 10 percent of the total daily volume. That would equate to about 800 vehicles during the PM peak hour on the segment of South Geddes Street between Grand Avenue and Erie Boulevard West.

However, the intersection counts conducted by SMTC in May 2018 show a slightly different picture. The intersection counts can provide total volumes for each block of South Geddes Street, though only for the peak periods. The intersection counts show that the segment of South Geddes Street between Grand Avenue and West Fayette Street carries the highest volume in the study area, with about 1,700 vehicles during the AM peak hour and about 2,000 vehicles during the PM peak hour. A significant volume of traffic turns onto South Geddes Street northbound from Grand Avenue eastbound in the morning (about 450 make this single movement) and an even greater volume (over 600 vehicles) make the reverse movement (South Geddes Street southbound to Grand Avenue westbound) in the afternoon. These peak hour volumes suggest that this segment of South Geddes Street warrants additional study before implementing a road diet. In regard to directionality, the northbound flows are generally higher in the morning and the southbound flows are generally higher in the afternoon.

Road diet alternatives analysis

SMTC staff analyzed three "road diet" options for the portion of South Geddes Street between Delaware Avenue and Erie Boulevard West:

- **Road diet option 1** would reduce South Geddes Street to a single travel lane in each direction for the entire study corridor, with a center turn lane (which would become a left-turn only lane at intersections).
- **Road diet option 2** would maintain two northbound travel lanes between Shonnard Street and Seymour Street and force northbound traffic to merge into a single lane between Seymour Street and Gifford Street, with the remainder of the study corridor reduced to single lane in each direction.
- **Road diet option 3** would be the same as option 1 on South Geddes Street, but the westbound movements from Shonnard Street onto South Geddes Street would be eliminated.

All of these options included the existing configuration of the northbound South Geddes Street approach at Erie Boulevard West (left-turn lane, and shared through/right-turn lane) and included the existing southbound right-turn lane on South Geddes Street at Grand Avenue. Additionally, all options assumed that the northbound and southbound left-turn movements at West Fayette Street would be prohibited during peak hours, as per the existing signage.

As shown by the resulting levels of service and delays in Table 3.1, the road diet option 1 results in poor levels of service (LOS E or F) for the following movements:

- AM peak hour:
    - Grand Avenue eastbound left-turn
    - South Geddes Street northbound through/right-turn at Seymour Street
- PM peak hour:
    - South Geddes Street southbound through/right-turn at West Fayette Street
    - South Geddes Street southbound through/right-turn at Seymour Street
    - South Geddes Street southbound right-turn at Grand Avenue.

The Grand Avenue eastbound left-turn movement during the AM peak hour had the highest delay – 96 seconds – within the corridor under this road diet option. This is because the elimination of a northbound travel lane on South Geddes Street must be accompanied by the elimination of one of the left-turn lanes on Grand Avenue (which is currently configured as an exclusive left-turn lane and a shared left-turn/through/right-turn lane). The relatively high left-turn volume (about 450 vehicles in the AM peak hour) in a single lane results in queuing and delay for this movement.

In an attempt to address this queueing and delay, road diet option 2 maintained the two northbound travel lanes on South Geddes Street between Grand Avenue and Seymour Street. This allows the Grand Avenue approach to remain as currently configured, and left-turns to occur from both lanes. This option was modeled with a merge point to a single northbound travel lane between Seymour Street and Gifford Street, and one travel lane in each direction north of Gifford Street. This option improved operations at the Seymour Street and Grand Avenue/Shonnard Street intersections in the AM peak hour. However, this option would likely mean that some widening would be necessary to accommodate on-road bike lanes through the section where the two northbound travel lanes are maintained. It would also create a mid-block merge point just north of the Seymour Street signal.

The third option was examined as an alternative that would, potentially, still allow for the "full" road diet in the corridor as per option 1. The signal at Shonnard Street/Grand Avenue currently operates with "split phasing" on the eastbound (Grand Avenue) and westbound (Shonnard Street) approaches, meaning each of these approaches receives exclusive time within the signal. When Grand Avenue receives a green indication, all other approaches have a red indication and, likewise, when Shonnard Street receives a green indication, all other approaches have a red indication. This allows the left-turns to move as "protected" movements (without having to yield to oncoming traffic) and accommodates the double left turns from both lanes of Grand Avenue. As discussed for option 1, reducing the Grand Avenue approach to one lane results in significant delay for this approach. Eliminating the Shonnard Street westbound movements would allow for additional green time to be allocated to Grand Avenue to compensate for the reduction in lanes. With this change, the Grand Avenue eastbound left-turn movement is expected to operate at LOS E with 80 seconds of delay. While this is an improvement over the LOS F with 96 seconds of delay under option 1, it is still a significant amount of delay for this movement.

Table 3.0: LOS, delay for South Geddes Street intersections, existing conditions and road diet options

Intersection	Approach	Move-ment	Level of Service (Delay in Seconds)							
			AM Peak Hour				PM Peak Hour			
			Existing	Road Diet 1	Road Diet 2	Road Diet 3	Existing	Road Diet 1	Road Diet 2	Road Diet 3
Erie	Eastbound	L	C (30)	C (30)	C (30)	C (30)	D (37)	D (37)	D (37)	D (37)
		TR	D (40)	D (40)	D (40)	D (40)	D (39)	D (39)	D (39)	D (39)
	Westbound	L	C (32)	C (32)	C (32)	C (32)	D (38)	D (38)	D (38)	D (38)
		TR	C (22)	C (22)	C (22)	C (22)	C (24)	C (24)	C (24)	C (24)
	Northbound	L	A (4)	A (5)	A (5)	A (5)	A (4)	A (4)	A (4)	A (4)
		TR	C (22)	B (16)	B (16)	B (16)	B (15)	B (10)	B (10)	B (10)
	Southbound	L	B (12)	B (12)	B (12)	B (12)	B (14)	B (14)	B (14)	B (14)
		TR	B (11)	B (11)	B (11)	B (11)	B (14)	B (14)	B (14)	B (14)
		OVERALL	**C (24)**	**C (21)**	**C (21)**	**C (21)**	**C (21)**	**B(19)**	**B (19)**	**B (19)**
Fayette	Eastbound	L	C (30)	C (30)	C (30)	C (30)	D (38)	D (41)	D (41)	D (41)
		TR	D (43)	D (43)	D (43)	D (43)	C (34)	C (34)	C (34)	C (34)
	Westbound	L	D (45)	D (45)	D (45)	D (45)	D (40)	E (77)	E (77)	E (77)
		TR	B (13)	B (13)	B (13)	B (13)	C (22)	C (27)	C (27)	C (27)
	Northbound*	T	B (18)	D (48)	D (48)	D (47)	B (19)	C (27)	C (25)	C (26)
		R	A (5)	A (4)	A (5)	A (4)	A (3)	A (4)	A (4)	A (4)
	Southbound*	TR	B (18)	C (27)	C (27)	C (27)	B (20)	E (72)	E (72)	E (72)
		OVERALL	**C (24)**	**C (33)**	**C (33)**	**C (34)**	**C (24)**	**D (47)**	**D (46)**	**D (46)**
Otisco	Westbound	LR	C (25)	C (25)	C (25)	C (25)	C (28)	C (28)	C (28)	C (28)
	Northbound	TR	A (2)	A (9)	B (12)	A (9)	A (4)	A (5)	A (5)	A (5)
	Southbound	[L]	---	B (11)	B (11)	B (11)	---	A (6)	A (5)	A (5)
		LT [T]	A (5)	A (9)	A (9)	A (9)	A (5)	B (13)	B (13)	B (13)
		OVERALL	**A (3)**	**A (10)**	**B (11)**	**A (10)**	**A (5)**	**B (10)**	**B (10)**	**B (10)**
Gifford	Westbound	LR	C (28)	C (28)	D (37)	C (28)	D (37)	D (39)	D (38)	D (39)
	Northbound	TR	A (1)	B (15)	B (11)	B (14)	A (1)	A (4)	A (5)	A (4)
	Southbound	[L]	---	A (7)	A (4)	A (7)	---	A (2)	A (2)	A (2)
		LT [T]	A (4)	A (4)	A (5)	A (4)	A (3)	D (35)	B (16)	D (35)
		OVERALL	**A (3)**	**B (12)**	**A (9)**	**B (11)**	**A (5)**	**C (24)**	**B (13)**	**C (24)**
Seymour	Eastbound	LTR	C (33)	D (38)	D (37)	C (33)	B (18)	B (18)	B (18)	B (18)
	Westbound	LTR	C (29)	C (34)	C (35)	C (29)	D (44)	D (44)	D (44)	D (44)
	Northbound	[L]	---	A (7)	---	A (8)	---	C (29)	---	C (30)
		LTR [TR]	A (8)	E (67)	B (11)	D (53)	A (9)	B (15)	B (13)	B (16)
	Southbound	[L]	---	B (10)	A (5)	B (13)	---	A (9)	A (10)	A (9)
		LTR [TR]	A (6)	A (8)	A (7)	A (10)	B (10)	E (69)	E (70)	E (65)
		OVERALL	**A(10)**	**D (44)**	**B (12)**	**D (36)**	**B (13)**	**D (45)**	**D (46)**	**D (44)**
Shonnard/ Grand	Eastbound	[L]	---	F (96)	---	E (80)	---	C (35)	---	C (35)
		LR [R]	C (27)	B (15)	C (27)	B (13)	B (19)	A (5)	B (19)	A (10)
	Westbound	LTR	A (3)	A (3)	A (3)	---	B (17)	B (19)	B (17)	---
	Northbound	TR	B (11)	D (41)	C (26)	D (47)	B (11)	B (18)	B (16)	B (11)
	Southbound	[L]	---	D (45)	B (20)	D (40)	---	B (10)	A (7)	A (7)
		LT [T]	A (10)	B (18)	B (14)	B (16)	B (10)	D (53)	D (36)	B (17)
		R	A (4)	A (4)	A (4)	B (14)	C (24)	E (55)	D (37)	B (19)
		OVERALL	**B (14)**	**D (42)**	**C (21)**	**D (42)**	**B (16)**	**D (40)**	**C (28)**	**B (18)**
Delaware	Eastbound	LTR	C (21)	C (21)	C (21)	C (21)	C (24)	C (24)	C (24)	C (24)
	Westbound	LTR	C (30)	C (30)	C (30)	C (30)	D (40)	D (41)	D (41)	D (41)
	Northbound	[L]	---	A (9)	A (9)	A (9)	---	A (8)	A (8)	A (8)
		LTR [TR]	B (10)	B (16)	B (16)	B (16)	A (7)	A (9)	A (9)	A (9)
	Southbound	L	N/A	A (5)	A (5)	A (5)	N/A	A (1)	A (1)	A (1)
		(L)TR	A (3)	A (4)	A (4)	A (4)	A (1)	A (3)	A (4)	A (3)
		OVERALL	**B (12)**	**B (15)**	**B (15)**	**B (15)**	**B (11)**	**B (12)**	**B (12)**	**B(12)**

* all scenarios assume that the NB and SB left-turns are prohibited at Geddes Street/Fayette Street, consistent with the current signage.

Road diet conclusion

Given the relatively high peak hour volumes in the corridor, the analysis suggests that any road diet option will create some additional delay at intersections. Overall, the PM peak hour volumes are greater than the AM peak hour and the flow has a clear southbound directionality during the PM peak hour, so the most notable increases in delay resulting from a road diet option are likely to be the southbound through/right-turn movements. The analysis indicates that the southbound through/right-turn movements on South Geddes Street at West Fayette Street and at Seymour Street will experience LOS E during the PM peak hour with any of the road diet options studied. However, the greatest impact is likely to be on the eastbound Grand Avenue approach to South Geddes Street, which has a high left-turn volume during the AM peak hour. Road diet option 2 (continuing to allow left turns from two lanes on Grand Avenue, and maintaining two northbound travel lanes on South Geddes Street from Grand Avenue to Seymour Street) would address the excess delay at this intersection resulting from other road diet options. Again, this option would likely require some widening (to accommodate on-road bike lanes where the two northbound travel lanes are maintained) and creates a mid-block merge point just north of the Seymour Street signal.

3.4.2 Potential off-road bike facilities (sidepaths) along South Geddes Street

Given the difficulty of implementing a road diet to add bike lanes to the entirety of the South Geddes Street corridor (i.e., excess delay, possible widening, etc.), SMTC staff and the SAC explored the opportunity for off-road bike facilities in the corridor, by examining the potential for a sidepath on either side of South Geddes Street. A sidepath is a bidirectional shared used path located immediately adjacent and parallel to a roadway.[16]

Of the two sidepath options, a sidepath on the west side of South Geddes Street is preferred for several reasons. This option maintains a reasonable alignment for northbound traffic at the intersection of Erie Boulevard West (an approximate 5 foot lateral shift in the intersection alignment for northbound-southbound traffic versus a 16-foot change if the sidepath was on the east side). In addition, both schools in the corridor (PSLA at Fowler and Delaware Primary School) are located on the west side, there are fewer property owners, and fewer driveways and curb cuts at the northern end of South Geddes Street. See Table 3.2 for a summary of the advantages and challenges of the sidepath options versus the bike lanes/sidewalks (road diet) option on South Geddes Street.

Once again, the SMTC examined the area leading up to the intersection of Erie Boulevard West and South Geddes Street to determine how a sidepath could fit into the space given the restrictions of the railroad bridge walls. Figure 3.3 and 3.4 show a sidepath on the west side of South Geddes Street between West Fayette Street and Erie Boulevard West (concept 3 for this location). The sidepath would be a 10-foot wide, raised, bi-directional shared-use (for both bicyclists and pedestrians) facility with a 2-foot raised buffer area with bollards, and a painted 2-foot buffer. Three travel lanes would be 10-feet each, and the sidewalk on the east side of South Geddes Street would become 4-feet of snow storage. This concept only removes one travel lane under the bridge between Erie Boulevard West and West Fayette Street.

[16] *Small Town and Rural Design Guide – Facilities for Walking and Biking*, Physically Separated Side Path, <https://ruraldesignguide.com/physically-separated/sidepath>, Introduction, (February 12, 2020).

Table 3.1: Sidepath versus bike lanes/sidewalks (road diet) on South Geddes Street

Accommodation Options	Advantages (pros of this option)	Challenges (what needs to happen to make it happen; challenges to overcome)
Bike lanes/sidewalk on both sides of South Geddes Street (road diet)	Significant amount of existing sidewalk	Replace sections of sidewalk and bring all into ADA compliance
	Keeps cyclists in the heart of the South Geddes St business district	Bike lanes would require a road diet: intersection of Shonnard St/Grand Ave/Geddes St is challenging. Would require significant changes to traffic operations along the corridor heading north from this point
	Keeps bike/ped traffic separated	South of Shonnard St/Grand Ave/Geddes St bike lanes would be difficult in front of Delaware school (would likely need to remove parking); or may need to go off-road
Sidepath on west side of South Geddes Street	Can maintain reasonable alignment for NB traffic at intersection of Erie Blvd/ Geddes St	Fence around PSLA school property
	Fowler PSLA school is on west side, and a new stadium is currently under construction (potential opportunity to add pedestrian access)	Block in front of Delaware school will present challenges with school arrival and dismissal
	Fewer property owners	Remove/replace Save the Rain project with pathway
	Fewer driveways and curb cuts at northern end of Geddes St	Remove/replace streetscape project (bricks, trees)
	There are more off-Geddes St options on the west side of Geddes St	May need to move utilities underground
		Mixing of bike/ped traffic
Sidepath on east side of South Geddes Street	Wide sidewalks	Requires substantial shift for NB traffic at intersection of Erie Blvd/Geddes St
		Varying property owners
		More access management concerns
		Remove/replace streetscape project (bricks, trees)
		May need to move utilities underground
		Mixing of bike/ped traffic

Figure 3.3: Sidepath concept for bikes and pedestrians (South Geddes Street/Erie Boulevard West)

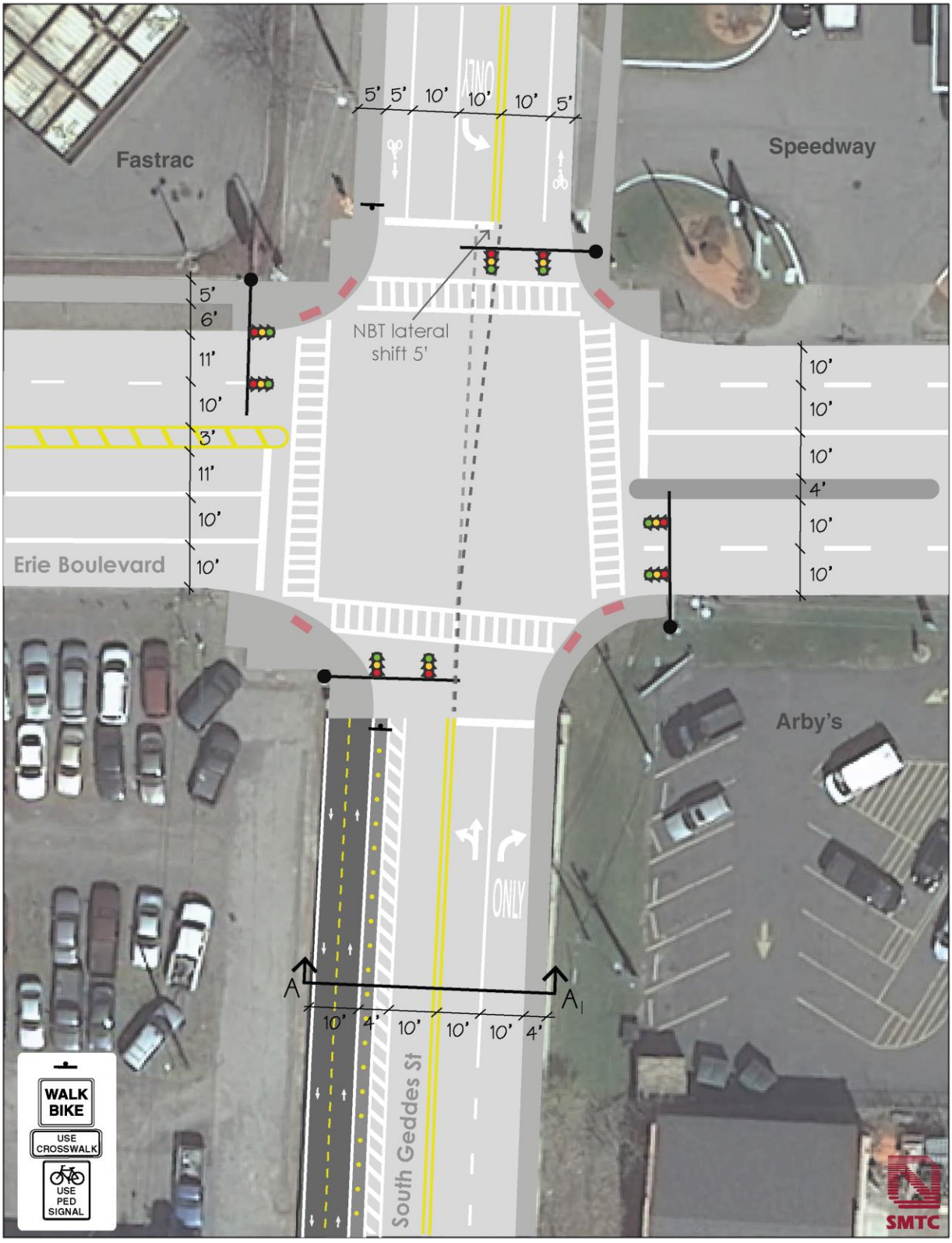
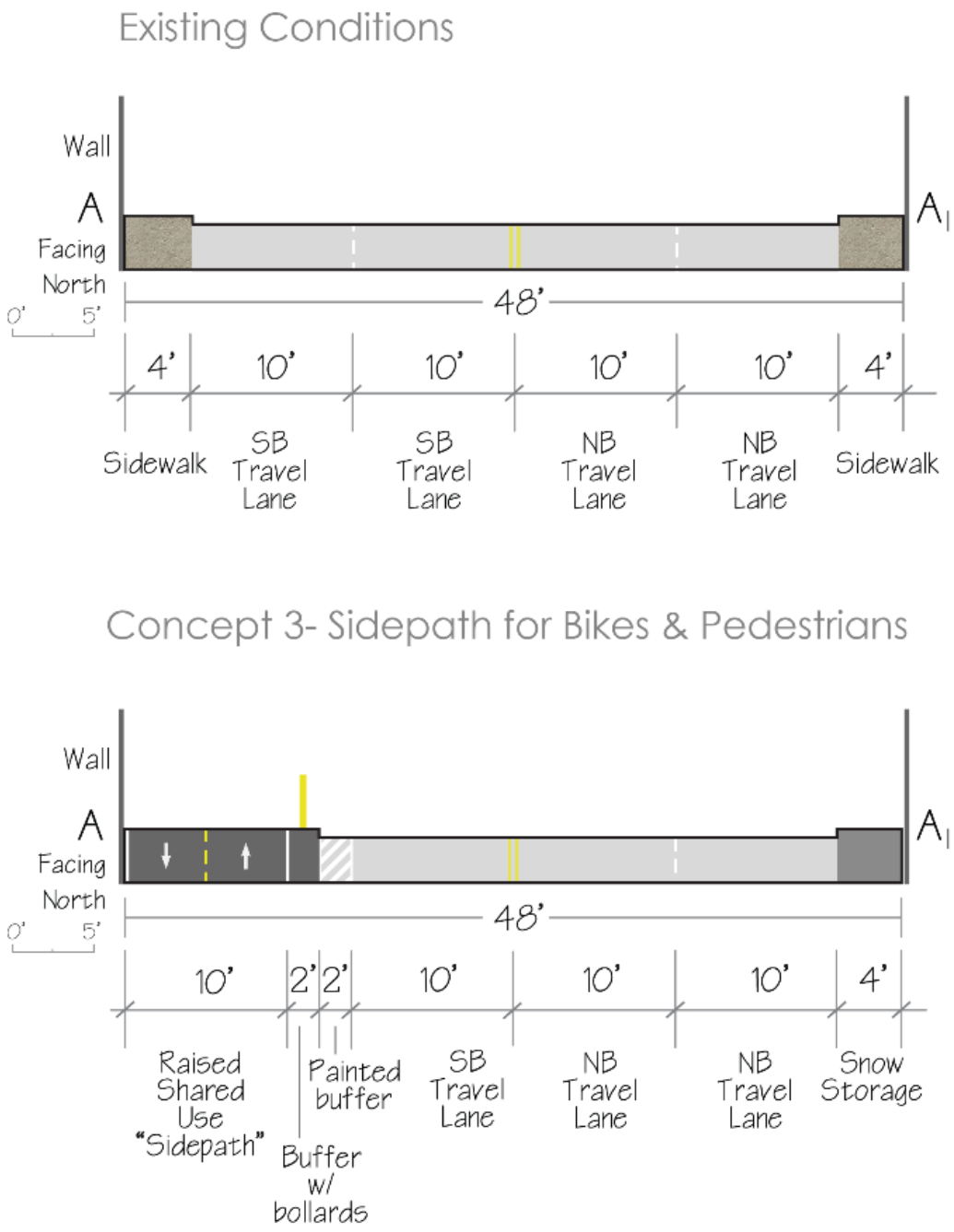


Figure 3.4: South Geddes Street/Erie Boulevard West Intersection Section Elevations, Concept 3



3.4.3 Potential off-road bike connections to South Geddes Street

In addition to the possibility of an off-road sidepath along South Geddes Street, connections to the corridor from surrounding neighborhoods would allow for a more robust bicycle network. Figure 3.5 includes an initial look at potential off-road bike facilities near the South Geddes Street corridor. This concept includes standard bike lanes (examined in section 3.4.1) as well as neighborhood greenways,[17]multi-use paths,[18] and a park road, the idea being that the majority of connections would be off-road as much as possible, in greenspace, existing right-of-way, and/or within Burnet Park.

A neighborhood greenway along Otisco Street, heading east, would allow for a connection over West Street into Downtown Syracuse. A neighborhood greenway along Rowland Street, followed by multi-use path heading west, would serve as a connection to Velasko Road and the Western Lights Shopping Plaza. Neighborhood greenways along Delaware Avenue and South Wilbur Avenue would provide northwest and southeast connections to the South Geddes Street corridor.

West Street crosswalk at end of Otisco Street (image courtesy of Google Maps).

A multi-use path from Seymour Street, to Amy Street and Grand Avenue would provide the opportunity to connect to the existing trail through Burnet Park, keeping pedestrians and bicyclists off-road as they head west toward Velasko Road.

[17] Neighborhood greenways are streets with low traffic volumes, often residential, that run parallel to major arterials and often connect to neighborhood parks and school. At major intersections, traffic calming devices are installed to assist the crossing of bicyclists and pedestrians (Syracuse Bike Plan, pg. 35).

[18] Shared used paths (multi-use paths) are physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. They may be used by bicyclists, pedestrian, skater, wheelchair users, joggers, and other non-motorized users (for the most part). Most shared use paths are designed for two-way travel.

Figure 3.5 Potential off-road bike connections to South Geddes Street

3.5 West Fayette Street opportunities

Opportunities for making improvements to the West Fayette Street study area are highlighted in purple on Figure 2.6. The addition of crosswalks, new and improved sidewalks, and enhanced crossings are suggested at key locations on the corridor. In addition, the following specific opportunities are noted:

- Consider adding formalized parking from Tompkins Street to Syracuse Street.
- Improve sidewalk and pedestrian experience under old railroad bridge.
- Add a pedestrian/cyclist shared-use trail parallel to the active rail line. This would require further analysis.
- Improve existing crossing at Seneca Street. Consider a Rectangular Rapid Flashing Beacon (RRFB) at this location.
- Consider a stop sign on West Fayette Street at Seneca Street. This would require further analysis.

Some of these opportunities were explored further, as highlighted in the next section.

3.5.1 Parking and Pedestrian Design Concepts

Parking is permitted on both sides of West Fayette Street between Nelson Street and South Wilbur Avenue, and based on windshield surveys conducted for this study, is well-utilized. The north side of West Fayette Street currently has an informal parking lane that is paved, but in fair to poor condition (crumbling pavement, loose gravel). There is no curb on the north side of the informal parking lane, but a metal guiderail marks its edge. The City requested that SMTC investigate formalized parking options for this section of the corridor, as well as examining the bicycle and pedestrian facilities.

Figure 3.6 shows the existing conditions along West Fayette Street between Nelson Street and South Wilbur Avenue. The informal parking lane is 11 feet wide, there are two travel lanes (eastbound is 15 feet, westbound is 16 feet), and sidewalk that is approximately 5 feet wide. There is also a large parking lot associated with the Ukrainian National Home that is accessed on foot with stairs on the north side of West Fayette Street, and by vehicle just west of the intersection with Nelson Street/Syracuse Street. The existing concrete sidewalk is in good condition. Over the years, sections of sidewalk were overlayed with asphalt (City regulations require sidewalk to be constructed of concrete). In addition, several impediments exist to the pedestrian path, rendering it non-ADA compliant in this block (utility poles, a fire hydrant, and guidewires).

Sidewalk impediments on West Fayette Street between Nelson Street and South Wilbur Ave.

Two design concepts were developed for this location and are shown on Figure 3.7. Concept 1 creates a 5-foot concrete sidewalk the full length of the block on the south side, but relocates the utility poles to a 2-foot snow storage strip. In addition, two 5-foot bike lanes are added, along with an 8-foot parking bay that houses 20 parking spaces. A crosswalk for crossing West Fayette Street at Syracuse Street is also added. See Figure 3.8 for a detailed view of Concept 1.

Concept 2 replaces the existing sidewalk with grass (keeping utility poles where they are), and adds a 6-foot concrete sidewalk and new curb. Two 8-foot parking lanes are shown in this concept, with a total of 42 parking spaces. A crosswalk for crossing West Fayette Street at Syracuse Street is also included here. See Figure 3.9 for a detailed view of this concept.

Figure 3.6: Existing Conditions Fayette Street: South Wilbur Avenue to Nelson Street

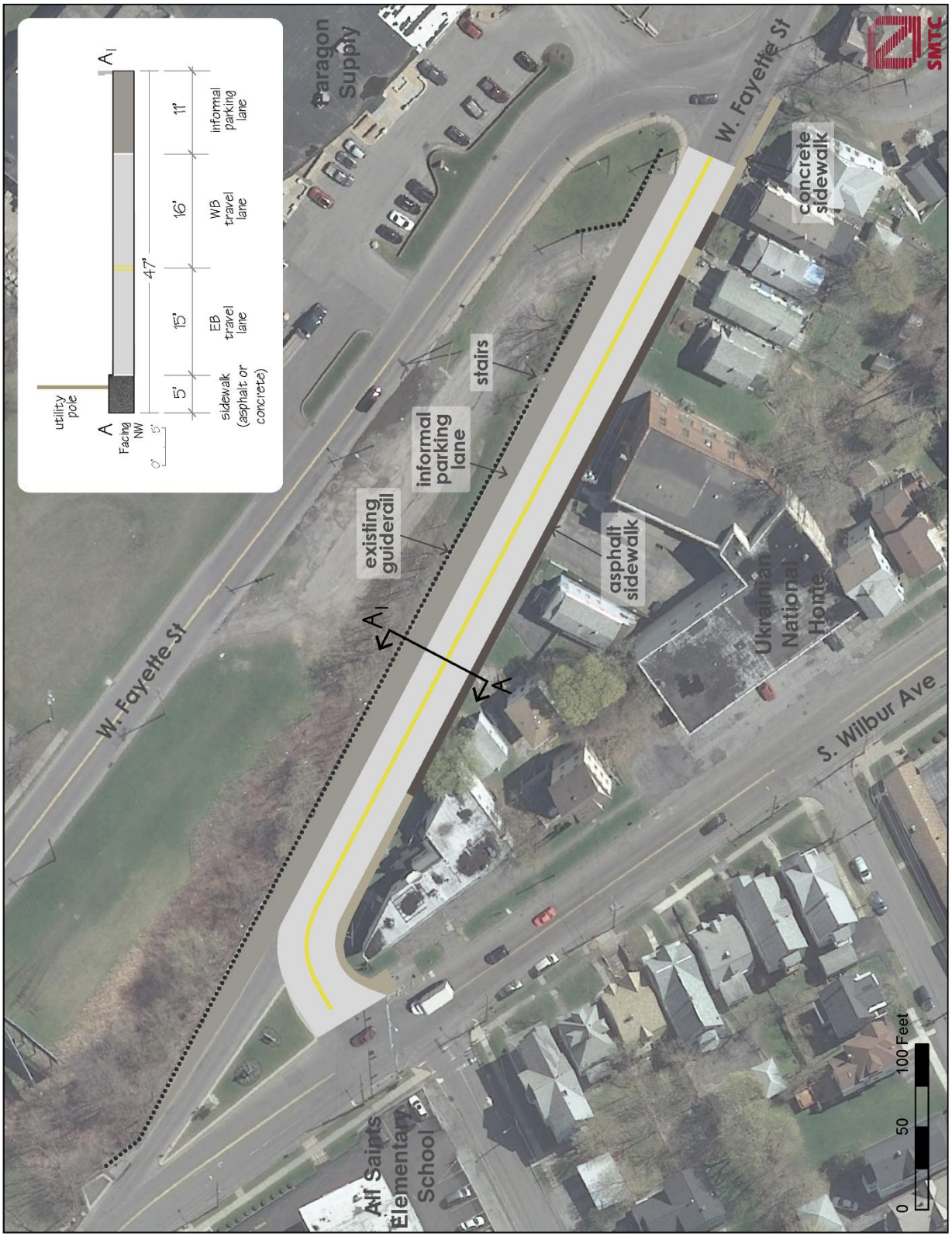


Figure 3.7: West Fayette Street Section Elevations (Between South Wilbur Avenue and Nelson Street/West Fayette Street)

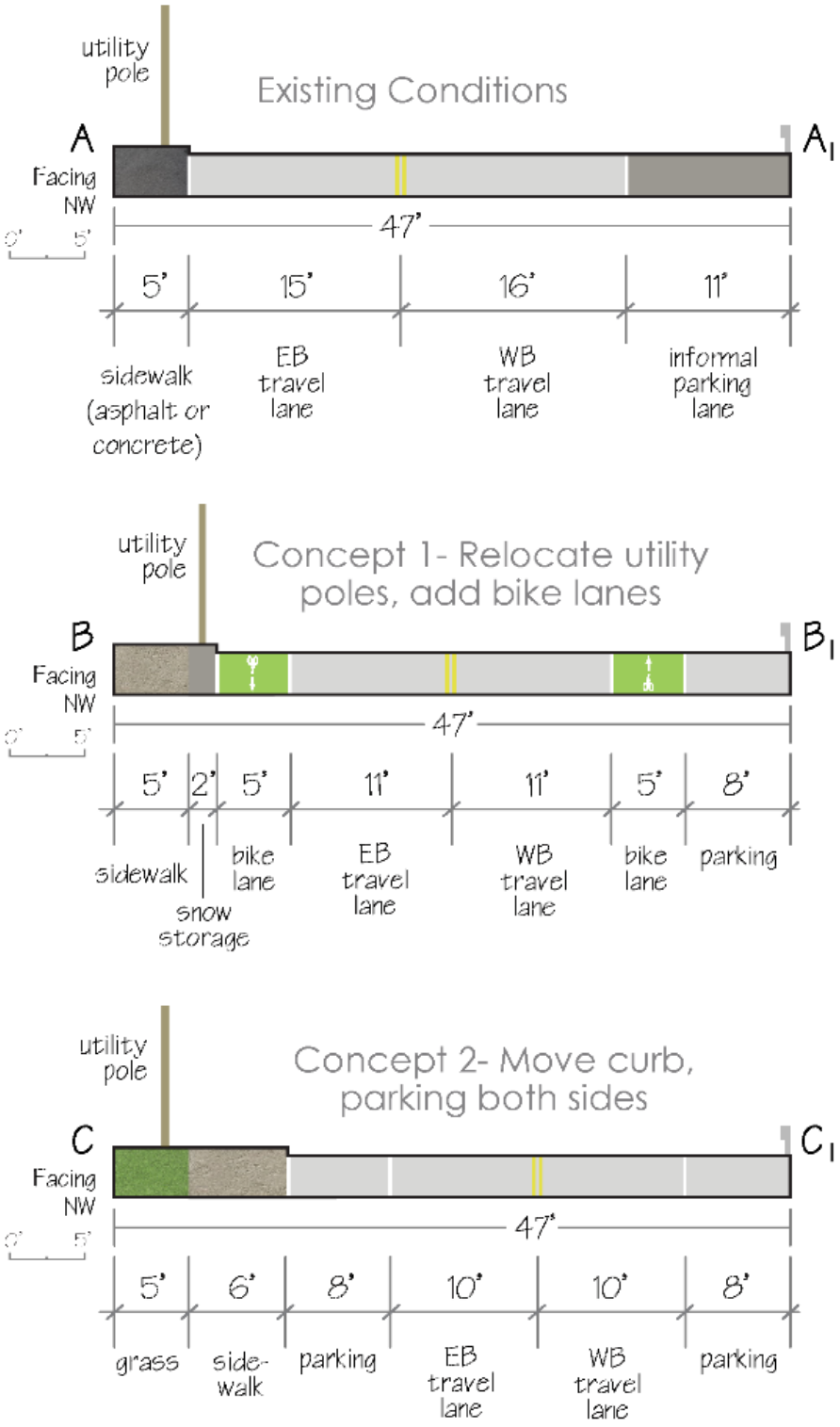


Figure 3.8: Concept 1 Fayette Street (South Wilbur Avenue to Nelson Street)

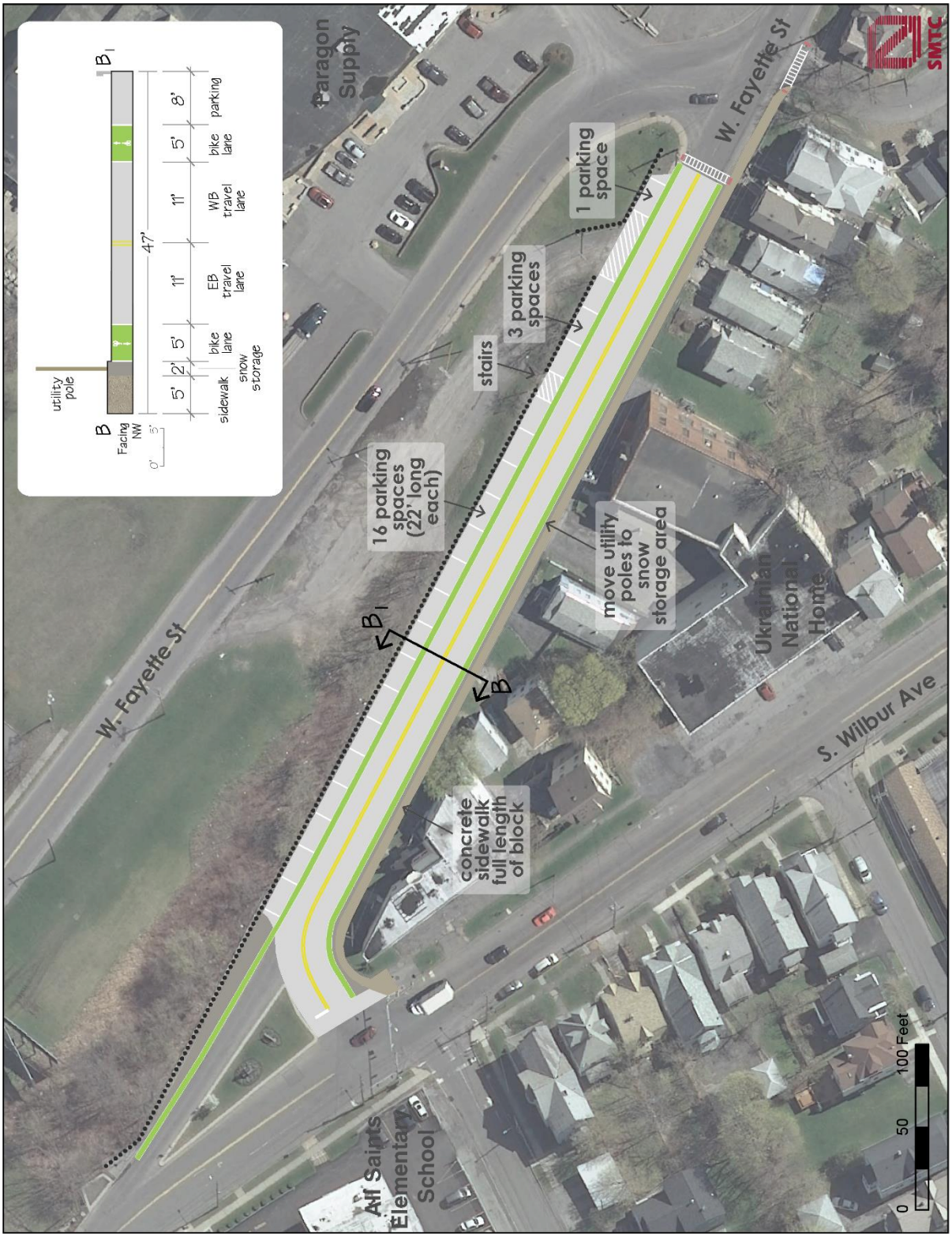


Figure 3.9: Concept 2 Fayette Street (South Wilbur Avenue to Nelson Street)

3.5.2 Walkway enhancement

There is an old railroad bridge that crosses over West Fayette Street between South Geddes and Magnolia streets. The sidewalk, fencing and walls under the bridge are in disrepair. The pedestrian experience here is less than desirable. A walkway enhancement design concept was developed for this location and is shown in Figure 3.10. Lighting, new paint, and sidewalks, and large planters (in lieu of fencing) improve the pedestrian experience at this location.

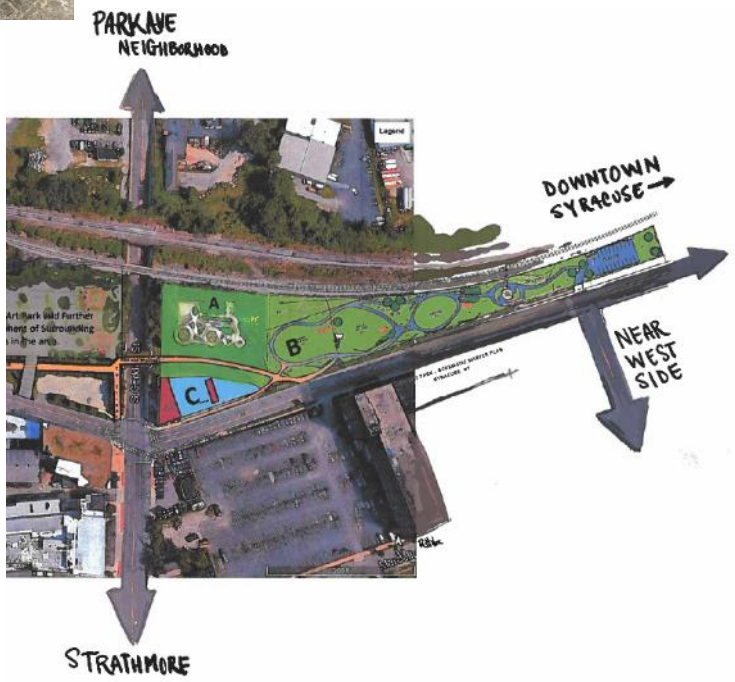
Figure 3.10 West Fayette Street Walkway Enhancement

3.5.3 Multi-use trail

Over the years, the notion of adding a multi-use trail along the railroad line on the north side of West Fayette Street has been suggested by community members. This trail would run through Lipe Art Park (on the east side of South Geddes Street), heading towards Tipperary Hill, and avoid the South Geddes/West Fayette Street intersection by using an abandoned railroad bridge that crosses over South Geddes Street. The trail could continue west until Magnolia Street where a crosswalk to the south side of West Fayette Street would be necessary. Heading east, due to the railroad tracks and railroad bridge over West Fayette Street, the trail would need cross to the south side at either Seneca or Niagara Streets. Bicyclists would have to dismount and follow the sidewalk to head into Armory Square.

The photos below show portions of two concepts with various amenities as well as additional trail connections for this trail shared with the SMTC by community members (the full concepts are located in Appendix C).

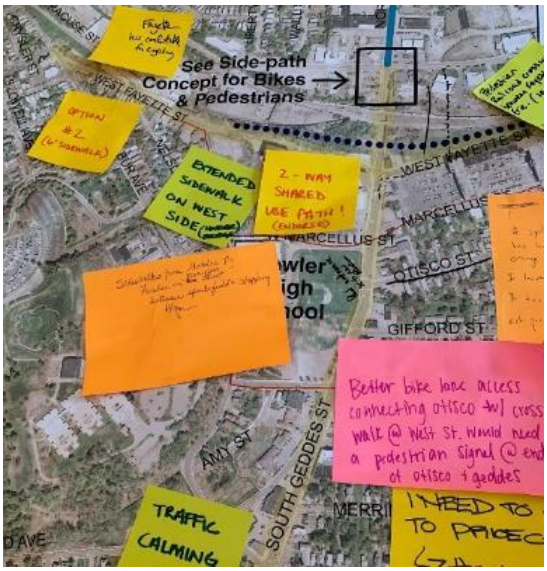
Potential trails shown in green and yellow, as submitted by a community member



Potential trails and amenities along West Fayette Street as submitted by a community member

3.6 Public outreach

On February 6, 2020, the SMTC held a meeting at PSLA at Fowler to ask the public to review and respond to the issues and opportunities/ideas developed by the SMTC for this project (noted in sections 3.1 through 3.5). Meeting attendees were also asked to share their concerns and suggestions for corridor improvements through a variety of means: a question/answer period, responding to a questionnaire (17 questionnaires were turned in), filling out comment forms (9 comment forms were received), and reviewing draft recommendation ideas while speaking with SMTC staff at three stations. At one of the stations, attendees were asked where they wanted to see bicycle and pedestrian connections made to the study area by providing suggestions on a large map.



Bike/pedestrian connection comments received at the February 2020 public meeting.

3.6.1 Summary of public input

Meeting attendees were asked to respond to a questionnaire that asked how, why, and how often they travel along South Geddes and West Fayette Streets (see complete Questionnaire results in Appendix A). According to the results, whether it's daily, a few times a week, or just once a week, the majority of respondents most often drove (versus other forms of travel) on South Geddes Street and West Fayette Street. Walking is the next most popular mode of travel along these corridors. Respondents noted that they used both corridors most often for working/commuting, or "other" purposes. For those traveling on South Geddes Street, the majority of respondents were just passing through, while on West Fayette Street, respondents passed through or were visiting a destination on the corridor almost equally.

Respondents were also asked where they cross South Geddes Street and/or West Fayette Street and whether they usually cross at a certain intersection, near a school, or particular store. The intersection of West Fayette and South Geddes Streets was the most popular response, followed by Otisco Street (for those crossing South Geddes Street) and West Street (for those crossing West Fayette Street).

Table 3.1 provides a summary of the comments received during the public meeting, via the question/answer period, the comment forms, questionnaire, and map (see Appendix A for detailed comments).

Overall, public meeting attendees favored the improvement of pedestrian access and the addition of bicycle infrastructure on both South Geddes Street and West Fayette Street. The public felt that additional crosswalks and bringing existing pedestrian facilities into ADA and City code compliance were important. Many attendees felt that a shared use sidepath on South Geddes Street would satisfy both pedestrians and cyclists. However, a couple of bicyclists did feel that on-road facilities were preferred, especially on

South Geddes Street, to connect to the existing bike lanes north of Erie Boulevard West. On West Fayette Street, Concept 2 for parking was preferred by meeting attendees that lived in the area. This concept adds 42 parking spaces on both sides of the street, between South Wilbur Avenue and Nelson Street/Syracuse Street, and keep the utility poles where they are, while adding six feet of sidewalk to the south side of West Fayette Street. In addition, there was strong support for a trail that extends along the abandoned rail line from Lipe Art Park over South Geddes Street towards Tipperary Hill.

3.6.2 Additional issues/opportunities

A few additional issues and opportunities were identified by the public at the meeting and are noted below.

Traffic calming

Traffic calming measures were suggested for the intersections of West Fayette/South Geddes Streets and Grand Avenue/South Geddes Street. No specific measures were shared.

Red light running

A few attendees mentioned that red light running is an issue in the South Geddes Street Corridor. They noted that traffic patterns are currently dangerous, and long waits at red lights tend to make motorists aggressive, and then 2 to 5 cars run the red light at all hours of the day and night.

Suggested connections

Railroad crossing: One of the trail connections suggested by meeting attendees was to add a pedestrian trail through Lipe Art Park on West Fayette Street (in order to avoid being on South Geddes Street and walking/bicycling under the bridge between West Fayette Street and Erie Boulevard West). A pedestrian crosswalk over the active rail lines was suggested here. A similar opportunity was shared by another attendee that suggested crossing the rail lines as well, but further east, across from Tioga Street and through the parking lot that extends directly behind 615 Erie Boulevard West. This parking lot serves several of the Erie Boulevard West businesses adjacent to 615 Erie Boulevard West. The West Fayette Street entrance/exit to this parking lot is gated, and opened occasionally to allow workers to leave via West Fayette Street (the lot has been gated due to pass-through vehicular traffic). Employees using this lot cross the railroad tracks in their vehicles and on-foot to park and then access the buildings on Erie Boulevard West.

Western Lights Plaza: A public meeting attendee stated that there are many pedestrians and bicyclists funneling into the Western Lights Plaza from the Strathmore and Skunk City neighborhoods. They noted that there are no crosswalks for crossing Onondaga Boulevard, as well as sidewalks that disappear at various points along Onondaga Boulevard. They also shared that the lighting and sidewalks on West Onondaga Street between Hoefler Street and Velasko Road could use improvement, as this stretch also sees a high volumes of cyclists and pedestrians. (In 2016, the SMTC completed the *Western Lights Pedestrian Access Study* that examined some of these very concerns and made suggestions for improved pedestrian crossings and streetscaping.)

Table 3.2: Summary of Public comments & suggestions received at February 6, 2020 public meeting

Category	Issues/Comment/Suggestions
Pedestrian related	• Several sidewalks are not ADA compliant. • Sidewalks on east side of S. Geddes St. are regularly blocked by illegally parked vehicles. • Sidewalks on east side of S. Geddes St. are overly wide. • Additional crossings/crosswalks are needed on both corridors. • Fix timing of pedestrian crossing signals. • Sidewalks needed on Marcellus St. to connect S. Geddes St. to PSLA @ Fowler.
Shared-use path on west side	• On S. Geddes St. (under bridge) have sidewalk ramp up or ascend an incline to create more separation between the cars and pedestrians. • Endorse shared-use path under bridge on S. Geddes St. • Snow removal would be needed.
Bicycle related	• Crossing at bridges is terrifying. • People won't want to bike if they do not feel safe. • I'd like to be able to ride my bike south of Erie Blvd. West. • Make bicycle connections to the existing infrastructure on N. Geddes St. • Need better bike access connecting Otisco St. with crosswalk at West St. • Bike share: every off-system stop = $5? • I want to stay on W. Fayette St. to bike but take other routes for safety.
Trails & connections	• Reuse railroad bridge between W. Fayette St. and Erie Blvd. West over S. Geddes St. as a pedestrian walkway. • Need an off-road connection from W. Fayette St. through Lipe Art Park or across Tioga St. over the railroad tracks. • Pedestrian/bicycle connections to Western Lights Plaza are needed.
Motor vehicle & Traffic related	• Motorists do not yield to pedestrians in crosswalks. • Motorists run red lights. • Both corridors are auto-centric/auto-focused. • Left turns at non-signalized intersections are difficult. • Speeding vehicles are prevalent (especially along S. Geddes. St. near the schools). • Car traffic is fine. • Traffic calming measures are needed (especially at W. Fayette St./S. Geddes St.; Grand Ave./S. Geddes St.).
Transit	• Need more bus routes passing (and stopping) at S. Geddes St./W. Fayette St.
Other	• Both streets have significant opportunities to improve safety for non-motorized users. • How does crash data compare to other streets across the city? • Sidewalks should be planned with the urban forestry plan in mind. • Need safety around Delaware School • I need to get to Price Chopper – how can this happen? • Endorse option #2 for parking on W. Fayette St.

Based on the existing conditions, issues and opportunities, as well as public feedback, the SMTC developed a series of recommendations, which are outlined in Chapter 4.

4 RECOMMENDATIONS

4.1 Overall study area recommendations

4.1.1 Transit

Recommendations for improving transit along the two corridors include fixing transit stop signage (replace missing signs) and adding concrete landing pads where they are currently lacking. The locations with the highest ridership (see Section 2.4) should be addressed first. Through the SMTC's *Erie Boulevard Transit Mobility Enhancement* study (a planning-level technical analysis), completed in December 2019, the SMTC developed a series of transit stop enhancements that can also be applied throughout the SMTC planning area. Three levels of enhancements were identified: Level 1 for stops with high usage/primarily boardings, Level 2 for moderate usage/primarily boardings, and Level 3 for stops with primarily alightings.

Based on the methodology used in the Erie Boulevard Transit Mobility Enhancement study, the Seymour Street/South Geddes Street SW bus stop (located near PSLA at Fowler) with 38 factored boardings/day in 2018, may fall into the category of Level 1 enhancements. Suggested Level 1 enhancements include a bus shelter structure, bench within the structure, a large concrete pad waiting area, bike racks, and connection to the adjacent sidewalk. Stops at West Onondaga Street/South Geddes St SW (15 factored boardings/day), South Geddes Street/Gifford Street SE (11 factored boardings/day), and Hartson Street/South Geddes Street SW (10 boardings/day) would fall into the Level 2 category. Level 2 suggested enhancements include a bench, large concrete waiting pad, and connections to the sidewalk. The stop at South Wilbur Street/Tennyson Avenue SW (5 factored boardings/day) would likely receive Level 3 suggested enhancements, including a large concrete waiting pad and connection to the sidewalk.

The SMTC recommends that the City of Syracuse work with Centro to further evaluate transit stops along South Geddes Street and West Fayette Street to determine if those with the highest ridership could be better served with the enhancements developed through the SMTC's Erie Boulevard Transit Mobility Enhancement Study.

4.1.2 Pedestrian

General recommendations for improving pedestrian travel along South Geddes Street and West Fayette Street include the following:

- Bring all sidewalks, crosswalks, and curb ramps into ADA compliance and compliance with City codes (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; sidewalks should be made of concrete and continue through driveways).
- Add a sidewalk or walkway along Marcellus Street (on the west side of South Geddes Street) to offer safe pedestrian access to students/parents, and faculty at PSLA at Fowler.
- Add crosswalks at key unsignalized intersections in both corridors, following guidelines put forth in the New York State Pedestrian Safety Action Plan (NYS PSAP). For either corridor, it is recommended that the City use Basic Treatment Package B for Posted Speed Limit 30 and 35 mph

(for 3 or more lanes), plus the enhanced treatment of a Rectangular Rapid Flash Beacon (RRFB) (See Appendix D for details of Package B). RRFBs are used to supplement pedestrian warning signs at uncontrolled intersections or mid-block marked pedestrian crosswalks. RRFBs include flashing lights that alert motorists that pedestrians are using the crosswalk. Studies have shown that RRFBs significantly increase driver yielding behavior. RRFBs that require pedestrian push-button activation are recommended. RRFBs are recommended at the following locations:

Example of a Rectangular Rapid Flashing Beacon.

- Marcellus Street/South Geddes Street, only if the City removes the existing tri-color signal at Otisco Street. If the existing signal remains, work with the SCSD to determine if the iron fence along the school property can be opened across from Otisco Street during school arrival/dismissal times.
- Possibly at South Geddes Street/Fitch Street (east) to assist with school crossings. (This would not take the place of existing crossing guards.)
- Rowland Street/South Geddes Street (near Mundy Branch Library).
- West Fayette Street at Seneca Street or Tioga Street.
- West Fayette Street at Magnolia Street.

4.1.3 Multi-use Trail

Public feedback indicated a strong desire for a multi-use trail that runs parallel to the railroad tracks on the north side of West Fayette Street, through Lipe Art Park, heading west over South Geddes Street towards the Tipperary Hill neighborhood. Pursuing this trail would be a relatively straight forward project for the City, given the already well-established Lipe Art Park, and the abandoned railroad bridge over South Geddes Street. It is recommended that the City complete any further analysis necessary to make this trail a reality, as it will improve non-motorized travel, quality of life, and serve as a connection between Downtown Syracuse and the West Side, Near West Side and Tipperary Hill.

As part of this effort, it is recommended that the City consider connections to Erie Boulevard West through the parking lot behind 615 Erie Boulevard West, and over the active railroad tracks. This would require additional study/analysis and close work with property owners in the area, as well as the CSX rail company. However, this would provide a key off-road north/south connection for active transportation users.

4.1.4 Other

Although technically outside the study area, improving the pedestrian connections and adding bicycle connections from South Geddes Street/West Fayette Street to the Western Lights Plaza area should be considered. The public indicated a need for crosswalks, completion of sidewalks, and pedestrian level

lighting along West Onondaga Boulevard into Western Lights Plaza, and along West Onondaga Street. Some of this area and these needs were previously studied by the SMTC through the *Western Lights Area Pedestrian Access Study*, as an application study for the Sustainable Streets project. Making improvements along the West Onondaga Street/Onondaga Boulevard corridor would allow for safer access between City of Syracuse neighborhoods and shopping in the Town of Geddes.

4.2 South Geddes Street recommendations

- Work with SCSD to improve arrival/dismissal. Investigate options for parent vehicle "standing". It is recommended that this be pursued through the SMTC's upcoming *Syracuse School Loading Zone Study*. This study is on the SMTC's 2020-2021 Unified Planning Work Program. The purpose of this study is to develop recommendations for safer and more efficient school loading zones. Recommendations for physical changes as well as potential policy adjustments will be considered as part of this planning effort. This effort is contingent on active participation from the Syracuse City School District.
- Pursue a west side shared use sidepath for bike lanes along South Geddes Street to accommodate both bicyclists and pedestrians through the corridor. Or, implement road diet option 2 in conjunction with a sidepath under the bridge between West Fayette Street and Erie Boulevard West. Road diet option 2 continues to allow left turns from two lanes on Grand Avenue and maintains two northbound travel lanes on South Geddes Street from Grand Avenue to Seymour Street. This option would likely require some widening (to accommodate on-road bike where the two northbound travel lanes are maintained) and creates a mid-block merge point just north of the Seymour Street signal.

4.3 West Fayette Street recommendations

- Pursue one of the parking options for the west end of West Fayette Street as outlined in Section 3.5.1. Both options improve the pedestrian travel way and formalize parking. Option 1 adds bike lanes and moves utility poles. Option 2 would be less cost prohibitive, as moving utility poles would not be necessary.
- Implement the walkway enhancement design concept for the old railroad bridge between South Geddes and Magnolia Streets is recommended. This will improve the pedestrian experience under the bridge.

4.4 Conclusion

South Geddes Street and West Fayette Street are the main arteries serving commuters heading from the Near West Side and Westside neighborhoods into Downtown Syracuse. Both corridors see significant vehicular traffic, but in recent years have seen an increase in pedestrian and bicycle traffic. As the Near West Side redevelops, it is critical that options for active transportation and transit be incorporated into public and private plans. Most public comments received through this study acknowledged a need for improved pedestrian and bicycle accommodations in both corridors.

The SMTC developed general recommendations that can be implemented to improve the overall active transportation experience along both corridors, as well as recommendations tailored to specific concerns. A sidepath on the west side of South Geddes Street is recommended as the option that can accommodate

both pedestrians and cyclists without removing travel lanes and increasing delay along the corridor. On West Fayette Street, formalized parking on the western end of the corridor is recommended, as are improved sidewalks. A multi-use trail linking Lipe Art Park to the west side of South Geddes Street is highly desired by the public and would make a great addition to these neighborhoods.

APPENDICES

South Geddes Street and West Fayette Street
Complete Streets Review
Syracuse Metropolitan Transportation Council

SMTC

APPENDIX A

SMTC

City of Syracuse
South Geddes & West Fayette
Complete Streets Review

Public Involvement Plan

October 2018

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

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I. Introduction

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

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

The **South Geddes & West Fayette Complete Streets Review** planning study is intended to identify and document opportunities to add or improve bicycle, pedestrian, and transit facilities within the existing public rights-of-way on South Geddes Street (between Erie Boulevard West and Bellevue Avenue), and along West Fayette Street (between Walton and Tompkins Streets). Under the City's ongoing ReZone Syracuse plan, both of these corridors are anticipated to see an increase in development options. As the Near West Side redevelops, it is critical that options for transit and active transportation be incorporated into public and private plans.

The SMTC will engage in a public outreach process throughout the project that will cast a wide net in order to obtain as much input and feedback as possible. This Public Involvement Plan (PIP) is intended to supplement the Scope of Work approved for this project in May 2018.

II. Goals

The intent of the Public Involvement Plan (PIP) for the **South Geddes & West Fayette Complete Streets Review** is to:

(1) Create public awareness of the study's goals, objectives, and process, as well as to publicize the public participation opportunities and activities available throughout the study; and

(2) Involve the public throughout the planning process.

III. Study Advisory Committee

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

- City of Syracuse
  - Department of Planning
  - Department of Public Works
  - Department of Engineering
- Centro
- Syracuse School District
- Syracuse-Onondaga County Planning Agency (SOCPA)
- New York State Department of Transportation (NYSDOT)
- Onondaga County Health Department (OCHD)
- Onondaga County Department of Transportation (OCDOT).

The SAC will meet regularly with the SMTC to assist in managing the project. The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed input and guidance throughout the project.

SMTC anticipates holding up to four SAC meetings over the course of this study.

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

IV. Public Meeting

The SMTC anticipates holding two public meetings for this study, with both meetings containing the same content. The exact format for the meetings will be determined in cooperation with the SAC as the study progresses. Format options include a traditional presentation and question-and-answer style meeting, a workshop / open house, or a "drop-in" informational session.

The public meetings will be held after SMTC staff and the SAC have created an initial list of recommendations for the corridor. SMTC staff will review the draft recommendations at these public meetings and gather public feedback. The meetings will provide the public with an opportunity to identify additional issues, opportunities, and recommendations for the corridor.

The SMTC will be responsible for issuing press releases, creating meeting materials, mailing meeting fliers, running the meeting, and preparing a meeting summary. The City of Syracuse will assist the SMTC in securing meeting locations. SMTC will work with the SAC to develop a strategy for notifying the public of the public meetings. This is likely to include press releases, distribution of meeting fliers at key locations within the study area, and coordination with existing community groups. SMTC will also ask SAC members and stakeholders to assist with the outreach prior to the public meetings.

The public meetings will be held in a facility that is accessible to individuals with disabilities in compliance with the Americans with Disabilities Act. The SMTC will make every effort to respond to those who need an American Sign Language interpreter, assistive learning system, or any other accommodations (including language interpretation – see section on Limited English Proficiency) to facilitate the public's participation in the transportation planning process.

V. Additional Public Outreach

Stakeholders list

Stakeholders are those individuals that have a significant personal or professional interest in the study. Early in the study, SMTC will work with the SAC to compile an initial list of stakeholders based on staff and SAC members' knowledge of the community. Additional stakeholders will be added continuously throughout the study at the request of the SAC or any community member. The SMTC will provide stakeholders with pertinent study information, keep them apprised of significant study developments, ensure that they are notified of the public meeting, and encourage them to provide feedback and comment regarding the **South Geddes & West Fayette Complete Streets Review**. Potential stakeholders could be discovered through the West Side Tomorrow's Neighborhoods Today (TNT) group, as well as others.

Distribution of study materials

If deemed necessary (at the discretion of the SAC and/or other appropriate SMTC committees), the SMTC may distribute study-specific information at sites throughout the study area (including study area businesses). This information may include one or more of the following: introductory flier, meeting notice, comment card, and a pre-addressed survey on a particular study issue. It is also the SMTC's intent to work with and encourage other agencies to include this information in their publications or to assist in material distribution.

Approved documents, such as the study's Final Report, may be made available at the Central Library. News releases will be produced to announce the availability of such items and to invite written comments to be submitted to the SMTC.

Public comment
All interested individuals (especially those who are not able to attend the public meeting or participate in direct contact with the SMTC staff) are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study, verbally and on all study material and publications. The public is also welcome to attend any of the SMTC's Executive, Planning, and Policy Committee meetings. Findings from the **South Geddes & West Fayette Complete Streets Review** will be presented to both the Planning and Policy Committees.

Limited English Proficiency
Individuals that report speaking English "less than very well" are considered to have limited English proficiency (LEP). The SMTC's *LEP Plan* is based largely on the NYSDOT's Office of Civil Rights Draft LEP Toolkit. This toolkit sets a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'"[1,2].

The SMTC has examined American Community Survey (ACS) data for LEP populations for Census tracts throughout our planning area. The study area is located within and adjacent to nine Census tracts: 21.01, 29.01, 30, 32, 38, 39, 40, 49, and 50.

According to data from the ACS, ten percent of study area residents speak Spanish. This is a relatively high proportion, as six percent of residents citywide speak Spanish. Of the 2,006 Spanish speakers in the study area, the majority (59 percent) report speaking English "very well" and 41 percent report speaking English "less than very well." And, approximately 20% of the total population over 5 years of age in Census Tract 30 are Spanish speakers.

Because this single language group makes up ten percent of the study area's residents, the study area for the **South Geddes & West Fayette Complete Streets Review** meets the threshold set by the NYSDOT for project-based LEP accommodations. The SMTC anticipates translating fliers and public meeting materials to Spanish for this project. In addition, the SMTC will ensure that language interpretation services are offered and available during public meetings. (Note: SMTC always indicates on meeting fliers that American Sign Language interpretation will be provided - with prior notice - for public and/or SAC meetings if necessary.)

[1] Syracuse Metropolitan Transportation Council, *Title VI and LEP Plan*, Syracuse Metropolitan Planning Area, Final Report February 2015, p. 41.
[2] "A safe harbor means that if a recipient provides written translations under specific circumstances, such action will be considered strong evidence of compliance with the recipient's written-translations obligations under Title VI." (Syracuse Metropolitan Transportation Council, *Title VI and LEP Plan*, Syracuse Metropolitan Planning Area, Final Report February 2015, p. 41.)

VI. Press Releases and Media Coverage

The SMTC will issue press releases announcing the details of the public meetings for this project to all major and minor newspapers, television stations, and radio in advance. If necessary, the SMTC will also send additional news releases, or take the initiative to promote media coverage on pertinent developments pertaining to the **South Geddes & West Fayette Complete Streets Review**.

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

VII. SMTC Publications

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and studies. This newsletter is distributed to over 5,000 individuals, as well as to the media, agency representatives, municipal officials, elected leaders, and community agencies.

It is anticipated that articles on the **South Geddes & West Fayette Complete Streets Review** (e.g. study development issues or the announcement or coverage of a public meeting) will be published in future issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flier/report to convey a timely study development, the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the **South Geddes & West Fayette Complete Streets Review**.

The SMTC website (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **South Geddes & West Fayette Complete Streets Review**, and any final approved reports.

VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the development of the **South Geddes & West Fayette Complete Streets Review**. This study aims to identify opportunities for the City of Syracuse to add or improve bicycle, pedestrian, and transit facilities within the existing right-of-way for all users along the South Geddes Street and West Fayette Street corridors. The participation of the people who live, work, and travel along these corridors is crucial to the study's success.

Complete Streets – Geddes Street & West Fayette Street

Public Meeting

February 6, 2020

Public Service Leadership Academy at Fowler - Auditorium

SMTC Staff Attending:

- Danielle Krol, Project Manager
- James D'Agostino, SMTC Director
- Meghan Vitale
- Kevan Busa
- Andrew Frasier
- Aaron McKeon

Meeting Summary

Ms. Krol presented a set of PowerPoint slides explaining the study's purpose, findings, and recommendations. Information presented included turning movement counts (including bicycle and pedestrian counts), collision data, street and sidewalk width measurements, and other data.

Audience members asked questions to clarify the information being presented:

- Question: A member of the audience had questions about the information related to vehicle queueing on Geddes Street – specifically, northbound traffic queueing at the Geddes/Erie Boulevard intersection.
    - Ms. Krol explained that the SMTC's measurements indicate that roughly northbound 20 vehicles can "fit" between Erie Boulevard and Fayette Street – when more than 20 cars are added to the queue, it spills into the Geddes/Fayette intersection.
- Question: It seems counterintuitive that traffic volumes are heaviest during the evening peak hour, not the morning peak hour.
    - Ms. Vitale explained that it is not unusual for the evening peak hour to represent the highest traffic volume for the day.
- Question [Tim Rudd]: On the bicycle counts – if a cyclist passes through two approaches at an intersection, are they counted twice?
    - Ms. Krol explained that, yes, that would be the case.
- Question [Rick Destito]: Would commuter car traffic drop substantially if bicycle facilities were improved [as commuters switch modes from car to bike]?
    - Ms. Krol expressed optimism that cycling would increase.

- Question: How do bicycle and pedestrian collision rates compare to other cities?
    - Ms. Krol explained that city-to-city comparisons were not part of this analysis, but that this could be looked into further.
- Question: How many of the vehicles on Geddes Street at Fayette are using Geddes to get to its southern terminus at Glenwood Ave?
    - Mr. D'Agostino explained that we did not perform an origin-destination study as part of this project and it would be impossible to answer this question without that kind of data collection.
- Comment: A member of the audience expressed opposition to the idea of taking through lanes away from vehicles on Geddes, on the basis that the current merge for northbound vehicles (from two lanes to one lane between West Fayette and Erie Boulevard) is already a problem.
- Comment: People are scared to use Geddes Street currently (because of "life", not because of traffic issues). To get insights into improvements, we should talk to people who don't use Geddes and ask them why.
- Question: What is the rationale for the merge from two lanes to one lane on northbound Geddes Street north of Fayette Street?
    - Answer: Ms. Vitale explained that this is necessary to accommodate bike lanes on North Geddes Street, north of Erie Boulevard.
- Comment: A resident of the area who frequently commutes by bike said [paraphrased]: I bike – I wouldn't use Geddes – the cars move too fast and vehicles weave in and out of lanes – cars paths are uncertain. A separate facility is needed. Improvements connecting Fayette Street to Downtown seem like a more immediate win.
    - Ms. Krol suggested that ideas like this should be added to the Trails Map available for meeting attendees to mark-up and comment on after the meeting.
- Comment: A member of the audience stated that he felt safer biking in midtown Manhattan than on Geddes Street, because of vehicles' high speeds. He opined that "If it was safe, lots more people would bike."
- Additional comments:
    - A major transit improvement would be snow removal at bus stops.
    - Drivers often use curb ramps as a way to access convenience store parking lots by driving on the sidewalk. Could bollards be installed to prevent this?
    - Otisco Street has a signalized crossing on West Street – markings for cyclists on Otisco Street should be upgraded to create a better east-west connection to Downtown.
    - Being able to walk through Lipe Park to reach Erie Boulevard would be a great improvement.

- The current Geddes Street sidewalk through the railroad undercrossing is narrow and constricted – there should be a ramp to elevate the sidewalk above the street to make this safer.

Open House and Adjournment

Following the presentation, meeting attendees were encouraged to look at and comment on project materials set up in a vestibule outside of the auditorium. Project boards summarizing issues and opportunities along West Fayette Street and Geddes Street were available for review and comment. Additionally, there was an aerial map of the study area available for meeting attendees to mark up and provide ideas on, with an emphasis on trails and corridors that could be upgraded for bicycle and pedestrian use.

The meeting concluded at 8:00 p.m.

PUBLIC MEETING

GEDDES/FAYETTE STREETS
COMPLETE STREETS REVIEW

Thursday, February 6, 2020
6:30 - 8:00 p.m.

A presentation will be given at 6:30 p.m. There will also be exhibits and design ideas for your review.

PSLA @ Fowler Auditorium
227 Magnolia Street
Syracuse, NY
(Use the EVENT entrance)

The meeting location is served by CENTRO routes 138/236 (Auburn-Camillus) & 74/274/374 (Solvay). The facility is ADA accessible, and a Spanish interpreter will be present. To request special accommodations, please contact: Patricia Wortley at 315.422.5716 or pwortley@smtcmpo.org. Requests should be made by January 30.

The Syracuse Metropolitan Transportation Council (SMTC) is currently conducting the Geddes & Fayette Streets Complete Streets Review on behalf of the City of Syracuse. This planning-level study examines opportunities to add or improve bicycle, pedestrian and transit facilities within the existing right-of-way along South Geddes Street (from Erie Boulevard West to Bellevue Avenue) and West Fayette Street (between Walton and Tompkins Streets). We are seeking your input and feedback on draft concepts for these corridors.

Syracuse Metropolitan Transportation Council
126 N. Salina St., Suite 100
Syracuse, NY 13202
315.422.5716 | www.smtcmpo.org

REUNION PUBLICA

CALLE SUR GEDDES & OESTE FAYETTE
REVISION COMPLETA DE CALLES

Jueves, Febrero 6, 2020 6:30 - 8:00 p.m.

La Presentación será dada a las 6:30 p.m. También habrán exhibiciones de ideas y diseños para su revisión.

PSLA @ Fowler Auditorio
227 Magnolia Street
Syracuse, NY
(Use la entrada de EVENTOS)

La ubicación de la reunión es servida por la ruta CENTRO rutas 138/236 (Auburn-Camillus) & 74/274/374 (Solvay). La instalación es accesible por ADA y un intérprete en Español estará presente. Parasolicitar un alojamiento especia comuníquese con: Patricia Wortley al 315.422.5716 o pwortley@smtcmpo.org.

El Consejo de Transportación del área Metropolitana de Syracuse (SMTC) está actualmente dirigiendo la revisión completas de las calles Geddes & Fayette en nombre de la Ciudad de Syracuse. Este estudio a nivel de planificación examina oportunidades para agregar o mejorar instalaciones para bicicletas, peatones y el transito dentro del derecho del paso existente a lo largo entre la calle Geddes Sur (desde Erie Boulevard Oeste hasta la Avenida Bellevue) y la calle Fayette Oeste (entre la calle Walton y la calle Tompkins). Estamos buscando su opinion y comentarios sobre los borradores de conceptos para estos corredores.

Syracuse Metropolitan Transportation Council
126 N. Salina St., Suite 100
Syracuse, NY 13202
315.422.5716 | www.smtcmpo.org

SOUTH GEDDES & WEST FAYETTE STREETS
COMPLETE STREETS REVIEW

SMTC

Please share with us how and why you travel on S. Geddes St. and W. Fayette St. by answering the following questions:

1. How often to you drive, walk, bike, or take the bus on S. Geddes St. and W. Fayette St. (please mark your responses with an "x" or checkmark)?

	S GEDDES ST				W FAYETTE ST			
	Daily	2-3 times/ week	Once/ week	Never	Daily	2-3 times/ week	Once/ week	Never
Drive	◯	◯	◯	◯	◯	◯	◯	◯
Walk	◯	◯	◯	◯	◯	◯	◯	◯
Bike	◯	◯	◯	◯	◯	◯	◯	◯
Ride the bus	◯	◯	◯	◯	◯	◯	◯	◯

2. For what reasons do you use the S. Geddes St. and/or W. Fayette St. corridor (please check all that apply)?

	S GEDDES ST	W FAYETTE ST
Work/Commute	◯	◯
School	◯	◯
Shopping	◯	◯
Other	◯	◯
I don't use the corridor	◯	◯

3. When you travel on S. Geddes or W. Fayette Streets, is your destination usually on the corridor itself, or are you just passing through (please mark your responses with an "x" or checkmark)?

	S GEDDES ST	W FAYETTE ST
Destination on the corridor	◯	◯
Just passing through	◯	◯
I don't use the corridor	◯	◯

4. As a pedestrian, when you have to cross S. Geddes St. or W. Fayette St., where do you usually cross (at a certain intersection? near a school? near a store?)? Please tell us where: (If you don't use the corridor as a pedestrian, you can leave this question blank.)

   S. Geddes St: _____

   W. Fayette St: _____

CALLE SUR GEDDES & OESTE FAYETTE
REVISION COMPLETA DE CALLES

Por favor comparta con nosotros como y por que viaja por las calles Sur Geddes y Oeste Fayette, respondiendo las siguientes preguntas:

1. Con que frecuencia conduce, camina, monta en bicicleta o toma el autobús en las calles Sur Geddes y Oeste Fayette. (marque sus respuestas con una **"x"** o una marca de verificación)

	Calle Sur GEDDES				**Calle Oeste FAYETTE**			
	Diariamente	2-3 veces a la semana	Una vez a la semana	Nunca	Diariamente	2-3 veces a la semana	Una vez a la semana	Nunca
Manejar	◯	◯	◯	◯	◯	◯	◯	◯
Caminar	◯	◯	◯	◯	◯	◯	◯	◯
Bicicleta	◯	◯	◯	◯	◯	◯	◯	◯
Tomar el bus	◯	◯	◯	◯	◯	◯	◯	◯

2.-Por qué razones utiliza el corredor de la calle Sur Geddes y / u Oeste Fayette (marque todos los que correspondan)?

	Calle Sur GEDDES	**Calle Oeste FAYETTE**
Trabajo/Viaje	◯	◯
Escuela	◯	◯
Compras	◯	◯
Otro	◯	◯
No uso el corredor	◯	◯

3.- Cuando viaja por las calles Sur Geddes u Oeste Fayette, ¿su destino suele estar en el corredor mismo o simplemente está de paso (marque sus respuestas con una **"x"** o una marca de verificación)?

	SUR GEDDES	**OESTE FAYETTE**
Destino en el corredor	◯	◯
Simplemente de paso	◯	◯
No uso el corredor	◯	◯

4.- Como peatón, cuando tiene que cruzar la calle Sur Geddes u Oeste Fayette , ¿dónde suele cruzar (en una determinada intersección? Cerca de una escuela? ¿Cerca de una tienda?)? Por favor dinos dónde: (Si no usa el corredor como peatón, puede dejar esta pregunta en blanco).

Calle Sur Geddes: _____

Calle Oeste Fayette: _____

SOUTH GEDDES & WEST FAYETTE STREETS
COMPLETE STREETS REVIEW
Public Meeting: February 6, 2020

Please share with us how and why you travel on S. Geddes St. and W. Fayette St. by answering the following questions:

1. How often to you drive, walk, bike, or take the bus on S. Geddes St. and W. Fayette St. (please mark your responses with an "x" or checkmark)?

S GEDDES ST

	Daily	2-3 times/week	Once/week	Never	Occassionally (written in)		TOTALS
Drive	11	4	2				17
Walk	2	5	3	3			13
Bike	1	2	2	7		1	13
Ride Bus		1		10		2	13
TOTALS	14	12	7	20		2	

W FAYETTE ST

	Daily	2-3 times/week	Once/week	Never	Occassionally (written in)		
Drive	10	4	3	1			18
Walk	5	2	2	4			13
Bike	4		1	7		1	13
Ride Bus		1		9		2	12
	19	7	6	21		3	

2. For what reasons do you use the S. Geddes St. and/or W. Fayette St. corridor (please check all that apply)?

	S GEDDES ST
Work/Commute	14
School	1
Shopping	6
Other	10
I don't use the corridor	
	31

	W FAYETTE ST
Work/Commute	13
School	1
Shopping	6
Other	13
I don't use the corridor	
	33

3. When you travel on S. Geddes or W. Fayette Streets, is your destination usually on the corridor itself, or are you just passing through (please mark your responses with an "x" or checkmark)?

	S GEDDES ST
Destination on the corridor	7
Just passing through	14
I don't use the corridor	
	21

	W FAYETTE ST
Destination on the corridor	8
Just passing through	9
I don't use the corridor	
	17

4. As a pedestrian, when you have to cross S. Geddes St. or W. Fayette St., where do you usually cross (at a certain intersection? near a school? near a store?)? Please tell us where:
(If you don't use the corridor as a pedestrian, you can leave this question blank.)

	S GEDDES ST	**W FAYETTE ST**
Where I cross	Always at a crosswalk	Always at a crosswalk
	At Bellevue	Coffee shop, Walking downtown, Walking through Fayette park
	Seymour/W Fayette/W Onondaga	Creekwalk or Franklin St
	Intersection w/W Fayette St	At West St
	Up by Delaware school	S. Geddes
	At W Fayette	At S Geddes St
	W. Fayette	At Geddes St
	Otisco	At West St
	at W Fayette St	Sometimes at other midpoints to access Lipe Art Park
	Otisco St	Walton
	Marcellus St	Wilbur
	Fayette St	Seneca
	Gear Factory	Intersections & non-intersections crosswalks
	Mundy Library	
	Do not cross	
Comments	Need crosswalks by the library	
	Need safety - whatever that is around Delaware school	

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Possible reuse of railroad bridge between W Fayette & Erie Blvd over S Geddes St as a pedestrian walkway

Traffic patterns currently very dangerous long waits at red lights tend to make many motorists very aggressive – tend to have 2 to 5 cars always run "red" lights – all hours of the day & night

Need more Bus routes passing (and Stopping) at S Geddes & W Fayette intersection

Name (optional)_____

Address (optional)_____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☑ No ☐

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My concern is the speed of vehicles on this corridor. Many drivers are using excessive speed especially by the school.

Like the idea of trail using railroad bridge over geddes St

Name (optional) _____

Address (optional) _____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☐ No ☐

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I live on Bellevue and walk, skateboard, and ride my bike downtown often (and would a lot more if any of the solutions you present are implemented)

My favorite proposal is to have a single bike/walk path on one side of the road. Currently, I have to cross over Geddes several times to avoid bad intersections and get to the ~~de~~ decent sidewalks. Crossing over Geddes only once would be great.

I also would strongly push for some way for pedestrians to cross the railroad from Lipe lot park to the Middle Ages neighborhood. Linking those two neighborhoods would be huge

Name (optional) _____

Address (optional) _____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☑ No ☐

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The pedestrian Crossing signal on S. Geddes at intersection with Delaware St. has awful timing. It takes a long time to change, & it only gives the walker signal for a short time.

There should be more crosswalks going across Geddes St. — especially by the library (Mundy Branch).

Name (optional)_____

Address (optional)_____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☐ No ☐

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I hardly ever ride my bike south of Erie Blvd. W. because it is crazy. But I'd like to be able to. The side-path concept for bikes under the bridge on Geddes - if that is the best that can be done at this point, okay. But at some point, sooner than later, there need to be upgrades for bikes moving northbound to not have to dismount & cross at ped crosswalks. I don't hold out much hope because I have yet to see any other points where a bike lane just ends because there wasn't space to accomodate it through an intersection be improved. One example - southbound on Comstock approaching Colvin.

I'm in favor of the multi-use trail.

Name (optional) _____

Address (optional) _____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☐ No ☐
I'm on it, thanks!

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- TRAFFIC CALMING MEASURES @ FAYETTE/GEDDES INTERSECTION.
  - ↳ SAME FOR GRAND/ GEDDES
- make bicycle connections to the existing infrastructure on N. GEDDES.
- VERY SUPPORTIVE OF THE SINGLE EXTENDED SIDEWALK UNDERNEATH THE BRIDGE.
  - ↳ THE TRAVEL PATH ON THE WEST SIDE OF S. GEDDES
- ENDORSE SHARED USE PATH
- ENDORSE OPTION #2 ON FAYETTE ST IN TIPP HILL

Name (optional) _____

Address (optional) _____

E-mail (optional) _____

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(both W. Fayette + Geddes)

As someone who uses the corridors daily to commute to work via walking, biking, and driving, as well as walking/running and biking recreationally, these streets both have significant opportunities to improve safety for in particular for pedestrians and cyclists, but also for vehicles.

AS A PEDESTRIAN

ON W. FAYETTE - side walks only exist on 1 side of street. Walking/running is relatively safe albeit not ADA compliant given that there are minimal opportunities for cars. ON GEDDES - sidewalks on east side of street are very wide, but also regularly blocked by illegally parked vehicles at certain locations. sidewalk conditions on the other side of street are inconsistent in quality. crossing from one side to the other is horrible

AS A CYCLIST I bike across the city regularly, and these two streets are without a question are the most terrifying / regularly make me feel like I'm 1-2 inches away from dying

AS A CAR DRIVER these streets are both made for cars. the most complicated aspect as a driver is turning left at any non-signal intersection onto geddes (i.e. Marcellus)

Name (optional) _____

Address (optional) _____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☒ No ☐

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* How does crash data compared to other streets that have been areas of concern across the city?

* Is there an option to reduce the width of the sidewalk on the ~~east~~ east side of S. Cuddeback

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Pedestrian - Cars at creekwalk crossing on W Fayette hardly [redacted] Yield.

Cyclist - crossing at bridges is terrifying

Cars -
As a resident car traffic is fine

Sidewalks should be planned with the urban forestry plan in mind. It was noted that sidewalk repair was one of the leading causes of mature tree death. This could be a great opportunity to plant trees to help the city tree canopy.

Name (optional)_____

Address (optional)_____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☐ No ☐

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- People won't want to bike if they do not feel safe.

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The walkway under the ~~for~~ train bridge b/t Fayette to ERIE seems so dangerous. Is there a pedestrian trail that could be made through the Lipe Art Park on Fayette? I realize the train stops/travels through there... but can a pedestrian railroad crosswalk be created? Similar to the ones that exists for cars?

Also - I realize this isn't the focus area - but off of S. Geddes turning onto W. Onondaga heading towards Western Lights Plaza - that strip could use some pedestrian. Within Western Lights there are ~~no~~ no pedestrian crosswalks and side walks disappear into thin air. There are so many walkers/bikers funnelling into Western Lights from Strathmore and primarily, Skunk City (which could use a name change too). Can you bring this to the city's attention for us?
The lighting at night on W Onondaga between Hoefler and Velasko is awful - could use improvement. Only the street is partially lit up - not the sidewalks. It's so dark and has a high volume of bikers/walkers.

Name (optional) _____

Address (optional) _____

E-mail (optional) _____

Would you like to be added to the SMTC mailing list? Yes ☑ No ☐

7

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Also - since the walk way under the train bridge is so dangerous / dirty - can the side walk ramp up or ascend an incline to create a sort of safety separation between the cars and pedestrians that is such a tight space.

APPENDIX B

SMTC

SOUTH GEDDES STREET WALK AUDIT w/MARK FENTON

June 26, 2018

Organized by FOCUS Greater Syracuse & HealtheConnections

NOTES

OVERVIEW

This event was a Walk Audit of South Geddes Street between Fayette Street and Rowland Street, as well as along Grand Avenue, a small portion of the Near West Side neighborhood, and Delaware and Wilbur Streets.

The Walk Audit was led by Mark Fenton, a national expert in community planning and walkability.

The Walk Audit began at the Gear Factory, 200 South Geddes Street. Participants convened in the Gear Factory, introductions were made, and Mr. Fenton explained the purpose of the walk audit and what participants should be looking for and alert to while walking – elements such as accessibility for all, aesthetics, safety, and continuous pedestrian connections.

The Walk Audit took the form of a large (30+) group of participants walking along Geddes Street and through an adjacent residential area, as well as along Marcellus Street behind Fowler High School / the Public Safety Leadership Academy. Periodically, Mr. Fenton would stop and ask the group to rate the segment they had just walked on a scale of 1 to 10 (10 being excellent, 1 being poor) and then list pros, cons, and ideas for improvements.

FIRST STOP

SEGMENT: Gear Factory to the corner of Marcellus Street / Fowler Driveway / Geddes Street Plaza driveway

Average Rating: 3.6

CONS	PROS	IDEAS
Lots of concrete	Sidewalk is present	Add walkway to school along Marcellus Street – possibly in Plaza's parking lot
Little green	'Zoo' Flags	
Concrete barriers	Hardware store (mix of retail)	
Feels uncared for (litter)	You can buy groceries	
Too much parking / paving	Lawns are mowed	
Quality of grocery stores (no fresh produce)	Some businesses front on sidewalk	
Safety for students is questionable	Re-use of sites is ongoing (gym in an old McDonald's)	
Speed, volumes, and noise on Geddes (although it was noted that some street noise isn't necessarily a bad thing)		

SECOND STOP

SEGMENT: Marcellus / Fowler to Delaware / Wilbur / Amy

Average Rating: 4.5

CONS	PROS	IDEAS
Residences are unkempt	ADA curb ramps near school	Re-use vacant properties (former Syracuse Developmental Center)
Litter	School itself is well tended	Increase residential density to create demand for retail, restaurants
Lack of painted crosswalks, especially near the school	Green space at Grand / Delaware – nice trail through	Add trash cans (w/a plan for emptying them)
Uneven / narrow sidewalks	Stone retaining wall on back side of hill	
Lack of overhead tree canopy		

THIRD STOP

SEGMENT: Delaware / Wilbur / Amy to Grand / Herriman

Average Rating: 3.0

CONS	PROS	IDEAS
Hard/dangerous to cross Grand at Cadwell at 3:30 (drivers were aggressive in spite of 30 MPH speed limit and the presence of a large group of pedestrians using an unmarked crosswalk)		Add a crosswalk w/signage and flashing lights
No marked crosswalk at Grand / Cadwell - the question was raised as to whether or not this was a social justice issue		Traffic calming ideas: speed bumps - Mr. Fenton pointed out that speed bumps punish residents. Consider 'horizontal' traffic calming, such as narrow lanes, bump outs, and mini roundabouts
It was also noted that there are no destinations on the west side of Grand at Herriman, other than the sidewalk.		

FOURTH STOP

SEGMENT: Grand / Herriman to Geddes / Rowland (along Herriman and Rowland)

Average Rating: 6.5

CONS	PROS	IDEAS
Asphalt sidewalk in some segments	Low-speed, low-volume streets	
Only non-residential uses are the Library and school – no agency support	No bike lanes but maybe no *need* for bike lanes, given low volume	
Brush on sidewalk in some places	Wide, well-maintained sidewalks along most stretches	
	People outside, lots of activity	
	Houses and porches front on sidewalk = eyes on the street	
	Opposite of the modern, suburban single-family home	
	Design is pedestrian-friendly: size of blocks and buildings is at a pedestrian scale	
	Mundy Library – bike racks, small parking lot; easily walked and biked to	
	Transit stops in the neighborhood	

FIFTH STOP

SEGMENT: Mundy Library to Geddes / Fitch

CONS	PROS	IDEAS
Speeds on Geddes are high – vehicles coming down the hill (northbound) move too fast	Mix of land uses	Crosswalks w/flashers for kids
South of Delaware School street gets narrower – SB vehicles jockey for position right in front of school	Wide sidewalks separated from the street	Community gardens
	Lots of economic activity	Consider alternatives to pick-up and drop-off of students on busy Geddes Street

SIXTH STOP (Mini Stop)

Observations at Geddes / Grand / Shonnard Intersection

- Grand Avenue comes into this intersection at an odd angle, creating uncertainty for pedestrians trying to cross any leg of the intersection.
- This seems like a suitable location to consider a roundabout.
- Roundabout benefits:
    - Eliminates the ambiguity of the offset intersection for drivers and pedestrians
    - Changes the "feel" of the intersection – has a traffic calming effect and adds greenspace to the center of the intersection
    - Improves safety

POST-WALK DISCUSSION

Mark Fenton's summary:

Geddes Street is a barrier to movement. This is a high-quality neighborhood with a lot of assets, but it is poorly connected. Geddes seems like a street that is not well-suited for any of its users: left-turns are hard for drivers, it's unpleasant for pedestrians, and there are no bike lanes or bus shelters.

Mr. Fenton asked audience members for their recommendations, including policy and infrastructure changes.

Recommendations from group members included (a * represents someone else in the audience supporting this idea):

- The City needs a clear and consistent snow removal policy.
- Zoning should prohibit large parking lots between storefronts and street.
    - Observation from Steve Koegel, Centro: Big parking lots are worse for transit and transit riders. Taking a bus to the front of a store in a big parking lot can eat up a lot of time on a bus route's run.
- Don't just talk about solutions – implement them.
    - Mr. Fenton: if Syracuse is not going to cater to the desires of today's walking / biking 20-somethings, other cities will.
- Create a community investment fund to support façade improvements on commercial businesses on the corridor, with residents guiding investment decisions.*
- Road diet on Geddes Street, with median islands.****
- Pedestrian-scale lighting.
- More pedestrian signage / pedestrian signals w/countdown timers.
- Audible pedestrian signals.
- Add active recreation and other draws to Geddes Street.
- More painted crosswalks.
- Represent the neighborhood's cultural diversity with "flags" on streets.
- Add a guardrail / railing along sidewalks – separated walkways.
- Street art, sidewalk art, murals.*
- Add a nightclub / restaurant / lounge to Geddes.

- Add art around Fowler – build on the amenities this school already provides to the neighborhood.
- Signage to increase safety.
- Upgrade the commercial "draw."
- Slow traffic down on Geddes.*
- Lack of green space.
- Plant trees* and add benches in front of businesses.
- Don't lose the neighborhood's character.
- Do something to fill in gaps along the street (develop ideas that can be implemented more quickly than building a house / store):
    - Movies in a mini-park
    - Puerto Rican Food Festival (?)
    - Entrepreneurial things
- Build on existing resources:
    - Lipe Art Park
    - Breweries
    - Murals being planned
    - Connect assets with a trail
    - Ponchito's Restaurant (coming soon)
- Add bump outs at corners.*
- Add bus shelters
- Add leading pedestrian interval to signalized intersections.*
- Synchronize lights for pedestrians.
- Roundabout at Grand / Geddes.*
- Focus on safety near schools.
- Traffic calming on residential streets, if only during summer months. (Temporary speed bumps)
- Develop a new youth center.
- Improve striping on streets.
- Trach can on every corner.
- Add athletic fields at Fowler that fit with the community's needs / desires & include students in the design process.
- Improve grading adjacent to the Geddes Street sidewalk (especially on the Fowler side).
- Improve accessibility to Fowler:
    - Add a pedestrian walkway on Marcellus Street
    - Add crosswalks
    - Provide bike lanes.
- Add connections between points of interest w/wayfinding signage.

FUTURE ACTIVITIES

- Brainstorm 12 Fast & Easy Things to fill in the gaps on Geddes Street

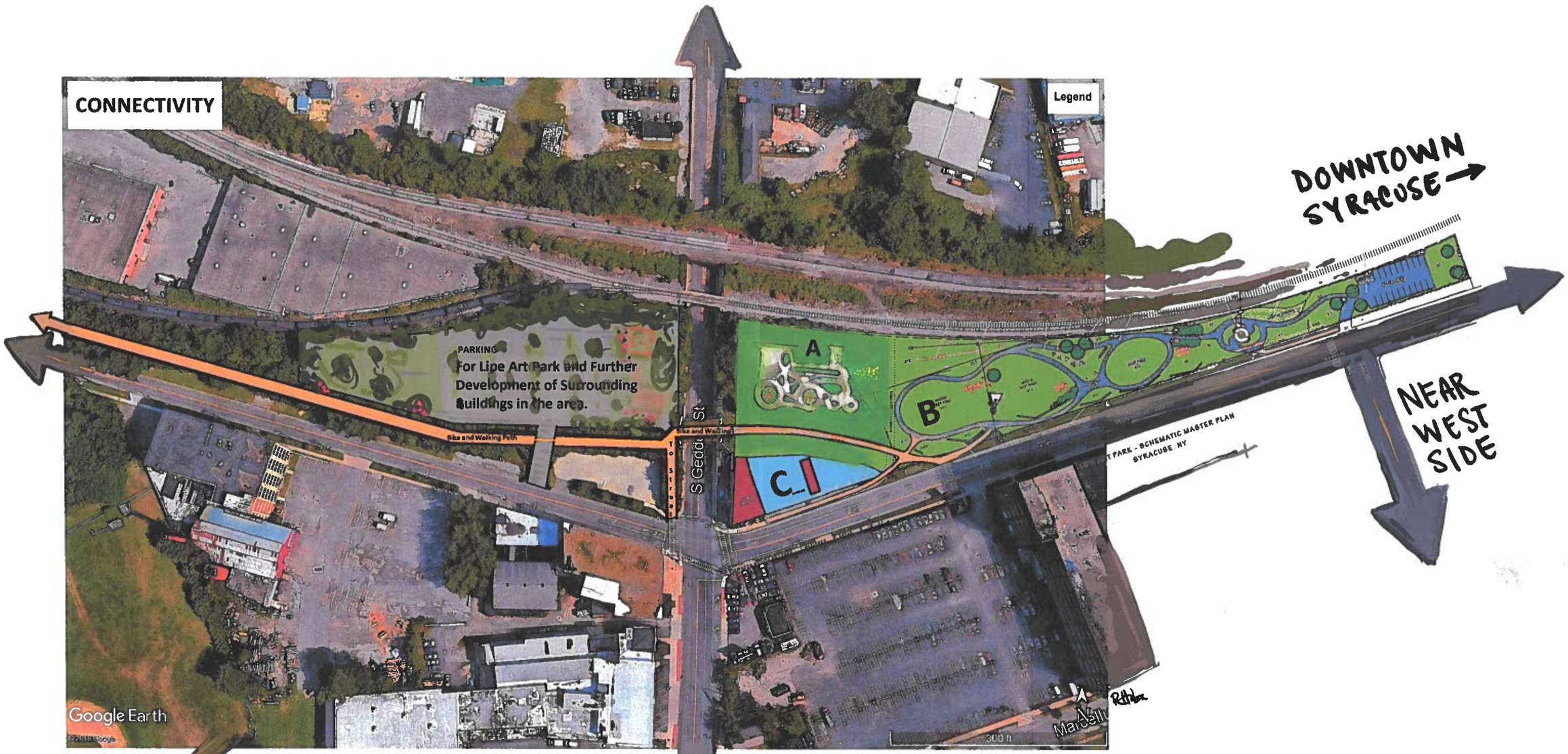
0 0.05 0.1 0.15 0.2 Miles

Geddes Street Walk Audit Route
June 26, 2018
Numbers indicate group discussion locations

APPENDIX C

SMTC

PARK AVE
NEIGHBORHOOD



TIPP HILL
NEIGHBORHOOD

DOWNTOWN SYRACUSE →

NEAR WEST SIDE

SKUNK City

STRATHMORE

ON-GEDDES BIKE FACILITIES

PARKS FACILITIES

OFF-GEDDES STREET TRAIL
(OFF-ROAD)

OFF-GEDDES STREET GREENWAY

MULTI-MODAL CROSSING


lipe art park
parcel owned by:
600 erie place partnership
possible greenway extension
onondaga creekwalk

APPENDIX D

SMTC

V. APPENDICES

APPENDIX A: SYSTEMIC COUNTERMEASURE PACKAGES – CROSSWALKS AT UNCONTROLLED LOCATIONS

Basic and enhanced treatments are provided for uncontrolled marked pedestrian crosswalks. The basic treatment packages require minimal analysis and are applicable to and should be implemented at most eligible sites. However, it is recognized that every site is different; pedestrian safety improvements must be evaluated on a case-by-case basis and engineering judgment will be used at each site to determine which countermeasures are appropriate. Enhanced treatments require additional site by site analysis and should be implemented based upon a safety engineering evaluation, identified community need and department guidance.

UNCONTROLLED MARKED PEDESTRIAN CROSSWALKS

For the purposes of this plan, uncontrolled marked pedestrian crosswalks include locations where there is a marked mid-block crosswalk or an intersection with a marked crosswalk across the through street where the side street is controlled and the through street is not.

Systemic treatment packages have been created for crosswalks at uncontrolled crossings on state roads in urban areas. All treatment packages include the following countermeasures:

- High-visibility crosswalks.
- Pedestrian warning signs with a fluorescent yellow – green background.
- Retroreflective sign posts. The retroreflective sign posts are required to be the same color as the background color of the sign (fluorescent yellow – green for warning signs and white for regulatory signs). See the MUTCD section 2A.21.

Guidance

Guidance for the implementation of countermeasures is found in the following documents:

- Manual on Uniform Traffic Control Devices (MUTCD)
- New York State Supplement to the MUTCD
- NYSDOT Traffic Safety & Mobility Instructions (TSMI)
- NYSDOT Engineering Instructions (EI), Bulletins (EB) and Directives (ED)
- NYSDOT Traffic Engineering Directive (TED)

- NYSDOT Highway Design Manual

Treatment Packages – Uncontrolled Locations

See Appendix C: PSAP/Highway Design Manual Exhibit 18-19 Cross Reference for a cross reference between the countermeasure packages below and Exhibit 18-19 of the Highway Design Manual.

1. For Posted Speed Limit 30 and 35 mph		
Number of Lanes	Basic Treatment	Enhanced Treatment
2	**Basic Treatment Package B** • High-visibility crosswalk • Retroreflective sign posts (for pedestrian signs at crosswalk and in advance of crosswalk) <u>At crosswalk</u> • Double posted (back to back) fluorescent yellow-green Pedestrian Crossing signs (W11-2) or School signs (S1-1). Pedestrian on sign should always face the crosswalk. • Fluorescent yellow-green diagonal downward pointing arrow plaque (W16-7P) <u>In advance of crosswalk</u>. • Fluorescent yellow-green Pedestrian Crossing sign (W11-2) or School sign (S1-1). • Fluorescent yellow-green ahead plaque (W16-9P) See Table NY2C-4. Guidelines for Advance Placement of Warning Signs in the NYS Supplement to the MUTCD for	• Advance yield line (sharks teeth) with “Yield Here to Pedestrian” sign (R1-5) – midblock only • Restrict parking – midblock locations • In-street Pedestrian Crossings signs (R1-6) - up to and including 30 mph only • Rectangular Rapid Flashing Beacon (RRFB) - (Solar Powered)

1. For Posted Speed Limit 30 and 35 mph		
Number of Lanes	Basic Treatment	Enhanced Treatment
	guidance on advance posting distances.	

3 or more	**Basic Treatment Package B**
	• High-visibility crosswalk
	• Retroreflective sign posts (for pedestrian signs at crosswalk and in advance of crosswalk)
	<u>At crosswalk</u>
	• Double posted (back to back) fluorescent yellow-green Pedestrian Crossing signs (W11-2) or School signs (S1-1). Pedestrian on sign should always face the crosswalk.
	• Fluorescent yellow-green diagonal downward pointing arrow plaque (W16-7P)
	<u>In advance of crosswalk</u>
	• Fluorescent yellow-green Pedestrian Crossing sign (W11-2) or School sign (S1-1).
	• Fluorescent yellow-green ahead plaque (W16-9P)
	See Table NY2C-4. Guidelines for Advance Placement of Warning Signs in the NYS Supplement to the MUTCD for guidance on advance posting distances.
		• Advance yield line (sharks teeth) with "Yield Here to Pedestrian" sign (R1-5) – midblock only
		• Restrict parking – midblock locations
		• In-street Pedestrian Crossings signs (R1-6) - up to and including 30 mph only
		• Rectangular Rapid Flashing Beacon (RRFB) - (Solar Powered)
		• Raised pedestrian median refuge and/or corner island and/or curb extension
		• Signalize the Crossing
		  ○ If a 2 stage crossing can be implemented consider High-Intensity Activated crossWalK beacon (HAWK)
		  ○ If a 2 stage crossing is not possible and a crash history exists consider a 3 Color Traffic Signal

2. For Posted Speed Limits 40 and 45 mph

Number of Lanes	Basic Treatment	Enhanced Treatment
2	**Basic Treatment Package C** • High-visibility crosswalk • Retroreflective sign posts (for pedestrian signs at crosswalk and in advance of crosswalk) <u>At crosswalk</u> • Double posted (back to back) fluorescent yellow-green Pedestrian Crossing signs (W11-2) or School signs (S1-1). Pedestrian on sign should always face the crosswalk. • Fluorescent yellow-green diagonal downward pointing arrow plaque (W16-7P) <u>In advance of crosswalk</u> • Fluorescent yellow-green Pedestrian Crossing sign (W11-2) or School sign (S1-1). • Fluorescent yellow-green ahead plaque (W16-9P) • Advance yield line (sharks teeth) – midblock only • Yield Here to Pedestrian sign (R1-5) – midblock only See Table NY2C-4. Guidelines for Advance Placement of Warning Signs in the NYS Supplement to the MUTCD for guidance on advance posting	• Rectangular Rapid Flashing Beacon (RRFB) - (Solar Powered) • Restrict parking – midblock locations

2. For Posted Speed Limits 40 and 45 mph		
Number of Lanes	Basic Treatment	Enhanced Treatment
	distances.	
3 or more	**Basic Treatment Package C** • High-visibility crosswalk Retroreflective sign posts (for pedestrian signs at crosswalk and in advance of crosswalk) <u>At crosswalk</u> • Double posted (back to back) fluorescent yellow-green Pedestrian Crossing signs (W11-2) or School signs (S1-1). Pedestrian on sign should always face the crosswalk. • Fluorescent yellow-green diagonal downward pointing arrow plaque (W16-7P) <u>In advance of crosswalk</u> • Fluorescent yellow-green Pedestrian Crossing sign (W11-2) or School sign (S1-1). • Fluorescent yellow-green ahead plaque (W16-9P) • Advance yield line (sharks teeth) – midblock only • Yield Here to Pedestrian sign (R1-5) – midblock only • Restrict Parking between	• Rectangular Rapid Flashing Beacon (RRFB) - (Solar Powered) • Raised pedestrian median refuge and/or corner island and/or curb extension • Signalize the Crossing ○ If a 2 stage crossing can be implemented consider High-Intensity Activated crossWalK beacon (HAWK) ○ If a 2 stage crossing is not possible and a crash history exists consider a 3 Color Traffic Signal

2. For Posted Speed Limits 40 and 45 mph		
Number of Lanes	Basic Treatment	Enhanced Treatment
	yield line and crosswalk See Table NY2C-4. Guidelines for Advance Placement of Warning Signs in the NYS Supplement to the MUTCD for guidance on advance posting distances.	

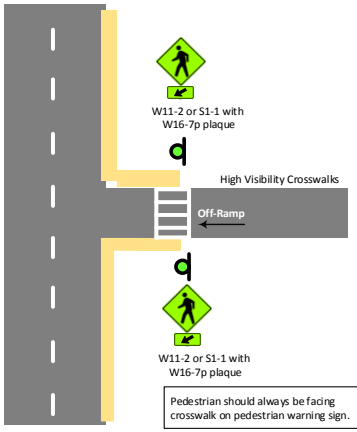
3. For Posted Speed Limits 50 mph and above		
Number of Lanes	Basic Treatment	Enhanced Treatment

All	Implement measures to reduce operational speeds and consider enhanced treatments	• Signs and marking upgrades consistent with basic packages with raised medians for pedestrian refuge and/or corner islands and/or curb extensions
		• Signalize the Crossing
		  ○ If a 2 stage crossing can be implemented consider High-Intensity Activated crossWalK beacon (HAWK)
		  ○ If a 2 stage crossing is not possible and a crash history exists consider a 3 Color Traffic Signal
		• Restrict parking

4. For Uncontrolled crosswalks on on-ramps or off-ramps		
Number of Lanes	Basic Treatment	Enhanced Treatment
All	**Basic Treatment Package A** • High-visibility crosswalk • Retroreflective sign posts <u>At crosswalk</u> • Double posted fluorescent yellow-green Pedestrian Crossing signs (W11-2) or School signs (S1-1). Pedestrian on sign should always face the crosswalk. • Fluorescent yellow-green diagonal downward pointing arrow plaque (W16-7P)	<u>In advance of crosswalk</u> • Advance yield line (sharks teeth) • Yield Here to Pedestrian sign (R1-5) <u>Additional advance warning signs. Posting distance as determined by NYS Supplement Table NY2C-4.</u> • Fluorescent yellow-green Pedestrian Crossing sign (W11-2) • Fluorescent yellow-green ahead plaque (W16-9P)

Systemic Improvements on Roads in Urban Areas

Uncontrolled Crosswalk (on-ramp or off-ramp)
Basic Package A



Pedestrian should always be facing crosswalk on pedestrian warning sign.

Enhanced Treatments
Enhanced treatments require a site by site analysis. Countermeasures selected depend on number of lanes, speed, AADT, pedestrian volumes and crash experience.

- Advance yield line (sharks teeth) with "Yield Here to Pedestrian" sign (R1-5)

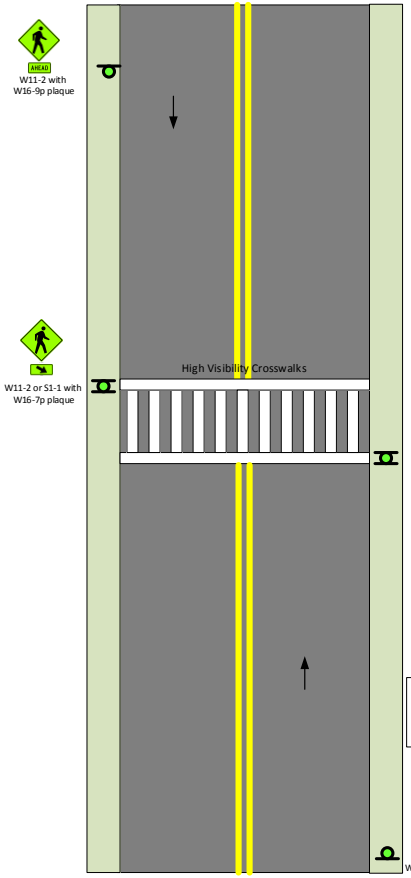
Advance warning signs. Posting distance as determined by NYS Supplement Table NY2C-4

- Fluorescent yellow-green Pedestrian Crossing sign (W11-2)
- Fluorescent yellow-green ahead plaque (W16-9P)

Guidance

- Office Traffic Safety and Mobility policies and guidance
- Highway Design Manual

Mid-block crosswalks (speed limit 30-35 mph)
Basic Package B



Enhanced Treatments
Enhanced treatments require a site by site analysis. Countermeasures selected depend on number of lanes, speed, AADT, pedestrian volumes and crash experience

- Advance yield line (sharks teeth) with "Yield Here to Pedestrian" sign (R1-5)
- Rectangular Rapid Flashing Beacon (RRFB) – solar powered
- Raised pedestrian refuge median and/or curb extensions
- Install HAWK beacon at crosswalk or 3-color signal at intersection
- Restrict parking

Guidance

- Office Traffic Safety and Mobility policies and guidance
- Highway Design Manual

Pedestrian should always be facing crosswalk on pedestrian warning sign.

W11-2 or S1-1 with
W16-7p plaque

See Table NY2C-4. Guidelines for Advance Placement of Warning Signs in the NYS Supplement to the MUTCD for guidance on advance posting distances. If yield line is present, measure from yield line to sign. If yield line is not present, measure from crosswalk to sign.

Systemic Improvements on Roads in Urban Areas