

Coldbrook Creek Trail Study

June 2023

Coldbrook Creek Trail Study

City of Syracuse

Syracuse Metropolitan Transportation Council

FINAL REPORT
June 2023

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Executive Summary

The Coldbrook Creek Trail Study was completed by the Syracuse Metropolitan Transportation Council (SMTC) on behalf of the City of Syracuse.

Responding to the concerns of residents regarding flooding along Coldbrook Creek, the City of Syracuse initiated an investigation into a potential sediment removal project. As an outgrowth of this investigation, the City requested the SMTC to identify opportunities along the existing “goat” path and local street that run alongside the creek to help:

- Increase pedestrian and bicycle trips to local amenities;
- Reduce vehicle miles traveled and personal vehicle trips;
- Provide more trails to connect the Valley neighborhood to nearby destinations; and
- Expand and connect the existing/planned regional trail network.

The SMTC worked with a Study Advisory Committee (SAC) made up of representatives of the City of Syracuse, including the Engineering, Parks and Recreation, Planning, and Public Works departments, which encouraged SMTC staff to emphasize public outreach as part of this study, as the creek is a well-used amenity within the immediate neighborhood. Through recommendations from SAC members, staff developed a short list of stakeholders for targeted engagement efforts, a public survey, and attended existing public meetings within the neighborhood to better understand the current usage of the trail and envision potential changes.

Based on field observations and data collection, a review of current best practices,

and public feedback, SMTC staff developed a set of recommendations aimed at preserving the natural character of the off-road trail while improving accessibility along its length.

Off-street recommendations focus on improving accessibility through the use of a standardized path, preferably stone dust, along with pedestrian scale lighting. Additionally, amenities, such as benches and informational signage, would increase the range of trail users through accommodating various mobility needs and improving awareness of the trail and its route.

On-street recommendations aim to slow vehicle traffic along Coldbrook Dr and key connecting streets in order to provide safe crossing opportunities for pedestrians and cyclists. Utilizing greenway techniques, such as speed cushions and mini roundabouts, would increase the safety of all road users. Adding high visibility crosswalks and pedestrian crossing signage will also improve the visibility of individuals outside of vehicles and provide more predictability for drivers.

Further development of the included recommendations should be coordinated with the potential sediment removal project to ensure minimal disruptions within the neighborhood.

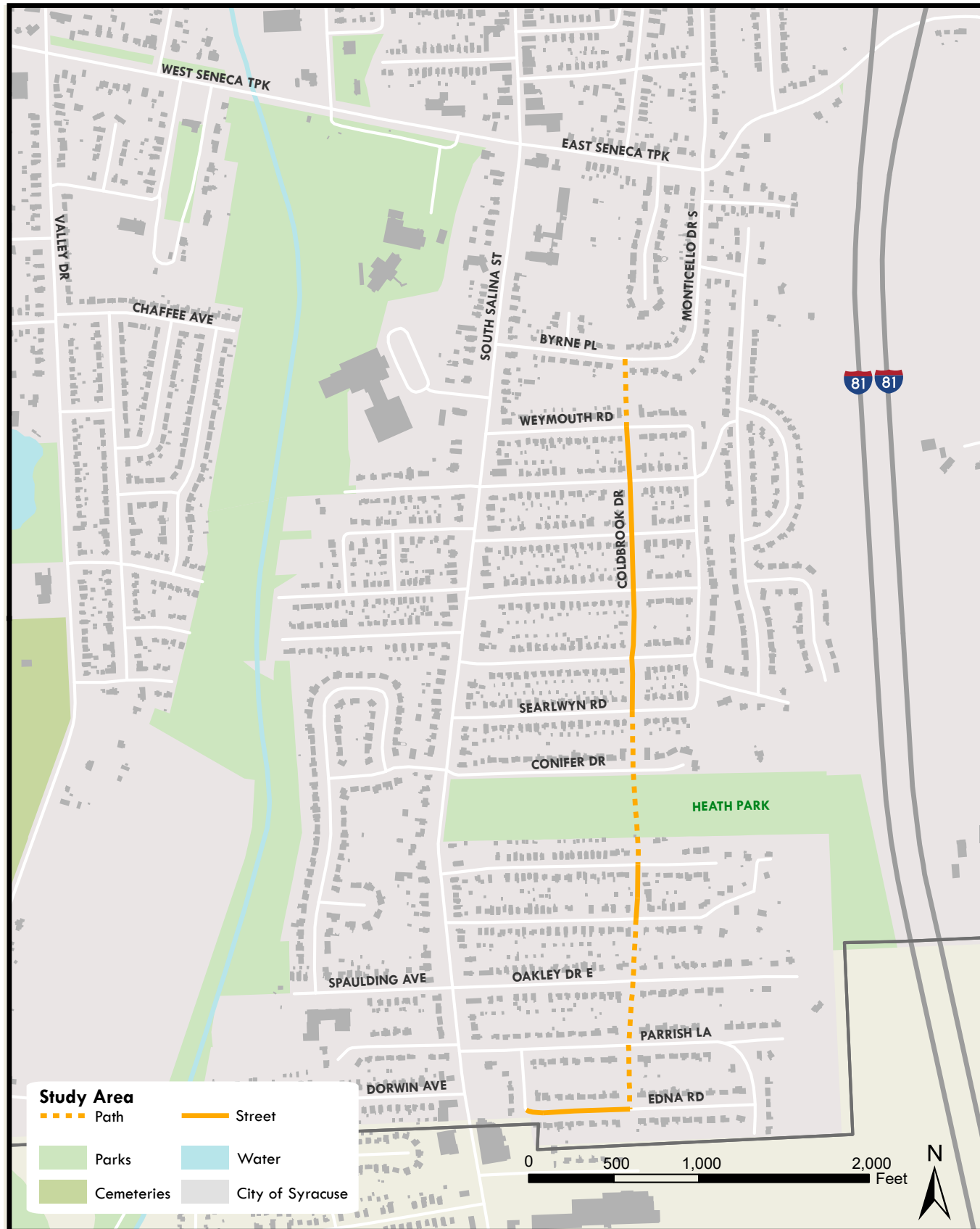


Figure 1.1: Study area

1 Introduction

1.1 Overview and study area

As part of the 2022-2023 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Coldbrook Creek Trail Study on behalf of the City of Syracuse. Coldbrook Creek is a narrow, channelized creek that runs from E Seneca Turnpike south to the city line and has become a cherished neighborhood amenity that is used daily by residents.

This study is an outgrowth of an ongoing investigation into flooding issues along Coldbrook Creek. The City of Syracuse and the Town of Onondaga investigated recent flooding issues along the creek, particularly in the Edna Rd / Green Hills Plaza area, in 2022, including the assessment of culvert conditions and overgrown vegetation. The City has requested funding from New York State for sediment removal and channel improvements, along with targeted culvert replacements. Upon successful funding, a hydraulic study and project design, leading to construction work, would follow. During this time, the City has asked the SMTC to identify opportunities to improve pedestrian and cycling access and safety along the existing “goat” path and local street that runs beside the creek, encouraging greater usage for everyday activities. Due to this origin, any recommended improvements contained within this report aim to complement the goal of reduced stormwater runoff.

The Coldbrook Creek trail is a combination of an off-road “goat” path and a quiet local street that runs parallel to Coldbrook Creek. Off-road segments range from 8 feet wide to over 30 feet wide, allowing users to experience wide open, grassy fields and thick tree canopies

along its route. The on-road segments along Coldbrook Dr require users to walk along the local street as there are no sidewalks or pedestrian designated areas along its route. With very low vehicle volumes, and fairly slow speeds, vehicles are able to easily pass trail users without issue.

The goals laid out at the beginning of the study include:

- Increase pedestrian and bicycle trips to local amenities;
- Reduce vehicle miles traveled and personal vehicle trips;
- Provide more trails to connect the Valley neighborhood to nearby destinations; and
- Expand and connect the existing/planned regional trail network.

1.2 Study process

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met two times over the course of the study. The SAC consisted of the City of Syracuse Planning, Engineering, Public Works, and Parks and Recreation departments.

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 B for the PIP). Throughout the summer and fall of 2022, SMTC staff performed fieldwork within the study area, including walks along the existing trail and street network, observations at key intersections along S Salina St, and impromptu conversations with neighbors. Staff, along with a representative from the City of Syracuse, attended the Valley Neighborhood Tomorrow’s Neighborhoods Today (TNT)

scheduled meeting in November 2022, and the Meachem Area Parks Association (MAPA) board meeting in December 2022, to discuss issues and opportunities along Coldbrook Creek. A public survey was released online for two months, ending on January 4, 2023. Additionally, a small stakeholder group was convened to provide further insight into the community and feedback on draft concepts. See section 3.6 for further details on the public involvement process.



Existing trail along Coldbrook Creek, looking south from Maplewood Ave.

2 Existing Conditions

2.1 Demographics

This study focuses along the length of Coldbrook Creek in the City of Syracuse's Valley neighborhood, specifically from E Seneca Turnpike south to the City line, just east of S Salina St. While the Study area is located entirely within one Census Tract, Tract 61.03, four additional Census Tracts were included in the demographic analysis for this study; Tracts 60, 61.01, and 61.02 within the City of Syracuse, and Tract 162, which lies within the Town of Onondaga and the hamlet of Nedrow. These additional Tracts were included due to their interconnected nature, through shared commercial draws, educational facilities, and access to open space. Demographic data is based on the 2020 American Community Survey (ACS) 5-year estimates, unless otherwise noted.

Population and Population Density

From 2010 to 2020, the population in the Study Area Census tracts remained relatively steady, increasing by 97 residents, or less than 1 percent. This is a slower growth rate than the City of Syracuse as a whole, which saw a 2.4 percent increase in population. Census Tract 61.03, where Coldbrook Creek is located, saw its population drop by just 12 residents. Nearly all of the population growth within this area occurred just north of Seneca Turnpike, with Census Tract 61.01 gaining over 350 residents.

Overall, the City neighborhoods within the Study Area are significantly less dense (3,706 people / square mile) than the City as a whole (5,930 people / square mile), and is more in line with some of the villages within Onondaga County, such as North Syracuse (3,392 people/

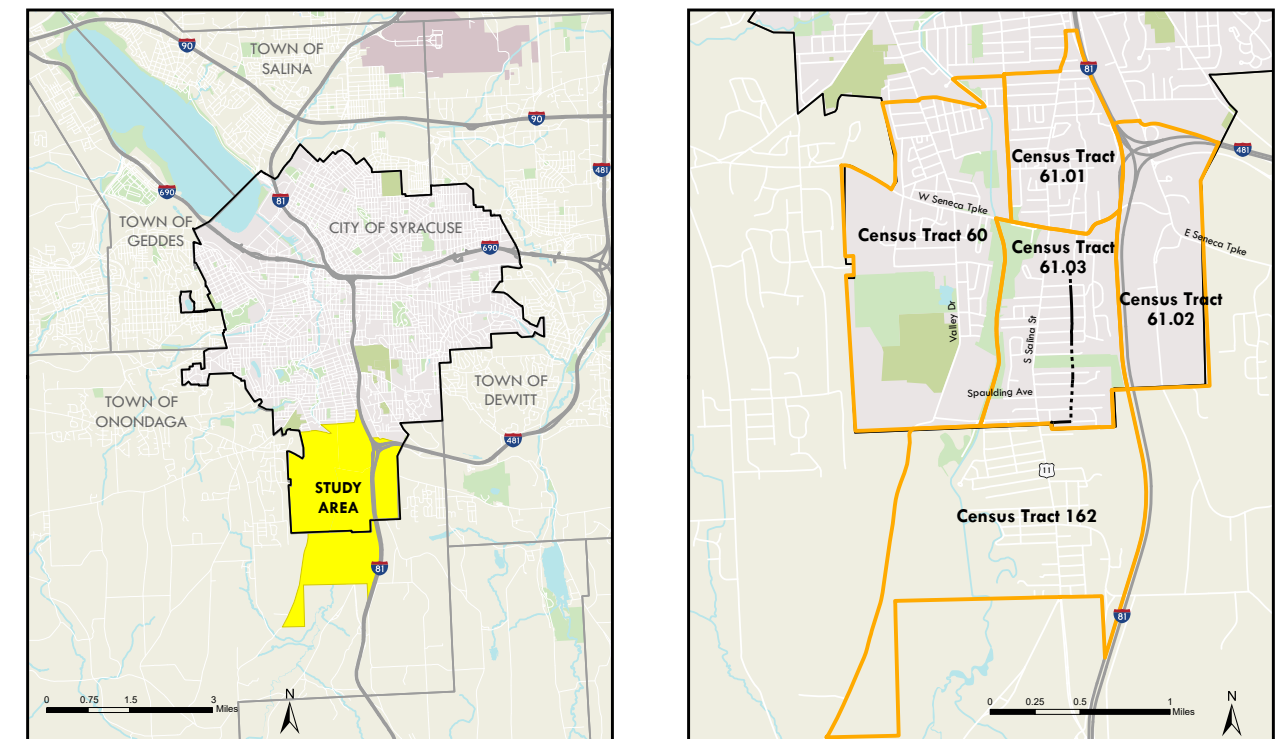


Figure 2.1: Demographic study area within the City of Syracuse (left) and Census tracts in the study area (right)

square mile). When including the hamlet of Nedrow, the Study Area density drops to 3,008 people / square mile. As you can see in Figure 2.2, the development patterns across the City line into Nedrow showcase very similar densities and feel like two parts of the same neighborhood. Small pockets of denser development can primarily be seen north of Seneca Turnpike.

Age

The median age of study area residents ranges from a low of 37.9 years in the area west of Onondaga Creek to a high of 54.9 years east of I-81. All Census tracts have a higher median age than the city's median age (31.7) and only two tracts are similar to or below the countywide median age (39.2). The study area skews older than the City and County overall,

with up to 33 percent of residents over 65 years old, compared to 12.9 and 17.1 percent, respectively.

Race and Ethnicity

The study area has a higher proportion of white residents than the city overall. Only one Census tract has a higher percentage of non-white residents (64 percent) than the city (47 percent). The tract immediately surrounding Coldbrook Creek (61.03) is 80 percent white, similar to more suburban communities in the region.

Income Levels and Poverty

The median household income in the study area, Figure 2.4, is generally higher than that of the City of Syracuse (\$38,900) but

lower than Onondaga County's (\$62,700). The highest median incomes can be found in the tract directly surrounding Coldbrook Creek (\$54,300) and in the Hamlet of Nedrow (\$55,300).

Citywide, 30 percent of residents live below the poverty line (a family of four with an income under \$26,200 is living in poverty, according to the 2020 Federal Poverty Guidelines). Only one Census tract within the study area has a higher poverty rate (34.5 percent), just north of E Seneca Turnpike. The lowest poverty rate (9.5 percent) can be found in the neighborhood that contains Coldbrook Creek, Figure 2.5.

Limited English Proficiency

According to data from the American Community Survey, 3.8 percent of study area

residents speak Spanish, which bumps up to 4 percent when only factoring in the Census Tracts within the City itself. This is below the citywide rate of 6 percent, but above the countywide rate of 3.2 percent. A similar pattern is seen when considering residents who speak Asian and Pacific Island languages, with the study area (3.5 percent) sitting between the citywide rate (4.8 percent) and the countywide rate (2.4 percent).

It is worth noting that the majority of Spanish speakers live in Census Tract 61.01, directly north of Seneca Turnpike, and the vast majority of Asian and Pacific Island language speakers live in Census Tract 61.02, directly east of I-81.

While City residents in the Study Area are less likely (5.1 percent) to report speaking English "less than very well" than the residents of the

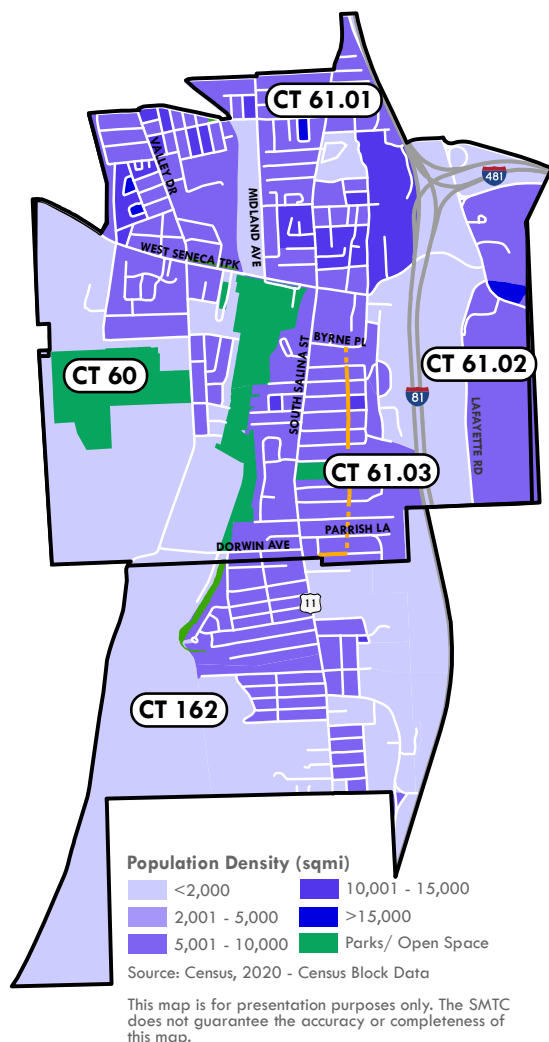


Figure 2.2: Density by Census blocks

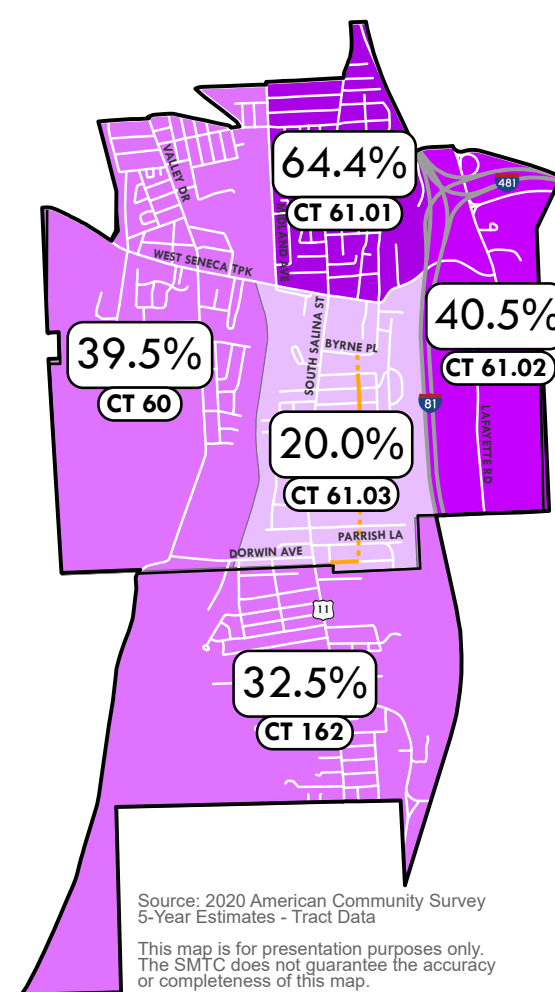


Figure 2.3: Percentage of residents who identify as non-white

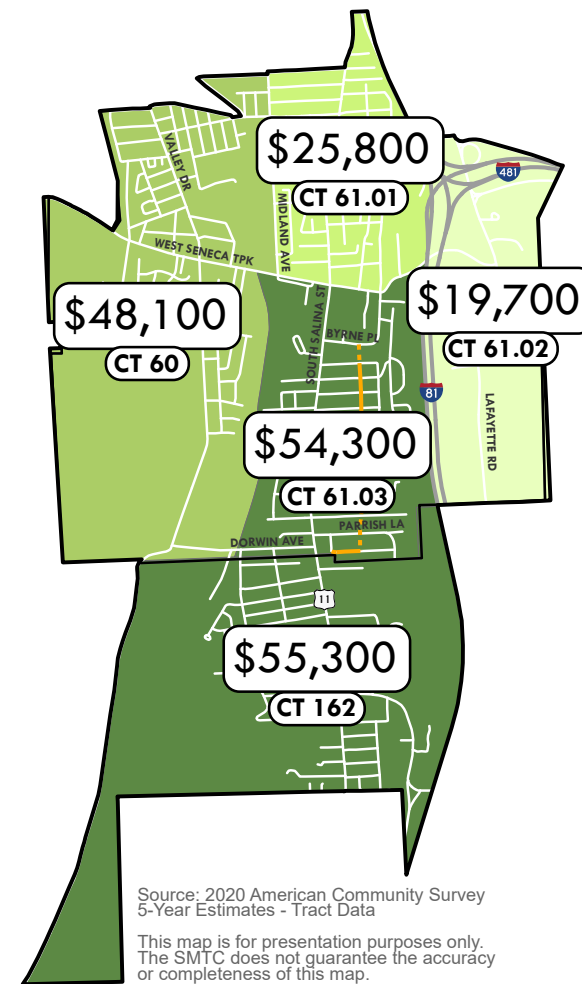


Figure 2.4: Median household income

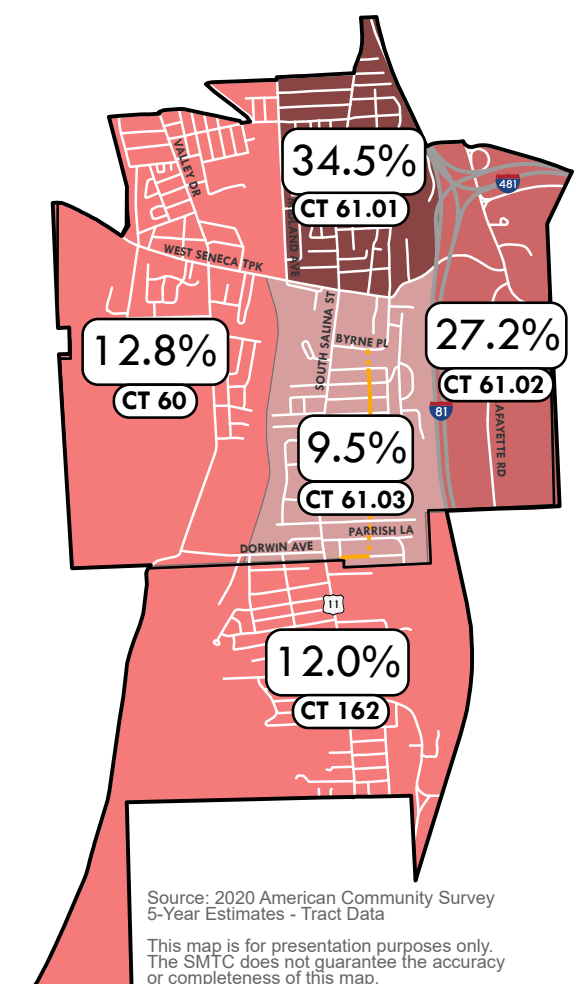


Figure 2.5: Poverty rate

City as a whole (7.7 percent), Census Tract 61.02 qualifies as a “safe harbor” tract. “Safe harbor” tracts include Census Tracts where more than 5 percent of the population speaks a language other than English and speaks English less than “very well.” This Tract has been included within this study for demographic comparison purposes only, therefore no specific limited English proficiency (LEP) provisions were provided as part of this planning study.

Housing

The housing stock surrounding Coldbrook Creek is primarily single-family homes, with few multi-unit structures in sight. Just outside of the immediate neighborhood, to the north, east, and west, the number of multi-family dwellings increases, mimicking the housing stock of the rest of the City more closely. The

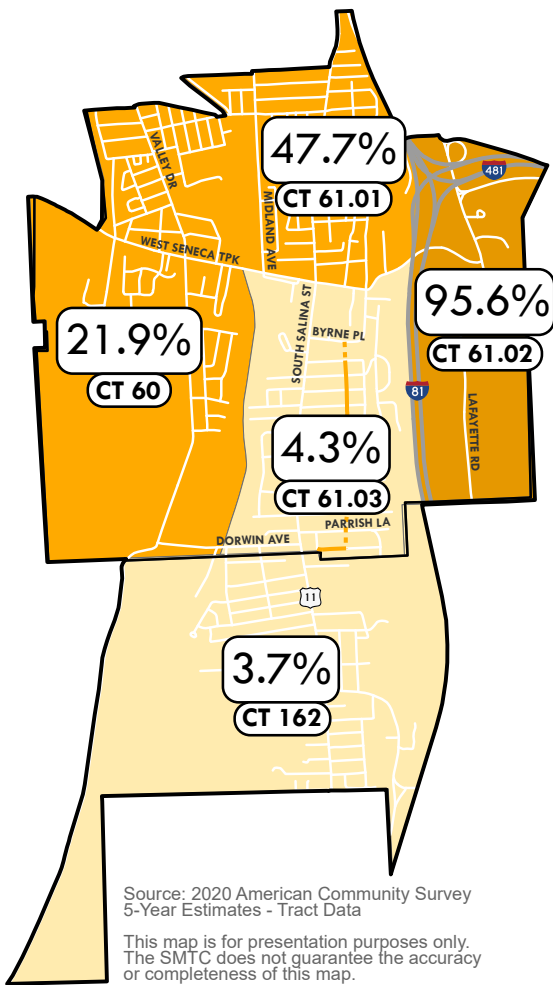


Figure 2.6: Percentage of residential structures with two or more units

value of owner-occupied homes is lowest in the northern and western Census tracts (\$71,300 and \$75,000, respectively), and highest east of I-81 (\$498,200), which may be due to the high margin of error in the ACS data, attributable to the small number of owner-occupied homes in the tract. The Census tract containing Coldbrook Creek sees home values just above the citywide median of \$95,800, with a median value of \$106,000. Overall, there is a higher ratio of homeowners within the study area than citywide, 5:4 compared to 1:1.5.

No Vehicles

Vehicle ownership is highest immediately surrounding Coldbrook Creek and just south of the City line in the Hamlet of Nedrow. Overall, only Census Tract 61.02, just east of I-81, has a higher share of households without a vehicle (30.5 percent) than the City as a whole (13.5 percent).

Environmental Justice

Low, Medium, and High Priority Target Areas exist within the study area, per SMTC’s 2020 Environmental Justice analysis. This analysis identifies target areas by combining information about median household income and minority concentrations. The census tract which contains Coldbrook Creek is considered a low-priority area.

2.2 Land use and zoning

Coldbrook Creek runs through a predominantly residential area based on current land use types. Commercial uses can be found directly north and south of the main study area, along E Seneca Turnpike and within Green Hills Plaza, respectively. Open space and park land can be found in Heath Park and adjacent to the nearby schools across S Salina St.

The Syracuse Land Use and Development Plan (Land Use Plan) is a component of the Syracuse

Comprehensive Plan, 2040. The Land Use Plan identifies current conditions, a vision for future “character areas” throughout the City, as well as neighborhood-specific recommendations for each Tomorrow’s Neighborhood Today (TNT) area. For the Valley neighborhood, the Land Use Plan emphasizes improving access to the plentiful open spaces in the area and enhancing pedestrian accommodations to nearby commercial developments.¹

The future character areas identified for the area surrounding Coldbrook Creek are primarily residential in nature: Traditional Residential, Streetcar Residential, and Suburban-Style Residential, with open space surrounding the area.

¹ City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Neighborhood-Specific Recommendations, Valley, p. 59.



Figure 2.7: Land use

Traditional Residential, which is characterized by narrower lots, smaller setbacks, and a mix of one- and two-family homes, can be found along S Salina St from E Seneca Turnpike to Conifer Dr and along the southside of E Seneca Turnpike. This development is typically clustered closely around neighborhood commercial zones, such as those found at the S Salina St – E Seneca Turnpike intersection.²

In the heart of the neighborhood, along the east-west streets stretching from Weymouth Rd south to Searlwyn Rd, Streetcar Residential development can be found. This character area is defined by homes typically built between the early 1900s and the late 1930s, with slightly deeper setbacks than Traditional Residential and primarily single-family homes.

² City of Syracuse, Syracuse Comprehensive Plan 2040, Syracuse Land Use & Development Plan 2040 Component, Character Areas, p. 16

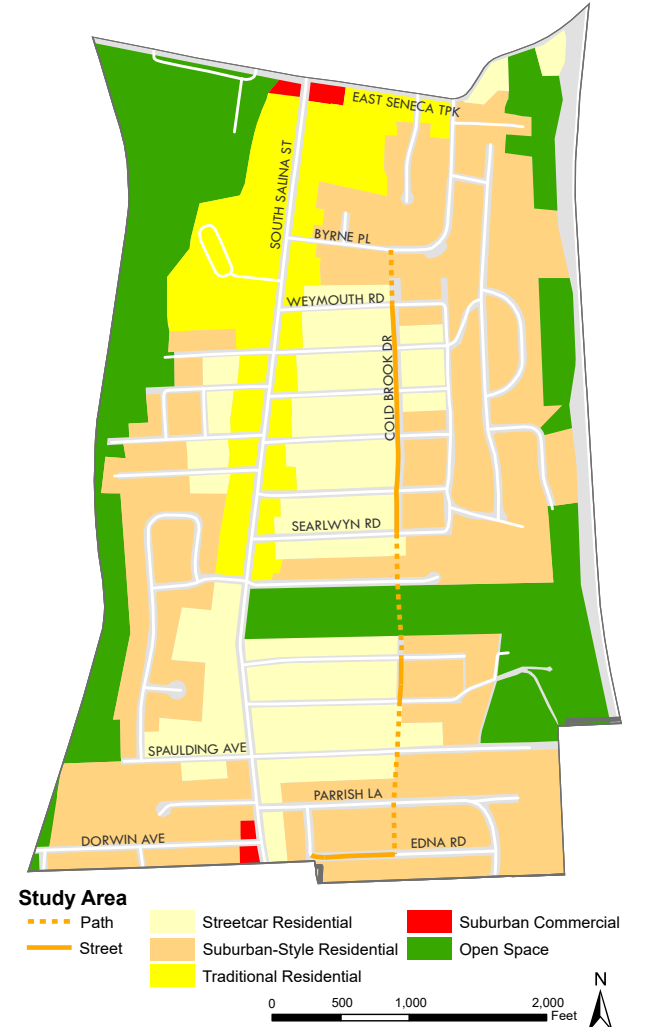


Figure 2.8: Future character areas

This development style does not include commercial uses, but still provides a fairly walkable neighborhood near commercial areas.³

Further east, bordering I-81, you find Suburban-Style Residential development. These neighborhoods were typically developed after World War II and are characterized by a more winding street network, large lots, and attached garages. These neighborhoods include no commercial uses.⁴

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 ongoing. SMTC staff have been involved in the ReZone process and anticipate that the final zoning for the Valley will largely reflect what is shown in the Land Use Plan.

2.3 Roadway and trail conditions

Coldbrook Dr, which runs for five blocks between Weymouth Rd and Searlwyn Rd and

³ Ibid, p. 15
⁴ Ibid.

an additional block between Richfield Ave and Maplewood Ave, is a narrow, local road that allows for two-way traffic. At its narrowest point, from Weymouth Rd to Cheltenham Rd, it measures just 17.5 feet across. At its widest point, from Brampton Rd to Searlwyn Rd, it reaches 24 feet. There are no curbs along the street, but a guiderail is present along the creek from Richfield Ave to Maplewood Ave as there is no additional land between the roadway and the creek’s edge. Vehicles on Coldbrook Dr are controlled by stop signs at each intersection while the intersecting street does not stop. The two exceptions are at the Richfield Ave and Maplewood Ave intersections, where no approach is controlled.

A trail path maintains the right-of-way where Coldbrook Dr does not run, about six total blocks. SMTC staff measured the existing trail’s width in the field where possible along with measurements within GIS software based on existing property line data. Table 2.1 below includes the field measurements of the current observable trail and the GIS measurements from the creek’s edge to the nearest property line along the existing trail. It should be noted

Table 2.1: Coldbrook Creek trail width

From	To	Narrow - Field (Feet)	Wide - Field (Feet)	Narrow - GIS Property Lines (Feet)	Wide - GIS Property Lines (Feet)	Notes
Byrne Pl	Weymouth Rd	*	*	32.5	110.5	Neighbor uses part of ROW for car storage.
Searlwyn Rd	Conifer Dr	7.0	11.5	8.0	34.5	Neighboring fences and tree line; Dead tree in middle of the path.
Conifer Dr	Richfield Ave	12.0	12.0	12.0	15.0	Heath Park. Measured current trail width.
Maplewood Ave	E Oakley Dr	9.5	13.5	28.0	32.5	Multiple large trees in trail path; Neighboring fences in ROW
E Oakley Dr	Parrish Ln	*	*	32.5	35.0	Neighboring fences in ROW; Small feeder stream from the east.
Parrish Ln	Edna Rd	15.0+	15.0+	32.0	40.0	No defined visible boundary between properties.

* Field measurements not taken due to lack of discernable boundary between private properties and the City ROW
 + Field measurements taken where visible change in landscaping occurred



Residential development along E Cheltenham Rd

that these are estimates and not a detailed property survey.

2.4 Transit

South of Seneca Turnpike, the study area is served by Centro’s Sy 410 bus, with signed stops at every intersection along S Salina St. No other transit service is provided within the

study area outside of this corridor. High levels of ridership are experienced along S Salina St, based on 2019 ridership data, with four stops being ranked in the top 25 percent of stops within Centro’s Syracuse operating area, as seen in Table 2.2. The two busiest stops reside at either end of the study area, at Seneca Turnpike in the north and near Green Hills Plaza in the south.

Table 2.2: Bus stops in study area

Stop Name	Factored Estimated Boardings / Day	Factored Estimated Alightings / Day
S Salina St / E Seneca Turnpike	54.92	7.31
S Salina St / Dorwin Ave	34.40	1.24
S Salina St / Oakley Dr	6.15	0.12
S Salina St / Maplewood Ave	4.03	0.02

2.5 Pedestrian facilities

East-west streets that cross Coldbrook Creek generally have sidewalks available west of the creek, with a more sparsely populated sidewalk network east of the creek. Conifer Dr, Parrish Ln, and Edna Rd are the exceptions, with very little in terms of a sidewalk network present at this time. Coldbrook Dr, which follows the creek for about half of its length, does not include a sidewalk at any point. Pedestrian amenities at intersections are non-existent, with many sidewalks ending before the curb line, leaving pedestrians to cross grass to get to the street.

At the corner of Edna Rd and Gary Ave, a pedestrian entrance to Green Hills Plaza is present. The entrance is not connected to sidewalks on either side.

Shifting west to S Salina St, pedestrian crossings are marked only at key intersections; E Oakley Dr/ Spaulding Ave (entrance to Meachem Elementary), Amidon Dr (Clary Middle and Expeditionary Learning Academy), and E Seneca Turnpike / W Seneca Turnpike. Additional side street crossings are marked as well and can be seen in Table 2.3.

Table 2.3: Pedestrian amenities at S Salina St intersections

Location	Control	Crosswalks	X-walk across S Salina	Ped signals / buttons	Countdown timers	Curb ramps	Detectable warnings
W Seneca Turnpike / E Seneca Turnpike	Signal	●	Yes	●	●	●	●
Byrne Pl	Stop	●	No	●	●	●	●
Amidon Dr*	Signal	●	Yes	●	●	●	●
Weymouth Rd	Stop	●	No	●	●	●	●
W Cheltenham Rd / E Cheltenham Rd	Stop	●	No	●	●	●	●
W Warrington Rd / E Warrington Rd	Stop	●	No	●	●	●	●
Friscoe Ave	Stop	●	No	●	●	●	●
Brampton Rd	Stop	●	No	●	●	●	●
Searlwyn Rd	Stop	●	No	●	●	●	●
Hilton Rd / Conifer Dr	Stop	●	No	●	●	●	●
Richfield Ave	Stop	●	No	●	●	●	●
Maplewood Ave	Stop	●	No	●	●	●	●
Spaulding Ave / E Oakley Dr*	Signal	●	Yes	●	●	●	●
Jaclyn Dr / Parrish Ln	Stop	●	No	●	●	●	●
Dorwin Ave	Signal	●	No	●	●	●	●
		● Not Present	● Present on some approaches			● Present on all approaches	
* Public school located off intersection							

2.6 Bicycle facilities

A four-foot-wide painted bike lane is present along both sides of S Salina Street from Parrish Ln near the southern City line north to approximately 600 ft south of the E Seneca Turnpike / W Seneca Turnpike intersection. These lanes are part of State Bike Route 11. During field observations, cyclists were seen riding on the sidewalks instead of in the bike lanes, signaling that some riders may not be comfortable riding within the painted lanes.

2.7 Vehicular traffic

There are no available traffic counts for Coldbrook Dr. Traffic estimates from 2019 exist for two intersecting streets, Brampton Rd and Conifer Dr, each with just over 200 vehicle trips per day. Approximately 10,300 vehicles per day travel S Salina St from Seneca Turnpike to the City line, according to 2019 estimates.

2.8 Parking

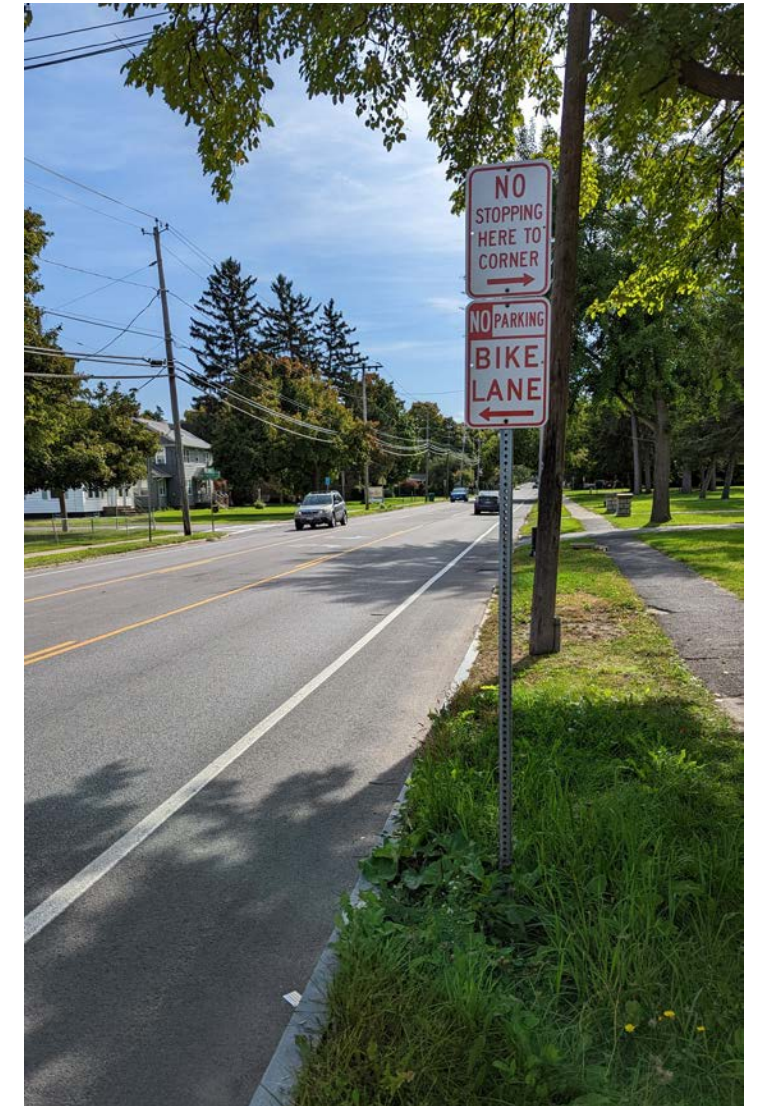
There are currently no parking regulations along Coldbrook Dr, allowing residents and visitors to utilize both sides of the street. While only a handful of homes front Coldbrook Dr, 14 homes have driveway access from the street. Six of the streets that cross Coldbrook Creek utilize odd-even parking; E Cheltenham Rd, E Warrington Rd, Harding Pl, Searlwyn Rd, Richfield Ave, and Maplewood Ave. The other six cross streets in this area do not utilize parking regulations along their lengths.

Parking is restricted along S Salina St from E Seneca Turnpike south to the City line due to the on-street bike lanes.

2.9 Crashes

NYS DOT maintains a database known as the Accident Location Information System (ALIS)⁵ which catalogues information about crashes that occur throughout the state. The SMTC

⁵ A new system is in place called Crash Location & Engineering Analysis & Reporting (CLEAR).



Bike lane and signage on S Salina St

used this database to examine the crash history for a five-year period from January 1, 2017, to December 31, 2021, the most recent years available.

SMTC staff examined 16 crashes along streets and intersections that were identified as having safety concerns through the neighborhood survey. These included three intersections along S Salina St and several side streets that intersect with Coldbrook Dr. Most crashes occurred at S Salina St's intersections with Amidon Dr and E Oakley Dr. One crash occurred along Coldbrook Dr, at Richfield Ave. There was one pedestrian crash, which resulted in an injury, at the S Salina St / Amidon Dr intersection. A map of the crash locations can be found in Appendix D.



Figure 3.1: Issues and opportunities

3 Assessment of Issues and Opportunities

3.1 Initial identification of issues and opportunities

The City of Syracuse requested the SMTC to identify opportunities to improve pedestrian and bicycle access to nearby destinations within the Valley neighborhood along Coldbrook Creek. The creek is a true neighborhood amenity and is used frequently by residents for recreational purposes and neighborhood travel. When considering improving access for these active modes of transportation, SMTC staff determined that connections across S Salina St should also be included as many of the key destinations located within the Valley lie on the west side of the street.



Trail through Heath Park

The first Study Advisory Committee (SAC) meeting included an in-depth discussion on issues and opportunities within the study area, prompted by observations by SMTC staff. Additional issues and opportunities were identified through discussions with local residents and through public outreach activities, such as the public survey. A geographic representation of the issues and opportunities described below can be seen in Figure 3.1.

The path acts as a well-used north-south route within the neighborhood, allowing residents to traverse quieter streets before turning west to cross S Salina St. Creating desirable paths from the creek to S Salina St for both pedestrians and cyclists through the use of greenway techniques, discussed in the next chapter, may help improve safety through slowing vehicles and providing more predictable travel routes. Additionally, wayfinding and historical signage could help direct users while providing points of interest along the way.

3.2 Trail-wide

The “goat” path and street along the Coldbrook Creek are used by neighbors on a near daily basis for exercise and leisure activities, as well as a direct route to nearby commercial centers. Although street lighting exists along Coldbrook Dr, along the off-street portion of the path lighting only exists within Heath Park, creating a perceived and real lack of safety for users. Pedestrian lighting should be considered where appropriate to ease safety concerns.

3.3 Coldbrook Dr and intersecting streets

Coldbrook Dr is a narrow local street with widths ranging from 17.5 ft to 24 ft. Along most of its length, the street is controlled by stop signs while its intersecting streets remain uncontrolled. Between Richfield Ave and Maplewood Ave, no traffic controls are used at



Coldbrook Dr between Searlwyn Rd and Brampton Rd

the intersections. Neighbors have noted some speeding issues along intersecting streets, such as Searlwyn Rd, E Cheltenham Rd, and Brampton Rd.

Opportunities along Coldbrook Dr should focus on maintaining slow vehicle speeds and providing safe crossings at intersections. This may include installing crosswalks and pedestrian signage where necessary, and stop signs where pedestrians currently struggle to cross.

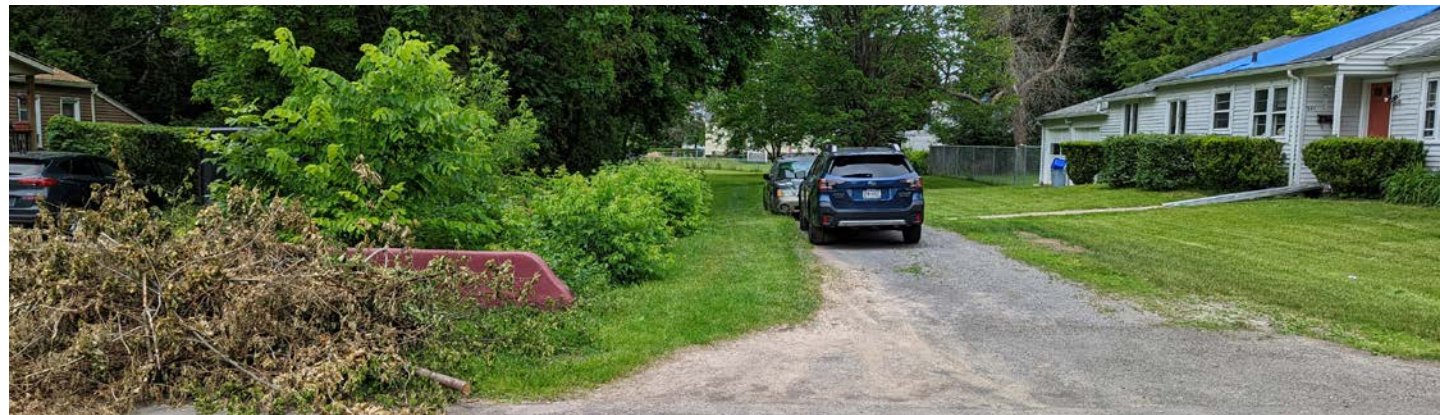
3.4 Coldbrook Creek trail

The “goat” path along the Coldbrook Creek often lacks defined boundaries along its route, which has resulted in private uses taking place within the public right-of-way. A neighboring

fence tightly borders the right-of-way south of Searlwyn Rd, while other fences encroach on public property. A driveway on the north side of Weymouth Rd currently occupies public right-of-way, with enough space for individuals to walk around the parked vehicles when needed, as seen in the photo below.

Additional natural barriers occur along the path, including large trees, roots, and feeder streams that come from the eastern hillside near I-81. In consideration of the upcoming sediment removal work, specific trees may need to be removed and better control over feeder streams should be considered.

Heath Park, a 33-acre parcel that was donated to the City by SUNY College of Environmental Science and Forestry (ESF) in 1962, was



Vehicles parked within the public right-of-way along Coldbrook Creek

historically a demonstration of practical forestry restoration. As such, the City’s Department of Parks, Recreation, and Youth Programs aims to maintain the initial vision for the land and minimize more formal developments within its boundaries. Parks and Recreation staff have noted that any formalization of the Coldbrook trail through Heath Park would need to be a crushed stone dust path to fit within the constraints of the park. Trail material along other stretches may vary depending on the context of the trail section.

At the southern end of the trail, small water rapids can be seen, as shown in the photo below. Creating a small scenic overlook or seating area may be a possibility. Additionally, just west of the creek at the Green Hills Plaza entrance off Edna Rd, additional lighting could create a more welcoming entrance and encourage its usage by neighbors.

3.5 S Salina St crossings

Three signalized intersections allow for pedestrian crossings across S Salina St; Seneca Turnpike, Amidon Dr, and Spaulding Ave / E Oakley Dr. The latter two intersections are the primary access streets for the three public schools within the neighborhood. Pedestrian signals are push activated and do not automatically come up when the vehicle sensor changes the traffic light. Neighbors have indicated that these intersections are their

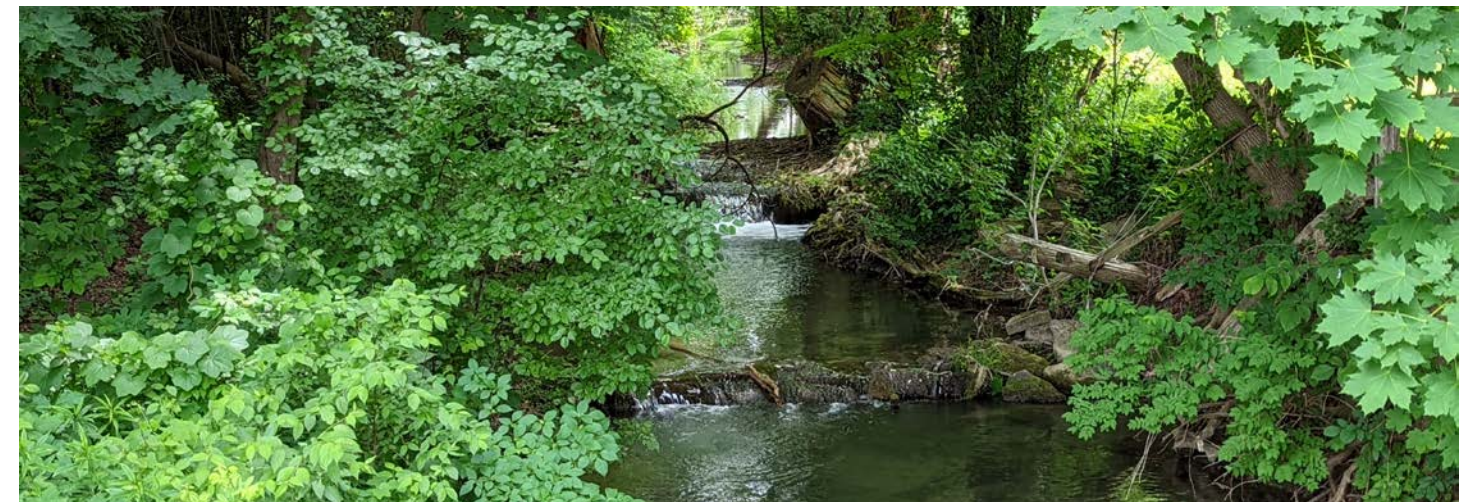
primary crossing points due to the proximity to their end location and the additional safety of the signalized intersection.

Creating direct connections from the trail to these intersections should be prioritized as safety enhancements already exist. An additional mid-block crossing, or unsignalized crossing, may be warranted due to the distance between signalized intersections (~3,500 ft), helping to shorten the distances pedestrians must walk to reach their destinations.

3.6 Public outreach

At the outset of this study, the SAC requested that an emphasis be placed on public engagement and outreach due to the creek’s position as a neighborhood specific amenity. SMTC staff organized a small stakeholder group, including neighbors recommended by the SAC, who were provided additional opportunities to comment on study related materials as well as assisted staff in outreach for an online public survey.

Additionally, SMTC staff attended two existing meetings for local organizations, the Valley Tomorrow’s Neighborhoods Today (TNT) and the Meachem Area Parks Association (MAPA), to provide an overview of the study, gain feedback on current usage, and discuss concerns/visions for the future of the creek and trail.



Coldbrook Creek south of Edna Rd

Public Survey

The survey was developed and distributed through local organizations and the parent contact portals utilized by the three public schools located within the study area. The goal of the survey was to determine the how, when, and why the community uses Coldbrook Creek and the “goat path” along the creek. The survey aimed to identify specific issues that residents face when using Coldbrook Creek, and what kind of improvements they would like to see, if any.

The survey was open from November 9, 2022, to January 4, 2023. During this time, the SMTC received 113 responses.

According to the survey responses, Coldbrook Dr and the “goat path” receive frequent usage by neighbors, with 35 percent of respondents reporting to use them weekly, and an additional 32 percent reporting daily usage. Walking was the most common mobility method at 76 percent, followed by 17 percent using the road/path on a bicycle. Common uses for the path include exercise, social interactions, and to run errands. According to the survey responses, activity gradually increases from 6am to 9pm, with the highest number of users between 5pm and 9pm.

60 percent of respondents did not observe any speeding issue near the Coldbrook Creek. Of those that did, the most commonly cited streets were Brampton Rd, E Cheltenham Rd, and Searlwyn Rd. 61 percent of respondents did not have any safety concerns when using the street/path. Of those that did express concerns over safety, a lack of lighting, uneven paths, and flood-related issues were some of the most common answers.

Noting that any trail improvements must also include improvements to accessibility for all users, in accordance with Americans with Disabilities Act (ADA), SMTC staff asked what surface material respondents would like to see for a new trail surface, if that option is

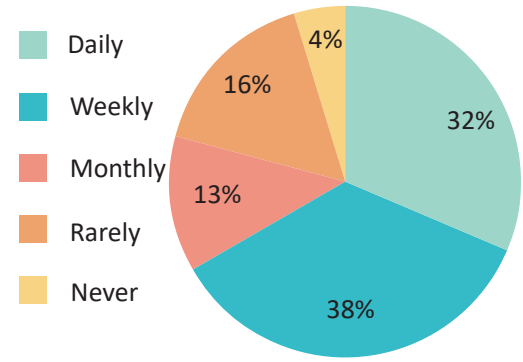


Figure 3.2: Current trail usage

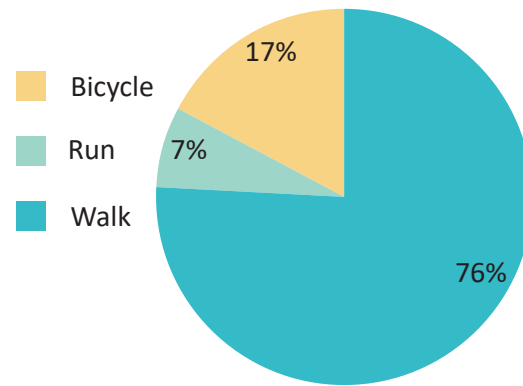


Figure 3.3: Mobility methods

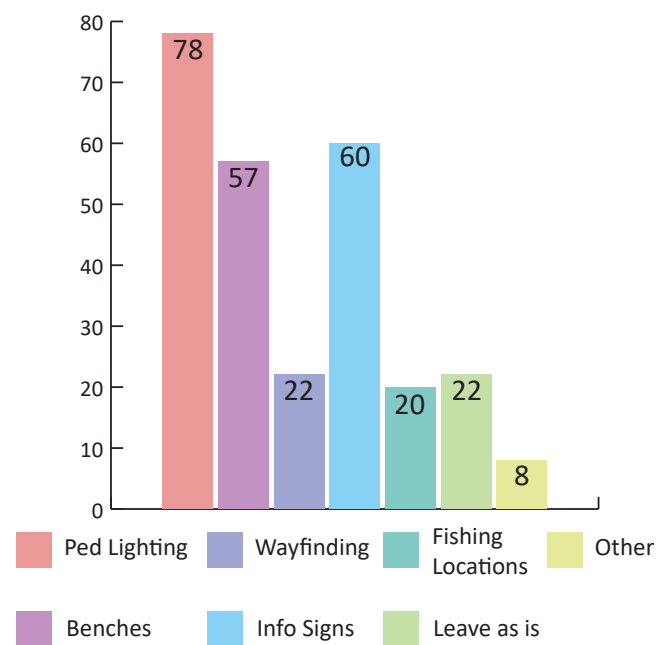


Figure 3.4: Preferred amenities

pursued. Responses were split evenly between a crushed stone path and a concrete sidewalk at 35 percent, with 30 percent of respondents desiring an asphalt trail surface. Regarding potential amenities along the path, the most popular answer was pedestrian lighting with 78 responses, followed by informational signage (60), benches (57), and wayfinding signage (22). 22 respondents also selected “leave the path as it is.”

A full summary of the survey results, including open-ended responses, can be found in Appendix C.

Other Public Engagement

At the November 2022 Valley TNT meeting, SMTC staff, along with a representative from the City’s DPW, presented the outlines of the study to the assembled group, emphasizing the initial issues and opportunities identified through fieldwork and data collection. Comments and concerns from attendees focused on improving accessibility for users, reducing flooding risks through the City’s sediment removal project and continued maintenance, and identifying the history of

the creek along its route. Attendees were encouraged to fill out the public survey and share it with neighbors to formally submit additional information. A summary of the meeting discussions can be found in Appendix C.

In December 2022, SMTC staff attended the MAPA board meeting, with nine community members in attendance. The discussion was structured around preliminary results of the public survey, looking to confirm some of the issues raised within the responses and seek additional comments. Attendees emphasized a desire to keep the trail in a more “natural” state, with references to trails in the Adirondack State Park and Green Lakes State Park. Residents noted water levels dropping in the northern sections of the creek after overflow channels were installed to help mitigate flooding and an increase in vegetation coverage has been observed, reducing the number of fish seen. Additional discussions on lighting and amenities, such as benches, were mixed, demonstrating a need to balance preserving the natural environment and improving accessibility for all users.



SMTC staff discussing issues and opportunities with the Meachem Area Parks Association (MAPA)



Speed management techniques from top: Chicane in Berkley, CA (Photo: NACTO); Speed cushion in Cincinatti, OH (Photo: City of Cincinatti); Raised crosswalk in Cincinatti, OH.

4 Neighborhood Greenways Review

As noted in Chapter 3, implementing greenway techniques may help address some of the issues and opportunities identified within the study area. The Syracuse Bicycle Plan 2040, released in 2012, identified the neighborhood greenway as a potential infrastructure improvement for low traffic local streets. At its most basic level, a neighborhood greenway employs traffic calming measures, such as speed cushions and small traffic circles at intersections, to slow vehicles down and provide safer spaces for people to ride their bikes.⁶ These streets often run parallel to busier streets that are less friendly to bikes. A handful of streets across the City, not including Coldbrook Dr, were identified as potential greenways as part of a larger bicycle network.⁷ Through discussions with the SAC, the City is interested in utilizing greenway treatments along Coldbrook Dr, and specific intersecting streets, as part of the on-street portion of the larger Coldbrook Creek Trail.

The National Association of City Transportation Officials (NACTO) identifies different groups of design treatments and considerations that greenways, or bicycle boulevards as some cities and NACTO refer to them, may look to include to achieve a safe biking environment:

Route Planning – direct access to destinations

NACTO encourages greenways to follow natural desire lines between destinations and provide a continuous path for its length, with typical bicycle trips averaging 2-5 miles in length. While the network should utilize quiet, local roads, the bicycle boulevard should be easy to identify and find for users.⁸

6 City of Syracuse, Syracuse Bicycle Plan 2040 (2012), pg. 35
7 Ibid, pg. 27

8 "Route Planning," NACTO, accessed September 30, 2022.

Signs and Pavement Markings – easy to find and to follow

Shared lane markings, or "sharrows," help to guide users along the path of a greenway as well as draw the attention of drivers to other road users. Any pavement markings should be coupled with signage that identifies the greenway route and, ideally, brands the route so users know what type of facility they are on. Additional wayfinding signage should be considered to direct users to nearby destinations, such as schools, parks, and shopping centers.⁹

Speed Management – slow vehicles down

Vehicle speeds on greenways should be below 25 mph, which is a more manageable speed for people on bikes to adjust to. NACTO recommends looking at reducing the overall speed limit along these corridors but finds infrastructure improvements more important. Infrastructure can either cause a vertical deflection, including speed humps and cushions, or a horizontal deflection, including curb extensions and chicanes. Both forms of deflection slow drivers down to a more appropriate speed.¹⁰

Volume Management – low or reduced vehicle volumes

Greenways work well when traffic volumes are

<https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/route-planning/>

9 "Bicycle Boulevard Signs and Pavement Markings," NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/signs-and-pavement-markings/>

10 "Speed Management," NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/speed-management/>



A diverter allows bicycles to continue along a street while diverting traffic. (Photo: NACTO)

low. Diverting traffic, closing off certain access points, and reducing the usefulness of the street for vehicles are all ways to reduce the number of vehicles along the corridor.¹¹

Minor Street Crossings – minimal bicyclist delay

When crossing a minor street, the greenway should have the right-of-way to minimize the times a bicyclist or pedestrian must stop. Installing stop signs on the cross streets helps to prioritize these movements.¹²

Major Street Crossings – safe and convenient crossings

Shortened crossing distances, refuge areas, and bicycle specific traffic signals are all potential improvements at major street crossings. While bicycles may not have the priority at these intersections, reducing the amount of time bicyclists are in a conflict area, as well as increasing their visibility to drivers,

11 "Volume Management," NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/volume-management/>
12 "Minor Street Crossings," NACTO, accessed September 30, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/minor-street-crossing/>

will help provide safe crossing opportunities when necessary.¹³

Offset Crossings – clear and safe navigation

Due to bicycle boulevards utilizing local, neighborhood streets, often the street grid is broken up. When this occurs, bicyclists need clear directions on how to continue through the asymmetrical intersection in a safe manner.¹⁴

Green Infrastructure – enhancing environments

Reducing the amount of open pavement on a street reduces speeds of vehicle traffic while providing additional space for green infrastructure. Using bioswales, street trees, and other vegetation can reduce stormwater runoff, reduce the urban heat island effect, and create a more aesthetically pleasing path for users.¹⁵

13 "Major Street Crossings," NACTO, accessed October 3, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/major-street-crossing/>

14 "Offset Intersections," NACTO, accessed October 3, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/offset-intersections/>

15 "Green Infrastructure," NACTO, accessed October 4, 2022. <https://nacto.org/publication/urban-bikeway-design-guide/bicycle-boulevards/green-infrastructure/>



Mini-roundabouts, or traffic circles, slow vehicles down as they approach intersections while maintaining the flow of traffic. (Photo: NACTO)

Syracuse is not alone in identifying greenways as a viable technique to encourage more active transportation usage. Rochester, NY released their Bicycle Boulevard Master Plan in 2015, which identified over 50 miles of streets, with 20 miles deemed priority streets, that would create an interconnected network of greenways that cover the entire city.¹⁶ Streets identified within this plan met three important criteria: direct connections to destinations, low volumes (<3,000 vehicles per day) and speeds (posted limit of 25mph or less), and connections to the existing bike network.¹⁷ The initial plan looked to utilize a variety of traffic calming techniques, including:

- **Traffic Circles** – raised or delineated islands placed at intersections
- **Chicanes** – a series of raised curb extensions, or edge islands, on alternate sides of a street
- **Curb Extensions** – curb extensions at an intersection to narrow the travelway and crossing distance
- **Chokers** – edge islands placed on either side of the street to narrow the center of the lane
- **Medians** – center island parallel to the bicycle boulevard that causes deflection

16 City of Rochester, Bicycle Boulevard Master Plan (2015), pg. 1.2

17 Ibid

- **Speed Humps or Cushions** – raised area 12' to 14' long by 3" to 4" high that reduce speeds to 15-20mph¹⁸

Ultimately, the engineering designs released in 2021 indicated the City of Rochester will rely primarily on speed humps and cushions along with improved crosswalks and additional stop signs.¹⁹

Portland, OR has embraced greenways as a cornerstone of their safe routes to school program, with over 100 miles throughout the city.²⁰ The extensive greenway network through Portland relies heavily on speed bumps to reduce speeds, while also utilizing a 20-mph speed limit. Center medians along busier streets are used to discourage through traffic by forcing drivers into a right-turn only as they approach the intersection.²¹ The center medians allow for bicyclists to pass through and continue in a direct path while providing refuge for pedestrians and cyclists as they cross. The Portland Bureau of Transportation (PBOT) has issued assessments on the progress of the greenways program in 2015 and 2020. Within these reviews, they identify issues

18 Ibid, pg. 1.8 - 1.9

19 City of Rochester Department of Environmental Services, Priority Bicycle Boulevards Implementation Project (2021)

20 Portland Bureau of Transportation, Neighborhood Greenways 2020 Status Report (2020), pg. 2

21 Ibid, pg. 4

along existing and potential greenways that conflict with the stated goals for greenway streets. Portland’s Neighborhood Greenways Assessment Report, 2015 identifies these goals as:

- Vehicle speeds of 20-mph, measured as the 85th percentile speed;
- Automobile volume target of 1,000 average daily traffic (ADT), with 1,500 ADT acceptable and 2,000 ADT maximum; and
- Bicycle and pedestrian crossing opportunities, measured as a minimum of 50 crossing opportunities per hour, with 100 crossing opportunities per hour the preferred level of service.²²

Greenways that do not meet these metrics trigger PBOT to implement temporary, or potentially permanent, changes to the streetscape in order to achieve the desired use and character.²³

²² Portland Bureau of Transportation, Portland’s Neighborhood Greenways Assessment Report (2015), pg. 4
²³ Ibid, pg. 10 - 12



Shared-use bridge within Heath Park.

5 Recommendations

A common thread throughout the public engagement process and discussions with SAC members was a desire to keep the trail along Coldbrook Creek as close to its existing character as possible while improving accessibility for neighbors. Based on this guiding principle, the SMTC developed design concepts for the trail, including both on-road and off-road sections, key intersecting streets, and overall amenities. An overview of the types of treatments and their locations is shown in Figures 5.1 and 5.2. A more detailed look at each recommendation follows.

5.1 Coldbrook Creek Trail

The off-road sections of the Coldbrook Creek Trail, from the creek to the nearest property line, range in width from as little as 8 feet to over 30 feet, with the path alternating between grassy fields and beaten dirt patches. The most formalized portion of the current trail cuts through Heath Park, between Conifer Dr and Richfield Ave. Due to the unique history and nature of Heath Park, the City’s Department of Parks and Recreation has noted that the use of concrete or asphalt along the path would be inappropriate, instead indicating a preference for stone dust. Respondents to the public survey also indicated a slight preference for stone dust trails, tied with concrete over asphalt. Additionally, stone dust trails prevent runoff during rain events as more storm water is absorbed into the ground than when using other surface types, helping not to exacerbate the flooding concerns expressed by neighbors. In order to keep the off-road trail sections cohesive with one another, the SMTC recommends the installation of a stone dust path along the off-road sections of the trail.

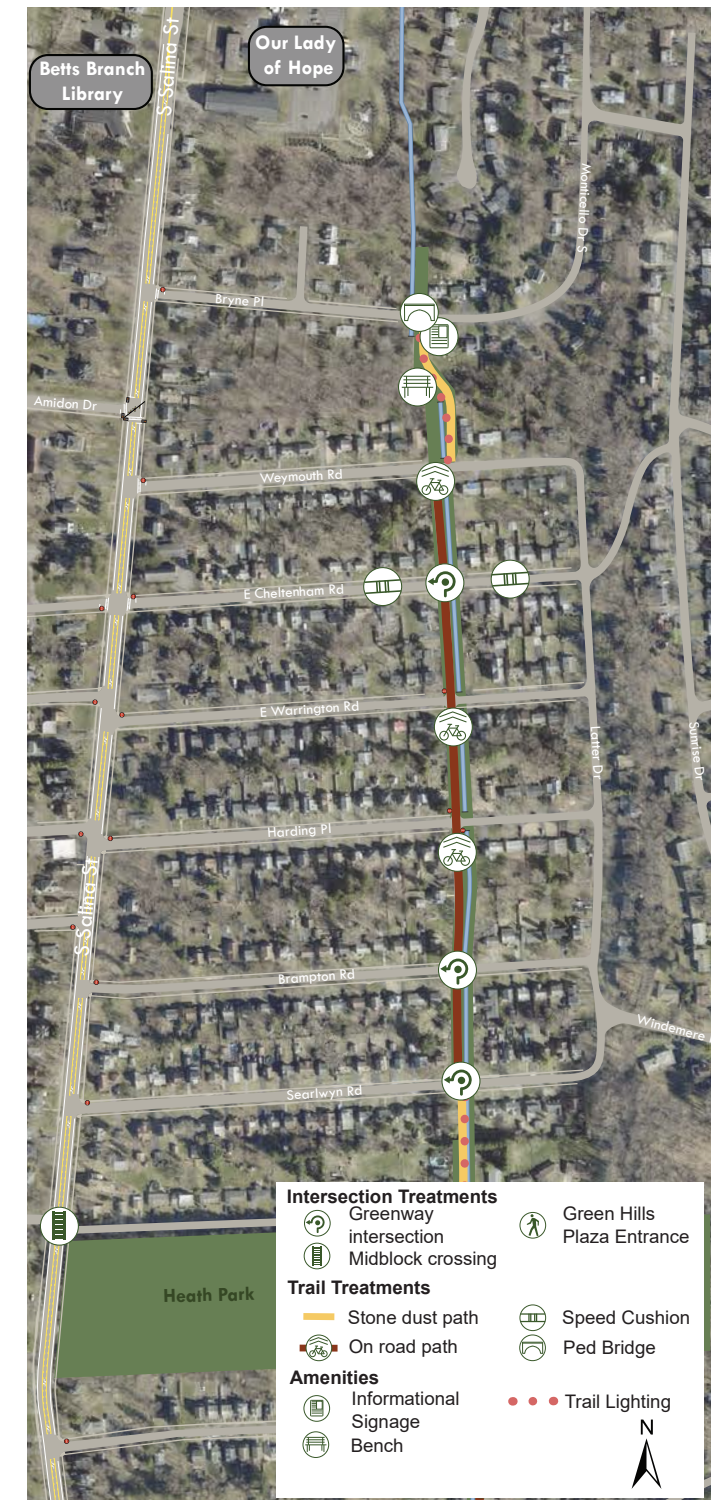


Figure 5.1: Northern study area recommendations

The stone dust trail may vary in size depending on the block. At its narrowest point, the trail must maintain at least five feet in width, which can be seen in Figure 5.3. At other points, such as the wide field between Parrish Ln and Edna Rd, an 8-foot path is possible, allowing for cyclists to ride safely along with pedestrians, as

seen in Figure 5.4. At any point where the path narrows to less than eight feet wide, signage indicating that cyclists must dismount and walk their bikes should be included. Conversely, at any point wider than 6 feet should include a vertical post or bollard delineating lanes and preventing larger vehicles from entering the trail. This bollard can be made removable to assist in trail maintenance as needed.

Where there are questions over public right-of-way versus private property, it is recommended to delineate the space, either through the use of lighted bollards, which are discussed later in this chapter, decorative fencing, or new trees, as seen in Figure 5.5. The designated space does not need to line up directly with the property line, but should look to reserve a minimum of 10 feet for trail usage, with a 5 foot trail and 2-3 feet on either side. A map documenting potential conflict locations can be found in Appendix D. Additional surveying will be required to identify the legal boundaries.

Tree removal may be necessary to accommodate a formalized trail, specifically on the blocks between Searlwyn Rd and Conifer Dr, as well between Maplewood Ave and E Oakley Dr. Additional tree removal will likely occur due to the potential sediment removal project. Working with the City of Syracuse's arborist, locations for replacement trees should be identified along the trail where right-of-way exists to ensure there is no net loss of trees in the area. Additionally, a small

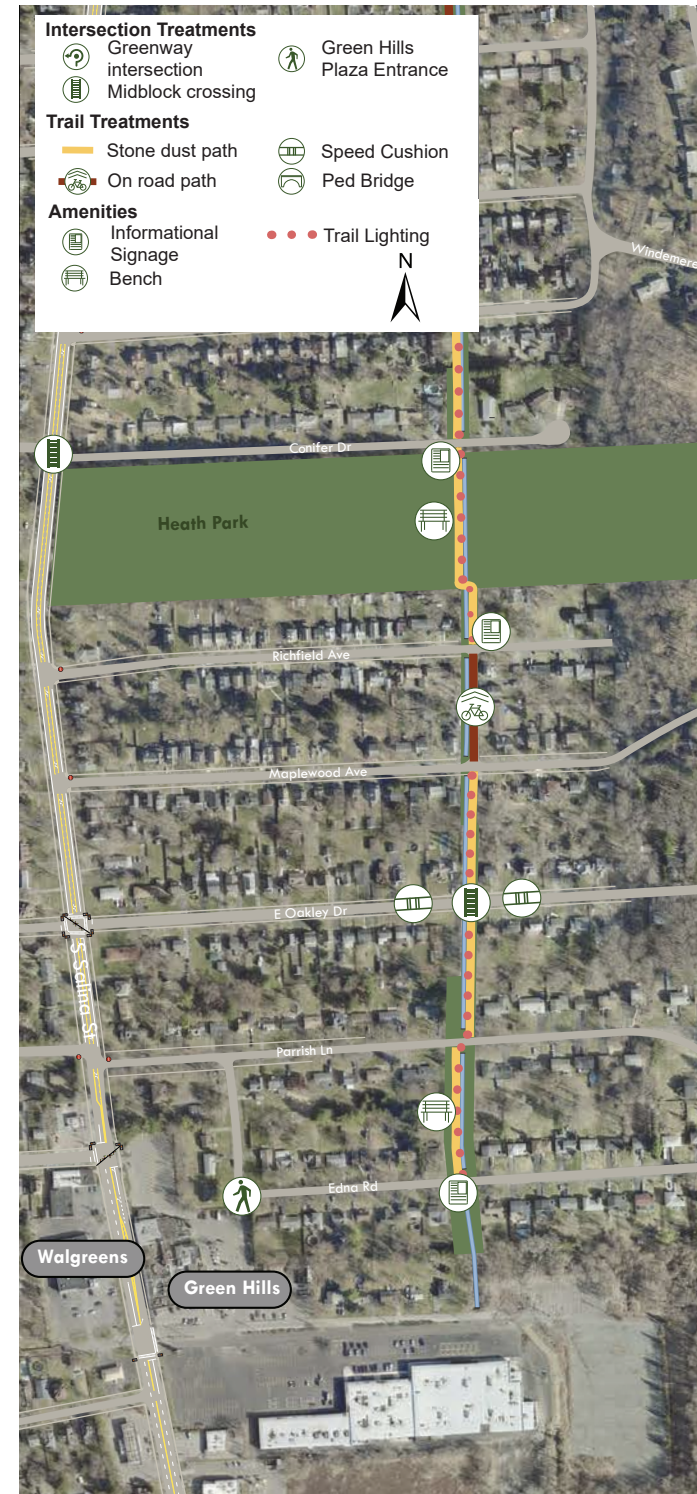


Figure 5.2: Southern study area recommendations



Feeder stream between Maplewood Ave and E Oakley Dr



Figure 5.3: Narrow stone dust path - Photosimulation of trail from Searlwyn Rd to Conifer Dr



Figure 5.4: Widened stone dust path with benches and new trees - Photosimulation of trail from Parrish Ln to Edna Rd

feeder stream between Maplewood Ave and E Oakley Dr will require attention, as seen in the photo to the left. In its current form, the stream often creates muddy conditions that are difficult for users with limited mobility. Rerouting the feeder stream underground as it approaches Coldbrook Creek may be required to provide full access for all users.

Where the off-road trail meets a cross street, curb ramps with detectable warnings should be added to the existing sidewalk networks leading to a high visibility crosswalk. Pedestrian crossing signage must be included, with Coldbrook Creek brand signage included beneath, guiding trail users. Trail specific signage will be discussed later in this chapter.



Figure 5.5: Resolving right-of-way conflict at Weymouth Rd - Existing (left) and Proposed (right)

At the northern end of Coldbrook Creek, between Byrne Pl and Monticello Dr S, the installation of a small pedestrian bridge should be explored to connect residents from both streets to the trail, as shown in Figure 5.6. Neighbors noted a previous bridge was built by a community member but was removed due to safety concerns over the structure from the City. Community members expressed interest in reinstalling this connection as Monticello Dr S is a frequent bike route for cyclists who prefer to avoid the heavy traffic along S Salina St. Concerns from immediate neighbors over potential trespassing should be noted. Wayfinding signage should be added to direct trail users away from private property and may be reinforced through the addition of decorative planters or vegetation on either side of the trail. A bollard in the center of the path at the entrance to the trail should look to block larger, motorized vehicles, such as ATVs, while allowing bikes, wheelchairs, and strollers pass.



Figure 5.6: Byrne Pl pedestrian bridge - Photosimulation

of stop signs at the end of each block. Due to these characteristics, the street already functions as a pleasant walking and cycling path for neighbors even without a designated place for these activities. Some concerns noted by community members revolve around

5.2 Coldbrook Dr

Coldbrook Dr occupies roughly half the length of the Coldbrook Creek Trail. The quiet, narrow street ranges in width from 17.5 feet to 24 feet and controls vehicle traffic through the use

speeding issues and difficulty crossing at intersecting streets.

As the current conditions along Coldbrook Dr already encourage active use by neighbors, fairly minor improvements can be implemented to improve safety and accessibility. “Sharrows,” a symbol containing a bike and two chevron arrows, can be installed along the roadway to indicate to drivers that the street is a shared space with cyclists and other active transportation modes. “Bicycles May Use Full Lane,” (MUTCD R4-11) signage along with specific Coldbrook Creek Trail signage should accompany the “sharrows” and will be discussed later in this chapter.

5.3 Intersecting Greenways

As noted earlier, some residents have identified concerns regarding speeding along E Cheltenham Rd, Brampton Rd, and Searlwyn Rd, north of Heath Park, and E Oakley Dr, south of Heath Park, which can impede users of the Coldbrook Creek trail from crossing safely. While some periodic speeding was documented along E Cheltenham Rd in data collection efforts in the spring of 2023, 85th percentile²⁴ speeds were in fact below the 24 The speed at or below which 85 percent of vehicles travel along a roadway segment. This speed is commonly used to set speed limits.

posted speed limit of 30mph. With slower speeds already largely in place, improving the visibility and comfort of trail users must still be addressed.

Stop Signs and Crosswalks

The identified intersections north of Heath Park all connect to streets that stretch further up the hillside, providing quick access for vehicles traveling west towards S Salina St. Vehicles traveling along these streets do not stop along their length until they reach S Salina St. Trail users lack visibility at these locations, preventing their safe crossing when vehicles are present. One potential solution is to change each of these three intersections with Coldbrook Dr into all-way stops. By stopping vehicles in all directions, pedestrians gain visibility and a more predictable right-of-way when crossing. In addition to the all-way stop, curb ramps with detectable warnings leading to high visibility crosswalks across the eastbound approach would increase the predictability of pedestrian crossings along with the comfort of the trail users.

Mini Roundabouts

A more intensive intervention that has been deployed as part of greenway networks across

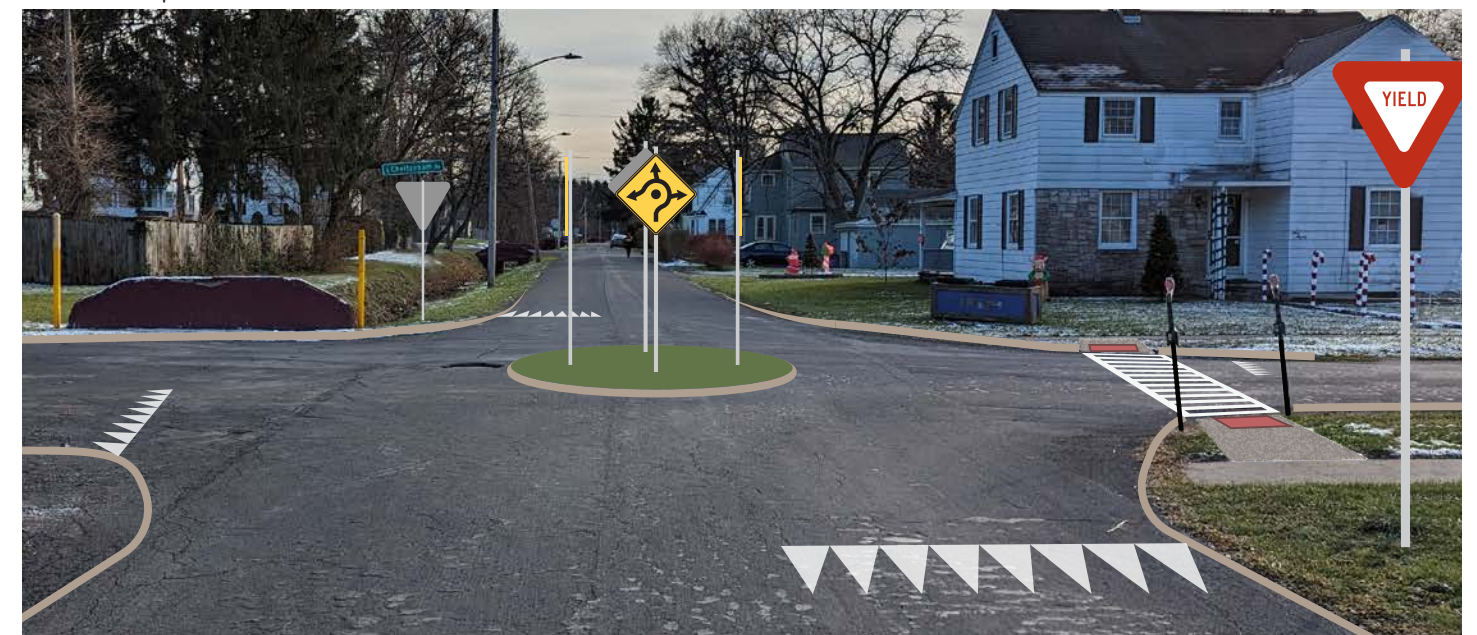


Figure 5.7: Mini roundabout at E Cheltenham Rd / Coldbrook Dr - Photosimulation

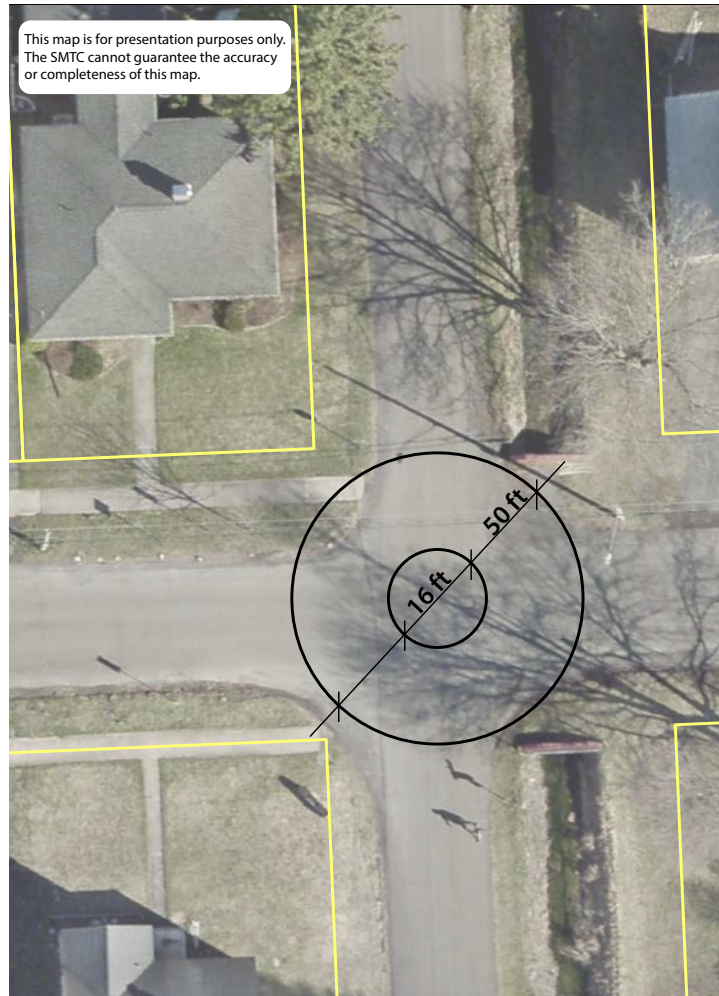


Figure 5.8: Mini roundabout feasibility

the country is the mini roundabout, or mini-traffic circle. Mini roundabouts are effective treatments in reducing vehicles speeds and intersection crashes, while providing easier crossing opportunities for pedestrians. Standard design features, as provided by the FHWA, include a 50–80-foot diameter intersection and a 16–45-foot diameter circular central island. Mini roundabouts are relatively easy to install on local roads – with low implementation costs because they can usually fit within existing right-of-way (ROW) boundaries.

The FHWA identifies application criteria required to construct a mini roundabout, as outlined below:

- Lower speed roads (max 35 mph);
- Total entering intersection volumes from all approaches less than 15,000 vehicles/

day;

- Junctions of two-lane roads;
- Junctions without nearby commercial entrances;
- Low truck and bus volumes; and
- Expected lower construction costs since footprint is within existing roadway boundaries.²⁵

The E Cheltenham Rd / Coldbrook Dr intersection is of primary interest for a potential mini roundabout as it was the most cited location for speeding and crossing concerns within the study area, by survey respondents. Figure 5.8 demonstrates that a mini roundabout is feasible at the intersection and the characteristics of the location meet the criteria laid out by the FHWA above.

A mini roundabout at this location may be preferable to an all-way stop as it improves operational efficiency along with traffic safety. The horizontal diversion of the mini roundabout more reliably forces vehicles to slow, allowing for easier crossings for trail users. Additionally, mini roundabouts can have added aesthetic and environmental benefits as they are often populated with greenery, which will prevent additional runoff and tie into the more natural elements of Coldbrook Creek itself.

Greenways

In addition to a potential mini roundabout, E Cheltenham Rd and E Oakley Dr should be considered for further greenway treatment as a way to encourage pedestrians and cyclists to utilize each of them to reach S Salina St. Through discussions with the City of Syracuse, speed cushions have been identified as the primary greenway tool as it is currently a focus of an on-going pilot program between the Department of Public Works (DPW) and the Fire Department (SFD).

New York City's speed cushion program requires that speed cushions be placed at least 250 feet apart and at least 70 feet from an

²⁵ FHWA, Mini-Roundabouts Technical Summary (2010), pg. 5-6



Figure 5.9: E Oakley Dr greenway techniques - Photosimulation

intersection.²⁶ As the City of Syracuse continues to develop their speed cushion program, adopting a similar policy on placement should be considered. For the purposes of this report, the SMTC recommends placing speed humps 125 feet away from the intersection/trail crossing on either side, satisfying both placement minimums.

E Oakley Dr, as opposed to the roadways identified north of Heath Park, does not have a traditional intersection with Coldbrook Dr, but instead has a trail crossing. The SMTC recommends installing curb ramps with detectable warnings at each trail head and a high visibility crosswalk between them, as shown in Figure 5.9. Yield to Pedestrian signage should also be installed 50 feet in advance of the crosswalk in both directions. These interventions, coupled with the speed cushions, will force drivers to slow down as they reach the trail crossing, providing enough time and distance to properly yield if a pedestrian or cyclist is looking to cross.

²⁶ New York City Department of Transportation, "Traffic Calming Design Guidelines," accessed March 3, 2023. <https://www.nyc.gov/html/dot/html/pedestrians/traffic-calming.shtml#raisedspeedreducers>

5.4 Crossing at Conifer Dr

With roughly 3,500 feet between signalized intersections along S Salina St, residents have indicated a desire for an additional crossing opportunity. Through the public survey, the Conifer Dr / Hilton Rd intersection, located at the northwest corner of Heath Park, was shown to be the third most popular crossing point behind the two signalized intersections in the study area. The crossing is one of the few along the S Salina St corridor south of Seneca Turnpike that allows for direct through movements on either side, as opposed to a staggered intersection. It also provides pedestrians with direct connections to bus stops and the park.

The SMTC recommends installing a high visibility crosswalk across the southbound approach, along with the necessary curb ramps and detectable warning strips, as this location provides the most direct connection without interfering with a private driveway at the southwestern corner.

Due to the relatively high volume of vehicle traffic along the corridor, "Pedestrian Ahead"



Figure 5.10: Uncontrolled crossing at Conifer Dr with Rectangular Rapid Flashing Beacon - Photosimulation

(MUTCD W11-2 & W16-9P) signage should be placed in advance of the crossing on either side of the roadway on both sides of the intersection. At the crosswalk, the City may choose to install pedestrian crossing signage, or opt for a rectangular rapid flashing beacon (RRFB), seen in Figure 5.10. The Federal Highway Administration’s (FHWA) Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations identifies both measures as reasonable treatments to consider based on the characteristics of the corridor.²⁷

Sidewalks do not currently exist along Conifer Dr. In order to connect pedestrians using this crossing point to the Coldbrook Creek Trail, a stone dust trail extension should be installed along the northern edge of Heath Park. The existing tree line sits 10 to 15 feet back from the roadway, providing ample space for the trail to exist without interfering with the natural environment.

5.5 Signage and Amenities

Through the public survey, three key desired amenities were identified by the community:

²⁷ FHWA, Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018), pg. 16

pedestrian lighting, informational signage, and benches. Each of these items help expand the use of the trail through improving the level of comfort individuals have along its route.

Lighting

Many neighbors expressed safety concerns surrounding using the trail as it gets darker, which can affectively shorten how long each day the trail is useful depending on the season. With most survey respondents noting they use the trail from the early afternoon into the early evening, providing additional lighting along its path will help to encourage these after work trips.

While there is a desire for additional lighting, some neighbors have expressed concern over adding too much lighting, taking away from the natural environment that exists along the path today. Overhead cobra style lighting currently exists within Heath Park but would be out of scale with the other trail locations. Instead, bollard lights could be used to help light the trail while minimizing spillover light. By focusing light down on the paths, bollard lighting also complies with Dark Sky initiatives

that are concerned with reducing light pollution. Three-foot tall bollard lights should be installed every 30 feet between the trail and the creek to provide even light coverage to the path and act as a reminder of where the creek runs. Concerns over potential vandalism, including the smashing of light heads, should be addressed through the design of the bollard light, potentially exploring the use of protective caging around the light head.

Additional lighting along Coldbrook Dr is not needed at this time.

Informational Signage

Informational signage can be grouped into three main categories: wayfinding, historical, and natural.

Wayfinding signage improves accessibility along the path for those unfamiliar with the area. While long time residents know the trail well, newer residents and children may struggle to know where they are at certain points along its length. Currently, trail crossings that do not occur at roadway intersections do not have street sign information. The SMTC recommends installing street signs at every trail crossing to better inform trail users of their location, along with key location markers on the same pole.

Location markers should inform trail users of

the direction of and distance to local amenities including Heath Park, the local public schools, Betts Branch Library, and Green Hills Plaza.

Historical and natural informational signage should be installed at three points along the trail; the northern (Byrne Pl / Monticello Dr S) and southern (Edna Rd) ends, as well as within Heath Park. These signs will look to inform trail users of the history, both man-made and natural, of Coldbrook Creek, Heath Park, and the Valley neighborhood overall. Through conversations with community members, it was highlighted that Coldbrook Creek, as it is seen today, was a project of the federal Works Progress Administration (WPA) in the late 1930s. A map of the creek system through the Valley can be found in Appendix D. Additionally, Heath Park began as an experimental forest program for SUNY ESF before being gifted to the City of Syracuse. One informational sign noting this history exists within the park today along S Salina St, but this information should also be shared at the trail heads on the northern and southern sides of the park as well.

A final set of signage that is recommended includes branding the trail. Signage that explicitly names Coldbrook Creek Trail and identifies its crossing points should be installed along the trails path as well as at key crossing locations along S Salina St to encourage pedestrians and cyclists to use the quieter trail when possible. The trail branding signs also

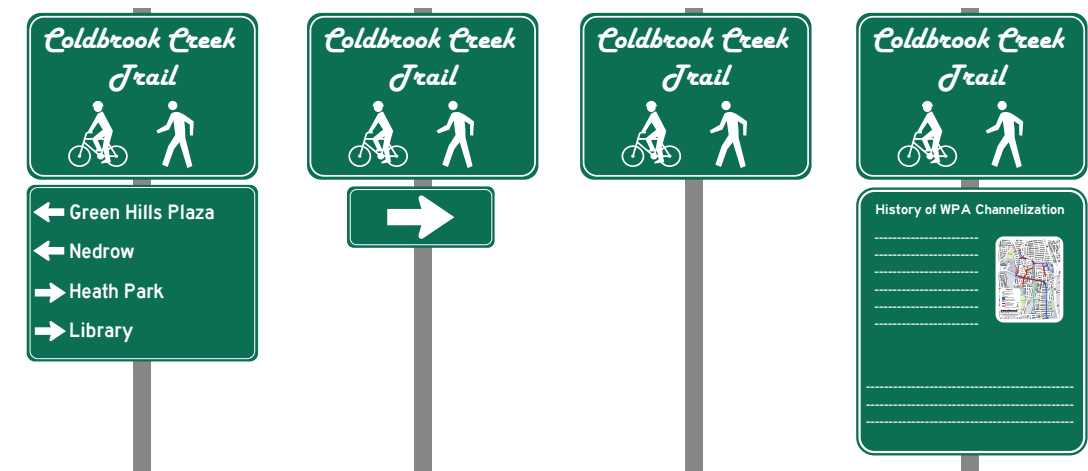


Figure 5.11: Branded trail informational signage

indicate to drivers that other mobility modes will be present along its path. An example of a trail branding sign can be seen in Figure 5.11. All specialized signage must adhere to MUTCD standards, including being located beneath standardized signage when placed alongside roadways.

Benches

The Coldbrook Creek Trail acts as an extension of Heath Park through the Valley neighborhood and is more in line with a linear park than a standalone trail. As such, providing additional opportunities to enjoy the natural surroundings and engage with neighbors has been a common desire expressed by community members. Providing benches at various locations along the trail is one way to provide rest points for users with mobility issues and encourage neighbors to engage with one another in a public place. Three locations along the trail were identified as preferred locations for benches due to the wide-open nature of the available space: between Byrne Pl and Weymouth Rd, within Heath Park, and between Parrish Ln and Edna Rd. Additionally, a bench at the end of the trail on Edna Rd would allow residents and visitors to sit and observe the scenic view of the small water rapids within the creek as it heads south of the City.

A pair of benches should be encouraged at each location to provide ample sitting room and flexibility for users. Bench styles should be simple and blend in with the environment as much as possible, including the use of wood textures. The City's Parks and Recreation Department are currently working to standardize bench styles across the park system, placing benches based on their context. Based on discussions with staff, the preferred bench style for the Coldbrook Creek Trail would resemble those in use along the Onondaga Creekwalk Phase II, as seen in Figure 5.4 and in the photo above. The recycled material utilizes faux wood finishes to create a more natural look that would fit within the



Park bench along the Onondaga Creekwalk Phase II

context of the trail.

Green Hills Plaza entrance

Green Hills Plaza anchors the southern end of the Coldbrook Creek Trail, although its entrance does not lie directly on the trail. At the Edna Rd / Gary Ave intersection, a chain-link fence includes a small, formal opening that allows pedestrians to enter the plaza's parking lot behind Green Hills near the dumpsters. This entrance is narrow and is not well lit, but it offers the most direct connection into the commercial plaza from the neighborhood.

Working with Green Hills Plaza, the City should consider improving the public space at the southern end of Gary Ave. Placing two lighted bollards framing the entrance way will help light the path for pedestrians and cyclists while preventing parked cars from blocking the access point, as seen in Figure 5.12. Adding additional signage to direct individuals towards the Coldbrook Creek Trail will also help encourage its use for daily shopping needs.

5.6 Cost Estimates and Implementation

To provide order of magnitude cost estimates for the recommendations included within

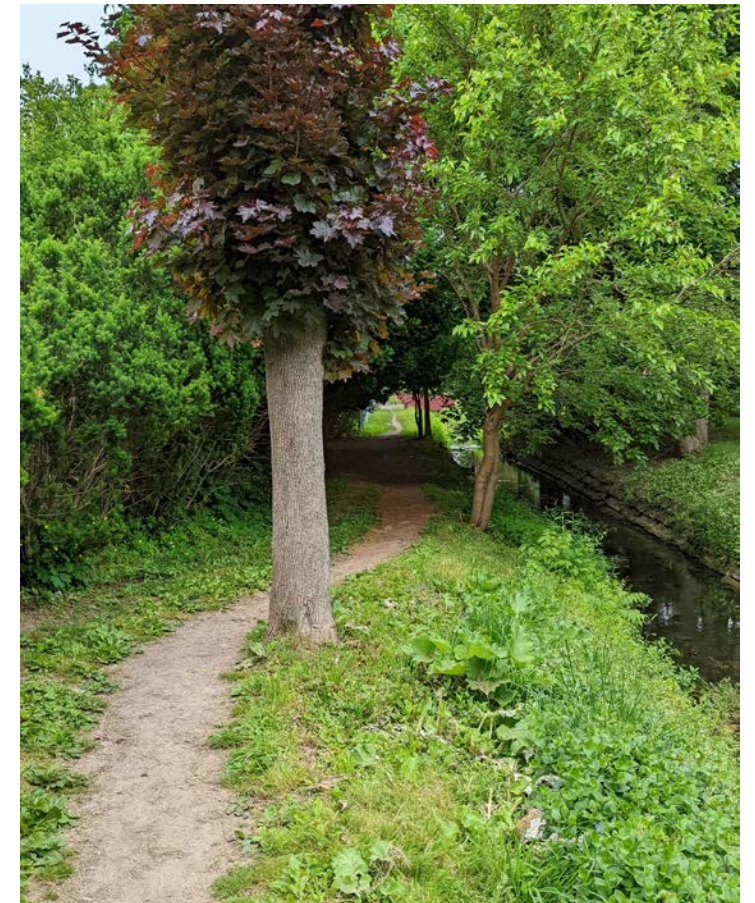


Figure 5.12: Entrance to Green Hills Plaza - Photosimulation

this document, SMTC staff reviewed several state and federal cost estimating tools and online resources. Estimated costs in Table 5.1 are for planning purposes only. Many factors, including the variability of material and labor costs and any potential right-of-way impacts, can influence these costs.

In terms of implementation, any trail construction would benefit from being tied to the potential sediment removal project currently being investigated by the City. All recommendations identified within this report will require further engineering evaluation in connection with this work.

Additionally, ongoing studies and development opportunities in the Town of Onondaga's hamlet of Nedrow may impact decisions regarding future trail extensions. The anticipated future home of the Jon Diaz Community Center (JDCC) sits less than 1,000 feet south of the Edna Rd trail head. The former K-Mart plaza, which sits between this site and Edna Rd, is currently underutilized and is considered by community members an ideal site to redevelop. Should



Existing tree impeding trail, looking north from Conifer Dr.

Table 5.1: Cost estimates

Category	Improvement	Estimated Cost Range	Unit	Source	Notes	Quantity	Total Estimated Cost (to nearest \$1,000)
Trail and Roadway Infrastructure	Off-Street Path	\$59	per linear foot	NYS		2,250	\$133,000
	Curb Ramp	\$3,900	each	NYS		27	\$105,000
	Speed Cushion	\$5,000	each	MD		4	\$20,000
	Mini Roundabout	\$50,000 to \$175,000	each	MD - NYS	Optional treatment	1	\$112,000
	Pedestrian Bridge	\$150 to \$250	per square foot	FHWA		150	\$30,000
Striping and Signage	Sharrows	\$3,675	per mile	NYS		0.75	\$3,000
	Crosswalk	\$800	each	NYS		13	\$10,000
	MUTCD and Trail Specific Signage	\$50	each	MD	Includes pedestrian crossings, stop signs, branded signage, and informational signage	74 to 76	\$4,000
	Rectangular Rapid Flashing Beacon	\$22,250	each	USDOT	Optional treatment	0 to 2	\$45,000
Amenities	Bench	\$1,230	each	SYR P&R	Based on Belson outdoors contour bench	7	\$9,000
	Bollard Light	\$260 to \$650	each	OR		80	\$36,000
	Tree	\$400	each	SYR ARB	Estimates for tree and labor according to the City arborist. Estimated number of trees does not reflect how many may need to be removed, but used to give a sense of cost.	25	\$10,000
Total Estimated Cost Range:						\$350,000 to \$520,000	

any development plans move forward, coordination between the City, Town, and private developers would be encouraged to consider more direct connections between the Valley neighborhood and these sites.

5.7 Conclusion

Coldbrook Creek is a true gem for the Valley neighborhood and should be made accessible to all residents while maintaining its current character. Through targeted improvements, such as a formalized off-road path and lighting, the trail can be made accessible to residents, including those with limited mobility. Improving wayfinding and creating safe crossing locations can encourage the greater use of the trail for daily trips within the neighborhood and to nearby destinations, such as Green Hills Plaza just south of the City line, while providing more visibility and predictability to all road users. All recommendations identified within this report will require further engineering evaluation in connection to the potential sediment removal project currently being investigated. We encourage further engagement with neighborhood residents throughout this process.

Source Abbreviations:

FHWA - Federal Highway Administration estimates²⁸

MD - Maryland Department of Transportation and Baltimore Regional Transportation Board²⁹

NYS - New York State Department of Transportation Quick Estimator - Upstate³⁰

OR - Online Resources (LED Wholesale³¹, LightMart³², Warehouse Lighting³³)

SYR ARB - Syracuse City Arborist³⁴

SYR P&R - Syracuse Parks and Recreation standardized bench selection guide

USDOT - U.S. Department of Transportation³⁵

28 University of North Carolina, "Student Corner: Pedestrian Bridges: Connecting People with Communities," January 16, 2016. <https://ced.sog.unc.edu/2016/01/pedestrian-bridges-connecting-people-with-communities/>

29 Maryland Department of Transportation and the Baltimore Regional Transportation Board, *Planning Level Cost Estimating Tool for Bicycle Infrastructure Projects* (2020) https://www.mdot.maryland.gov/OPCP/MDOT_BPAG_Bikeways_Project_Cost_Estimator.xlsx

30 NYSDOT, *Quick Estimator Reference - Upstate*, (2020)

31 LED Lighting Wholesale, Inc., "LED Bollard Lights," accessed April 5, 2023. <https://www.ledlightingwholesaleinc.com/Bollards-s/409.htm>

32 LightMart, "LED Bollard Lights," accessed April 5, 2023. <https://www.lightmart.com/commercial-light-fixtures/outdoor-commercial-lighting/led-bollard-lights/>

33 Warehouse-Lighting.Com, "LED Bollard Lights," accessed April 5, 2023. https://www.warehouse-lighting.com/collections/bollards?gclid=C-j0KCQjw8e-gBhD0ARIsAJiDsaW5L5ysu1IcJf8NjX5pCNsN9IXMKKePpfkMi3XVyt9TE9tsUsGYa8sAaAmqVEALw_wcB

34 Chris Baker, "\$2 million for trees? Why Syracuse is spending stimulus money on its urban forest," *The Post Standard/Syracuse.com*, August 2, 2023. <https://www.syracuse.com/news/2021/08/2-million-for-trees-why-syracuse-is-spending-stimulus-money-on-its-urban-forest.html>

35 USDOT, *Rectangular Rapid-Flashing Beacon (RRFB)*, June 2018. https://safety.fhwa.dot.gov/ped_bike/step/docs/TechSheet_RRFB_508compliant.pdf

Appendix A
Study Advisory Committee
Meeting Notes

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*Coldbrook Creek Trail Study
SAC meeting #1*

Houck noted the only access concerns occur north of Byrne Ave where private property encroaches on the creek.

Public Involvement Plan

Mr. Bardenett noted that there will be a minimum of three SAC meetings throughout the study. Discussions during the scoping process emphasized the importance of public involvement as this trail is an important part of the Valley neighborhood. Mr. Bardenett indicated that SMTC staff are scheduled to attend the November 9, 2022 meeting of the Valley Tomorrow’s Neighborhoods Today (TNT) to present the project and distribute a survey. The SAC members were provided draft questions from the survey to review and provide comment. Mr. Kevan Busa indicated that he would also attend the TNT meeting to help field questions from the City’s perspective.

Mr. Bardenett stated that a stakeholder group of neighborhood residents will be organized to share updates with and obtain feedback from throughout the study. Mr. Bardenett requested SAC members to provide names and contact information for individuals they believe would be interested in participating. Some suggestions, including a local religious organization, were provided by SAC members at the meeting. SAC members indicated an interest in attending a stakeholder meeting once a group is assembled.

Data Collection – Progress to Date

Mr. Bardenett briefly reviewed initial data collection efforts taken on by SMTC staff including a review of demographic data for the neighborhood and observational notes on pedestrian facilities in the area. Mr. Bardenett noted that residents within the immediate neighborhood have more access to private vehicles than the City as a whole, making it more likely that the trail is used for recreational purposes over commuting purposes.

Mr. Bardenett stated that staff will perform additional reviews and observations regarding safety at specific crossings along S Salina St, which will be based on the location of key destinations for trail users (schools, parks, transit stops).

Initial Issues and Opportunities

Mr. Bardenett shared a map with SAC members noting initial issues, opportunities, and observations determined through preliminary fieldwork conducted in the summer of 2022. The opportunities that were shown were there for discussion purposes and will be altered based on conversations with the SAC and the public.

Mr. Houck noted that Phase III of the Onondaga Creekwalk will most likely feature trailheads at Dorwin Ave and Amidon Pl, but the location of the trail is still in question. Mr. Mario Colone shared that SMTC is also looking at improvements along S Salina St in the hamlet of Nedrow, south of this study’s study area, and that we will look for opportunities to connect the recommendations from both studies.

Beginning from the northern end of the study area, Mr. Bardenett noted that the bike lanes along S Salina St end approximately 600 ft south of the E Seneca Turnpike intersection. Mr. Houck asked about the availability of right-of-way at the intersection. Mr. Bardenett indicated the single northbound travel lane

Meeting Summary

**COLDBROOK CREEK TRAIL STUDY
Study Advisory Committee Meeting (SAC) #1
SMTC – First-Level Conference Room**

September 15, 2022
10:00am – 11:00am

Attendees

Thomas Bardenett, SMTC (project manager)	Jessica Alighieri, City of Syracuse (Parks)
Mario Colone, SMTC	Allison Bodine, City of Syracuse (Planning)
Alex McRoberts, SMTC	Kevan Busa, City of Syracuse (DPW)
	Russel Houck, City of Syracuse (Engineering)

Meeting Agenda

Mr. Thomas Bardenett opened the kickoff SAC meeting for the *Coldbrook Creek Trail Study* at 10:00am by asking study advisory committee (SAC) members and SMTC staff to introduce themselves. Mr. Bardenett noted the information packets provided to SAC members at the beginning of the meeting went along with the agenda; scope of work, public involvement plan, draft survey questions, a study area map, and initial issues and opportunities. SAC members were asked to offer up comments and questions as the meeting went forward.

Project Purpose/Process and Scope of Work

Mr. Bardenett noted that purpose of the Coldbrook Creek Trail study was to identify opportunities to increase levels of bicycle and pedestrian activity through improvements to safety, connectivity, and access. Connections to nearby destinations, such as the Green Hills Plaza and three public schools (Clary Middle, Expeditionary Learning Middle, and Meachem Elementary), are viewed as essential components to this study to help encourage additional use of the existing trail.

The study area, as identified by Mr. Bardenett, runs along Coldbrook Creek from E Seneca Turnpike in the north to Green Hills Plaza in the south. Intersections across S Salina St will also be evaluated for safe crossing opportunities.

Ms. Jessica Alighieri asked Mr. Russel Houck what the status was on the City’s dredging project in the area. Mr. Houck noted that Engineering has submitted a proposal to the Mayor’s Office, with an estimated cost ranging from \$300,000 to \$500,000 to perform dredging and tree removal along the creek. Mr. Bardenett asked if there are any access concerns that should be noted for this study for future maintenance work. Mr.

branches into three lanes (left/through/right). A review of the available space will be needed. Ms. Alighieri confirmed that the lanes branch out into that configuration but believes there may be some room.

At the dead-ends of Byrne Pl and Monticello Dr S, a pedestrian bridge built by a former neighborhood resident previously existed, connecting both streets over the creek. The City removed the bridge years ago. Mr. Bardenett shared that a neighbor on Byrne Pl would prefer that the City does not replace the bridge. Ms. Allison Bodine asked if it would be possible to acquire some additional property or install signage to help keep people using the trail off the neighbor's private property. Mr. Bardenett indicated that the study will look into signage and other measures to help direct users.

Mr. Bardenett continued the discussion by noting that some property owners are currently using public right-of-way for private uses, such as car storage. Mr. Houck noted that some property owners could potentially have an agreement with the City for this usage, but this would need to be verified. Ms. Alighieri commented that one of the neighbors in question have been friendly about neighbors using the path even when that usage comes close to their private property. Mr. Bardenett emphasized that individual property discussions will be the responsibility of the City, but the SMTC will document where the issues exist and suggest opportunities for changes that may benefit both parties.

Mr. Houck inquired about the opportunity listed that would change Coldbrook Dr into a one-way southbound street. Mr. Bardenett indicated that it was an idea sprung from the already narrow width of the street and its low traffic usage, but that it was primarily included to spark a conversation. Mr. Busa asked if street parking was allowed along the Coldbrook Dr. Mr. Bardenett stated that there is no signage indicating the rules of parking in the area, but nearly all homes have off-street parking available to them. Only a handful of homes front Coldbrook Dr, with most homes having their garages along the street. Mr. Busa and Ms. Alighieri confirmed these observations. Ms. Alighieri wondered about the direction chosen for the one-way conversation and believes any change in traffic should be include extensive consultation with neighbors for their preferred direction. Mr. Busa noted that the City is currently developing a guide for the implementation of greenways in specific neighborhoods and this may be good street to explore similar treatments that would be cheaper and easier to implement than changing the traffic pattern. Mr. Bardenett asked that Mr. Busa provide the guidelines being developed by the City when they are further along to ensure that the SMTC recommendations complement their efforts.

Mr. Bardenett called attention to two intersections along S Salina St, Amidon Dr and Spaulding Ave, which act as entrances to three public schools. Special attention will be paid to connections from the trail to these intersections. A recent crash involving a child on a bike occurred at Spaulding Ave over the summer, adding an emphasis to the importance of safe crossings.

Mr. Bardenett pointed out specific locations along the creek where neighboring properties and natural features narrow the available right-of-way. Mr. Busa suggested that signage informing cyclists to walk their bike at pinch points could be suffice where the space is not available for a full shared-use path. Mr. Houck noted that some trees will need to be removed as part of the City's dredging project, and they are likely the same trees encroaching on the desired trail path. Mr. Busa asked Mr. Houck if there is guidance regarding how close a path can be built to the edge of the creek. Mr. Houck indicated that there is a standard the City follows but he will need to look into the specifics. Mr. Bardenett asked what the City's requirements are in

terms of the width of the trail when considering different materials. Mr. Busa noted that a stone dust trail would only require four feet, the narrowest option. Shared use paths are typically 10 to 12 feet. Ms. Alighieri recommended that water quality issues are considered when determining which material is used for the trail, especially if stone dust is a preferred option.

Next Steps

Mr. Bardenett stated that the next steps of this study will focus on public engagement, including the development of a stakeholder group and reiterated that any suggestions on individuals or groups to contact would be helpful.

Based on the discussions at the meeting, an updated map of issues and opportunities will be developed and be continually updated based on the feedback provided by SAC members and stakeholders. The SMTC will be presenting at the Valley TNT on November 9, 2022 at which point it will distribute a survey seeking input and feedback from neighbors.

Mr. Bardenett circled back to the survey for some initial thoughts and feedback based on what was presented thus far. Ms. Bodine suggested a question on where in the neighborhood each respondent lives to garner whether property owners adjacent to the creek may feel differently than neighbors slightly further away. Ms. Alighieri has observed individuals fishing along the creek at Cheltenham Rd and would like to see that included in the question regarding activities people use the creek for. Mr. Bardenett asked Ms. Alighieri if the Parks Department had any documentation on the history and upkeep of Heath Park that she would be able to share. Ms. Alighieri noted that she will see what is available. Mr. Busa suggested that the City may be able to install a radar box for a week within the study area to complement the question on speeding issues observed by residents. He indicated that the perception of speeding and the actual existence of speeding may vary and it could be good to see where that gap exists. Mr. Bardenett would circle back with Mr. Busa on this matter once a preferred location is identified.

To conclude, Mr. Bardenett shared the tentative schedule for the project, noting that the survey will be distributed in November at the Valley TNT meeting and the study should be concluded by summer 2023. Mr. Bardenett thanked the SAC members for their participation and input at the meeting. The meeting concluded at 11:10am.



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*Coldbrook Creek Trail Study
SAC meeting #2*

Meeting Summary

**COLDBROOK CREEK TRAIL STUDY
Study Advisory Committee Meeting (SAC) #2
SMTC – Lower-Level Conference Room**

February 7, 2023
1:00 PM – 2:30 PM

Attendees

- | | |
|--|--|
| Thomas Bardenett, SMTC (project manager) | Allison Bodine, City of Syracuse (Planning) |
| Mario Colone, SMTC | Kevan Busa, City of Syracuse (DPW) |
| Alex McRoberts, SMTC | Nyzees Goe, City of Syracuse (Engineering) |
| | Russel Houck, City of Syracuse (Engineering) |
| | Stephanie Minarik, City of Syracuse (Parks) |
| | Joshua Wilcox, City of Syracuse (Parks) |

Meeting Agenda

Noting a few new additions to the study advisory committee, Mr. Thomas Bardenett opened the meeting at 1:00 pm by asking committee members and SMTC staff to introduce themselves. Mr. Bardenett briefly went through the agenda for the meeting: results of the public survey, overview of public engagement activities, a review of draft concepts, and next steps. SAC members were encouraged to offer up comments and questions as the meeting progressed. Mr. Russel Houck noted there are a few labeling distinctions in the draft chapters that he plans to follow up on after the meeting, but wanted to highlight that the City is currently identifying funds to use for the future sediment removal process.

Public Survey

The public survey received 113 responses in the two months it was up, according to Mr. Bardenett, which was a higher number than the team initially expected. Mr. Nyzees Goe asked how the survey was distributed and what percentage of people who were aware of the survey ended up taking it. Mr. Bardenett noted that the survey was released through the Valley TNT and a small stakeholder group assembled for this study, as well as through the parent communication network for the three public schools in the study area. It was not possible to know how many individuals knew of the survey or were compelled to click the link sent on the study’s behalf. Mr. Goe asked if there was a target number of responses. Mr. Mario Colone noted that there were no specific targets, but this survey did receive more responses than similar surveys used on larger corridor projects. Ms. Allison Bodine inquired whether most of the survey responses were

from neighborhood residents. Mr. Bardenett confirmed that around 90 percent of responses came from the immediate neighborhood.

Mr. Bardenett proceeded to summarize the survey results, noting most respondents use the existing trail at least weekly, primarily for exercise through walking or riding bikes. Activity along the trail increases through the afternoon before dipping after 5pm, according to the survey results. Mr. Bardenett acknowledged the majority of respondents did not perceive safety issues along the trail, but those who did identified four streets where speeding is a concern as well as a lack of lighting and trip hazards along the off-street portions of the trail. When asked to think of future amenities, respondents did not have a preference in terms of trail material (crushed stone, concrete, asphalt) but did show a preference towards adding pedestrian lighting, benches, and signage.

Public Engagement

Mr. Bardenett continued with a summary of the public engagement activities SMTC staff undertook, including attending and presenting at two established community organization meetings; the Valley Neighborhood’s Tomorrow’s Neighborhoods Today (TNT) and the Meachem Area Parks Association (MAPA). The Valley TNT meeting was held in November 2022, and served as a kick off for the public survey. The MAPA meeting was held in December 2022, at which time staff shared preliminary survey results and looked to confirm some of the findings, according to Mr. Bardenett. Mr. Kevan Busa also attended the Valley TNT meeting to observe and provide feedback.

Attendees at both meetings emphasized a desire to make the trail more accessible while maintaining a more “natural” feel, Mr. Bardenett said. One attendee noted the history of the creeks and channels through the federal Works Progress Administration (WPA) and has shared materials on the historical record. Mr. Bardenett asked if there were any questions before discussing the draft concepts. Hearing none, he proceeded with the next discussion item.

Draft Concepts

Through the public engagement process, Mr. Bardenett identified common themes that helped staff shape the draft concepts: keep the trail “natural,” improve visibility, improve access, and create safe, predictable connections.

Prior to jumping into the more defined concepts, Mr. Bardenett inquired the SAC’s desire for a formalized pedestrian space along Coldbrook Dr. Noting the limited right-of-way and physical impediments (utility poles, fire hydrants, etc.) on the roadside, Mr. Bardenett pointed out that a formalized pedestrian space would require Coldbrook Dr to be narrowed to the point where it would need to become a one-way street. Mr. Busa stated the street should continue to provide two-way traffic with the addition of “sharrows” and other greenway techniques. Mr. Houck referenced the low traffic volumes as a reason against the need to remove pedestrians from the street.

Beginning at the northern end of the study area, Mr. Bardenett identified a desire expressed in public comments for a connection between Monticello Dr S and Byrne Pl, to better accommodate pedestrian and bicycle activity. Neighbors noted a small pedestrian bridge had been built by a previous neighbor that was

later removed due to safety concerns from the City. Immediate neighbors expressed concerns over trespassing from trail users. Mr. Houck expressed a desire to keep a potential bridge as narrow as possible to stop ATVs and other larger vehicles from using it. Mr. Houck requested photo examples of similar bridges to help address concerns from neighbors. Mr. Busa also noted planter buffers could be used to provide additional privacy for neighbors and help direct trail users away from private property. The draft concept included bollard lights, roughly three feet in height, that would run the length of the off-street trail. Mr. Joshua Wilcox noted similar bollard lights had issues along University Ave, as vandals destroyed the light heads. Mr. Wilcox suggested a taller light made be needed. Mr. Bardenett noted neighbors desired shorter lights to avoid light spilling onto their property or through their windows. Ms. Bodine suggested caged light covers to prevent vandalizations. Ms. Stephanie Minarik inquired about who would be responsible for maintenance of facilities along the trail. Mr. Bardenett noted it would be up to the City to determine responsibility, but it would be possible to partner with a local organization, such as MAPA. Mr. Houck asked if trash receptacles are part of the design concepts, noting the need to coordinate with the City on those locations. Mr. Bardenett stated trash receptacles are not included in the current concepts, but the City could evaluate need later on.

Moving south to the intersections along Coldbrook Dr, Mr. Bardenett referenced the public survey responses regarding speeding and safety concerns. E Cheltenham Rd was the most often referenced intersection as it acts as a key east-west route for neighbors up the hill towards I-81, Mr. Bardenett said. A low-cost option for this crossing, and the others mentioned within the survey, would be to make each intersection an all-way stop. Mr. Bardenett notes this could assist in slowing vehicles down while providing a safer crossing point for pedestrians along the trail. A more intensive intervention would be the inclusion of a mini roundabout. Mr. Bardenett pointed to its relatively small size, its ability to fit within the current right-of-way, a comparative example currently in use in Ithaca, NY, and the City's general openness to the technique as reasons to consider one. Mr. Busa advised presenting the intersection interventions as a suite of options (all-way stop, speed cushions, mini roundabout, etc.). Mr. Houck inquired about using a raised intersection or raised crosswalk. Mr. Bardenett noted the high cost of those interventions relative to the low volumes on the streets in question.

Mr. Bardenett turned to the off-street sections of the trail, indicating a crushed stone path would best fit the needs and aesthetic desires of the community. The trail would need to be at least five feet wide, which is feasible even at the trail's narrowest sections, but could also be widened where additional space is available. Any section below 8-10 feet wide would require a sign informing cyclists to dismount their bicycles. Mr. Wilcox informed the SAC that the Parks Department is piloting in-house crushed stone trail installations, which makes this material choice preferred. Mr. Wilcox also noted that trail sections over six feet wide would require a detachable bollard in the center of its entrances to delineate travel directions and prevent larger vehicles from accessing the trail. Ms. Minarik asked if the trail was envisioned as being accessible year-round, which might be an issue with crushed stone. Mr. Bardenett indicated that would be a decision the City must make, but noted that crush stone would only increase accessibility when compared to the current trail, which is also inaccessible during portions of the winter months. Mr. Busa pointed out the need for signage pointing to the nearest crosswalks and from the crosswalks back to the trail.

Mr. Bardenett identified E Oakley Ave as the most often cited street for crossing S Salina St in the public survey. In response, the draft concept called for a formalized crosswalk with proper signage book ended by speed cushions on either side, slowing vehicles as they approach the crossing. Additionally, "sharrows" would be used to direct cyclists to and from the signalized intersection. Mr. Busa requested "Ped Ahead" signage to increase visibility.

Green Hills Plaza sits at the southern end of the study area, to the west of the Coldbrook Creek trail. Mr. Bardenett identified the location out as a major destination for neighborhood residents, and noted its current pedestrian entrance at the end of Edna Rd. To help increase the use of the entrance, the draft concept utilized bollard lighting to prevent cars from blocking the entrance and provided additional lighting for use later in the evening. Mr. Wilcox asked if SMTC staff had discussed ideas with the owners of Green Hills. Mr. Bardenett said staff has not discussed the project with the owners as their property lies outside the study area and the study was focused on interventions within the public right-of-way. Mr. Wilcox noted the owners would likely be open to collaboration to help improve access within their parking lot.

Switching to S Salina St crossing locations, Mr. Bardenett informed the SAC that the two signalized intersections within the study area lie over 3,500 feet apart, a significant distance for most individuals to walk to cross the street. From the survey, the third most popular crossing location, behind the two signalized locations, was at Conifer Dr, which lies roughly halfway between the signalized intersections. Mr. Bardenett noted the location is next to a bus stop with a bench and the entrance to Heath Park, making it a desirable location. A crosswalk, curb ramps, and pedestrian signage is being considered across the southbound approach, in order to avoid conflicts with a driveway on the northbound approach. To connect the crosswalk to the Coldbrook Creek trail, Mr. Bardenett noted a trail extension along the northern edge of Heath Park would be a feasible option, as Conifer Dr does not currently have any sidewalks. Mr. Busa requested that the pedestrian crossing signage be upgraded to a rectangular rapid flashing beacon (RRFB) to provide additional safety, as well as "Ped Crossing Ahead" signage on either side of the intersection.

Next Steps

Mr. Bardenett noted that the draft concepts presented will be adjusted based on the feedback received at the meeting and then shared with the small stakeholder group assembled in the fall. Mr. Bardenett emphasized that the stakeholder group will only provide feedback, but will not influence what is ultimately recommended. Once these steps are taken, a draft report will be pulled together for SAC review. Based on the current pace of the study, Mr. Bardenett informed the SAC that they will likely receive a draft report for review in April or early May.

Mr. Bardenett asked if there were any other comments or questions before the meeting ended. Ms. Bodine inquired whether there is documentation on any issues related to trees in the trail path. Mr. Bardenett noted there are two blocks with specific concerns that will be noted. Mr. Houck indicated the sediment removal project will likely require more tree removal than a trail, but there is no specific estimate. Mr. Wilcox recommended sending tree complications to the City arborist and noting that replacement trees could be planted in other more hospitable spaces along the creek. Mr. Bardenett believed that could be a good option for defining the right-of-way where there are no current visual cues.

Mr. Busa noted that any unique trail signage near a roadway must be paired with, and placed under, MUTCD compliant signage. Mr. Bardenett said they will adjust design concepts to include those additional signs.

Mr. Houck promised to send along updated information on the creek flooding investigation and preferred terminology for the sediment removal process.

Mr. Wilcox informed the SAC that the Parks Department is standardizing its bench acquisition process, to ensure benches in similar contexts throughout the City are similar and can be replaced with greater ease. Mr. Wilcox noted a preferred bench style for trails that is currently used on Phase II of the Onondaga Creekwalk, which would be recommended for use within this study. Mr. Bardenett asked if the SMTC could get a copy of that reference document, which Mr. Wilcox agreed to send along.

Mr. Bardenett, not hearing any additional comments or questions, thanked the SAC members for their participation and input at the meeting. The meeting concluded at 2:15pm.

Appendix B

Public Involvement Plan

Coldbrook Creek Trail Study

Public Involvement Plan

September 2022

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

Metropolitan planning organizations (MPOs) like the Syracuse Metropolitan Transportation Council (SMTC) were established by federal law with the express purpose of ensuring that transportation planning is continuing, cooperative and comprehensive. In practical terms this means that planning studies that will support future infrastructure decision-making must seek input from the people and organizations that would be affected by those decisions.

The SMTC is committed to ensuring that affected public agencies, businesses, local governments, and other interested parties have a reasonable opportunity to comment on transportation plans and programs.

Prior to the COVID-19 pandemic, the SMTC's approach to involving stakeholders and the general public in its planning studies was based primarily on in-person meetings, supplemented by electronic communications and online resources. The SMTC will work with community groups, specifically the Valley TNT, to determine whether in person or virtual public engagement efforts will be utilized. A combination of approaches will likely be used as the study progresses.

This Public Involvement Plan (PIP) is intended to supplement the Scope of Work for this project.

II. Goals

The intent of the PIP for the **Coldbrook Creek Trail Study** is to:

- (1) Describe the approach that will be used to ensure public awareness of the study's goals, objectives, process, and outcomes.
- (2) Solicit public input into the decision-making process
- (3) Describe the electronic and virtual tools that may be used to ensure effective public participation.

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 Public Works (DPW)
 - Engineering
 - Planning
 - Parks and Recreation

The SAC will meet regularly with the SMTC to assist in managing the project. SAC meetings may take place by way of a virtual meeting platform (such as Zoom’s online video conferencing). 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 as many as three SAC meetings over the course of this study, as shown below.

SAC meeting no.	Anticipated purpose
1	Kickoff: confirm study purpose, goals, objectives, schedule, PIP
2	Review collected data, discuss issues and opportunities, review proposed improvements
3	Review draft report

Setting up SAC meetings, whether virtual or in person, announcing 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 Outreach

A planning-level technical assessment identifies several options for consideration that appear to be feasible but does not select specific recommendations for advancement. Instead, a ‘menu’ of options is presented to the owner of the right-of-way (ROW) and it is the ROW owner’s decision whether to identify, design, fund, and construct a preferred option of its choice. This Study is envisioned as a technical assessment.

Although technical assessments typically do not include extensive public outreach, the SMTC recognizes that this Study would benefit from understanding the needs, desires, and concerns of the local community regarding access to Coldbrook Creek and how it may interact with local anchors.

The SMTC anticipates coordinating with the Valley TNT to assist with the public outreach of this Study. This may include attending and presenting at one or more TNT meetings and distributing a survey through their contact network.

The survey, likely online utilizing Microsoft Forms, will look to capture residents’ opinions, and concerns relating to:

- How often they walk along the creek / roads in the study area
- The purpose of the trips along the creek (exercise, shopping, commuting, etc.)
- Safety concerns
- Amenities they would like to see
- Other questions developed by the SMTC and the SAC

Additional outreach may be targeted towards adjacent property owners.

The SMTC does not envision holding a larger public meeting for this planning-level technical assessment; however, one could be considered if more public input is sought.

V. Additional public outreach

Stakeholders group

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 public engagement activities, and encourage them to provide feedback and comment regarding the **Coldbrook Creek Trail Study**.

Coordination with business and community groups

SMTC staff will reach out to existing business and community groups in the study area and seek their assistance in notifying their members about the study in general and about specific opportunities for public input, such as the online survey. If requested, SMTC staff will attend meetings to provide a brief overview of the project.

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 flyer, meeting notice, comment card, and a pre-addressed (or electronic) 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 in a hard copy format. News releases may be produced to announce the availability of such items and to invite written comments to be submitted to the SMTC prior to finalizing a document.

Public comment

All interested individuals 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 **Coldbrook Creek Trail Study** will be presented to both the Planning and Policy Committees upon completion.

Limited English Proficiency

Individuals that report speaking English “less than very well” on Census surveys are considered to have a limited proficiency in English – a segment of the population referred to collectively as the “limited English proficiency” or LEP population. Ensuring that the LEP population affected by a project has opportunities for meaningful participation requires careful consideration and planning. The SMTC’s LEP Plan is based largely on the NYSDOT’s Office of Civil Rights Draft LEP Toolkit. This toolkit provides guidance on 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 the 2016-2020 American Community Survey data for LEP populations in Census tracts throughout our planning area. Twelve Census tracts within the SMTC’s planning area were identified as meeting the “safe harbor” LEP population threshold of at least 5 percent, all of which are located within the City of Syracuse.

The primary study area for this study, Census tract 61.03, does not meet the threshold set by NYSDOT for project based LEP accommodations. Census tract 61.02, which will be used for demographic comparisons, does qualify as a safe harbor tract but is not considered part of the immediate study area. Therefore, no specific LEP provisions are anticipated based on this analysis. (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.)

VI. Press releases and media coverage

The SMTC will issue press releases, as needed, to major and minor newspapers, television stations, and radio stations during open public comment periods.

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 **Coldbrook Creek Trail Study**, 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 **Coldbrook Creek Trail Study** (e.g. study development issues) will be published in future issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flyer/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 **Coldbrook Creek Trail Study**.

The SMTC web site (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **Coldbrook Creek Trail Study**, and any final approved reports.

VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the development of the **Coldbrook Creek Trail Study**. This study aims to identify opportunities to improve accessibility for non-motorized transportation, increase public access to Coldbrook Creek, and expand/connect the regional trail network. The participation of the people who live and work in this area is crucial to the study’s success.

Appendix C
Public Survey Results
& Other Public Comments

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Coldbrook Creek Trail - Public Survey

At the request of the City of Syracuse, the Syracuse Metropolitan Transportation Council (SMTC) is completing the Coldbrook Creek Trail Study. As part of this study, the SMTC is asking neighborhood residents to fill out this short survey detailing their current use of the Coldbrook Creek trail and what, if any, improvements they would like to see along its path.

The survey will take approximately 4 minutes to complete.

If you have any questions, please contact us at tbardenett@smtcmpo.org

* Required

1. Do you live in the Valley Neighborhood south of Seneca Turnpike? *

- Yes
- No

2. What street do you live on?

3. Does your home border the Coldbrook Creek?

- Yes
- No

4. How often do you walk, run, or ride a bike along Coldbrook Dr and the "goat" path it connects to?

- Daily
- Weekly
- Monthly
- Rarely
- Never

5. Which mobility method do you typically use? (Choose all that apply)

- Walk
- Run
- Bicycle

6. What is the purpose of these trips? (Choose all that apply)

- Exercise
- To run errands (shopping at nearby stores and plazas)
- Commute to work
- Commute to school
- Social interactions (spending time with friends/family, reaching the home of a friend/family member, etc.)
- Fishing along the creek
- I do not use Coldbrook Dr or "goat" path

7. What time of day do you typically use the trail? (Choose all that apply)

- 6:00AM to 9:00AM
- 9:00AM to 2:00PM
- 2:00PM to 5:00PM
- 5:00PM to 9:00PM
- 9:00PM to 6:00AM
- Not applicable

8. How often do you drive along Coldbrook Dr?

- Daily
- Weekly
- Monthly
- Rarely
- Never

9. Have you noticed any drivers speeding or driving recklessly along Coldbrook Dr or any of the intersecting streets?

- Yes
- No

10. If yes, please note which streets.

11. Do you have any safety concerns about using this street/path?

- Yes
- No

12. If yes, please explain.

13. Improving Americans with Disabilities Act (ADA) compliance is important to ensure people of all abilities can use open spaces within our community. Which type of materials would you prefer for a new trail surface? (Choose all that apply)

- Crushed stone path
- Asphalt
- Concrete (sidewalk)

14. What type of amenities would you like to see along the path? (Choose all that apply)

- Pedestrian lighting
- Benches
- Wayfinding signage
- Information signage (historical markers, environmental info, etc.)
- Designated fishing locations
- Leave path as is
-
- Other

15. If you use this street/path to reach a destination across S Salina St, what street do you typically cross at?

16. What is the reason you choose this street as your crossing location?

- There is a signalized light
- Crosswalks are present
- Closest intersection to my destination
- Other

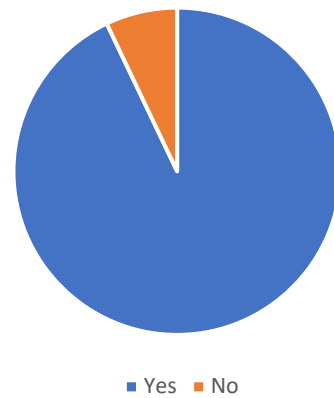
17. Please share any additional comments or concerns regarding Coldbrook Dr and the Coldbrook Creek Trail, or potential changes you would like to have considered

18. If you would like to be notified on further updates of this study and other SMTC activities, please provide your email.

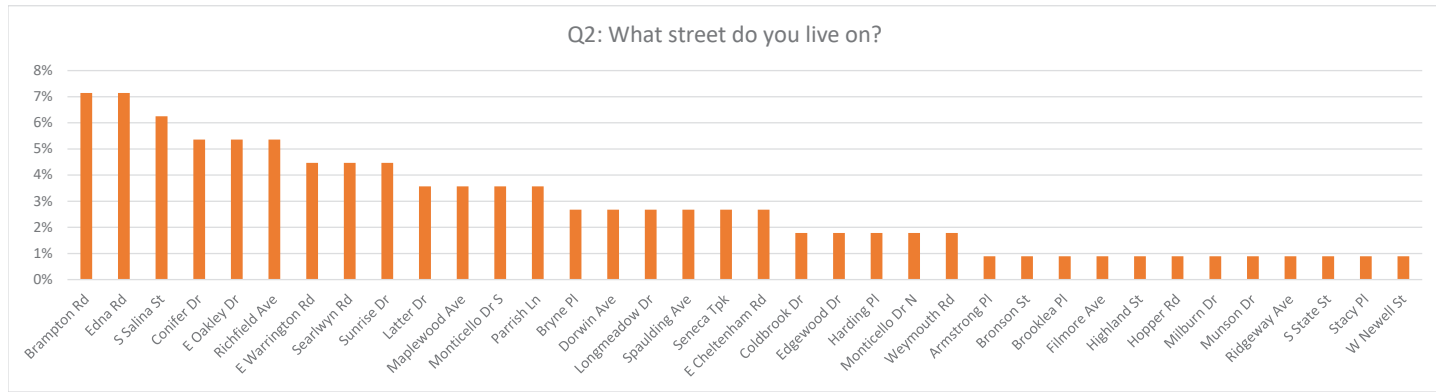
Survey Results

Q1: Do you live in the Valley Neighborhood south of Seneca Turnpike?		
Response	Number of Responses	% of Total
Yes	105	93%
No	8	7%

Q1: Do you live in the Valley Neighborhood south of Seneca Turnpike?

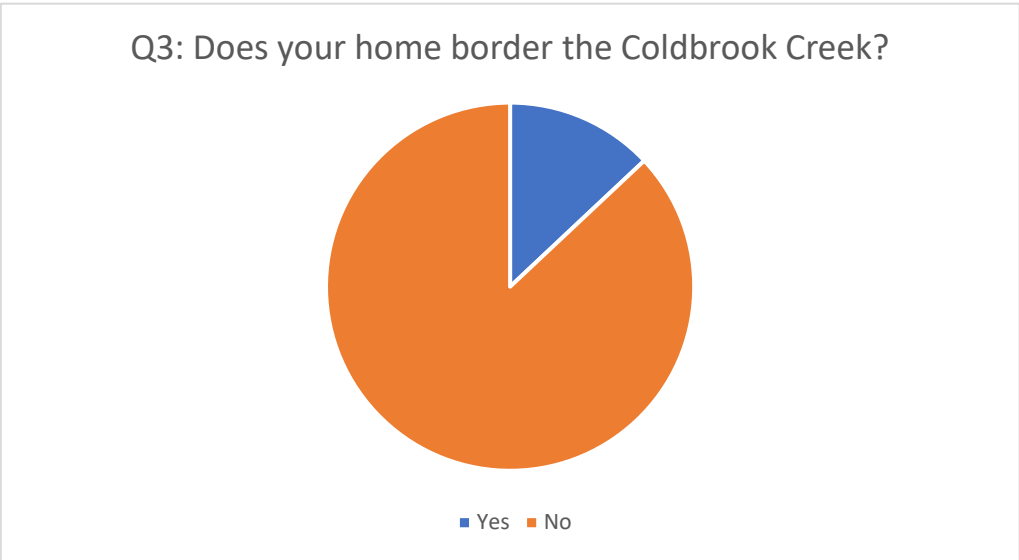


Q2: What street do you live on?		
Response	Number of Responses	% of Total
Brampton Rd	8	7%
Edna Rd	8	7%
S Salina St	7	6%
Conifer Dr	6	5%
E Oakley Dr	6	5%
Richfield Ave	6	5%
E Warrington Rd	5	4%
Searlwyn Rd	5	4%
Sunrise Dr	5	4%
Latter Dr	4	4%
Maplewood Ave	4	4%
Monticello Dr S	4	4%
Parrish Ln	4	4%
Bryne Pl	3	3%
Dorwin Ave	3	3%
Longmeadow Dr	3	3%
Spaulding Ave	3	3%
Seneca Tpk	3	3%
E Cheltenham Rd	3	3%
Coldbrook Dr	2	2%
Edgewood Dr	2	2%
Harding Pl	2	2%
Monticello Dr N	2	2%
Weymouth Rd	2	2%
Armstrong Pl	1	1%
Bronson St	1	1%
Brooklea Pl	1	1%
Filmore Ave	1	1%
Highland St	1	1%
Hopper Rd	1	1%
Milburn Dr	1	1%
Munson Dr	1	1%
Ridgeway Ave	1	1%
S State St	1	1%
Stacy Pl	1	1%
W Newell St	1	1%



Q3: Does your home border the Coldbrook Creek?

Response	Number of Responses	% of Total
Yes	15	13%
No	97	87%



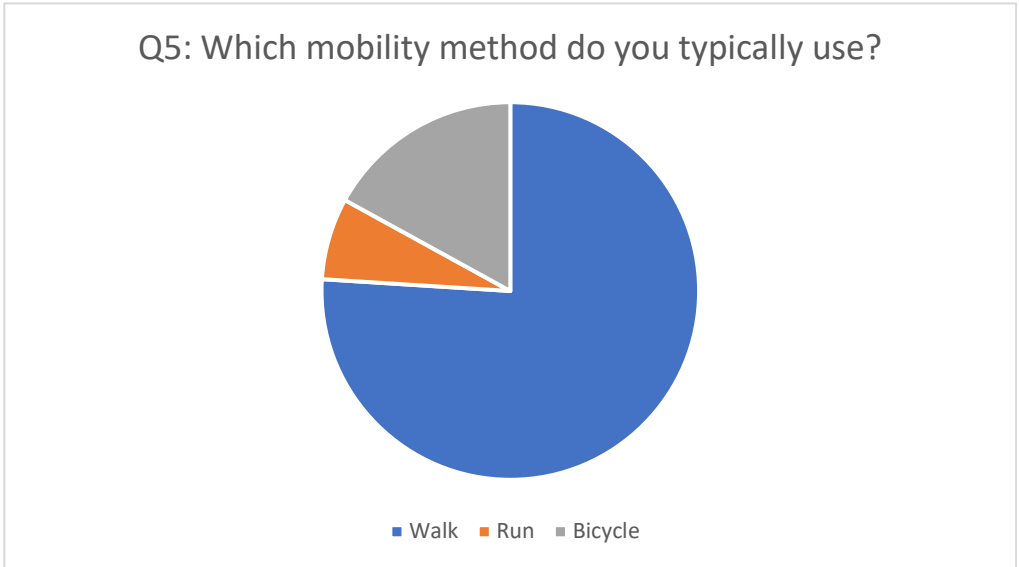
Q4: How often do you walk, run, or ride a bike along Coldbrook Dr and the "goat" path?

Response	Number of Responses	% of Total
Daily	35	32%
Weekly	39	35%
Monthly	14	13%
Rarely	18	16%
Never	5	5%



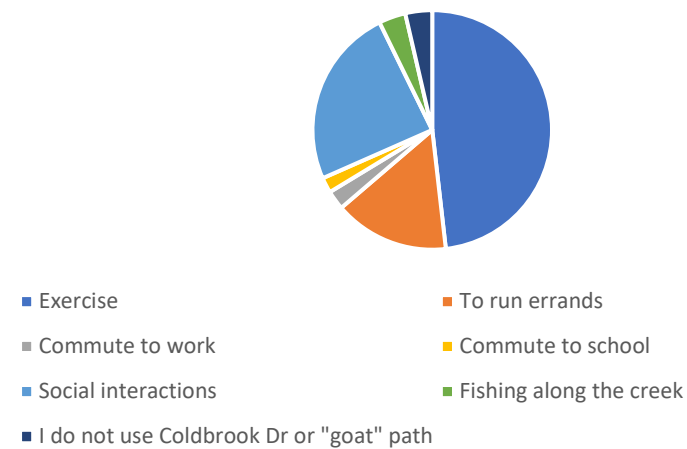
Q5: Which mobility method do you typically use? (Choose all that apply)

Response	Number of Responses	% of Total
Walk	107	76%
Run	10	7%
Bicycle	24	17%



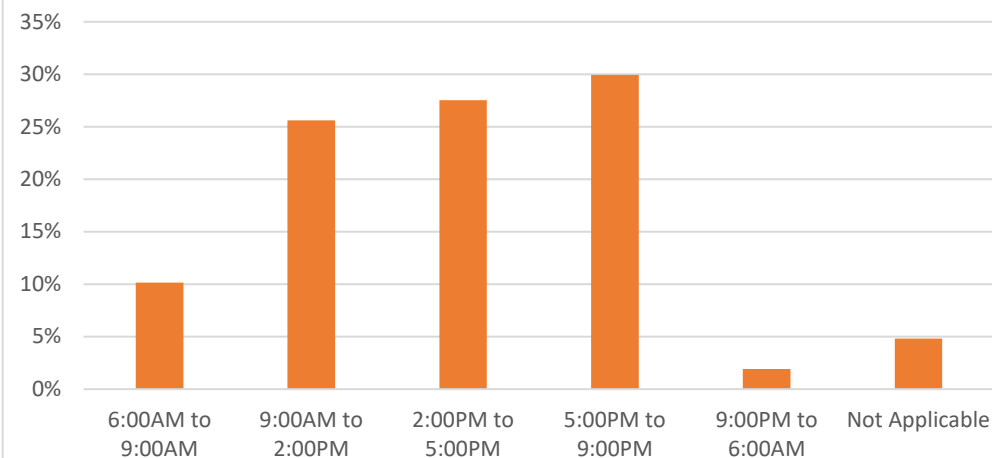
Q6: What is the purpose of these trips? (Choose all that apply)		
Response	Number of Responses	% of Total
Exercise	93	48%
To run errands	30	16%
Commute to work	5	3%
Commute to school	4	2%
Social interactions	47	24%
Fishing along the creek	7	4%
I do not use Coldbrook Dr or "goat" path	7	4%

Q6: What is the purpose of these trips?



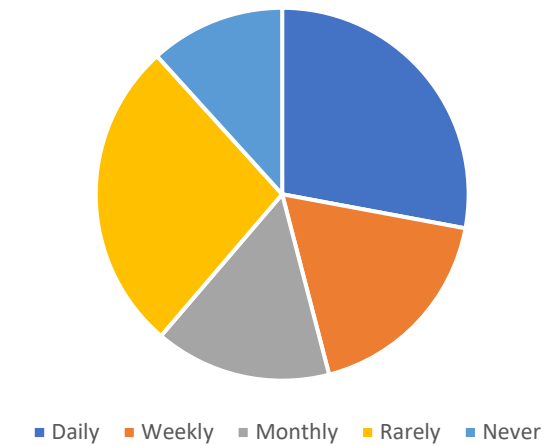
Q7: White time of day do you typically use the trail? (Choose all that apply)		
Response	Number of Responses	% of Total
6:00AM to 9:00AM	21	10%
9:00AM to 2:00PM	53	26%
2:00PM to 5:00PM	57	28%
5:00PM to 9:00PM	62	30%
9:00PM to 6:00AM	4	2%
Not Applicable	10	5%

Q7: What time of day do you typically use the trail?



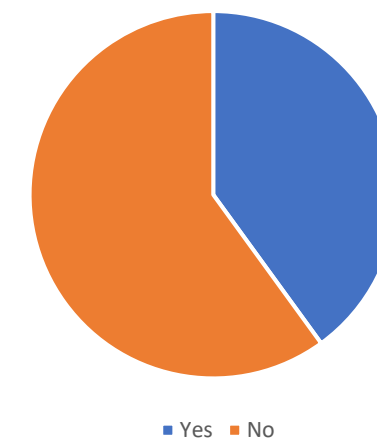
Q8: How often do you drive along Coldbrook Dr?		
Response	Number of Responses	% of Total
Daily	31	28%
Weekly	20	18%
Monthly	17	15%
Rarely	30	27%
Never	13	12%

Q8: How often do you drive along Colbrook Dr?



Q9: Have you noticed any drivers speeding or driving recklessly along Coldbrook Dr or any of the intersecting streets?		
Response	Number of Responses	% of Total
Yes	45	40%
No	67	60%

Q9: Have you noticed any drivers speeding or driving recklessly along Coldbrook Dr?

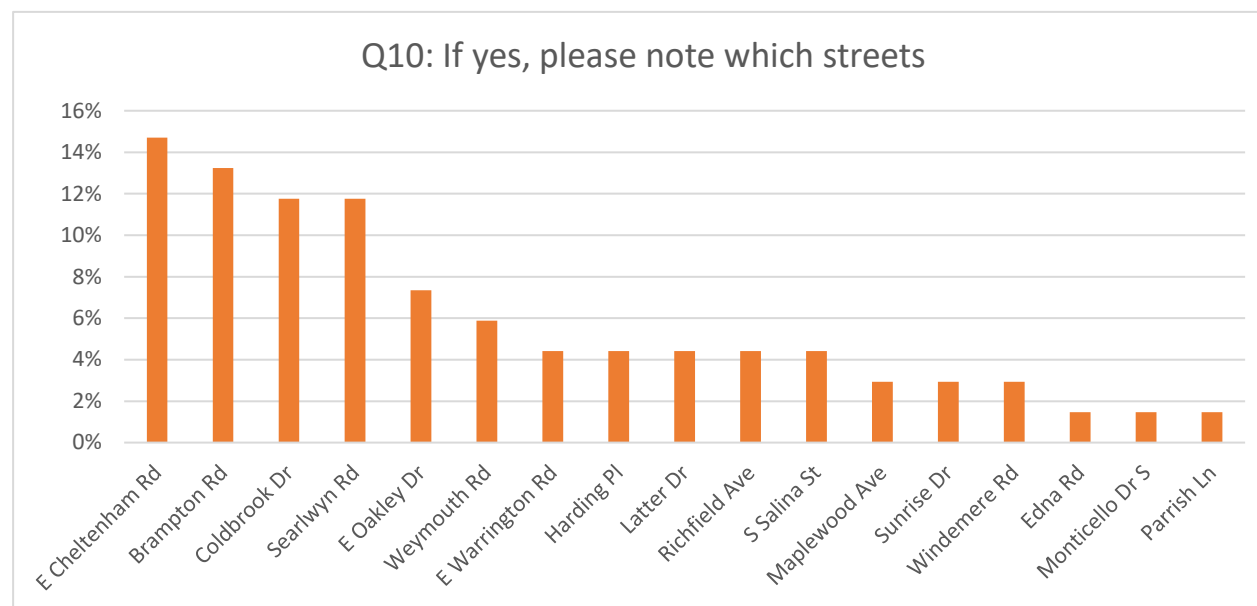


Q10: If yes, please note which streets.		
Response	Number of Responses	% of Total
E Cheltenham Rd	10	15%
Brampton Rd	9	13%
Coldbrook Dr	8	12%
Searlwyn Rd	8	12%
E Oakley Dr	5	7%
Weymouth Rd	4	6%
E Warrington Rd	3	4%
Harding Pl	3	4%
Latter Dr	3	4%
Richfield Ave	3	4%
S Salina St	3	4%
Maplewood Ave	2	3%
Sunrise Dr	2	3%
Windemere Rd	2	3%
Edna Rd	1	1%
Monticello Dr S	1	1%
Parrish Ln	1	1%

Q11: Do you have any safety concerns about using this street/path		
Response	Number of Responses	% of Total
Yes	43	39%
No	68	61%



Q12: If yes, please explain	
No.	Response
1	We usually walk our two dogs on leashes. On the roadway it is fine, but the path is very narrow in places with wet and middy areas, sometimes narrow and uneven. Not a comfortable walk. Nowhere on the trail is there proper seating
2	Occasionally speeding cars, although they have the right of way, blow through intersections.
3	Path between Richfield to Searlwyn. Lots of overgrown trees. People who park on path between Richfield and Conifer to access Heath Park that heads up towards woods
4	Walking by Searlwyn and Latter that corner can be downright dangerous as no cars have a stop sign either way and fly through not leaving a walker much room. No sidewalks there until you get up onto Searlwyn and in the winter you're in the road there.
5	Lighting
6	Tree roots cause tripping, it is not lit at night or at dusk/dawn which make it difficult to see. Trees/ branches are growing in the way of the path.
7	The path feels unsafe for my children. No lights no clear path
8	It should have better lighting and more security
9	Sometimes people drive dirt bikes and ATVs on the path. The section on Coldbrook has no sidewalk. Very dangerous.

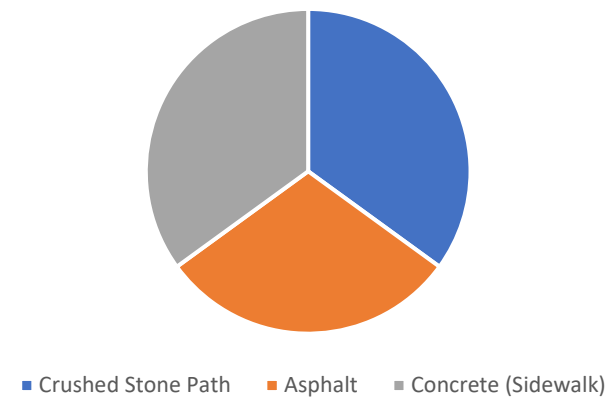


Q12: If yes, please explain	
10	Some areas unsafe or difficult to bike or walk, especially between Oakley and Parrish
11	Scared of being jumped. Dark.
12	Lighting, safety, stroller access.
13	Dark which feels creepy
14	The dogs that have been known to attack walkers. Inadequate lighting.
15	More lighting in path area
16	Just ticks
17	There could be some lights along the trail between conifer and Searlwyn. Also Richfield and coldbrook as I've seen cars sitting down there in the past at night.
18	Some spots are very rutty
19	I walk my dogs daily as do many of my neighbors in Coldbrook area it's very dark and cars speed up and down street
20	To many drivers drive way over the posted 20 MPH speed limit.
21	I'm not sure I need to have safety concerns but I would not walk thru the conifer wooded area/ path once it's dark
22	Mostly cars that don't obey speed limit at intersections. Usually see them coming so I can take precautions
23	Poor lighting, few years back my daughter was attacked in attempted theft in trail
24	See kids sitting around and some strange people hanging around
25	Roudy teenagers some new to the neighborhood
26	Its very dark in the night time. I wish there were little latterns to mark the path
27	Don't use path during winter months due to poor lighting... road is well lit
28	People speeding and going through stop signs and bushes blocking our view
29	Not sure if there is adequate lighting.
30	conditions of the path
31	Walkers on Coldbrook have to walk in the road and drivers do not always notice. Would not use the path alone for concerns of personal safety with all the trees/bushes as it feels isolated.
32	Unleveled ground, difficulty pushing strollers, riding bikes and walking pets, there are unsafe trees with roots exposed. Flooding. People tearing down pieces of our fence.
33	The pathway from Searlwyn drive south is dangerous especially at night. We use the creek path to walk to greenhills, and visit family on Searlwyn and conifer. Also walk the dog to Heath park. Lights would be nice also
34	Dark at night not a kit of street lights

Q12: If yes, please explain	
35	a connecting creek that runs perpendicular to Coldbrook between Oakley and Maplewood overflows onto the goat path, making it slippery and muddy at times. I am worried about slipping, so if there's been heavy rain or lots of leaves falling to clog the feeder creek, I avoid the path. Also wish there was some footpath-level lighting.
36	Night time
37	Speeding cars and motorcycles, also not stopping for stop signs.
38	Frequent use by walkers or walkers with pets. Some children visible playing nearby. I mostly just drive by Coldbrook and would be concerned for my safety if I walked it.
39	An illegal driveway enlargement on 200 Searlwyn causes debris build up on the trail. Drivers on cross streets with the trail are typically speeding.
40	I need to use a cane or walker for stability.
41	More crime in area than ever before. Lived here 35 years. Many, many more people speeding on all streets in the neighborhood.
42	-From Conifer Drive, heading down into Heath Park, the decline is rutted and rocky from erosion and unsuccessful attempts to stem the erosion. This makes riding a bike or pushing a stroller on that space a little tricky. -Exiting Heath Park towards Richfield, there are metal posts. It would be nice if this transition could be a little smoother and more user-friendly. I get that the posts are there to block cars, trucks, etc., and I appreciate that. But it can be a bit tricky to negotiate this spot on bike, with stroller, or even walking. -Between Maplewood and Oakley there is a stream that runs into Coldbrook. (Or, the Muddy River, as my granddaughters call it.) Sometimes the pipe that runs under the trail gets clogged and the trail gets flooded. I wonder if there is any way to prevent the pipe from getting clogged. -From Oakley Drive, heading south to the path, the sidewalk is all broken up. Also, in the winter, someone plows a little section here, probably for parking. My concern is they leave the mound of snow, ice, and--often--dirt blocking the pathway forward. Then, in the spring, the dirt has become a permanent mound partially blocking the path. -Could there be crosswalks across cross streets? I find traffic wonderfully sparse and calm along the street parts of Coldbrook as well as the cross streets. For myself, it's fine as is. For (my young grand)children, I think crosswalks would add a layer of safer visibility. Ironically, I see the street parts of Coldbrook to be safe enough for children to ride on. It's the crossings that worry me.
43	Flooding to Brampton road and along the path during a rain. Dog shit left along path,
44	The section of the path between Conifer Drive and Searlwyn Rd needs urgent attention. It is treacherous and can be very muddy and slippery. Overhanging branches impede access and safe transit through this area. The same problem exists between East Oakley and Maplewood Ave. I have tripped or fallen in both of these areas.
45	The problem for anyone accessing the stream from outside the neighborhood is that there is nowhere to park, even near Conifer Park, so it is totally inaccessible to most Valley residents by car. It is by bike or walking.

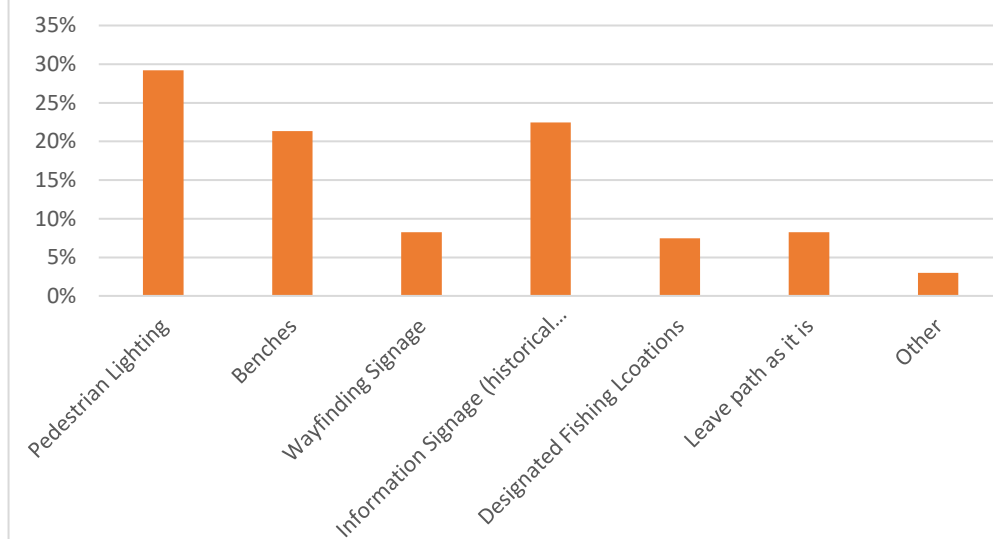
Q13: Improving Americans with Disabilities Act (ADA) compliance is important to ensure people		
Response	Number of Responses	% of Total
Crushed Stone Path	44	35%
Asphalt	37	30%
Concrete (Sidewalk)	44	35%

Q13: Improving Americans with Disabilities Act (ADA) Compliance is important to ensure people of all abilities can use open spaces within our community. Which type of materials would you prefer for a new trail surface?



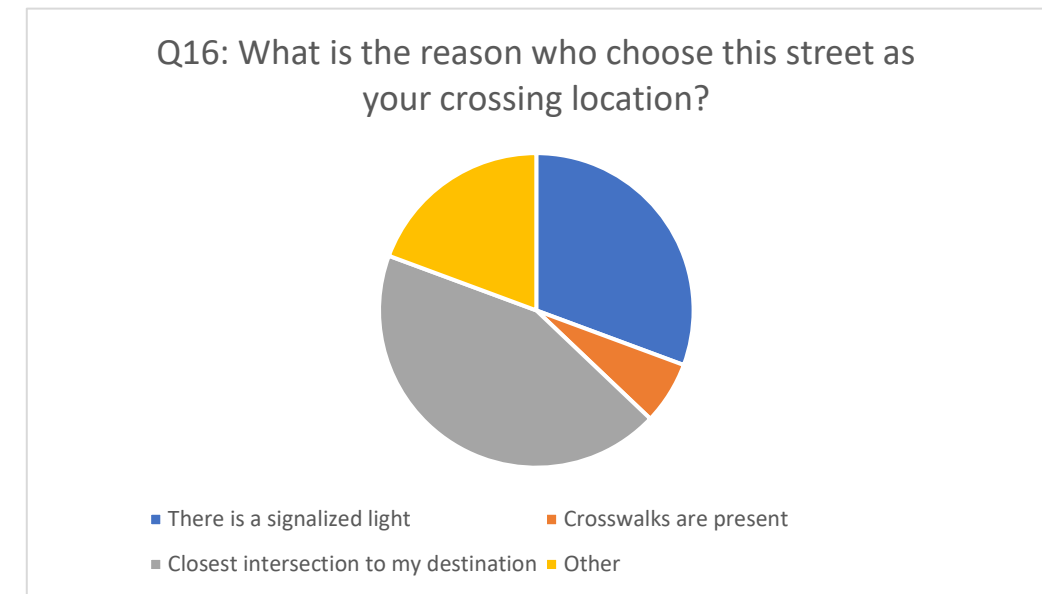
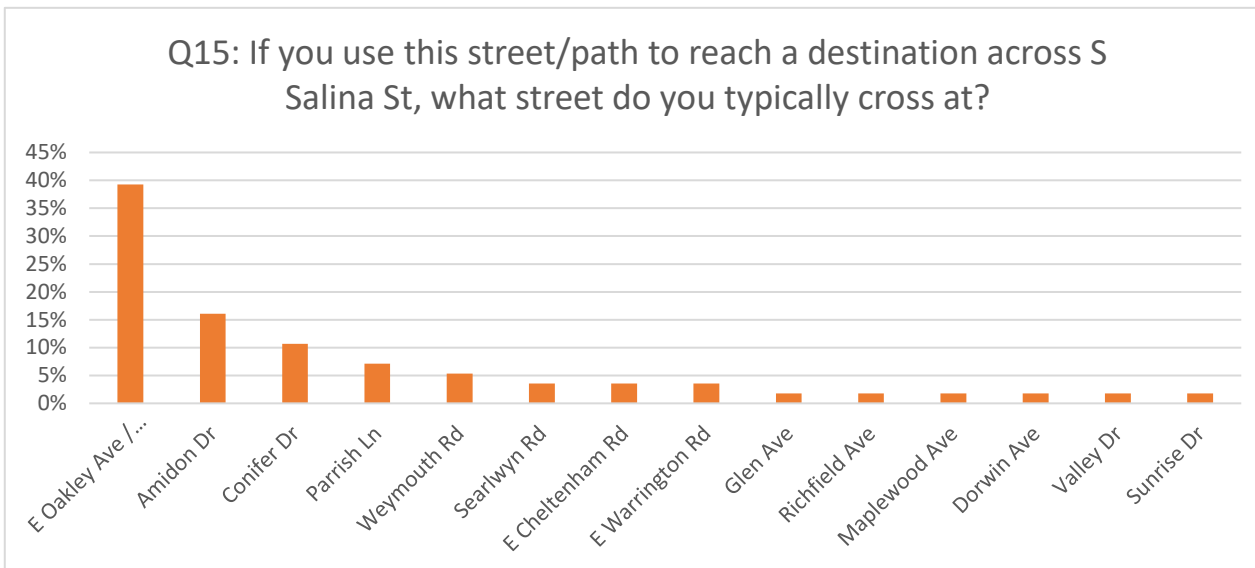
Q14: What type of amenities would you like to see along the path? (Choose all that apply)		
Response	Number of Responses	% of Total
Pedestrian Lighting	78	29%
Benches	57	21%
Wayfinding Signage	22	8%
Information Signage (historical markers, er	60	22%
Designated Fishing Lcoations	20	7%
Leave path as it is	22	8%
Other	8	3%

Q14: What type of amenities would you like to see along the path?



Q15: If you use this street/path to reach a destination across S Salina St, what street do you typically cross at?		
Response	Number of Responses	% of Total
E Oakley Ave / Spaulding Ave	22	39%
Amidon Dr	9	16%
Conifer Dr	6	11%
Parrish Ln	4	7%
Weymouth Rd	3	5%
Searlwyn Rd	2	4%
E Cheltenham Rd	2	4%
E Warrington Rd	2	4%
Glen Ave	1	2%
Richfield Ave	1	2%
Maplewood Ave	1	2%
Dorwin Ave	1	2%
Valley Dr	1	2%
Sunrise Dr	1	2%

Q16: What is the reason you choose this street as your crossing location?		
Response	Number of Responses	% of Total
There is a signalized light	19	31%
Crosswalks are present	4	6%
Closest intersection to my destination	27	44%
Other	12	19%



Q17: Please share any additional comments or concerns regarding Coldbrook Dr and the Coldbrook Creek Trail, or potential changes you would like to have considered.	
No.	Response
1	Twice within the last three years homes on edna and parrish west of the brook have been flooded. Several reasons why. Increased runoff south of the city line is the main contribution. It is at the point where a detention pond should be installed to include the dredging of the brook. Controll of the existing fauna will be necessary
2	Dredge the creek & clean up the mess in it behind the St. James grotto left by the contractor.
3	I moved to the valley 6 years ago and part of the pull for me was this trail, Heath Park, and Rand Track. Few places in Syracuse have all of this nature within a few blocks of your home. It is safe as well. I'm in these woods and parks constantly .
4	Please do not make the trails vehicle accesible in any way, shape or form. Do not want it commercialied like the Rand Tract. Also, vegetation along the sides and in the brook needs to be kept trimmed. The further north you go, the more it is neglected. It should be kept for the Coldbrook neighborhoods and we shouldn't be looking to attract an outside element.
5	I am concerned about all the vegetation that grows along the bottom and stone walls of the creek. Over time it builds up with tree roots and weeds which weakens the walls. It also increases the potential for flooding as the debris impedes the flow of water. The other concern I have is in the middle of the path between Oakley Dr. E. and Maplewood. There is a "feeder" stream that runs east of the creek between people's backyards that frequently gets leaves and debris caught in the pipe drain that runs under the path emptying in the creek. This causes not only the path along that part of the creek to flood, but also a few of the back yards that are east of the creek. Perhaps this issue could get looked at to figure out a permanent way to fix this. Thank you for taking on this project in our neighborhood! We are looking forward to seeing this area improved.
6	I think it should just be updated
7	Care needs to be taken to preserve the fish and birds that live in and around the creek
8	Yes
9	Concerned about the creek flooding. There is a lot of vegetation growing in the creek. It needs to be dredged. Also both large and smaller branches get stuck in the brook prohibiting water to flow through. Trees and vegetation along the banks of the brook need to be regularly pruned and mowed. It is a beautiful path to walk and enjoy.
10	I had to look up Coldbrook Dr on maps. I did not know that was a walking path though I have driven through there by mistake a few times. I generally support anything that makes the city more walkable/navigatable.
11	The section between Parrish and Edna needs a path.
12	I would much prefer it not be too "improved", so as to maintain the current feel. PLEASE dredge the creek.
13	I love and enjoy the coldbrook creek trail.
14	A designated bike trail
15	The trail from Swerlynn to Confier is skinny and there have been people who dont care and walk through even if people with dogs are within the trail already walking at them. Maybe polite signage to the idea of waiting, or even "skinny trail" or something, idk, would curtail that.

Q17: Please share any additional comments or concerns regarding Coldbrook Dr and the Coldbrook Creek Trail, or potential changes you would like to have considered.	
16	It's my understanding that there are houses that own the land up to the creek, they purchased the "blue line". Is this true? What would be done in this instance.
17	Forestry and proper maintenance and replanting of Conifer woods is important. Trash receptacles
18	I would like to see the trail below Seneca Tnrpk unchanged. Please do not alter the dirt paths with natural roots. Stone path would damage the peace and scenery.
19	I like this idea. However, who is paying attention to maintenance of existing South Valley signage e.g missing dead-end signage on Parrish Lane, stop sign missing at intersection of Hayes Terrace and Edna Road.
20	Mulch could be a nice natural resource
21	Your survey misses a very important issue -- perhaps the most important issue of all: Flooding between the creek and Green Hills -- as in a river through the backyards. If the issue is not successfully addressed, there will come to be a day when then produce section of Green Hills grocery is wiped out in a flood. I'll leave it to the engineers to figure out but I lean toward the solution of former City (I think) engineer Jim Stelter (on Edna). Former Councilman Dougherty is also knowledgeable and has a point of view. (I'm not directly affected by reason of being uphill from creek but Edna is a great street and all those between the Creek and Green Hills grocery are severely affected). It is a very serious issue. City workers are to be commended for their vigilance upon heavy downpour but in the end there needs to be an engineering solution (for example, by digging it out and making it deeper). The City arborist Steve Harris is also to be commended for his responsiveness to tree trimming of City trees. (Fallen branches block the grate on Oakley and then it overflows at Edna heading toward Green Hills). Digging the creek deeper, I suppose, a permit from the NYS DEC and ideally grant money.
22	Please leave the trail on the east side of S. Salina st. as is.
23	We would love to have more information on thr community garden area in Heath Park next to the trail. It looks like a great space but there is no information on it and seems highly underutilized.
24	I much prefer at least the section between Edna & Parrish be left in its natural, grassy state. Concrete and asphalt are unnatural, expensive, would negatively affect the wildlife, and prevents normal (and natural) drainage. Also, we already have issues with kids on atv-type vehicles using the path. "Improving" it would only encourage and increase their annoying usage.
25	Concerns about the creek flooding
26	I am very grateful for this path it brings me great joy. My greatest concern is how low the water level has gotten and how clogged the creek has gotten with plants.
27	Some areas flood near the brook making it difficult to ride and walk
28	I would like to see the creek drudged/cleared out more often. It's been quite overgrown these past few years and flooded into heath park last year, between Conifer and Richfield, from the debris collecting at the maroon tunnel.
29	Like it as it is actually, like the natural plants that pop up on the banks.

Q17: Please share any additional comments or concerns regarding Coldbrook Dr and the Coldbrook Creek Trail, or potential changes you would like to have considered.	
30	The pavement on Conifer Dr. is sloped such that the runoff cuts down the path to Coldbrook and misses the storm water grate. Can this be fixed? We have filled the eroded area many times and even got the city to put paving on the street as a curb, but it was broken off by the plows, letting the water to run down the bank again. This situation creates a very dangerous path to the Coldbrook trail in Heath Park.
31	Speed Bumps on Trail people will use this for dirt bikes this will prolong pedestrian use .
32	it also abruptly ends on the north side because ... why? with all that's going on this would be an unnecessary improvement in my opinion. There is a paved street right along, and there is only a short half block that is dirt path, then conifer forest. This part is perfect just the way it is. use your money more wisely
33	Clean the creek bottem of trash and weeds. Also remove the trees growing in the creek bank stone work before the growth pushes the stone work into the creek.
34	The native plants. This could be a real special little place. Also I've seen a lot of trash in that creek. Needs to be some signage up regarding littering. I've seen kids bikes laying in that creek.
35	Path between Richfield and Conifer often floods during rainy season
36	Possibly have cameras installed such as ones on streets in certain areas
37	I discovered and have come to love the path during COVID riding my bike for exercise
38	Safety lights to brighten path, remove stumos that stick out maybe a 911 box
39	Cleaning the creek of brush and high grasses
40	Please make safety a priority
41	I feel the creek needs to be cleared of vegetation
42	Maybe an extra garbage can or dog potty stations. Many people walk their dogs along this way and some don't clean up.
43	Would like to see signage that shows entire trail, length of trail, specific nature vantage points, surface material that prevents mud and easy to walk on and width of trailer to accommodate ADA compliance.
44	I LOVE our creek. What a blessing to have nature within our city. I walk it daily with my dog. I can't express how much that creek and Heath Park mean to me. This is why I chose to live here.
45	The trail would need to feel more open, safe, good lighting, emergency call stations.
46	It would be nice if our property did not flood EVERY YEAR due to the lack of dredging or at least cleaning in our section of Coldbrook Creek. We are not Meadowbrook area, so who gives a s**t anyway. Only 3 residences get damage so who cares?
47	To have the creek dredged and cleaned out. To have unsafe trees removed. To have over growth of weeds removed. There's a pipe from a stream to the creek that clogs , and should be cleaned out, widened perhaps.
48	Lights need to be installed, a bench her and there along the pathway to Greenhills would be nice to relax for a minute. Maybe cameras, my niece was attacked a few years ago as a teen.
49	The creek needs to be cleaned out of all the vegetation. Not just weed whacking (only done once) it needs to be dredged so the water can flow and it stops looking like crap

Q17: Please share any additional comments or concerns regarding Coldbrook Dr and the Coldbrook Creek Trail, or potential changes you would like to have considered.	
50	We moved to South Salina last year. It was a delight to find the trail and see how far we could walk on it. It's been wonderful seeing wildlife using the creek--ducks, muskrats. I would hate to see it become so busy that wildlife can no longer feel safe there. Wish there was more of a trail between Oakley and Green Hills Farms. Lack of a trail makes me worry that I'm trespassing.
51	Overgrown trees and shrubbery should be removed or pruned to allow passage.
52	I used to walk Coldbrook daily for exercise but can't right now because of my bum knee. Hope to get back to it soon. I love watching people walk their dogs, ride bikes etc. along Coldbrook. It's very park-like and I hope it stays that way.
53	I have lived along the creek for 63 years. Never has it been so neglected! I have heard multiple "pass the buck" answers for the lack of maintenance. There has been zero maintenance from Weymouth Rd, north to the termination in the 100 block of E Seneca Tpk for at least 10 years. A visual inspection will confirm this! Please email, or call me. Paul Webster 315.447-9674. I would appreciate the opportunity to speak with someone. Thanks
54	The city comes through and cuts back all the plants along the creek inThe summer. Non are invasive.All are ecologically important and beautiful herbaceous flowering plants. I see herons, all kinds of birds,monarchsand butterflies, muskrat along the creek. This cutting back must be delayed u til late fall.please consult with ESF....it's a travesty for the diversity of wildlife in This precious area
55	It would be great to improve this Trail for pedestrians with lighting and benches.
56	The creek should be cleaned regularly, especially after storms. Heath Park should also be better maintained with gravel paths. Especially the portion that rises along the hill towards 81
57	Is there possibility for green infrastructure ? Perhaps rain gardens and bioswales
58	-Concerning Question 13: I think it's important that people understand that, in order to make this path ADA compliant, the pathway would have to be 5 feet wide and would take out some trees, at the least, as was explained in the Valley TNT meeting. If this is what people want, I will certainly go along with it. But, please--crushed stone only. I will strongly object to asphalt or concrete. Other than a few tweaks, such as I mentioned in Question 12, I really love this creek pathway just as it is. -I would love to see the pathway connect from Weymouth Road to Monticello Drive. It's a nice connection to points beyond. But, apparently there aren't enough of us who use it frequently enough to create a good goat path or desire path. It's a bit of a slog on a bike. -From a Facebook Memory post today (11/20/2020): "As I rode my bike along a creek [Coldbrook] and through a park [Heath Park] and across another creek [Onondaga Creek] to get to the ice cream store [Gannons], I exchanged greetings with neighbors, their dogs, friends, and even my grandson along the way."
59	Hold dog owners liable for dog poop not picked up. Better lighting. As far as a walking trail, keep it as natural as can be and dredge the creek to allow for proper drainage and eliminate flooding to neighboring streets
60	I love the creek!
61	Improvements, although minimal, need to be made to the section in Heath Park along the creek. Better drainage and additional gravel would go a long way.

Q17: Please share any additional comments or concerns regarding Coldbrook Dr and the Coldbrook Creek Trail, or potential changes you would like to have considered.	
62	I love the creek trails. There's ducks that swim there, lots of plants for the pollinators (although you cut them down too early), and it's nice to be able to walk through the neighborhood instead of along Salina, which is really busy.
63	Trails like the Creekwalk and the Empire State Trail make it a lot safer to bike around Syracuse, and there should be a lot more of them.
64	got no comments
65	Coldbrook is the southern and eastern side of a complex of Valley streams emanating from freshwater springs on either side of the Onondaga Creek Valley. It was severed from the northern branches in the 19th century. I have advocated for decades that this natural system needs to be preserved and managed throughout the Valley residential neighborhoods. This project may reinforce the severing of the stream system and separation of Valley neighborhoods north and south. "South of the turnpike" is a phrase that has been used for decades to denote the racial separation line. Concentrating public improvements in the traditionally higher income/less discriminated-against neighborhood ignores issues which has a long history. Northern neighborhoods have open space assets and flooding streams as well but we struggle to get city recognition let alone action. Take a drive north along Monticello N and Springbrook to see what I mean. I think there could be minimal improvements made to preserve the natural and historic character (see my Cityline Brook study). Historic and environmental educational signage should draw attention to the entire Valley system vs "south of the turnpike" resources only. Some attempt should be made to make any improvements accessible to all Valley residents - opportunities exist for physical linkages. BTW - regarding accessibility and tree conflicts - look at guidelines that allow for exceptions for unique historic/natural conditions where alterations would destroy character.
66	To our knowledge there have been no other properties subject to flooding damage along Coldbrook Creek except the contained area on Byrne Place among 3 houses. We have walked/driven the length of the creek when flooding has occurred and can't remember having seen flooding at the Edna Rd/Green Hills area. Maybe we missed it? We have sand banked our property at our own expense over 7 years ago. Flooding still happens almost yearly now. We know that there have been recent feasibility studies by the city to make improvements. Kudos to Marty Davis, City Engineer, who a few years ago tried to get things rolling by ordering brush removal along the creek sides, but only a small start so far.
67	I use the path to walk to visit my grandchildren a few blocks north and more frequently to walk to Green Hills grocery. The path is probably the most beautiful part of living in this neighborhood. I'm happy to hop over wet areas and get a little thrill out of navigating the slightly perilous spots. Walking the path with my cane keeps me steady and safe and just being in that unspoiled setting makes me happy. The ducks that land on the creek seem to also like the peacefulness of the area. As for changes I would prefer to see none and I fear that developing the path would have a negative impact on the natural beauty of the creek. To those considering development I say please don't "pave paradise".

E-mailed Public Comments

December 13, 2022

Hello Thomas – I spoke to you at the November Valley TNT meeting. I am including the first half of the study/submission I made on City Line Brook which is the northern segment that used to be connected to Cold Brook. I'll send the second half in another email. If you look at the first page I made a rough map of all the streams in the Valley. I would be able to update that map based on what I know now however that's what I had at the time. Cold Brook used to continue under S. Salina and traveled north through my neighborhood.

My main point on the SMTC study/plan is that it should not be confined to the neighborhood south of the Turnpike. There has been an historical prejudice against neighborhoods to the north although we have the same resources. There should be a public access somewhere if possible or access through the church property.

The next section will contain the information on the WPA channel and historical mapping of the Valley. I still have copies of all the articles from the OHA. There should be historical education as well as environmental education about the streams in the Valley.

BTW – I believe the newer ADA trail guidelines allow for leaving trees, features that restrict the width of the trail if there are historically or environmentally unique features. I would argue that about the large tree that is alongside the creek. I used to teach accessibility at ESF.

SMTC Response:

Thank you for sending this along. The map and all the detailed photos are excellent. We're definitely looking for ways to include this history within our study and final report. In terms of ADA accessibility, we will be identifying what the current guidelines are for the City and identify opportunities to save as many trees as possible. We'll be discussing with their engineering department on what the dredging work requires as well. We know there is a strong desire to keep the trail as natural as possible and preserve the environment.

In terms of the wider study area, our current study is constrained based on the scope of work approved by our committees, but we will make note of the larger creek/channel network for the City to consider. Many of the recommendations we may give could be adapted to the larger network of creeks, but we will have those discussions with our advisory committee.

Thank you again for providing this information and I look forward to seeing the next section.

December 13, 2022

Hello Thomas – Here is the second part of my study/presentation on City Line Brook which is the northern section of Cold Brook (disconnected). This section has the historic mapping and OHA articles on the WPA projects in the Valley and elsewhere. I still have copies of those articles and may have some additional ones on Cold Brook.

I think the Cold Brook plan should include both environmental and historical education about the Valley stream systems and origins.

If you have any questions you can email or call me. Sorry for the delay in getting you this information – I had to find it in my files!

December 15, 2022

Legislator Bill Kinne asked me to ask you about a plan to put in asphalt, concrete, lights on part of the creekwalk. I think he means in the valley neighborhood.

Is there a plan for this that we can see? Apparently some in the neighborhood like it the way it is... more natural.

SMTC Response:

The SMTC is currently working on the Coldbrook Creek Trail study on the behalf of the City of Syracuse. With an upcoming dredging project being planned, the City requested the SMTC look at potential improvements along the existing "goat" path that follows the creek. Staff have been engaged with community residents over the past few months, attending the Valley TNT meeting in November and the Meachem Area Parks Association (MAPA) last night.

Additionally, an online survey, with over 100 responses to date, continues until the end of 2022. Within the survey, neighbors are asked to identify items of concern and visions for the trail as well as how they currently use it. Many have noted a lack of lighting as a safety concern and expressed an interest in some additional lighting. Overall, most respondents do seem to want to keep the trail as natural as possible but would like some additional amenities to improve their experiences.

We are working directly with the City (DPW, Engineering, Planning, and Parks), and will be providing this information as part of the study. The study is ongoing, with a final report likely being completed in the spring of 2023.

February 14, 2023

I am in full support of further development of the dirt paths that border the creek. However, before that money is potentially allotted it would be nice to have the city dredge a small portion of the creek where I live, because every heavy rainfall results in

flooding and damage for only THREE properties in the Valley.

We get the worst of it because of the low creek bank where we have lived for 40 years. There have been rumors in the city Gov that there could be flood relief but only talk talk talk and no action. Who gets attention when properties flood? Meadow Brook yes, Coldbrook no. Money talks.

My opinion anyway.

SMTC Response:

Thank you for reaching out regarding our Coldbrook Creek Trail study. Our study is an outgrowth of an investigation into flooding issues along the creek performed by the City. The City describes this effort below:

"The city and Town of Onondaga have investigated recent flooding issues on Cold Brook particularly in the Edna Road/Green Hills area. The city has also assessed culvert condition and overgrowth along Cold Brook from Edna Road north to Seneca Turnpike. The city has requested funding from New York State for sediment removal and channel improvements, and replacement of culverts at Edna Rd., Parrish Ave. and Oakley Drive. Upon successful funding, a hydraulic study and project design would be initiated with construction work following."

If you feel comfortable sharing your address, we would be happy to forward the information along to the City for inclusion in their planning efforts.

February 16, 2023

Hello Thomas

Thank you for your (unexpected) reply. Excuse my sarcasm, but it has been a testy few years. To our knowledge there have been no other properties subject to flooding damage along Coldbrook Creek except the contained area on Byrne Place among 3 houses. We have walked/driven the length of the creek when flooding has occurred and can't remember having seen flooding at the Edna Rd/Green Hills area. Maybe we missed it?

We have sand banked our property at our own expense over 7 years ago. Flooding still happens almost yearly now. We know that there have been recent feasibility studies by the city to make improvements. Kudos to Marty Davis, City Engineer, who a few years ago tried to get things rolling by ordering brush removal along the creek sides, but only a small start so far.

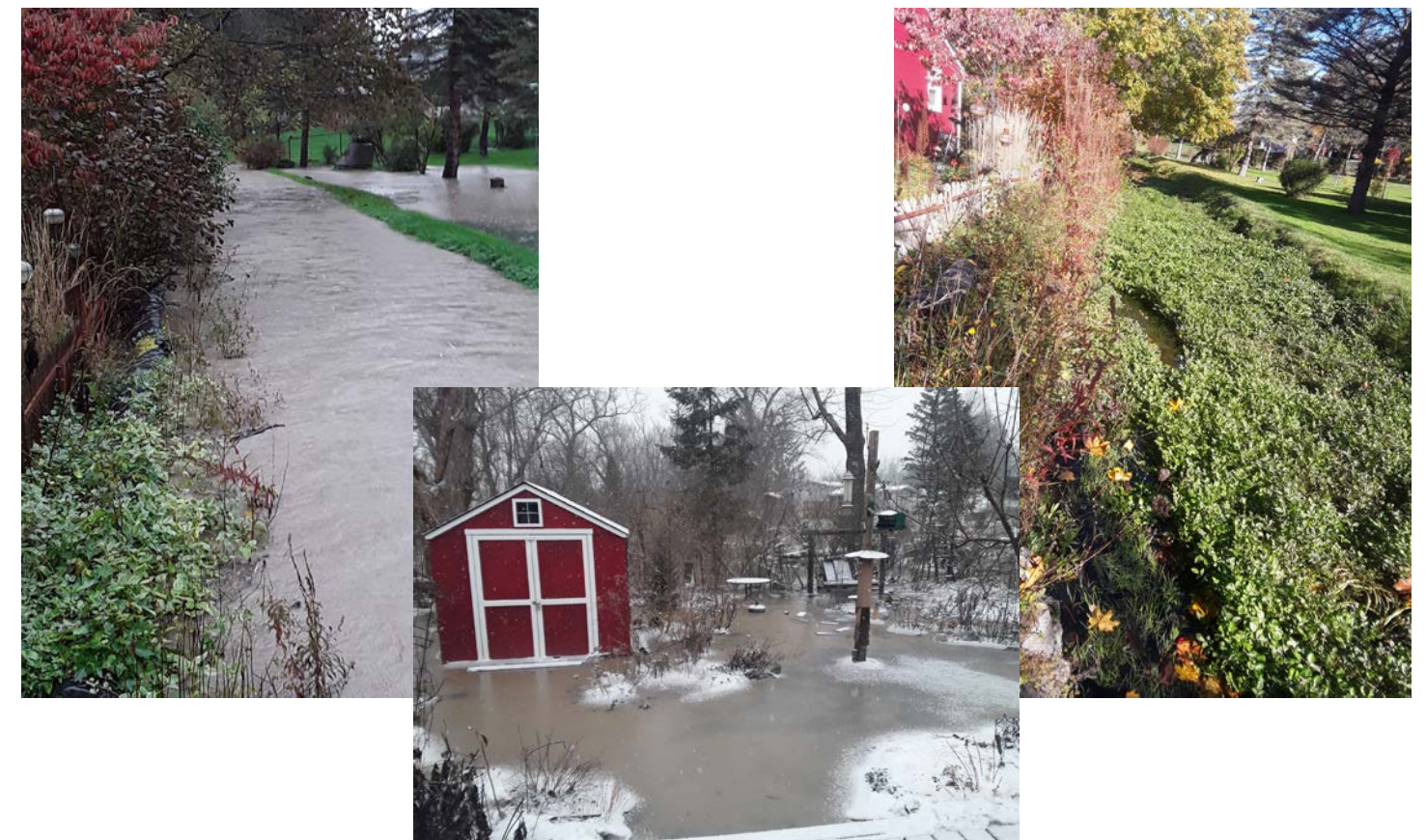
I will forward photos of the flooding and creek blockage on a separate communication.

Thank you for your attention on this matter and we look forward to future correspondence. Please feel free to visit us.

February 16, 2023

One year we had to have 4 feet of water pumped out of our basement.

Please give us some relief to the financial situation that we cannot afford.



Photos of flooding sent from resident.

March 1, 2023

Dear Mr. Bardenett,

I'm writing regarding possible changes to the path next to Coldbrook creek.

I use the path to walk to visit my grandchildren a few blocks north and more frequently to walk to Green Hills grocery. The path is probably the most beautiful part of living in this neighborhood. I'm happy to hop over wet areas and get a little thrill out of navigating the slightly perilous spots. Walking the path with my cane keeps me steady and safe and just being in that unspoiled setting makes me happy. The ducks that land on the creek seem to also like the peacefulness of the area.

As for changes I would prefer to see none and I fear that developing the path would have a negative impact on the natural beauty of the creek.

To those considering development I say please don't "pave paradise".

SMTC Response:

Thank you for reaching out regarding our study of a potential trail along Coldbrook Creek. As we are working on our report, we will be including all public comments to provide the City of Syracuse a greater context of the desires and concerns of neighborhood residents. We are working to ensure our report reflects these comments, balancing the needs of all residents and users. The ultimate decision on what to pursue will be in the hands of the City.

Thank you again for your comments, they will be taken into consideration as we continue our work.

Public Meeting Notes

Valley TNT Meeting - November 9, 2022
Cecile Community Center

SMTC Staff:

Thomas Bardenett, Senior Transportation Planner

Mario Colone, Program Manager

Alex McRoberts, Junior Transportation Planner

Major Themes – Sediment Removal, Right-of-Way (ROW), Historical Context, Accessibility

Sediment Removal Project

- Resident – Asks for clarification on the City's proposed sediment removal project.
 - Mr. Bardenett – City is looking to address flooding issues by clearing out vegetation along the creek bed.
- Many attendees agreed on flooding issues, both on the trail and in people's homes.
- Snowmelt can also be an issue in terms of flooding risk.
- Rodents in the creek – One resident had an outhouse over the summer that resulted in rodents on their property.
- Attendees stressed the importance of ongoing maintenance in the future.

Right-of-Way (ROW)

- Parking in public ROW – Residents agree that the perception is that public ROW next to their property is part of their own parcel.
- Resident – Edna Rd – Interested to know the history of Creek. How wide is ROW?
 - Mr. Bardenett – ROW varies, 60-70 ft to 20-30 ft. The report will inform city of ROW measurements, but a more detailed survey will be needed.

Historical Context

- WPA limestone channelization (1938) – Creeks were channelized across Southside neighborhoods. Resident suggested using historical markers to promote this history.
 - Consider entire water system.
 - Creek network used to continue north of Seneca Turnpike.
 - City has documentation of the creeks and channels, as does Onondaga Historical Association.
- Questions about using Heath Park for public events – Currently public events are not allowed within the park.
- Resident – Consider allowing public art along the length of the creek.

Accessibility

- Tree roots are really bad for cyclists and wheelchair users.
 - Mr. Bardenett – Emphasis will be on accessibility, but trees present specific issues.
 - Most attendees understand the need to remove some trees to have a more uniform path, but there was some disagreement.
- Resident – Rides bike through green space by Monticello and Byrne and would love to see something formalized there to connect the streets.
 - Mr. Bardenett – There used to be a pedestrian bridge, but it was removed at some point due to safety concerns from the City. The neighboring property owner has requested that a bridge not be re-built. It is worth exploring other opportunities.
- Lighting would be great – Water levels in the creek raise up during rain events and make it difficult to see the edge of the creek, creating a danger of falling in.
- Resident between Parrish and Edna – Benches and tables would be welcome along the route, along with lighting. Creating spaces for people to linger and enjoy the trail.
- Resident - Crossing Salina at Amidon – The pedestrian signal is now only push-activated. During Covid it used to be automatic with the traffic signal. Which felt safer.

Stakeholder Group Concept Review - March 1, 2023
Zoom

SMTC Staff:

Thomas Bardenett, Senior Transportation Planner
Alex McRoberts, Junior Transportation Planner

Stakeholder Group:

Bob Dougherty
Kathy Downing
James Stelter
Kathleen Stribley

SURVEY RESULTS

Mr. Bardenett thanked the Stakeholder group members for joining the meeting and began reviewing the results of the public survey. Group members were asked if the responses recorded in the survey reflect their lived experiences, which the group believed was largely accurate. Mr. Dougherty noted that drivers typically use E Cheltenham Rd as a cut through to avoid the signal at the Seneca Turnpike / S Salina St intersection.

DRAFT CONCEPTS

Mr. Bardenett noted that all draft concepts were created to address what SMTC staff learned through the public survey and discussions at two public meetings.

Byrne/Monticello Pedestrian Bridge

Mr. Stelter was in favor of the pedestrian bridge connection Byrne Pl and Monticello Dr.

Ms. Stribley stated a more natural planter would work best, along with concerns over the lighted bollard. She believed the design was a bit too “urban” for the trail.

Ms. Downing inquired what material was being proposed for the trail between the bridge and the road. Mr. Bardenett informed the group that crushed stone is the recommended trail material throughout.

Mr. Dougherty expressed concern over four-wheelers being able to use the pedestrian bridge. Mr. Bardenett noted that all trail sections over 6ft wide would require a bollard to prevent larger vehicles from using the space. Ms. Downing reminded the group that any path must still be accessible to individuals in wheelchairs or pushing a stroller.

Mini-Roundabout

Mr. Stelter asked whether the City was on board with mini-roundabouts. Mr. Bardenett noted that City representatives on the Study Advisory Committee (SAC) were open to the idea so far.

Ms. Downing is in favor of the mini-roundabout. Ms. Stribley stated that she favors using this as a good pilot project for the City, with the hope of getting the ball rolling at other intersections. Mr. Dougherty seconded that opinion.

Off-road Path (Searlwyn/Coldbrook Intersection)

Ms. Downing questioned whether the path ever must be greater than 5ft wide. Mr. Bardenett noted that mixed-use trails should be at least 8ft wide, otherwise they must instruct cyclists to dismount their bikes.

Ms. Stribley would like to see more “rustic” looking bollards or perhaps lighted rocks.

E Oakley Dr

Ms. Downing, referencing the crossing at S Salina St, reminded the group that the pedestrian signal has

been reverted to push-activated. Mr. Bardenett will mention this to the City, but this study is primarily focused on Coldbrook Dr and the off-street path.

Ms. Stribley noted the City chose not to use speed cushions in the Salina / Midland area. She also noted concerns about impacting snow plows. Mr. Bardenett pointed to the ongoing pilot program that has been in place for 2 years with no known plowing issues to date.

Mr. Stelter asked if lowering the speed limit has been considered. Mr. Bardenett noted that the City is reviewing the new State law allowing cities to reduce speed limits to 25mph.

Green Hills Entrance

No comments.

Conifer/Salina Crossing

Ms. Downing inquired about the law in relation to who has the right-of-way of unsignalized streets. Mr. Bardenett informed the group that pedestrians have the right-of-way if a crosswalk exists. A rectangular rapid flashing beacon (RRFB) would further encourage drivers to stop and draws more attention to individuals crossing.

Ms. Downing asked whether an in road “Stop for Pedestrian” sign would work in this location. Mr. Bardenett noted the center turn lane would make placement difficult as the sign is typically placed on the double yellow line.

Ms. Stribley pointed out the difficulty individuals outside of the immediate neighborhood have reaching Coldbrook Creek and believes this crossing would help people from the west side of S Salina St reach the trail.

NEXT STEPS

Mr. Bardenett informed the group that their comments will be considered as they pull together the draft report. The report will then be shared with the SAC before being posted for public review on the SMTC website. He asked for any remaining comments or questions before the meeting concluded.

Ms. Stribley requested further consideration of access to the creek from areas north of Seneca Turnpike, including more signage.

Mr. Dougherty emphasized addressing the lighting concerns while avoiding being too intrusive to neighboring properties.

Mr. Stelter reminded the group that S Salina St is used as a bypass when there is a crash or significant construction on I-81. He believes upgraded signal equipment along the corridor may assist with some of the back ups that are created during these events.

Ms. Stribley asked about trees along the trail. Mr. Bardenett stated that trees will come down as a result of the potential sediment removal project. There is no estimate on the number of trees, but no additional trees should be removed just for trail construction.

Mr. Stelter inquired about a maintenance plan for the trail. Mr. Bardenett noted that Parks and Recreation staff are on the SAC, along with Department of Public Works and Engineering. Maintenance will be guided by the City. Parks and Recreation staff informed the SAC that they are piloting in-house crushed stone path construction, which could benefit the long term maintenance of this project.

E-mailed Public Comments - Draft Report Review



Syracuse Metropolitan Transportation Council
The Metropolitan Planning Organization for the Greater Syracuse area.

Home > News/Announcements

May 1, 2023: Public comment sought on two TIP amendments through Wednesday, May 31st. Details available [here](#).

April 28, 2023: The SMTC's draft [Coldbrook Creek Trail Study](#) is available for public review through May 5th. Please submit all comments via email to tbarnett@smtcmpo.org.

News/Announcements
RFPs

The draft *Coldbrook Creek Trail Study* report was posted online for public review from April 28, 2023 to May 5, 2023. Individuals who provided email contacts during the public survey period were provided a link to the report and encouraged to provide additional comment.

SMTC E-mail to Survey Respondents

Good afternoon,

Thank you all for indicating your interest in the Syracuse Metropolitan Transportation Council's (SMTC) *Coldbrook Creek Trail Study*. At this time, a draft report has been published on our website for public review. You can find the report at the link below:

News/Announcements – Smtc (smtcmpo.org)

We encourage each of you to review the report and submit any comments or questions you may have. Public comments will be accepted through Friday May 5, 2023. You may submit comments by emailing: tbarnett@smtcmpo.org

All public comments will be reviewed and acknowledged. Comments will also be included in the Appendix of the final report. Please reach out with any questions and we encourage you to sign up for regular communications from the SMTC, including our bi-monthly e-newsletters, on our contact page.

Public Comment Responses

April 29, 2023

Entirely too much money allocated for signage and paint. No need for all those signs and painted crosswalks and painted bicycles on the streets. A few is all that's necessary.

SMTC Response:

Thank you for your comments on the draft *Coldbrook Creek Trail Study* report. Signage and striping requirements are regulated at the State and Federal level, with some discretion at the local level. Recommendations included in this report reflect these requirements and best practices. Ultimate striping and signage plans would be determined through an engineering study, should the City of Syracuse choose to pursue construction. We will be including your comments in the Appendices of the report for review by our member agencies, including the City of Syracuse, to help document the views and desires of neighborhood residents.

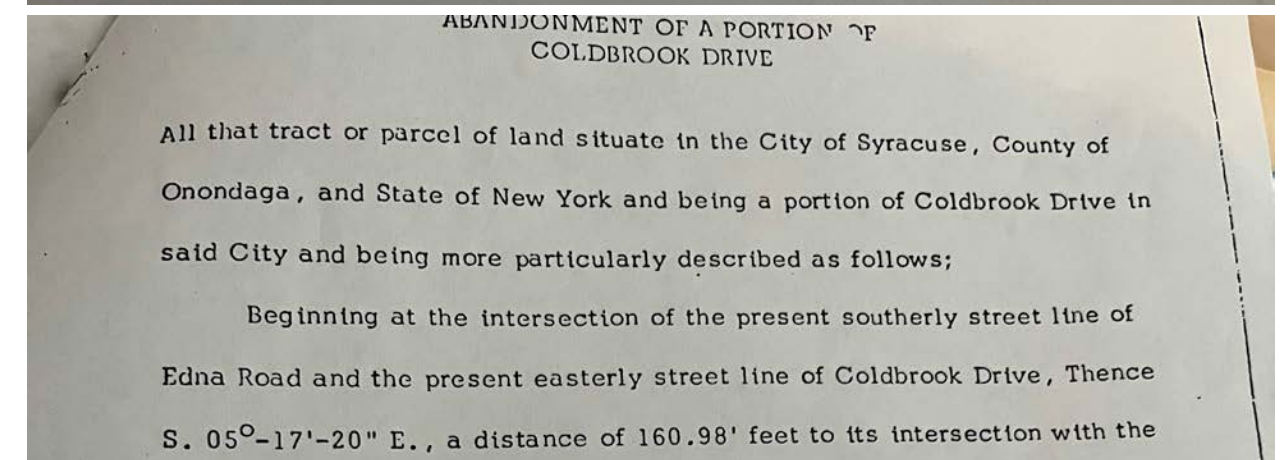
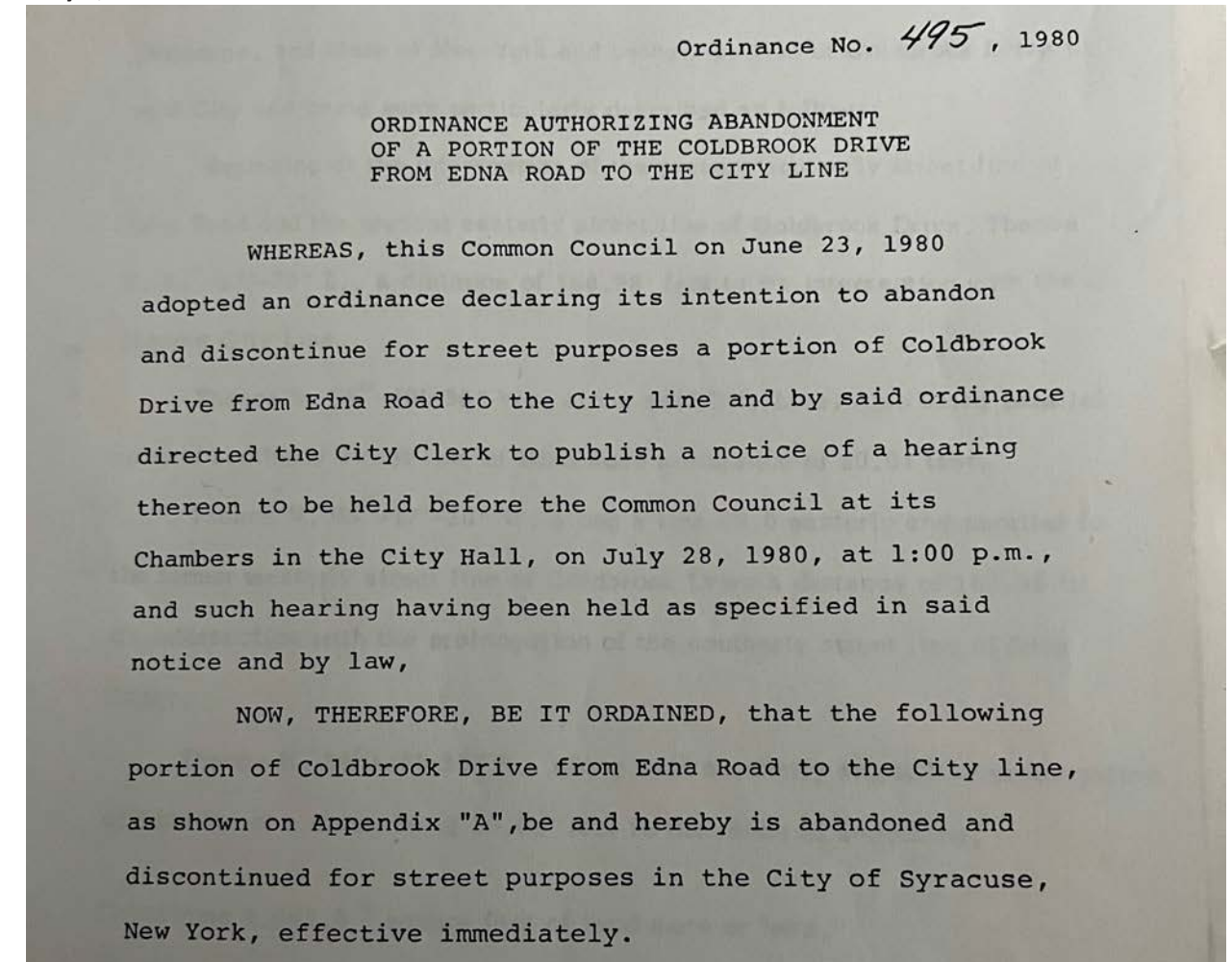
May 1, 2023

Maybe some cameras on trail would be a good idea. Seems the city's crime has been getting worse and worse. Cameras would hopefully deter anything bad happening on the trail ...

SMTC Response:

Thank you for your comments on the draft *Coldbrook Creek Trail Study* report. Your comments will be included in the Appendices of the report for review by our member agencies, including the City of Syracuse, to help document the views and desires of neighborhood residents.

May 1, 2023



present City Line,

Thence S. $86^{\circ}-40'-30''$ W., along said City Line, Also being parallel to said southerly street line of Edna Road a distance of 60.04'feet,

Thence N. $05^{\circ}-17'-20''$ W. along a line 20.0 easterly and parallel to the former westerly street line of Coldbrook Drive a distance of 160.98 to its intersection with the prolongation of the southerly street line of Edna Street,

Thence N. $86^{\circ}-40'-30''$ E., along said southerly street line prolongation of Edna Street a distance of 60.04' feet to the place of beginning,

Containing $9,665.0 \pm$ square feet of land more or less,

The hereinbefore described parcel of land is subject to any and all easement and or rights of way of Record.

Appendix "A"

SMTC Response:

Thank you for providing this additional piece of information regarding the Coldbrook Creek Trail Study. We will be including this information in the Appendices of the final report as a reference, should the City of Syracuse choose to pursue future construction.

May 2, 2023

Thank you for sending us all the finished study so we could look over it. I have a few comments I wanted to share as a resident of the South Valley (Sunrise Drive).

I want to strongly reiterate what others and the summary noted that we should preserve the natural character of the trail and improvements should be limited. I speak for many of my neighbors in that we bought houses here largely because of the natural woodsy nature. We live in the city limits, but in a more rural way. I would hate to see the trail city-ized and done up in a way that would draw in too many other people outside of the surrounding neighborhoods every day. There are times it's crowded enough on the first overly warm evening of spring! I see it as more of a trail like Greenville, S.C. has in its Reedy Falls Park area leading to the zoo, than a big city nature area.

I don't like the idea of taking out trees on the trail — it's what makes it feel like heading out for a hike — and am also concerned about over-lighting the area. I appreciated the inclusion of bollard lights as a way to light the trail, but hopefully keep within the natural characteristics. There are often deer and

other woodland animals in that area I wouldn't want to negatively impact. These neighborhoods are very sparsely lit in comparison to places closer to downtown, and I'd bet most of us appreciate that. There were notes to a "perceived" lack of safety due to lighting, and I'd be curious to know if this was based on anything in particular that would pose a threat. To my knowledge there have not been consistent issues in that area that would prompt change. Headlamps and flashlights do the trick of lighting the way just fine.

There were a few things I really liked and wanted to share support. Anything that would make the trail clearer at the ends, where it becomes confusing what is the trail and what is private property, is a win in my book. I always used to feel awkward walking by the vehicles on Coldbrook/Weymouth, and the houses toward Green Hills, when I was unsure if it was really a trail or not.

I'm fully in favor of a roundabout over stop signs at the Cheltenham and Coldbrook intersection. Cheltenham is used as a cut around from the turnpike to Salina Street, and we know up here that those people do not heed stop signs. A roundabout would deter that speeding, as the report noted, and prevent the "ignore stop sign" issue. It would also make the neighborhood look very nice.

I love the idea of historical signs. There was an additional comment on trash receptacles, which would be nice to see implemented as soon as could be possible. The trail is horrendously over populated with dog feces and as a dog mom of two, I know it can be a hassle to carry it around the entire neighborhood. Our only options are trash cans at each end of Heath Park, and the trash can near the football field at the school. More trash receptacles would hopefully encourage people to pick it up and easily throw it away. That would be particularly important if the creek is built up the way the report indicates.

In general, I also hope the creek itself would be upkeep better for the neighbors around it concerned with flooding and all of us walking by it. These improvements are nice, but rather useless if caretaking of the creek is not done properly.

Could you advise on next steps in this process and if there will be any public meetings for this project? I did sign up for the newsletter.

Much thanks again for the ease of the report and reading through these comments.

SMTC Response:

Thank you for your thoughtful comments on the draft Coldbrook Creek Trail Study report. As noted in the report, the recommendations look to balance the wants and needs of residents, including preserving the more natural elements of the creek with accessibility for all users. We appreciate your comments on that balance and they will be included in the Appendix of the report for review by our member agencies.

After the completion of the public comment period, the final report will be presented to the SMTC Planning and Policy Committees to be acknowledged as complete. The City of Syracuse, should it choose to move forward with any recommendations included in the report, will need to pursue further engineering studies before construction. Further public involvement may take place at that time.

Thank you again for your comments and for signing up for our SMTC newsletter. We hope that you will stay engaged with our future studies.

May 3, 2023

I think consulting engineer Jim Stelter has a brilliant idea relating to the flooding which will be very simple to implement. He says the grate/s downstream should not be there. The last two most major floods (IMO) were due to blockage of those grates. He says those grates are contrary to basic engineering principles — you see them on Route 81 because if a car goes off the bridge it helps the car get out of the water. He says they should not be here over Cold Brook.

SMTC Response:

Thank you for your further recommendation. We have been in contact with Mr. Stelter during this study, along with representatives from the City of Syracuse's engineering department. The City has conducted an investigation into a potential sediment removal project at this time. Their engineers will decide how best to move forward with addressing those concerns, but we will include this information for their review.

May 3, 2023

My name is Sue Ann Harper Okoniewski. I am 70 years old born in 1953 at my current address, 222 Monticello Dr South. 13205. My property directly borders Coldbrook Creek for 167 feet. It does flood on severe storm days in the side yard area of which mostly is city property. It does encroach on my property for approx 10-12 feet. I maintain that property as did my parents since 1951. I grew up at this address and I have great respect for the torrential waters of Coldbrook during flood time. I also have great sentimental memories and continue that to this day.

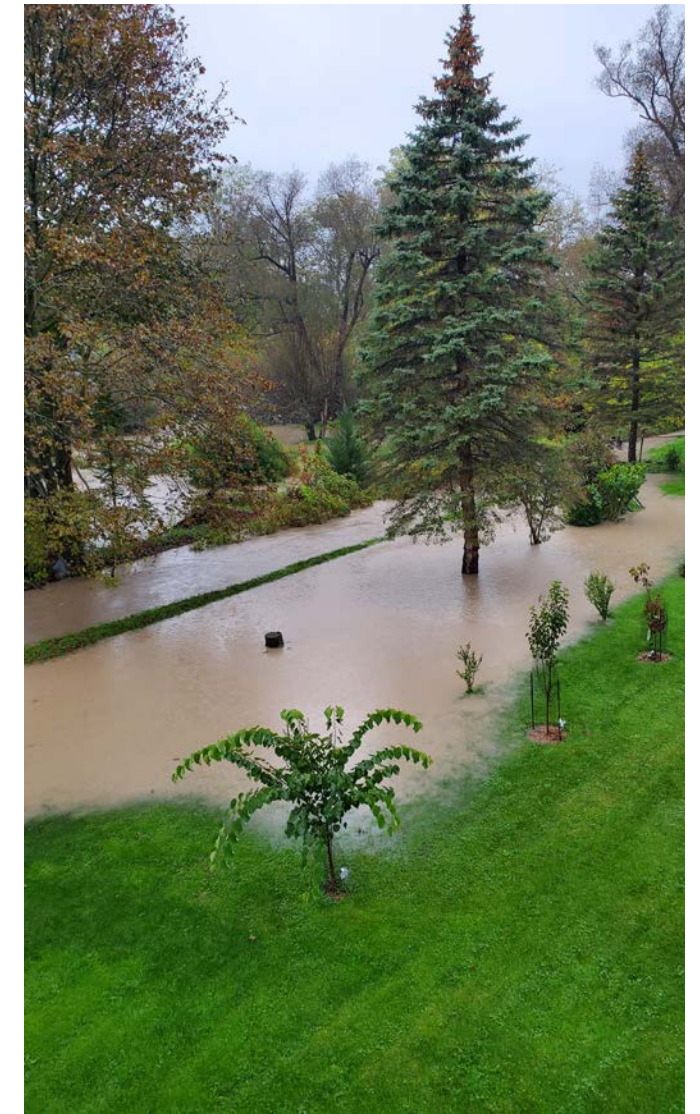
I do however oppose the planned bridge connecting Monticello Dr South and Byrne Place.

First concern is the liability for the city for children playing on that bridge. Cold brook was made a rain storm, runoff, drainage creek for the east side of the Valley. Within several minutes a beautiful brook becomes a deadly torrent 6 feet deep of which if someone fell in they would not be able to be rescued. They would be dragged under and caught on the unkempt weeds and branches. To those hugging trees, I love it too, but this is no longer a natural creek it became a storm, flood control, drain creek and must be respected as that. Yes ducks and wildlife love it, so do I, but this is not a Duck pond. Wildlife survives it. The bridge would only attract curious children to watch the raging water. They do come play in the creek on hot days to wade in it and look for crayfish, I enjoy watching them and tell them to wear sneakers as I did in my youth. I would like to add that the wheel chair width will allow for motorbikes (homemade dirt bikes) that are unregistered and un-helmeted children underage to use this bridge while children or seniors would be using it. Nighttime accidents would occur. In summer months the motorbikes are plentiful, good for them. Childhood fun ending in tragedy. Comments, made in favor were from those at the Nedrow end that live a mile from the proposed bridge site and where the creek has a lower profile and different circumstances, they have no idea what goes on at Monticello and Byrne Place. The entrance to the bridge makes it look like a thoroughfare. I have at least 1 or two cars yearly that can't stop or try to circumvent the barricade by going over my front yard. I see the bridge as an add to increase in these cases due to the fact it happens at night. They can't read. One even went to my back yard thinking they could get through, did a donut and returned out the front lawn. These antics to cut corners or escape a chase will increase as 81 gets taken down, looking for a shortcut.

Secondly, I do not see the need for bicycles using a bridge. The one block around would be complete if the dirt path was completed between Monticello South and Weymouth with low level Adirondack lights. For the wildlife of course, of which I am an advocate. I am a bicyclist and 3 mile walker and use the path several times a week rain or shine. I have a camera, and there is not enough bike traffic to warrant the bridge. Just a connecting path as you propose to Weymouth is all that's needed. I also mow the path 3 feet wide and lower so people know where to walk. I maintain most of the overgrowth for safety and security reasons, for Nighttime use. The mower man the city contracts does minimal mowing. Doesn't want to hurt his quote "\$10,000" mower. Many youth, Seniors and dog walkers use this path and lighting would be a welcome safety device for night use instead of miners caps that a lot of walkers have...

The dollar savings on just the bridge alone I'm sure would be significant and it could be used for other projects or on other specs of this proposed plan. It could maybe be used to complete a loop for bicycles on Dorwin and on Valley Drive to Clary bridge with a bike lane.

I do very much want to see the rest of the Trail plans completed. I extend an invite for the city folks to meet me and actually walk it full length.



Photos of flooding sent from resident.

I also would very much like to be included in any further meetings concerning this Trail. I had no knowledge of the meetings other than speaking to a young man doing a trail survey in 2022. Six of my immediate neighbors that border the creek had no knowledge of the meetings either. Would be nice if those directly bordering the creek got some sort of notification. More than a sign on the telephone pole at Oakley last year, and that the website did not work that was listed.

SMTC Response:

Thank you for your comments and the photos of past flooding events you sent along. It is important to document the flooding issues and concerns along all portions of the creek. This information will be presented to the City as part of this report and will help inform their efforts to reduce potential flooding concerns.

Should the City choose to move forward with any recommendations included within this report, further engineering studies will be required, including an evaluation of safety concerns. The concerns you raise are valid and will be taken into consideration in any future actions taken.

May 3, 2023

I have recently been made aware of a SMTC project plan draft, which will directly impact my neighborhood. The Coldbrook Creek Trail Study seems like an overall enhancement to the area. It appears a considerable

amount of time has been spent, attempting to improve the walking trail along Coldbrook. I am writing to you, to address some concerns.

Based on my review of the draft, it appears the survey results presented in the study did not include feedback representing my property, 122 Munson Dr., nor that of my next door neighbor at 120 Munson Dr. Our properties border the creek, just past S. Monticello, in the area that is regularly flooded. I feel that there should be an extension of the deadline so that we can submit our feedback and explain our concerns along with those of other property owners less impacted by the flooding. Perhaps our exclusion was an oversight.

As a resident of this property since 1990, we have regularly experienced unwelcome foot traffic from the street end of our cul de sac, through our backyard to the back corner of our property. People, frequently teenagers, cut through, attempt to swing around the end of the fence line, sometimes with bicycles in tow, onto the other side, on the very edge of the creek. Sometimes this doesn't end well, with an occasional fall into the creek. I am concerned that construction of a bridge, connecting Byrne Place with S. Monticello, will increase the foot traffic through my yard, potentially in both directions. With the increase of motor bikes in the area, this plan may pose more of a problem for quick shortcuts along our end of the creek.

Additionally, when the water is running high in the creek, after rainstorms, it is an impressive and scary situation especially for younger children. The yards flood and the current is powerful. Very few of the properties that border the creek, on the northern end of the trail, have fencing along the path. It's a characteristic that adds charm to the neighborhood, but could also pose danger. Addressing that risk is very important if added foot traffic is a goal.

The addition of lighting will help, but I want to know how that will impact my property that is across from the woods. Will the trail be extended that far? Will the creek indeed be dredged, since we have been told this end of the creek falls on private property? As stated in the summary, the plan arose from residents concerns with area flooding.

Again, I feel it is necessary for an extension of the survey deadline, for an inclusion of our feedback in the survey results. If the survey is online, please send me the link so that I may include my responses. My email address is [removed]

Taking on an improvement like this will certainly be exciting. I look forward to having some input in the plan and to have our neighborhood needs met. We are blessed with a very close knit community. We care about keeping things well managed. Thank you for your consideration.

SMTC Response:

Thank you for your comments on the draft Coldbrook Creek Trail Study report. It is important to document the flooding issues and concerns along all portions of the creek. This information you have provided will be presented to the City as part of this report and will help inform their efforts to reduce potential flooding concerns.

Should the City choose to move forward with any recommendations included within this report, further engineering studies will be required, including an evaluation of safety concerns. The concerns you raise are valid and will be taken into consideration in any future actions taken.

The public survey was made available for two months, November and December 2022, and is closed at this time. Links to the survey were distributed through the Tomorrow's Neighborhoods Today (TNT) network, the Meachem Area Parks Association, the local schools, and by neighborhood residents. We apologize if you were unable to participate in the survey, but we encourage you to send any and all feedback during this public comment period as it will be included within our final report.

May 4, 2023

I have been a resident on Monticello Dr South for over 25 years and have enjoyed walking the area and occasionally biking also but am very opposed to the proposal for a Coldbrook Creek Path Trail with a bridge connecting Monticello dr with Byrne Place for a bike & walking path for the reasons below

In all the years I have lived here I have seen very few actual bike riders use this area but it is frequented all the time with dog walkers, senior walkers and children. They use the grass path between Monticello and Weymouth to easily reach the Coldbrook exiting Coldbrook Path. If a bridge were built across the creek, it would encourage the homemade dirt bike and unregistered /unhelmeted youth riders to congregate and menace the actual walkers (Many seniors and dog walkers) and children who now enjoy the area and create safety issues. Also the creek is well known by all who live here to be a flood hazard at times and rises quickly and dangerously, This could present a very real city liability issue especially for the children which I'm sure you would not want to be responsible for.

Another real consideration from a cost point of view is that numerous cars speed down here in the evenings looking for a way to Salina Street and ignore the "no outlet" signs. If the guardrail that exists presently to stop them is taken down and replaced by a welcoming crossing area, I fear the city will see numerous accidents involving cars that don't stop and land in the creek (perhaps another constant issue like the bridge on the parkway) and will be replacing it at tax payers costs. No Thank You!

Second E-mail from Resident

I am writing to finish the letter on the proposed Coldbrook Creek Path Trail. I want to suggest a much safer, less costly solution. The path already used by walkers and the very few bikers we see in the neighborhood is between Monticello South and Weymouth along the creek, not over the creek. A reasonable way to make this more accessible, walker and biker friendly, and safer would be to simply pave the now grassy path and install low lighting. Then all could enjoy the ease of walking on a steady ground and enjoy the beauty of the area's wildlife and ALONG the creek itself.

Please take these suggestions into consideration from those of us who live in the area and enjoy our city life. Also I would suggest you publicize the meetings as I heard about the proposal second hand and those of us most affected by these changes need our input to be heard.

SMTC Response:

Thank you for your comments on the draft Coldbrook Creek Trail Study report. I wanted to confirm that I received both of your messages and appreciate the concerns and suggestions you have included. Your comments will be included in the final report for review by our member agencies.

Recommendations included within the report follow best practices regarding the placement of bollards to prevent access by most motorized vehicles, while maintaining access for all trail users, including those with restricted mobility. Access by dirt bikes and other small motorized vehicles are a concern related to enforcement of existing policies, but cannot be prevented through physical barriers. Physical barriers may prevent wheelchairs or other assisted mobility devices from access to the public space.

Should the City choose to move forward with any recommendations included within this report, further engineering studies will be required, including an evaluation of safety concerns. The concerns you raise are valid and will be taken into consideration in any future actions taken.

SMTC staff listened to comments, questions and concerns from residents at two public meetings; the Valley Tomorrow's Neighborhoods Today (TNT) meeting in November 2022, and the Meachem Area Parks Association meeting in December 2022. A public survey was made available online for two months, November and December 2022. Links to the survey were distributed through the TNT network, the

Meachem Area Parks Association, local schools, and by neighborhood residents. We apologize if you were unable to participate in the survey or these public meetings, but we encourage you to send any and all additional feedback during this public comment period as it will be included within our final report.

May 4, 2023

We are the owners of the property at 117 Byrne Place which borders the east side of Coldbrook Creek at the northern end of the proposed trail. We are opposed to the proposed pedestrian bridge joining Monticello Avenue and Byrne Place for numerous reasons.

Wife's comments:

Weymouth Road is a mere one-tenth of a mile south of Byrne Place and is the logical turnoff to Salina Street from the trail, without the work and expense of building a new bridge. There is a traffic control device with pedestrian crossing control immediately north of Weymouth at the corner of Amidon and Salina. The trail should also be completed to Monticello Drive for those users accessing the trail on the east side of the creek. The draft of the proposed trail shows its end at the point where the bike lane ends on Salina Street south of East Seneca Turnpike. The nearest crossing on Salina is the extremely busy intersection with Seneca Turnpike. Is this illogical proposed end of trail solely for the purpose of making it a mile long? Local users will access the trail at whatever point makes sense for them and any artificial beginning and ending seems to me irrelevant as does the proposed signage at the entrance to the Green Hills parking lot.

Byrne Place is a narrow, dead-end street with no curbs, just 2 short blocks from South Salina Street (equivalent to 1 block on Weymouth Road). In the winter all the snow from our street is plowed to and piled at the dead end in front of our property, the site of the proposed bridge). In the summer the neighbors pile yard waste at the dead end for City pickup. Although this is not in compliance with City rules, I mention this only to point out that City workers seem unable to pick up this debris without damaging the hill at the dead end. The once paved hump that goes to the creek bank has been gouged such that the blacktop is mostly gone or sitting in pieces in the spillover from my garden.

I have concerns about the modification of the existing "herd" trail (there are no goats that I am aware of) to the extent that it would require ADA compliance, traffic signs, etc. This is a neighborhood trail which does not invite users from outside the local community as there is no public parking available. I would rather see the City explore the possibility of mediating just the areas of concern of the existing trail (muddy, wet, etc) without the full blown creation of a named and defined trail which brings with it all the trappings of government.

I concur with my husband's concerns (listed below) and specifically the need to deal with the flooding of the creek IMMEDIATELY. We have suffered damage to our house and shed as a result of the ongoing floods. Additionally, we are dismayed that there has been no public notification of meetings concerning either of these matters.

Husband's comments:

Your rendition appears to put the bridge entrance/exit just feet from our property as well as across the street. We feel that this would result in an invasion of privacy and quality of life at our home. I believe it would attract users to congregate at all hours of the day and night, creating noise and unwanted trash, with or without garbage receptacles. As it is, we frequently pick up litter, cans and bottles in and around our side of the creek, when kids (usually) sometimes like to hang out on either side.

Users from around the area may think that the trail either begins or ends at the bridge next to our property, causing potential parking problems on our narrow street. Just one block over on Weymouth gets users down to S. Salina St anyway, so what's the point and added expense of a bridge?

How would you deter riders of motorized mini bikes, mopeds and dirt bikes from using the bridge and trail? Many of these illegal bikes are a plague on the city already, and would give them an easy escape route if pursued by police. Bollards and signage would not prevent this from happening.

In my opinion, the increased foot/bike traffic especially at night would result in even more pilfering and constant thefts from homes and vehicles in our neighborhood. Again, the pedestrian bridge would provide an easy escape route for our regular street criminals.

*****And just where will the plows push the snow on a dead end street? Into our yards? *****

Unless the entire creek improvement and trail project has to be done at one time, please dredge the creek first to prevent any further damage and monetary loss to the more frequent flooding on Coldbrook Creek and bordering residences.

Thank you for your attention on these concerns. Please keep us informed on future developments on these issues.

SMTC Response:

Thank you both for your comments on the draft Coldbrook Creek Trail Study report. Your comments will be included in the final report and reviewed by our member agencies.

Recommendations included within the report follow best practices regarding the placement of bollards to prevent access by most motorized vehicles, while maintaining access for all trail users, including those with restricted mobility. Access by dirt bikes and other small motorized vehicles are a concern related to enforcement of existing policies, but cannot be prevented through physical barriers. Physical barriers may prevent wheelchairs or other assisted mobility devices from access to the public space.

Should the City choose to move forward with any recommendations included within this report, further engineering studies will be required, including an evaluation of safety concerns.

May 4, 2023

I hope I'm not too late for my comments.

After reading through the whole draft, I understand much time, thought and listening to people's concerns were taken seriously.

My only suggestion would be for the material of the goat path should be concrete.

As my property is adjacent to the path, I have seen people pushing strollers, someone in a wheelchair having difficulty and having to turn back and use the road. I saw the disappointment that they weren't able to use the path.

I and I'm sure everyone who has relayed their concerns and suggestions, appreciate very much the time everyone involved has given to this project.

Thank You!

SMTC Response:

Thank you for your comments regarding the draft Coldbrook Creek Trail Study report. We understand and agree with the concerns of making the trail as accessible to all users as possible. Should the City choose to

move forward with any of the recommendations included within the report, further engineering study will be required, including a decision on final path material. We would like to note that stone dust paths can be just as accessible as a concrete sidewalk. Locally, portions of the Empire State Trail, or Erie Canal Trail, utilize stone dust paths and are easy to use for all visitors in most weather conditions.

May 5, 2023

No bench and no lighting should be put near any residence. Why would any resident want people sitting near their window at night when it is dark?

SMTC Response:

Thank you for your comments on the draft Coldbrook Creek Trail Study report. We will include your comments in the Appendices of the final report for review by our member agencies. Should the City choose to move forward with any recommendations included within the report, additional engineering study and public input will be included.

May 5, 2023

A recent news item has said that the number of those green bikes will double this year. Today there were 3 at that entrance pictured in your report at the intersection of Edna and Gary.

Pursuant to your efforts that intersection should remain uncluttered. This issue is more important than the two bars you envision which serve no purpose; an ATM would not fit through the gate.

The covenant running with the land entered as a condition of expansion of that parking lot to the immediate side of Green Hills addresses this concern about Gary Ave. becoming cluttered.

Specifically, Green Hills should provide a bike rack in one of the last parking paces immediately inside the entrance for those bikes to be held vertically.

It would serve public policy by alerting shoppers to their availability. At the same time, it would be good for business for the store.

SMTC Response:

Thank you for your comments on the draft Coldbrook Creek Trail Study report. Veo Ride scooters and bikes are dockless and are currently available only within the boundaries of the City of Syracuse. While the City does provide bike racks in locations across the city, scooter and bike share riders are not required to park them at specific racks. Riders are not allowed to park them in the road, blocking the sidewalk, or on private property. For misplaced scooters and bikes, it is recommended to contact Veo Ride to report issues.

Recommendations surrounding the Green Hill entrance are aimed at preventing vehicles from blocking pedestrian access through the existing gate, ensuring enough room is available for all non-motorized users to enter and exit with ease.

May 7, 2023

Thank you for your thoroughly-researched and well-considered recommendations for the Coldbrook Creek Trail, aimed at preserving the natural character of the off-road trail while improving accessibility along its length.

Personally, I would be happy for the creek path to stay the same as it is, with a few minor tweaks. As one letter-writer wrote: "The path is probably the most beautiful part of living in this neighborhood."

Having said that, with the expectation that your recommendations will be implemented, I would like to make a few comments.

- P. 24: "Tree removal may be necessary to accommodate a formalized trail, specifically on the blocks between Searlwyn Rd and Conifer Dr, as well between Maplewood Ave and E Oakley Dr. ... replacement trees ... to ensure there is no net loss of trees in the area."
 - Please remove as few trees as possible. Those mature trees are integral to the beauty of the trail. Importantly, they provide shade that reduces the urban heat island effect. The path is so much cooler than on the street because of the trees. When in season, my granddaughters stop at the mulberry trees between Maplewood and Oakley for a snack every time we pass that way. Certainly replace trees that have to be removed, but it will be many years before we reap their benefits.
- P. 24: "... a small feeder stream between Maplewood Ave and E Oakley Dr ... Rerouting the feeder stream underground as it approaches Coldbrook Creek may be required to provide full access for all users."
 - There must be some way to keep this stream, yet fix it so it doesn't flood readily. It is a feature of the path. My granddaughters call it the Muddy River—not because of the flooding, but because they stop there to play every time we go that way, and their playing muddies the water.
- P. 28: Encourage pedestrians and cyclists to use E Cheltenham Rd and E Oakley Dr to reach S Salina St. (Signalized intersections at Oakley/Spaulding and at Amidon)
 - Why not Weymouth Rd instead of E Cheltenham Rd, which is closer to Amidon? The sidewalks beside all three of those streets have some rough patches. And the sidewalk on the north side of Weymouth doesn't reach Coldbrook Dr. Perhaps the rough patches could be added to the City's docket of sidewalks to replace. You have a nice selection of greenway infrastructures and treatments to select from. The one that I would not use is the sharrow. Unlike physical treatments, such as speed cushions, which drivers physically respond to, the sharrow is just a sign on the road that is generally ignored.
- P. 24: "At any point where the path narrows to less than eight feet wide, signage indicating that cyclists must dismount and walk their bikes should be installed."
 - Bicyclists and pedestrians negotiate potential conflicts on the present goat path pretty well, even though the path is usually much narrower than 5 feet, and bumpy. Personally, I adjust my speed to keep from overtaking someone walking in front of me, or I dismount and walk when passing in opposite directions. Much of the time there is no reason for conflict whatsoever. A "cyclists must dismount" sign is too rigid for this pathway.
- P. 32: "... the preferred bench style for the Coldbrook Creek Trail would resemble those in use along the Onondaga Creekwalk Phase II, as seen in Figure 5.4 and in the photo above."
 - Could we leave out the center armrest/divider? I don't think we need benches that are inconsiderate to some users. The benches in Heath Park beside Salina St do not have dividers.
- The Informational signage looks great. This would be useful/helpful along the Onondaga Creekwalk, the Empire State Trail, as well as other bikeways.

SMTC Response:

Thank you for your comments on the draft Coldbrook Creek Trail Study report and your comments throughout this process.

Should the City choose to move forward with any recommendations within this report, further engineering study will be required. Any potential tree removal will be dictated by engineering needs, primarily due to any sediment removal work along the creek bed. Few, if any additional trees would likely need removal for the trail alone. Decisions on other flooding related interventions, including the feeder streams, would also be determined at that time.

All recommendations within this report reflect best practices and regulations, including signage along the trail.

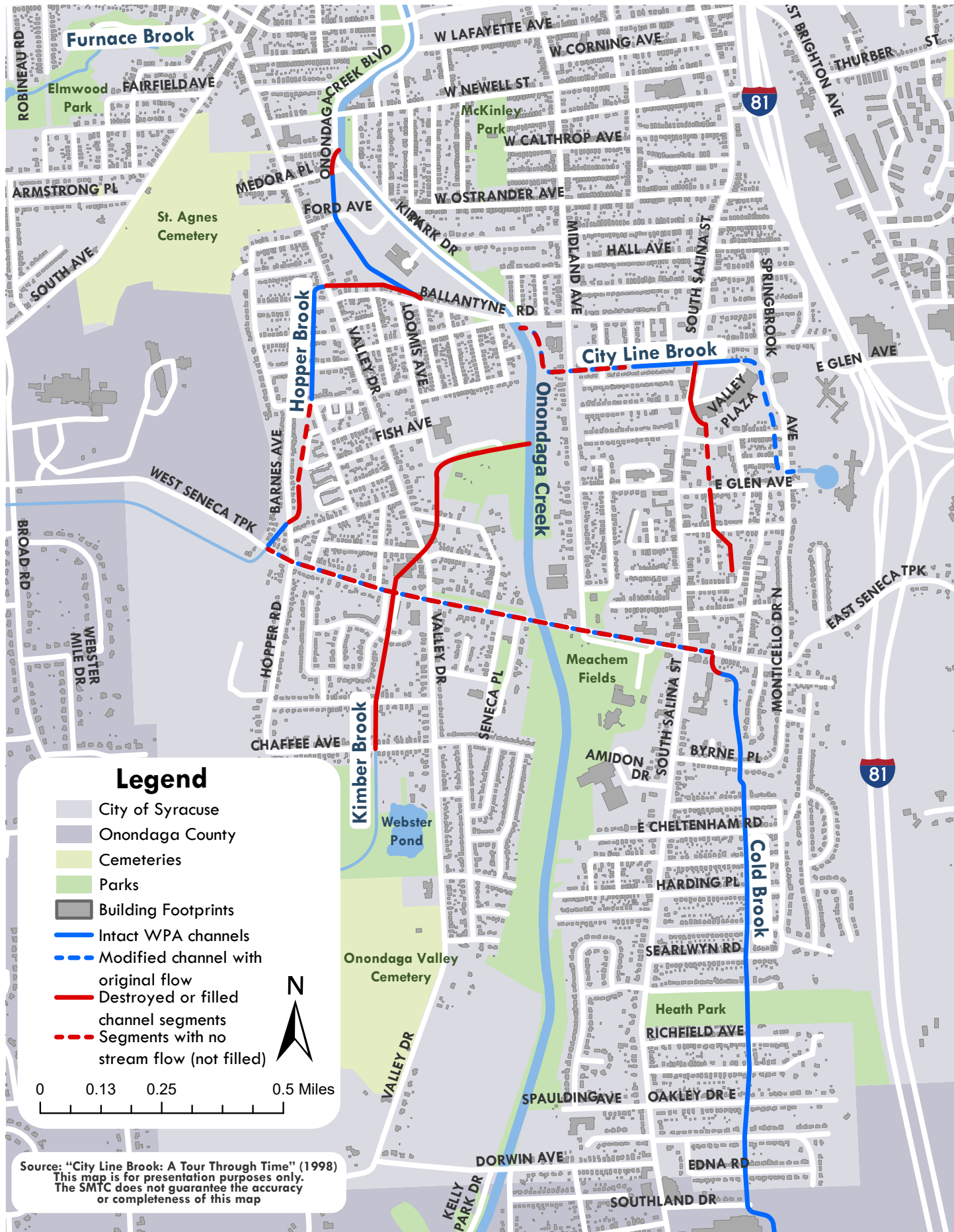
The City of Syracuse Department of Parks and Recreation are working to standardize their bench placement based on context (park, trail, etc.). Bench recommendations are based on information provided by the Parks Department.

Your comments and suggestions will be included within the Appendices of the final report for review and consideration by our member agencies.

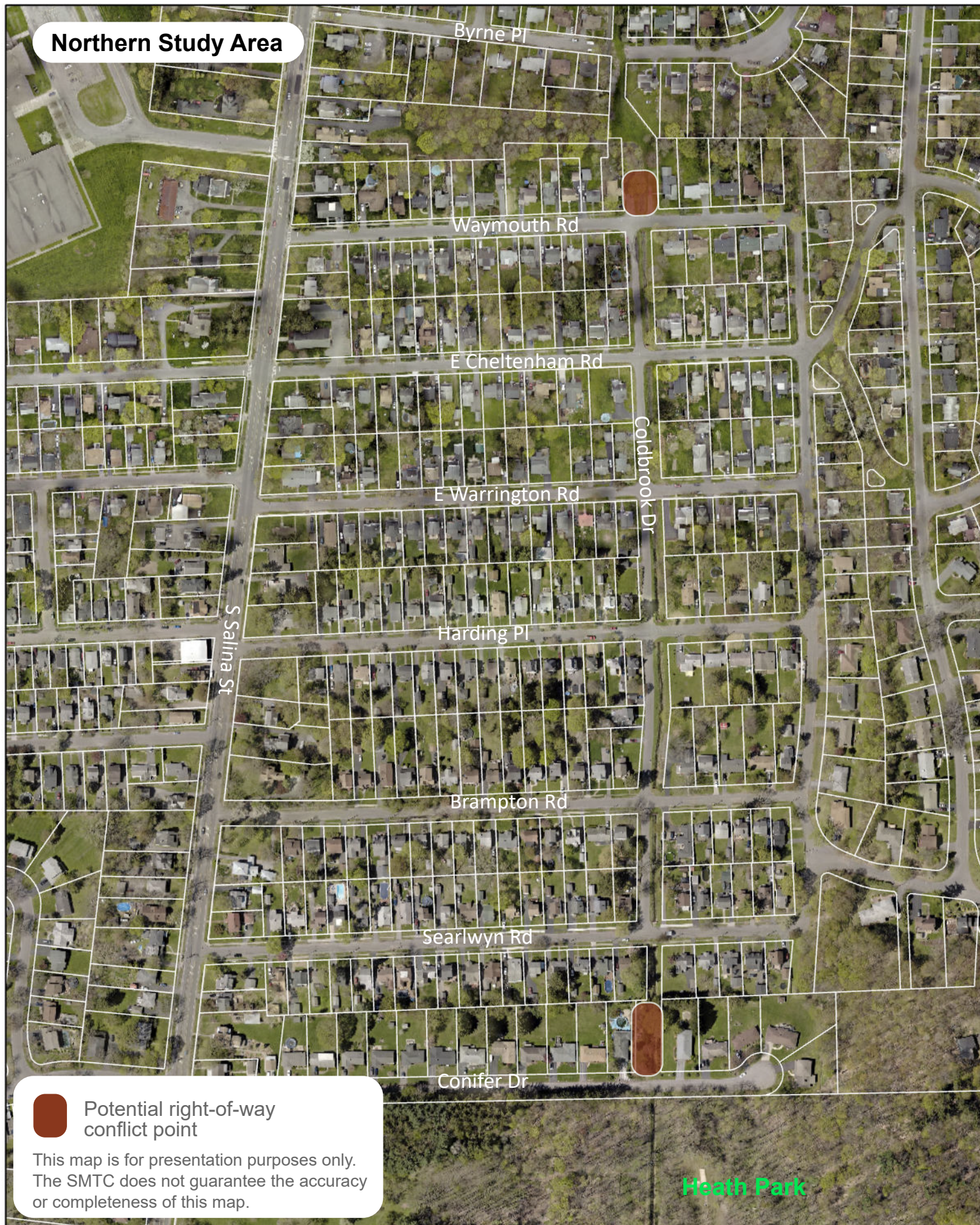
Coldbrook Creek Trail Study

Appendix D

Additional Maps



Northern Study Area

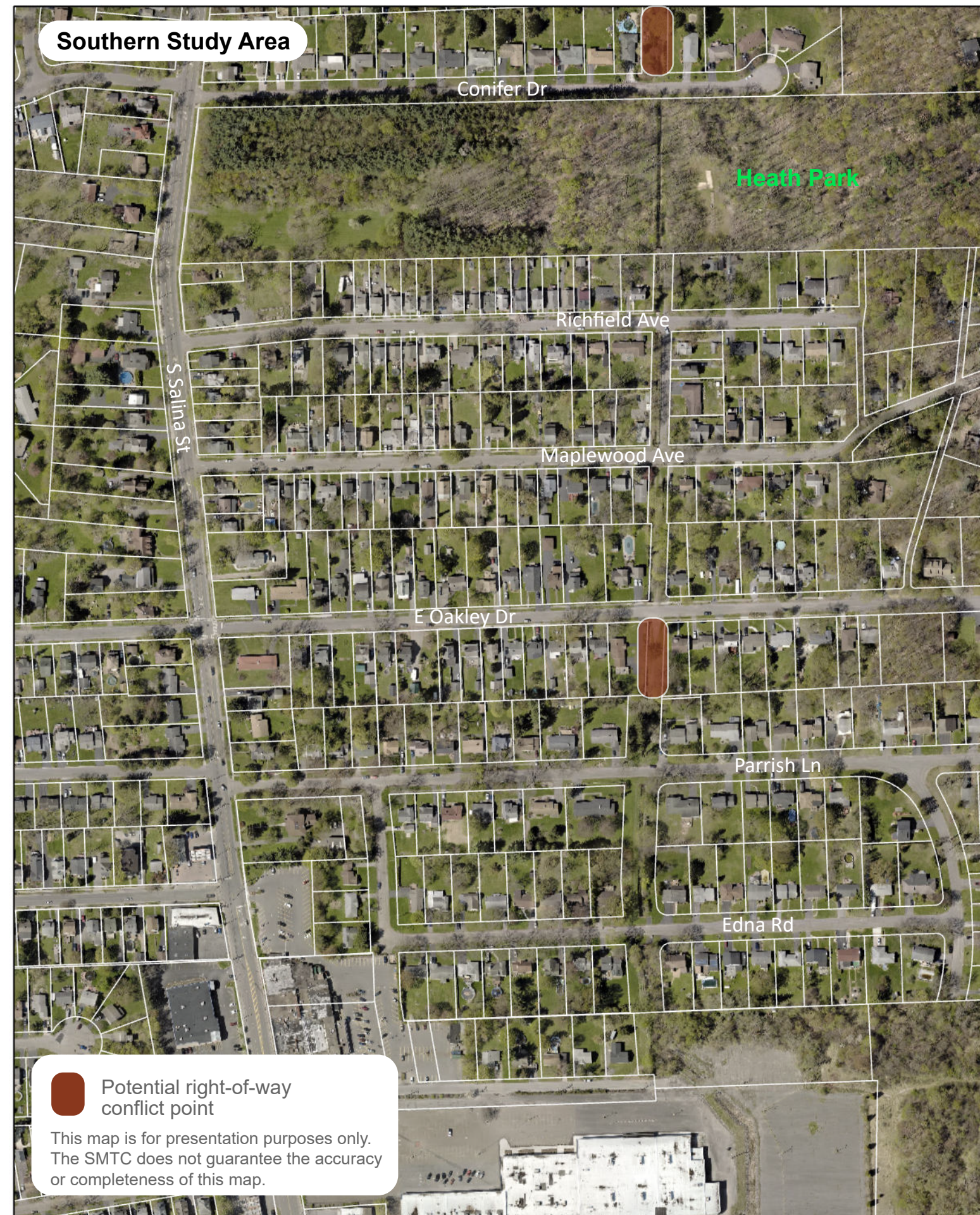



 Potential right-of-way conflict point

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



Southern Study Area



 Potential right-of-way conflict point

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

