

CITY OF SYRACUSE

Safe Routes to School

PLANNING GUIDE



Prepared for the City of Syracuse Department of Public Works by the
Syracuse Metropolitan Transportation Council
May 2024

Cover Photo: SMTC staff and Grant Middle School students participated in a walk audit in 2023.

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1. Introduction: What are safe routes to school (SRTS)?

Safe Routes to School (SRTS) is an initiative across the country to promote students walking and bicycling safely to and from schools. There are multiple elements for a successful SRTS project including planning, education, infrastructure improvements, enforcement, and wayfinding.

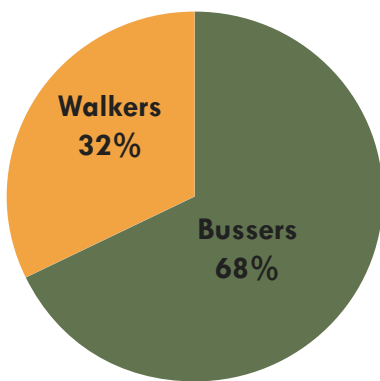
Safe Routes to School promote healthy habits for the students. Walking and bicycling are proven to help reduce childhood obesity, diabetes, high blood pressure, and lower stress. When students have access to a safe and comfortable walking route to and from school, they should feel motivated to use it and improve their health at the same time!

The United States Department of Transportation (USDOT) states that nationally, 10 percent to 14 percent of car trips during the morning rush hour are for school travel. Encouraging more students to walk (or bike) to school may help to alleviate some vehicle congestion during arrival and dismissal times.

Investing in safe routes to school can create a community asset connecting other points of interest such as libraries, community centers, and parks near schools. By providing links and increasing safety, students will feel more comfortable walking between school and these destinations.

Safe routes to school often include wayfinding signage that identifies a preferred route. Identifying this route can also help to prioritize locations for infrastructure enhancements (such as sidewalk or crosswalk improvements). Schools may also engage in outreach to families to encourage using the identified route or use incentives to promote walking to school once a route is implemented.

Currently, around 32 percent of Syracuse City School District (SCSD) students do not qualify for busing.¹ Anecdotally, some of these student “walkers” are driven to school in private vehicles, although no data exists to quantify that share. Identifying a Safe Route to School can increase safety for students already walking to school, and encourage more students to walk to school.



Syracuse City School District Data (2022-2023 school year)

6,147 students expected to walk to school (32%)

12,971 students that take the bus to school (68%)

19,118 total students (100%)

The Safe Routes to School planning process should include a variety of voices. School staff, families, students, and community organizations should all be invited to the table to help identify actions to increase safety for students and promote more walking and biking to school.

¹ The policy of the SCSD, set by the Board of Education, is that in order to qualify for busing, elementary and middle school students (K-8) must live more than one mile from the school they attend, and high school students (grades 9-12) must live more than 1.5 miles from the school they attend. Students that live closer than those distances are not eligible for busing and are, therefore, expected to walk to school or find other means of transportation. Children in elementary and middle school take school buses provided by the district through a contractor (i.e. they ride the “yellow buses”) and Centro provides bus service for high school students

GRANT MS Case Study

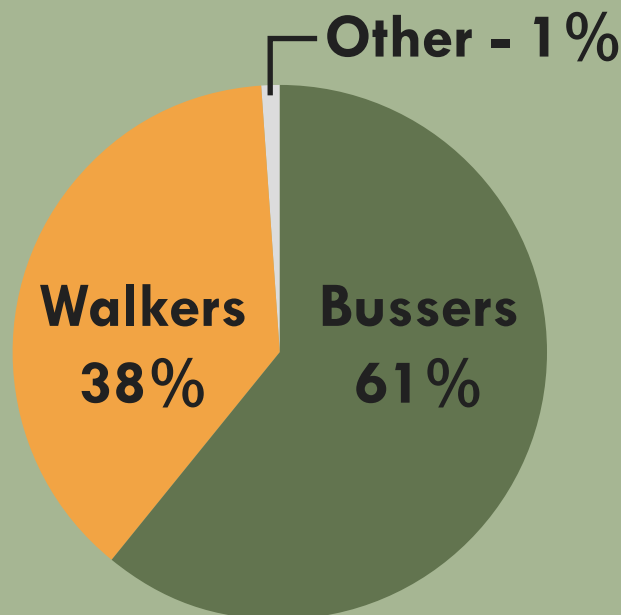
Through insight gained by participation in a previous SRTS project, SMTC staff began this effort by reaching out to the **Onondaga County Health Department** and the **SCSD Office of Family Engagement** to ask them to be part of the Study Advisory Committee (SAC) for this project, and to see if they could suggest a school in the district that might be a good test case for this project.

SMTC contacted the Office of Family Engagement and spoke with a Family Engagement Facilitator (FEF) to discuss which school in the SCSD might be a good fit for a SRTS project.

The FEF suggested Grant Middle School as a good test case. The FEF was also able to obtain updated information on the number of busser, walkers, and total enrollment at Grant Middle School:

- **Bussers:** 422
- **Walkers:** 262
- **Total Enrollment:** 691

The FEF served as the liaison/connection between the SMTC and Grant Middle School. This liaison put SMTC staff in touch with the Office of Family Engagement (OFE) Program Aide at Grant Middle School (essentially, the Family Engagement staff that is housed within the school) and scheduled a meeting between the FEF, the principal at Grant Middle School, and the OFE Program Aide to see if (and to what level) they would be interested in participating in a SRTS evaluation.



Grant MS Walker Data
2022-2023 school year

2. Purpose of this Guide

A SRTS project could be spearheaded by the administration/staff at a school, a parent/family group such as a Parent-Teacher Organization, a neighborhood group, or a school partner organization.

This planning guide is intended to provide schools and community groups with a framework for undertaking a SRTS project, including how to:

- Engage stakeholders
- Collect data
- Identify preferred route(s) to a school building; and
- Identify desired enhancements along the route(s) to school to increase safety and promote more walking and biking such as crosswalk enhancements, sidewalk repairs, and intersection modifications.

With an agreed-upon vision or set of priorities, groups can then work with the City of Syracuse Department of Public Works (DPW) to determine which desired enhancements can be addressed in the short-term versus long-term. Lower-cost enhancements (for example, repainting existing crosswalks) are more likely to be accomplished in a shorter timeframe, versus more costly enhancements (such as replacing sidewalks or making significant modifications to intersections) which would require a longer timeframe. The more costly/significant changes may be considered for future capital projects.

Safe route(s) to school can be developed through several means. The “6 E’s” - Engagement, Equity, Engineering, Encouragement, Education, and Evaluation - provide a framework to create a comprehensive, integrated approach to a SRTS program.

- **Engagement:** All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, to build intentional, ongoing engagement opportunities into the program structure.
- **Equity:** Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and equitable outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.
- **Engineering:** Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.
- **Encouragement:** Generating enthusiasm and increased walking and bicycling for students through events, activities, and programs.
- **Education:** Providing students and the community with the skills to walk and bicycle safely, educating them about benefits of walking and bicycling, and teaching them about the broad range of transportation choices.
- **Evaluation:** Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach.

The goal of a SRTS project should be to improve the safety and comfort of the walking environment for students, and encourage more students to walk to school.

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Before we could move forward with SRTS suggested improvements near Grant Middle School, we needed to get a handle on the current walk-to-school environment surrounding the school. We indicated to the FEF that the next step in the SRTS project was to obtain feedback from students about their walk to school and hoped to do so directly, through a survey that was developed using Microsoft Forms.

The principal stated that all Grant Middle School students have laptops, so the survey could be accessed online. The principal decided to roll it out in Social Studies classrooms and that the OFE Program Aide would facilitate the survey by:

- Sending out a Talking Points message to families explaining the purpose of the survey (Talking Points is the program the SCSD uses to communicate with families in the school district).
- Connect with the Social Studies teachers.
- Monitor the survey for optimal responses.

The principal noted that the survey could be administered starting May 8, 2023, after Math testing, and that we could continue to run it until we feel enough responses were received. From this point forward, the OFE Program Aide was our contact.

SMTC created the following message for the Program Aide to send to parents/guardians explaining the Safe Routes to School Survey:

Transportation planners at the City of Syracuse and the Syracuse Metropolitan Transportation Council (www.smtcmpo.org) are working on a "Safe Routes to School" guidebook for SCSD schools. "Safe Routes to School" is a national program that promotes safe walking and biking to and from school. This guidebook will help schools and community partners identify ways to improve the walk or bike ride to school for SCSD students, using Grant Middle School as the example.

With assistance and support from the Family of Office Engagement and staff at Grant Middle School, transportation planners are looking for feedback on how to improve physical elements (like sidewalks, crosswalks, and traffic signals) on your child's walk or bike ride to school. Your child will be asked to respond to a survey during their Social Studies class starting on Monday, May 8. Participation in the survey is voluntary. If you and/or your child have any questions or want to learn more about the project, please contact Ms. Mpaka (LMpaka@scsd.us).

See Appendix A for copy of paper survey distributed at Grant MS

3. Involving stakeholders

Building a team and engaging stakeholders is a vital part of a Safe Routes to School project. It is important to hear directly from the students or families that walk or bike to school about the challenges they encounter. It can also be helpful to hear from students/families that currently *do not* walk to school, to understand what is preventing them from walking/biking. These initial conversations will help you determine where to focus your effort in the next steps.

At the elementary school level, it is important to engage with families. Middle- and high-school students can be engaged directly in the project, and offer first-hand knowledge about the experience of walking to school. Community groups should connect with school staff such as the SCSD Office of Family Engagement to determine the best strategy for communicating with families and/or students.

Other stakeholders to involve as a project moves forward include neighborhood associations, Tomorrow's Neighborhoods Today (TNT), City of Syracuse Department of Public Works (DPW), Syracuse Police Department, and Onondaga County Health Department. SMTC staff can help facilitate communication with these stakeholders.

Tomorrow's Neighborhoods Today (TNT) groups have a good handle on the communities and neighborhoods they serve. They can offer local insight into the traffic and travel around the schools in their area. TNTs could also potentially provide funding to implement suggested recommendations through their Special Project funds, which are available for each Sector to propose community-enhancing capital projects or community-building events designed to benefit the public¹. The Onondaga County Health Department (OCHD) receives various funding from year to year that can be used towards establishing safe routes to school and/or improving or increasing physical activity. As the OCHD is already present in most school buildings, they are a great partner for this project.

Intersection crossings, high volume roads, and sidewalk conditions can be addressed directly with the City of Syracuse DPW. This is important, as the City owns most of the roads that students will be utilizing to get to/from school. Ultimately, the City will make the determination if a change can be made to a city street. Also, crossing guard locations can be proposed and discussed directly with the school district which employs the crossing guards through the City of Syracuse Police Department.

1 TNT <<https://www.tomorrowsneighborhoodstoday.org/special-projects>> Special Projects Guidelines, (accessed 4/16/2024).

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The survey started the week of May 8, 2023, and was completed by students within Social Studies classrooms at Grant Middle School. The survey remained open through mid-June 2023. We received 148 student responses during the time it was open.

In July 2023, SMTC created a survey summary with charts and maps, double-checking the number of responses versus respondents. This summary was shared with the SAC. Through summarizing the survey and some of the responses, SMTC will suggest a couple of modifications to the survey for future use.

SMTC decided to review the locations that were most used by students to get to/from school as well as locations they may stop at on their trip. These locations were then visualized on a map to show the most commonly used areas/streets around Grant Middle School.

The following streets received the most responses, meaning they were utilized most often by students on their trip(s) to/from school:

- Grant Blvd (33)
- Court St (11)
- Pond Street (11)
- Kirkpatrick St (10)
- Butternut St (9)

See Appendix A for full summary of survey results.

4. Initial data gathering

The SRTS planning process should be informed by data, including physical conditions, traffic conditions, and qualitative assessments, or survey data.

The maps in the appendix of this Guide provide some baseline data to inform the planning process.

Appendix A contains city-wide maps showing:

- Location of each school building
- Arterial and Collector roads throughout the city (these are the roads that generally have higher traffic volumes)
- Average Annual Daily Traffic counts, where available (many local, residential streets do not have data)
- Posted speed limit (Note that the city-wide speed limit is 30 mph unless otherwise posted)
- Sidewalk Snow Removal Program routes
- Bike Suitability Ratings (published by SMTC)
- Crossing guard locations

Appendix B includes a map for each individual SCSD school building showing the area roughly within the walking distance of the school (maps show a as-the-crow-flies 1-mile radius for elementary and middle schools and 1.5-mile radius for high schools). The maps include traffic volumes on nearby roads, points of interest (community centers, libraries, places of worship), crossing guard locations, the Sidewalk Snow Removal Program routes, and school speed zones.

Surveys are a good way to efficiently collect data from a lot of students/families. An online survey can be very effective for middle and high schools where all students have access to a computer. Surveys for other family members can be made available online and distributed via the school's typical communication channels (text, Talking Points, email, etc.) and made available in hard-copy as well. For student surveys, aim for a time of the school year when students are not preparing for or taking benchmark or New York State assessments. Coordinating with a class that all students are required to take - such as ELA or social studies - may be an effective opportunity to reach a lot of students. Just keep the survey short and focused on the information you really need to know!

This initial data gathering is intended to provide you with a general sense of the conditions for walking/biking to that school, to help focus the rest of the planning effort. Survey results and other feedback can help you determine where to conduct a walk audit.

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SMTC staff reached out to the OFE Program Aide at Grant Middle School to determine if the school would be willing to allow SMTC to conduct a walk audit with students. The OFE Program Aide discussed the walk audit idea with the principal, who agreed to let us meet with a handful of students for about an hour during the school day to conduct a walk audit.

Per school guidelines, the students needed signed permission slips in order to participate. The FOE Program Aide organized this piece of the walk audit, determining which students (walkers) to ask to partake. She along with another staff member joined us. The FOE Program Aide was also able to find a parent to join us. Approximately 7-8 students, 1 parent and 2 staff members joined 3 SMTC staff for the walk audit.

SMTC mapped the 5 streets that received the most responses during the survey, along with the snow clearance routes, sidewalk maintenance priority scores and Butternut Street Study recommendations on one map and from this determined that Grant Boulevard was the optimal route to review through a walk audit, walking from the school west to the intersection of Court Street. SMTC staff conducted a “dry run” of the chosen route prior to the date of the walk audit to determine how long the walk would take, and to pick out a few issues to discuss as well as some ideal pedestrian facilities to point out.

Some issues identified in the windshield survey included:

- Heavy pedestrian traffic
- Lots of crosswalks without ladder striping
- Litter on many streets and sidewalks
- Wide roads (Grant Blvd and Court St) that encourage speeding and could possibly be narrowed

See Appendix D (city-wide) and E (per school) for guidebook maps.

5. Identifying a route

Use the data gathered through conversations with stakeholders, a student and/or family survey, and the maps in this Guidebook to identify a priority route or routes.

Consider:

- Where is the main point of entry and exit for student walkers?
- Is there one intersection or a small number of intersections near the school that most student walkers use? Where is this in relation to the main point of entry/exit?
- Is there one street that nearly all student walkers must use to access the school? Are there certain other streets that act as the primary “feeders” to this street?
- Of the streets and intersections used by student walkers, which ones have the highest traffic volumes?
- Is there a designated location for vehicles to queue for parent/family drop-offs and pick-ups? (I.e. for “walkers” that get a ride to/from school) Are there conflicts between drop-off/pick-up traffic and the flow of students walking to/from school?
- Are there other points of interest nearby that students walk to before or after school, such as a library, community center, or another school?

With this information, your group can identify a “focus route” or short-list of routes to/from the school. This might be the current route that students are using - this may be the most direct route, or the one that students feel most comfortable on right now. But also consider if there is an alternative route that would be preferable due to elements such as lower traffic volumes, sidewalk snow removal, more complete sidewalk/crosswalk network, or connections to other points of interest. In the next step, your group should go out and examine the focus route(s) through a “walk audit.”

GRANT MS Case Study

Walk audit materials

(The following items were brought to Grant Middle School for the walk audit)

- Each person on the walk audit received a packet that included the survey results, walk audit tools, and map of the walk audit route.
- One large map that was hung on a bulletin board in the room we met in prior to the walk.
- Clipboards, pens, markers, and the measuring wheel.
- Enough safety vests for the student participants to wear during the audit.
- Also brought SMTC materials: bike maps, newsletters, 1 copy of the Atlas

Discussion prior to heading out

We explained who the SMTC is, who we are and where this study came from. Asked if the students took the survey in their social studies class (some had). We briefly shared a summary of the survey.

We told the group that we would be taking a walk to examine how supportive the street and infrastructure (like the sidewalk and crosswalks) are for walking, and that we would take notes about it through the questions/prompts in the packets, and then identify ways to make it better for walking. We asked students to think about other streets on their walk to school where they might see similar things.

We reviewed safety rules with the students (cross at crosswalks, staying on the sidewalk, etc.).

During the walk audit we pointed out/reviewed the following:

- Sidewalk material and width
- Vegetation overgrowth
- Steps down to road / accessibility / curb ramps
- Presence / absence of crosswalks
- Security cameras
- At Court Street: needs ladder style crosswalks, sidewalk along the park
- Talk about Lead Pedestrian Intervals, painted bump outs – shorten crossing distance

See Appendix B for full packet of walk audit materials used at Grant MS

6. Conducting a walk audit

A walk audit lets you see first-hand what student walkers experience along the focus route(s). The SRTS National Partnership and the AARP have published walk audit tools, which SMTC staff adapted for use with Grant Middle School. See Appendix B for a copy of a walk audit tool. These tools help focus your observations while walking the route.

When planning for your walk audit think about how many people will be involved and how much time you have. If possible, involve family members and/or students (if middle or high school) in the walk audit. Keep in mind that discussing issues and opportunities and completing your walk audit checklist will result in a slower walking pace, so budget your time accordingly. While students can probably walk a mile (required distance for elementary and middle schools) in about 20 minutes, you'll want to plan for at least a half hour per mile so you have adequate time to observe and take notes. And remember that if you walk a mile from the school, you'll have to walk back! A two mile round-trip walk could easily take over an hour. Before taking a group out on the walk audit, it might be useful to have one or two people do an initial "dry run."

If involving students, be aware that students will likely need signed permission slips (coordinate this with a school staff person, such as the Family Engagement Program Aide). Also be aware of the schedule of school lunches (which may start as early as 10:00 a.m.) when selecting a time for your walk audit.

Gather materials to provide to each participant on the walk audit, including:

- Walk audit tool/packet
- Clipboards
- Pens/pencils
- Measuring wheel
- Safety vests

Remember that safety is the priority when conducting any field work!

If possible, build some time into your schedule to gather the group together immediately after the walk audit to debrief with everyone and compare notes.

Summarize the information gathered through the walk audit in a brief memo. You should document who was involved (family members, building staff, other community members), describe the route you walked, and include a summary of the notes collected during the audit.

GRANT MS Case Study

SMTC created a simple summary table for the walk audit data, to summarize the results from Grant MS. There is both a summary of the specifics from Grant and also a blank summary table for future groups to use.

SMTC also created a table that links possible interventions/recommendations to each of the walk audit categories (there could be some overlap) and who would be responsible (for example: ask City DPW to upgrade crosswalks to high visibility crossings; submit a Community Streets application to install painted bump outs with community volunteers, etc.)

See Appendix C for a walk audit summary and implementation/funding table for Grant MS

Using the survey and walk audit results, as well as the guidebook maps, SMTC developed the following list of suggested infrastructure improvements:

Intersection of Grant Blvd & Court St

- Upgrade existing crosswalks to high visibility ladder-style
- Add leading pedestrian interval (LPI)

Intersection of Grant Blvd & Danforth St

- Upgrade sidewalks to ADA compliance - add curb ramps & detectable warnings
- Potential for a midblock crossing and RRFB

Intersection of Grant Blvd & Kirkpatrick St

- Design school-themed intersection mural
- Painted bump-outs and flex posts
- Hire crossing guard

Grant Blvd - in front of Grant MS

- Potential for midblock crossing and RRFB, or HAWK beacon
- Consider striping changes along Grant Blvd to narrow travel lanes and incorporate designated parking lanes and/or bicycle lanes; should be considered with additional community input

Pond St

- Clear obstructing vegetation between Becker St and High St
- Add RRFB to midblock crossing at bus stop and Vinette Towers

7. Implementation

Finally, pull everything together! Review the initial data you gathered, any survey results or feedback from discussion meetings, and your walk audit summary.

Use the blank sheets provided in Appendix C (the blank forms correlate directly to the Walk Audit Checklist found in Appendix B) to tally responses, document comments, and tally the smiley faces for each section: sidewalks, street crossings and intersections, driver behavior, safety, and comfort.

What are the primary issues that are popping up along your focus route(s)? What were some of the specific locations that came up during the walk audit and/or through review of survey responses?

Think about the types of issues you discovered and potential solutions. Use the Table of Potential Solutions provided in Appendix C to guide your decision making, following along with the Grant Middle School example. Use the table to identify corresponding solutions to the most frequent issues.

Who should be contacted to help address the issues? The Table of Potential Solutions has this information built-in. Could some issues be addressed by a community or school-based group? Activities such as litter clean up can be organized and completed by a community or school group. However, for potential solutions that involve physical changes to a street, the City of Syracuse Department of Public Works (City DPW) will need to be contacted. For potential solutions like sidewalk repair, adding or upgrading crosswalks, adding signage and the like, check off this items on the blank table, and share the school's desired solutions with City DPW. City DPW can then further examine the roadway(s) near the school and determine if they can work to implement any of the suggested potential solutions.

Follow Up

If the City DPW is able to implement some of the suggested potential solutions, the school should consider a follow-up survey to evaluate whether or not the changes have improved the walk to school: Do students feel safer walking to school now that a new (crosswalk or sidewalk, etc.) have been installed?

Another follow up activity could be to celebrate the new infrastructure/improvements by participating in National Walk to School Day or having your school hold its own Walk or Bike to School Day!

APPENDIX A

EXAMPLE SURVEY



SRTS Survey - Grant Middle School

Transportation planners at the City of Syracuse and the Syracuse Metropolitan Transportation Council (www.smtcmpo.org) are working on a “Safe Routes to School” guidebook for SCSD schools. “Safe Routes to School” is a national program that promotes safe walking and biking to and from school. This guidebook will help schools and community partners identify ways to improve the walk or bike ride to school for SCSD students, using Grant Middle School as the example.

With assistance and support from the Family of Office Engagement and staff at Grant Middle School, transportation planners are looking for feedback on how to improve physical elements (like sidewalks, crosswalks and traffic signals) on your walk or bike ride to school. Please share your thoughts with us through this survey if you **do not** ride a yellow school bus to school. After taking the survey, if you have any questions or want to learn more about the project, please contact Ms. Mpaka (LMpaka@scsd.us). Please note that participation in this survey is voluntary.

1. Do you take a yellow school bus to school?

Yes

No

2. How often do you walk to school?

Every school day

3-4 days a week

1-2 days a week

Less than once a week

Never

3. Are there any locations that you stop at on your way to or from school? (Check all that apply)

Magnarelli Center / McChesney Park

White Branch Library

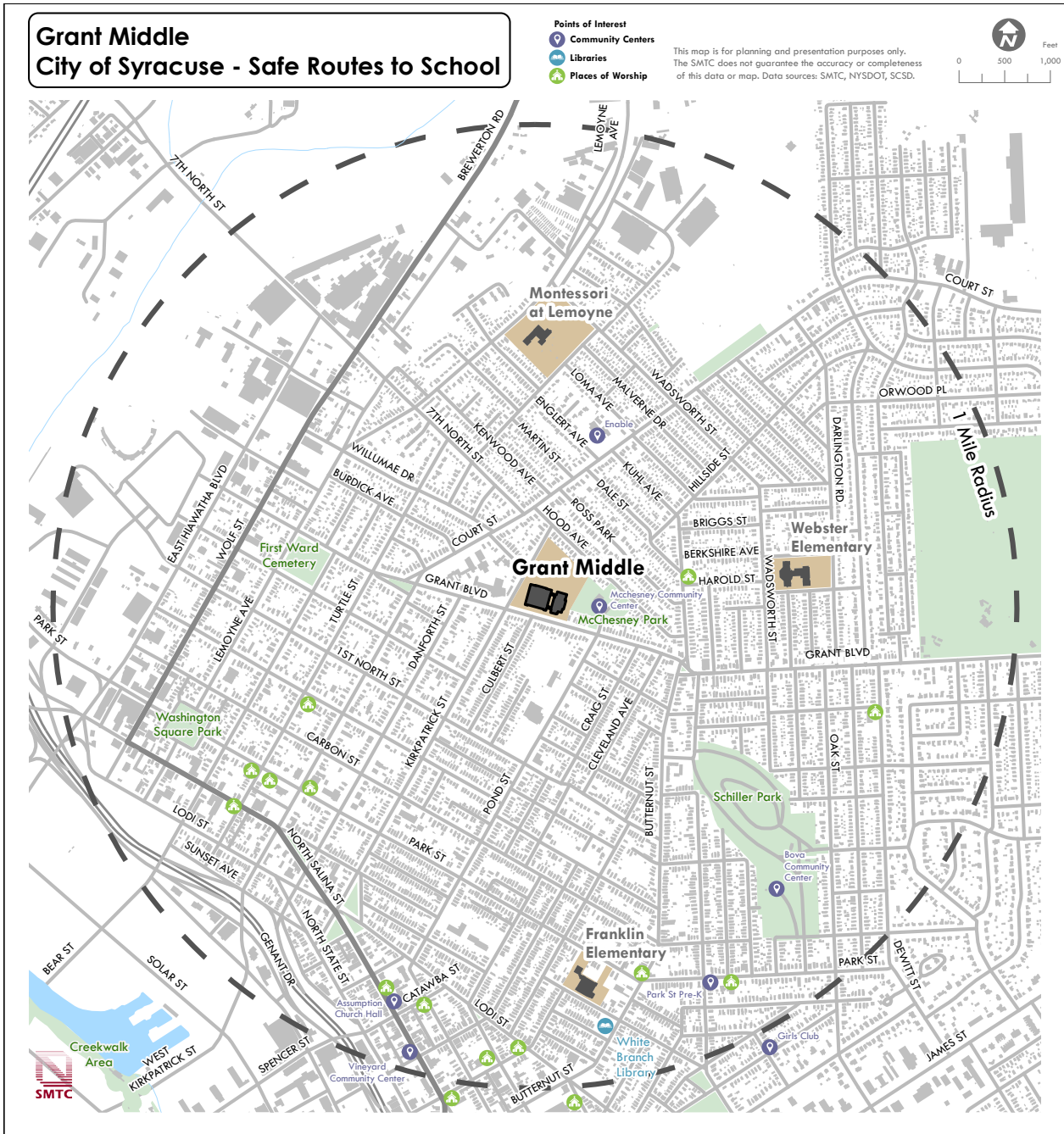
Franklin Elementary School

Lemoyne Elementary School

Webster Elementary School

Convenience Store

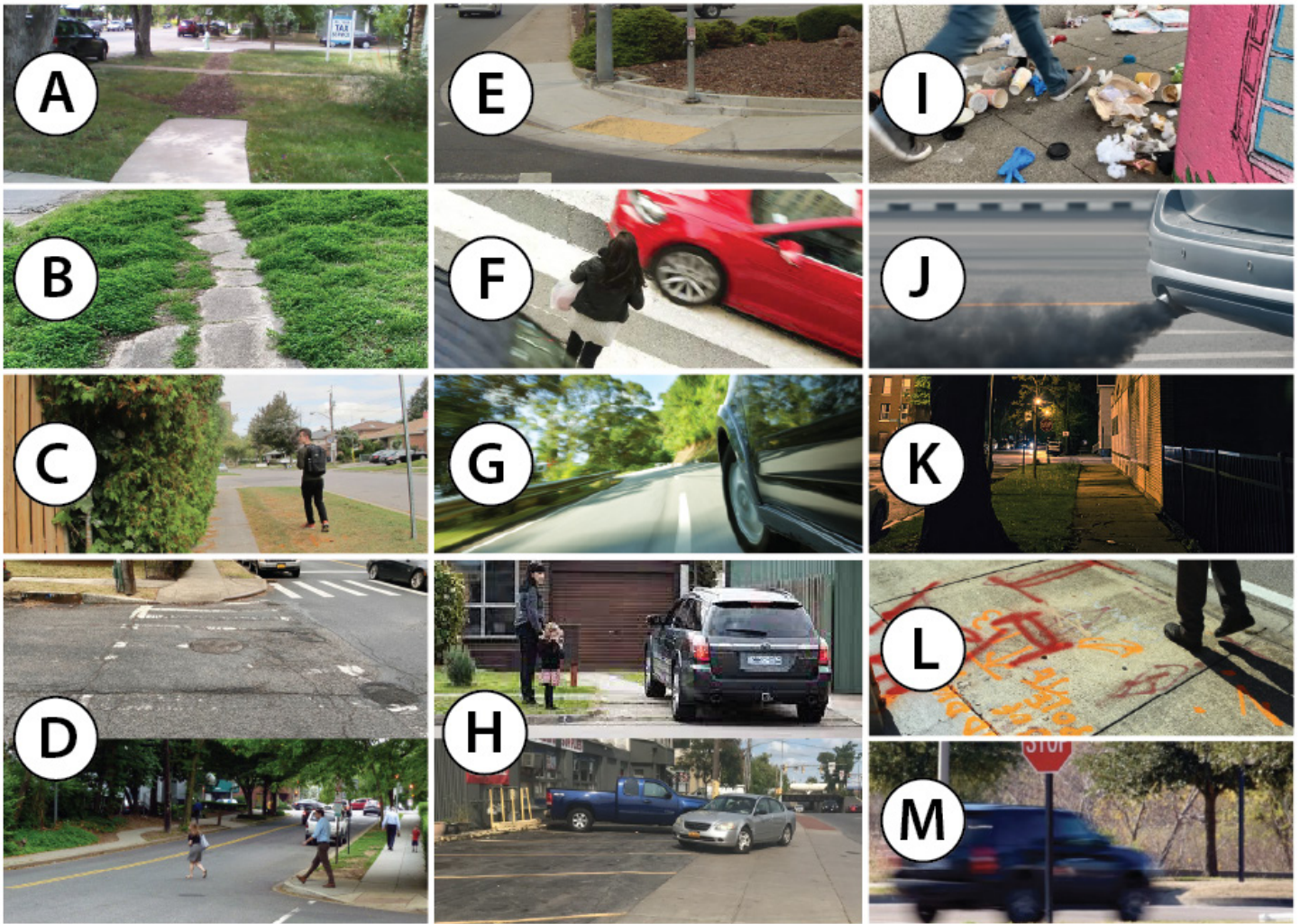
Other: _____



4. What streets do you use to get to and from Grant Middle School? (Check all that apply - if you can think of any other streets that you walk along, please write them on the "Other" line)

- Grant Blvd
- Court St
- Danforth St
- Kirkpatrick St
- Pond St
- Butternut St
- Michaels Ave
- Hood Ave
- Other: _____

5. What kind of issues do you face when walking/biking to school? Look at the images below, and select the choices that correspond to the letters of each image. (Check all that apply)



- A. Missing sidewalk
- B. Broken sidewalk
- C. Sidewalks blocked with poles, signs, shrubs, trees, dumpsters, etc.
- D. Faded crosswalk / no crosswalk
- E. Needs curb ramps or ramps need repair (a curb ramp is where the sidewalk comes down to meet the road)
- F. Hard to cross the street - too many cars
- G. Speeding cars
- H. Traffic at driveways
- I. Trash or litter

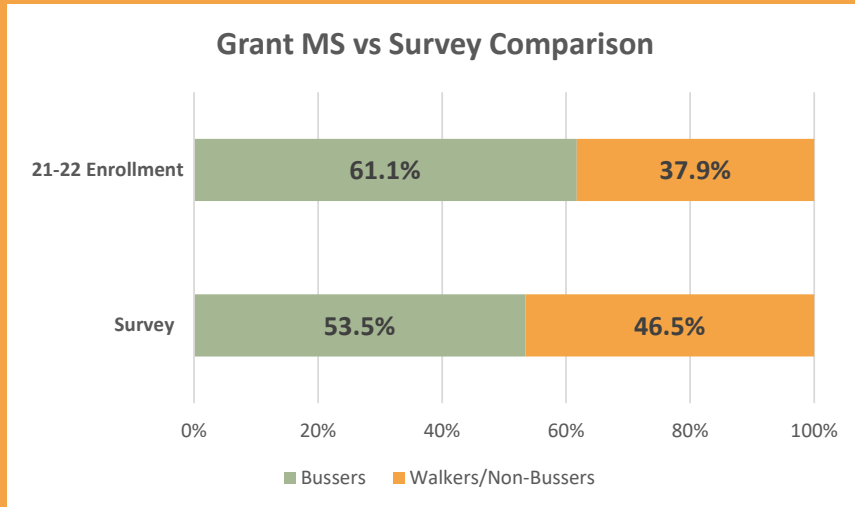
- J. Dirty air from car exhaust
- K. Not well-lit
- L. Graffiti
- M. Traffic not stopping at STOP signs
- No issues
- Other: _____

SRTS - Grant MS Survey Results

Last winter, SMTC staff developed a survey to be distributed to students at Grant MS. The survey was distributed virtually through Microsoft Forms to all students in social studies classes at Grant. We received 148 responses during the time it was open, from May to June of 2023.

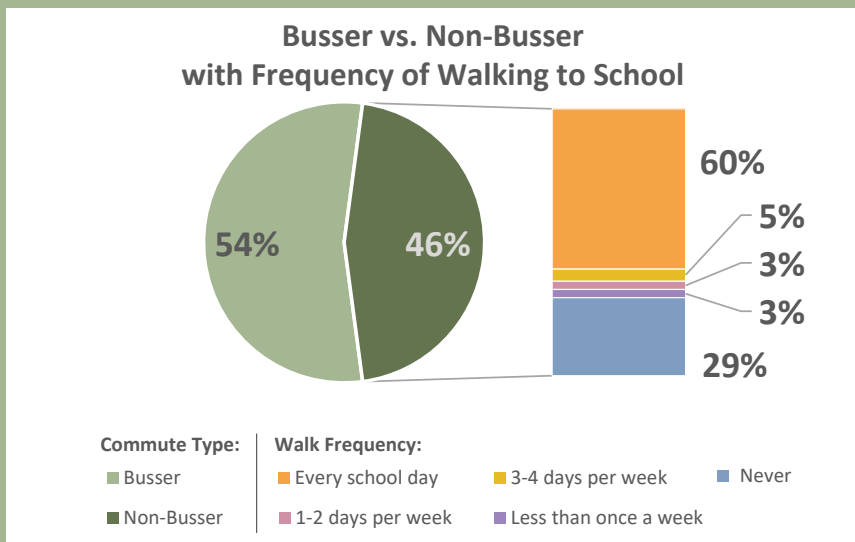
According to 2021-22 enrollment data, **approximately 60% of students take a bus to/from school, and 40% do not qualify for bussing** - meaning that they live within a one-mile radius of Grant MS. In the survey, **54% of respondents reported taking the bus to school and 46% did not qualify for a bus**, either walking/biking or receiving a ride from an adult.

Total # of responses: 144
Total # of respondents: 144



Of the non-bussers, **the majority walk or bike to school everyday**. Very few students said that they walk to school infrequently. About a third of students reported never walking to school, meaning they likely receive a ride from an adult.

Total # of responses: 65
Total # of respondents: 65



Students were asked which streets they used to get to/from school, as well as any locations they may stop at on their trip. These responses were visualized on a map to show the most commonly used areas around Grant MS.

The following streets received the most responses:

- Grant Blvd (33)
- Court St (11)
- Pond St (11)
- Kirkpatrick St (10)
- Butternut St (9)

Total # of responses: 98
Total # of respondents: 63

SMTC staff plan on reviewing these five “focus routes” and conducting a windshield survey/walk audit to identify specific issues and opportunities.

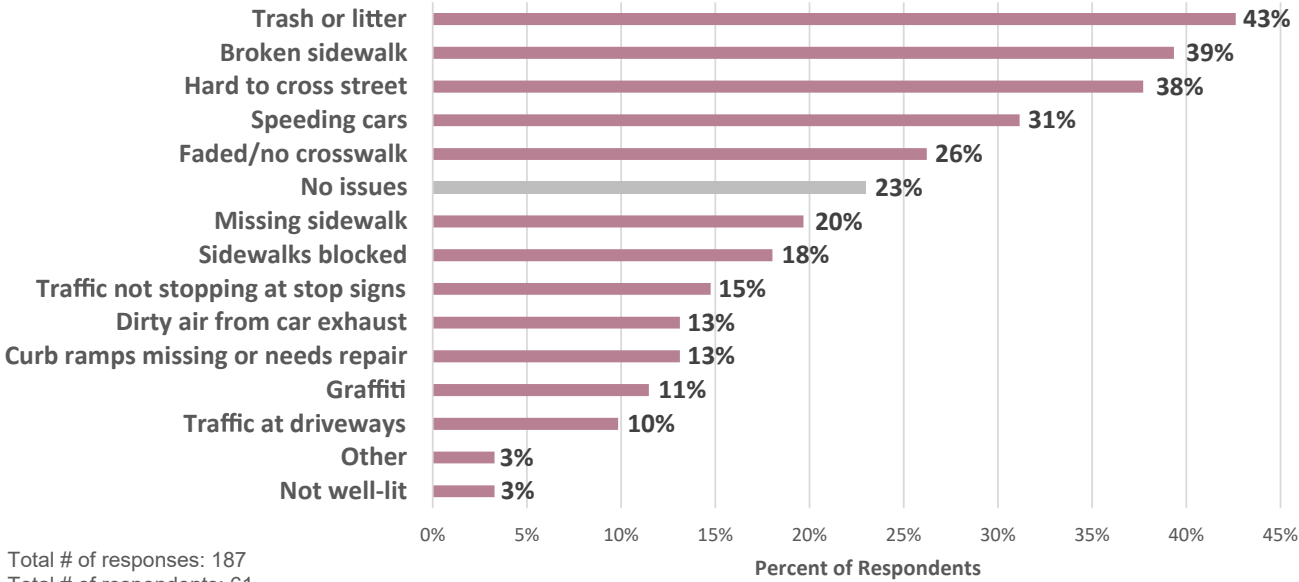


Note: Students only provided the names of the streets they used, not specific endpoints. The number of responses for each street is visualized along the entire segment within a 1 mile radius of Grant MS.

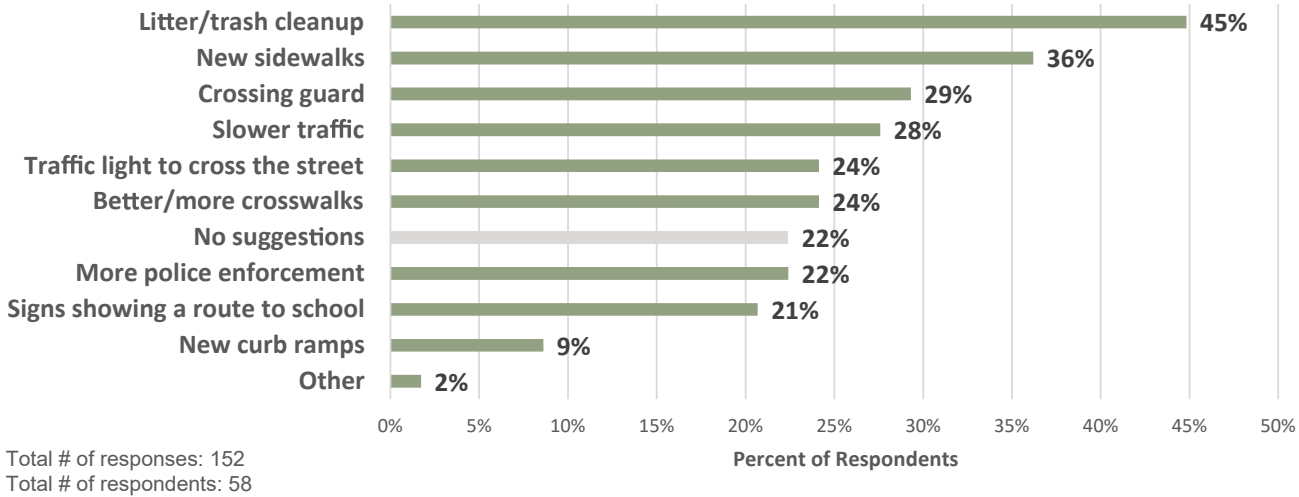
Students were also asked what issues they face when walking to/from school, and what solutions could improve these issues. **Interestingly, the top responses for potential improvements corresponded exactly to the issues identified by students in the survey.**

This gives us a good idea of the most important issues we need to address - **litter, broken sidewalks, hard to cross the street, and speeding cars.** About 20% of students selected 'no issues' or 'no suggestions' for these questions.

What kind of issues do you face when walking to/from school?



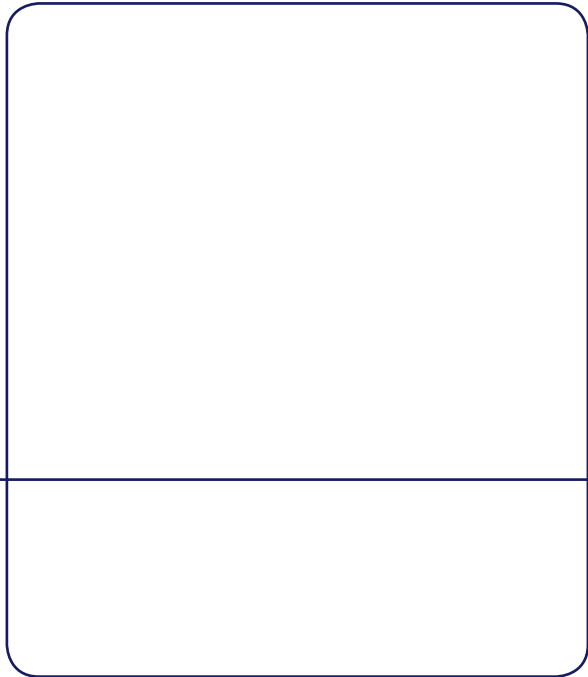
What would improve your walk to school?



APPENDIX B

WALK AUDIT

MATERIALS



Acknowledgments

AUTHORS

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Published January 2018

The Safe Routes to School National Partnership is a catalyst for the creation of safe, active, equitable, and healthy communities—urban, suburban, and rural—throughout the United States. Founded in 2005, the Safe Routes to School National Partnership advances safe walking and bicycling to and from schools, to improve the health and well-being of kids of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone. The National Partnership is a 501(c)(3) non-profit.



Let's Go For A Walk: A Toolkit for Planning and Conducting a Walk Audit



Photo Credit: Orange County Health Care Agency



Appendix A: Sample One Page School Neighborhood Walk Audit



As you walk along the route on the map below, for each noteworthy feature that you observe, write a number at the location on the map. Write a brief description of your observation under Notes at the related number.

Notes:

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____

What to Look For:

Sidewalks and bike lanes:

- Is a sidewalk present? Is it wide enough?
- Is the sidewalk cracked, broken, or incomplete?
- Are there trip hazards or accessibility issues?
- Are there bike lanes?
- Would children be safe biking?
- Is it easy and safe to cross the street?

Safety

- Does walking feel safe from cars?
- Does it feel safe from crime and violence?
- Is traffic too fast?
- Is it well lit?

School Zone

- Are students walking or biking separated from car/bus drop offs?
- Are there safe street/driveway crossings when approaching the school entrance?
- Are there continuous sidewalks/ bike paths from approaches to school entrance?

Neighborhood

- Are buildings well maintained?
- Are there vacant buildings?
- Are other people out and about?
- Are there playgrounds or parks?
- Are parks unsafe or unmaintained?



We would like to acknowledge Columbus Public Health for sharing the original version of this resource with us.

WALK AUDIT CHECKLIST

Directions: Please fill out the following checklist to note problems in the walking environment. You may use the checklist either for each block you walk, or for your entire route.

1. Sidewalks:

- No sidewalks or paths
- Sidewalks are broken, cracked, or have trip hazards
- Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc.
- Sidewalk is not continuous
- Sidewalk is not wide enough (two people cannot easily walk together side by side)
- Sidewalk has nothing separating it from the street (grass, trees, parked cars)
- Other problems: _____

Overall, the quality and safety of sidewalks is:



2. Street Crossings and Intersections:

- The road is too wide to cross easily
- Traffic signals do not give enough time to cross the street
- The crossing does not have a pedestrian-activated button
- There is no crosswalk or it is poorly marked
- I have to walk too far to find a safe, marked crosswalk
- Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc.
- Other problems: _____

Overall, the quality and safety of street crossings and intersections is:



3. Driver Behavior:

- Drivers do not stop at stop signs or stop behind the crosswalk
- Drivers appear to be speeding
- Drivers do not yield to people walking
- Drivers are distracted (on the phone, texting, paying attention to passengers rather than road)
- Drivers aren't looking out for people walking, make unexpected turns, or seem hostile
- Other problems: _____

Overall, the quality and safety of driver behavior is:



WALK AUDIT CHECKLIST

4. Safety:

- Car speeds are too fast
- There's too much traffic
- Street lights are few or not present
- There are people on the street who seem threatening
- Unleashed dogs or other loose intimidating animals are present
- Other problems: _____

Overall, the feeling of safety in this area is:



5. Comfort:

- There is not enough shade from canopies, awnings, or trees
- There are few or no street trees or other landscaping
- There are vacant lots or rundown buildings
- The street needs benches and places to rest
- Other problems: _____

Overall, the comfort and appeal in this area is:



Additional Comments:

Survey adapted in part from the Microscale Audit of Pedestrian Streetscapes and the AARP Walk Audit Toolkit.

Build a Better Block

Would the safe walkability and appeal of the walk audit location or route be improved by any of the following features? Select those you think could help:






- 1. Sidewalks (because there aren't any at all)
- 2. Sidewalk repairs
- 3. Wider sidewalks
- 4. Safety barriers between the sidewalk and street (landscaping, low walls, fencing, etc.)
- 5. Decorative sidewalk features (hanging flower baskets, planters)
- 6. Crosswalks (because there aren't any at all)
- 7. Raised crosswalks
- 8. Artistic crosswalks
- 9. Pedestrian "bulb-outs" at intersections or crossings
- 10. Pedestrian island(s)
- 11. Pedestrian-friendly lighting
- 12. One-way rather than two-way traffic
- 13. Outdoor seating and furnishings for public use (benches, tables, parklets, etc.)
- 14. Decorative and/or directional (also called "wayfinding") signage
- 15. Public art (sculpture, wall murals, banners)
- 16. More street-level/street-facing shops and businesses
- 17. Shelter from the elements (awnings, outdoor umbrellas, etc.)
- 18. Green space (such as a small park or "pocket park")
- 19. Street trees and landscaping
- 20. Improved landscape maintenance
- 21. Drinking fountains
- 22. Public restrooms (or, if already present, better maintenance)
- 23. Litter removal
- 24. Graffiti removal
- 25. Trash receptacles
- 26. Security features (cameras, call-boxes, etc.)
- 27. Management of off-leash dogs
- 28. Repair or removal of vacant or rundown buildings
- 29. On-street parking
- 30. Parking garage or structure






OTHER FEATURES:






**APPENDIX C
WALK AUDIT
RESPONSES &
IMPLEMENTATION/
FUNDING GUIDE**






WALK AUDIT CHECKLIST SUMMARY	Count	Notes
Sidewalks	19	<i>"Parked cars"</i> <i>"Hate that only two people can walk at the same time"</i> <i>"Dumpsters"</i> <i>"No crosswalks"</i>
No sidewalks or paths	3	
Sidewalks are broken, cracked, or have trip hazards	5	
Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc.	7	
Sidewalk is not continuous	0	
Sidewalk is not wide enough (two people cannot easily walk together side by side)	1	
Sidewalk has nothing separating it from the street (grass, trees, parked cars)	3	
Street Crossings and Intersections	10	<i>"Bike"</i>
The road is too wide to cross easily	2	
Traffic signals do not give enough time to cross the street	0	
The crossing does not have a pedestrian-activated button	0	
There is no crosswalk, or it is poorly marked	2	
I have to walk too far to find a safe, marked crosswalk	4	
Intersection does not have a curb ramp for carts, wheelchairs, strollers, etc	2	
Driver Behavior	10	
Drivers do not stop at stop signs or stop behind the crosswalk	3	
Drivers appear to be speeding	3	
Drivers do not yield to people walking	0	
Drivers are distracted (on the phone, texting, paying attention to passengers rather than the road)	1	
Drivers aren't looking out for people walking, make unexpected turns, or seem hostile	3	
Safety	8	<i>"Need bold letter signs to slow down for kids"</i> <i>"People don't really care for others on streets"</i>
Cars speeds are too fast	3	
There's too much traffic	2	
Streetlights are few or not present	2	
There are people on the street who seem threatening	1	
Unleashed dogs or other loose intimidating animals are present	0	
Comfort	8	
There is not enough shade from canopies, awnings, or trees	1	
There are few or no street trees or other landscaping	1	
There are vacant lots or rundown buildings	2	
The street needs benches and places to rest	4	
Additional comments:		
<i>"Bike lanes would help kids with bikes get to school safer, on my way to school there is garbage and destroyed sidewalks"</i>		






WALK AUDIT CHECKLIST SUMMARY	Count	Notes
Sidewalks		
No sidewalks or paths		
Sidewalks are broken, cracked, or have trip hazards		
Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc.		
Sidewalk is not continuous		
Sidewalk is not wide enough (two people cannot easily walk together side by side)		
Sidewalk has nothing separating it from the street (grass, trees, parked cars)		
Street Crossings and Intersections		
The road is too wide to cross easily		
Traffic signals do not give enough time to cross the street		
The crossing does not have a pedestrian-activated button		
There is no crosswalk, or it is poorly marked		
I have to walk too far to find a safe, marked crosswalk		
Intersection does not have a curb ramp for carts, wheelchairs, strollers, etc		
Driver Behavior		
Drivers do not stop at stop signs or stop behind the crosswalk		
Drivers appear to be speeding		
Drivers do not yield to people walking		
Drivers are distracted (on the phone, texting, paying attention to passengers rather than the road)		
Drivers aren't looking out for people walking, make unexpected turns, or seem hostile		
Safety		
Cars speeds are too fast		
There's too much traffic		
Streetlights are few or not present		
There are people on the street who seem threatening		
Unleashed dogs or other loose intimidating animals are present		
Comfort		
There is not enough shade from canopies, awnings, or trees		
There are few or no street trees or other landscaping		
There are vacant lots or rundown buildings		
The street needs benches and places to rest		
Additional comments:		






Sidewalks	Count
	0
	0
	2
	2
	0


Driver Behavior	Count
	0
	2
	2
	0
	0






Comfort	Count
	1
	1
	1
	0
	0






Street Crossings and Intersections	Count
	0
	1
	3
	0
	0

Safety	Count
	0
	1
	1
	0
	0

Sidewalks	Count
	
	
	
	
	

Driver Behavior	Count
	
	
	
	
	

Comfort	Count
	
	
	
	
	

Street Crossings and Intersections	Count
	
	
	
	
	






Safety	Count
	
	
	
	
	

Table of Potential Solutions - Grant MS

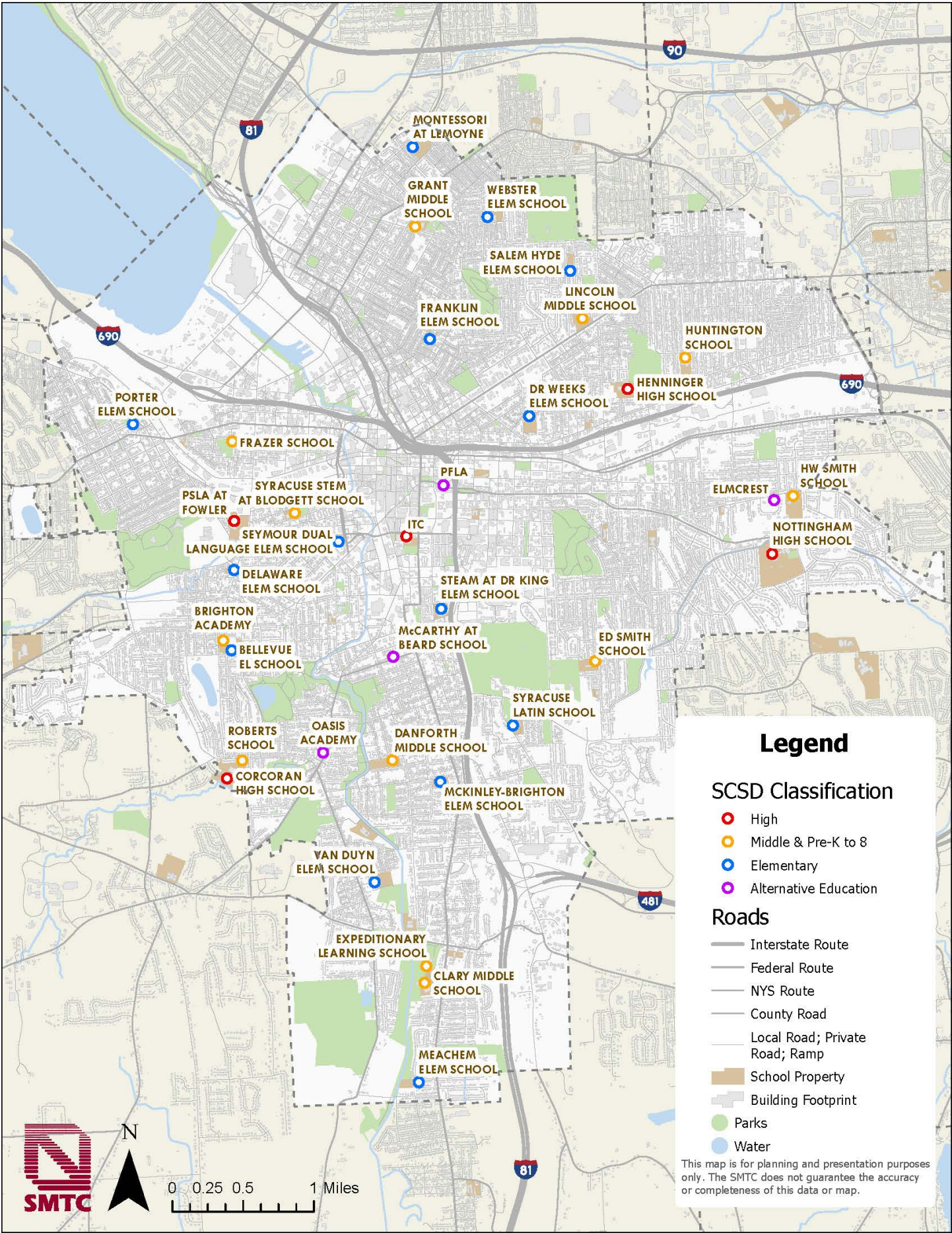
Issue	Potential Solution	Desired	Implementation/Funding Source
Sidewalk condition	Install new or repair existing (5-foot wide, ADA-compliant, concrete) sidewalks	X	City DPW
	Clear obstructing vegetation	X	City DPW / Code Enforcement
Crossings and intersections	Add new high-visibility crosswalk		City DPW
	Upgrade existing crosswalk to high-visibility	X	City DPW
	Add leading pedestrian interval at signal	X	City DPW
	Mid-block crossing	X	City DPW
	Pedestrian refuge island		City DPW
	Bump-outs (painted, possibly with flex posts / vertical delineators)	X	City DPW; for a temporary installment, apply for Community Streets program www.smtcmpo.org/communitystreets
	Crossing guard	X	SCSD, coordinate with Syracuse Police Department
Driver behavior	Add stop/yield signs		City DPW
	Speed cushions		City DPW; speed hump pilot program www.syr.gov/Departments/Public-Works/Speed-Hump-Pilot-Program
	Law enforcement (speed, stopping)		Syracuse Police Department
Comfort / walking environment / placemaking	Street trees		City DPW; City Arborist; TNT; Request a Free Tree www.syr.gov/Departments/Parks-Recreation/Request-a-Free-Tree
	Street furniture (benches)	X	TNT Special Projects
	Community clean up	X	School or other community group
	Lighting		City DPW
	Intersection mural	X	Public Arts Commission; Apply for Community Streets program www.smtcmpo.org/communitystreets
	High visibility clothing	X	School district; Onondaga County Health Department
	Install preferred route signage		City DPW; TNT; Onondaga County Health Department

Table of Potential Solutions

Issue	Potential Solution	Desired	Implementation/Funding Source
Sidewalk condition	Install new or repair existing (5-foot wide, ADA-compliant, concrete) sidewalks		City DPW
	Clear obstructing vegetation		City DPW / Code Enforcement
Crossings and intersections	Add new high-visibility crosswalk		City DPW
	Upgrade existing crosswalk to high-visibility		City DPW
	Add leading pedestrian interval at signal		City DPW
	Mid-block crossing		City DPW
	Pedestrian refuge island		City DPW
	Bump-outs (painted, possibly with flex posts / vertical delineators)		City DPW; for a temporary installment, apply for Community Streets program www.smtcmpo.org/communitystreets
	Crossing guard		SCSD, coordinate with Syracuse Police Department
Driver behavior	Add stop/yield signs		City DPW
	Speed cushions		City DPW; speed hump pilot program www.syr.gov/Departments/Public-Works/Speed-Hump-Pilot-Program
	Law enforcement (speed, stopping)		Syracuse Police Department
Comfort / walking environment / placemaking	Street trees		City DPW; City Arborist; TNT; Request a Free Tree www.syr.gov/Departments/Parks-Recreation/Request-a-Free-Tree
	Street furniture (benches)		TNT Special Projects
	Community clean up		School or other community group
	Lighting		City DPW
	Intersection mural		Public Arts Commission; Apply for Community Streets program www.smtcmpo.org/communitystreets
	High visibility clothing		School district; Onondaga County Health Department
	Install preferred route signage		City DPW; TNT; Onondaga County Health Department

APPENDIX D

CITY-WIDE MAPS



0 0.25 0.5 1 Miles

Legend

SCSD Classification

- High
- Middle & Pre-K to 8
- Elementary
- Alternative Education

Roads

- Interstate Route
- Federal Route
- NYS Route
- County Road
- Local Road; Private Road; Ramp
- School Property
- Building Footprint
- Parks
- Water

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



Legend

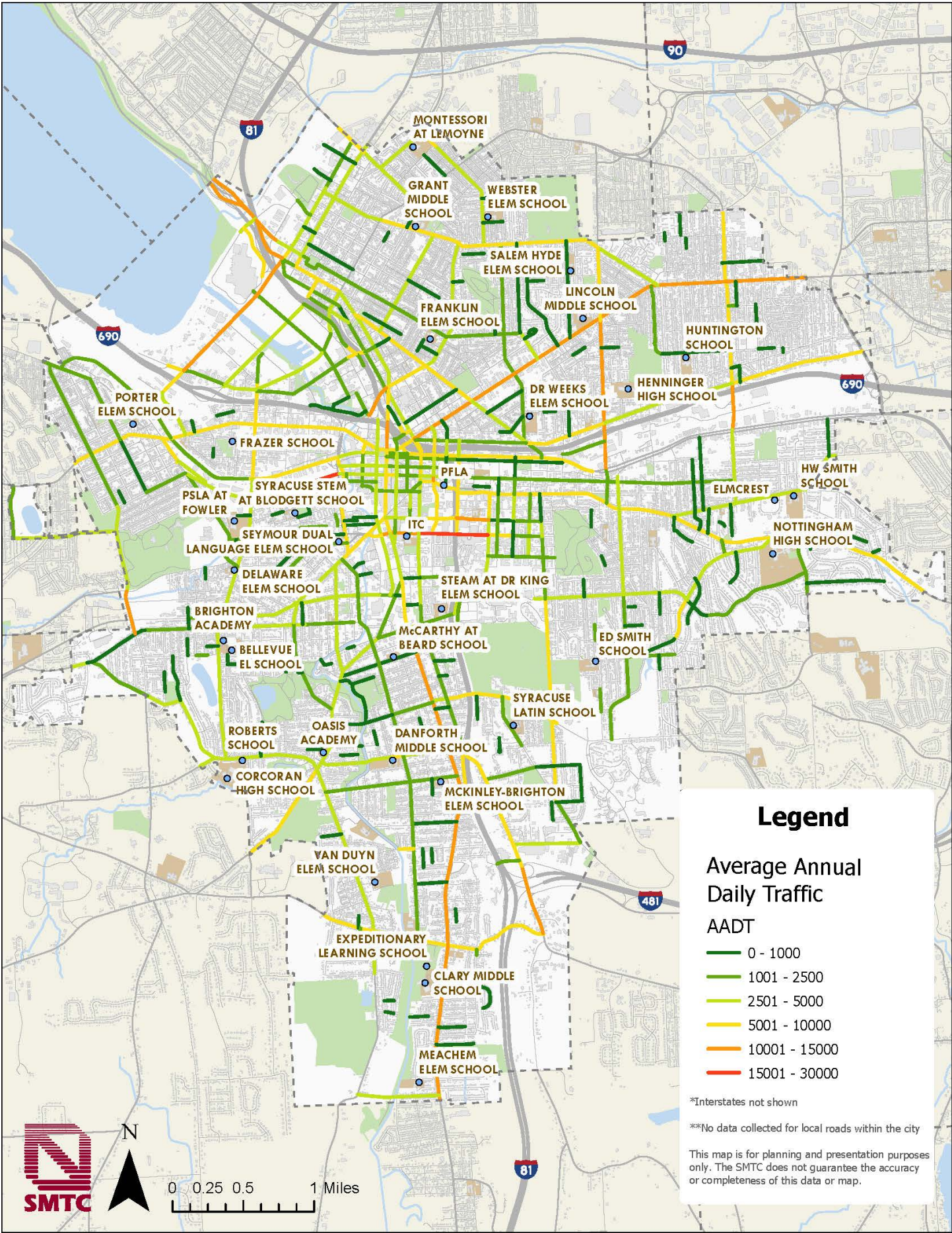
- Location of SCSD School
 - School Property
 - Building Footprint
- Functional Class**
- Collector
 - Arterial

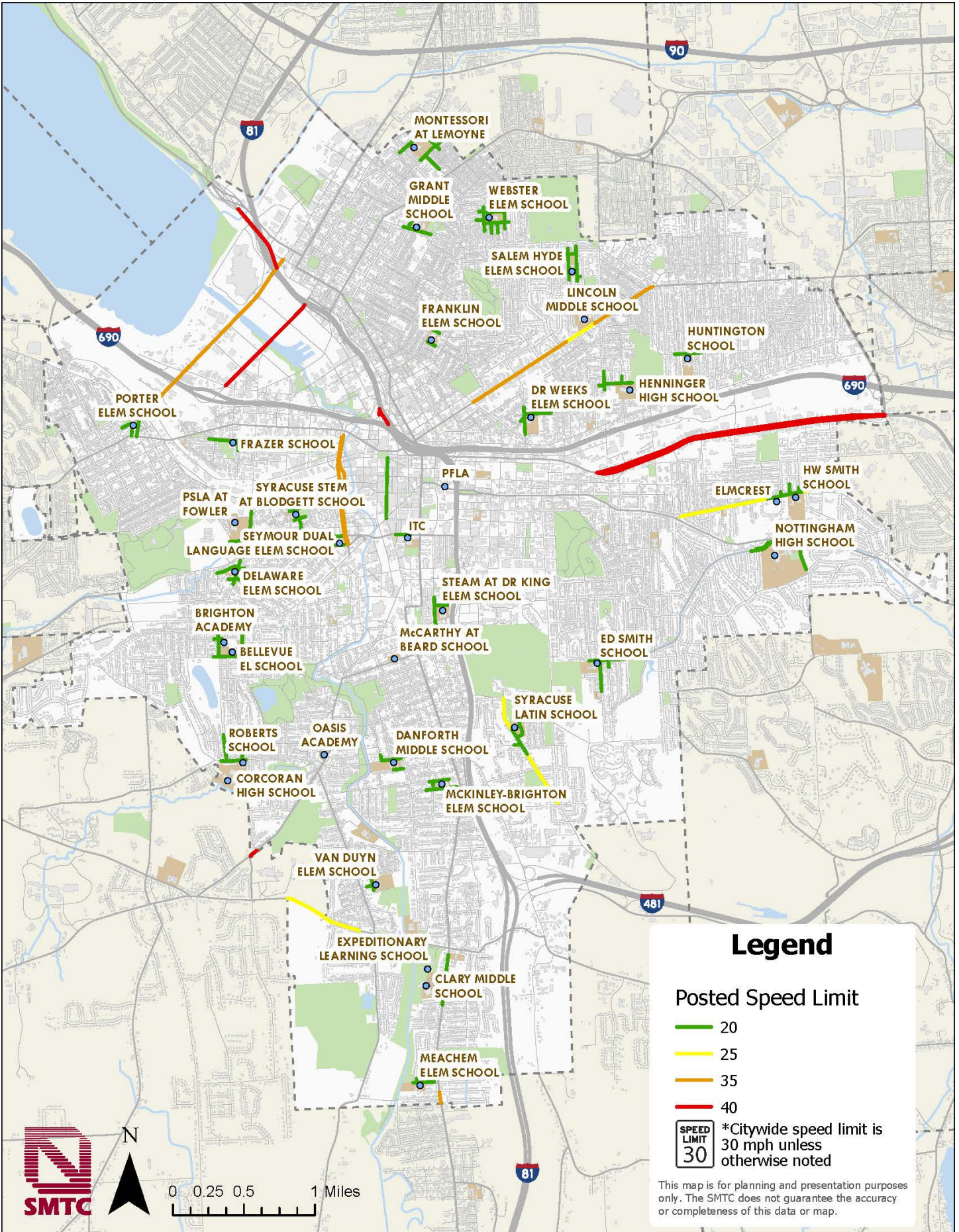
* No data collected for local roads within the city

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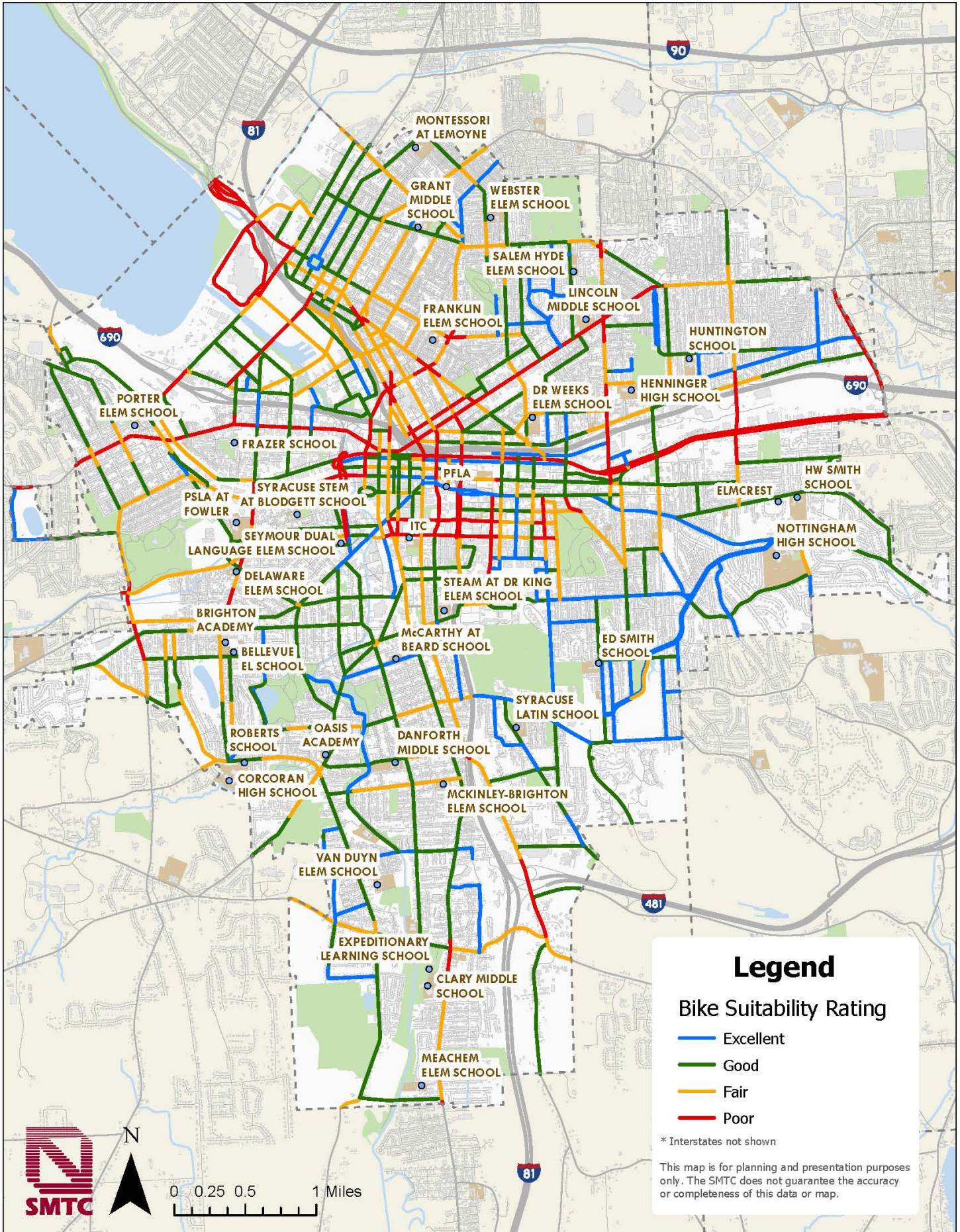


0 0.25 0.5 1 Miles









0 0.25 0.5 1 Miles

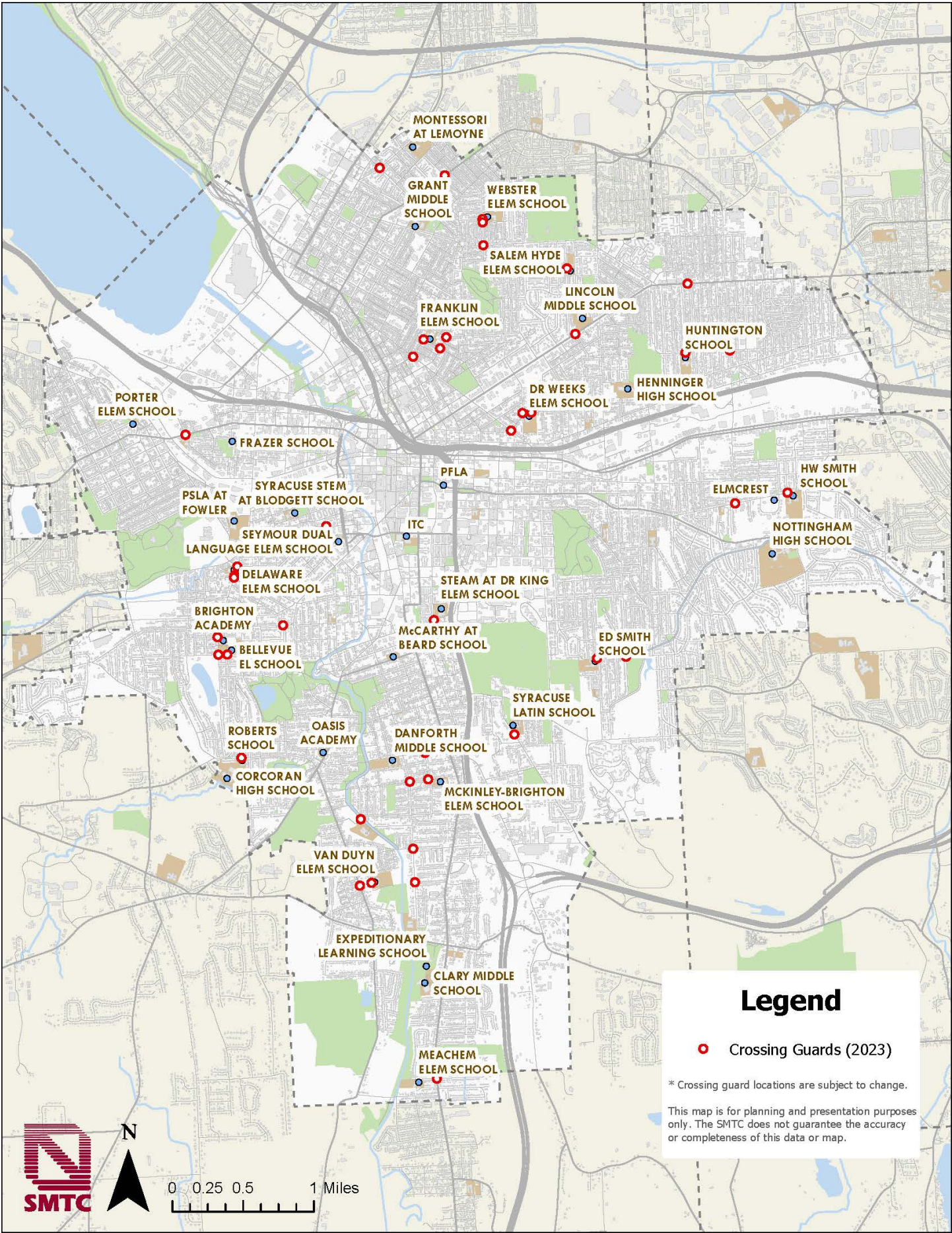
Legend

Bike Suitability Rating

- Excellent
- Good
- Fair
- Poor

* Interstates not shown

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APPENDIX E

SCSD SCHOOL MAPS

Bellevue Elementary City of Syracuse - Safe Routes to School

School Type: Elementary

Total Students: 425

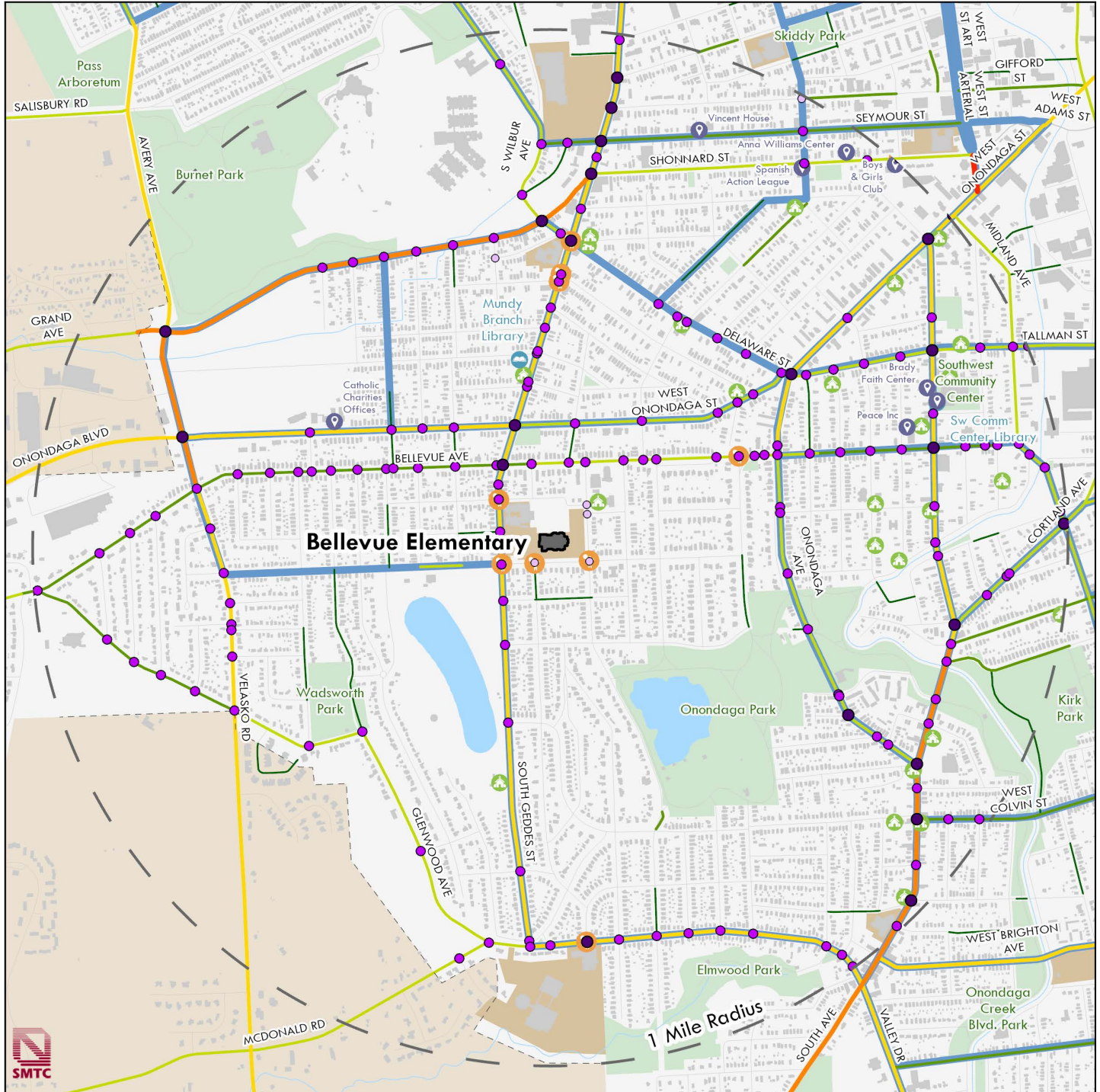
Bus-Eligible Students: 262, Not Bus-Eligible Students: 163 (38%)

Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |



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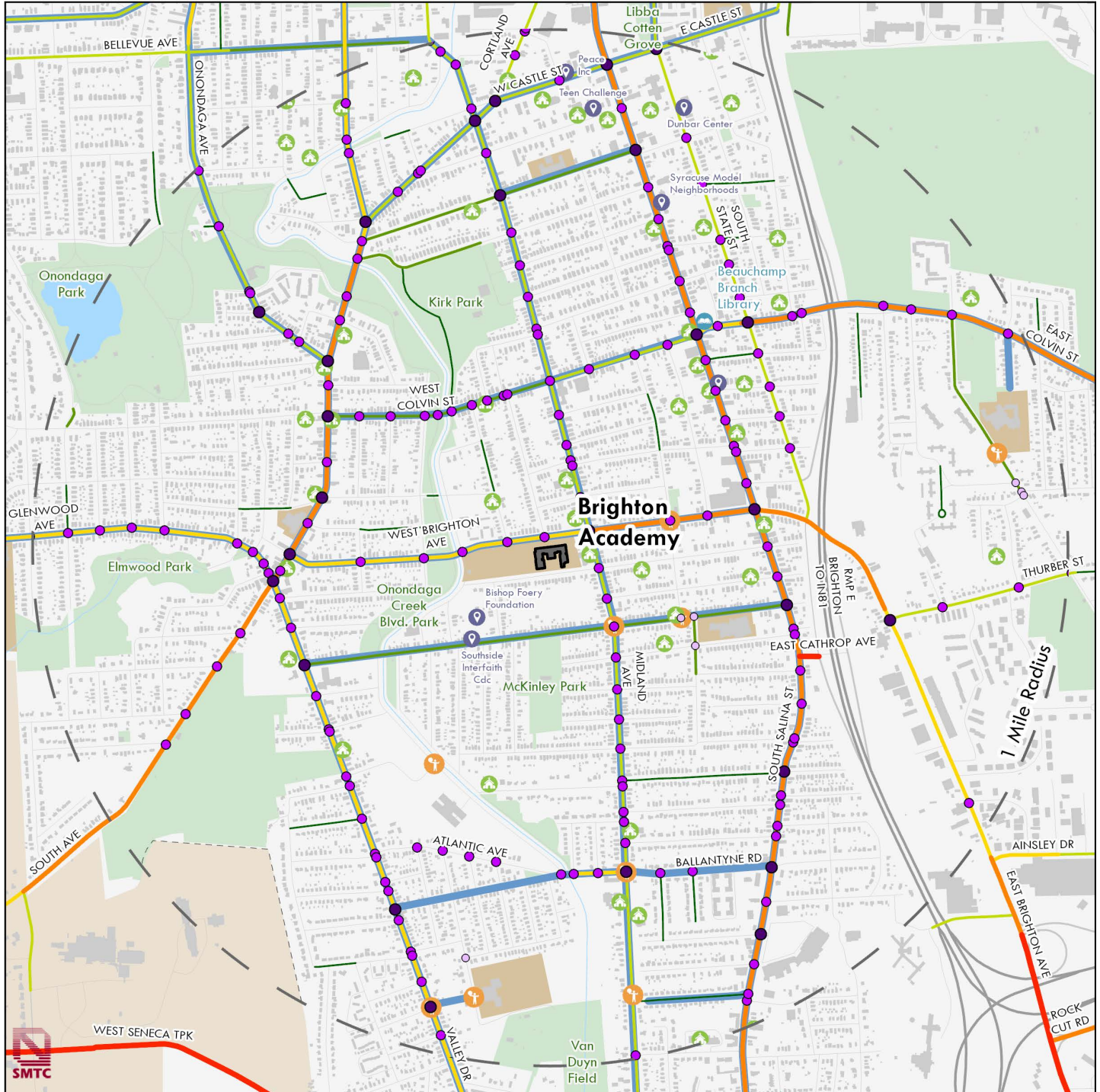
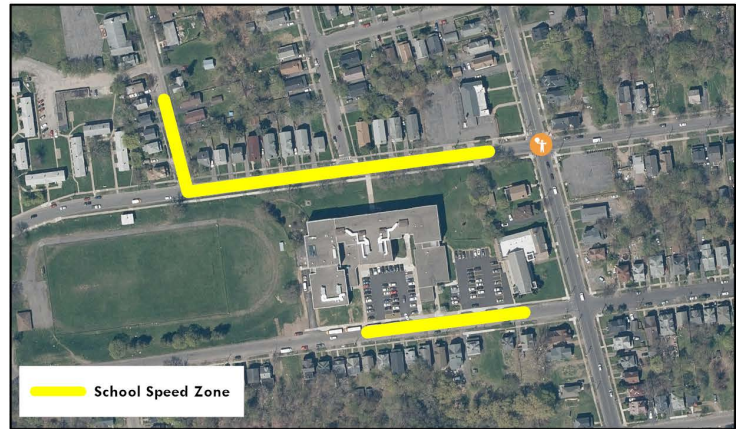


Brighton Academy City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 353
 Bus-Eligible Students: 233, Not Bus-Eligible Students: 120 (34%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Intersection Points |
| — < 1,000 | Community Centers | Signalized |
| — 1,001 - 2,500 | Libraries | Unsignalized, Arterial/Collector Road |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, School Zone |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |

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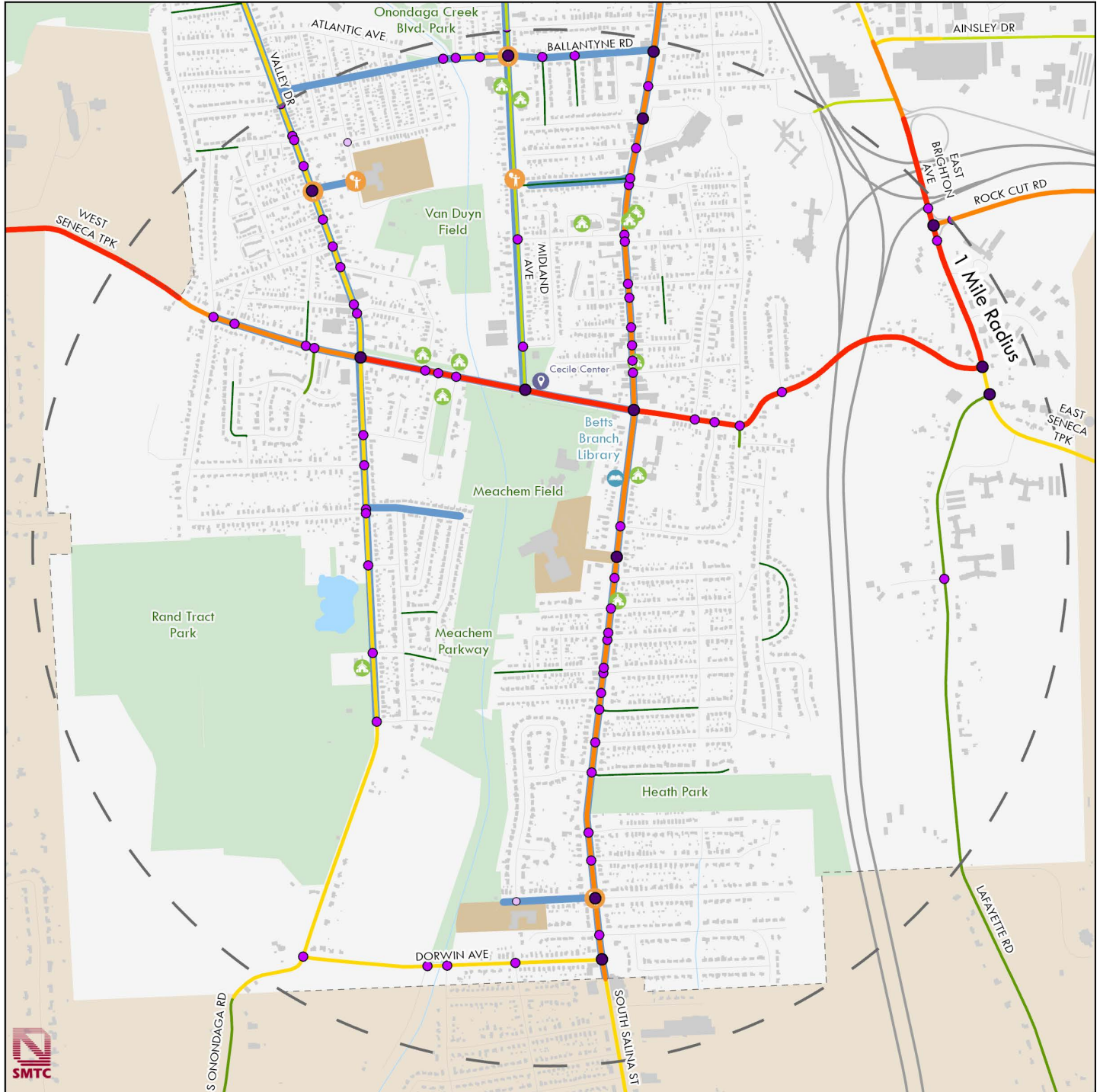


Clary Middle City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 269
 Bus-Eligible Students: 237, Not Bus-Eligible Students: 32 (12%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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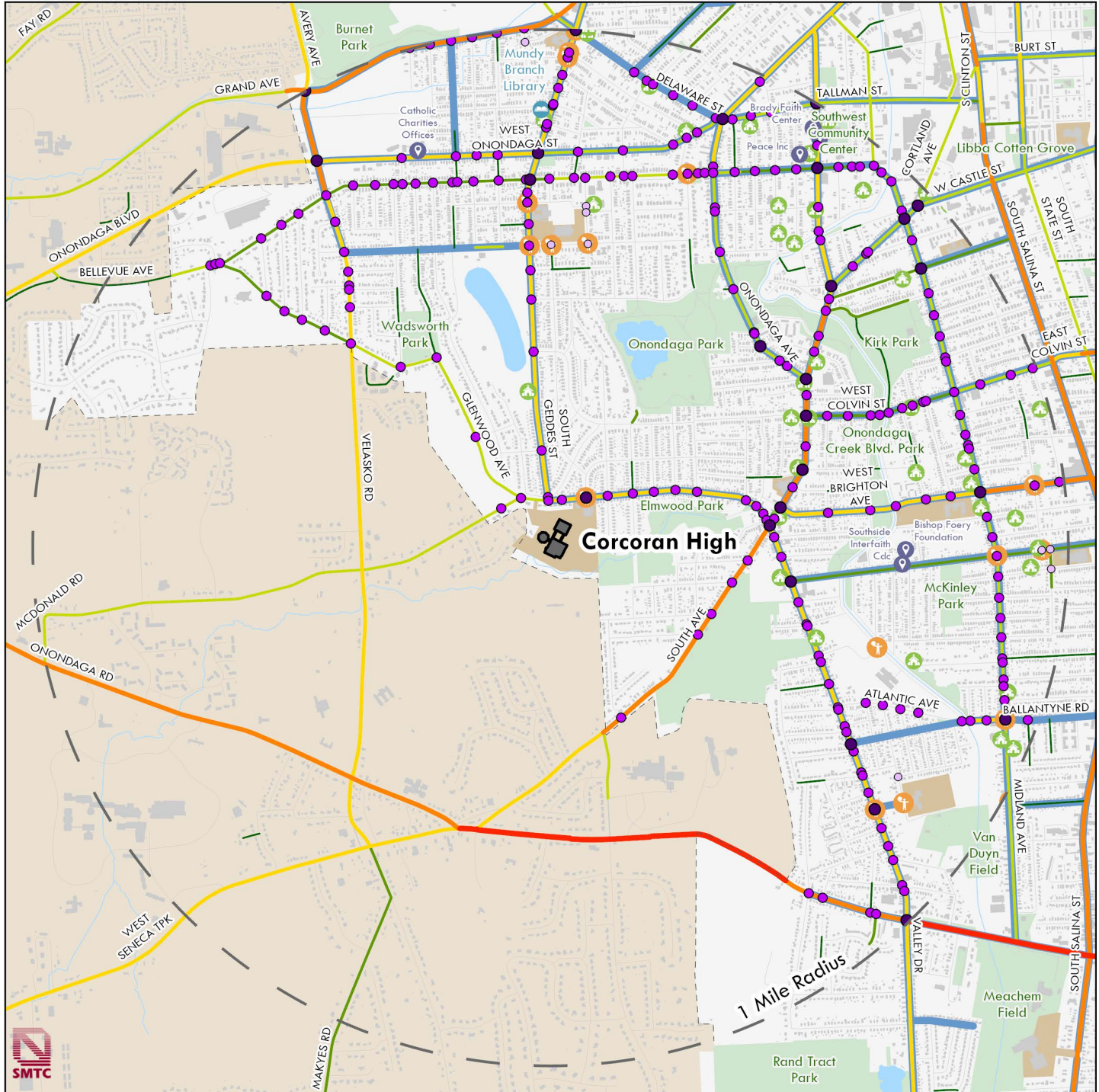
Corcoran High City of Syracuse - Safe Routes to School

School Type: High Total Students: 1279
 Bus-Eligible Students: 975, Not Bus-Eligible Students: 304 (24%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---|---|
| Traffic Volumes (vehicles per day)
<ul style="list-style-type: none"> — < 1,000 — 1,001 - 2,500 — 2,501 - 5,000 — 5,001 - 10,000 — 10,001 - 15,000 — 15,001 - 30,000 | Points of Interest
<ul style="list-style-type: none"> Community Centers Libraries Places of Worship Snow Removal Pilot Routes | <ul style="list-style-type: none"> Crossing Guards Intersection Points Signalized Unsignalized, Arterial/Collector Road Unsignalized, School Zone |
|---|---|---|



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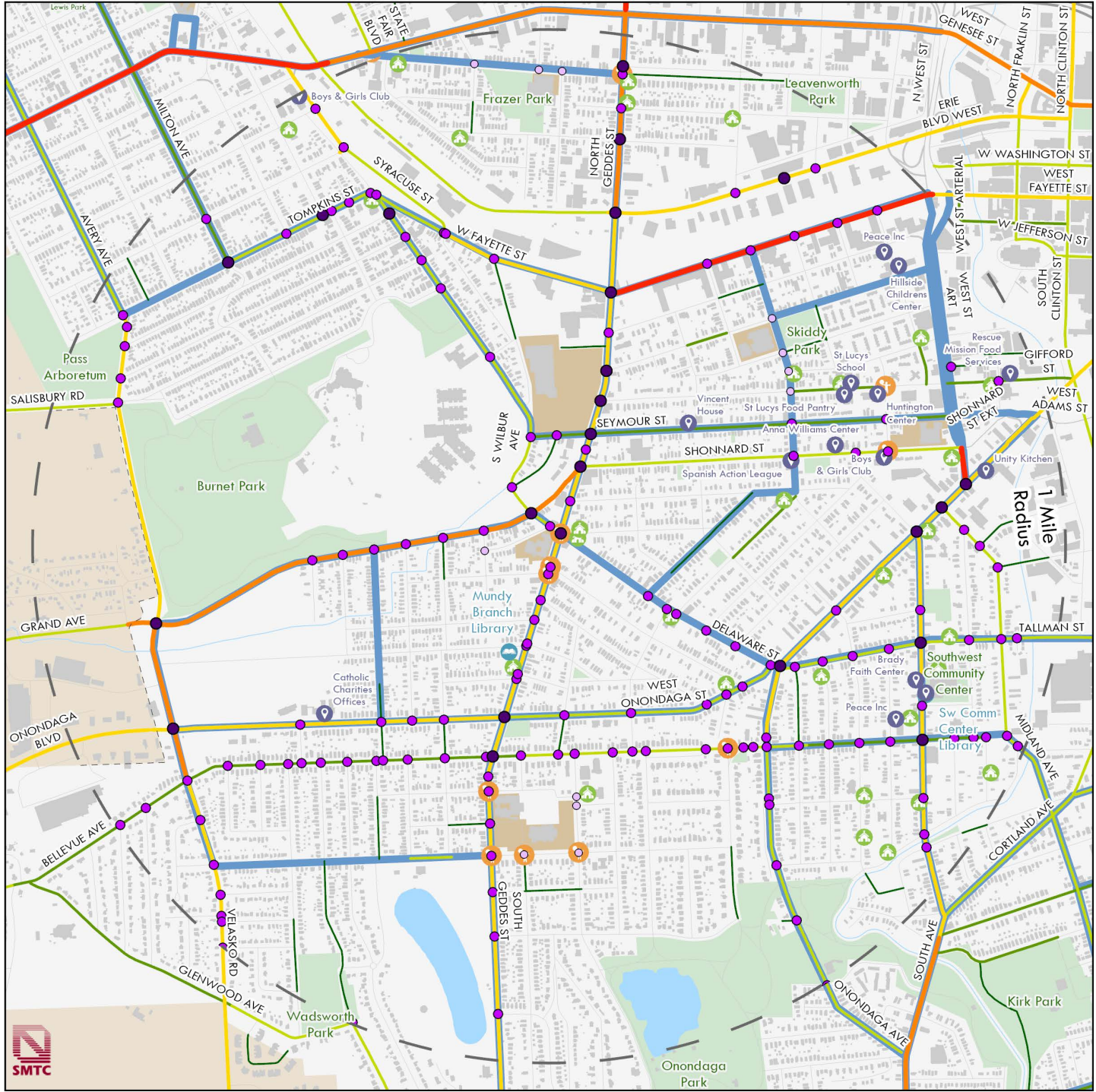
Delaware Elementary City of Syracuse - Safe Routes to School

School Type: Elementary
 Total Students: 199
 Bus-Eligible Students: 203, Not Bus-Eligible Students: 402 (50%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |



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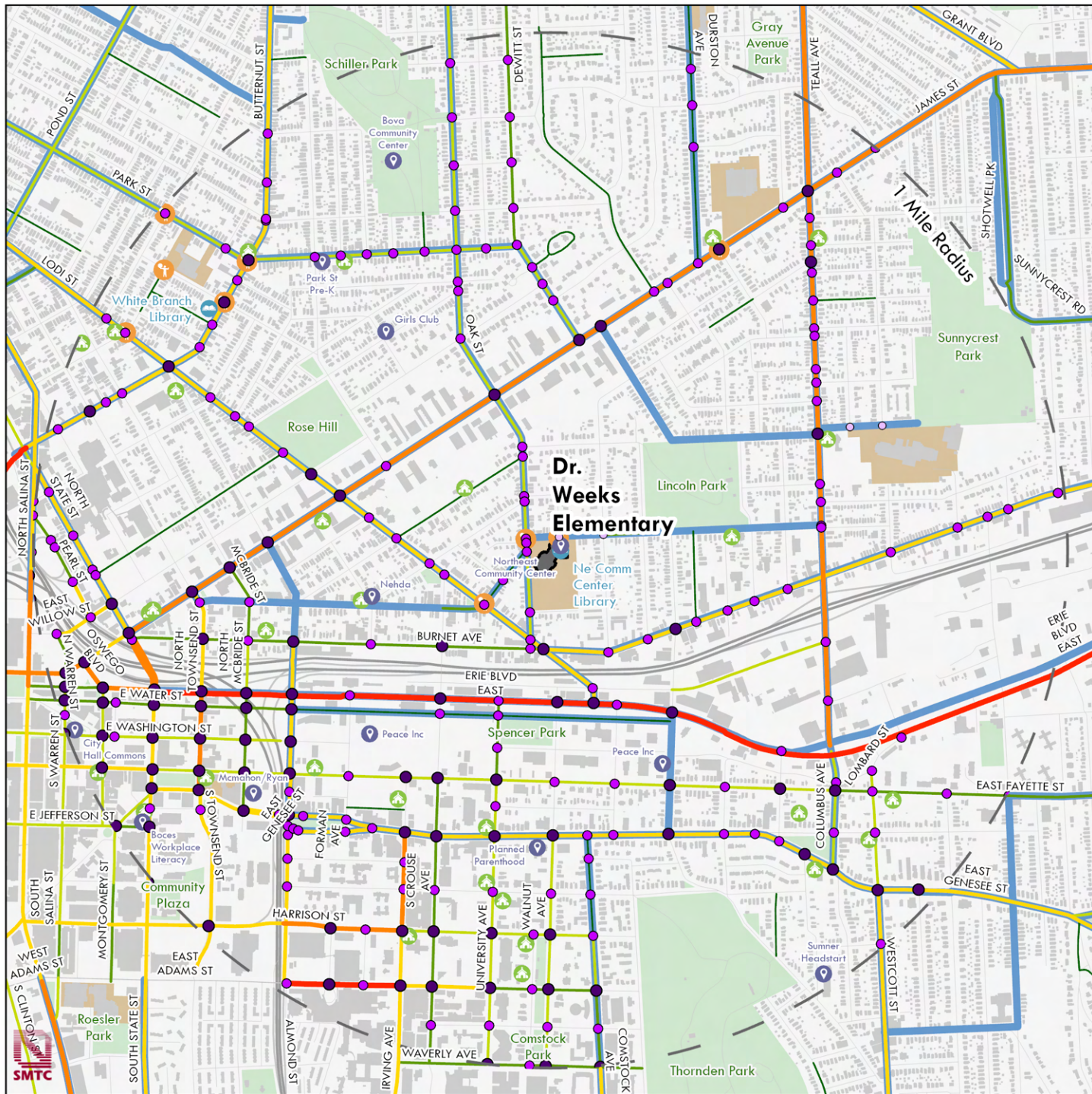
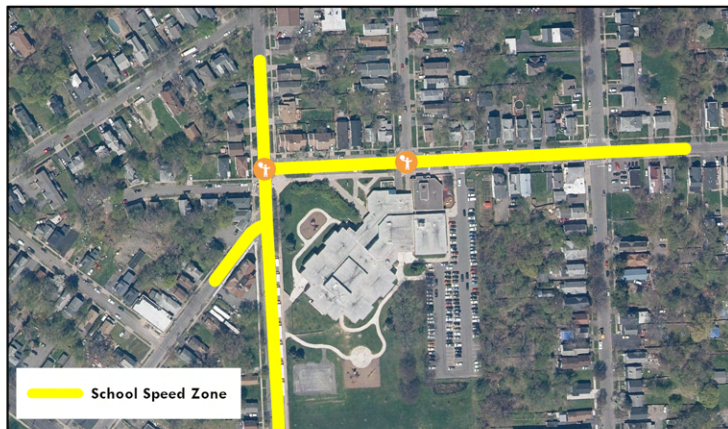
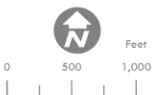


Dr. Weeks Elementary City of Syracuse - Safe Routes to School

School Type: Elementary Total Students: 298
 Bus-Eligible Students: 395, Not Bus-Eligible Students: 693 (43%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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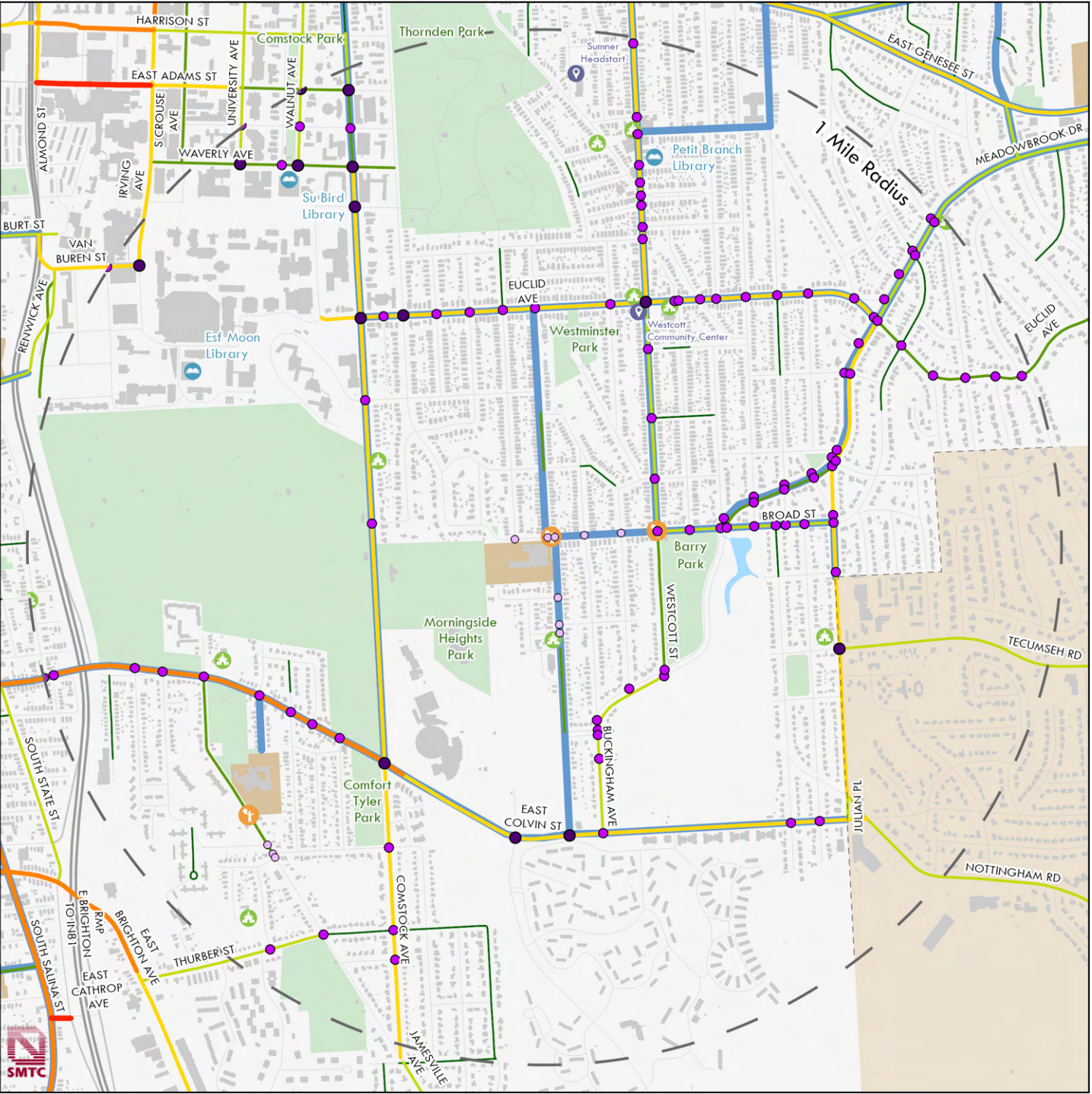
Ed Smith Elementary City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 684
 Bus-Eligible Students: 546, Not Bus-Eligible Students: 138 (20%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |



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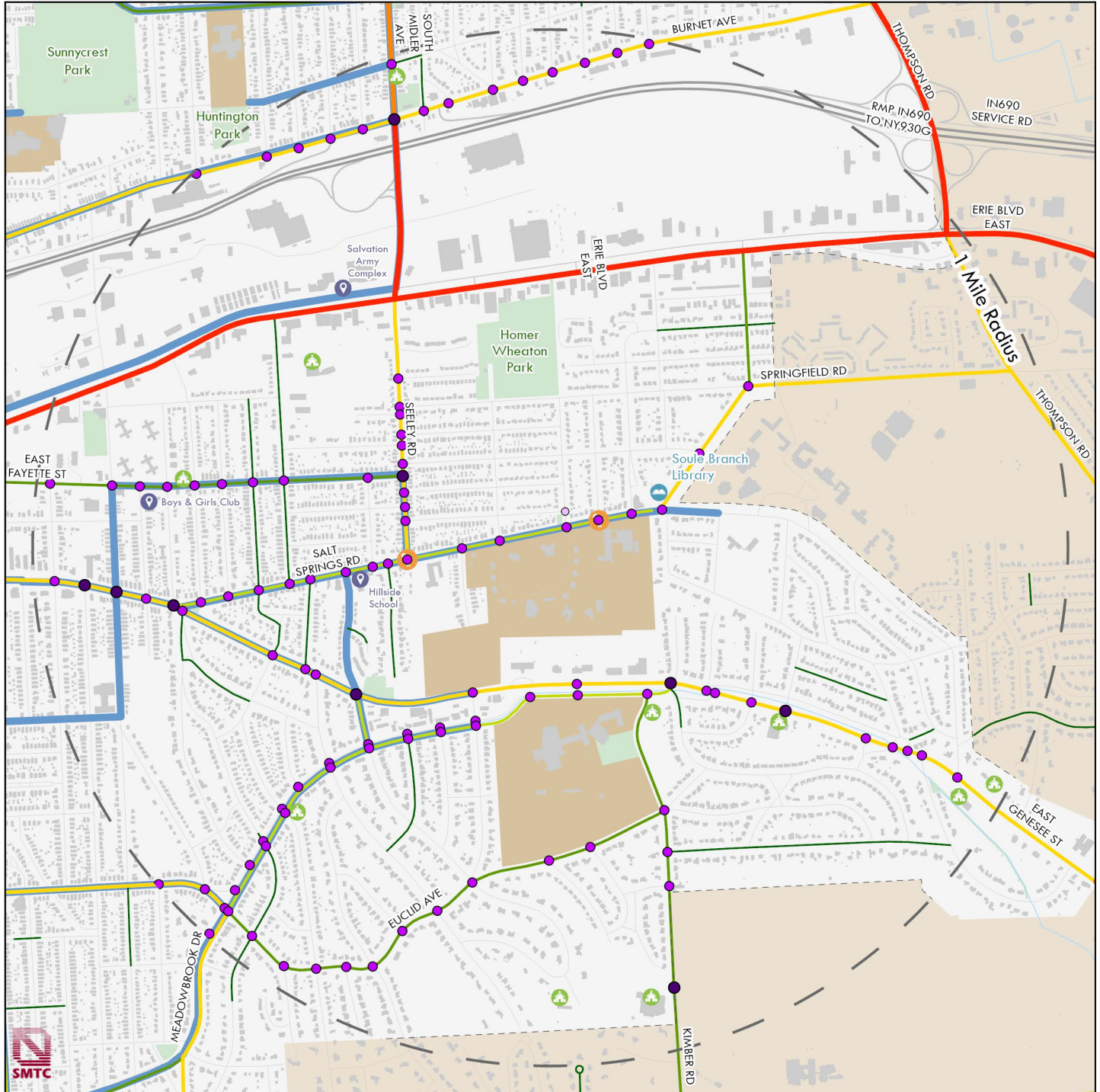
Elmcrest Childrens Center City of Syracuse - Safe Routes to School

School Type: Alternative Education Total Students:
 Bus-Eligible Students: , Not Bus-Eligible Students: ()
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized Points |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |



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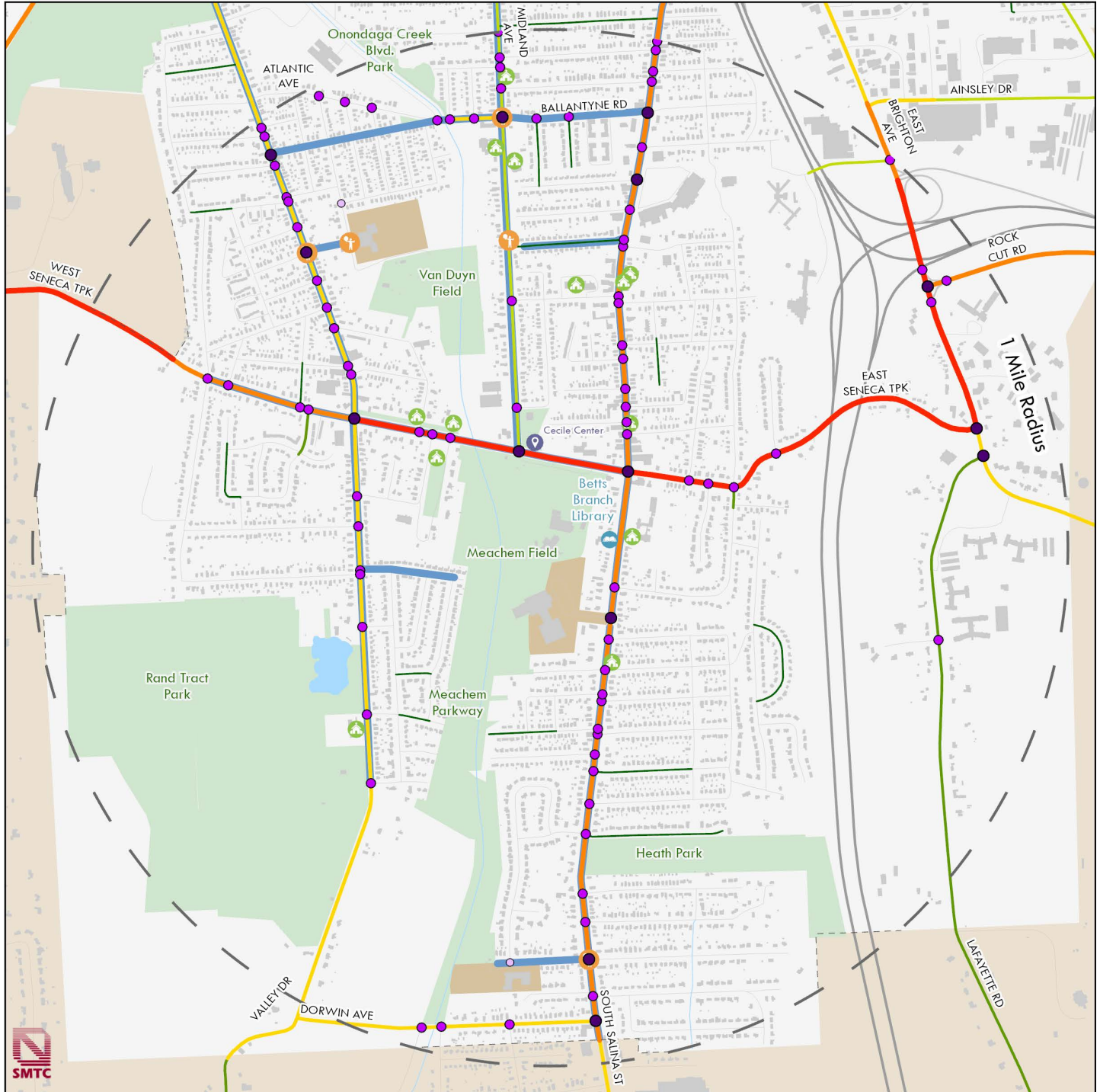


Expeditionary Learning School City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 174
 Bus-Eligible Students: 164, Not Bus-Eligible Students: 10 (6%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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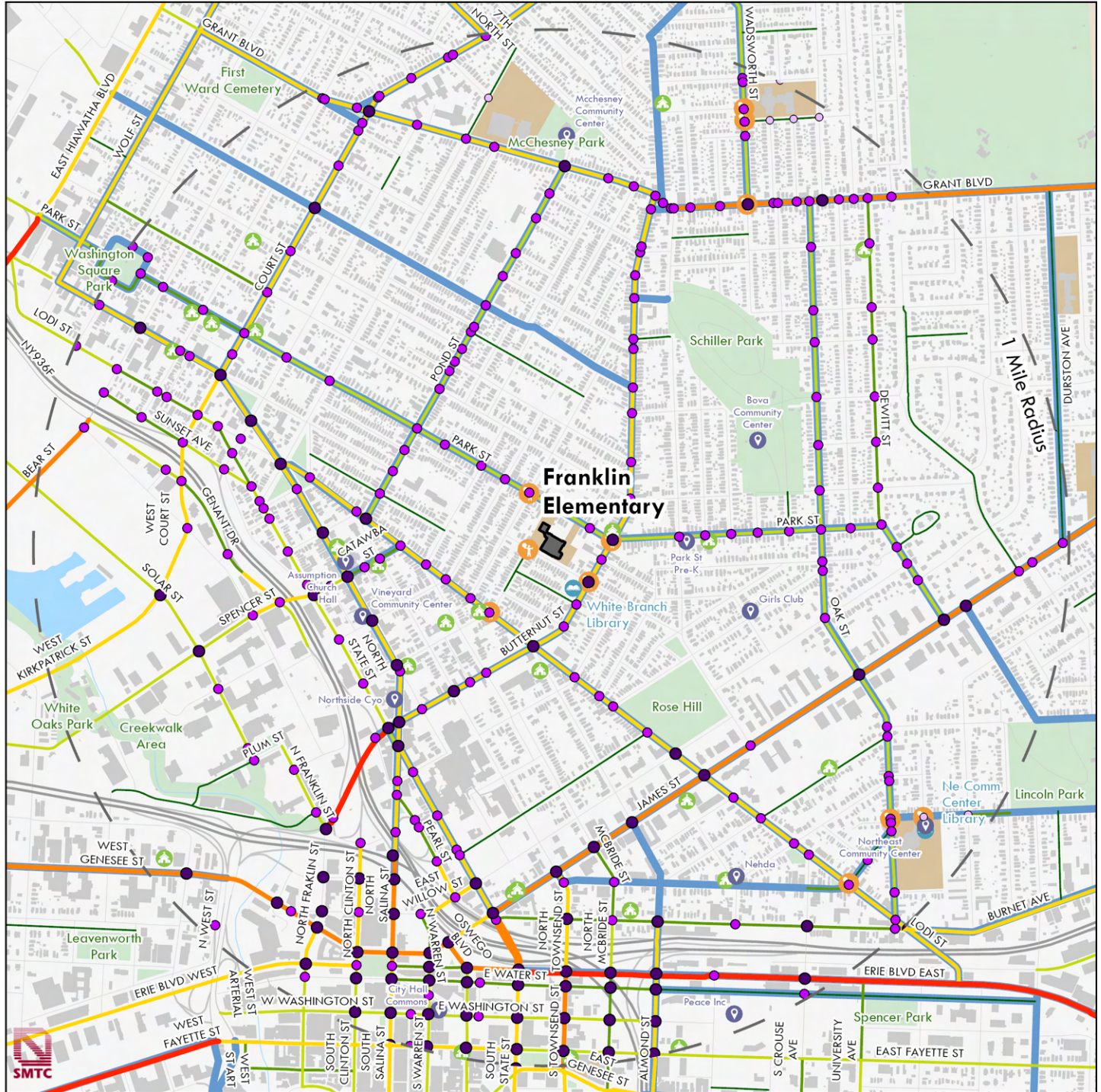
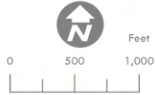


Franklin Elementary City of Syracuse - Safe Routes to School

School Type: Elementary Total Students: 677
 Bus-Eligible Students: 218, Not Bus-Eligible Students: 459 (68%)
 Enrollment data from 2022-2023 school year

- | | | |
|--|---|--|
| Traffic Volumes (vehicles per day)
<ul style="list-style-type: none"> — < 1,000 — 1,001 - 2,500 — 2,501 - 5,000 — 5,001 - 10,000 — 10,001 - 15,000 — 15,001 - 30,000 | Points of Interest
<ul style="list-style-type: none"> ● Community Centers ● Libraries ● Places of Worship — Snow Removal Pilot Routes | <ul style="list-style-type: none"> ● Crossing Guards Intersection Points ● Signalized ● Unsignalized, Arterial/Collector Road ● Unsignalized, School Zone |
|--|---|--|

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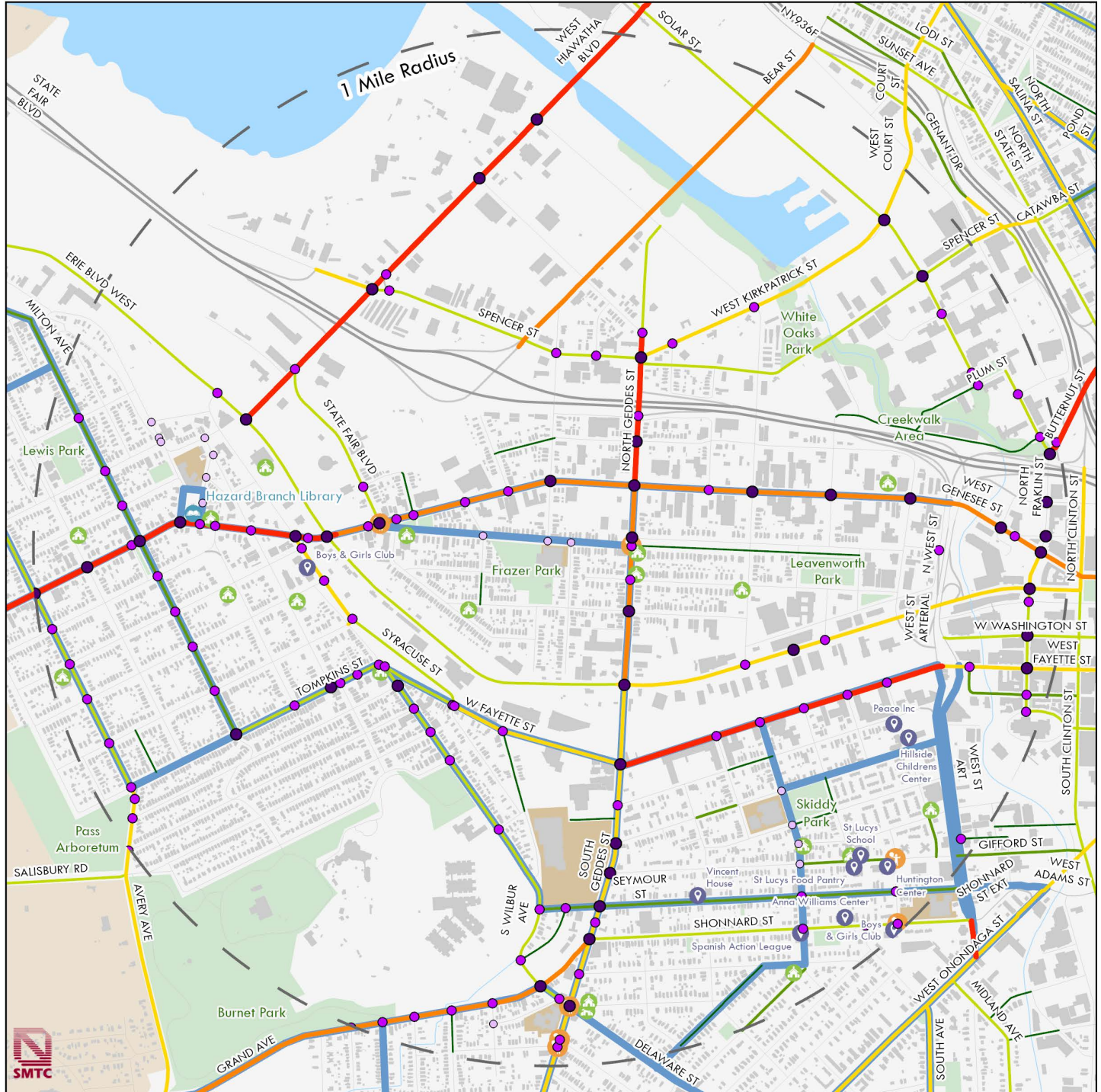
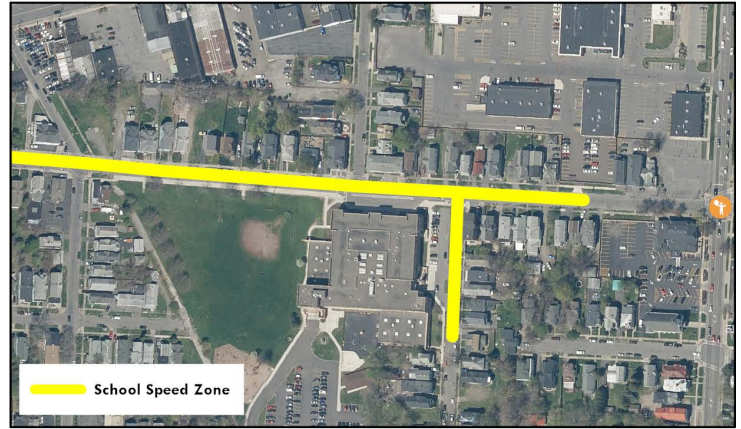
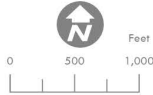


Frazer School City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 828
 Bus-Eligible Students: 632, Not Bus-Eligible Students: 196 (24%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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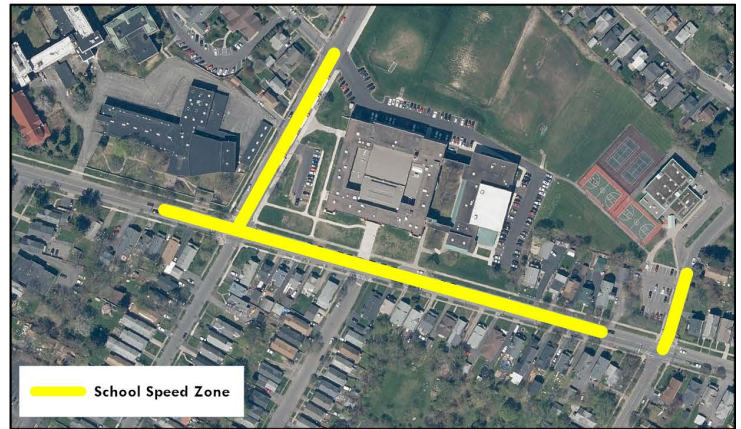
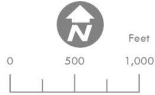


Grant Middle City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 615
 Bus-Eligible Students: 334, Not Bus-Eligible Students: 281 (46%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |

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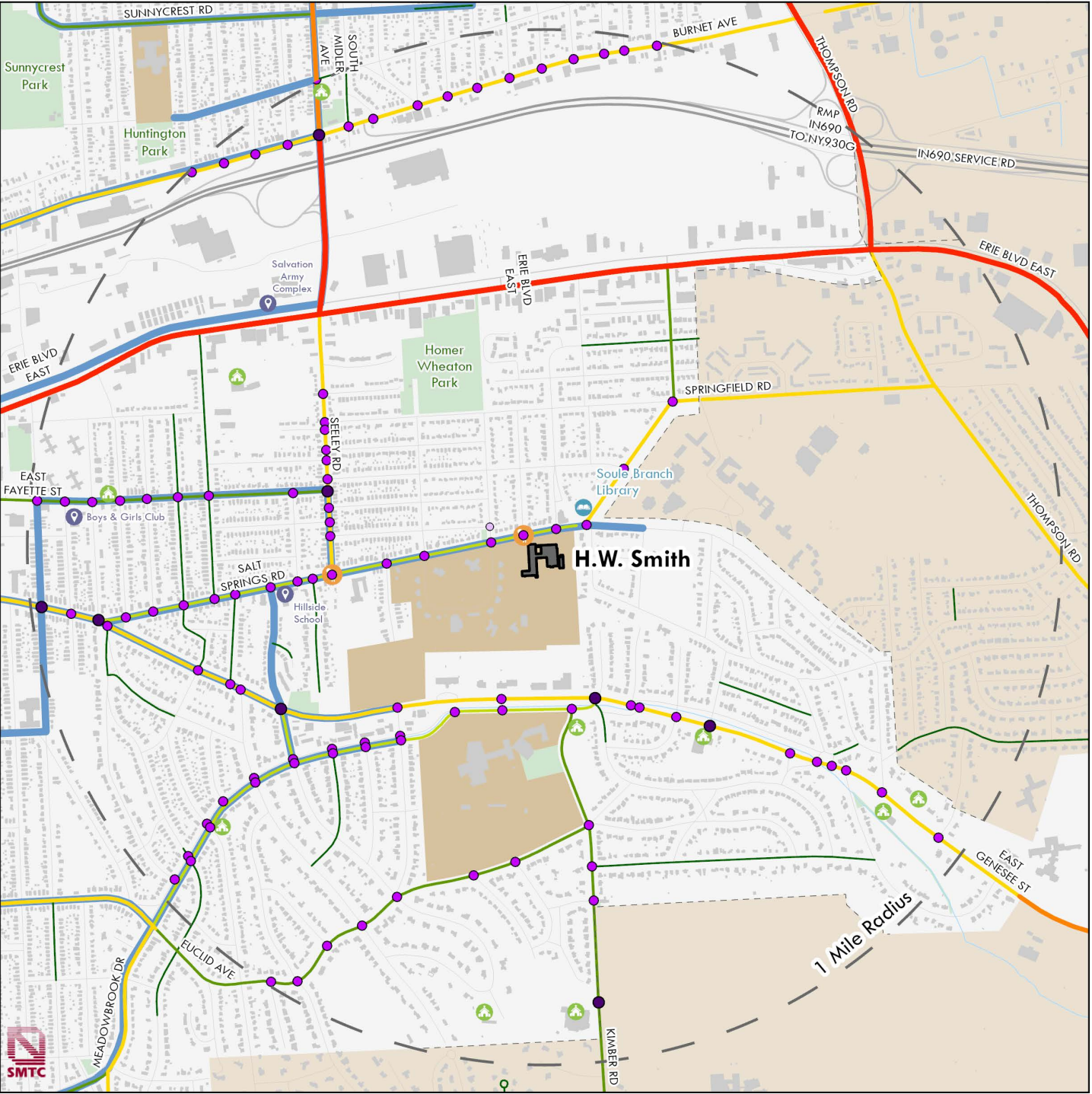
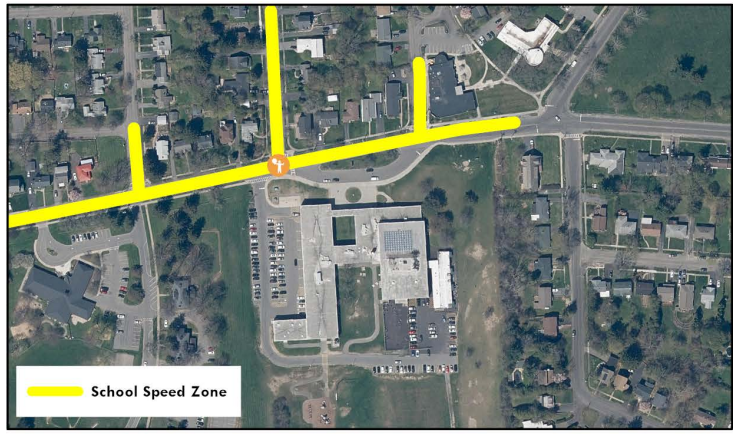
H.W. Smith City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 789
 Bus-Eligible Students: 511, Not Bus-Eligible Students: 278 (35%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |



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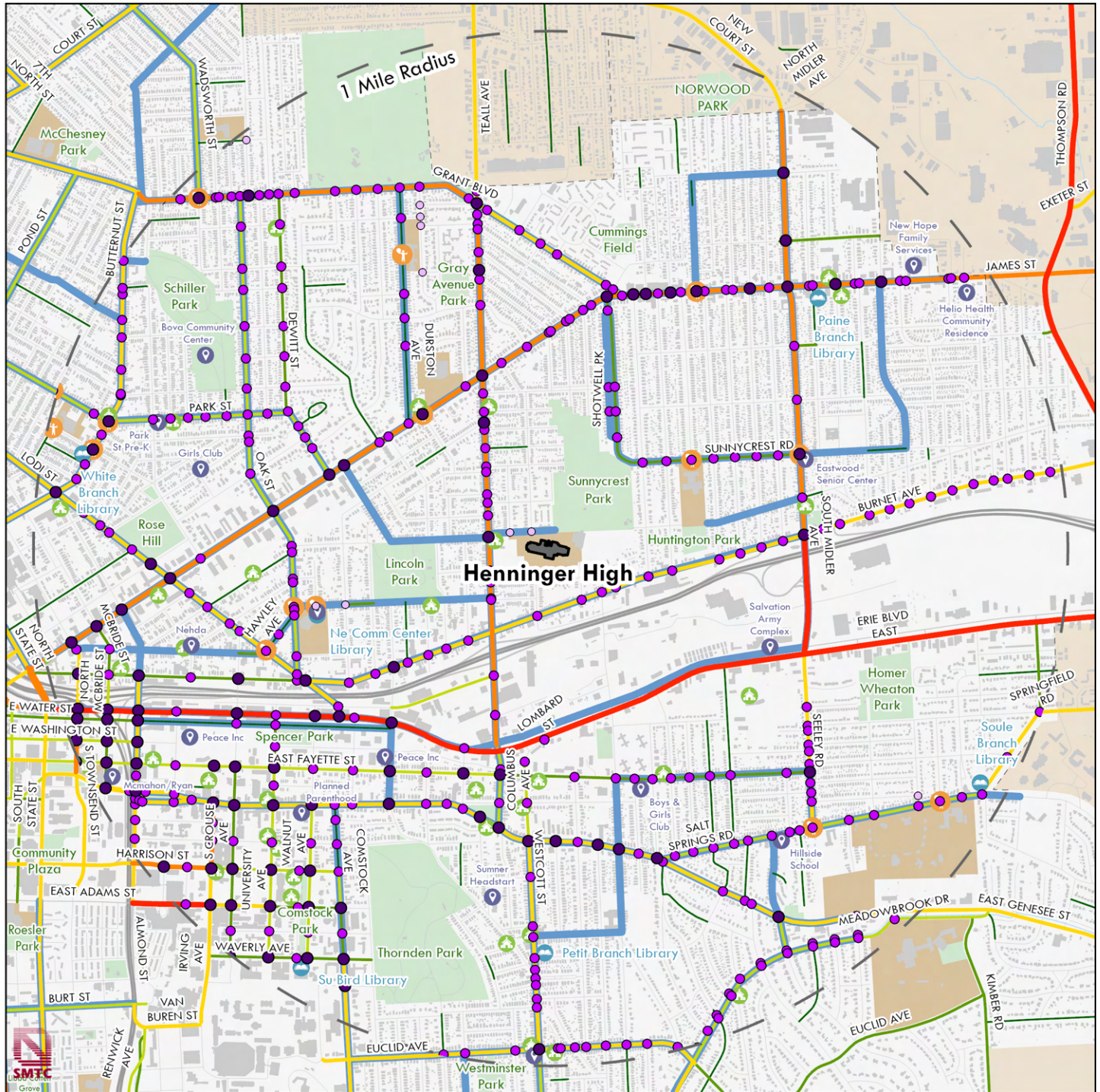
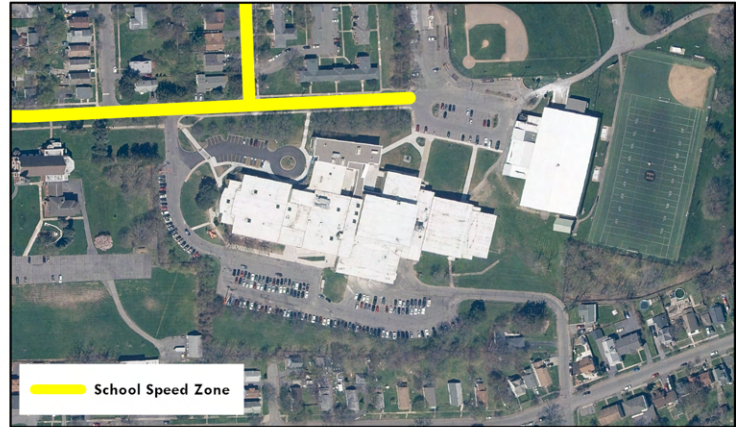
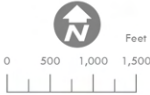


Henninger High City of Syracuse - Safe Routes to School

School Type: High
 Total Students: 1409
 Bus-Eligible Students: 991, Not Bus-Eligible Students: 418 (30%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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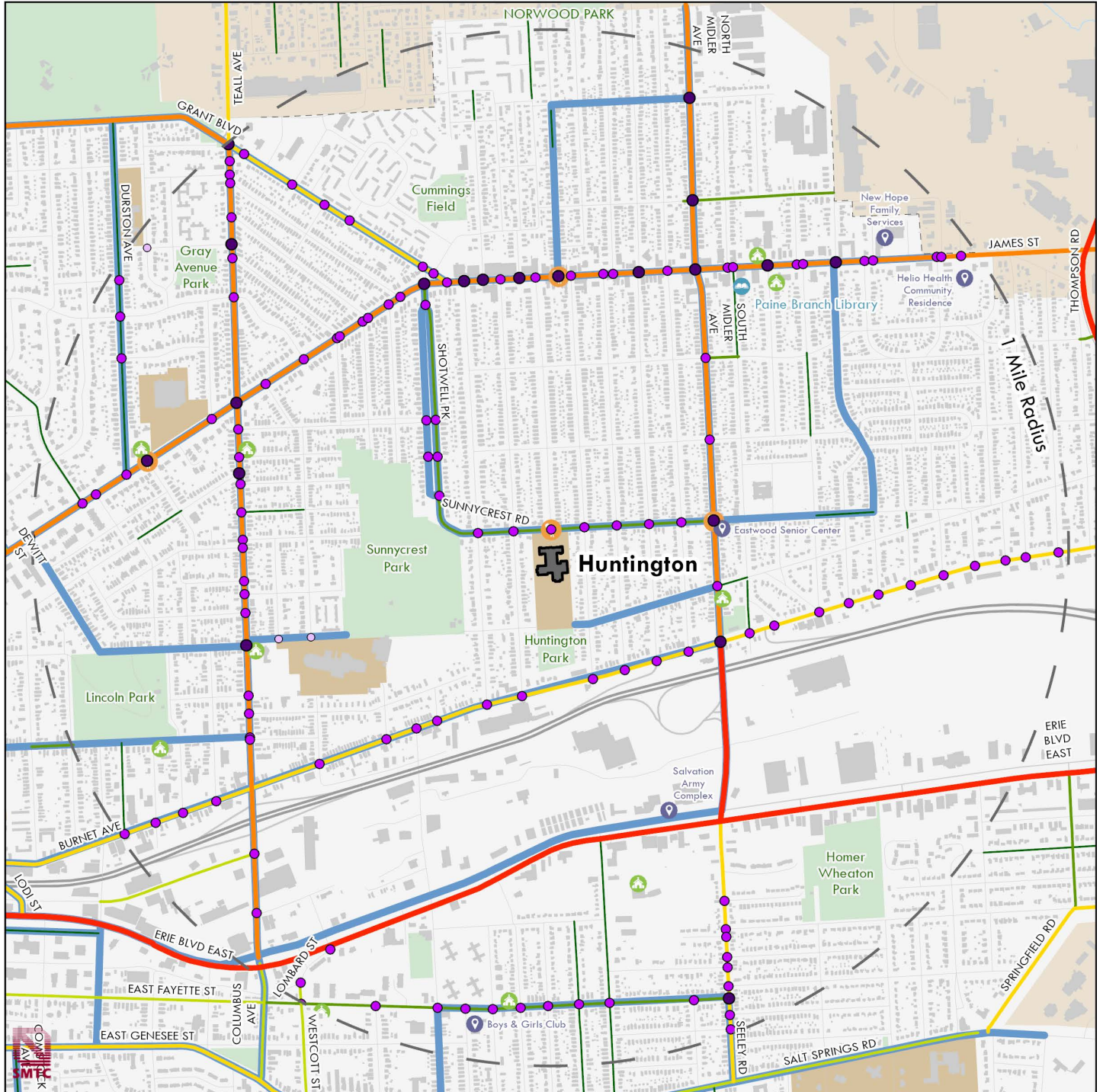


Huntington City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 904
 Bus-Eligible Students: 590, Not Bus-Eligible Students: 314 (35%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Crossing Guards |
| — 1,001 - 2,500 | Libraries | Intersection Points |
| — 2,501 - 5,000 | Places of Worship | Signalized |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, Arterial/Collector Road |
| — 10,001 - 15,000 | | Unsignalized, School Zone |
| — 15,001 - 30,000 | | |

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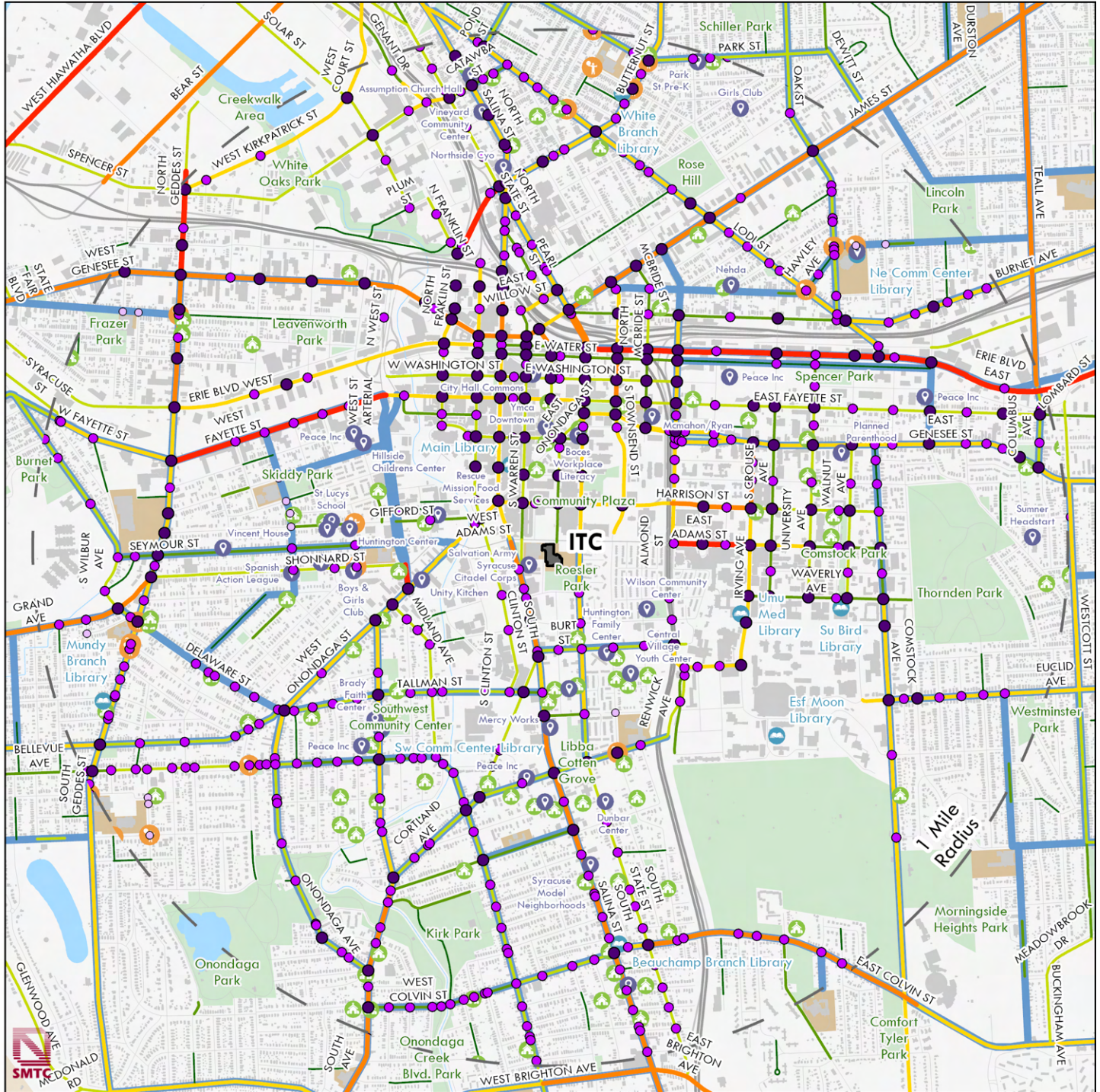
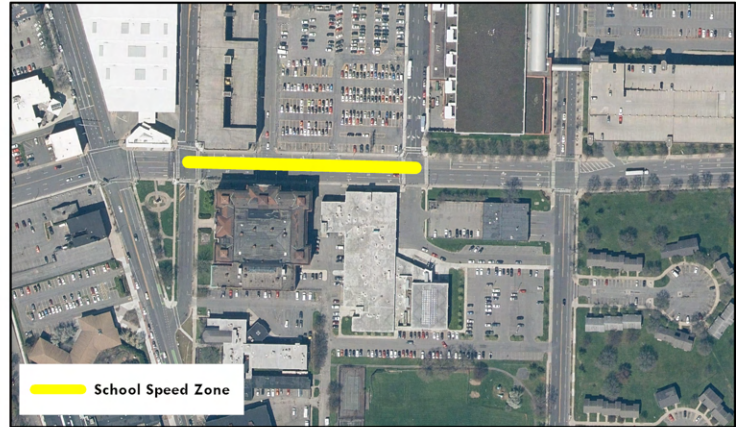
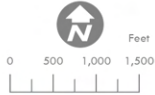


ITC City of Syracuse - Safe Routes to School

School Type: High Total Students: 564
 Bus-Eligible Students: 463, Not Bus-Eligible Students: 101 (18%)
 Enrollment data from 2022-2023 school year

- | | | |
|--|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Crossing Guards |
| — 1,001 - 2,500 | Libraries | Intersection Points |
| — 2,501 - 5,000 | Places of Worship | Signalized |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, Arterial/Collector Road |
| — 10,001 - 15,000 | | Unsignalized, School Zone |
| — 15,001 - 30,000 | | |

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Lincoln Middle City of Syracuse - Safe Routes to School

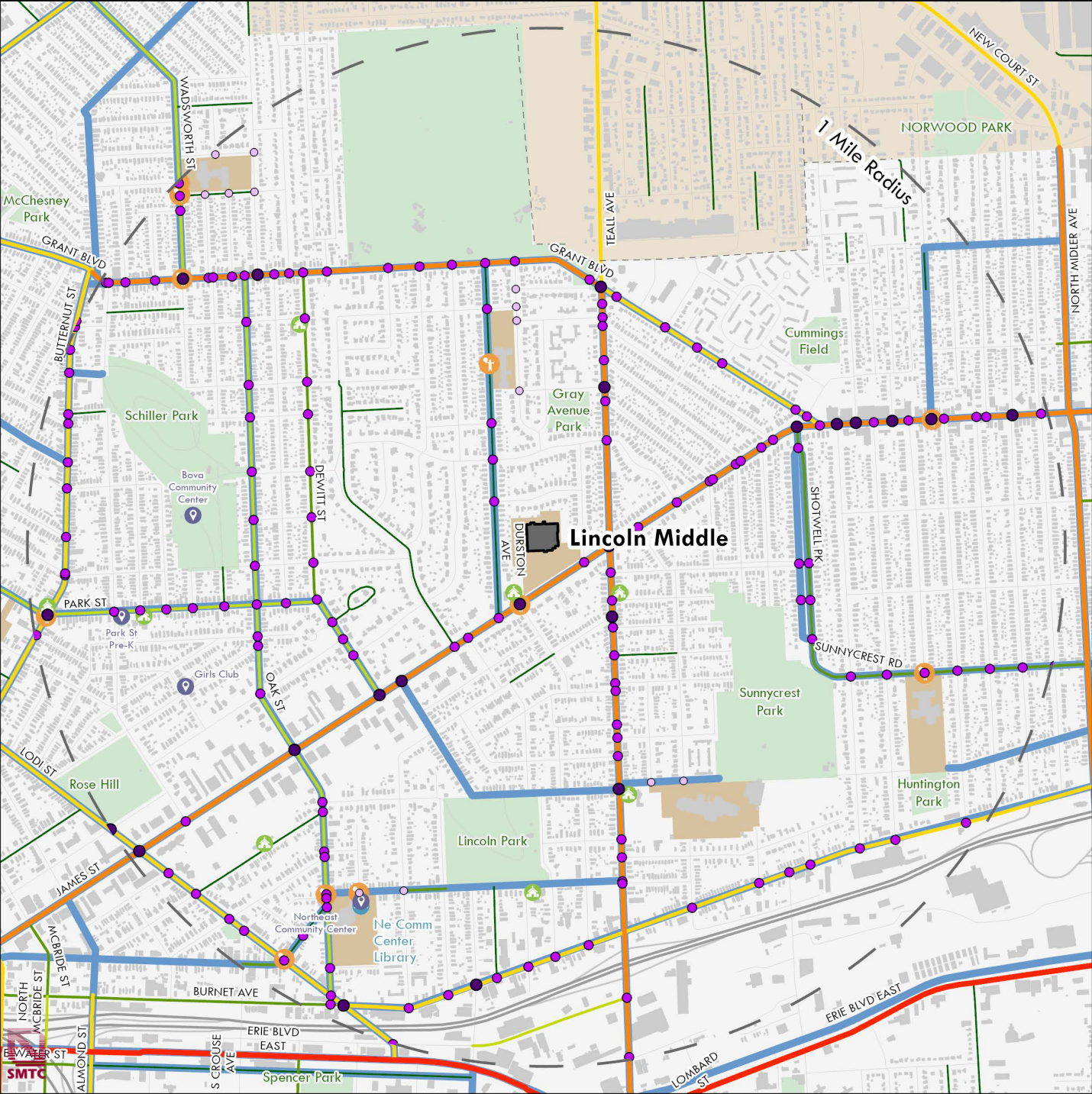
School Type: Middle & Pre-K to 8 Total Students: 486
 Bus-Eligible Students: 402, Not Bus-Eligible Students: 84 (17%)

Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |



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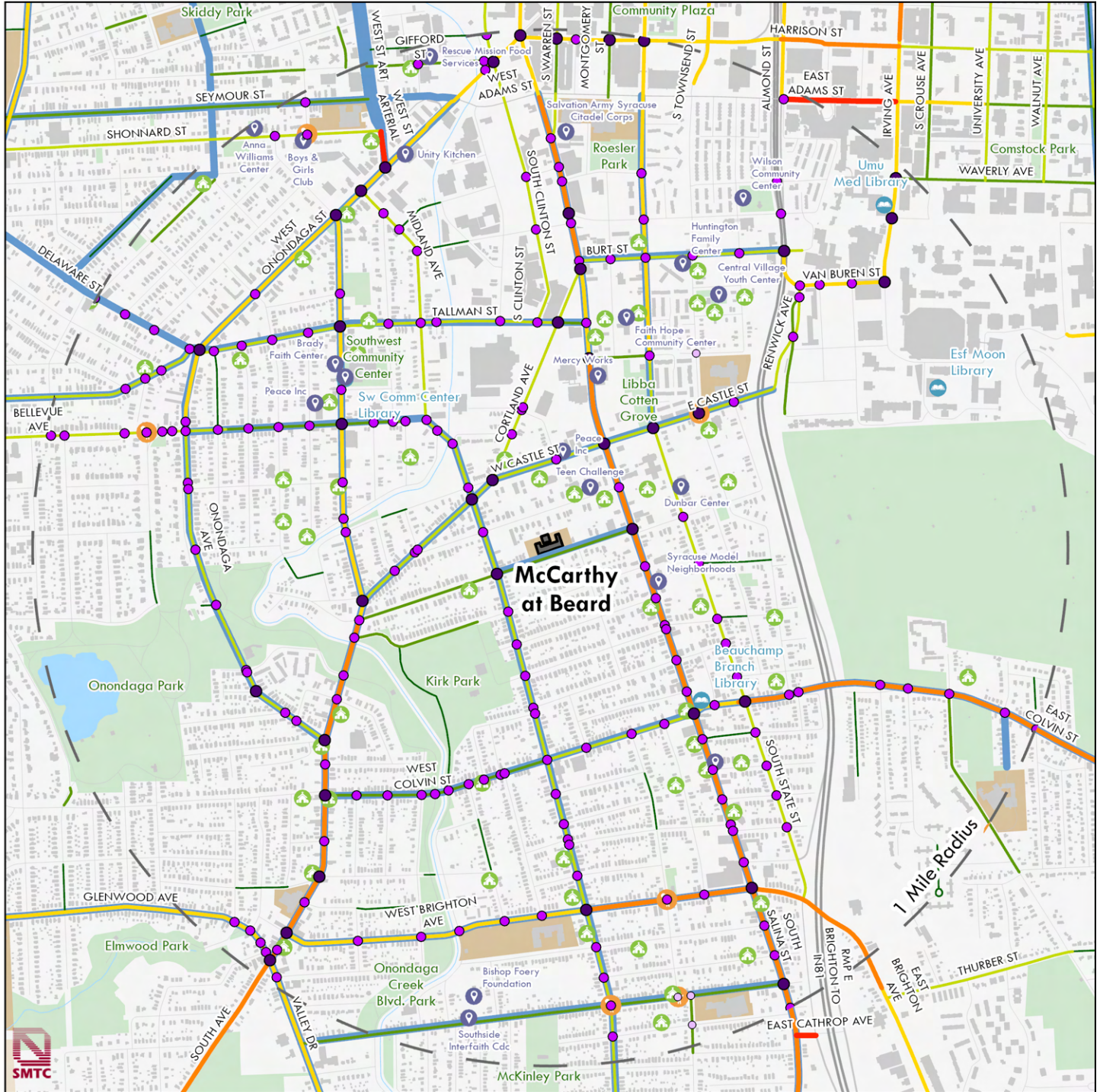


McCarthy at Beard City of Syracuse - Safe Routes to School

School Type: Alternative Education Total Students: 65
 Bus-Eligible Students: 57, Not Bus-Eligible Students: 8 (12%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |

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McKinley-Brighton Elementary City of Syracuse - Safe Routes to School

School Type: Elementary

Total Students: 437

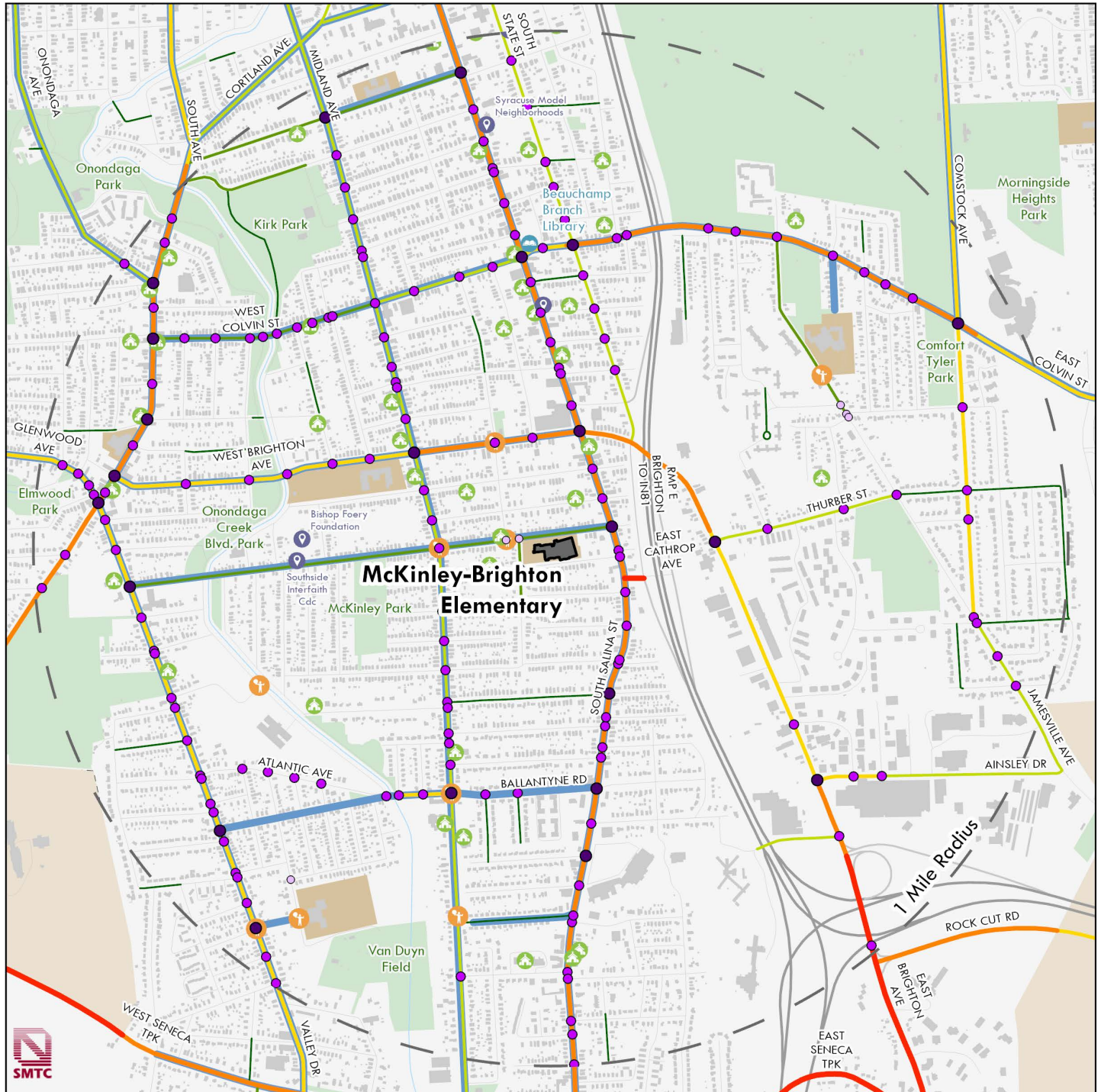
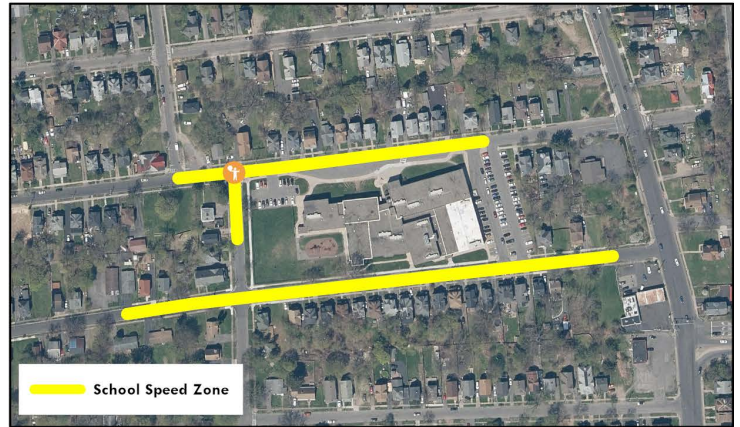
Bus-Eligible Students: 232, Not Bus-Eligible Students: 205 (47%)

Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |



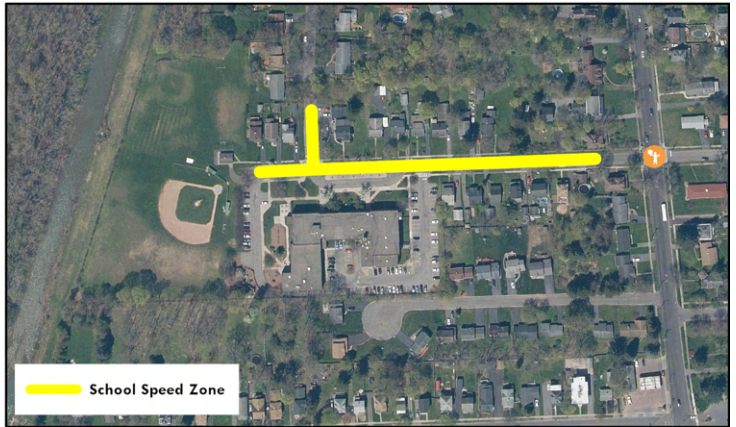
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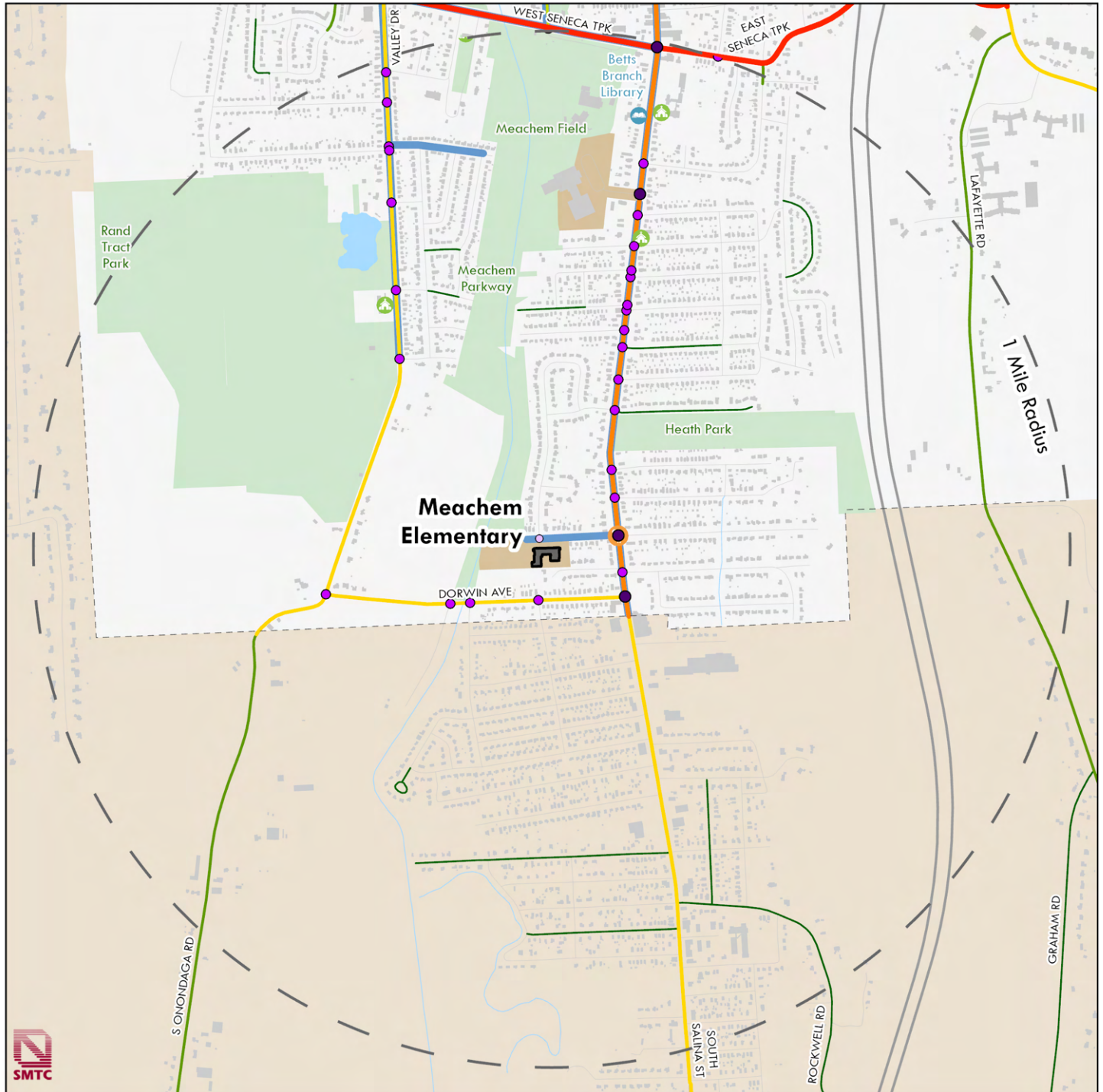
Meachem Elementary City of Syracuse - Safe Routes to School

School Type: Elementary Total Students: 355
 Bus-Eligible Students: 305, Not Bus-Eligible Students: 50 (14%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Crossing Guards |
| — 1,001 - 2,500 | Libraries | Intersection Points |
| — 2,501 - 5,000 | Places of Worship | Signalized |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, Arterial/Collector Road |
| — 10,001 - 15,000 | | Unsignalized, School Zone |
| — 15,001 - 30,000 | | |



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Montessori at Lemoyne City of Syracuse - Safe Routes to School

School Type: Elementary

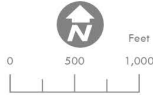
Total Students: 333

Bus-Eligible Students: 285, Not Bus-Eligible Students: 48 (14%)

Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

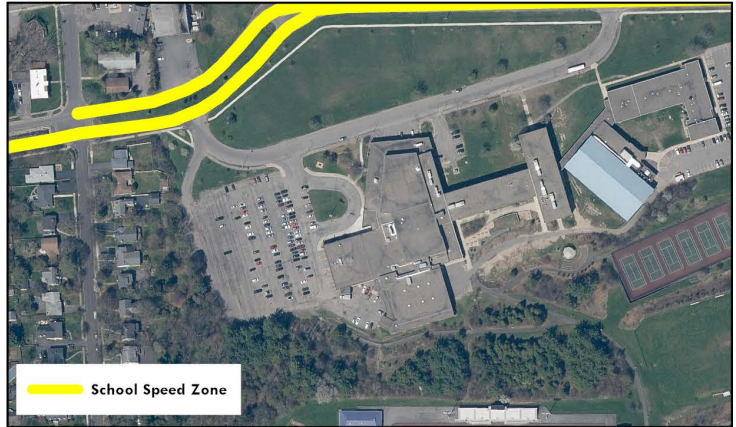
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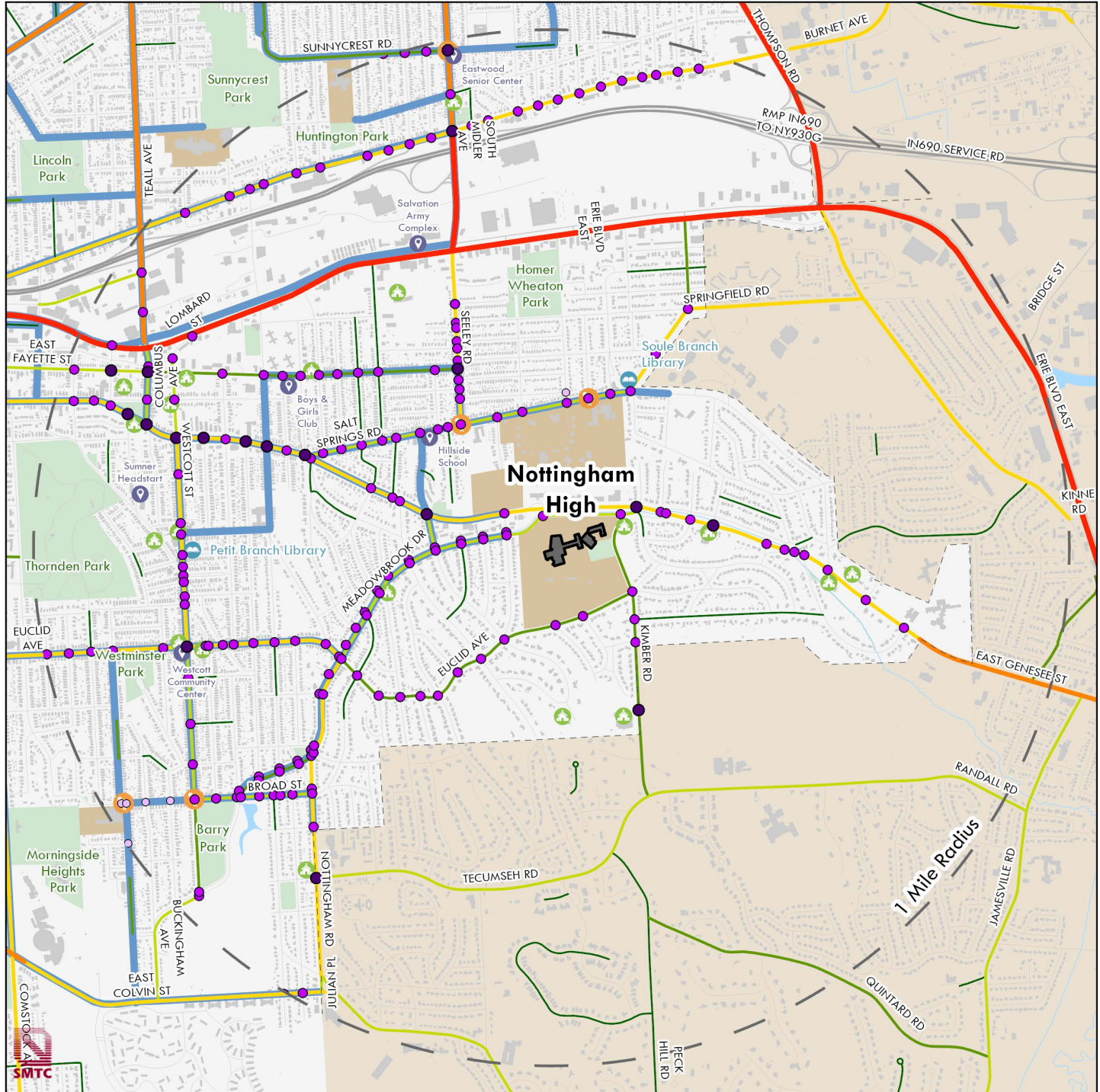
Nottingham High City of Syracuse - Safe Routes to School

School Type: High
 Total Students: 1288
 Bus-Eligible Students: 1056, Not Bus-Eligible Students: 232 (18%)
 Enrollment data from 2022-2023 school year

- | | | |
|--|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Crossing Guards |
| — 1,001 - 2,500 | Libraries | Intersection Points |
| — 2,501 - 5,000 | Places of Worship | Signalized |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, Arterial/Collector Road |
| — 10,001 - 15,000 | | Unsignalized, School Zone |
| — 15,001 - 30,000 | | |



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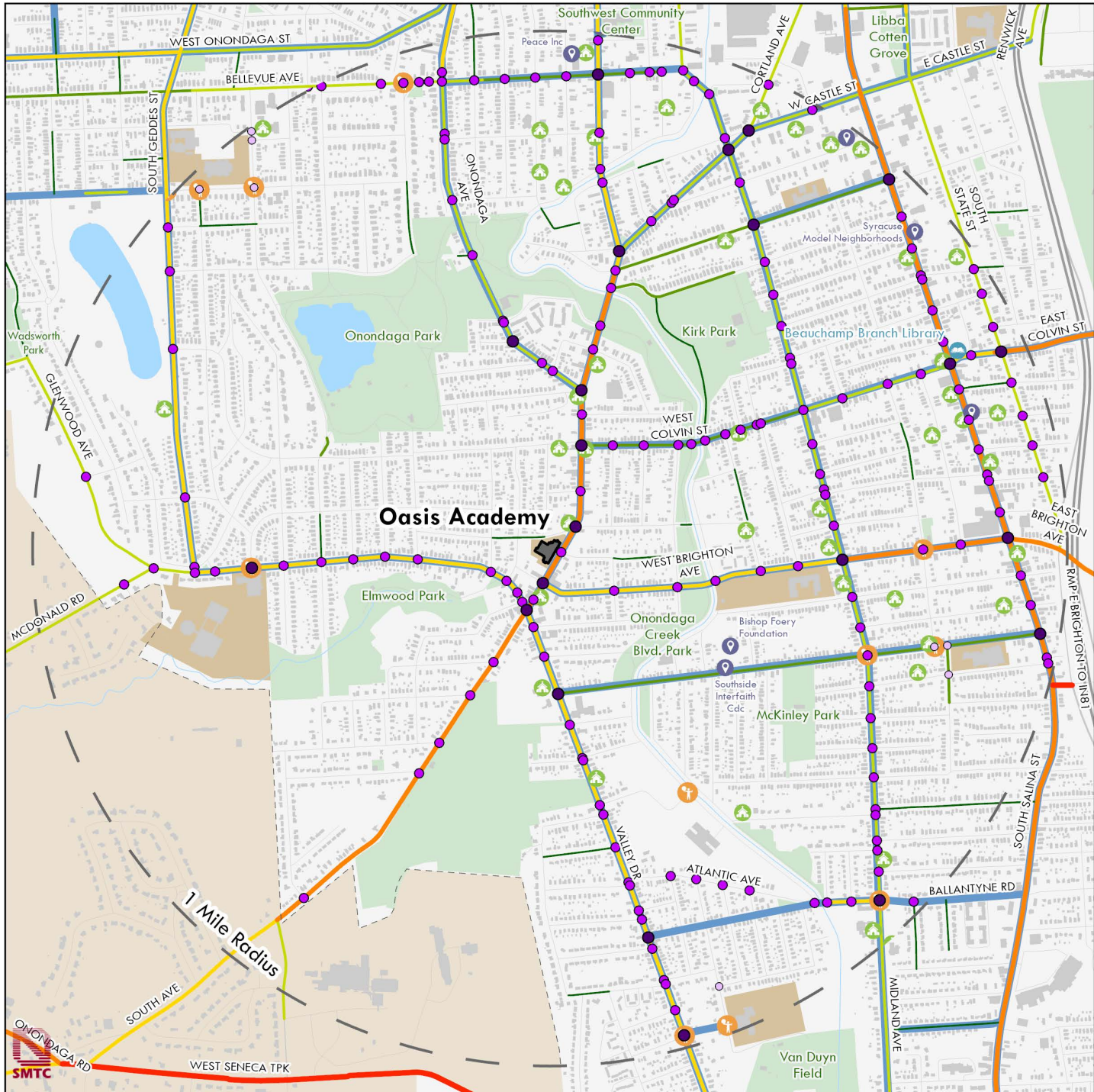
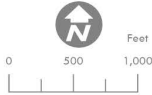
Oasis Academy City of Syracuse - Safe Routes to School

School Type: Alternative Education Total Students: 82
 Bus-Eligible Students: 77, Not Bus-Eligible Students: 5 (6%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Intersection Points |
| — < 1,000 | Community Centers | Crossing Guards |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |



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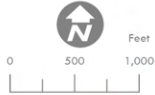


PFLA City of Syracuse - Safe Routes to School

School Type: Alternative Education Total Students: 59
 Bus-Eligible Students: 49, Not Bus-Eligible Students: 10 (17%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | • Signalized |
| 2,501 - 5,000 | Places of Worship | • Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | • Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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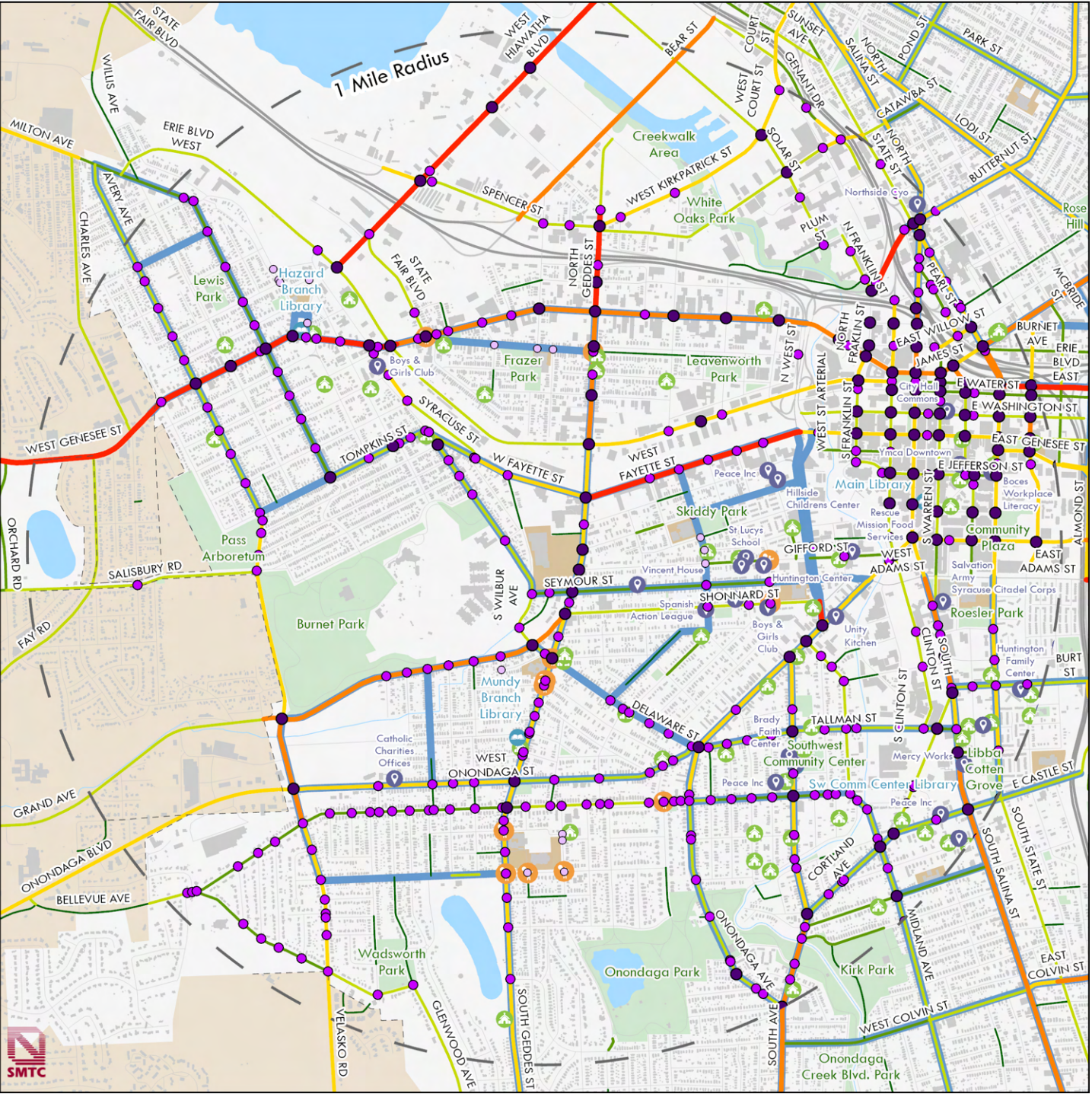


PSLA at Fowler High City of Syracuse - Safe Routes to School

School Type: High Total Students: 1048
 Bus-Eligible Students: 779, Not Bus-Eligible Students: 269 (26%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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Porter Elementary City of Syracuse - Safe Routes to School

School Type: Elementary Total Students: 309
 Bus-Eligible Students: 174, Not Bus-Eligible Students: 135 (44%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |



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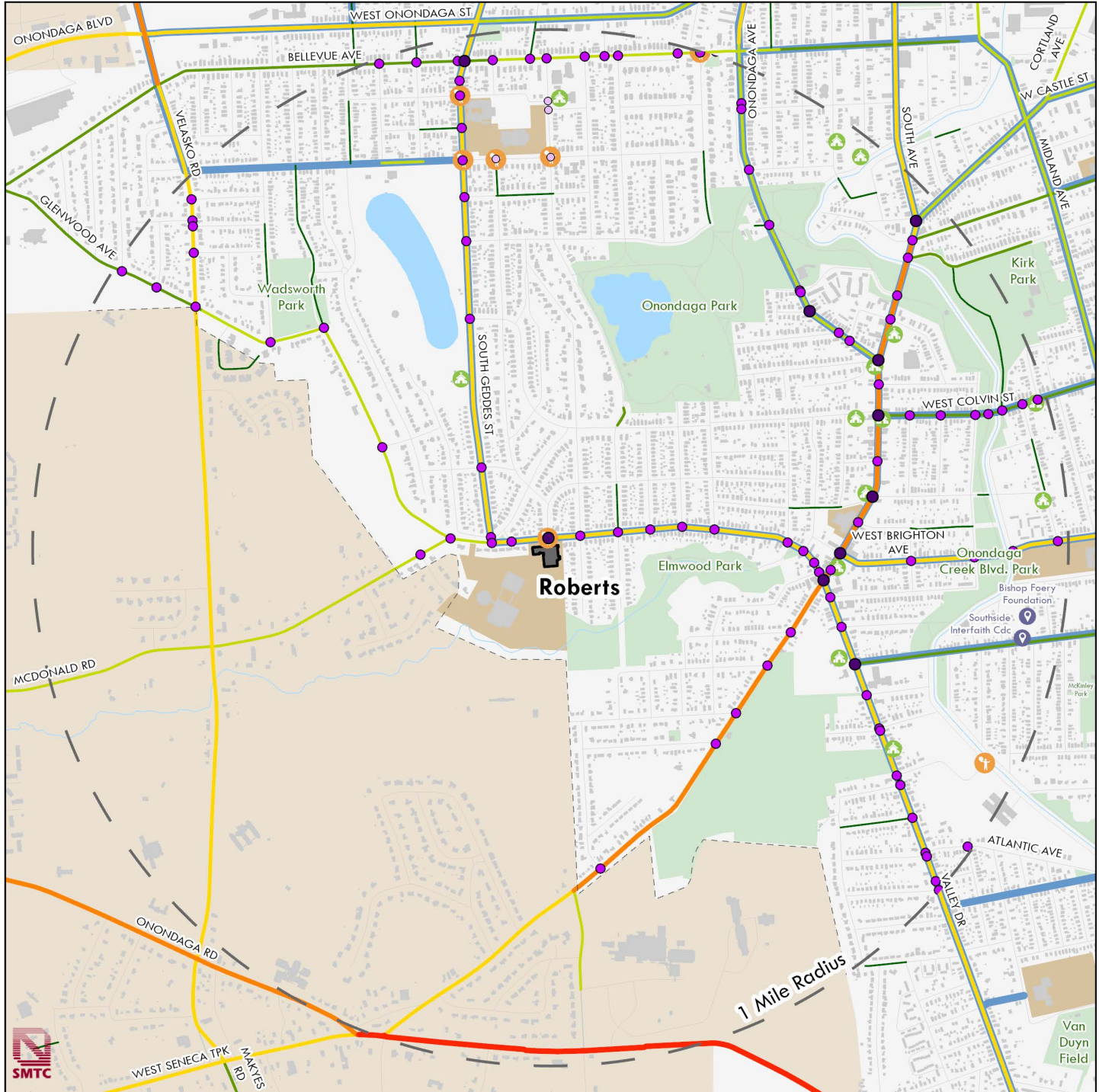
Roberts City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 650
 Bus-Eligible Students: 499, Not Bus-Eligible Students: 151 (23%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Intersection Points |
| — 1,001 - 2,500 | Libraries | Signalized |
| — 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| — 10,001 - 15,000 | | |
| — 15,001 - 30,000 | | |



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Salem Hyde Elementary City of Syracuse - Safe Routes to School

School Type: Elementary

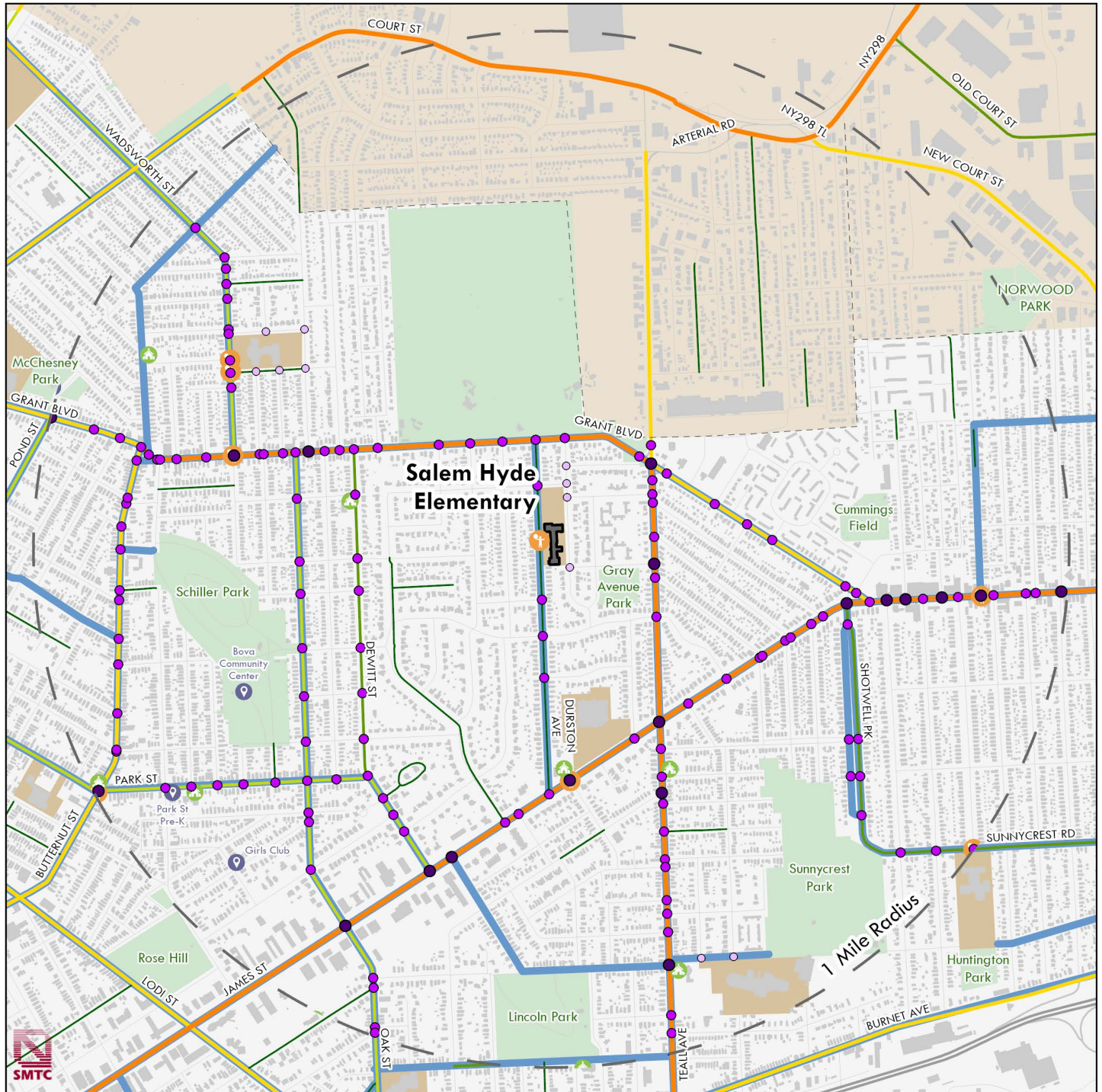
Total Students: 478

Bus-Eligible Students: 311, Not Bus-Eligible Students: 167 (35%)

Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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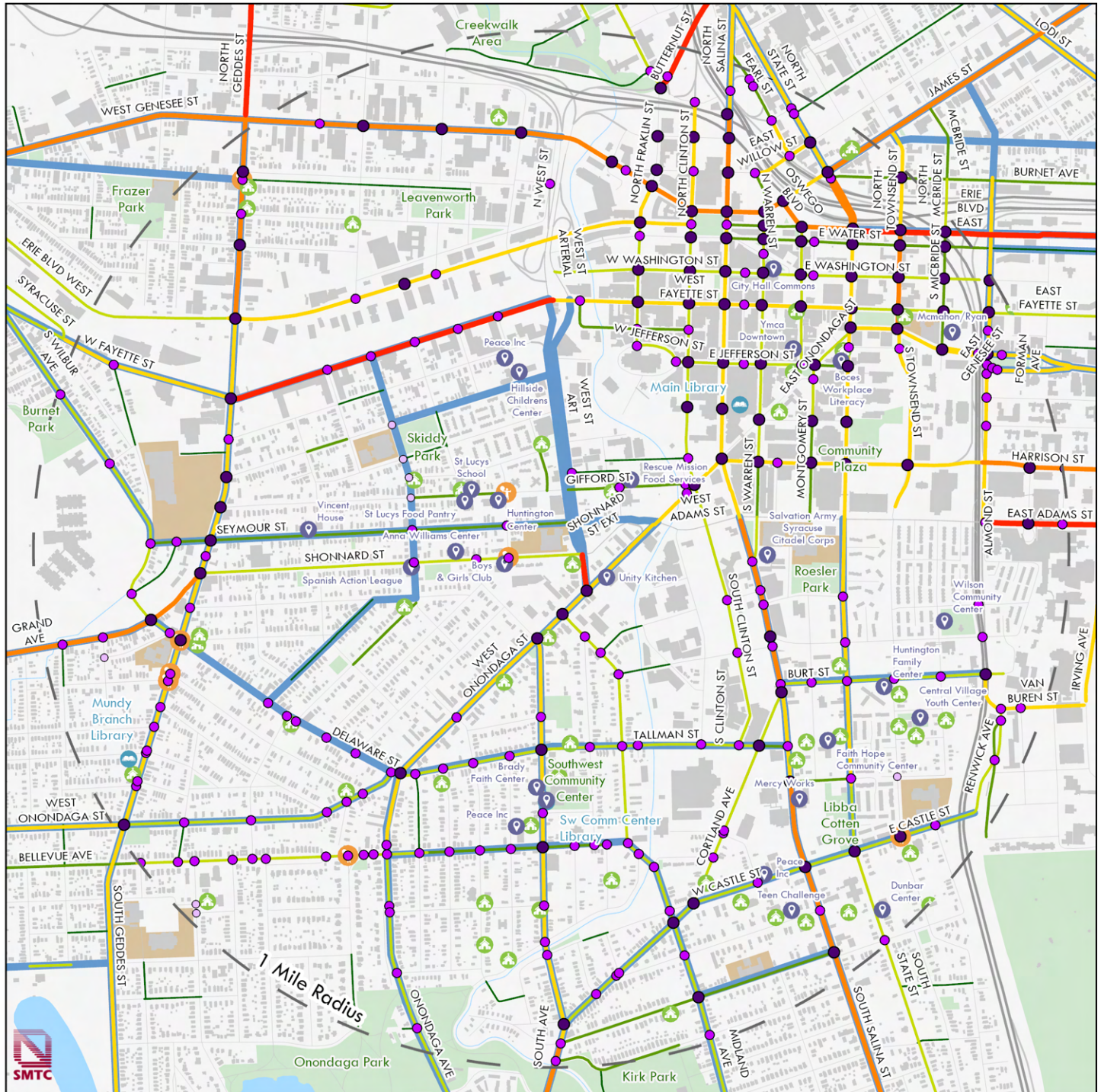
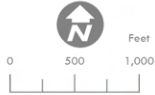


Seymour Dual Language Academy City of Syracuse - Safe Routes to School

School Type: Elementary Total Students: 438
 Bus-Eligible Students: 306, Not Bus-Eligible Students: 132 (30%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |

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Syracuse Latin

City of Syracuse - Safe Routes to School

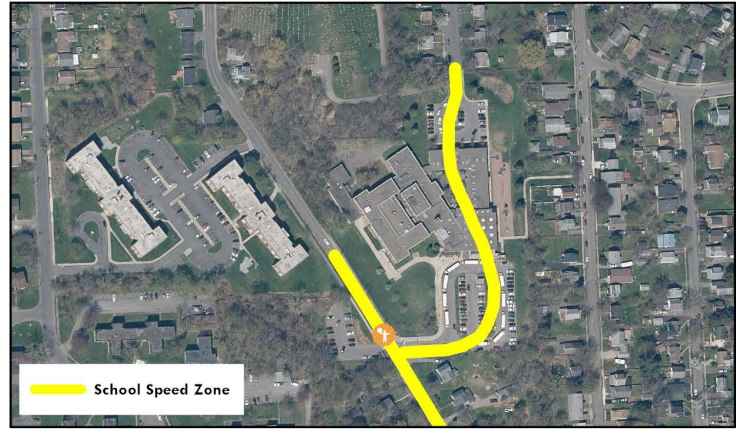
School Type: Elementary

Total Students: 639

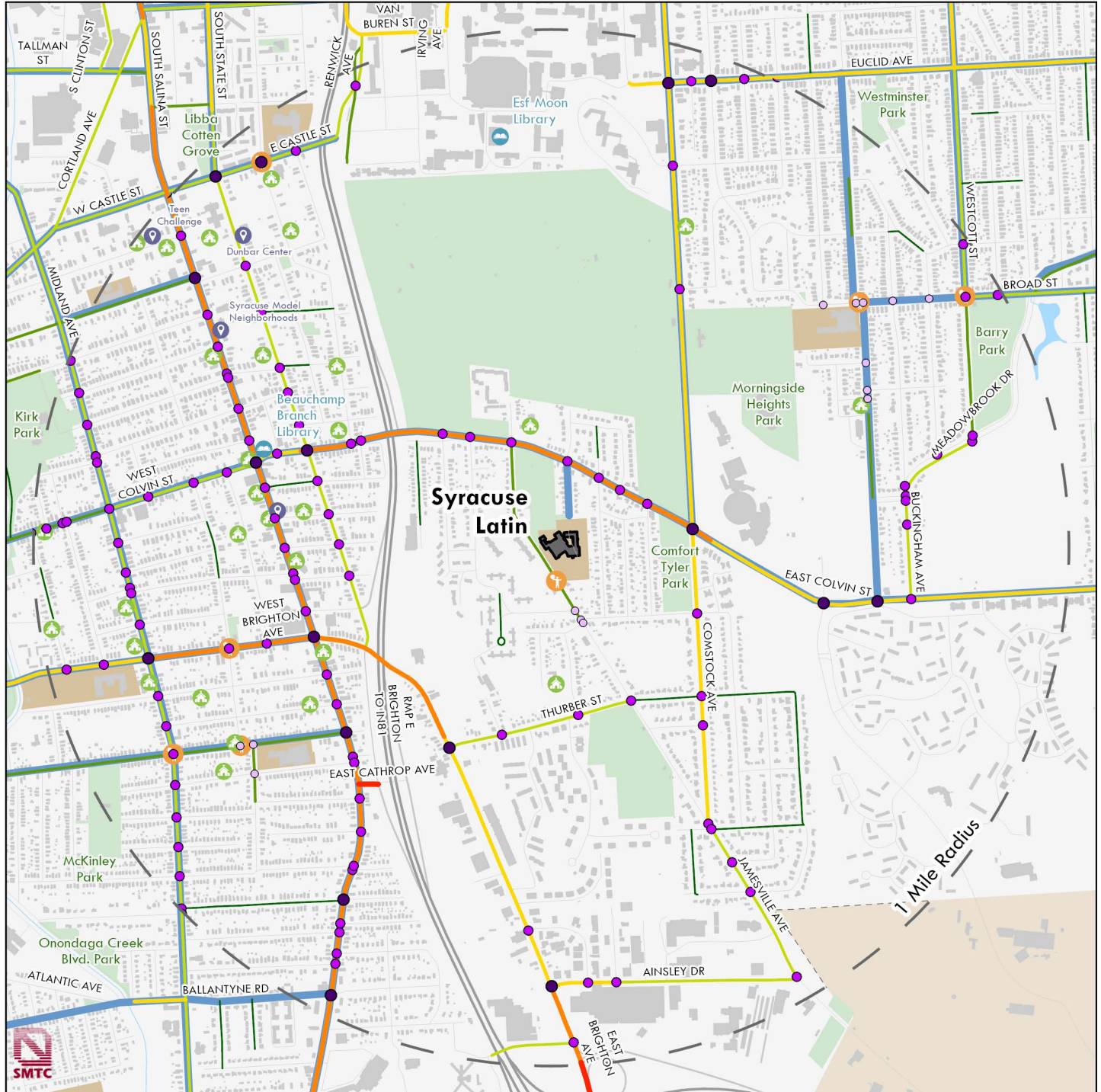
Bus-Eligible Students: 588, Not Bus-Eligible Students: 51 (16%)

Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| < 1,000 | Community Centers | Intersection Points |
| 1,001 - 2,500 | Libraries | Signalized |
| 2,501 - 5,000 | Places of Worship | Unsignalized, Arterial/Collector Road |
| 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, School Zone |
| 10,001 - 15,000 | | |
| 15,001 - 30,000 | | |



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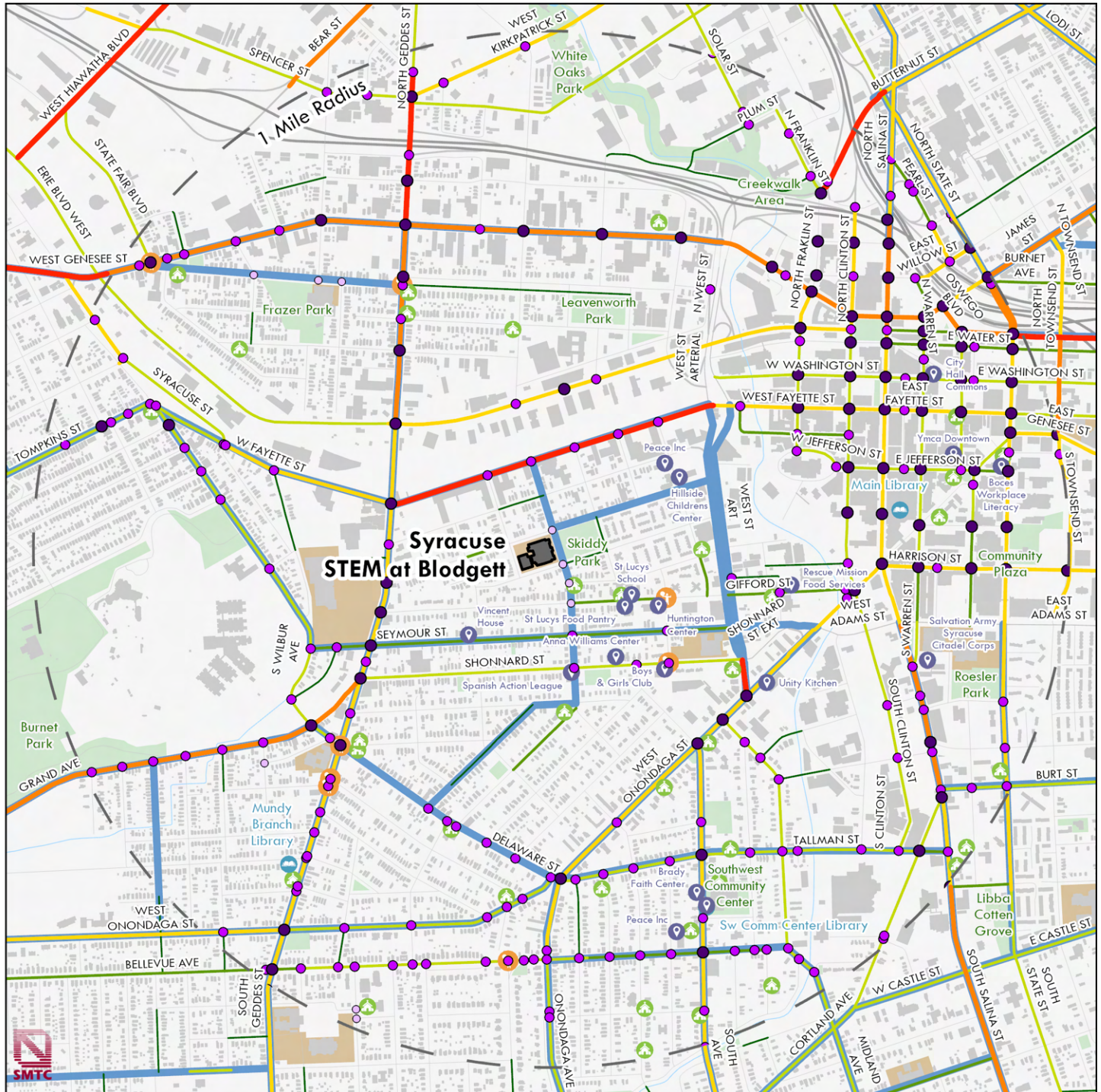
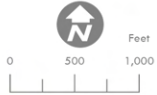


Syracuse STEM at Blodgett City of Syracuse - Safe Routes to School

School Type: Middle & Pre-K to 8 Total Students: 349
 Bus-Eligible Students: 248, Not Bus-Eligible Students: 101 (29%)
 Enrollment data from 2022-2023 school year

- | | | |
|--|---|---|
| Traffic Volumes (vehicles per day)
<ul style="list-style-type: none"> — < 1,000 — 1,001 - 2,500 — 2,501 - 5,000 — 5,001 - 10,000 — 10,001 - 15,000 — 15,001 - 30,000 | Points of Interest
<ul style="list-style-type: none"> Community Centers Libraries Places of Worship Snow Removal Pilot Routes | <ul style="list-style-type: none"> Crossing Guards Intersection Points Signalized Unsignalized, Arterial/Collector Road Unsignalized, School Zone |
|--|---|---|

This map is for planning and presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this data or map. Data sources: SMTC, NYSDOT, SCSD.



Van Duyn Elementary City of Syracuse - Safe Routes to School

School Type: Elementary

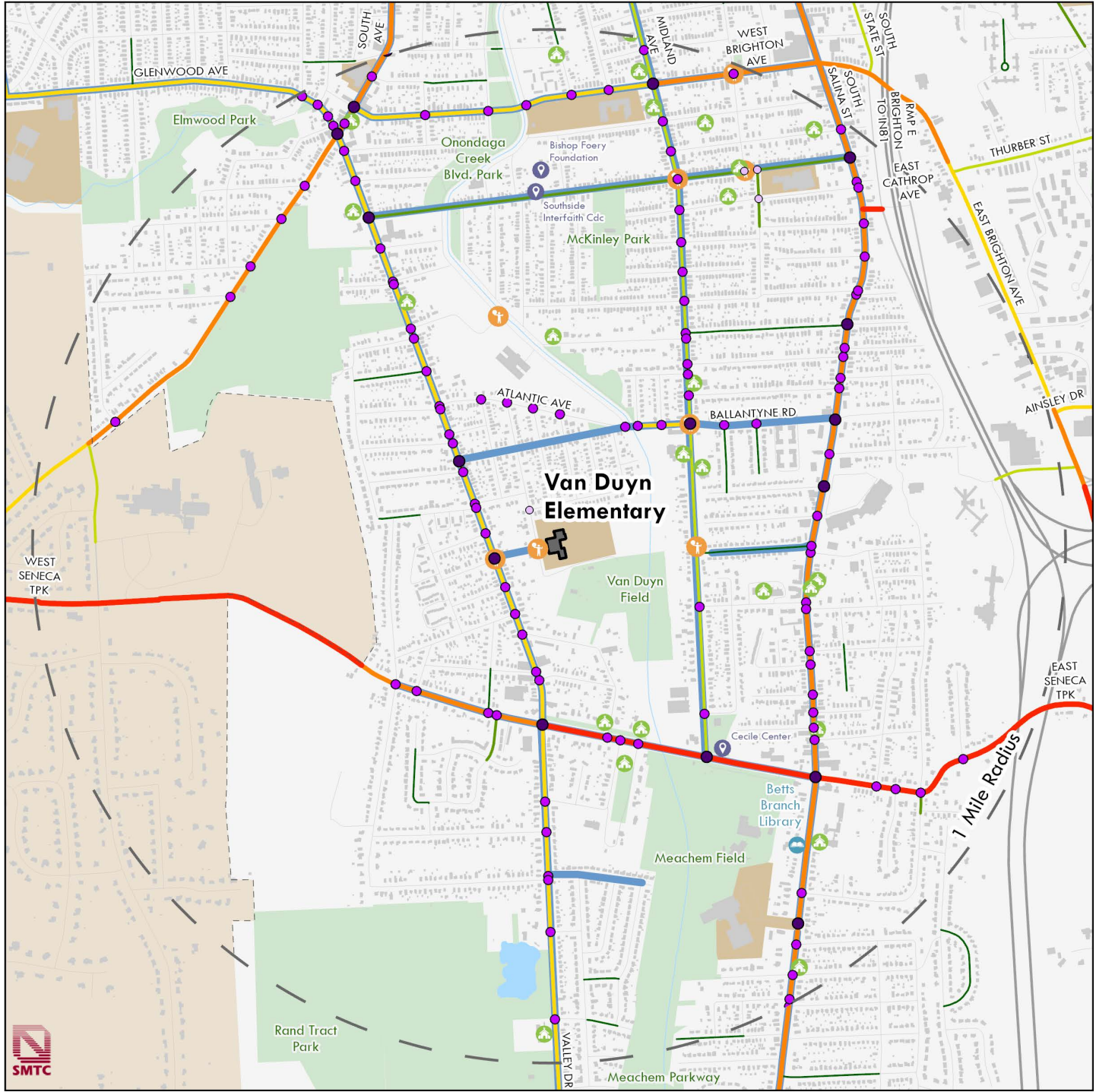
Total Students: 347

Bus-Eligible Students: 217, Not Bus-Eligible Students: 130 (37%)

Enrollment data from 2022-2023 school year



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Webster Elementary City of Syracuse - Safe Routes to School

School Type: Elementary Total Students: 641
 Bus-Eligible Students: 406, Not Bus-Eligible Students: 235 (37%)
 Enrollment data from 2022-2023 school year

- | | | |
|---|---------------------------|---------------------------------------|
| Traffic Volumes (vehicles per day) | Points of Interest | Crossing Guards |
| — < 1,000 | Community Centers | Crossing Guards |
| — 1,001 - 2,500 | Libraries | Intersection Points |
| — 2,501 - 5,000 | Places of Worship | Signalized |
| — 5,001 - 10,000 | Snow Removal Pilot Routes | Unsignalized, Arterial/Collector Road |
| — 10,001 - 15,000 | | Unsignalized, School Zone |
| — 15,001 - 30,000 | | |



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