SMTC

Westside Trail Study

May 2024

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Westside Trail Study
City of Syracuse

Syracuse Metropolitan Transportation Council

May 2024

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EXECUTIVE SUMMARY

The Westside Trail Study, completed by the Syracuse Metropolitan Transportation Council on behalf of the City of Syracuse, stems from a recommendation outlined in the SMTC's 2020 South Geddes and West Fayette Street Complete Streets Review (Complete Streets Review). Public feedback obtained through the Complete Streets Review indicated a strong desire for a multi-use trail that runs parallel to the railroad tracks on the north side of West Fayette Street, through Lipe Art Park, heading west over South Geddes Street to connect to westside neighborhoods. The Westside Trail Study examined the potential of this connection, as well as additional non-motorized connections to the Near West Side and Skunk City.

As the Near West Side redevelops it is critical that options for transit and active transportation be incorporated into public and private plans. With an upcoming City of Syracuse 2023-2027 Transportation Improvement Program (TIP) project (PIN 375712: the South Geddes & West Fayette Streets Complete Streets project) addressing recommendations on those corridors (from the previously completed Complete Streets Review), the Westside Trail Study focused on identifying bicycle and pedestrian facilities that could increase opportunities for traveling within the Westside neighborhoods, between the Westside and downtown Syracuse, as well as beyond.

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met several times over the course of the study. One public outreach session was held for the project. Most public comments received through the previously completed Complete Streets Review project were relevant to the Westside Trail Study, noting a desire for improved pedestrian and bicycle access.

The SMTC developed general recommendations that can be implemented to improve the overall active transportation experience within the study area. Sidewalks, crosswalks, and curb ramps throughout the study areas should be brought into ADA compliance and compliance with City codes. Specific recommendations include neighborhood greenway treatments (such as sharrows and speed cushions) on the following Westside Streets: Otisco Street, Hoefler Street, Bellevue Avenue, Coleridge Avenue, and Rowland Street.

In Tipperary Hill, the following recommendations are made:

- Bike lanes along both sides of Wilbur Avenue between Tennyson Avenue and Magnolia Street. A fixed parking lane is also recommended on the east side of South Wilbur Avenue. Sharrows are recommended between Tompkins Street and Tennyson Avenue
- As a potential future option, Tompkins Street could be restriped from Avery Avenue to South Wilbur Avenue to have fixed parking and a bike lane on one side and sharrows on the other side.
- Square off the northeast and southeast corners of the Avery Avenue/Salisbury Road/Whittier Avenue intersection for safer crossing.

Skunk City recommendations include:

- A shared-use path through the small park ("Harbor Brook Pocket Park") northwest of the intersection of Delaware Street and Grand Avenue. The path will connect the intersection of Delaware Street and Amy Street to the intersection of Grand Avenue and Cadwell Street, following along Harbor Brook.
- A shared-use path along the north side of Grand Avenue, connecting the Harbor Brook Pocket Park to Hoefler Street. Sidewalks are recommended for areas along the south side of Grand Avenue that are currently missing them.
- Extend the curbs at the intersection of Grand Avenue and Burnet Park Drive and add an RRFB to assist with crossing Grand Avenue.
- Improve the surface of the path along Rowland Street that extends into WEP property. Along the path, benches and a bike repair station are recommended as well as including informational signage on the engineered wetland on the site.
- An improved crossing for cyclists and pedestrians across Velasko Road at the eastern driveway to Western Lights Plaza. Widen the sidewalk on the east side of Velasko Road and add a sidewalk to the west side of Velasko Road. Add a pedestrian refuge island to the existing median, and an RRFB to this crossing.
- As an east-west alternative to the Rowland Street extension, a shared-use path is recommended along the north side of West Onondaga Street from Velasko Road to South Geddes Street. Add a sidewalk along the south side of West Onondaga Street.

The final set of recommendations for the Westside Trail Study involves the creation of the Westside Trail:

- At the intersection of Seneca Street and West Fayette Street, an RRFB is recommended for crossing West Fayette Street.
- A shared-use path along the north side of West Fayette Street is recommended from the mid-block crossing at Seneca Street, connecting Lipe Art Park, the Pump Track, and the restaurant at the West Fayette Street and South Geddes Street intersection. Adding bike racks is also recommended.
- A shared-use path over the South Geddes Street bridge, heading west through the treed area along the berm above West Fayette Street.
- Continue the trail over the disused railroad bridge over West Fayette Street, and build a ramp down to the south side of West Fayette Street to connect to Magnolia Street OR,
    - Should the city decide not to utilize the railroad bridge over West Fayette Street, add a raised crosswalk with RRFBs at Magnolia Street so that those using the WST can cross West Fayette Street.

The last chapter of the Westside Trail Study also includes planning level cost estimate charts for the noted recommendations.

Mural on West Fayette St

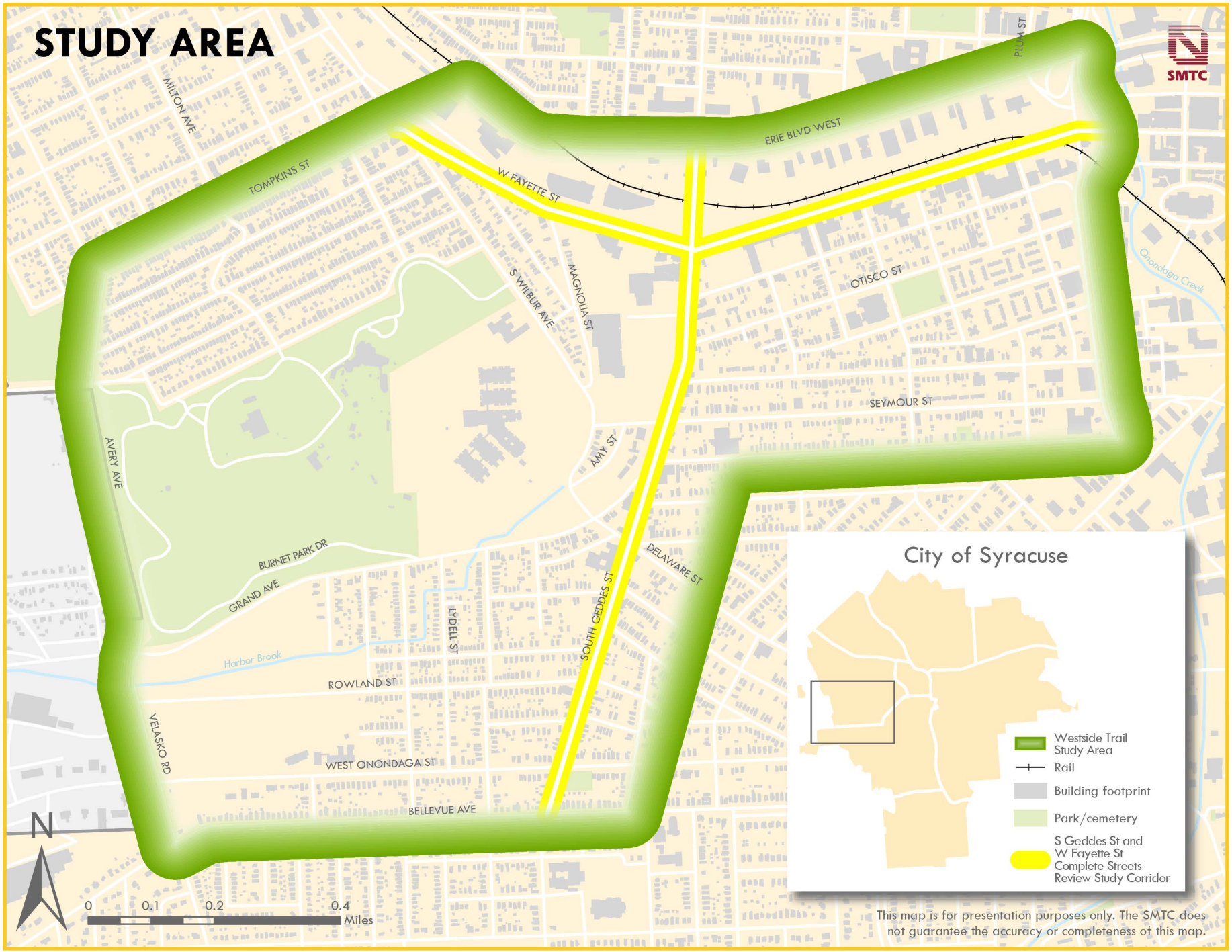


Figure 1 - Study Area of Westside Trail Study

CHAPTER 1
Introduction

1.1 Overview

As part of the 2022-2023 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) has agreed to complete the Westside Trail Study on behalf of the City of Syracuse.

The Westside Trail Study stems from a recommendation outlined in the South Geddes and West Fayette Street Complete Streets Review (Complete Streets Review) which was completed by the SMTC in September 2020 for the City of Syracuse. Public feedback obtained through the Complete Streets Review indicated a strong desire for a multi-use trail that runs parallel to the railroad tracks on the north side of West Fayette Street, through Lipe Art Park, heading west over South Geddes Street to connect to west side neighborhoods. The Westside Trail Study will examine the potential of this connection, as well as additional non-motorized connections to the Near West Side and Skunk City.

The City of Syracuse has a project coming up on the 2023-2027 Transportation Improvement Program (TIP) – PIN 375712: the South Geddes & West Fayette Streets Complete Streets project, where they will begin project engineering and design. The intent of the project is to implement improvements recommended in the SMTC's Complete Streets Review for the Geddes and Fayette corridors, consisting of pavement reconstructing/repaving, sidewalk reconstruction, cycling facilities (either on road or off shoulder), PSAP improvements at intersections, new striping, formalization of parking on West Fayette Street and demarcation of transit stops.

As the TIP project is focused on the South Geddes and West Fayette Street corridors, the Westside Trail Study will focus on making the connections to these corridors from Downtown, and to the Near West Side as well as to Skunk City and the Western Lights Plaza. These connections can take the shape of off-road trails, as well as on-road facilities for bicyclists and sidewalks for pedestrians.

This study will review existing conditions in the area surrounding South Geddes Street and West Fayette Street (Figure 1), as well as draw from the previously completed Complete Streets Review of these corridors, the SMTC's Western Lights Pedestrian Access Study, completed in 2016, and the Syracuse Bicycle Plan 2040. The City of Syracuse was also recently awarded funding as part of the 2021 TAP-CMAQ Program for their Erie Boulevard West Improvements (multi-use path/trail) project (Figure 2). The City of Syracuse Westside Trail Study will examine a potential connection to this project as well. The Onondaga County Empire State Trail (EST) Local Economic Opportunities Plan (LEOP) was completed in June 2022 and includes proposed connections to the EST. Those connections that fall within the study area of the Westside Trail Study will also be examined.

The purpose of this planning study is to help the City identify opportunities to add or improve bicycle and pedestrian facilities to increase opportunities for traveling within the Westside neighborhoods and between the Westside and

2012	City of Syracuse creates neighborhood bicycle recommendations and concept designs.	Adopted in 2005 and updated in 2012 as part of the Syracuse Comprehensive Plan 2040, the Syracuse Bike Plan justifies creating a rigorous bicycle network and outlines how the City of Syracuse can expand its current system. Using a bike network suitability matrix, the bike plan provides a clear methodology for determining the best corridors for bicycle infrastructure. The report highlights appropriate bicycle infrastructure options for the City of Syracuse environment and proposes conceptual designs for the most suitable corridors.
2020	SMTC pubishes South Geddes Street and West Fayette Street Complete Streets Review.	Through Census and traffic data analysis and public participation, the SMTC developed specific recommendations that can be implemented to improve the overall active transportation experience within these corridors. Additionally, a network of roads where proposed as candidates for future investment in active transportation.
2023	City of Syracuse DPW restripes to create bike and mixed use treatments.	City Department of Public Works is aniticpated to restripe parts of Magnolia Street and a segment of West Fayette Street for bicycle safety. These include treatments such as two-way bike lanes, striped parking, and sharrows.
Expected 2024	City of Syracuse DPW connects Near Westside to Downtown.	City Department of Public Works is anticipated to connect bicycle infrastructure through the Near Westside along Seneca Street, Marcellus Street, Wyoming Street and Otisco Street using a mixture of multi-use paths, sharrows, speed humps, bollards, and high visibility crosswalks.
Expected 2026	Multi-use path, new sidewalks, and sharrows along Erie Blvd West.	The Transportation Alternatives Program (TAP) has funded the construction of multi-use paths along Erie Blvd West from W Genesee St to Plum St, segments of new sidewalk from the rail bridge to Plum St, and sharrows for the bridge over West Street.
Expected 2027	Improvements to S Geddes Street expected through TIP.	The Transportation Improvement Program (TIP) has funded scoping and design for improvements along South Geddes Street as recommended in the Complete Streets study from 2020. These imrovements would include repaving, sidewalk reconstruction, cycling facilities, pedestrain safety improvements, striping, formalized parking, and transit stops.

downtown Syracuse, as well as beyond. As the Near West Side redevelops it is critical that options for transit and active transportation be incorporated into public and private plans. As South Geddes and Fayette Streets were thoroughly examined within the Complete Streets Review, and with an upcoming TIP project addressing recommendations on those corridors, the Westside Trail Study will not address these corridors or conduct further field work on them.

1.2 Study Process

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met several times over the course of the study. The SAC consisted of the both the City Planning and Sustainability and Business Development divisions of the City of Syracuse Department of Neighborhood and Business Development, the City of Syracuse Engineering, Parks, and Public Works Departments, the Onondaga County Department of Planning, and the Central New York Regional Transportation Authority (Centro).

A Public Involvement Plan (PIP) was created for the project which guides the process for reaching out to and including the public in the planning process (see Appendix A for the PIP). In May 2023, the SMTC participated in a public outreach session at a Westside TNT meeting, held at Hazard Branch Library, where staff shared a powerpoint to introduce the project and answer questions. Approximately 15 people attended the meeting. A meeting summary shared by the Westside TNT can be found in Appendix A. The draft final document was posted to the SMTC website for review in advance of the May 2024 SMTC Planning and Policy Committee meetings.

1.3 Relevant Plans and Studies

The SMTC reviewed the following documents to determine what ideas have been developed (and in some cases implemented) to improve walking and bicycling within and around the Westside. The studies serve as background and supplemental information for the Westside Trail Study, and are summarized below:

- South Geddes and West Fayette Street Complete Streets Review, SMTC - 2020
- Western Lights Pedestrian Access Study, SMTC - 2016
- Syracuse Bicycle Plan 2040
- Onondaga County Empire State Trail Local Economic Opportunities Plan, SMTC - 2022

South Geddes and West Fayette Street Complete Streets Review, SMTC - 2020

The South Geddes and West Fayette Complete Streets Review was completed as part of the Syracuse Metropolitan Transportation Council's (SMTC) 2018-2019 and 2019-2020 Unified Planning Work Programs (UPWP) on behalf of the City of Syracuse. South Geddes and West Fayette Streets are important corridors on the city's Near West Side, linking neighborhoods to one another and to Downtown Syracuse. This study focused on the portion of South Geddes Street between Erie Boulevard West and Bellevue Avenue and along West Fayette Street between Walton Street and Tompkins Street. Under the City's recently completed ReZone Syracuse plan, both corridors are anticipated to see an increase in development options. As the Near West Side redevelops it is critical that options for transit and active transportation be incorporated into public and private plans. The City requested that the SMTC conduct this study to identify opportunities to add or improve bicycle, pedestrian, and transit facilities within the existing rights-of-way on both corridors. Most public comments received through this study acknowledged a need for improved pedestrian access, and facilities, as well as a desire for bicycle accommodations, as none currently exist within the study area limits. The desire for formalized parking along the western end of West Fayette Street was also noted (Figure 3).

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

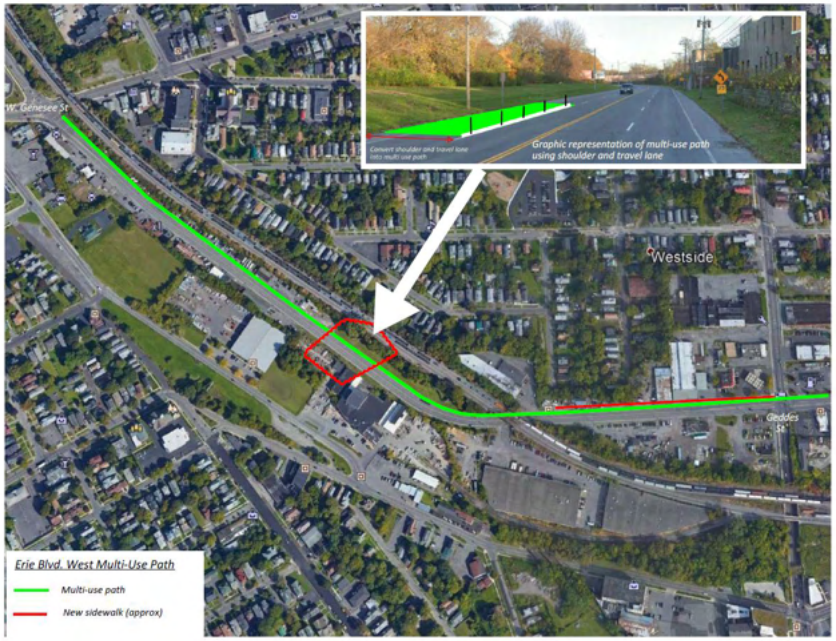


Figure 2 - Concept Design for separated bike lanes and sidewalks on Erie Blvd West from the project's TAP Application

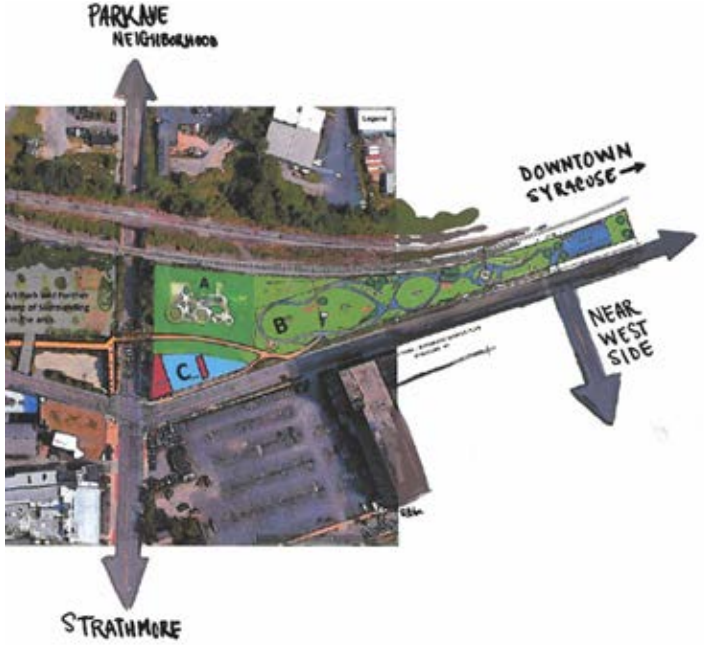


Figure 4 - Submitted concept design for Lipe Art Park from Geddes/ Fayette Complete Streets Study

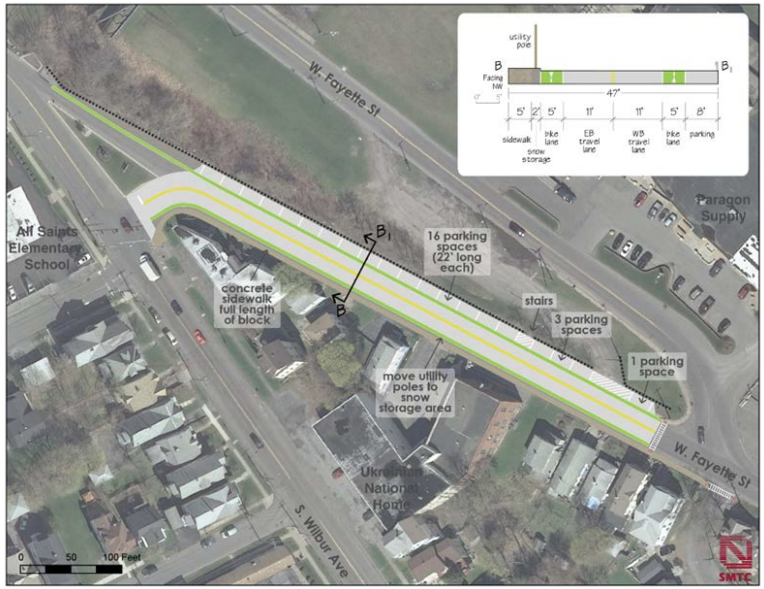


Figure 3 - Concept Design for W Fayette St from Geddes/Fayette Complete Streets Study

Figure 5 - Concept Design for S Geddes St from Syracuse Bike Plan

Specific study recommendations include either a sidepath on the west side of South Geddes Street, or a road diet on South Geddes Street so bike lanes can be added. A sidepath would accommodate both bicyclists and pedestrians. A road diet would continue to accommodate pedestrians on both sides of Geddes Street and provide on-road bicycle facilities for cyclists. The SMTC prepared section elevation concept drawings of what bike lanes or a shared use path could look like on South Geddes Street between West Fayette Street and Erie Boulevard West. The public preferred the sidepath to the bike lanes.

On West Fayette Street, formalized parking on the western end of the corridor was recommended along with improved sidewalks. Public input suggested a preference for the option that adds formalized parking to both sides of West Fayette Street, as well as a 6-foot sidewalk to the south side of the street (in summer 2023, the City formalized parking on both sides of West Fayette Street between Wilbur Ave and Nelson Streets with striping). A walkway enhancement design concept for improving the bridge under abandoned railroad tracks on West Fayette Street (west of South Geddes Street) was also shared with the public and is suggested for improving the pedestrian experience here. Through this study, it was clear that a multi-use trail linking Lipe Art Park to the west side of South Geddes Street is highly desired by the public and would make a great addition to these neighborhoods (Figure 4).

Western Lights Pedestrian Access Study, SMTC - 2016

The Western Lights Pedestrian Access Study is the second part of the SMTC's Sustainable Streets - Sidewalks Project. The first part of this project included an inventory of the region's sidewalks, compilation of a reference manual addressing sidewalk issues, and the development of a pedestrian demand model. A study of pedestrian facilities in the Western Lights area was recommended by the Town of Geddes.

This study's purpose was to examine conditions and identify possible improvements to pedestrian access in this area. The many retail stores in this relatively small area (including a pharmacy and two supermarkets) represent a significant destination for people walking to and from nearby neighborhoods. This was borne out by a count of pedestrian traffic, which identified a significant pattern of east-west pedestrian movement, particularly between the Skunk City neighborhood and the shopping plaza. NYSDOT's Complete Streets Checklist was used to evaluate existing pedestrian facilities (at the time of the study) in this area. Sidewalks, crosswalks, and pedestrian signals are present in this area, but not along all roadways or at all intersections. The ability to create a more pleasant pedestrian environment is constrained in some areas by topography, with steep grades dropping off on the south side of Grand Avenue and the west side of Velasko Road. Similarly, the steep topography along the roads north of Grand Avenue impedes north-south pedestrian access.

The study identified numerous possible improvements to pedestrian access, those that relate to the Westside Trail Study are as follows:

- Redesign Velasko Road entrance to Western Lights and add mid-block crossing
- Modify Western Lights Plaza's Velasko Road driveway to reinforce its current right-in, right-out only design.

Syracuse Bicycle Plan

The Syracuse Bicycle Plan (Bike Plan), a component of the Syracuse Comprehensive Plan 2040, presents a vision for a city-wide bicycle network and includes neighborhood-specific recommendations to achieve this vision. Organized by the City's Tomorrow's Neighborhoods Today (TNT) planning areas, several corridors were identified as good candidates for bicycle infrastructure improvements in the Westside area TNT area (see Figure 6).

Geddes Street is the primary north-south travel route within this sector of the city. The Bike Plan envisions a robust network of bicycle infrastructure including standard bike lanes on primary corridors (such as Geddes Street (Figure 5), Erie Boulevard West, and West Genesee Street) complemented by multi-use paths (for example, along portions of the CSX rail line and Lipe Art Park), neighborhood greenways (such as along Otisco Street) and a mix of bicycle infrastructure – like sharrows, and bicycle lanes where they fit (along the Delaware Street, West Fayette Street, Wilbur Ave and Tompkins Street corridors) to provide connections to the primary corridors.

The Bike Plan states that the neighborhood recommendations should be considered only as a "starting point for neighborhood discussion".

Onondaga County Empire State Trail Local Economic Opportunities Plan, SMTC -2020

The Empire State Trail (EST) is a system of existing and newly connected multi-use trails spanning New York State, including the Erie Canalway Trail (which runs east and west primarily along the Old Erie Canal), and the Hudson River Valley Greenway (stretching from New York City to Canada along the Hudson River and Champlain Canal)[1]. Approximately 350 miles of new trail were constructed in 2020/2021 to close the gaps in this system.

The focus of the Onondaga County Empire State Trail Local Economic Opportunities planning effort was to create a document to encourage and assist municipalities/economic development areas that are adjacent to the Empire State Trail to capitalize on their proximity to the trail. A comfortable cycling side-trip distance of approximately four miles to or from the EST to access needed or desired services, was considered EST-proximate.

Several potential resources and services for trail-goers were mapped using Geographic Information Systems (GIS), including shopping centers, retail, arts and entertainment, accommodations, museums, health care and festivals, to name a few. Not surprisingly, potential resources and services are clustered in the City and village/hamlet areas located within the four mile radius of the EST. Eighteen existing or potential economic activity clusters, dubbed "Economic Development Opportunity Areas" (Opportunity Areas), were identified using this initial mapped inventory. Municipal leaders in each of these areas were interviewed and surveyed to solicit local knowledge and input on optimal bike route linkages between the EST and local resources in support of existing and new or expanded economic opportunities[2]. Within the Onondaga County Empire State Trail Local Economic Opportunities Plan (Economic Opportunities Plan), existing resources are identified, the visions of the municipalities from outreach and interviews are documented, and planning level recommendations are suggested for connections along the EST.

Tipperary Hill (Tipp Hill) in Syracuse is one of the Opportunities Areas recommended to be considered for a connection to the EST. Facilities in the Tipp Hill area recommended for improvements to accommodate cyclists included:

- Milton Avenue – 1.3 Miles
- Burnet Park Drive – 0.3 Miles
- Tompkins Street – 0.3 Miles
- West Fayette Street – 0.6 Miles

The Economic Opportunities Plan also calls out two other potential connections to Tipp Hill:

- From the downtown location of the Creekwalk at West Fayette Street, travel west along West Fayette Street to Lipe Art Park, through the park by the Pump Track, and then over the unused Geddes Street railroad bridge. The route could then continue on West Fayette Street up to Tompkins Street into Tipp Hill.
- Erie Boulevard West could connect with the Creekwalk if a safe bicycle link could be made.

The aforementioned plans and studies illustrate the need, desire, and community-vetted ideas to improve bicycle and pedestrian mobility within and around the Westside area and were considered throughout the development of the Westside Trail Study.

1 Onondaga County, CNYRPDB, SOCPA, SMTC, Onondaga County Empire State Trail Local Economic Opportunities Plan, June 2022, p. 4.

2 Onondaga County, CNYRPDB, SOCPA, SMTC, Onondaga County Empire State Trail Local Economic Opportunities Plan, June 2022, p. 8.

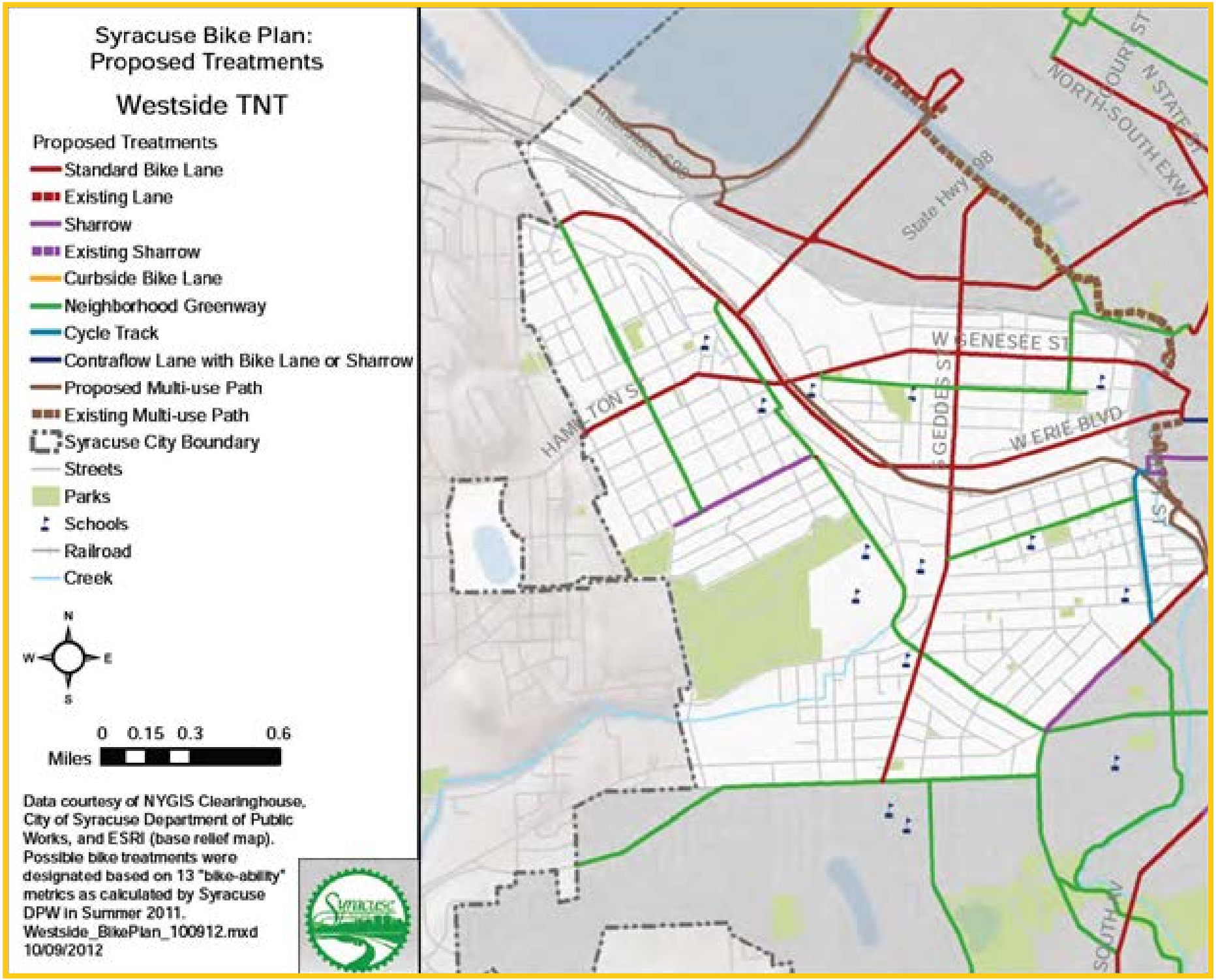


Figure 6 - Syracuse Bicycle Plan

Figure 7 - Census Tracts for Demographic Analysis

CHAPTER 2
Existing Conditions

2.1 Demographics

This study builds on the Geddes/Fayette Streets - Complete Streets Review. The same Census tracts (Figure 7) used in the Complete Streets study were selected for this study to identify changes in demographics over time. The Complete Streets study used American Community Survey (ACS) data averaged over the 5 years, 2012-2016. The Westside Trail study also usesd ACS data, averaged over the 5-year period, 2017-2021.

The tracts identified in this study contain parts of 6 distinct neighborhoods: Downtown to the east contains Tract 32; the Park Ave neighborhood north of Erie Blvd contains Tract 21.01; the Near Westside to the east of S Geddes St contains Tracts 30, 39, and 40; Tipp Hill northwest of Burnet Park contains Tract 29.01; Skunk City south of Burnet Park contains Tract 38; and Strathmore south of Bellevue Ave contains Tracts 49 and 50. These neighborhoods are separated by both geographic features such as the steep grade towards Strathmore and towards Tipp Hill as well as constructed features such as the CSX rail line.

POPULATION DENSITY

According to decennial US Census data, the population of this area decreased by about 5% over 20 years from 23,250 in 2000 to 22100 in 2020. However, the population has increased by 5% between the 2016 and 2021 5-year ACS estimate, from 21,112 to 22,163 . The tracts that have seen the greatest population changes between 2016 and 2021, according to ACS 5-year estimates, have been Tracts 30 and 40 in the Near Westside with a population loss of 11.7% and 26.1%, respectively, and Tracts 39, 32, and 49 across the study area with a population growth of 19.1%, 19.9%, and 26.8%, respectively.

According to the 2020 Census, the total density of the study area is 5,909 people per square mile which is an increase in population density from the 2016 ACS 5-year estimate of, 5,600 people per square mile. The study area also has a slightly greater population density than the City of Syracuse, which is 5,796 people per square mile.

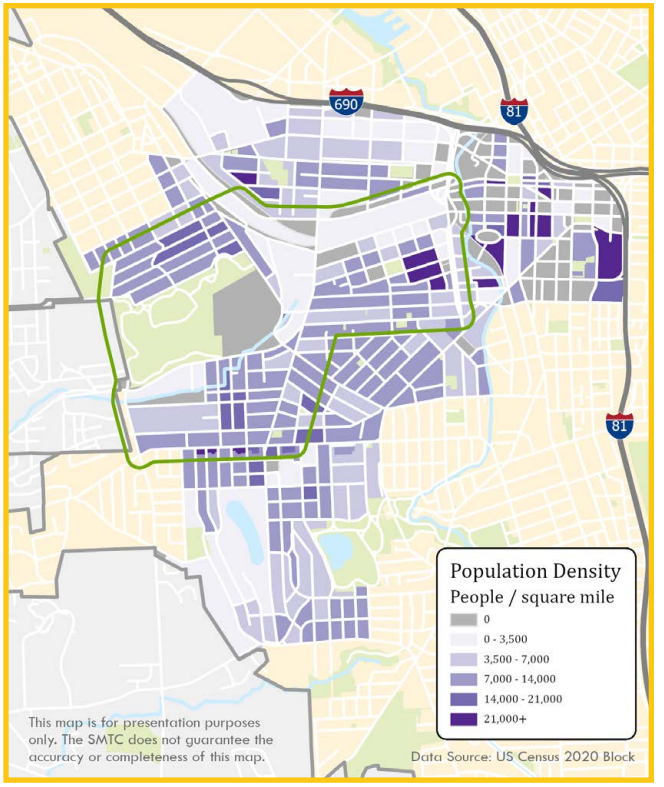


Figure 8 - Population Density by US Census Blocks

Even with the 5% loss in population in the Near Westside, Tract 30 (Figure 8) still holds some blocks with the highest population density due to the James Geddes Rowhouses and a few high rises operated by the Syracuse Housing Authority for senior housing. Most other pockets of high density are in Tract 32, downtown.

RACE & ETHNICITY

Race data from the 2021 ACS 5-year estimates was analyzed for this report, and 2020 US Census data was visualized in Figure 9.

Through an examination of the 2021 ACS 5-year estimates, the racial demographics of the study area are similar to that of Syracuse as a whole, with significantly more Hispanic/Latino residents (study area: 18%, City: 10.5%). Compared to the City as a whole, the study area has about the same proportion of white residents (study area: 43.6%, City: 45.9%) and Black residents (study area: 26.4%, City: 29.3%).

Tract 29.01, part of the Tipp Hill neighborhood, is 78.8% white. This is a decrease from the 2016 ACS 5-year estimate which found the tract 93.5% white. The Near Westside neighborhood has the City's highest density of Hispanic/Latino residents with 30.9% across Tracts 30, 40, and 39. Tract 30 has the highest with 35.9% of residents identifying as Hispanic/Latino. Still, this proportion has decreased since the 2016 5-year ACS estimates when the percent of Hispanic/Latino people in Tract 30 was found to be 45%. Skunk City, Tract 38, while a largely Black neighborhood, is the most diverse in the study area. 35.3% of residents are Black, 26.9% are white, 25.8% are Hispanic/Latino, 9.7% are mixed, and 1% are Native American.

AGE

The median age for the study area (Figure 10), according to 2021 ACS 5-year estimates is 30.6. This is a decrease from the 2016 ACS 5-year estimate of 34.6. This is below both the City's median age (38.8) and the County's (39.4). Skunk City has a noticeably low median age of 18.3 while the Strathmore tracts (49 and 50) have the highest median ages in the study area with 36.1 and 36.6 respectively.

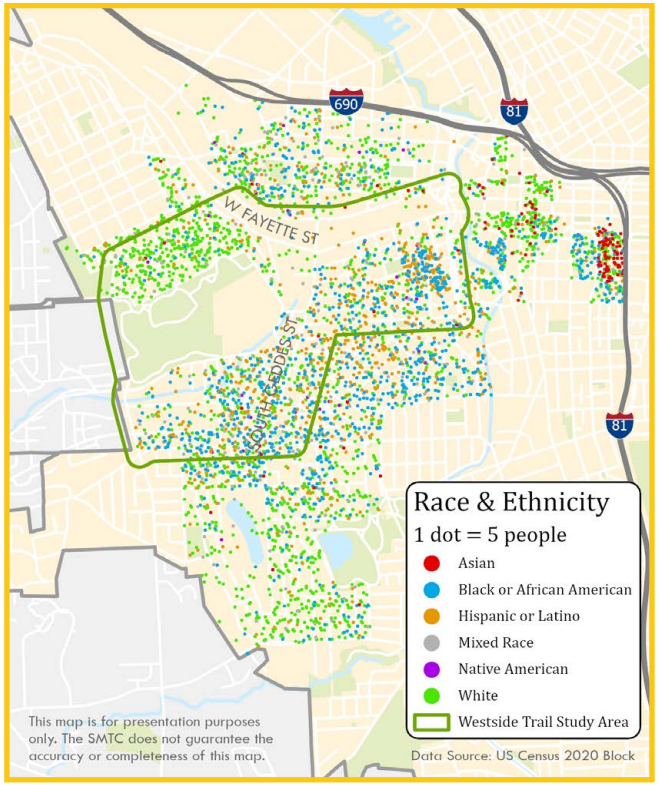


Figure 9 - Race & Ethnicity by US Census Block

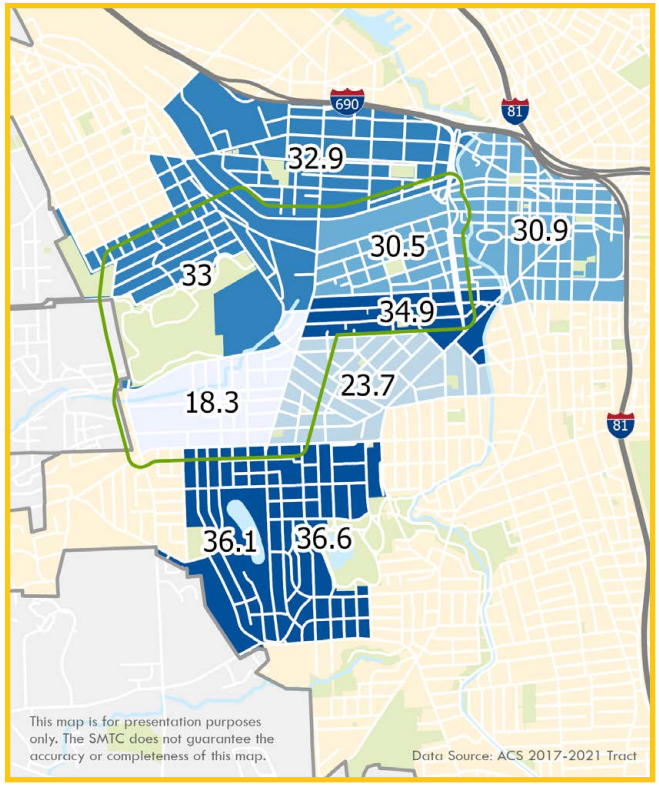


Figure 10 - Median Age by ACS Census Tract

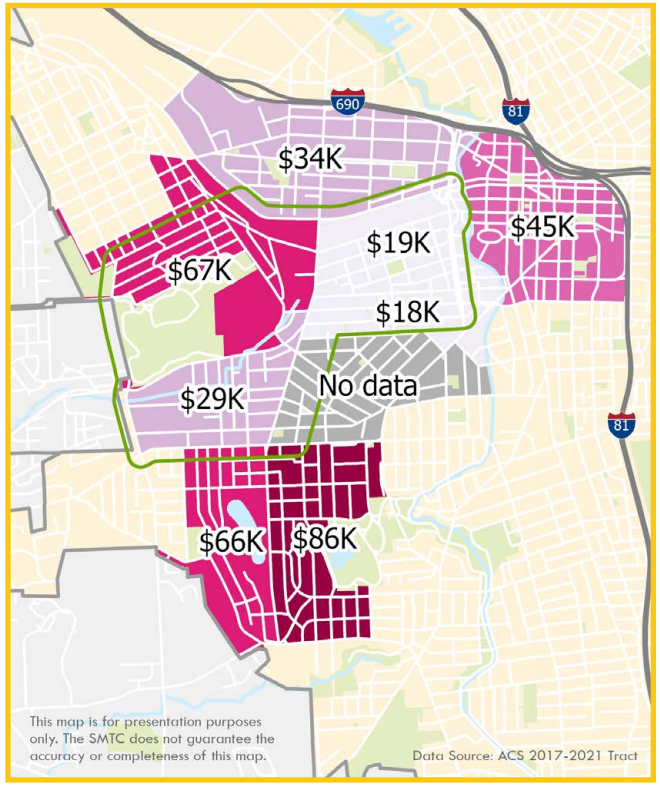


Figure 11 - Median household income by ACS Census Tract

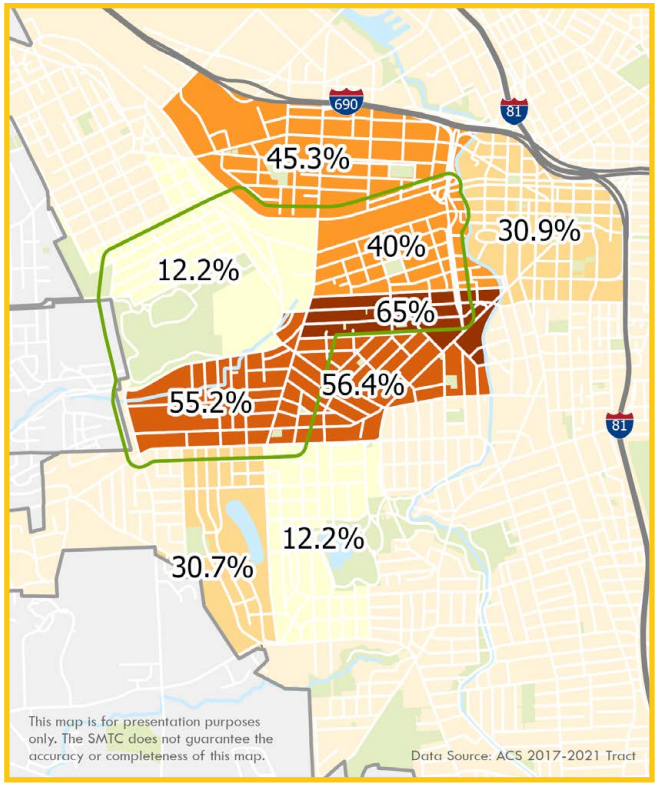


Figure 12 - Poverty rate by ACS Census Tract

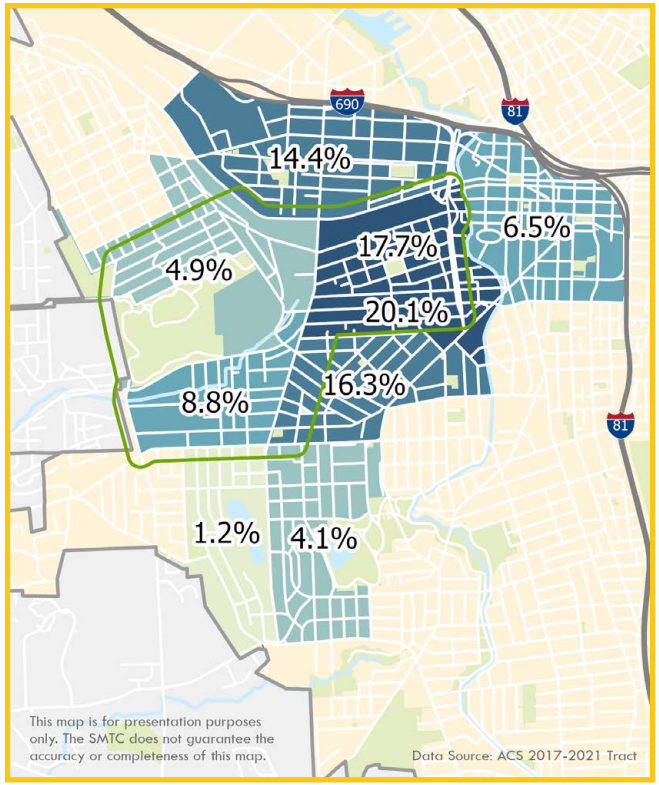


Figure 13 - Unemployment rate by ACS Census Tract

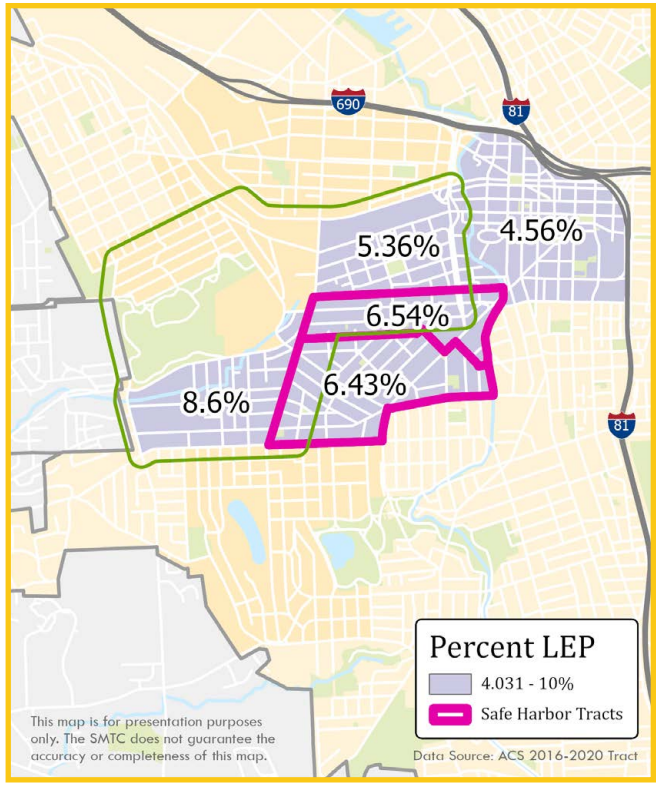


Figure 14 - Limited English Proficiency (LEP) by ACS Census Tract

INCOME LEVEL & POVERTY

The median household income in the study area (Figure 11), estimated using 2021 ACS 5-year estimates, is a bit higher than the City as a whole: $42,300 in the study area compared to $40,100 in the City. There are highs within the Strathmore neighborhood ($86,000 and $66,000) and Tipp Hill ($67,000) and lows in the Near Westside ($18,000 and $19,000).

Poverty in the study area is higher than that in the City: 38% of residents in the study area are living below the poverty line, compared to 28.7% of residents in the City. Figure 12 shoes poverty rate by census tract in the study area. The two southern tracts of the Near Westside and Skunk City have high poverty rates with the highest being 65%. The lowest are Tipp Hill and the eastern tract of Strathmore, both with a 12.2% poverty rate.

One significant change since the 2016 ACS 5-year estimates is the rise in the median household income. There was a significant increase; however, Tract 39 did not gather enough responses to be statistically significant, so it was removed from the calculation. Because of this, the median household income of the study area would likely be artificially inflated for the 2021 5-year estimates. Another change is that incomes have risen since the 2016 ACS 5-year estimate, even after adjusting for inflation. Yet, poverty rates have also increased (from 37% to 38%) though decreasing in the entire City (34% to 28.7%).

Unemployment for the study area was 8.93% and 6.90% for the City. Figure 13 shows unemployment rates for each census tract in the study area.

LIMITED ENGLISH PROFICIENCY (LEP)

A Census tract is considered to have a 'concentrated' Limited English Proficiency (LEP) population if individuals who speak a language other than English and speak English less than 'very well' make up more than the county average.' On average, 4.03% of Onondaga County residents speak a language other than English and speak English less than 'very well.'

To calculate LEP concentrations throughout the study area, data from the 2016-2020 ACS 5-year estimates were collected and analyzed. Within the City of Syracuse, 5.96% of people are Spanish speakers and 1.89% are Spanish speakers who speak English less than 'very well.

Within the study area (Figure 14), 5 tracts had concentrated LEP populations. These tracts include the three tracts that make up the Near Westside as well as the tracts for Skunk City and Downtown. Skunk City has the highest concentration of people with limited English proficiency in the study area at 8.60 percent.

Safe Harbor tracts are defined as Census tracts with a concentration of LEP individuals and where more than 5% of the population speaks a specific language other than English and speaks English less than 'very well.' Only tracts 39 and 40 within the Near Westside were found to be Safe Harbor tracts for people who speak Spanish.

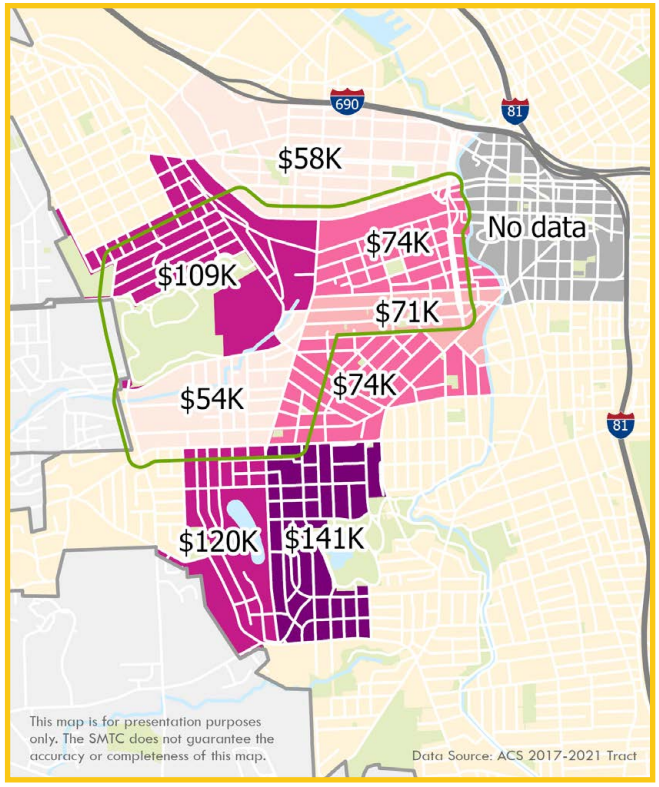


Figure 15 - Median home value by ACS Census Tract

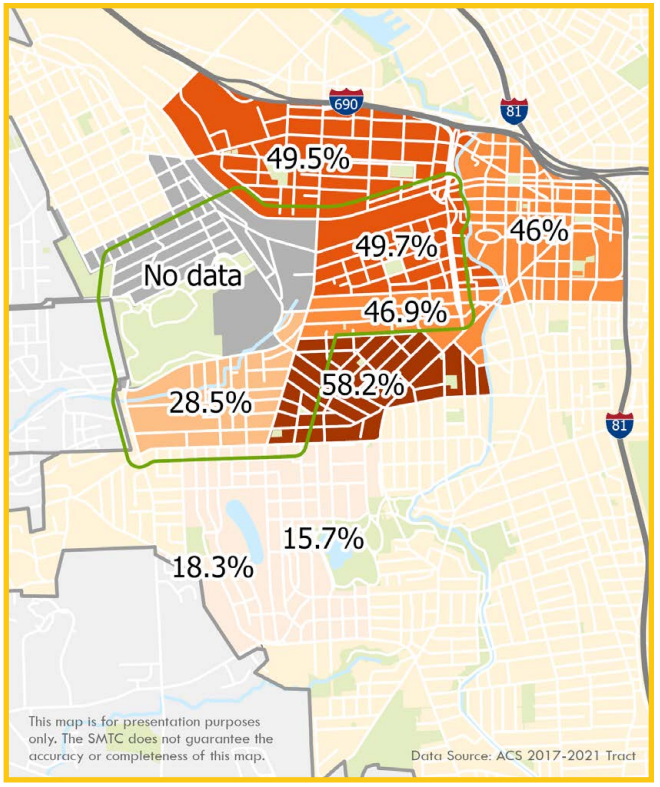


Figure 16 - Percent of households without a vehicle or 'car light' by ACS Census Tract

HOUSING

The median value of owner-occupied homes for the study area according to the 2021 ACS 5-year estimate is $99,293. This is significantly lower than the value for owner-occupied homes in the entire City at $123,000. Figure 15 shows median home value by census tract.

ACCESS TO A PERSONAL VEHICLE

Access to a vehicle can limit employment and general mobility options for a household. Not only do houses without access to a personal vehicle experience these issues, households with more commuting workers than personal vehicles run into similar issues, specifically when commuting. This is called a 'car light' household.

According to 2021 ACS 5-year estimates (Figure 16), 40.5% of households in the study area are either car light, or have no access at all to a personal vehicle. However, due to a lack

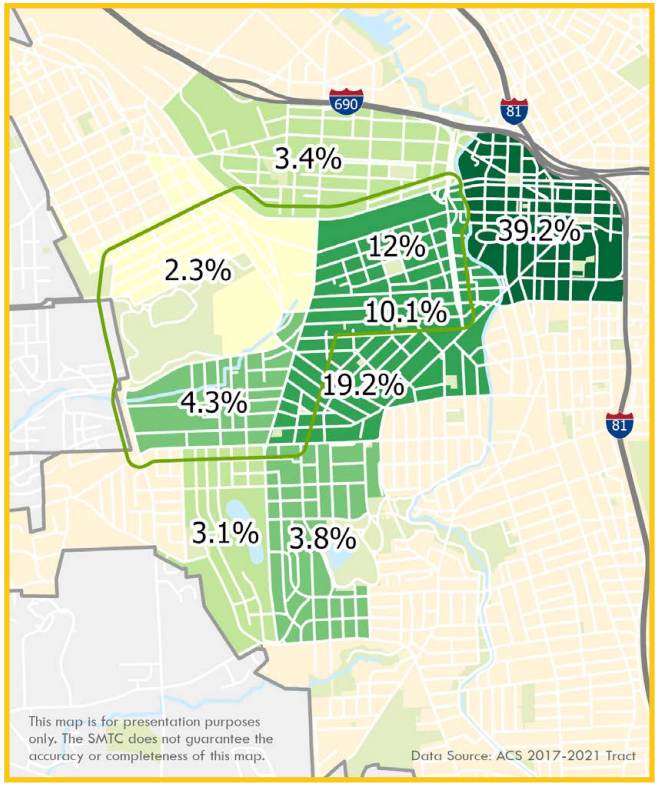


Figure 17 - Percent of commuters who walk or bike to work by ACS Census Tract

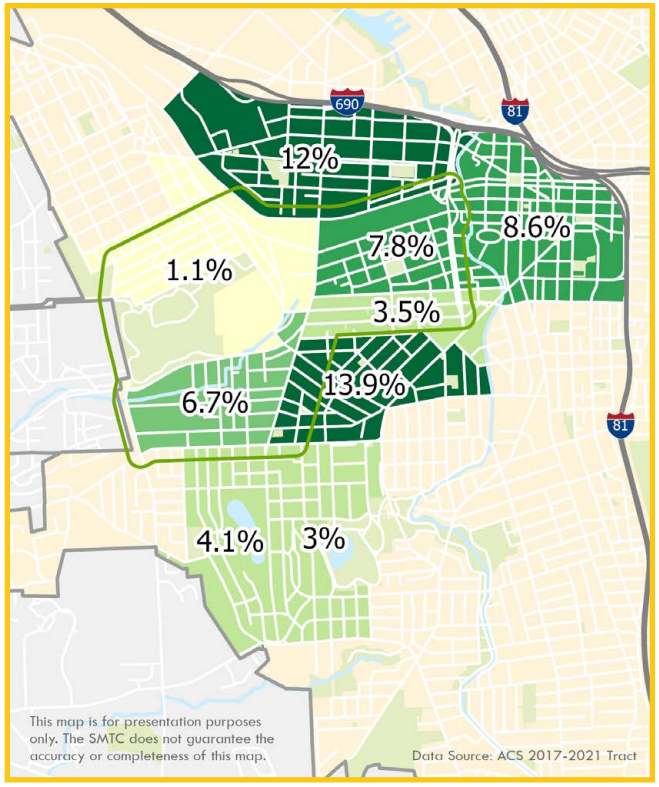


Figure 18 - Percent of commuters who ride public transit to work by ACS Census Tract

of responses to the survey, Tract 29.01 (Tipp Hill), was excluded from this calculation. This may have shifted this figure toward a higher percentage. Still, this 40.5% of households is significantly higher than the 29.6% of households within the City that are either car light or have no access to a personal vehicle.

The neighborhood with the highest rate of car light and no personal vehicle access is Tract 39 in the southern section of the Near Westside neighborhood at 58.2% of households. The tract with the lowest rate is the next tract south in Strathmore at 15.7% of households without access to a personal vehicle, or car light.

MODE OF COMMUTE

Neighborhoods with the highest portion of commuters who walk/bike to work are Downtown and Near Westside (Figure 17). About 40% of workers who live downtown get to work either by bike or foot. Also, Tracts within the Near Westside had between 10-20% of workers commuted by biking or walking. In Tipp Hill, Skunk City, and Strathmore, the portion of workers who biked or walked to work was below 5%. Figure 18 shows the percent of commuters in the study area who ride public transit to work.

2.2 Land Use and Zoning

Current land use (Figure 19) for the Westside Trail study area is primarily residential. Commercial corridors exist along West Fayette St and South Geddes St with community service destinations distributed throughout each neighborhood. The largest open space/parks in the area are Burnet Park and the Rosamond Gifford Zoo between Skunk City and Tipperary Hill, with small parks found within Skunk City and the Near Westside neighborhoods. Vacant lots are also present in these neighborhoods. A large area west of Skunk City along Rowland St, which is marked vacant, is currently being used as an athletic field as well as an engineered wetland along Harbor Brook.

City zoning codes were recently updated through ReZone Syracuse (Figure 20), comprehensively revise and update the City's Zoning Ordinance and Map to facilitate the implementation of the City's 2040 Comprehensive Plan. Within the study area for this project, most residential neighborhoods will remain zoned as residential, but some specific designations were updated. The primary update in ReZone Syracuse is a more nuanced breakdown of mixed-use residential/commercial/office space based primarily on density. Additionally, open space was added to the zoning code. ReZone took effect on July 1st, 2023.

Near Westside

Commercial and industrial corridors exist

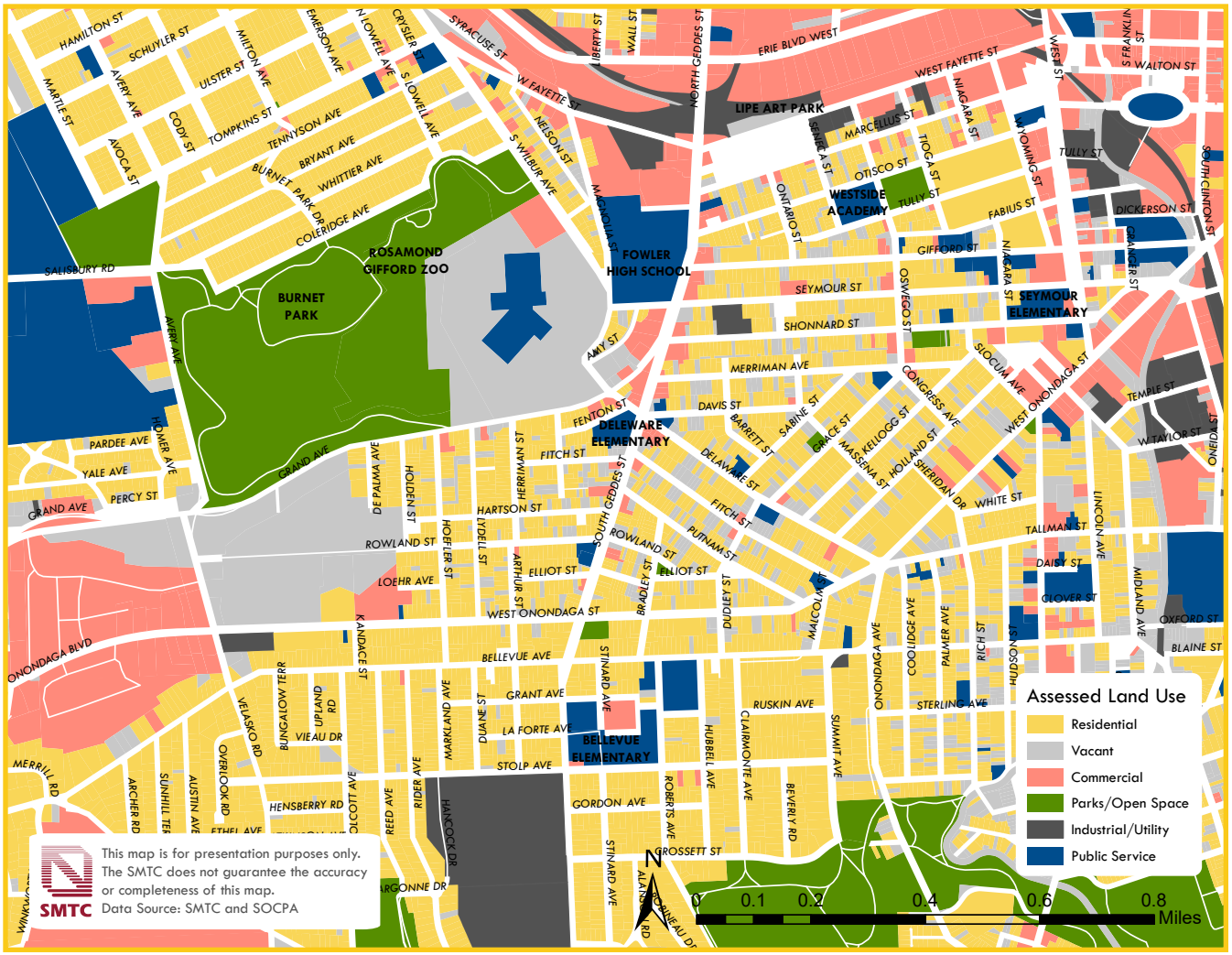


Figure 19 - Assessed Land Use of Westside Trail Study Area

to the north and east of the Near Westside neighborhood along W Fayette St and West St. Land uses become more residential moving southwest through the neighborhood. Additionally, the Near Westside has vacant lots distributed throughout residential blocks, small commercial lots located primarily at intersections, public services such as Westside Academy and Seymore Elementary Schools, and two community parks: Skiddy Park and Ward Bakery Park.

Throughout the Near Westside, many residential lots were rezoned from Two-Family Residential – Small Lot to Two-Family Residential lots. This is analogous to changing the previous zoning codes from Class AA to Class A. Zoned lots along W Fayette St and Marcellus St were rezoned from Industrial and Local Business District to an explicitly mixed-use Residential/Office and Neighborhood Center. West of West St, many lots were changed to more mixed-use zoning as well as some high-density residential zones.

Skunk City

Skunk City is largely a residential neighborhood, yet there are a few vacant lots throughout this community. In addition to some small commercial lots, a few public service establishments line S Geddes St to the east of Skunk City, Delaware Elementary School and the Mundy Branch Library. One community park is located at the intersection of S Geddes St and W Onondaga St. The large 'vacant' lot to the west of the neighborhood is occupied by an engineered wetland and an athletic field. Burnet Park, Rosamond Gifford Zoo, and the former Syracuse Developmental Center all line the neighborhood to the north.

With ReZone Syracuse, the two-family residential zoning throughout Skunk City mostly remains unchanged. The corridor along S Geddes St, however, was rezoned to mixed-use Neighborhood Centers and high-density multi-family residential. The wetland and park along Velasko Rd in western Skunk City received the new zoning code, Open Space. Burnet Park and Rosamond Gifford Zoo to the north were also rezoned as Open Space while the former Syracuse Developmental Center became Urban Core, highlighting interest in development of a tech hub with dense, mixed-use housing.

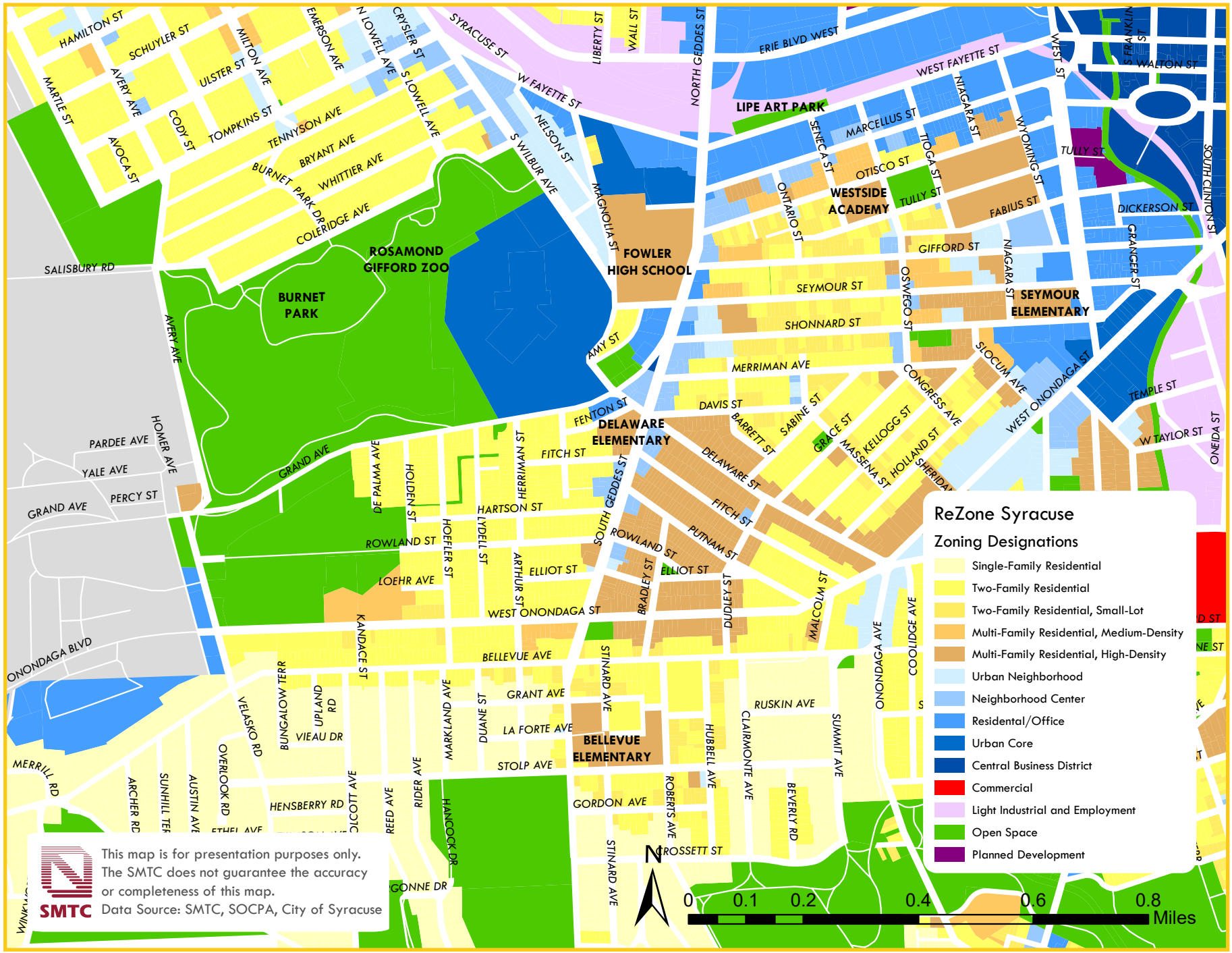


Figure 20 - Zoning Codes of Westside Trail Study Area - ReZone Syracuse

Like other neighborhoods in the study area, the land use of Tipperary Hill (Tipp Hill) is primarily residential. To the northeast of the neighborhood, there are some light industrial areas including the Paragon Supply masonry store. While not as many as in Skunk City or the Near Westside, Tipp Hill contains a few vacant lots. At the intersection of S Wilbur Ave and Tompkins St is St. John the Baptist Ukrainian Catholic Church and associated All Saints Elementary. This neighborhood is flanked to the south and west by parks: Burnet Park to the south and James Pass Arboretum to the west. ReZone Syracuse leaves the neighborhood predominantly unchanged as mostly two-family residential uses. Some low-density mixed-use Urban Neighborhood and Neighborhood Center zoning will be introduced along S Wilbur Ave and Tompkins St. The parks to the south and west of the neighborhood will be rezoned to Open Space.

2.3 Roadway Conditions

Functional classification is the process by which roads are categorized according to the type of service they are meant to provide. In the study area (Figure 21), there are 4 categories of functional class, as defined by the Federal Highway Administration (FHWA). They are Principal Arterial, Minor Arterial, Major Collector, and Local. According to the FHWA:

> [Principal Arterials] serve major centers of metropolitan areas, provide a high degree of mobility, and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways.
>
> Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. They interconnect and augment the higher Arterial system, provide 6 FHWA, Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition, p. 15-16. intra-community continuity, and may carry local bus routes, and typically do not penetrate identifiable neighborhoods.
>
> Major Collectors gather traffic from local roads and funnel it to the arterial network. They serve both land access and traffic circulation in higher density residential, and commercial/industrial areas. Major collectors penetrate residential neighborhoods, often for significant distances. Operating characteristics include higher speeds and more signalize intersections when compared to minor collectors.
>
> Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year. (FHWA, Highway Functional Classification Concepts, Criteria, and Procedures, 2013 Edition, p. 15-17.)

Functional classification is directly related to federal aid-eligibility, which determines if a road can receive federal transportation funding. Federal-aid eligible status is given to those roads that provide critical connections within or between communities. (Syracuse Metropolitan Transportation Council Transportation Atlas, June 2015, p. 41.)

West Street and Erie Blvd West are the only Principal Arterials in the study area. South Geddes St, Grand Ave, Velasko Rd, and the West Fayette St east of South Geddes St are classified as Minor Arterials. West Onondaga St, Bellevue Ave, Delaware St, Shonnard St, Seymour St, S Wilbur Ave, Avery Ave, W Fayette St west of South Geddes St and Tompkins St east of Milton Ave are all Major Collectors. All other roads in the study area are local roads.

All roads in the study area are owned by the City of Syracuse, with the one exception being West Street and its connections to Erie Blvd and Onondaga St, owned by New York State.

Figure 21 - Functional Classification

2.4 Transit

There are five bus routes that run throughout the study area. SY 64 – Western Lights & Grand Avenue connects the Near Westside and Skunk City to Western Lights shopping plaza and the Hub downtown. SY 74 – Solvay connects the Near Westside and Tipp Hill to Solvay, Fairmount, and Township 5 shopping center. AUB 38 – Auburn-Syracuse runs infrequently and connects Syracuse to Auburn. This bus passes through the Near Westside and Skunk City. SY 36 – Camillus connects Syracuse to Camillus via the W Genesee St. corridor, making stops at three major shopping centers: Westvale Plaza, Fairmount Fair, and Camillus Commons. This bus runs through part of Erie Blvd in the Study Area, as well as northern Tipp Hill.

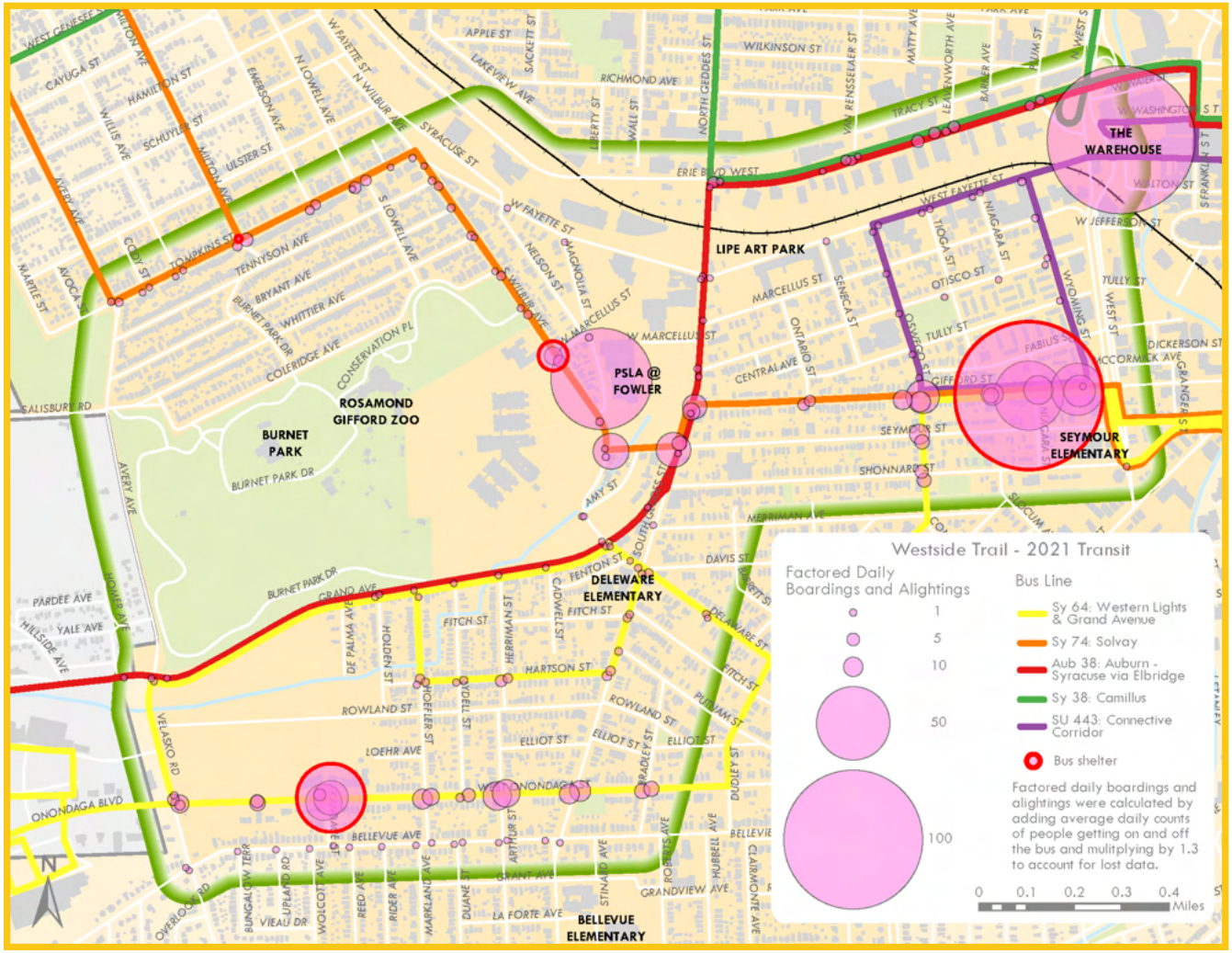


Figure 22 - Public transit routes and ridership

Finally, SU 443 – the Connective Corridor runs frequently to Syracuse University's Warehouse design building, but infrequently through the Near Westside, connecting the neighborhood to the University.

There are four shelters in the study area, one outside the senior housing towers on Gifford St, one outside the senior house Providence House on W Onondaga St., one near PSLA @ Fowler at the intersection of S Wilbur Ave and W Marcellus St, and one in Tipp Hill at the intersection of Tompkins St and Milton Ave.

Figure 22 shows the factored daily boardings and alightings in 2021 for all bus stops within the study area. All Syracuse University and Syracuse City School District ridership has been removed from the data. Transit ridership in the study area clusters around three locations. The largest cluster is in the Near Westside, focused on the senior housing towers, rowhouses, Seymour Elementary, and Brady Market along Gifford St and Oswego St. The second surrounds PSLA @ Fowler, likely driven by the proximity to the school. The last cluster is the linear corridor of W Onondaga St taking people to the Western Lights shopping center.

2.5 Pedestrian Facilities

As part of a Sustainable Streets study conducted by the SMTC in 2015, a sidewalk inventory was created for all streets in the City of Syracuse. Generally, all streets within the Westside Trail study area have sidewalks on at least one side of the street. This is true for all neighborhoods in the study area, yet small exceptions to this rule exist. Sidewalks are missing in the following locations:

- South Avery Avenue along Burnet Park in Tipp Hill
- DePalma Avenue in Skunk City
- Niagara Street from West Fayette Street to Marcellus Street in the Near Westside

All pedestrian amenities along key intersections were collected during fieldwork and cataloged in a series of tables, Table 1a-j: Westside Trail – Traffic control and pedestrian amenities within the study area (the table is organized by street).

Additionally, the SMTC is conducting an ongoing sidewalk inventory to update condition ratings throughout the city, including the study area. Sidewalk conditions in the study area will be updated once the inventoried data becomes available.

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

Table 1a: Traffic control and pedestrian amenities at intersections along Grand Ave

Cross Street	Control	Crosswalks	Ped Signals/ Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
Delaware St	Signal (3 color)	○	●	●	●	●
Lydell St	1-Way Stop	○	○	○	◍	◍
Velasko Rd	Signal (3 color)	◍	◍	○	◍	○

Table 1b: Traffic control and pedestrian amenities at intersections along Velasko Rd

Cross Street	Control	Crosswalks	Ped Signals/ Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
Grand Ave	Signal (3 color)	◍	●	○	◍	○
Rowland St	None	○	○	○	◍	◍
W Onon. St	Signal (3 color)	●	●	○	●	●
Bellevue Ave	2-Way Stop	○	○	○	●	●

Table 1c: Traffic control and pedestrian amenities at intersections along Rowland St

Cross Street	Control	Crosswalks	Ped Signals/ Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
Lydell St	2-Way Stop	○	○	○	●	●

Table 1d: Traffic control and pedestrian amenities at intersections along Tompkins St

Cross Street	Control	Crosswalks	Ped Signals/ Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
S Avery Ave	4-Way Stop	○	○	○	◍	◍
Milton Ave	Signal (3 color)	●	●	○	●	◍
N Lowell Ave	Signal (3 color)	●	○	○	◍	◍
S Lowell Ave	Signal (3 color)	◍	○	○	◍	◍

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

Table 1e: Traffic control and pedestrian amenities at intersections along Coleridge Ave

Cross Street	Control	Crosswalks	Ped Signals/Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
Burnet Park	4-Way Stop	●	○	○	●	●
S Lowell Ave	3-Way Stop	○	○	○	●	●
S Wilbur Ave	1-Way Stop	○	○	○	◍	◍

Table 1f: Traffic control and pedestrian amenities at intersections along Magnolia St

Cross Street	Control	Crosswalks	Ped Signals/Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
W Fayette St	4-Way Stop	○	○	○	◍	◍
S Wilbur Ave	1-Way Stop	○	○	○	◍	◍

Table 1g: Traffic control and pedestrian amenities at intersections along Hoefler Ave

Cross Street	Control	Crosswalks	Ped Signals/Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
Grand Ave	1-Way Stop	○	○	○	◍	◍
Rowland St	2-Way Stop	○	○	○	●	●
W Onon. St	4-Way Stop	○	○	○	●	●
Bellevue Ave	2-Way Stop	○	○	○	◍	◍

Table 1h: Traffic control and pedestrian amenities at intersections along Otisco St

Cross Street	Control	Crosswalks	Ped Signals/Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
S Geddes St	Signal (3 color)	●	●	●	●	●
Seneca St	4-Way Stop	●	○	○	●	●
Tioga St	2-Way Stop	○	○	○	●	●
Wyoming St	2-Way Stop	○	○	○	●	●
West St	Dead End	◍	◍	◍	◍	◍

Table 1i: Traffic control and pedestrian amenities at intersections along Seymour St

Cross Street	Control	Crosswalks	Ped Signals/Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
S Wilbur Ave	1-Way Stop	◍	○	○	◍	◍
Amy St	1-Way Stop	○	○	○	◍	◍

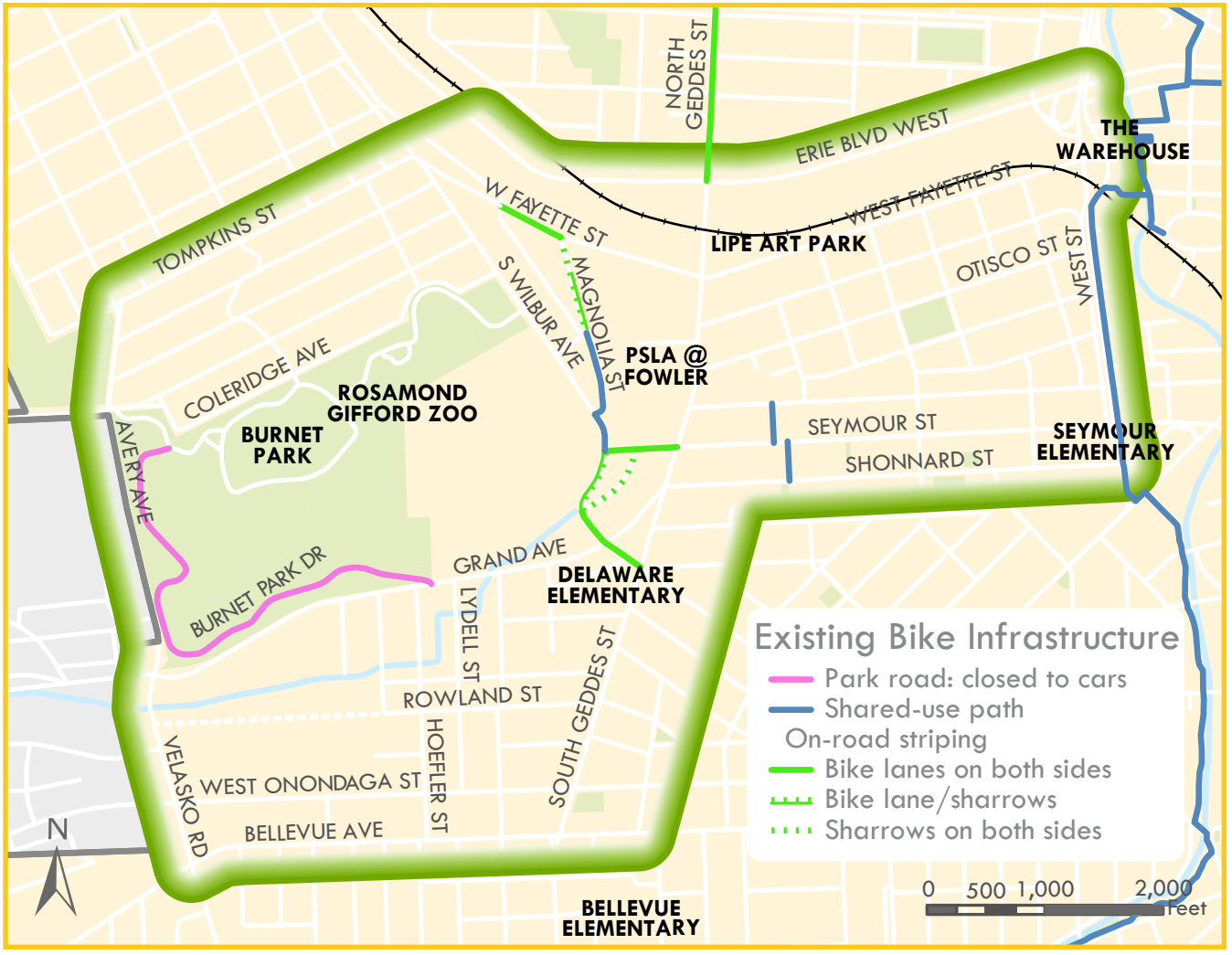
○ Not Present ◍ Present on some approaches ● Present on all approaches

Table 1j: Traffic control and pedestrian amenities at intersections along S Wilbur Ave

Cross Street	Control	Crosswalks	Ped Signals/Buttons	Ped Countdown Timers	Curb Ramps	Detectable Warnings on Curb Ramps
Tompkins	2-Way Stop	◍	○	○	◍	◍
W Fayette St	Yield	○	○	○	○	○
Tennyson Ave	Signal (3 color)	◍	◍	○	◍	◍
Coleridge Ave	1-Way Stop	○	○	○	◍	◍
Conservation Pl	1-Way Stop	◍	○	○	◍	◍
W Marcellus St	1-Way Stop	◍	○	○	◍	◍
Magnolia St	1-Way Stop	○	○	○	◍	◍
Seymour St	1-Way Stop	◍	○	○	◍	◍
Amy St	1-Way Stop	○	○	○	◍	◍

Bike Lane and Sharrow on Magnolia St

Bike Lane on Wilbur Ave



2.6 Bicycle Facilities

Existing bicycle facilities in the study area are shown in Figure X below. The City of Syracuse added the following bike facilities to the Westside in November 2023, which are also shown on Figure 23:

- Shared-use path along Magnolia Street
- Bike lanes on West Fayette Street and Delaware Street
- Sharrows only on Amy Street
- Combination of bike lanes and sharrows on South Wilbur Avenue and Magnolia Street

Shared-use paths provide a travel area separated from vehicular traffic for bicyclists, pedestrians, wheelchair users, joggers and others[3]. The park road shown in Figure X also serves as a shared-use path through Burnet Park.

Bike lanes designate an exclusive space for bicyclists through the use of pavements markings and optional signs. They are located directly adjacent to vehicular travel lanes and follow the same direction as motor vehicle traffic[4].

Sharrows are shared lane markings that indicate that bicyclists and motorists share the same roadway space[5]. Sharrows may be accompanied by signage as well.

3 USDOT FHWA, Small Town and Rural Multimodal Networks, p. 4-3.
4 Ibid, p. 3-11.
5 Ibid, p. 2-10.

Figure 23 - Existing Bike Infrastructure

2.7 Vehicular, Bicycle, and Pedestrian Traffic

Overall Vehicular Traffic Volumes

Many of the road segments in the study area have had an annual and an overall decrease in Annual Average Daily Traffic (AADT), particularly over the last five years of the previous decade. In the past year, some segments that were counted had a very small rise in AADT. By and large though, the AADT's are relatively low and have fluctuated minimally over the years. Only a couple segments over the past two decades have seen AADT's at or above 15,000 (along both South Geddes and West Fayette Streets), and a couple between 10,000 and 15,000 AADT (Velasko Road and Grand Ave) with the vast majority hovering slightly above or below 5,000 AADT.

Pedestrian and Bicycle Volumes

There were no new pedestrian and bicycle counts conducted as part of this study. However, in May 2018, SMTC staff conducted manual bicycle and pedestrian turning counts as part of the South Geddes Street and West Fayette Street Complete Streets Review project (these counts are reviewed in detail in that previously completed study). Additionally, other bicycle and pedestrian counts conducted in the study area between the years of 2000 and 2022 were reviewed and included in the summary below.

Pedestrian

Through examination of all previously collected turning movement count information, it was determined that intersections that are on or close to the outer edges of the study area (i.e. Geddes St. and Erie Blvd. West, Geddes St. and W. Fayette St, Geddes St. and W. Onondaga St. and W. Onondaga St and Velasko Rd) were found to have some of the lower numbers of pedestrian movements. Intersections closer to the center of the study area, (i.e., intersections found in the middle of the Near West side neighborhood or in the middle of the Geddes St. corridor) had higher volumes of pedestrian movements.

Eleven intersections analyzed recorded that the a.m. peak was the higher peak hour, while 14 counts showed that the p.m. peak was the higher peak hour.

Bicycle

According to the previously collected turning counts, the highest bicycle activity takes place at the Shonnard Street and Oswego Street intersection, particularly during the p.m. peak hours where 212 out of its 232 bikes were recorded.

In contrast, the lowest bicycle activity takes place at the W. Onondaga Street and Velasko Road intersection with a total of 8 bikes, six of which were recorded during the p.m. peak. Overall, the p.m. peak saw the most bicycle activity across a majority (85%) of the intersections analyzed.

Traffic on Fayette Street

DPW Signage

2.8 On-Street Parking

Using both the previously completed SMTC Syracuse Residential Parking Permit Study – Phase I (August 2022) and Google Maps Streetview, staff examined and summarized the overall on-street parking regulations in each of the study area neighborhoods.

Skunk City

The interior streets of the Skunk City neighborhood have odd/even parking, permitted from 6 p.m. one day to 6 p.m. the next. Parking is more restrictive on Fenton Street behind Delaware School, allowing either authorized permits only or no parking at all. The streets around the perimeter of the Skunk City neighborhood allow either odd/even parking like West Onondaga Street or allow no parking at, such as Geddes Street, Velasko Road, and Grand Ave.

Parking Signage

Tipp Hill

On-street parking in the Tipp Hill neighborhood is predominantly odd/even parking permitted from 6 p.m. one day to 6 p.m. the next. There is a portion on the western side of Wilbur Avenue near its intersection with Marcellus Street as well as a portion on both sides of Coleridge Avenue, near its intersection with S. Lowell Avenue, that does not allow any parking/stopping. Parking/stopping is also not allowed on Magnolia Street south of its intersection with Marcellus Street near Fowler High School entrance. Overall, on-street parking in the neighborhood is plentiful and no parking/stopping zones are minimal.

Near Westside

Overall, predominately on-street odd/even parking from 6p.m. one day to 6p.m. the next day exists on the interior of the Near Westside neighborhood. There are occasionally different parking time restrictions around schools in the area, while in some instances there is limited to no parking at all. Where there are commercial properties of significant size in the area, on-street parking is not allowed in front of those properties. Parking is often found along the sides or fronts of these buildings in paved areas rather than on the road itself.

Parking Striping on Fayette Street

2.9 Crashes

NYSDOT maintains a database that catalogues information about crashes that occur throughout the state. The database is known as CLEAR (Crash Location & Engineering Analysis & Reporting). The following CLEAR assessment summarizes a five-year period from January 1, 2017 to December 31, 2021. This time range includes the beginning of the COVID pandemic, which decreased traffic but increased the likelihood of severe crashes.

Crashes are classified as either 'reportable' or 'non-reportable' by the Department of Motor Vehicles. An event is classified as reportable if it results in death, personal injury, or property damage to any single motor vehicle that meets a threshold of at least $1,000. All other events that do not meet these criteria are considered non-reportable. As such, CLEAR assigns crashes into the following four categories: 1) non-reportable, 2) injury, 3) property damage, and 4) property damage and injury. According to CLEAR, the following events occurred on study area roadways during the five-year period:

- Non-Reportable (644)
- Property Damage (1432)
- Injury (141)
- Property Damage and Injury (321)
- Fatal (6)
- Non-Auto (1)

Of the total 2545 crashes, 488 involved injuries with 623 total injuries (67 serious injuries and 556 injuries). Serious injuries include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconscious when taken from the crash scene, and unable to leave the crash scene without assistance. There were 6 fatalities during the five-year period. These data are split into intersection and non-intersection crashes and illustrated in Figures 23 and 24.

All recorded events must have at least one apparent contributing factor (i.e., human, vehicular, and/or environmental) recorded on the accident report. The top three contributing factors within the study area include:

- Failure to yield right of way
- Following too closely
- Passing or lane usage improperly

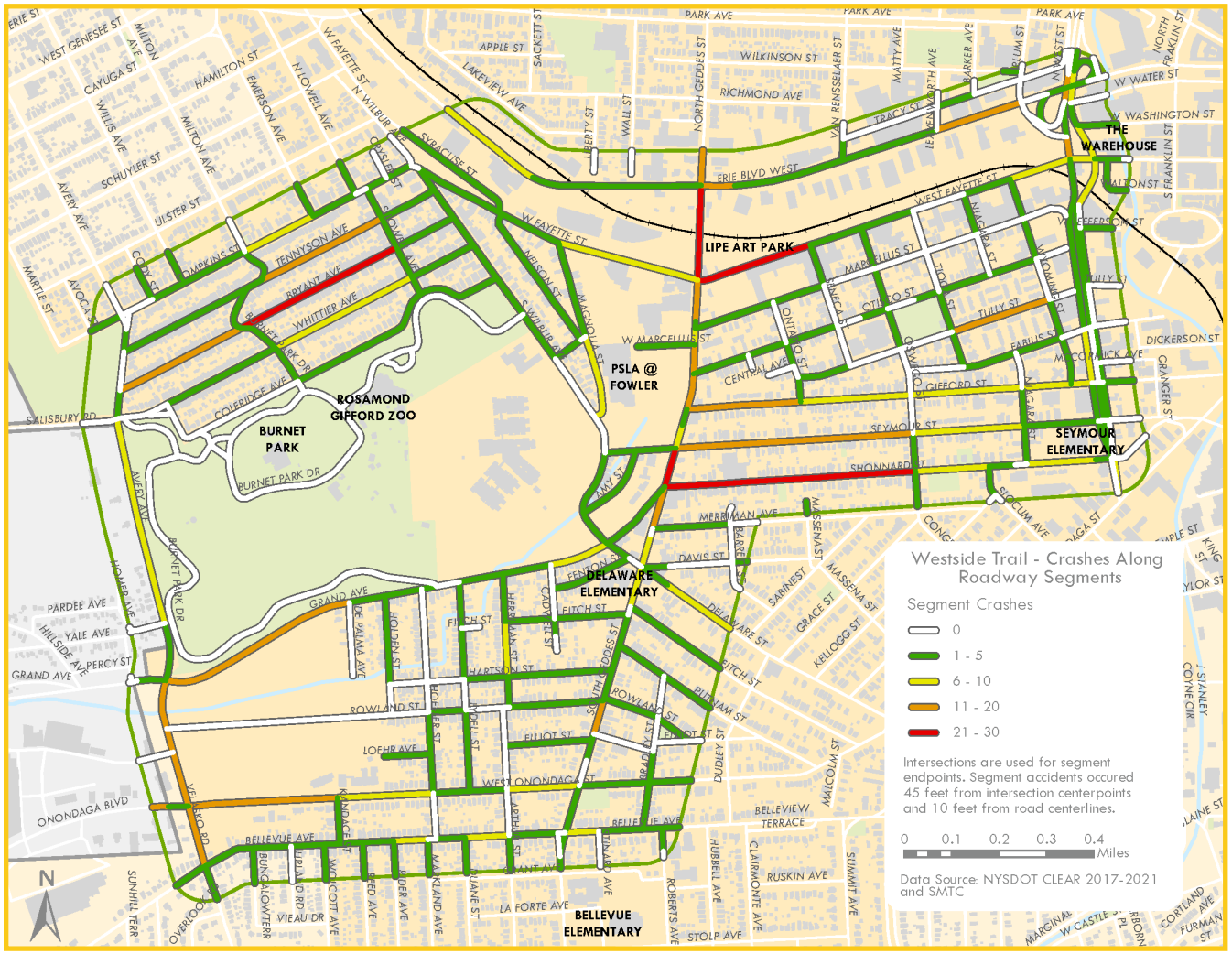


Figure 23 - Crashes along roadway segments

As shown in Figure 23, these crashes primarily occurred at road segments along South Geddes Street and the intersecting segments of W Fayette Street and Shonnard Street, as well as Bryant Ave in Tipp Hill.

As shown in Figure 24, intersection crashes primarily occurred along South Geddes Street and Velasko Road as well as the West Fayette St and Shonnard Street intersections of West St.

Bicycle and Pedestrian Crashes

From 2017 to 2021, 62 crashes involved pedestrians and 39 involved bicyclists. As shown in Figure 25, bicycle and pedestrian crashes are clustered along South Geddes St from Rowland St to West Fayette St as well as the intersection of West Fayette St and West St.

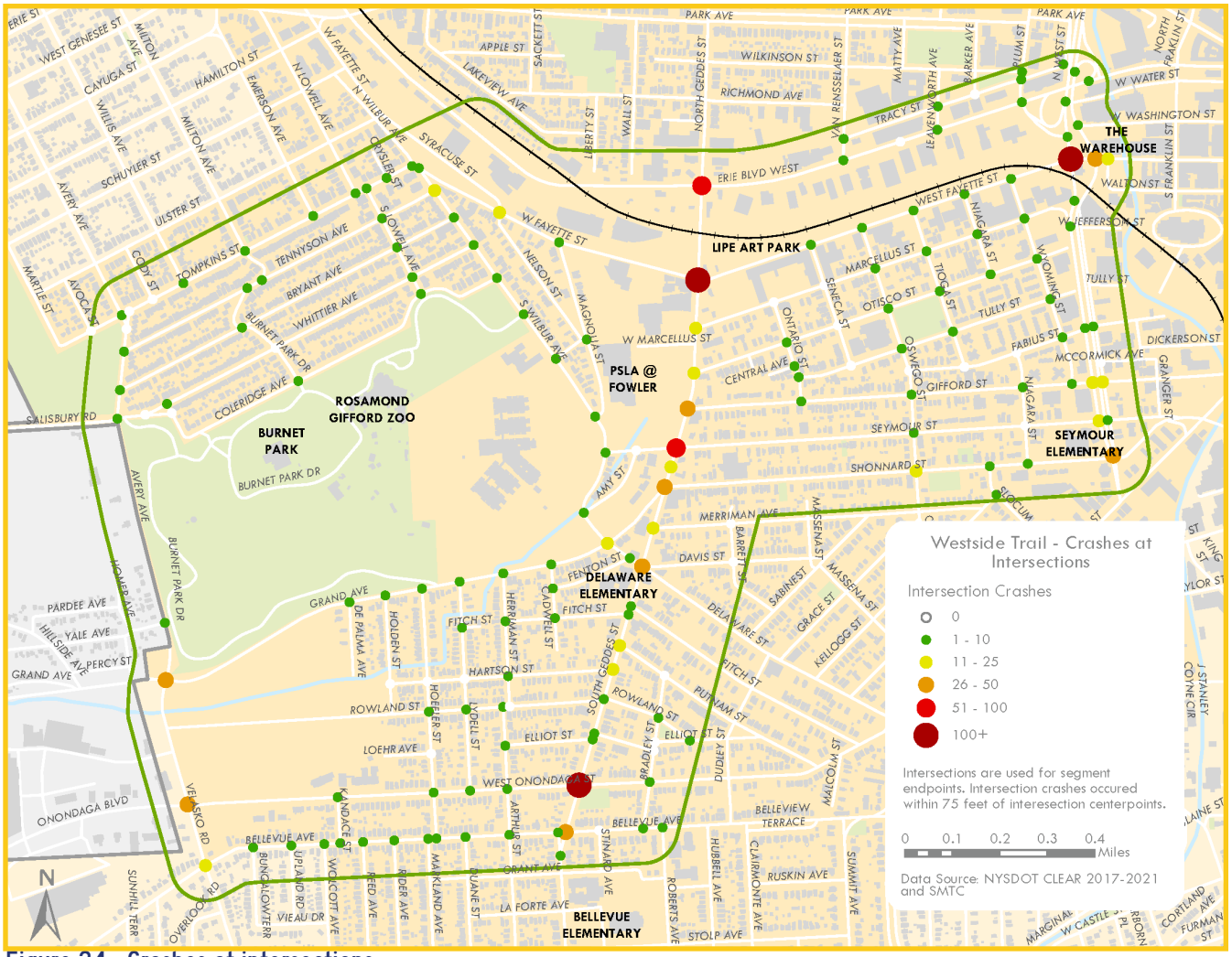


Figure 24 - Crashes at intersections

While only 4% of crashes in the study area involved a bicyclist or pedestrian, the injury-to-event ratio for these crashes is significantly high for this portion of crashes. Of the 101 events, 88 involved an injury or fatality. This represents an injury-to-crash ratio of 0.8713. The one bicyclist fatality occured at the intersection of West Street and West Fayette Street. Of the two pedestrian fatalities, one occurred outside PSLA @ Fowler on South Geddes Street near the intersection with Marellus Street, the other was on West Onondaga Street near Bradley Street.

Of the 39 bicycle crashes, 20 of them were attributed solely to the cyclist. Significant apparent factors include failure to yield right of way and error/confusion. Seven crashes were attributed solely to the driver, with significant apparent factors including failure to yield right of way and driver inattention. 12 crashes were attributed to both cyclist and driver with apparent factors of failure to yield right of way and turning improper.

Of the 62 pedestrian crashes, 24 of them were attributed solely to the pedestrian. Nearly all apparent factors for these crashes were pedestrian's error/confusion. 23 crashes were attributed solely to the driver, failure to yield right of way and passing or lane usage improperly. 14 crashes were attributed to both driver and pedestrian with significant apparent factors of pedestrian's error/confusion and failure to yield right of way. There was also one crash between two pedestrians with no apparent factors listed.

Figure 25 - Crashes involving a bicycle or pedestrian

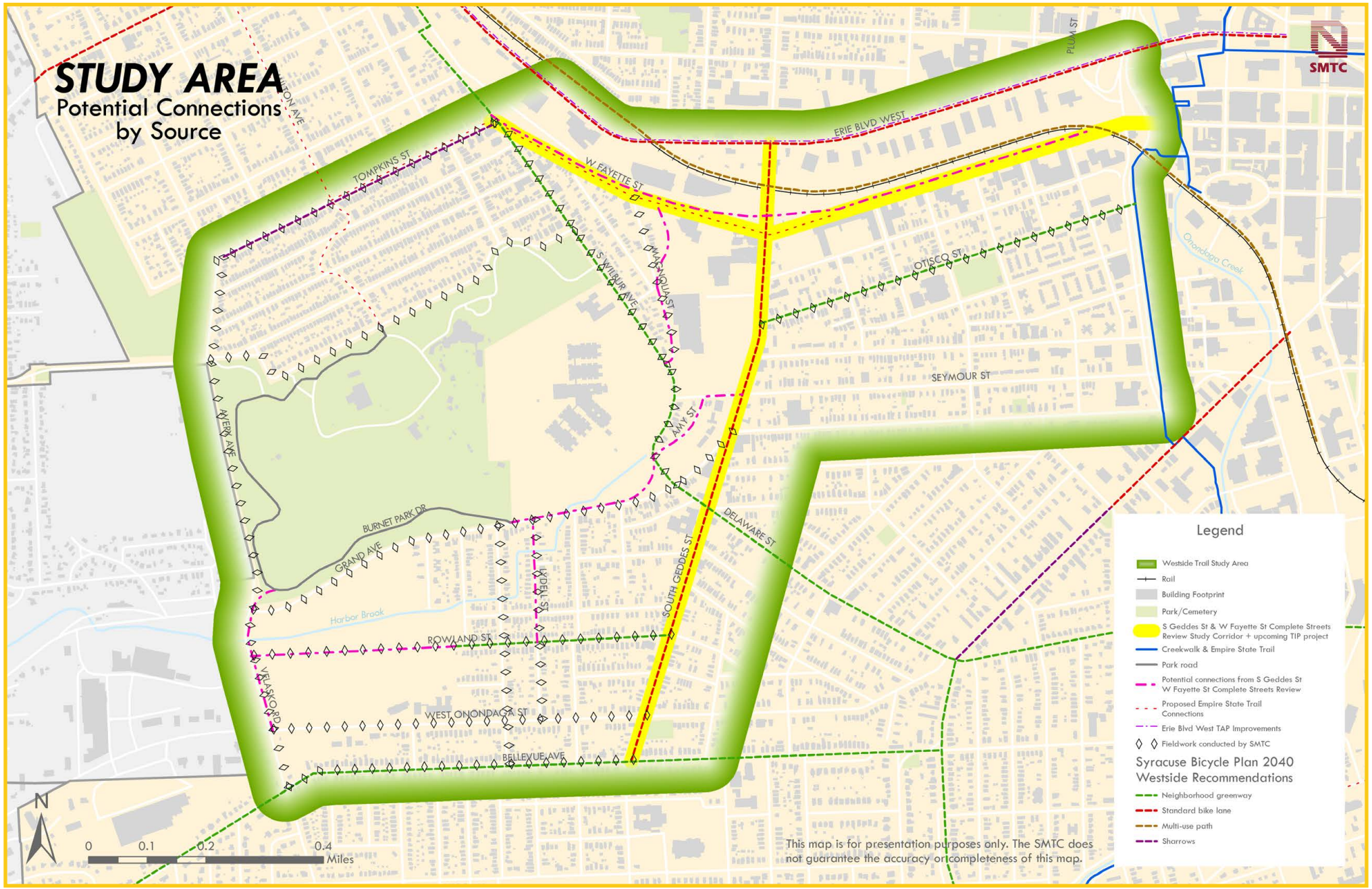


Figure 26 - Potential Connections by Source - NOTE: this map was a result of SAC discussion in November 2022 and does not include the City bike facilities that were striped in November 2023

CHAPTER 3
Issues and Opportunities

3.1 Assessment of Potential Connections

The first Study Advisory Committee (SAC) meeting included a discussion on which potential off-and on-road connections in the Westside should be considered as part of this study, prompted by a map of suggested trails/bike facilities/recommendations noted in the previously completed studies summarized in Chapter 1, as well as upcoming City Transportation Improvement Program (TIP) projects. Following the in-depth SAC discussion, a few additional locations were added, resulting in the potential connections shown in Figure 26.

Evaluation of Connections

The SMTC needed a way to evaluate the on-road options for developing a bike network within the Westside, that connects the near west side, Skunk City and Tipperary Hill neighborhoods to downtown and points northwest (i.e., Westvale Plaza) and southwest (i.e., Western Lights Plaza). SMTC determined that bringing several study area roads through an "appropriateness measure matrix", could help determine which roads would be more appropriate for inclusion in a bike network, and that the more appropriate roads would rise to the top. We also knew that planning judgement would be important, as it was likely that some roads would end up rating equally.

According to the Federal Highway Administration (FHWA) Bikeway Selection Guide (December 2019), effective bicycle networks lead to more people bicycling by creating routes that are efficient, seamless, and easy to use.[6] There are seven key principles for bicycle network design, noted by FHWA and defined in Table 2.

6 FHWA, Bikeway Selection Guide, February 2019, p. 11.

Table 2: FHWA's Seven Principles of Bicycle Network Design

Principle	Definition
Safety	The frequency and severity of crashes are minimized and conflicts with motor vehicles are limited
Comfort	Conditions do not deter bicycling due to stress, anxiety, or concerns over safety
Connectivity	All destinations can be accessed using the bicycling network and there are no gaps or missing links
Directness	Bicycling distances and trip times are minimized
Cohesion	Distances between parellel and intersection bike routes are minimized
Attractiveness	Routes direct bicyclists through lively areas and personal safety is prioritized
Unbroken Flow	Stops, such as long ways at traffic lights, are limited and street lighting is consistent

TABLE 3: APPROPRIATENESS MEASURE MATRIX

	Measure	Criteria		Score
I. SAFETY	**A. Average Quality of Surface**	Smooth surface, uniform width (Excellent or Good)	+	
		Irregular surface, non-uniform width (Fair)	N	
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-	
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+	
		Medium Volume (5,000 – 10,000 ADT)	N	
	15 points maximum	High Volume (> 10,000 ADT)	-	
	C. Average Traffic Speeds	Under 25 MPH	+	
		25 - 35 MPH	N	
	10 points maximum	Over 35 MPH	-	
	D. Presence of Signals	Infrequent (Less than half of intersections)	+	
		Occasional (Around half)	N	
	5 points maximum	Frequent (More than half)	-	
	E. Presence of Heavy Vehicles	No truck or bus routes	+	
		Either truck or bus routes	N	
	5 points maximum	Both truck and bus routes	-	
			Subtotal (out of 40pts)	
II. CONNECTIVITY	**A. Connection to Existing and/or Expected**	Several connections to other bike routes	+	
	Bike Facilities and Lanes	Few connections to other bike routes	N	
	10 points maximum	No connections to other bike routes	-	
	B. Connections to Destinations	Access to destinations and other neighborhoods	+	
	and Other Neighborhoods	Access to destinations or other neighborhoods	N	
	15 points maximum	No access to either destinations or other neighborhoods	-	
	C. Access to Bus Routes	Crosses multiple bus routes	+	
		Follows or parallels bus route	N	
	5 points maximum	No nearby bus route	-	
	D. Quality of Experience	Scenic amenities along route	+	
		Some scenic amenities along route	N	
	5 points maximum	No scenic amenities along route	-	
			Subtotal (out of 35pts)	
III. DESIGN	**A. Topography**	Grades less than 3% (Relatively flat)	+	
	Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N	
	10 points maximum	Grades more than 6% (Rolling)	-	
	B. Distance from Center Line to Curb	More than 15'	+	
		From 12' to 15'	N	
	10 points maximum	Less than 12'	-	
	C. Parking Lanes	No parking lane	+	
		Parking on one side of street (metered or alternate)	N	
	5 points maximum	Parking on both sides of street	-	
			Subtotal (out of 25pts)	

In SMTC's 2008 University Hill Bike Network Project the SMTC designed a series of metrics, or "appropriateness measures" to determine which University Hill streets should be included in a bicycle network. These measures were then also utilized by the City of Syracuse as a guide when developing the Syracuse Bicycle Plan in 2012.

With SAC buy-in and support, as well as the FHWA's Seven Principles of Bike Network Design easily relating back to many of the appropriateness measures developed for the University Hill Bike Network Project, it was determined that utilizing some form of the matrix methodology would work well for the Westside Trail Study as a tool to help to determine which streets may "rise to the top" to be included in an on-road network.

The appropriateness measures were separated into three categories that reflect major criteria in site decisions for bike routes: safety, connectivity, and design potential. The SMTC assigned points, reflecting relative weights, to each of these categories. The matrix used for evaluating Westside streets according to the appropriateness measures is shown in Table 3. Descriptions and guidelines for applying each appropriateness measure are provided in Appendix B.

The complete matrix with filled-in scores for the Westside area can be found in Appendix B. It's important to note that in instances where data were not available (for example, traffic speeds or traffic volumes) assumptions were made based on similar road types and planning judgement.

The appropriateness matrix scores for each road segment being considered in a Westside bike network were mapped and are shown in Figure 27: Bike Network Suitability Matrix Scores. Lower scores are shown in red, mid-level scores in yellow, and the highest scoring streets are shown in green. This allowed us to gain a general understanding of which road segments might work in a bike network.

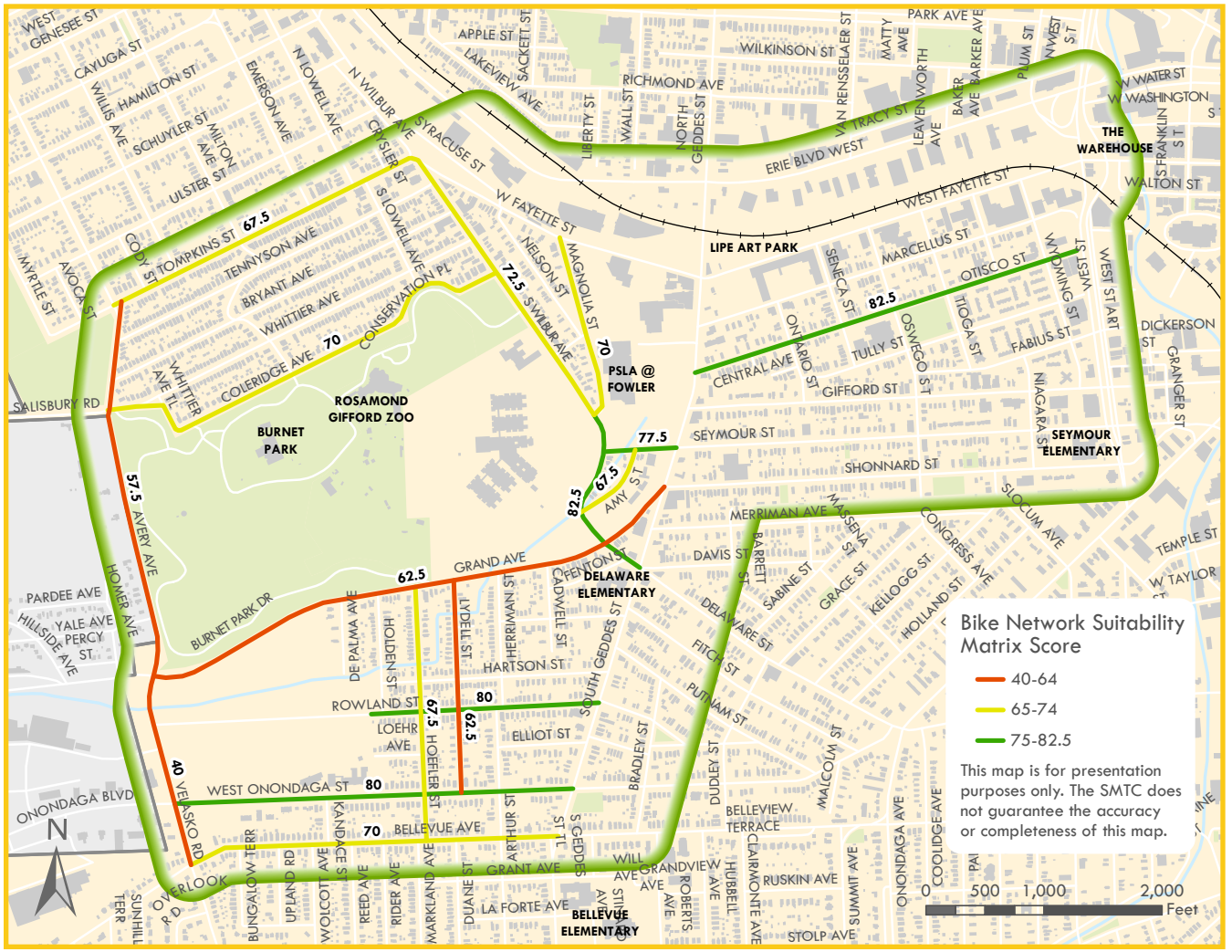


Figure 27 - Bike Suitability Matrix Scores

Through the process of filling in the matrix it was clear that some measures rose to the top as more telling characteristics of a street's potential for being included in a bike network:

- Traffic volume
- Connections to existing and/or expected bike facilities/lane
- Connections to destinations and other neighborhoods
- Topography
- Distance from centerline to curb (this measure allows us to know if there is room within the existing pavement width to add facilities)
- Parking lanes

These particular measures for each of the streets evaluated were mapped and displayed as being "more suitable", "less suitable" or "neither" for bike network suitability, in essence visually summarizing the results of the appropriateness matrix in the form of Issues and Opportunities for a Westside Trail Bike Network (Figure 28).

The map also includes 3 potential off-road connections for a bike network:

Rowland Street Extension

Rowland Street's current terminus lies just west of its intersection with Holden Street. However, beyond the end of the paved portion of Rowland Street, it continues as a stone driveway/path through the Harbor Brook Constructed Wetlands Project. Onondaga County Department of Water Environment Protection (WEP) owns this property. Many people currently pass through the property on foot and by bike to both recreate and reach Western Lights Plaza. There are also athletic fields on this property used by local rugby teams. The wetlands project affords the opportunity for educational field trips to take place so that children of all ages can learn how wetlands work and how communities benefit from them.[7] The connection from the wetlands property heading west across Velasko Road was previously examined as part of the SMTC's Western Lights Area Pedestrian Access Study. This potential off-road connection continues to be an option as part of the Westside Trail Study.

Harbor Brook Pocket Park

There is potential for a pocket park to be developed here as an off-road segment of the larger Westside Trail network. On-road bicycle facilities were recently added along South Wilbur Ave/Delaware Street. A pocket park/

7 Onondaga County Safe the Rain, Harbor Brook Constructed Wetlands Pilot Treatment System Project, Frequently Asked Questions

WEP Property

trail placed here could also connect to the redeveloping Syracuse Developmental Center Site.

Abandoned Rail Bridges

There are two abandoned rail bridges located near the intersection of West Fayette and South Geddes Streets. The City of Syracuse owns the bridge that extends over West Fayette Street west of the intersection near Magnolia Street.

Another abandoned rail bridge runs over South Geddes Street, just north of West Fayette Street. This bridge is owned by New York Susquehanna and Western Railway. The City of Syracuse is in the process of trying to obtain ownership of the rail bridge so that it could potentially be included as a key piece of a trail connecting Lipe Art Park to Tipperary Hill.

Abandoned Railroad Bridge over Fayette Street

Syracuse Developmental Center Site

The former Syracuse Developmental Center, located on the Westside at 800 South Wilbur Avenue, is anticipated to be demolished and removed by the end of 2024, with plans calling for construction of a multi-building housing complex with apartments and townhomes, bringing 500 affordable housing units with below-market rates for lower-income tenants (being built in phases).

Retail is anticipated to be added along South Wilbur Avenue not far from the primary entry to the development site, while tech/industrial use is expected near the property's secondary entrance at the west end of Seymour Street.

This future mixed-use development project will bring additional people and traffic to the area, which will also provide an opportunity to include active transportation options to and through the site. Construction is anticipated to begin by the close of 2025.

Source: Albanese Organization

ISSUES

Traffic Volumes

Higher traffic volumes, especially due to heavy vehicles, create stressful and often harmful conditions for pedestrians and cyclists.

Connections to Existing and/or Expected Bike Facilities

Effective bike networks should not have significant gaps between bike infrastructure.

Connections to Destinations and other Neighborhoods

Effective bike networks can be built to connect neighborhoods & destinations

Topography

Geographic features, such as steep topography, can significantly reduce the accessibility of sidewalks and bike lanes.

Distance from Centerline to Curb

The width of a road often limits the style of bike infrastructure able to be implemented along a corridor.

Parking Lanes

The presence of parking lanes can limit the safety and effectiveness of a bike lane, with cars pulling in and out and getting hit by an open door.

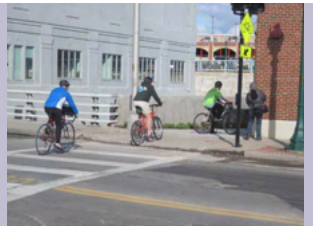
OPPORTUNITIES

Off-Road Trails

To avoid the stress and danger of high volume corridors, protected bike lanes and off-road shared-use paths are used to create a safer experience.

Continuous Bike Infrastructure

Long, largely uniform shared-use paths such as the Empire State Trail or the Creekwalk create a continuous trip for pedestrians and cyclists. Prioritizing connections to more bike infrastructure allows cyclists to take longer, safer trips to more destinations.



Connecting Destinations

A bike network functions best when connecting neighborhoods to busy destinations. The origins and destinations of trips should be used to plan the best bike network. Armory Square and Western Lights Plaza are both destinations that lack connections to the Westside.

Style of Infrastructure

The type of bike infrastructure recommended for a corridor is largely informed by the road width. Wider lanes provide space for protective barriers.

Fixed Parking

While many streets in Syracuse have alternate-side parking, a few have implemented fixed parking on one side to make space for bike lanes. While this style can complicate clean-up and snow removal, parking can be fixed on the side of the street with more spots.

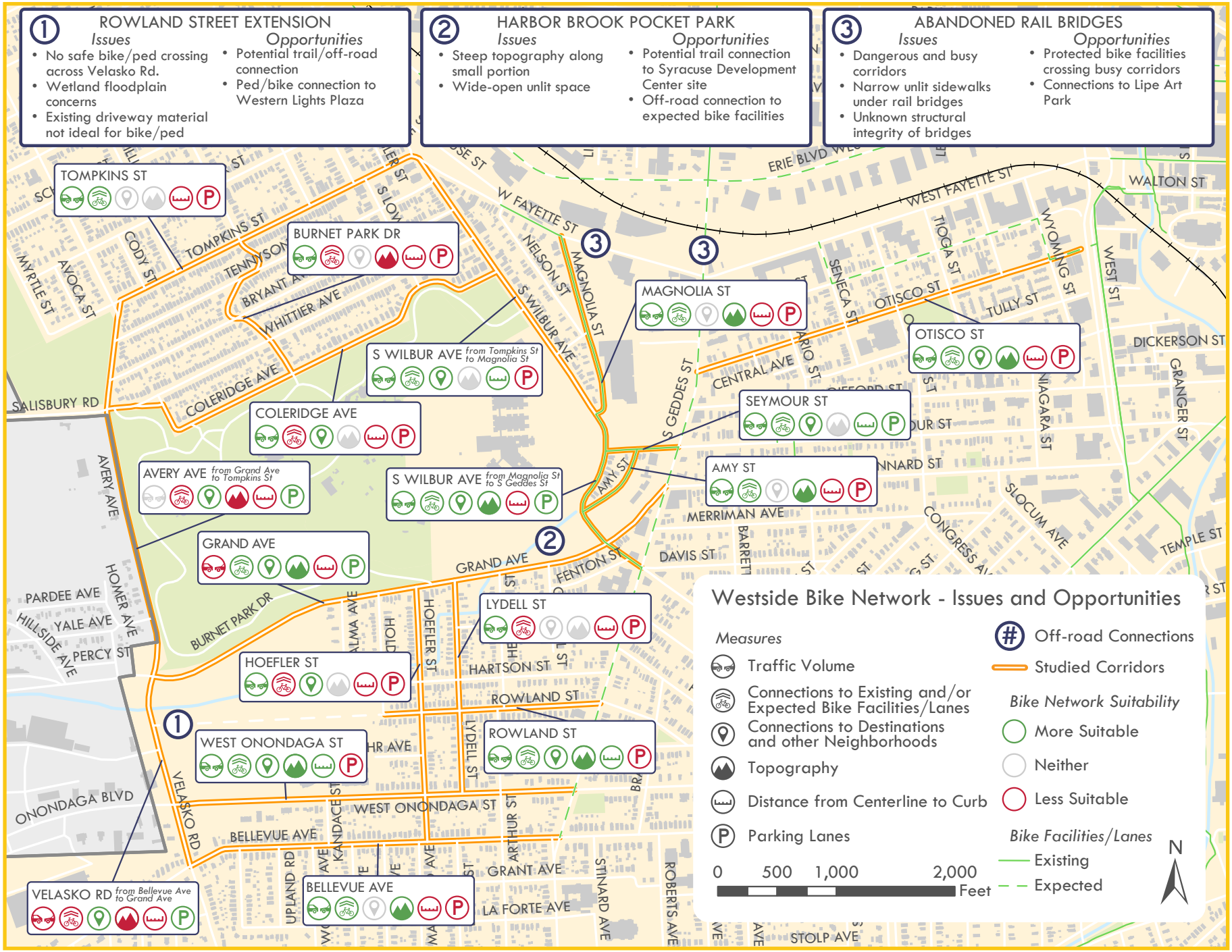


Figure 28 - Issues and Opportunities across Westside neighborhoods

Understanding Trip Origins and Destinations in the Study Area (Replica)

As noted previously, when planning a strong bike network, FHWA cites seven guiding principles in their 2019 Bikeway Selection Guide. One principle identified by the guide as having particular importance is Connectivity. This means trips within a bike network should "be direct and convenient and offer access to all destinations served by the roadway network."

Therefore, understanding trip origins and destinations should be a key component of bike network planning.

To gauge trips in the study area, data was gathered from Replica, a data platform for the built environment. Replica uses mobile location data, consumer/resident data, built environment data, economic activity data, and ground truthing data to simulate trip origins and destinations for an average Thursday. Replica trips are modeled, so trip data from this source are best suited for comparisons to each other and not to other trip counts.

Origin/destination (O/D) data were gathered from the Replica data platform for six zones in the project study area, three for the portions of the three neighborhoods in the Study Area (Near Westside, Skunk City, Tipp Hill) and three for popular destinations surrounding the study area (Downtown/Armory Square, the Western Lights Area, and the Westvale Plaza Area.). See Figure 29.

Figure 29 - Six Zones Identified for Evaluating Replica Data

Origin and destination data are represented in Figures 30a-c. Each pie chart represents all modeled trips from each neighborhood in the study area. Active trips (trips by pedestrians and cyclists) are represented in the lighter shade and auto trips (as a driver or passenger) are represented in the darker shade. Other modes, such as trips on public transit, were not included in this analysis.

Of all the modeled trips from the Near Westside, 62% of trips were active, the highest of the three neighborhoods. While most trips stayed within Near Westside, the data modeled a strong connection between this neighborhood and Skunk City as well as Downtown. Trips in Skunk City reflect the trips in the Near Westside, with 59% of trips being active. Most trips stayed within Skunk City, though there were strong connections to the Near Westside as well as the Western Lights Area. Tipp Hill saw the smallest percentage of active trips with 48% of trips being active. The strongest connection outside of Tipp Hill is to Downtown, which is dominantly auto trips. Additionally, Tipp Hill, compared to the other two neighborhoods in the study, had the strongest connection to the Westvale Plaza area, though it is the smallest fraction of destinations for all neighborhoods.

These data were also represented as a map in Figure 31. The modeled number of major trips were usd in this figure to compare the volume of trips to trips with other origins and destinations. Major trips were defined as any O/D pair of more than 200 modeled daily trips. The thickness of the arrows represents the number of people making that trip and the brightness of the arrows represents the percentage of those trips taken by pedestrians or cyclists.

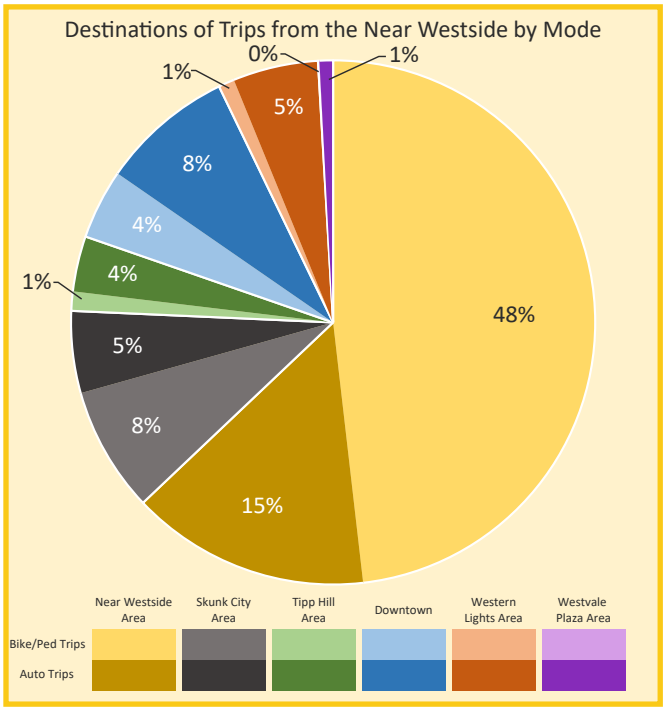


Figure 30a

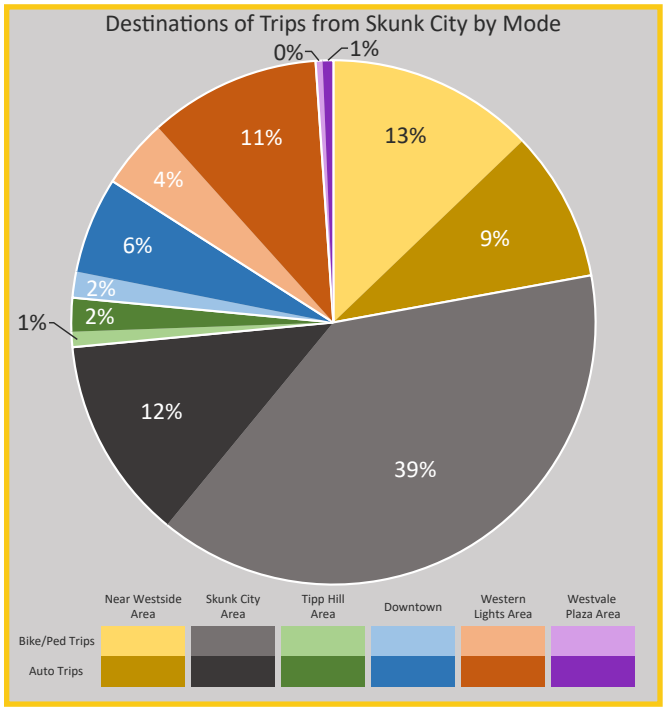


Figure 30b

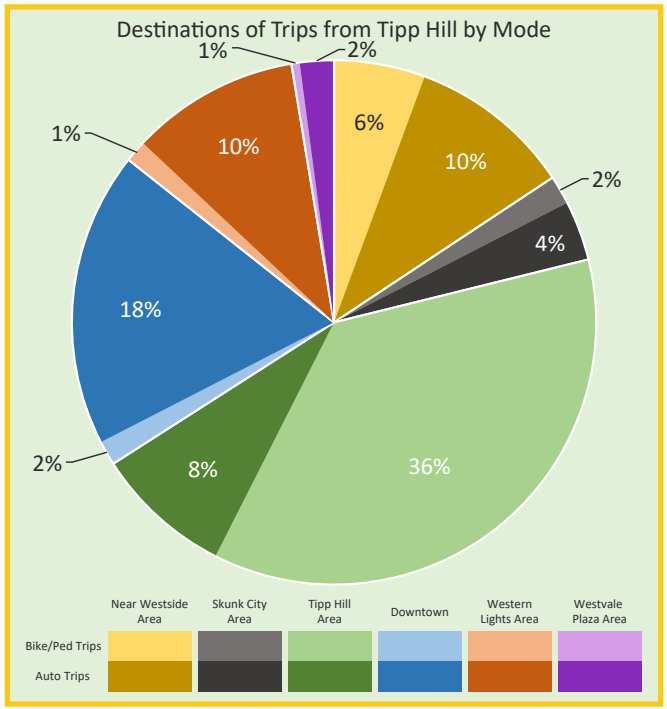


Figure 30c

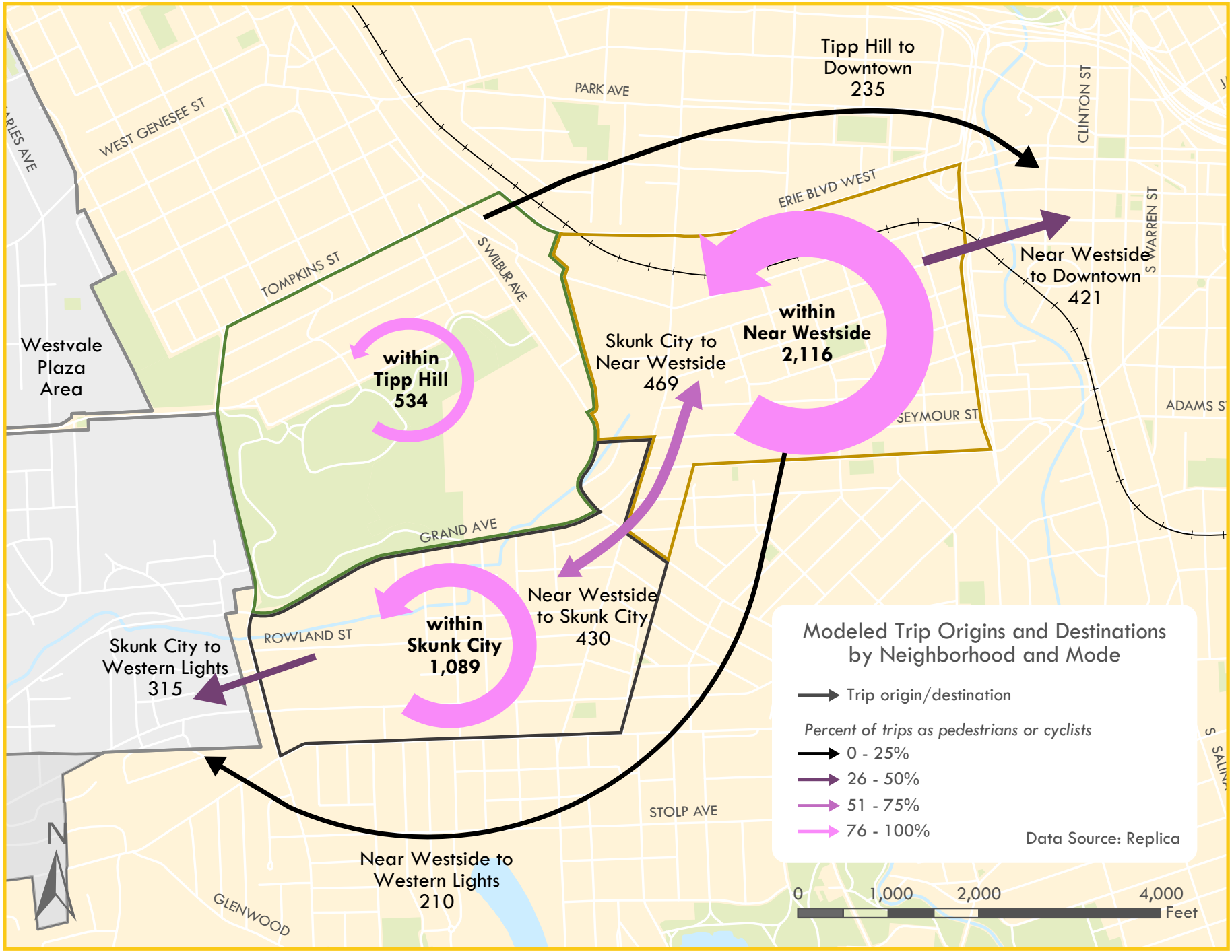


Figure 31 - Modeled Trip Origins and Destinations by Neighborhood and Mode

Figures 30 and 31 show people were more likely to utilize active transportation for shorter trips and personal vehicles for longer trips. For example, active trips make up less than a quarter of the trips from Tipp Hill to Downtown. The largest O/D pair is for trips that start and end within the Near Westside, with more than three quarters of these trips being by pedestrians or cyclists. This was likely influenced by the presence of the two schools in the neighborhood, PSLA @ Fowler and Seymour Elementary School.

Additionally, the data show a large presence of active trips between Skunk City and the Near Westside, with daily trips in both directions in the mid-400s with more than half of trips by pedestrians or cyclists. This volume is also potentially influenced by the presence of Delaware Elementary within Skunk City. Finally, trips from Skunk City to Western Lights and from Near Westside to Downtown have significant percentages of active trips. between a quarter and a half of all trips.

Using the information gleaned from the matrix along with the resulting maps and Replica data, the SMTC then used professional judgment to review the identified streets for practicality, particularly with regard to those critical measures – traffic volumes, connectivity, and design potential– before a bike network was recommended. This meant that in some cases, the highest scoring streets were not necessarily suggested for inclusion in the network. It also meant that smaller segments of streets that did not score as well may have been included to provide an important connector. Off-road trail connections along with the specific streets being recommended for inclusion in an overall bike-network for the Westside area are discussed in Chapter 4: Recommendations.

In addition to recommending off-road trail segments and bicycle and pedestrian treatments for specific streets, this study also suggests area-wide improvements to help unify the overall bike network and pedestrian experience between the Westside neighborhoods, keeping in mind links to Downtown, and both the Western Lights and Westvale Plaza areas.

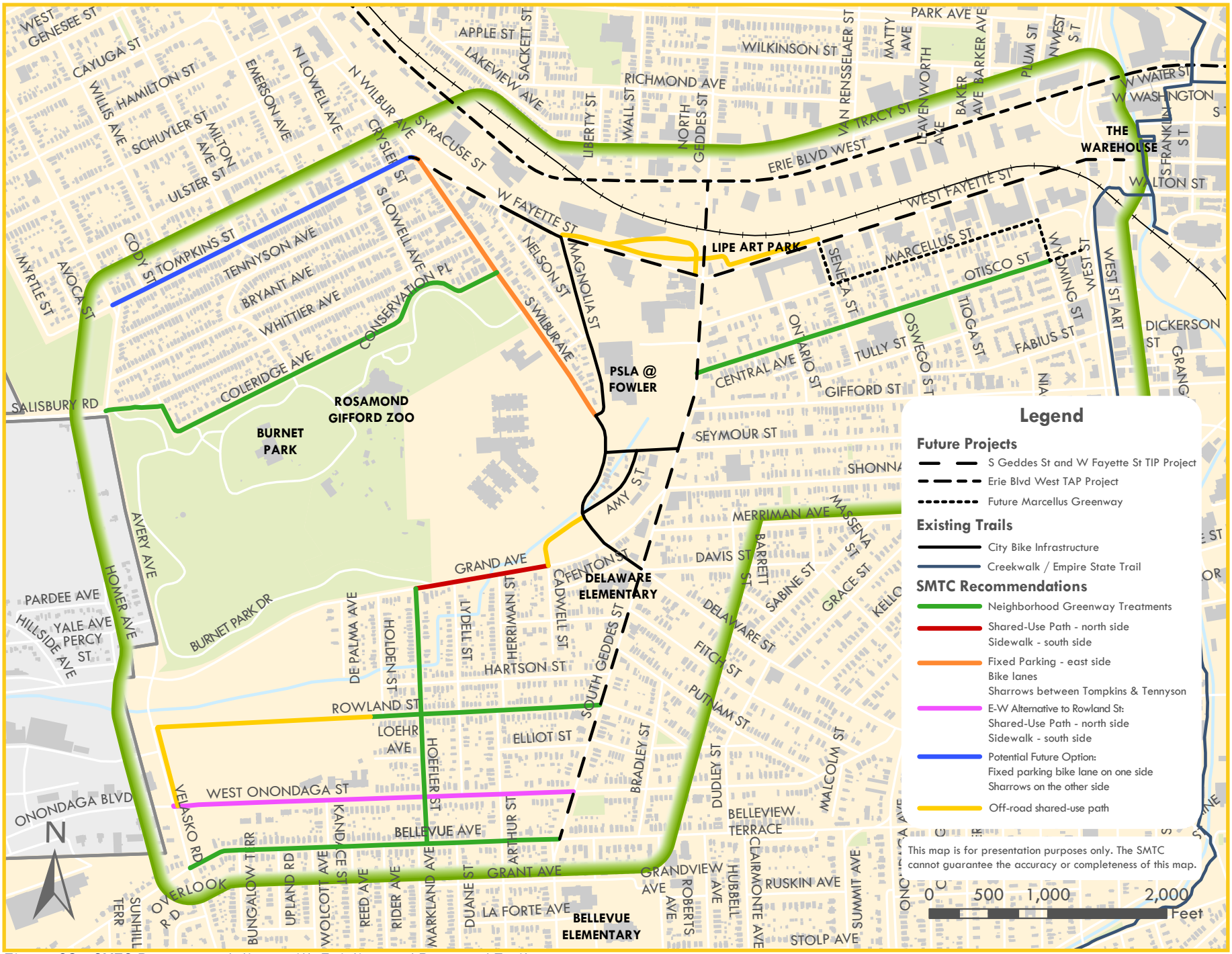


Figure 32 - SMTC Recommendations with Existing and Proposed Trails

CHAPTER 4
Recommendations

4.1 Study Area-Wide Recommendations

Overall Pedestrian Facility Recommendations

Improving pedestrian facilities within the Westside will ensure a seamless and safe walking experience for residents of the Westside as well as for those passing through. It is recommended that the City of Syracuse bring all sidewalks, crosswalks and curb ramps into ADA compliance and compliance with City codes (the City of Syracuse typically requires a minimum sidewalk width of 5-feet in addition to 3-feet of buffer and/or snow storage space; sidewalks should be made of concrete and continue through driveways). SMTC recommends that the City follow its Municipal Sidewalk Program (initiated in 2021) to determine which locations should be prioritized for improvements. Figure 32 shows all recommendations as well as existing and proposed trails within the study area.

Neighborhood Greenway Treatments

Neighborhood Greenways exist to connect cyclists and pedestrians to and through residential corridors with lower car traffic volumes and speeds. They encourage cyclists and car drivers to share the road by employing traffic calming measures and ensuring a low-stress cycling corridor. The cycling elements of this recommendation can include painted sharrows, speed cushions and 'Share the Road' signage dispersed at regular intervals while pedestrian elements can include upgraded or raised crosswalks, ADA compliant curb cuts with detectible warnings, and widened sidewalks.

Speed cushions, street trees, community art initiatives, and other decorative elements can calm traffic and create a more enjoyable experience for cyclists, pedestrians, and drivers alike.

This study recommends neighborhood greenways along the following corridors:

Otisco Street provides a connection to two schools (PSLA @ Fowler and Westside Academy), Skiddy Park, as well as the connections to more bike and pedestrian infrastructure at either end: the existing signalized crossing across West Street to the Creekwalk at the eastern extent and the expected cycle track along the western side of S Geddes Street at the western extent.

Additionally, the City of Syracuse is considering a neighborhood greenway treatment along Marcellus Street, connecting to the West Fayette Street/Seneca Street intersection and the Otisco Street/Wyoming Street intersection. The considered corridor is indicated in Figure 32.

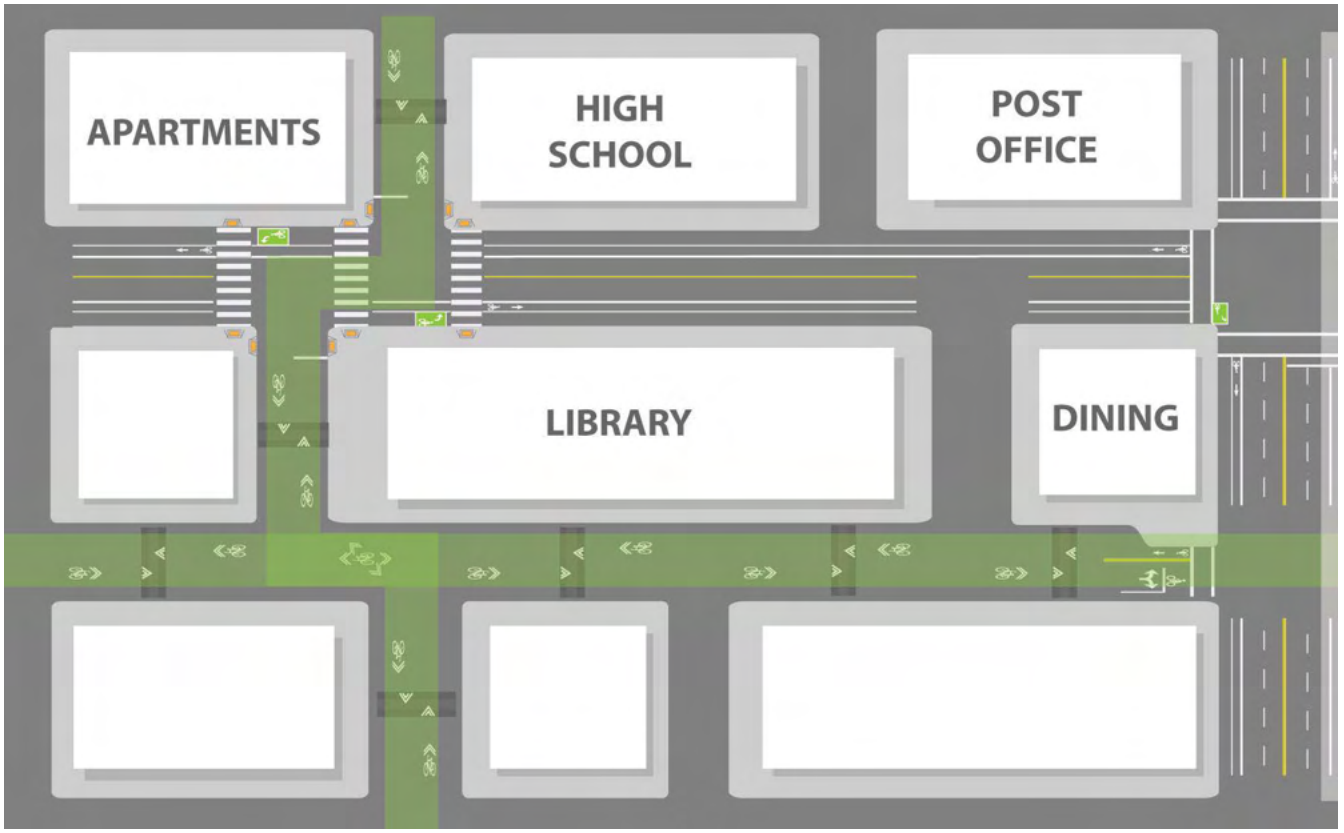
Hoefler Street provides connections between the recommended shared-use path along Grand Avenue and the recommended neighborhood greenways along Rowland Street and Bellevue Avenue, as well as the alternate recommendation along West Onondaga Street. This corridor includes access to Burnet Park via Burnet Park Drive and intersects two

transit routes. Although the topography at the furthest north and south extents limits bike-ability, most of the corridor is flat and provides the most direct route between Grand Avenue and the Strathmore neighborhood south of Bellevue Avenue. Hoefler Street is also the only completely continuous neighborhood street in Skunk City that runs north-south, making it a strong candidate for a neighborhood greenway treatment.

Bellevue Avenue connects the anticipated bike infrastructure along South Geddes Street to Velasko Street and therefore Western Lights Plaza. The topography along this corridor is largely flat, making it more bikeable.

Coleridge Avenue (Figure 33): A neighborhood greenway is recommended for Coleridge Avenue. Elements of this recommendation include painted sharrows, speed cushions and 'Share the Road' signage dispersed at regular intervals. An improvement from standard to ladder crosswalks striping is recommended at the intersection with Burnet Park Drive to increase pedestrian safety and slow traffic. Despite the steeper slope at the east end of the corridor, Coleridge Avenue provides the easiest connections from Tipp Hill and Westvale neighborhoods to Burnet Park, and Rosamond Gifford Zoo. It also connects to other recommended bike and pedestrian facilities between Downtown and other Westside neighborhoods.

Rowland Street (Figure 34): A neighborhood greenway is recommended for Rowland Street. Elements of this recommendation include painted sharrows, speed cushions and 'Share the Road' signage dispersed at regular intervals. An improvement from standard to ladder crosswalks striping is recommended at the intersections with Hoefler Street, Lydell Street, and Herriman/Arthur Street to increase pedestrian safety and slow traffic.



NAACTO Greenway Guidance

Speed Humps in Syracuse's Eastwood Neighborhood

Figure 33a: Existing Conditions - Coleridge Ave Greenway

Figure 33b: Recommendation - Coleridge Ave Greenway

EXISTING CONDITIONS
Rowland St Greenway

Figure 34a: Existing Conditions - Rowland St Greenway

Figure 34b: Recommendation - Rowland St Greenway

Tipperary Hill Entrance Sign Near Burnet Park

4.2 Tipperary Hill Recommendations

South Wilbur Avenue (Figure 35): Four-foot bike lanes are recommended along both sides of South Wilbur Avenue between Tennyson Avenue and Magnolia Street. This provides a cycling connection between Tipperary Hill and the Skunk City and Near Westside neighborhoods as well as PSLA at Fowler. The bike lanes would also connect to existing cycling infrastructure along Magnolia Street. A fixed parking lane is also recommended on the east side of South Wilbur Avenue. Sharrows are recommended between Tompkins Street and Tennyson Avenue due to Right-of-Way constraints.

Tompkins Street (Shown on Figure 32 (recommendation map): As a potential future option, Tompkins Street could be restriped from Avery Avenue to South Wilbur Avenue to have fixed parking and a four-foot bike lane on one side and sharrows on the other side. The fixed parking lane could act as a buffer between the roadway and bike lane, creating a safer environment for cyclists. This recommendation would need to be evaluated further to be implemented.

Avery Avenue/Salisbury Road/Whittier Avenue intersection (Figure 36): A key component of the SMTC's Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment (a planning study undertaken at the same time as the Westside Trail Study) was to identify potential bicycle connections into the City of Syracuse aimed at improving access to job opportunities, needed services, and shopping centers for residents in the Village, Town and City.

Through the Westvale Plaza Study, a recommendation for an off-road shared-use trail along Salisbury Road connects to the study area of the Westside Trail Study at the Avery Avenue/ Salisbury Road/Whittier Avenue intersection. The recommendation for this intersection carries through as a recommendation in the Westside Trail Study.

The existing Avery Avenue/Salisbury Road/ Whittier Avenue intersection is complicated by the angle at which Burnet Park Drive meets Whittier Avenue. With the existing layout, drivers using Burnet Park Drive are often unsure if they are part of the main intersection or if they must first enter onto Whittier Avenue before continuing along Avery Ave. To better enforce this movement as a two-stage movement, the northeast and southeast corners of the Avery Avenue/Salisbury Road/Whittier Avenue intersection should be squared off, as shown in Figure X (Fig 6.28 from Westvale Study). By expanding the green space at the northeast corner, to form a tighter turn from Whittier Avenue, the direct line from Burnet Park Drive to Avery Avenue would be cut off. Additionally, the expanded greenspace at the southeast corner would help to redirect vehicles straight onto Whittier Avenue before they encounter the second stop sign. Enforcing these movements would help make the movements of vehicles more predictable, which in turn would improve safety for all road users.

Recommendations from the Westside Trail Study then pick up further east where Coleridge Avenue meets Whittier Avenue. Sharrows and signage along Whittier Avenue between South Avery Avenue and Coleridge Avenue are recommended to create a seamless connection to the intersection with Avery Avenue/Salisbury Road/Whittier Avenue intersection and the Salisbury Road off-road shared-use trail.

Burnet Park Speed Signage

Deer Crossing Sign on Salisbury Rd

Figure 35a: Existing Conditions - S Wilbur Ave

Figure 35b: Recommendation - S Wilbur Ave

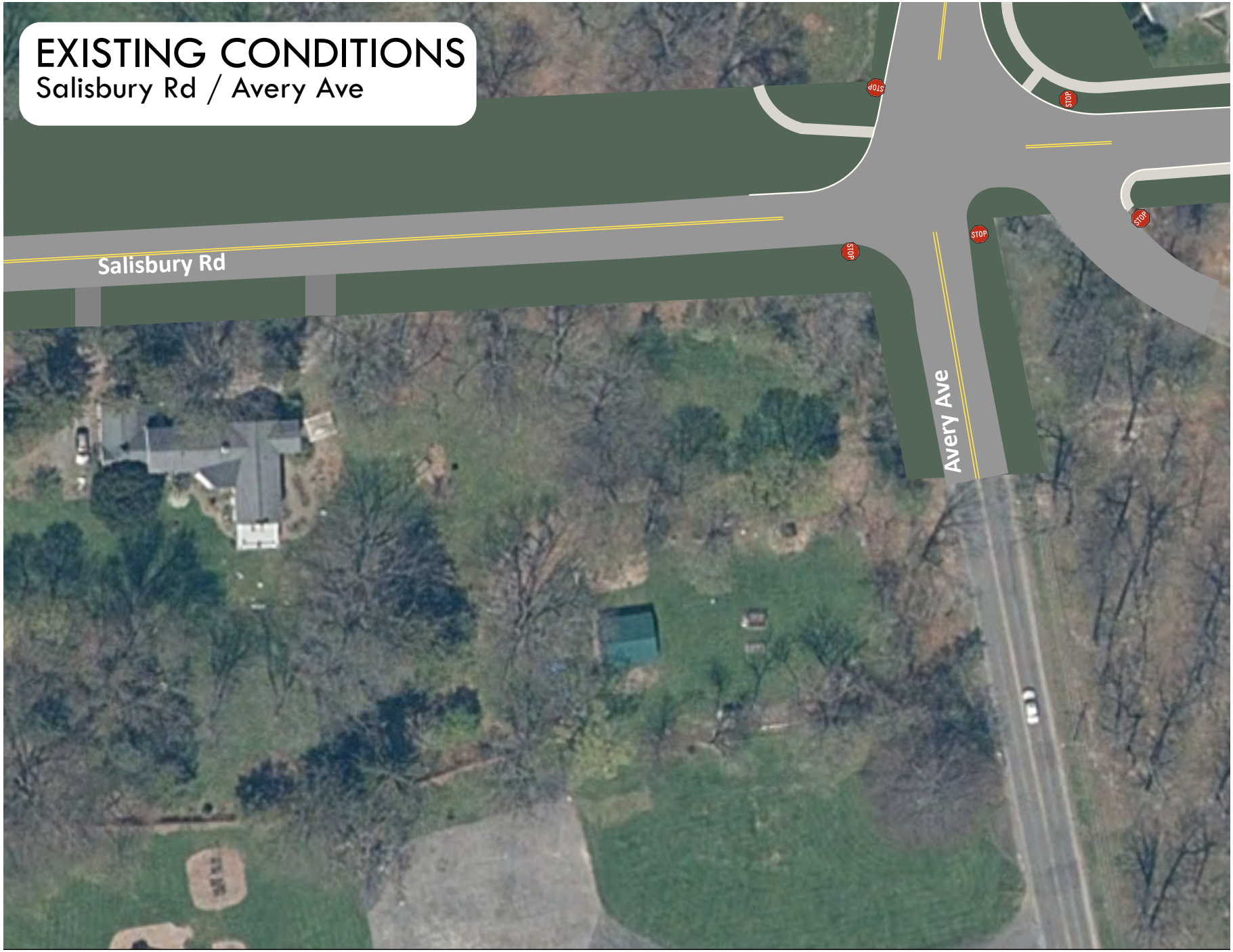


Figure 36a: Existing Conditions - Salisbury Rd / Avery Ave (From Westvale Plaza Study)

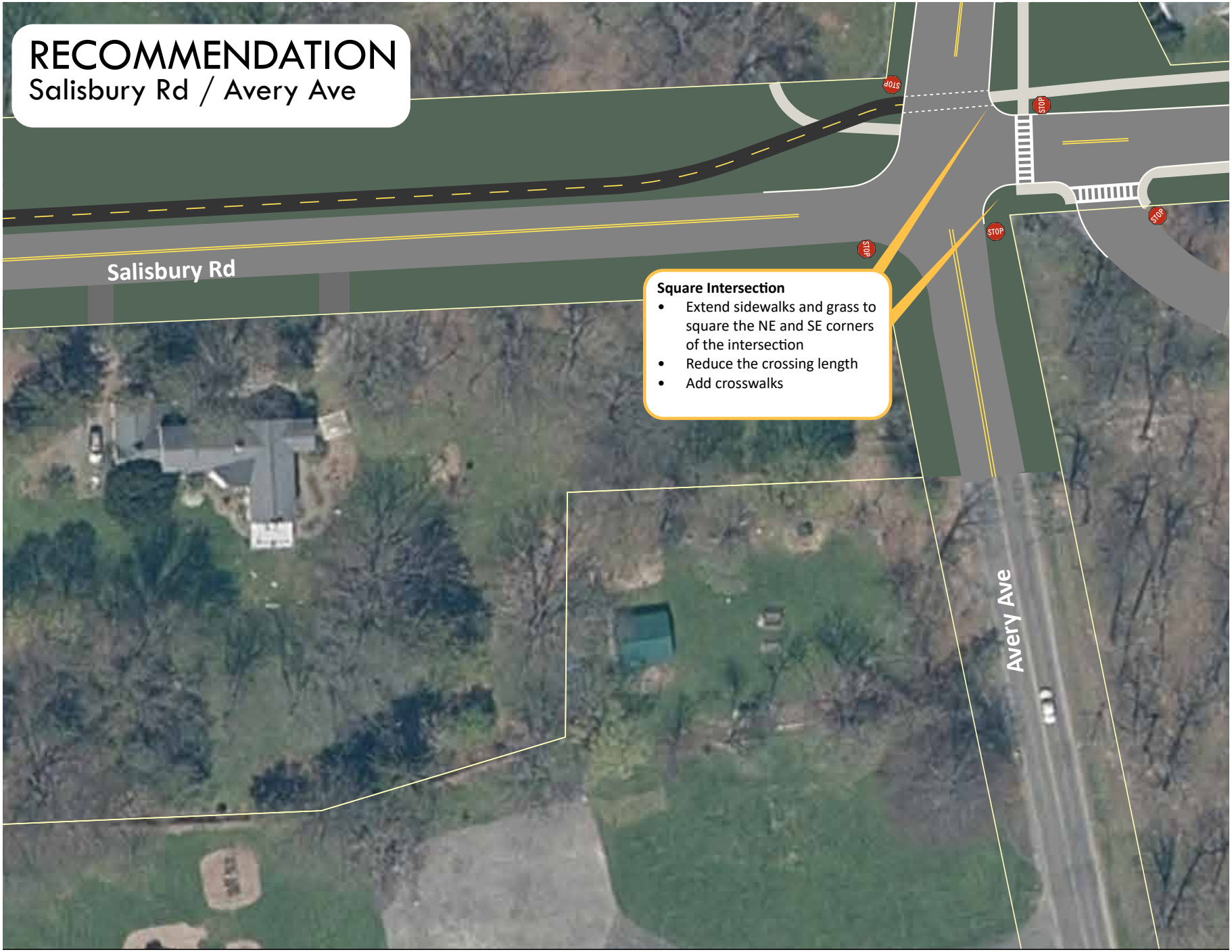


Figure 36b: Recommendation - Salisbury Rd / Avery Ave (From Westvale Plaza Study)

4.3 Skunk City Recommendations

Harbor Brook Pocket Park (Figure 37): A paved or fine-stone dust shared-use path is recommended through the small park northwest of the intersection of Delaware Street and Grand Avenue. The path will connect the intersection of Delaware Street and Amy Street to the intersection of Grand Avenue and Cadwell Street, following along Harbor Brook. This path directs pedestrians and cyclists away from the heavily traveled Grand Avenue intersections with Delaware Street as well as with South Geddes Street. Bollard lighting and benches are recommended along the path.

Grand Avenue (Figures 38 and 39): A shared-use path is recommended along the north side of Grand Avenue, connecting the Harbor Brook Pocket Park to Hoefler Street. A five-foot sidewalk is recommended to be added in missing areas along the south side of Grand Avenue.

The curbs at the intersection of Grand Avenue and Burnet Park Drive are recommended to be extended to minimize pedestrian conflicts, allowing an extension of the shared-use path along Grand Avenue to safely connect to the intersection with Hoefler Street. At this intersection, an RRFB is recommended along with ADA curb ramps with detectable warnings, ladder crosswalk and shark teeth striping.

Rowland Street Extension Path, Looking East (Figure 40): An improvement in the surface is recommended for the path along Rowland Street Extension. Replacing the material with pervious pavement or fine-stone dust (the material utilized should be wetland-area-compliant) will increase the walk- and bike-ability as well as the use of wheeled carts and personal mobility devices. Along the path, benches and a bike repair station are recommended as well as including informational signage on the engineered wetland of the site, and its importance to both the ecosystem and flood mitigation.

Rowland Street Extension Path, Looking West (Figure 41): The eastern entrance of the Rowland Street extension has been utilized as a trash dumping site. In addition to the surface improvement of the path, trash receptacles should be added to preserve the engineered wetland area.

Velasko Road Crossing (Figure 42): An improved crossing for cyclists and pedestrians across Velasko Road is recommended at the eastern driveway to Western Lights Plaza. Along the east side of Velasko Road, the sidewalk is recommended to be widened to a 10-foot shared-use path from Rowland Street Extension to West Onondaga Street. Along the west side of Velasko Road, a standard 5-foot sidewalk from the crossing to existing sidewalks is recommended including detectable warnings, ladder crosswalks across the plaza driveway, and a pedestrian refuge island at the existing median.

The Velasko Road crossing is recommended to be constructed by narrowing car travel lanes to 11-feet and constructing a 6-foot greened median along Velasko Road. This median would serve two purposes: to restrict dangerous left turn movements in and out of the plaza as well as to provide a pedestrian refuge island along the road. Restricting these movements will not limit traffic to/from Western Lights Plaza as entrances to the plaza also exist at Grand

Stairs by Harbor Brook

Grand Ave Sidewalk along Harbor Brook

Avenue and along Onondaga Boulevard. This crossing should include two RRFBs, detectable warnings, ladder crosswalks, and shark teeth striping.

A similar recommendation was made in the SMTC's previously completed Sustainable Streets -Sidewalks Application Study: Western Light Area Pedestrian Access and carries through to this study. As noted through observations of pedestrian and bicyclist travel, along with supporting Replica data, pedestrians and bicyclists continue to utilize this area and cross Velasko Road to reach Western Lights Plaza. This recommendation will afford pedestrian/cyclists with a safe means to cross Velasko Road.

West Onondaga Street (Figure 43 and 44): As an east-west alternative to the Rowland Street extension, a shared-use path is recommended along the north side of West Onondaga Street from Velasko Road to South Geddes Street. The shared-use path should be 10 feet wide with a dotted yellow line through the center and should pass through driveways. Along the south side of West Onondaga Street, a 5-foot sidewalk is recommended. Updated ladder-style crosswalks should be painted at the intersection of Velasko Road and West Onondaga Street.

Missing Sidewalk on W Onondaga St

Skunk City Signage

Grand Ave and Burnet Park Dr

Figure 37a: Existing Conditions - Harbor Brook Pocket Park

Figure 37b: Recommendation - Harbor Brook Pocket Park

Figure 38a: Existing Conditions - Grand Ave RRFB

Figure 38b: Recommendation - Grand Ave RRFB

Figure 39a: Existing Conditions - Grand Ave / Burnet Park Dr

Figure 39b: Recommendation - Grand Ave / Burnet Park Dr

EXISTING CONDITIONS
Rowland St Extension

Figure 40a: Existing Conditions - Rowland St Extension, Facing East

Figure 40b: Recommendation - Rowland St Extension, Facing East

Figure 41a: Existing Conditions - Rowland St Extension, Facing West

Figure 41b: Recommendation - Rowland St Extension, Facing West

Figure 42a: Existing Conditions - Velasko Rd Crossing

Figure 42b: Recommendation - Velasko Rd Crossing

Figure 43a: Existing Conditions - W Onondaga St, Western Portion

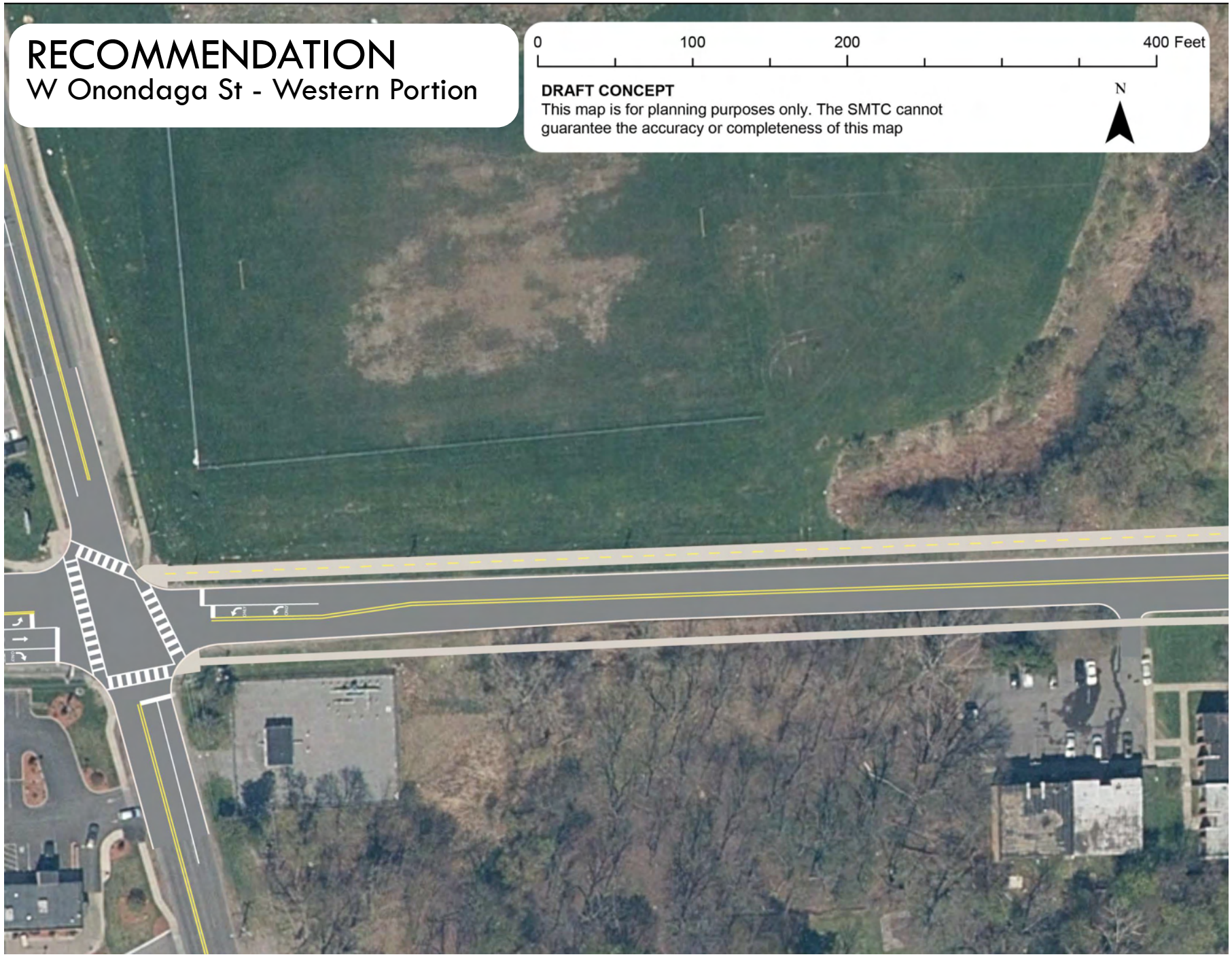


Figure 43b: Recommendation - W Onondaga St, Western Portion

Figure 44a: Existing Conditions - W Onondaga St, Eastern Portion

Figure 44b: Recommendation - W Onondaga St, Eastern Portion

Mural and Veo Parking along W Fayette St

4.4 Westside Trail Recommendations

The Westside trail serves as both the backbone and centerpiece to the creation of a network that connects neighborhoods within the Westside to one another, and to areas beyond the Westside. The proposed trail addresses a major safety issue for vulnerable roadway users at a high accident location. The project will support pedestrian and bicycle safety through the development of physically separated facilities near a high school and along a key corridor linking multiple neighborhoods. These recommendations will help form the creation of the Westside Trail itself:

Geddes Street Bridge + Seneca Street Connection (Figure 45): These are the recommendations for the Geddes Street crossing discussed from east to west. At the intersection of Seneca Street and West Fayette Street, an RRFB is recommended along with ladder crosswalk striping across both roads. A shared-use path along the north side of West Fayette Street is recommended, connecting to Lipe Art Park, the Pump Track, and the restaurant at the West Fayette Street and South Geddes Street intersection. Staple style bike racks for parking are recommended near the restaurant.

This shared-use path is recommended to connect to the abandoned rail bridge crossing South Geddes Street, allowing cyclists and pedestrians a protected crossing away from the busy and dangerous Geddes-Fayette Streets intersection. Beyond the bridge, the existing ramp down to street level is recommended to connect cyclists and pedestrians to street level, as well as the planned cycle-track on the west side of South Geddes Street as recommended in the South Geddes Street and West Fayette Street Complete Streets Review. The crosswalks at the Geddes-Fayette Streets intersection are recommended to be repainted.

Finally, the shared-use path is recommended to follow the existing berm through the forested area, elevated and separated from car traffic along West Fayette Street, coming back to street level at the intersection with Magnolia Street. The trees in the existing urban forested area are recommended to be preserved as best as possible along with the recommended shared-use path.

Fayette Bridge Ramp (Figure 46): Given the announcement of the Police and Fire Department headquarters moving to the vacant factory at 1153 West Fayette Street, additional traffic will be coming to an already busy intersection. Providing a grade-separated option for bicyclists and pedestrians so that they do not have to mix with police, fire and other emergency vehicles will keep this area safer for all users.

Despite the potential structural, geometric, and even privacy concerns with utilizing the abandoned rail bridge over West Fayette Street, the use of this structure offers a prime opportunity to keep pedestrian and bicycle traffic separated from motor vehicle traffic:

- The intersection of West Fayette and South Geddes Streets also has a high number of vehicles moving through it, along with a high number of crashes (pointed out in the previously completed South Geddes Street and West Fayette Street Complete Streets Review).
- The city has recently invested in bicycle infrastructure on adjoining streets. The use of the bridge would allow connections to this infrastructure.
- Due to its proximity to PSLA @ Fowler school, and the assumed increase in use of a Westside Trail by students in particular, utilizing the existing abandoned bridge will be a safer option than mixing students with emergency vehicles.
- With the anticipated arrival of the Public Safety Department, offering a grade-separated crossing of West Fayette Street from the Westside Trail would keep the public away from vehicles (some heavy) moving at high speeds.

Abandoned Railroad Bridge over Geddes St

- The bridge could act as a gateway to both Tipp Hill and the Near Westside and could also be a candidate for murals.

Should the bridge be utilized to accommodate a shared-use path/crossing over West Fayette Street, the SMTC recommends the creation of a ramp from the bridge down to Magnolia Street as shown in Figure 46.

Although a bridge inspection of the railroad bridge over West Fayette Street has been conducted, there are geometric limitations to the use of the bridge at this location. Further engineering and structural analysis would be needed to identify the safety and feasibility of using it as a grade separated bicycle and pedestrian crossing.

Fayette Street Raised Crosswalk (Figure 47): Considering the Police and Fire Department headquarters moving to West Fayette Street and the above Fayette bridge discussion, if that bridge is deemed unusable, whether due to bridge safety concerns or right of way limitation from the new Police and Fire Department headquarters, the following are recommended.

Building upon the recent bike striping along Magnolia Street and West Fayette Street, a raised crosswalk across Fayette is recommended at this intersection. This includes ladder crosswalk and yield striping as well as RRFBs and ADA curb-cuts with detectible warnings. Ladder crosswalk striping is also recommended across Magnolia Street.

With this recommendation, the raised crosswalk will connect the shared-use path through the forested area and over the South Geddes Street bridge to Lipe Art Park. Additionally, sidewalks along the northern side of West Fayette Street are recommended, as noted in the South Geddes Street and West Fayette Street Complete Streets Review.

Lipe Art Park

Mural and Bus Stop along W Fayette St

Former Industrial Buildings along W Fayette St

Abandoned Railroad Bridge over W Fayette St

Figure 45a: Existing Conditions - S Geddes St bridge crossing at W Fayette St

Figure 45a: Recommendation - S Geddes St bridge crossing at W Fayette St

Figure 46a: Existing Conditions - Fayette Bridge Ramp

Figure 46b: Recommendation - Fayette Bridge Ramp

Figure 47a: Existing Conditions - W Fayette St crossing at Magnolia St

Figure 47b: Recommendation - W Fayette St crossing at Magnolia St

4.5 Cost Estimates and Implementation

To provide order of magnitude cost estimates for the recommendations included in this document, SMTC staff reviewed several state and federal cost estimating tools and online resources. Estimated costs in Table 4a-d 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.

All recommendations identified within this report will require further engineering evaluation in connection with this work. The cost estimates for any concepts directly involving the abandoned rail bridges over both Geddes Street and Fayette Street do not include the cost of rehabilitation or the necessary safety precautions for enabling bicycle and pedestrian use.

Worth mentioning, Syracuse Mayor Ben Walsh shared during his State of the City address that "a $1 million grant was secured through Senator Rachel May that will allow design work to begin this year on the Westside Trail, which will run through Lipe Art Park, over the railroad bridges at South Geddes Street and up to the Tipp Hill neighborhood.[8]" Senator May secured this funding through a Community Resiliency, Economic Sustainability, and Technology Program (CREST) which is administered through Dormitory Authority of the State of New York (DASNY). The City of Syracuse also applied for federal Transportation Alternatives Program (TAP) funding, which funds a variety of transportation-related projects that increase options for non-vehicular transportation, including conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, and non-motorized transportation users.[9]The City is waiting to hear if they have been awarded TAP funding. According to the City of Syracuse, both grants would be used for design and construction of the Westside Trail between Magnolia and Seneca Streets, which will hopefully utilize the disused railroad bridge over South Geddes Street. Discussions with New York Susquehanna and Western about transfer of ownership of that bridge and necessary right-of-way for a trail, are underway.

As development plans move forward, especially at the new Public Safety Building site (1153 West Fayette Street), the former site of the Syracuse Developmental Center (800 Wilbur Avenue), and the bridge over South Geddes Street (currently owned by New York Susquehanna & Western Railway), coordination between the City and private developers would be encouraged to consider more direct bicycle and pedestrian connections between these sites and Westside area neighborhoods.

8 www.syracuse.com, 1/18, 2024, Read the full text of Syracuse Mayor Ben Walsh's State of the City address, <https://www.syracuse.com/news/2024/01/read-the-full-text-of-syracuse-mayor-ben-walshs-state-of-the-city-address.html>, accessed 2/20/24.

9 www.dot.ny.gov, NYSDOT Local Programs Bureau, TAP-CMAQ, < https://www.dot.ny.gov/TAP-CMAQ>, accessed 2/20/24.

Table 4a: Cost Estimates - Neighborhood Greenways

Neighborhood Greenways									
Category	Improvement	Cost	Unit	Cost Source	Otisco St	Hoeffler St	Bellevue Ave	Coleridge Ave	Rowland St
Trail and Roadway Infra-structure	Speed cushion	$5,000	Each	MD	3	2	3	2	3
Striping and Signage	Sharrows	$3,675	Per mile	NYS	0.64	0.40	0.59	0.72	36
	Share the Road signs	$600	Each	NYS	4	4	4	4	4
	Ladder crosswalk	$1,400	Each	NYS		2		4	2
Cost of each recommendation					$20,000	$17,000	$20,000	$21,000	$22,000

Table 4b: Cost Estimates - Tipperary Hill

Tipp Hill					
Category	Improvement	Cost	Unit	Cost Source	S Wilbur Bike Lanes
Striping and Signage	Sharrows	$3,675	Per mile	NYS	0.04
	Share the Road signs	$600	Each	NYS	2
	Bike lane with bicycle symbols with arrows	$5,631	Per mile	NYS	0.79
Cost of each recommendation					$6,000

Sources:

MD - Maryland Department of Transportation and 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

NYSDOT – New York State Department of Transportation Quick Estimator Reference – Upstate (2023) https://www.dot.ny.gov/main/business-center/trns-port/modules/estimator

WI – Wisconsin Bureau of Correctional Enterprises – Interpretive Frames Catalog & Pricing Guide (2021-2022) https://www.shopbce.com/PDFs/PR_INT_0321_R5%20Interpretive%20Catalog.pdf

NOTES:

- S Wilbur Bike Lane cost estimate does not include striping for individual on-road parking spots.
- The cost of the "Westside Trail" does not include costs of rehabilitation or safety precautions for enabling bicycle and pedestrian use of the abandoned bridges.

Table 4c: Cost Estimates - Skunk City

Skunk City									
Category	Improvement	Cost	Unit	Cost Source	Harbor Brook Pocket Park	Grand Ave Shared-use Path and Crossing	Rowland Extension Shared-use Path	Velasko Crossing	W Onondaga St Alternative
Trail and Roadway Infrastructure	Off-Street asphalt path (10ft wide)	$63	Per linear foot	NYS	530		1800		
	ADA curb ramp	$6,300	Each	NYS		2		8	
	Concrete curbing	$90	Per linear foot	NYS		90		240	
	Establishing turf	$12	Per square yard	NYS		65		95	
	Sidewalk (5ft wide)	$145	Per linear foot	NYS				60	145
	Sidewalk (10ft wide)	$290	Per linear foot	NYS		1100		620	3191
Striping and Signage	Dashed yellow line for shared-use paths	$550	Per mile	NYS	0.1	0.21	0.34	0.12	
	Ladder crosswalk	$1,400	Each	NYS		2		2	
	Rectangular Rapid Flashing Beacon	$11,261	Each	NYS		2		2	
Amenities	Bench	$2,093	Each	NYS	2				
	Bicycle repair station	$950	Each	NYS			1		
	Informational signage	$400	Each	WI			2		
	Litter receptacle	$1,808	Each	NYS			2		
	Bollard	$1,202	Each	NYS	5				
				Cost of each recommendation	$44,000	$366,000	$119,000	$287,000	$946,000

Table 4d: Cost Estimates - Westside Trail

Westside Trail						
Category	Improvement	Cost	Unit	Cost Source	Fayette-Magnolia Raised Crosswalk	"Westside Trail" w/ Seneca RRFB
Trail and Roadway Infrastructure	Off-Street asphalt path (10ft wide)	$63	Per linear foot	NYS		2900
	Raised crosswalk	$15,000	Each	NYS	1	
	Sidewalk (5ft wide)	$145	Per linear foot	NYS	260	
Striping and Signage	Dashed yellow line for shared-use paths	$550	Per mile	NYS		0.55
	Ladder crosswalk	$1,400	Each	NYS	1	5
	Rectangular Rapid Flashing Beacon	$11,261	Each	NYS	2	2
Amenities	Bike rack	$2,625	Each	NYS		1
				Cost of each recommendation	$77,000	$215,000

WESTSIDE TRAIL STUDY

APPENDICES

APPENDIX A

Public Involvement Plan

SAC Meeting Minutes

TNT Meeting Minutes

Westside Trail Study
City of Syracuse

Public Involvement Plan

October 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 Westside 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 **Westside 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 in-person, electronic and/or 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
- Onondaga County
  - Department of Water Environment Protection (WEP)

- Central New York Regional Transportation Authority (Centro)

The SAC will meet regularly with the SMTC to assist in managing the project. SAC meetings may take place in-person, and/or 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 three to four SAC meetings over the course of this study, as shown below (SAC meetings #2 and #3 may be able to be combined).

SAC meeting no.	Anticipated purpose
1	Kickoff: confirm study purpose, goals, objectives, schedule, PIP
2	Review collected data, discuss issues and opportunities, discuss public outreach opportunities
3	Review proposed improvements/recommendations and planning level illustrations/cross-sections, review public outreach materials
4	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.

The SMTC will begin by utilizing previously gathered public input from the *South Geddes Street and West Fayette Street Complete Streets Review* project. Although extensive public outreach is not anticipated for this study, the SMTC recognizes that additional outreach to the Near West Side and Skunk City neighborhoods would help to provide an understanding of the needs, desires, and concerns of the local community regarding non-motorized connection opportunities on the Westside.

The SMTC anticipates coordinating with the Westside TNT to assist with the public outreach of this Study. This may include attending and presenting at one or more TNT meetings and/or other neighborhood association or group meetings, and potentially distributing a survey through their contacts and networks.

If determined appropriate, a survey, likely online utilizing Microsoft Forms, would look to capture residents' opinions, and concerns relating to:

- Walking and bicycling in the study area
- Safety concerns
- Amenities they would like to see
- Interest in off-road amenities
- Other questions developed by the SMTC and the SAC

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

V. Additional public outreach

Coordination with business and community groups
SMTC staff will reach out to existing business and community groups (such as the Westside TNT) 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 an 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 **Westside 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 sets a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'"[1,2].

A Census tract is considered to have a concentrated LEP population if individuals who speak a language other than English and speak English "less than very well" make up more than the county average. On average 4.03% of Onondaga County residents speak a language other than English and speak English "less than very well."

The SMTC has examined the 2016-2020 American Community Survey data for LEP populations in Census tracts throughout our metropolitan 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. Within the City of Syracuse, 5.96% of people are Spanish speakers and 1.89% are Spanish speakers who speak English "less than very well".

To calculate LEP concentrations throughout the study area, data from the 2016-2020 ACS 5-year estimates were collected and analyzed. Within the study area, five tracts had concentrated LEP populations. These tracts include the three tracts that make up the Near Westside as well as the tracts for Skunk City and Downtown. Skunk City has the highest concentration of people with limited English proficiency in the study area at 8.60%.

Safe Harbor tracts are defined as Census tracts with a concentration of LEP individuals and where more than 5% of the population speaks a specific language other than English and speaks English "less than very well." Only tracts 39 and 40 within the Near Westside were found to be Safe Harbor tracts for people who speak Spanish.

[1] Syracuse Metropolitan Transportation Council, *Title VI and LEP Plan*, Syracuse Metropolitan Planning Area, Final Report February 2015, p. 41.

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

The Westside Trail Study stems from the recently completed *South Geddes Street and West Fayette Street Complete Streets Review*. As such, coordination with businesses and community groups is sufficient for this current effort. The translation of public outreach materials to Spanish will be considered as needed throughout this project.

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 **Westside 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 **Westside 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 **Westside Trail Study**.

The SMTC web site (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **Westside 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 **Westside Trail Study**. This study aims to identify opportunities to improve accessibility for non-motorized transportation and build off some of the ideas presented in the previously completed *W Fayette St and S Geddes St Complete Streets Review* as well as expand/connect the regional trail network. The participation of the people who live and work in this area is important to the study's success.

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Meeting Summary

WESTSIDE TRAIL STUDY

Study Advisory Committee Meeting (SAC) #1
SMTC Lower-Level Conference Room
November 9, 2022
10:30 a.m.

Attendees

Allison Bodine, SOCPA – City Planning
Neil Burke, City DPW
Kevan Busa, City DPW
Bren Daiss, Centro
John-Miguel Dalbey, City Parks intern
John Kivlehan, City Engineering
Ed Mueller, Centro
Mary Robison, City Engineering
Josh Wilcox, City Parks

SMTC Staff

Mario Colone
Kevin Kosakowski
Danielle Krol
Joey DiStefano

Introductions

Ms. Danielle Krol opened the Kickoff SAC meeting for the *Westside Trail Study* with introductions. She asked SAC members to interrupt with comments and questions while she shared PowerPoint slides (attached at the end of this meeting summary) of the project that covered the project purpose; study area; an overview of the Scope of Work, Public Involvement Plan, and draft schedule; initial data collected; specific properties in the study area; and next steps.

Project Purpose

Ms. Krol noted that the Westside Trail Study stems from a recommendation contained in the SMTC's *South Geddes and West Fayette Street Complete Streets Review*, completed in September 2020 for the City of Syracuse. Public feedback garnered through that study indicated a strong desire for a multi-use trail that runs parallel to the railroad tracks on the north side of West Fayette Street, through Lipe Art Park, and heading west over South Geddes Street to connect to west side neighborhoods. This study will examine the potential of this connection, as well as additional non-motorized connections to the Near West Side and Skunk City.

Overview of study area, draft schedule, Scope of Work, and Public Involvement Plan

Ms. Krol reviewed the study area for the project with the SAC (see draft study area map in the attached PowerPoint slides), which includes West Fayette and South Geddes Streets, and these general boundaries: Avery Avenue/Velasko Road in the west; Tompkins Street/Erie Boulevard West in the north; West Street in the east; and then the study area runs along Shonnard Street to about 1-2 blocks shy of Geddes Street, where the study area heads south and then runs along Bellevue Avenue back to Velasko Road.

Ms. Krol noted that the project Scope of Work was approved by the SMTC Planning Committee on September 20, 2022. She shared the draft schedule, noting major milestones including anticipated SAC meetings in February, June, and August/September 2023, along with Public Outreach in February and June 2023. The project is anticipated to be complete by September 2023, but may possibly be completed sooner, as this project leans heavily on previously completed projects, namely the *South Geddes and West Fayette Street Complete Streets Review*. She stated that this particular project could turn into more of a technical analysis due to existing and previously completed studies. Ms. Krol said that there is not any extensive synchro analysis expected as part of this study.

Ms. Krol briefly mentioned the previously completed studies to be examined, upcoming City projects, draft demographics and initial data collection efforts (pedestrian amenities at key intersections and where road widths have been taken to date). These are detailed in the attached slides.

The Public Involvement Plan (PIP) outlines how SMTC intends to engage the public during the study process. Ms. Krol reviewed the basics of the SMTC's PIP and noted that once the Limited English Proficiency (LEP) data are added to the PIP, it will be forwarded to the SAC for their review.

Overview of study area maps

Each SAC member received a packet with three maps: 1) the overall study area 2) the study area with potential connections by source: this map includes potential on- and off-road connections to/from South Geddes and West Fayette Streets and through the west side, and notes where these potential connections originated (whether from the *Syracuse Bike Plan*, SMTC's *South Geddes and West Fayette Street Complete Streets Review*, proposed Erie Canalway Trail connections, where field work has been conducted, and upcoming City TIP/TAP projects) and 3) the study area showing all of the potential connections from Map 2 in one color. Ms. Krol noted that Map 3 that was handed out should have included the potential trail north of West Fayette Street along the railroad tracks from the intersection of South Wilbur Avenue in the west to where the currently used tracks cross above West Fayette Street in the east (i.e. the trail that would run along/through Lipe Art Park). Ms. Krol asked if there was a name for this trail. Mr. Neil Burke said that no trail name has been assigned to that potential trail, or to the trail that exists through Lipe Art Park.

Property discussion

The SAC discussed a few specific properties/locations that could potentially be important to this project.

Railroad bridges over South Geddes Street and West Fayette Street:

Ms. Krol thanked City Engineering for sending the bridge inspection reports for the two city-owned railroad bridges that cross above West Fayette Street. Ms. Krol mentioned that SMTC will need some assistance deciphering what the bridge inspection report results mean for potential future bicycle/pedestrian use of the bridges. Mary Robison said that we can contact John Kivlehan to discuss these. Mr. Kivlehan noted that the bridge over South Geddes Street is not owned by the city and said that New York Susquehanna may own it.

Land adjacent to Lipe Art Park (pump track):

Ms. Krol asked about the land to the west of Lipe Art Park being used for the pump track. Mr. Josh Wilcox said that the land has been leased by the rail line (NYS&W?) to Home Headquarters (HHQ). Mr. Wilcox has a contact at HHQ and for Lipe Art Park that he will share with Ms. Krol.

Harbor Brook Wetlands area/Rugby field/Rowland Street extension/:

Ms. Krol mentioned that she tried to reach out to Paul Driscoll at the Onondaga County Department of Water Environment Protection (WEP) regarding the property along the Harbor Brook Wetlands that Syracuse rugby teams have access to. Rowland Street currently ends just west of Holden Street in the City of Syracuse. There is an informal gravel road/trail that extends from this point west to Velasko Road. At Velasko Road there is a gate that controls access to the wetlands area. It appears that WEP may allow access to O'Connor Park (where rugby games are held) via this informal gravel road.

Ms. Allison Bodine noted that Mr. Driscoll is on the mapping side of WEP. She stated that the Commissioner is Shannon Harty, and that we might want to start by reaching out to her.

Old Syracuse Developmental Center Site:

Ms. Krol mentioned the old Syracuse Developmental Center (former state home for developmental disabled children and adults) site that was recently awarded development capital funds by Governor Hochul, to pay for demolition and infrastructure work. She asked the SAC if they knew if there were any plans to include trails/pedestrian amenities as part of the site's redevelopment. Mr. Burke stated that there has been a basic mention of trails and public amenities as part of the redevelopment plan, but the design is far from set. Mr. Wilcox indicated that the City recently sold the property. Ms. Robison said that the city was placed in charge of demolition and access to the site. She is not sure about the inclusion of trails. She state that the lick off meeting for the overall project is supposed to be at the end of November/ early December 2022. At this point it is planned to be a mixed use site with residential and commercial uses. Ms. Robison said that it would be ideal, in her opinion, to have multimodal facilities there and could bring it up. She said that the city will not own the property in the end so it would be privately owned, and one would have to work with the developer if pedestrian, bicycle and/or trail facilities are desired.

Additional discussion

Ms. Krol asked the SAC to share any additional questions/comments/suggestions for this project.

Mr. Wilcox mentioned that SUNY ESF professor Emanuel Carter and his students have studied the Westside of Syracuse extensively, so there are many student studies that might be available to reference. Ms. Krol said that she would follow up with Mr. Wilcox regarding this.

Ms. Bodine stated that connections to elementary schools would be wise to examine.

Mr. Colone asked if there are any streets on the draft study area maps that could be eliminated from being studies. Mr. Ed Mueller said that he preferred that trails are not on bus routes.

Ms. Krol asked if there was interest in rails with trails. Mr. Burke stated that this was not the original intention of this project. Ms. Krol called attention to the at-grade railroad crossing behind 615 Erie Boulevard West, that leads to a parking lot fronting West Fayette Street. It is not an ideal situation to have pedestrians crossing the railroad tracks behind the 615 building.

Mr. Burke mentioned that the city has preliminary greenway plans for Marcellus Street that they could share with SMTC. He stated that the plans are very preliminary for the Otisco Street portion of the greenway where the focus is crossing over West Street to head into Armory Square.

Mr. Wilcox asked if there was a reason for not including Coleridge Avenue as an option for examination. He noted that there are three different connections to Burnet Park along Coleridge. Ms. Bodine also stated that people walk to the zoo through the lower park area. Ms. Krol said that SMTC will take a closer look at Coleridge Avenue.

Mr. Mueller pointed out that the spur of Amy Street appears to be a bit odd. Ms. Krol said that the initial thought was to use this spur as a connection point to South Geddes Street and note that SMTC would review it in further detail.

Mr. Wilcox said that a potential path for pedestrians from West Fayette Street to Marcellus Street could utilize land owned by the school (just east of the practice field along Harbor Brook). Ms. Krol said that SMTC will examine this potential connection further.

Ms. Krol asked city representatives how they felt about potentially using the land owned by WEP that essentially extends Rowland Street west to Velasko Road. Mr. Burke stated that if WEP says yes to use of Rowland Street trail, it essentially eliminates discussion of utilizing other areas.

Mr. Wilcox asked about the old bridge on Walton Street and what its potential is for use as a connection point. Ms. Robison stated that the city does not own the bridge.

Next Steps

Ms. Krol noted that through December 2022 SMTC staff would finish up the draft Public Involvement Plan and add the LEP information, finish the write up of existing plans/studies and then through early 2023,

would work to identify issues and opportunities in the study area. She said that the first public outreach for the project would take place in February.

Ms. Krol thanked the SAC members for their time and closed the meeting at 11:25 a.m.

WESTSIDE TRAIL
City of Syracuse

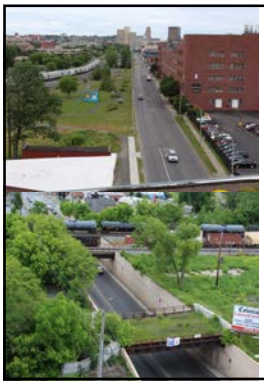
Study Advisory Committee Kickoff
November 9, 2022
SMTC LL Conference Room

1

Agenda

- Introductions
- Project purpose
- Study area
- Review Scope of Work, Public Involvement Plan, draft schedule
- Initial data collection
- Property discussion
- Next steps

2



Project Purpose

- Build off previous Complete Streets Study
- Examine area along W Fayette St and further west for possibility of a trail and uses Lipe Art Park and old RR bridges over Geddes St and Fayette St
- Connections to Near West Side and Skunk City
- Develop conceptual area-wide plans

3

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Initial Project Documents

- Scope of Work
- Draft Public Involvement Plan
- Draft schedule

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Schedule

Project Tasks	Dates	SAC Mtg/Public Outreach
Project Initiation	Sept - Nov 2022	SAC 1
Data Collection/Analyses	Oct - Dec 2022	
Identification of Issues	Jan – Mar 2023	SAC 2 / PO 1
Proposed Improvements	Apr – Jun 2023	SAC 3 / PO 2
Recommended Strategies	Jul – Aug 2023	SAC 4*
Final Documentation	Sep – Oct 2023	SAC 4*

PO 1 – Likely survey through Westside TNT (issues/concerns)

PO 2 – Likely present at TNT mtg (share proposed improvements)

* SAC 4 - To be held in Aug OR Sept 2023

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Initial Data Collection

- Previously completed studies
  - S Geddes St & W Fayette St Complete Streets Review (2020)
  - Syracuse Bicycle Plan 2040
  - Onondaga County EST Local Economic Opportunities Plan (2022)
  - Western Lights Pedestrian Access Study (2016)
- Upcoming projects
  - Erie Blvd West Improvements (TAP)
  - TIP project S Geddes/W Fayette
- Demographics
  - Population Density, Poverty Rate, Unemployment, Race, Median Age, Median Home Value, Median Income, Percent Bike Walk Bus, Percent No Vehicle / Car Light

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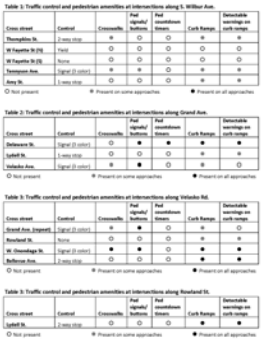
Initial Data Collection

- Pedestrian amenities key intersections
  - W Onondaga St/Velasko Rd
  - Velasko Rd/rubgy field entrance
  - Velasko Rd/S Avery Ave/Grand Ave
  - Grand Ave/Lydell St
  - Lydell St/Rowland St
  - Grand Ave/Delaware St
  - Amy St/Delaware St/S Wilbur Ave
  - Tompkins St/N Wilbur Ave/S Wilbur Ave (where W Fayette enters)



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Initial Data Collection

- Road widths
  - Rowland St
  - S Wilbur Ave
  - Grand Ave
  - Avery Ave
  - Velasko Rd
  - W Onondaga St
  - Bellevue Ave

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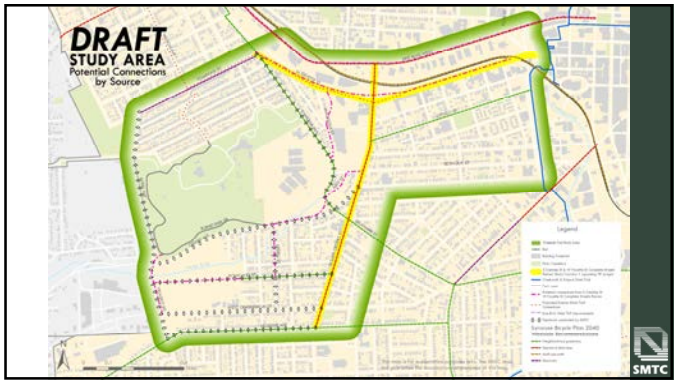

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Property discussion

- Bridges
  - Over W Fayette St (inspection report)
  - Over S Geddes St (pump track property/Lipe Art Park)
- Harbor Brook detention basin area
- Syracuse Developmental Center

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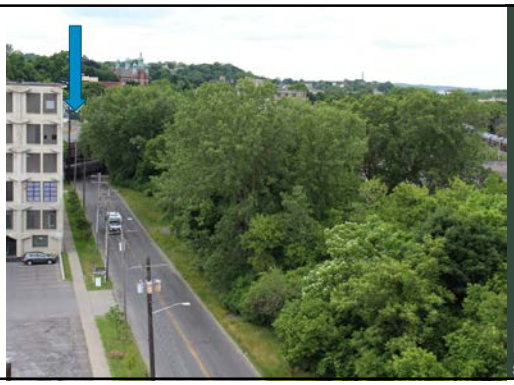
Bridges over West Fayette Street



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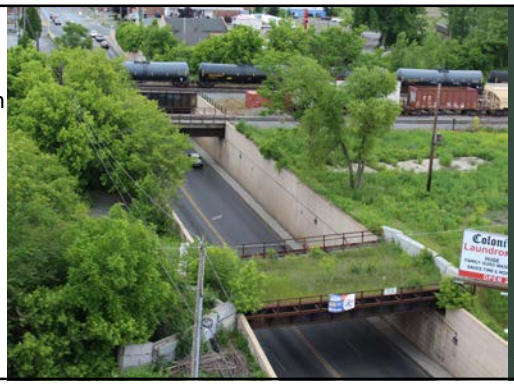
Bridge over South Geddes Street



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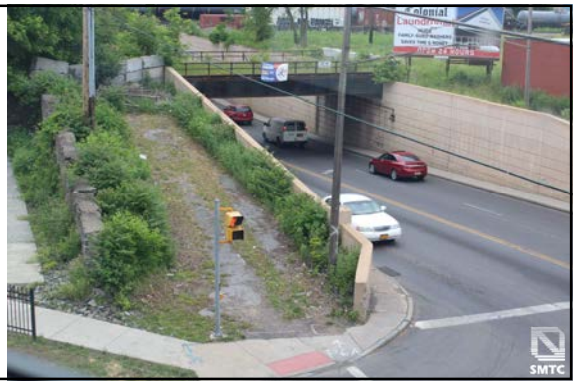
Bridge over South Geddes Street



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Harbor Brook Detention Basin (extension of Rowland St)

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Syracuse Developmental Center property

An aerial view shows the 47-acre Syracuse Developmental Center property in this 2010 file photo. Dick Blume | The Post-Standard

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Next Steps

- Through Dec 2022
  - LEP numbers for PIP
  - Finish write up of existing plans/studies, upcoming TAP and TIP projects
  - Finish data collection and summaries
- Through Jan/Feb 2023:
  - Identification of issues/opportunities
  - Meet with SAC to discuss issues/opportunities
  - 1st public outreach in Feb

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

Meeting Summary

WESTSIDE TRAIL STUDY

Study Advisory Committee Meeting (SAC) #2
SMTC Lower-Level Conference Room
April 28, 2023
10:30 a.m. – 12:30 p.m.

Attendees

Kevan Busa, City DPW
Owen Kerney, SOCPA – City Planning
John Kivlehan, City Engineering
Ed Mueller, Centro
Mary Robison, City Engineering
Josh Wilcox, City Parks

SMTC Staff

Mario Colone
Danielle Krol
Joey DiStefano

Review project purpose, study area

Ms. Danielle Krol opened SAC meeting #2 for the *Westside Trail Study* with a review of the project purpose and study area, asking SAC members to interrupt with comments and questions while she shared PowerPoint slides (attached at the end of this meeting summary).

Data collection and analyses

Ms. Krol noted that the data collection for the project is complete, and reflected on what makes the most sense for data organization for this larger project study area – perhaps by neighborhood will work. As Ms. Krol reviewed the data collection summaries, the following items were noted/discussed:

- Transit
  - Mr. Mueller mentioned that transit ridership along Seymour Street is due to senior housing and PSLA @ Fowler high school.
- Crashes
  - During the review of crash data, Mr. Kerney asked what the study area limits are for the forthcoming City TIP project on South Geddes Street and West Fayette Street, which stemmed from the SMTC's *South Geddes Street and West Fayette Street Complete Streets Review*
  - Ms. Krol noted that the limits are South Geddes Street from Erie Blvd West to Bellevue, and Fayette between West Street and Wilbur/Tompkins.

- Bike/Ped
    - During the bicycle/pedestrian crash data review, Ms. Robison mentioned bicyclists do what they want and are hard to predict.
    - Ms. Krol stated that proper signage can help with this. Ms. Robison agreed and stated that education would also help.
- Traffic Data
    - Ms. Krol pointed out that Mr. Kosakowski collected the available traffic data for the study area, and that a summary will be provided in the document.

Study area sites

Ms. Krol discussed potential for using various properties in the Westside as possible off-road connection pieces:

- WEP Harbor Brook Detention Basin
    - SMTC staff spoke briefly with staff at WEP regarding the Harbor Brook Detention Basin area and the existing stone driveway/trail that runs through the property between the end of Rowland Street west to connect with Velasko Road. Through a previously completed SMTC study (Western Lights pedestrian access study), we know that the public does utilize this trail. Local rugby teams also have access to a field on the western end of the WEP property. We believe that there are liability concerns from the standpoint of Onondaga County, who owns the property. The Town of Geddes also recently applied for a RAISE grant that includes using this connection. The contact with WEP said to share our photo simulations for use of this trail/property once complete.
- Pump Track/Lipe Art Park
    - Ms. Krol spoke with Mr. Richard Destito, owner of the Gear Factory, who has worked on both getting the pump track added and making improvements to Lipe Art Park over the years. He is hopeful that the City of Syracuse will perhaps purchase the property around the railroad tracks so the abandoned bridge over South Geddes Street could be used as part of a trail to connect to Tipp Hill. Our understanding is that the Pump Track property is currently leased to OCIDA, and that Home Headquarters has an agreement with a group that oversees the Pump Track. Mr. Joshua Wilcox said he believed that AdaptCNY also has a role in the Pump Track.
- Syracuse Developmental Center (SDC) site
    - Ms. Krol indicated to the SAC that she had some questions about the SDC site that she wanted to ask of Eric Ennis (City of Syracuse Department of Neighborhood and Business Development).
    - Ms. Robison wanted to know what we were planning to ask about the plans. She mentioned that demolition is up to the City of Syracuse and that Albanese will build residential, and that there are also plans for some commercial buildings.
    - Ms. Krol stated that we want to know if there are any plans for bicycle/pedestrian to/from the site as well as within the site.

Ms. Krol pointed out that the SMTC is also working on the Westvale Plaza Area Pedestrian & Bicycle Mobility Assessment, which will tie into the Westside Trail Study near the intersection of South Avery

Avenue and Salisbury Road in Tipp Hill. She noted that the two studies will overlap here and that there will likely be a shared recommendation for this location.

On-Road potential

In determining which roads should be included in the Westside Trail Study as components to create a bike network, Ms. Krol stated that SMTC will utilize the appropriateness measure matrix that was developed as part of the SMTC's *University Hill Bike Network Project* (completed in December 2008). The City of Syracuse had also utilized this matrix when developing the City's bike plan.

Ms. Krol indicated that the matrix is still relevant, siting that the 7 Principles of Bicycle Network Design outlined in FHWA's Bikeway Selection Guide (February 2019) are echoed in some form in the appropriateness matrix: Safety, Comfort, Connectivity, Directness, Cohesion, Attractiveness, and Unbroken Flow.

Ms. Krol asked Mr. Kevan Busa about parking in the Tipp Hill area. Mr. Busa said that SMTC could look at continuing the trend of keeping parking on one side of the street and could include a striping plan like the city has done with Euclid Ave. He noted that there could be a net gain of parking spots by keeping the permanent parking on the side with more availability. From the standpoint of Centro bussing, Mr. Ed Mueller noted his concern for choosing which side based on busing.

Mr. Busa also noted that DPW submitted a striping plan for outside of PSLA @ Fowler near Wilbur Avenue. Ms. Krol asked about the City's Marcellus Greenway plan. Mr. Busa noted that this will probably be installed. He noted that usually when there is movement of fast traffic on parallel roads, speed humps are implemented, which the city would install on Marcellus Street.

Other discussion/closing

- Syracuse Developmental Center Site

  Ms. Robinson stated that after demolition, the City will be working on site improvement to get the property ready for development. She said at this point, it is unknown where they end, and the developers begin. She said they have a $29 million budget and that they will have to see how much it costs.

- More City Paving

  Mr. Busa noted that the city will be repaving West Fayette St along Magnolia Street and that he will provide more details. The paving will take place along Fayette Street, extending northwest, up to Genesee Street. Mr. Busa said he would send additional details to Mr. John Kivlehan as well.

Ms. Krol thanked the SAC members for their time and closed the meeting at 12:30 p.m.

WESTSIDE TRAIL
City of Syracuse

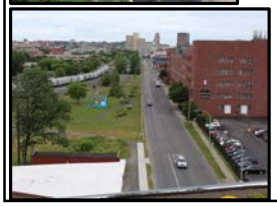
Study Advisory Committee Meeting #2
April 28, 2023
SMTC LL Conference Room

1

Agenda

- Introductions
- Review project purpose, study area
- Data collection & analyses
- Off- and on-road potential
- Issues/opportunities
- Schedule & next steps

2

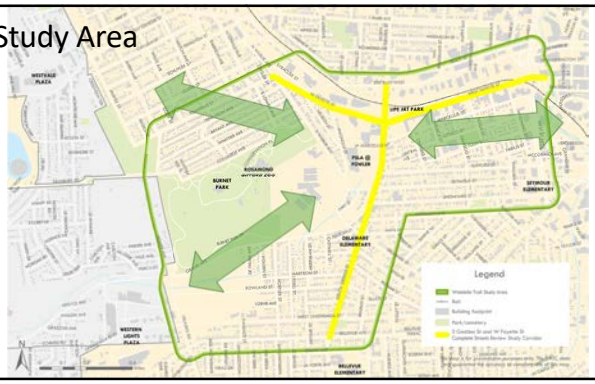


Project Purpose

- Build off previous Complete Streets Study
- Examine area along W Fayette St and further west for possibility of a trail that uses Lipe Art Park and old RR bridges over Geddes St and Fayette St
- Connections to Near West Side and Skunk City – off road to the extent possible
- Develop conceptual area-wide plans

3

Study Area



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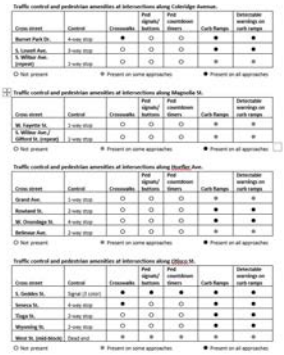
Finished Data Collection

- Additional pedestrian amenities/facilities
- Transit ridership
- Crashes
- Traffic data



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Transit Lines & Ridership

- Factored daily boardings (Does *not* *include* SCSD or SU ridership)

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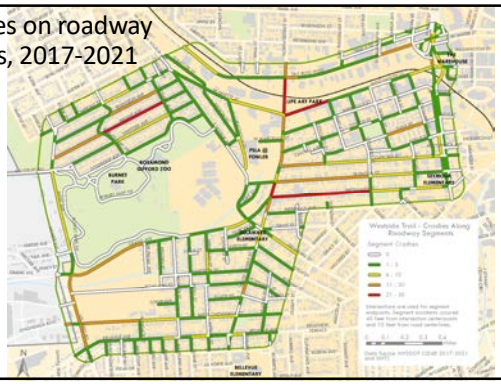
All crashes on roadway segments, 2017-2021



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All crashes at intersections, 2017-2021

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Bike & Pedestrian Crashes showing severity, 2017-2021

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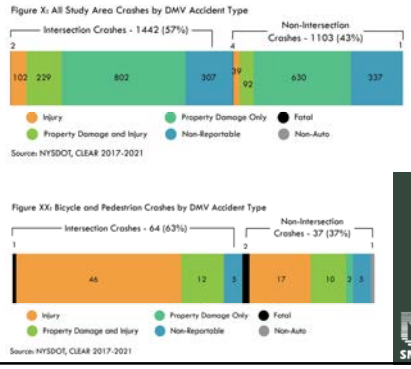
All crashes and Bike/Ped crashes by DMV Accident Type, 2017-2021



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Data collection & analyses

- Summarized into existing conditions chapters
- Share prior to or at next SAC
- Property investigations on-going

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Off-road potential & properties

- WEP site/Harbor Brook/Rowland St
- Syracuse Developmental Center
- Pump Track/S Geddes St RR bridge
- Bridges over W Fayette St
- Crossover projects
  - Westvale Plaza
  - County DOT project: Onon Blvd/Western Lights area

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Off-road potential & properties

- WEP site / Harbor Brook
- Syracuse Developmental Center
- Pump Track/S Geddes St RR bridge
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An aerial view shows the 47-acre Syracuse Developmental Center property in this 2010 file photo. Dick Blume | The Post-Standard

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Off-road potential & properties

- WEP site / Harbor Brook
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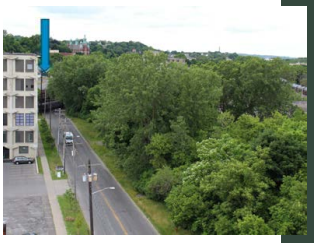

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On-road potential

- Use existing conditions info (where we'll bring in traffic data)
- University Hill Bike Network project – matrix
  - Emulated in City's Bike Plan
  - FHWA Bikeway Selection Guide: 7 principles of Bike Network Design

TABLE 4-1: APPROPRIATENESS MEASURE MATRIX

	Measure	Criteria	Score
I. SAFETY	A. Average Quality of Surface	Smooth surface, uniform width (Excellent or Good)	+
	3 points maximum	Irregular surface, non-uniform width (Fair)	N
		Surface deterioration, cracks, bumps (Poor)	-
	B. Traffic Volumes	Low Volume (< 8,000 ADT)	+
		Medium Volume (8,000 – 10,000 ADT)	N
	1.5 points maximum	High Volume (> 10,000 ADT)	-
	C. Average Traffic Speeds	Under 25 MPH	+
		25 – 35 MPH	N
	10 points maximum	Over 35 MPH	-
	D. Presence of Speeds	Infrequent (Less than half of intersections)	+
		Occasional (Around half)	N
	3 points maximum	Frequent (More than half)	-
	E. Presence of Heavy Vehicles	No truck or bus routes	+
		Either truck or bus routes	N
	3 points maximum	Both truck and bus routes	-
		Subtotal (out of 18pts)	
II. CONNECTIVITY	A. Connection to Existing Bike Facilities and Lanes	Several connections to other bike routes	+
		Few connections to other bike routes	N
	10 points maximum	No connections to other bike routes	-
	B. Connections to Destinations and Other Neighborhoods	Access to destinations and other neighborhoods	+
		Access to destinations or other neighborhoods	N
	1.5 points maximum	No access to either destinations or other neighborhoods	-
	C. Access to Bus Routes	Crosses multiple bus routes	+
		Follows or parallels bus route	N
	3 points maximum	No nearby bus route	-
	D. Quality of Experience	Scenic streetlike along route	+
		Some scenic streetlike along route	N
	3 points maximum	No scenic streetlike along route	-
		Subtotal (out of 18pts)	
III. DESIGN	A. Topography	Grades less than 3% (Relatively flat)	+
	Segment with grades over 5% should not be considered.	Grades 3%-6% (Sloped)	N
	10 points maximum	Grades more than 6% (Rolling)	-
	B. Distance from Center Line to Curb	More than 13'	+
		From 12' to 13'	N
	10 points maximum	Less than 12'	-
	C. Parking Lanes	No parking lane	+
		Parking on one side of street (metered or otherwise)	N
	3 points maximum	Parking on both sides of street	-
		Subtotal (out of 19pts)	
Utility Corridor	Road Diet Possibility	Travel lanes width over 40' and no otherwise parking	+
	10 points maximum	Either travel lane width under 40' or otherwise parking	-
		Subtotal (out of 10pts)	
		Total Score	

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Issues/Opportunities

ISSUES	OPPORTUNITIES
Lack of non-motorized connections from DT to Westside, Tipp Hill, Skunk City	Off road trails (City/County property); On road treatments
Missing crosswalks, non-ADA compliant ped facilities	Bring into compliance
Lack of non-motorized connections from Westside to outside City	Crossover with Westvale Plaza study; Previous SMTC Western Lights study and T/Geddes RAISE Grant
Site-specific	Site-specific

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Questions

- City: Marcellus greenway concept?

BUSINESS LIVING GOVERN

Mayor Walsh Shares In-Depth Look at 2023 Road Reconstruction

18

Schedule

Project Tasks	Dates	SAC Mtg/Public Outreach
Project Initiation	Sept - Nov 2022	SAC 1
Data Collection	Fall 2022 – Jan/Feb 2023	
Analyses	Feb 2023 – April 2023	
Identification of Issues	April/May 2023	SAC 2 / PO 1
Public Outreach 1	*May 2023*	*Westside TNT – May 16*
Matrix	May 2023	
Proposed Improvements	Jun/Jul 2023	SAC 3 / PO 2
Recommended Strategies	Jul/Aug 2023	SAC 4*
Final Documentation	Sep/Oct 2023	SAC 4*

PO 1 – Introduce project @ Westside TNT (issues/concerns)
PO 2 – Likely present at TNT mtg (share proposed improvements)

* SAC 4 - To be held in Aug OR Sept 2023

SMTC

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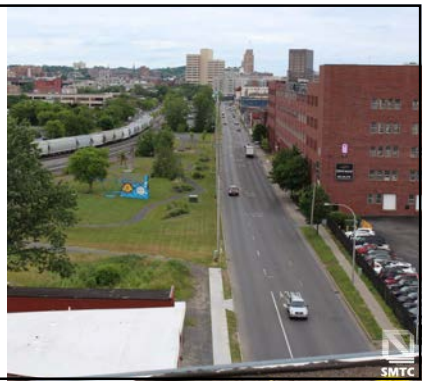
Next Steps

- May 16 – TNT mtg
- On-road appropriateness matrix
- Off-road property
- Existing conditions chapters to SAC



SMTC

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Syracuse Metropolitan Transportation Council
100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
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Meeting Summary

WESTSIDE TRAIL STUDY

Study Advisory Committee Meeting (SAC) #3
SMTC Lower-Level Conference Room
December 18, 2023
10:30 a.m.

Attendees

Kevan Busa, City DPW
Bren Daiss, Centro
Eric Ennis, City Dept of Neighborhood & Business Development
Owen Kerney, SOCPA – City Planning
John Kivlehan, City Engineering
Josh Wilcox, City Parks

SMTC Staff

Mario Colone
Joey DiStefano
Andrew Frasier
Kevin Kosakowski
Danielle Krol
Alex McRoberts

Ms. Krol opened the meeting around 10:35 a.m. She reviewed project details via a power point presentation (see attached), welcoming suggestions, comments and/or questions as she moved through the slides.

Replica data discussion

Ms. Krol shared that for the WST Study we wanted to gain an understanding of trip origins and destinations in the study area (where people are going and how they are getting there), so SMTC decided to look into the Replica data we have access to. She explained what Replica is:

> *Replica is a data platform for the built environment. It uses mobile location data, consumer/resident data, built environment data, economic activity data, and ground truthing data to simulate trip origins and destinations for an average Thursday. Replica trips are modeled, so trip data from this source are best suited for comparisons to each other and not to other trip counts.*

For our analysis, the study area was divided into three main neighborhood zones: the Tipp Hill Area, the Near Westside Area, and the Skunk City Area. These areas are shown on the map (see attached slides) along with three popular destinations near the study area (Downtown/Armory Square, the Western Lights

Area, and the Westvale Plaza Area). Ms. Krol noted that the majority of trips were internal to the Near Westside area, and that most of these trips were by walking.

For the map that showed modeled trip origins and destinations by mode (the map with the arrows), Mr. Josh Wilcox suggested showing topographic lines on the map.

On-road bicycle network discussion

Ms. Krol discussed the appropriateness matrix and resulting on-road bike network score and issues/opportunities maps (see attached slides for maps). The SAC discussed a few locations:

- Burnet Park Drive: Mr. Wilcox asked if there is an opportunity to utilize Burnet Park Drive through Burnet Park as part of a Westside bike network. He stated that although the northwest part of it, as you come from the back side of the golf course, is hilly, but that the remaining portion would work well. He stated that signage for bikes and peds could be incorporated. Ms. Krol stated that this could be added to the network. Mr. Kevan Busa said that topography obstacles most definitely exist and that speed humps should be potentially looked at. Mr. Wilcox noted that the Syracuse Parks Department does not intend to open the Burnet Park Drive (within the park) back up to vehicles, but that they could refer to it as a "path".
- New Development on Wilbur Avenue: Mr. Busa stated that the new development will have new bike infrastructure incorporated and isn't aware of anything different from the conceptual plan shared by Albanese. He believes the bike lanes will follow the main driveway connecting to South Wilbur. [Mr. Eric Ennis later stated that the plans are conceptual and that nothing is set in stone.]

Draft off-road photo simulation discussion

Ms. Krol shared with the SAC some draft off-road photo simulations that SMTC staff developed:

- WEP Land/Rowland Street Extension: Mr. Ennis asked what the level of engagement has been thus far with WEP. Ms. Krol stated that Emily Procopio with WEP said to pass our conceptual plans to her at WEP and then she will share them with her superiors. Ms. Krol believes the City and County both need to have a vested interest – she stated that people use the path through the property often, and that hopefully it could become an official path. Ms. Krol indicated that Ms. Procopio is interested, but that SMTC will need help from the City to promote the idea of using the path. Mr. Ennis pointed out that the area has restricted access due to being in a flood plain. He knows people use it but was wondering if it was advertised. Ms. Krol stated it is not an official path.
- End of WEP Trail to Western Lights Plaza across Avery Ave: Ms. Krol referenced the previously completed SMTC study (Westvale Plaza Pedestrian Access Study) that included recommendations for a mid-block crossing on Avery Ave where the WEP trail ends. She stated that if the WEP trail is formalized, a connection to Westvale Plaza across Avery Ave should be made. Mr. Busa wondered what the curb-to-curb length was. Ms. Krol stated that

SMTC has the information, but it was not readily available at the SAC meeting. Mr. Joey DiStefano said there is room for a 6 ft median with lanes at this location.

- Grand Ave Improvements: Mr. Wilcox noted that there are historic bricks hidden under two inches of soil that may or may not influence the bump outs desired/improvements around the park entrance off Grand Avenue.
- Bridge over S Geddes Street: Mr. Ennis shared with the SAC that NYS&W railroad is interested in decommissioning the S Geddes St bridge, and in parting ways with it. He pointed out that the city is currently pursuing a TAP project for this bridge. Mr. Ennis said that the city has asked for structural reports from the railroad company for the S Geddes St bridge and have yet to receive them. Mr. Wilcox stated that there is historic infrastructure (according to Jeff Romano) buried underground in the heavily wooded area where the railroad tracks are. Ms. Daiss wondered what the racetrack was at Lipe Art Park. Ms. Krol noted that it is referred to as a pump track for BMX type bikes.
- New Proposed Public Security Building on W. Fayette St: The SAC discussed the property at 1153 W Fayette Street. Mr. Ennis said he can share a conceptual plan for the new building. As of 1:00pm today, the city should have the greenlight to proceed with the project. Parking possibilities for the new building were discussed by the SAC. Mr. Ennis noted the tree canopy is healthy on the north side of W. Fayette Street and that they would like to keep that as intact as possible. He said the city is still looking at the possibility of on-street parking along W Fayette St. Mr. Ennis said the police fleet of cars will likely be relocating to Magnolia and Fayette. This is why he had steered previous discussion away from running the trail through the corner parcel of Magnolia and Fayette. This area was being considered as the expected storage location for the police vehicles, but the information hadn't yet been shared. Running a trail through that secured storage would not be feasible.

Questions for the City

Ms. Krol had a couple of questions regarding the recently striped bike infrastructure on the westside:

Q: Are the bike markings on Magnolia supposed to be different from what was previously shared in the drawings? **Ans:** Mr. Busa noted that what was recorded in the field by SMTC staff is correct, though it is different than the drawings that were shared.

Q: When in the field, it was determined that a portion of Wilbur Ave was missing sharrows, is the city aware? **Ans:** Mr. Busa took note of the missing sharrows on Wilbur.

Q: Ms. Krol asked what the education process might entail from the city. Will the city look to educate residents on what sharrows mean for example? **Ans:** Mr. Busa stated that signage will be added. He stated that education has already occurred via TNT, a FOAT mtg and via the city website. Mr. Busa said that the bike infrastructure that has been completed thus far, the city believes helps with traffic calming.

Questions in general

Q: Ms. Krol asked if anyone had suggestions as to how to educate the public about the new bike infrastructure. **Ans:** Mr. Wilcox said parks facilities can be used to distribute educational material to be shared.

Q: Mr. Wilcox asked Mr. Ennis and Mr. Busa if there was an opportunity for a sidewalk to exist between Lipe Art Park and Downtown. **Ans:** Mr. Ennis stated that the current property owners have shown that it is developable land. He has seen a plan that shows a sidewalk. The concept the property owner is considering would be townhouses and that they are looking to keep parking in the rear and keep the cut through over the railroad crossing. He said that using the Otisco crossing over West Street seems most feasible.

Q: Mr. Colone asked that the City share what design plan ideas they intend to submit in their upcoming TAP project so that this study could be in line with what is being applied for. **Ans:** Mr. Busa stated that they have not fully figured out all the details of the TAP application but will share what their ideas are.

Q: Mr. Ennis asked if there is the intent to look at the bus routes that run through the recommended paths. **Ans:** Ms. Krol noted that they were recorded/taken into account through the appropriateness matrix.

Next Steps

Ms. Krol shared the remaining schedule. She said there will possibly be a SAC meeting in late February/early March if needed, and that the document should be ready by the end of March. Mr. Colone let the SAC know that the concepts will be sent out so that they can be further reviewed and analyzed at their leisure.

The meeting was adjourned at approximately 11:35 a.m.

WESTSIDE TRAIL
City of Syracuse

Study Advisory Committee Meeting #3
December 18, 2023
SMTC LL Conference Room

1

Agenda

- Welcome
- Study area
- Trip origins/destinations – Replica data
- On-road bike network matrix
- Off-road draft photo simulations
- Schedule
- Next steps

2

Study Area

4

Understanding trip origins & destinations

- Divided study area into 3 main zones: Tipp Hill, NWS, Skunk City
- 3 exterior zones: Westvale Plaza, Western Lights, Downtown areas
- Replica data

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Modeled Replica data

- 6950 trips by 4030 trip takers
- Typical Thursday in spring 2023
- Majority trips internal to NWS, most of these were by walking

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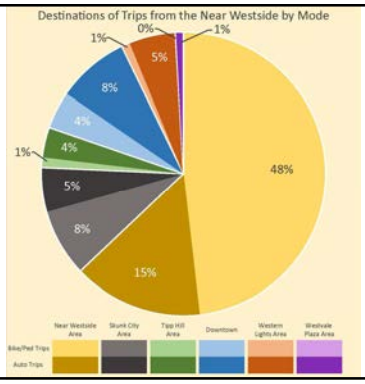

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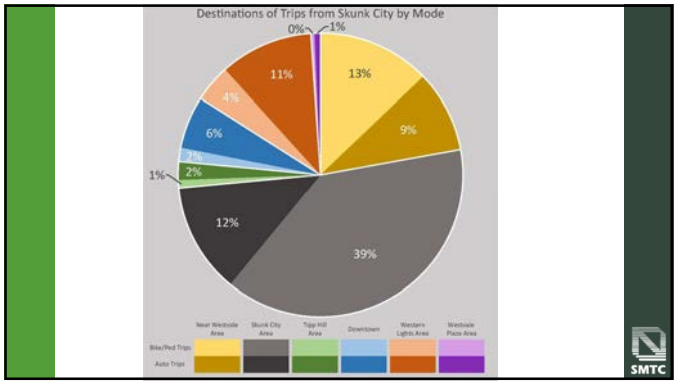

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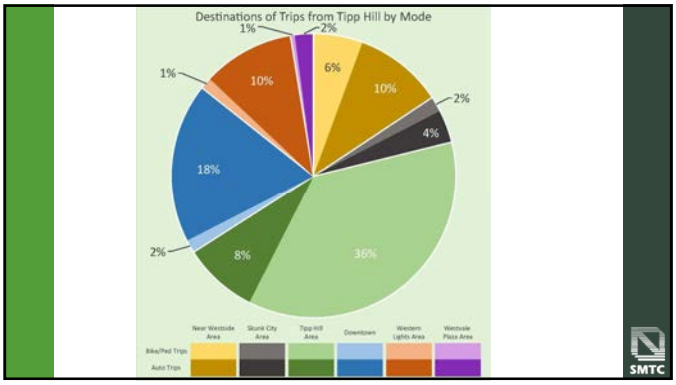

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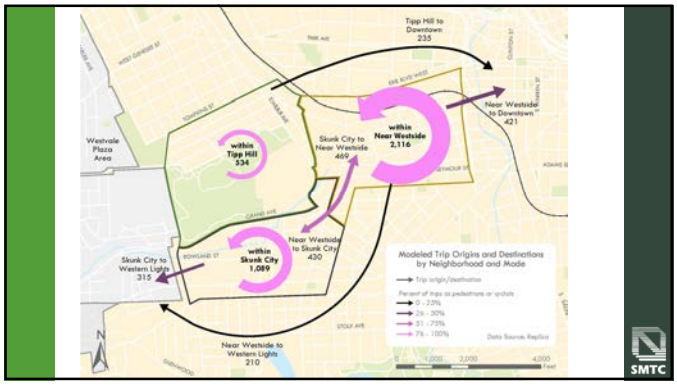

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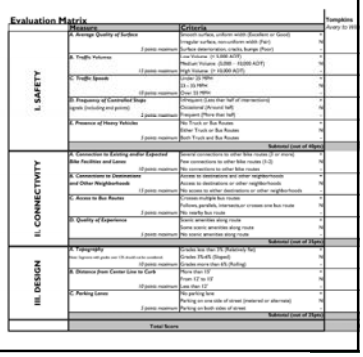
Bike network appropriateness measure matrix

- Used existing conditions info
- University Hill Bike Network project – matrix
  - Emulated in City's Bike Plan
  - FHWA Bikeway Selection Guide: 7 principles of Bike Network Design
- Translates into issues/opps



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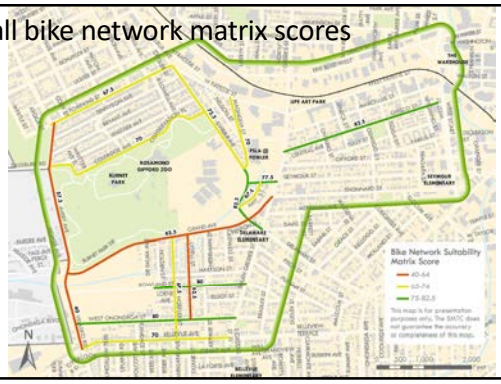
Overall bike network matrix scores



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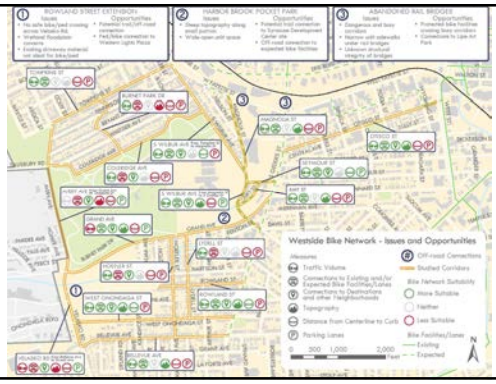

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On-road Bike Network: Issues & Opportunities

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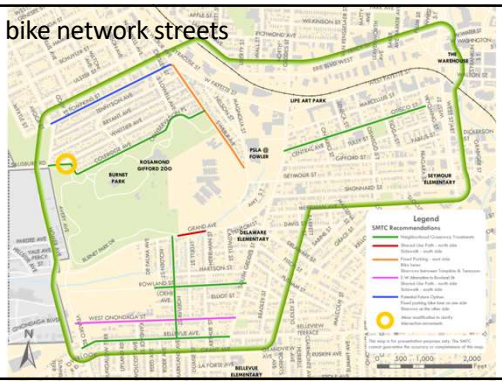
Draft bike network streets



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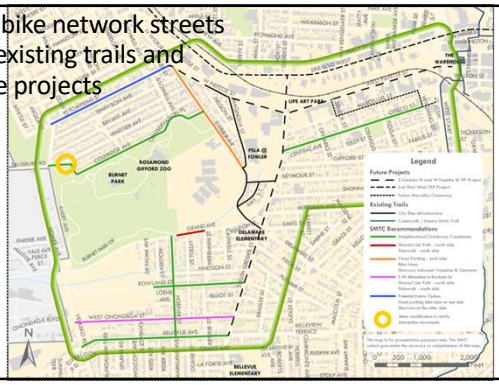
Draft bike network streets with existing trails and future projects



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Bike network draft recommendations

- Neighborhood Greenways
  - Speed humps/cushions
  - Sharrows
  - Curb extensions
  - Medians
  - Traffic circles

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Bike network draft recommendations

- Other treatment types
  - Bike lanes
  - Shared use path

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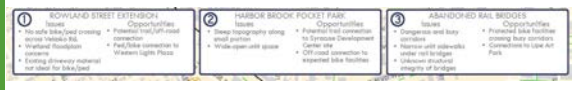
DRAFT off-road photo simulations



- Rowland St Ext/ WEP site
  - Connection to Western Lights
- Harbor Brook pocket park
  - Crossing at Grand Ave
- Abandoned rail bridges
- Crossover projects
  - Westvale Plaza study

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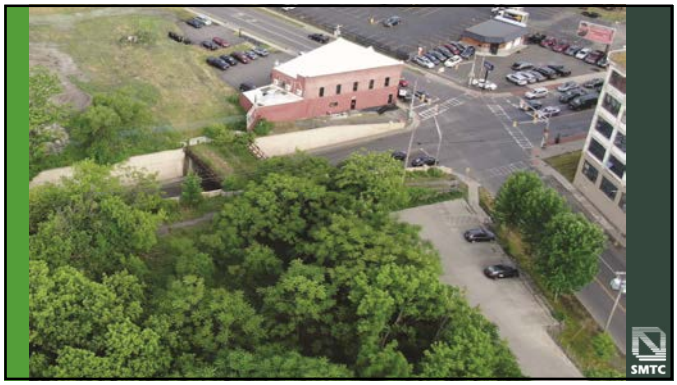

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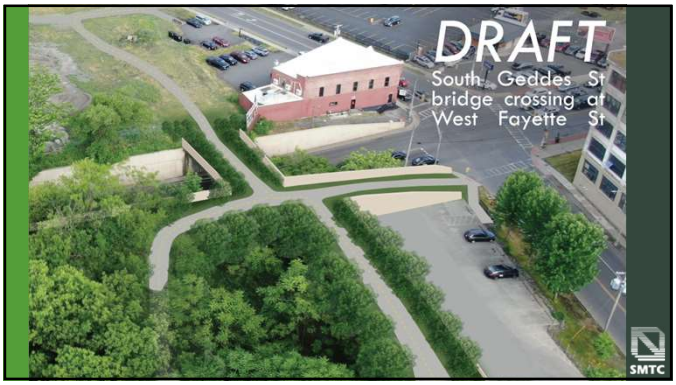

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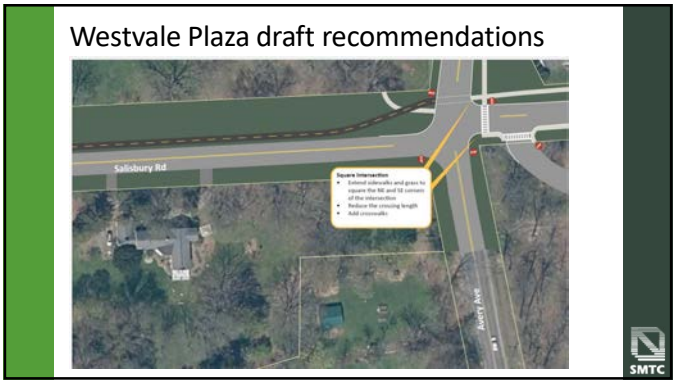

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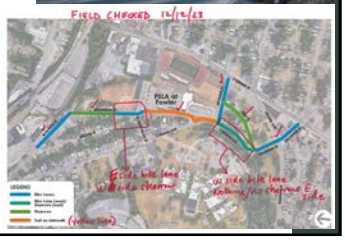
Questions for City

- Updates on RR bridge over S Geddes St?
- TAP project
- Bike infrastructure striping: What was planned vs what's out there
  - Plan to add signage?
  - Plans for education?



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WESTSIDE TRAIL
Revised Remaining Schedule

Project Tasks	Dates	SAC Mtg/Public Outreach
Identification of Issues	April/May 2023	SAC 2 / PO 1
Public Outreach 1	*May 2023*	*Westside TNT – May 16*
Matrix & Issues / Opportunities documentation	Summer 2023 – Fall 2023 (wrap up)	
Proposed Improvements	Fall 2023 – Jan/Feb 2024	SAC 3
Draft Final Report	Feb/Mar 2024	SAC 4* / PO 2
Final Documentation	Apr 2024	

PO 1 – Introduce project @ Westside TNT (issues/concerns)
PO 2 – Share proposed improvements on website and/or via WS TNT mtg

* SAC 4 - To be held Feb/Mar 2024

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Next Steps

- On-road recommendations: drawings
- Documentation to SAC
- Draft Final Report & Feb/Mar 2024 SAC

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Westside TNT

5/16/2023

Facilitator- Hilary Donahue

6:04 Call to Order

6:05 Motion to approve minutes from April 18

6:05 Introductions

6:06 Syracuse Police Department – Welcome Officer Joe. Office Joe focuses on the West Side and Tipp Hill. Crime statistics – some are substantially higher than previous years. Shots fired – some categories are up and some are down. Motor vehicle thefts are up in certain categories and down in others. Specific questions can be addressed to Captain Lynch or Officer Joe. Questions from the audience were asked and answered.

6:14 Councilor Hogan – Budget has been passed. ReZone is the next issue. There will be a public hearing on June 7th.

6:15 Councilor Schultz – the cities flag commission has released the prototypes. They will be flown downtown.

6:16 Corey Dunham- Sanitation carts are coming at the end of June. It will assist workers by making their job safer and easier. It will also reduce the amount of litter in the streets. Syr.gov/carts will show you if you are in phase one or phase two. Phase one will be getting their carts in June. The second phase will commence in the Fall. Recycling carts will arrive in 2024.

6:20 Tina Zagyva will be here representing Pam Hunters office at Westside Meetings

6:21 SMTC – build off previous Complete Streets Study. S Geddes/ W Fayette improvements. Erie Blvd West improvements. Multi use trail along Plum St/West Side Trail. SMTC does not own any land or property. They exist to benefit the city. dkrol@smtcmpo.org – contact with any questions or concerns.

6:52 motion to add Lauren Cox to the TNT Board – Tina Zagyva 1st, Hillary 2nd

6:52 Shavel Edwards – Landbank is looking to study the data proposed by La Liga, New Development on the Westside.

Announcements: none

APPENDIX B

Appropriate Measures Definitions from University Hill Study

Westside Trail Matrix Rankings

APPOPRIATENESS MEASURES DEFINED IN THE UNIVERSITY HILL BIKE NETWORK PROJECT

THIS APPENDIX CONTAINS THOSE APPROPRIATENESS MEASURES THAT WERE PULLED FROM THE U HILL BIKE NETWORK STUDY TO BE USED IN THE WESTSIDE TRAIL STUDY

SMTC
UNIVERSITY HILL BIKE NETWORK PROJECT
FINAL REPORT
DECEMBER 2008

1. APPROPRIATENESS MEASURES

In order to determine which University Hill streets should be included in a bicycle network, the SMTC developed a series of metrics, or "appropriateness measures." The SMTC designed the appropriateness measures as an analytical tool for use at the planning level by city workers in the field. While data may be available that allows evaluation using GIS or similar tools, emphasis was placed on creating a mechanism easily used on location and with standard city maps.

For ease of use, the SMTC separated the appropriateness measures into three categories that reflect major criteria in site decisions for bike routes: safety, connectivity, and design potential. The SMTC assigned points, reflecting relative weights, to each of these categories. Within the categories, the SMTC also assigned points of varying weights to each appropriateness measure. Criteria were then developed for each appropriateness measure and assigned a positive, neutral, or negative score. Positive scores were designed to receive full points, neutral scores half points, and negative scores no points.

Descriptions and guidelines for applying each appropriateness measure are provided below. The matrix used for evaluating streets according to the measures is shown in Table 4-1.

I. SAFETY MEASURES

Many factors play a role in determining the bicycle safety of existing University Hill streets. These appropriateness measures are described below.

QUALITY OF SURFACE (5 PTS.)

Streets with high quality pavement provide the best conditions for biking. These streets have the smoothest and most regular surfaces and thus reduce bicyclists' need to swerve to avoid dangerous cracks or potholes. Streets with uneven pavement generally create an unsafe condition for biking.

The following criteria were developed to assess the appropriateness of surface condition:

+ = smooth surface, uniform width
N = irregular surface, non-uniform width
– = surface deterioration, cracks, bumps.

TABLE 4-1: APPROPRIATENESS MEASURE MATRIX

	Measure	Criteria
I. SAFETY	***A. Average Quality of Surface*** *5 points maximum*	Smoc Irreg Surfa
	B. Traffic Volumes *15 points maximum*	Low Medi High
	C. Average Traffic Speeds *10 points maximum*	Unde 25 - Over
	D. Presence of Signals *5 points maximum*	Infre Occasional (Around half) Frequent (More than half)
	E. Presence of Heavy Vehicles *5 points maximum*	No truck or bus routes Either truck or bus routes Both truck and bus routes
		Subtotal (out o
II. CONNECTIVITY	***A. Connection to Existing Bike Facilities and Lanes*** *10 points maximum*	Several connections to other bike routes Few connections to other bike routes No connections to other bike routes
	B. Connections to Destinations and Other Neighborhoods *15 points maximum*	Access to destinations and other neighborhoods Access to destinations or other neighborhoods No access to either destinations or other neighborhoods
	C. Access to Bus Routes *5 points maximum*	Crosses multiple bus routes Follows or parallels bus route No nearby bus route
	D. Quality of Experience *5 points maximum*	Scenic amenities along route Some scenic amenities along route No scenic amenities along route
		Subtotal (out o
III. DESIGN	***A. Topography*** Segments with grades over 15% should not be considered. *10 points maximum*	Grades less than 3% (Relatively flat) Grades 3%-6% (Sloped) Grades more than 6% (Rolling)
	B. Distance from Center Line to Curb *10 points maximum*	More than 15' From 12' to 15' Less than 12'
	C. Parking Lanes *5 points maximum*	No parking lane Parking on one side of street (metered or alternate) Parking on both sides of street
		Subtotal (out o
		Tota

PAVEMENT CONDITION

NYSDOT Rating Scale

No Data: Not rated due to ongoing work or lack of data

Poor: Distress is frequent and may be severe

Fair: Distress is clearly visible

Good: Distress symptoms are beginning to show

Excellent: No pavement distress

Source: NYSDOT

The quality of surface appropriateness measure was designed to function in the field or by using the pavement condition rating system developed by the NYSDOT. The City of Syracuse, Onondaga County, the NYSDOT, and the New York State Thruway Authority each rate the

quality of pavement throughout the metropolitan area on an annual basis. Each jurisdiction uses a rating scale that can be converted to the NYSDOT system. Streets who generally rate "excellent" or "good" according to the NYSDOT system should receive a positive ranking. Streets whose condition varies from "excellent" or "good" to "fair" on the NYSDOT scale should receive a neutral rating. Streets who generally rate "poor" should receive a negative rating.

TRAFFIC VOLUMES (15 PTS.)

Generally, streets with low traffic volumes are preferable for bike treatments. Because these streets have light vehicle traffic, little potential for car-bike conflict exists. Cars also tend to move slowly on these streets. As a result, these streets are more comfortable for the average bicyclist. High volume streets should generally be avoided when planning bicycle treatments.

The following criteria were developed for assessing the appropriateness of streets with regard to traffic volumes:
+ = low volume (<5,000 AADT)
N = medium volume (5,000 – 10,000 AADT)
– = high volume (>10,000 AADT)

When possible, traffic count data should be used to assess suitability according to this measure. When counts are not available, functional classification can be used as a proxy, as each functional class can generally be associated with a range of traffic volumes. Low volumes generally correspond with local roads, and these should thus receive positive ratings. Medium volumes are associated with collectors, which should receive neutral ratings. High volumes are usually found on arterials, which should receive negative ratings.

AVERAGE TRAFFIC SPEEDS (10 PTS.)

Streets with low traffic speeds provide the best environment for bicyclists. When bike and vehicular speeds are similar, bicyclist comfort is enhanced and the potential for car-bike conflict is reduced. High speed roads should generally be avoided for bike treatments.
The following criteria were developed for assessing the suitability of streets with regard to speeds:
+ = under 25 miles per hour
N = 25-35 miles per hour
– = over 35 miles per hour.

When possible, actual speed data should be used to assess suitability for inclusion in a bike network. If speed data is not available, an assessment of observed speeds can serve as a substitute. Utilizing speed limits as a substitute is not recommended; speed limits are typically uniform within city bounds and do not paint an accurate picture of vehicle travel speed.

PRESENCE OF SIGNALS (5 PTS.)

The prevalence of signalized intersections can be viewed as positive or negative for bicycle mobility, depending on the distance between signals. Closely spaced signals require cyclists and motor vehicles to constantly stop and go. If bicyclists are required to make frequent stops, they may avoid the route or disregard traffic control devices.[1] For this reason, streets with infrequent signals should be given preference for bike treatments.

The following criteria were developed for assessing the suitability of road segments with regard to signals:

+ = infrequent signals (less than half of intersections on a street are signalized)
N = occasional signals (about half of intersections are signalized)
– = frequent signals (more than half of intersections are signalized).

PRESENCE OF HEAVY VEHICLES (5 PTS.)

Buses and trucks often create problems for bicyclists. Visibility is an issue, especially during right turning movements. Likewise, frequent starting, stopping, and pulling over increases the opportunity for vehicle-bicycle conflicts. As a result, bike treatments should generally be avoided on streets with large numbers of transit or truck routes.

With regard to heavy vehicles, the SMTC developed the following criteria:

+ = no truck or bus routes
N = either truck or bus routes
– = both truck and bus routes.

Ideally, a comparison of truck and bus route maps should be used to assess suitability according to this measure. Observation of the frequency of truck and bus activity on a street should also be used to determine which streets tend to carry more heavy vehicles.

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[1] American Association of State Highway and Transportation Officials, *Guide for the Development of Bicycle Facilities*, 1999, pg. 11.

II. CONNECTIVITY MEASURES

The suitability of streets for bicycle facilities should also be assessed based on the potential to connect to existing facilities, origins, and destinations in the community.

CONNECTIONS TO EXISTING AND/OR EXPECTED BIKE FACILITIES AND LANES (10 PTS.)

Bike facilities function best as a network – a system of connected, continuous treatments that allow bicyclists to access many destinations. For this reason, streets that connect to existing facilities (or those that are already planned to be built), such as bike paths or lanes, are preferable for new bike facilities.

The SMTC developed the following ratings to assess connectivity to existing facilities:

+ = several connections to other bike routes
N = few connections to other bike routes
– = no connections to other bike routes.

As the City of Syracuse continues to add bicycle facilities, the points received when evaluating routes through this appropriateness measure will increase.

CONNECTIONS TO DESTINATIONS AND OTHER NEIGHBORHOODS (15 PTS.)

The most important indicator of connectivity is the ability to link origins, destinations, and neighborhoods. Destinations are locations that people visit, such as libraries, parks, schools, retail districts, and employment centers. Streets that provide direct routes between these locations function best for cyclists. They reduce travel time and increase the potential for riding, even for less experienced cyclists.

The following ratings were developed:

+ = access to destinations and other neighborhoods
N = access to destinations or other neighborhoods
– = access to neither destinations or other neighborhoods.

ACCESS TO BUS ROUTES (5 PTS.)

It is important to place bike facilities in locations which encourage intermodal transportation. Locating bike facilities proximate to transit routes allows bicyclists to more easily access destinations that may not be reachable by bike. The availability of transit along bicycle facilities can help to reduce commute times by providing an alternative for roads without dedicated bike facilities. For these reasons, streets that cross multiple transit routes are preferable for new bike facilities.

The SMTC developed the following measures for bus route connectivity:

+ = crosses multiple bus routes
N = follows/parallels bus route
– = no nearby bus routes.

QUALITY OF EXPERIENCE (5 PTS.)

Bike facilities should also be placed in locations which are safe and, if possible, visually engaging. Scenic amenities, such as parks, natural features, and historic structures encourage use, especially amongst recreational cyclists.

The following criteria were developed to assess quality of experience:
+ = scenic amenities along route
N = some scenic amenities along route
– = no scenic amenities along route.

III. DESIGN MEASURES

In addition to considering safety and connectivity, it is critical that new bike facilities are planned for locations that can physically accommodate them.

TOPOGRAPHY (10 PTS.)

The topography of bike routes dramatically affects their use, especially for bicyclists with lower confidence levels. Generally, bicyclists will avoid streets with major grade changes, as these can create challenging and dangerous conditions. As a result, level terrain or a moderate grade is preferred when planning for bike treatments.

The following grade criteria were developed:
+ = grades less than 3%
N = grades 3% - 6%
– = grades more than 6%.

It is generally preferable to create continuous bike routes that stretch the entire lengths of their respective streets. For this reason, streets which are otherwise suitable for bike routes should not be precluded from the network based on small portions with slightly higher than acceptable grades. However, very steep topography poses a greater challenge. For this reason, street blocks with particularly steep slopes (i.e. 15% or more) should not be considered for inclusion in a bike network.

DISTANCE FROM CENTER LINE TO CURB (10 PTS.)

Travel lane width is critical in site decisions for bike treatments, as the distance from center line to curb must be wide enough to accommodate both cars and bikes safely. Wider useable paved right of way allows for the coexistence of travel lanes, delineated shoulders, and bicycle lanes.

The SMTC developed the following criteria for distance from center line to curb:
+ = distance is more than 15 feet
N = distance is between 12 and 15 feet
– = distance is less than 12 feet.

These criteria assume that a bicycle needs approximately 4 feet of road width, and takes into account the city standard of 11 feet per travel lane for vehicular traffic.

PRESENCE OF PARKING LANES (5 PTS.)

Since parking is at a premium on the Hill, preference should be given to streets where bike treatments will not supplant existing parking supply. Streets with no existing parking lane should be prioritized for bike treatments. Streets with parking on one side (i.e. alternating or metered parking) generally provide sufficient room for the addition of bike lanes, but can be problematic because of a lack of consistency (the bicyclist would have an open lane on some days, and a lane full of cars on others). Streets with alternating parking or parking on both sides of the street should generally be avoided if adequate room is not available, as they create the potential for conflicts with cyclists.

The following criteria were developed for parking lanes:
+ = no parking lane
N = alternating parking
– = parking on both sides of street.

Table X: Appropriateness Measure Matrix

	Measure	Criteria		Tompkins Avery to Wilbur	Coleridge Avery to Wilbur	Burnet Park Dr Tompkins to Coleridge
I. SAFETY	***A. Average Quality of Surface***	Smooth surface, uniform width (Excellent or Good)	+	5	5	
		Irregular surface, non-uniform width (Fair)	N			2.5
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-			
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+	15	15	15
		Medium Volume (5,000 – 10,000 ADT)	N			
	15 points maximum	High Volume (> 10,000 ADT)	-			
	C. Traffic Speeds	Under 25 MPH	+			10
		25 - 35 MPH	N	5	5	
	10 points maximum	Over 35 MPH	-			
	D. Frequency of Controlled Stops	Infrequent (Less than half of intersections)	+	5	5	5
	signals (including end points)	Occasional (Around half)	N			
	5 points maximum	Frequent (More than half)	-			
	E. Presence of Heavy Vehicles	No Truck or Bus Routes	+		5	5
		Either Truck or Bus Routes	N	2.5		
	5 points maximum	Both Truck and Bus Routes	-			
		Subtotal (out of 40pts)		32.5	35	37.5
II. CONNECTIVITY	***A. Connection to Existing and/or Expected***	Several connections to other bike routes (3 or more)	+			
	Bike Facilities and Lanes	Few connections to other bike routes (1-2)	N	5		
	10 points maximum	No connections to other bike routes	-		0	0
	B. Connections to Destinations	Access to destinations and other neighborhoods	+		15	
	and Other Neighborhoods	Access to destinations or other neighborhoods	N	7.5		7.5
	15 points maximum	No access to either destinations or other neighborhoods	-			
	C. Access to Bus Routes	Crosses multiple bus routes	+			
		Follows, parallels, intersects,or crosses one bus route	N	2.5	2.5	2.5
	5 points maximum	No nearby bus route	-			
	D. Quality of Experience	Scenic amenities along route	+		5	5
		Some scenic amenities along route	N	2.5		
	5 points maximum	No scenic amenities along route	-			
		Subtotal (out of 35pts)		17.5	22.5	15
III. DESIGN	***A. Topography***	Grades less than 3% (Relatively flat)	+			
	Note: Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N	5	5	
	10 points maximum	Grades more than 6% (Rolling)	-			0
	B. Distance from Center Line to Curb	More than 15'	+	10		
		From 12' to 15'	N		5	5
	10 points maximum	Less than 12'	-			
	C. Parking Lanes	No parking lane	+			
		Parking on one side of street (metered or alternate)	N	2.5	2.5	2.5
	5 points maximum	Parking on both sides of street	-			
		Subtotal (out of 25pts)		17.5	12.5	7.5
	Total Score			**67.5**	**70**	**60**

* assumptions based on similar road types

"+" category provides much benefit and receives full points
"N" category provides some benefit and receives half points
"-" category provides little or no benefit and receives no points

Table X: Appropriateness Measure Matrix

	Measure	Criteria		Wilbur Ave/Delaware St Tompkins to Magnolia	Wilbur Ave/Delaware St Magnolia to S Geddes	Magnolia St W Fayette to S Wilbur
I. SAFETY	***A. Average Quality of Surface***	Smooth surface, uniform width (Excellent or Good)	+	5		5
		Irregular surface, non-uniform width (Fair)	N		2.5	
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-			
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+	15	15	15
		Medium Volume (5,000 – 10,000 ADT)	N			
	15 points maximum	High Volume (> 10,000 ADT)	-			
	C. Traffic Speeds	Under 25 MPH	+		10	
		25 - 35 MPH	N	5		5
	10 points maximum	Over 35 MPH	-			
	D. Frequency of Controlled Stops	Infrequent (Less than half of intersections)	+	5		5
	signals (including end points)	Occasional (Around half)	N		2.5	
	5 points maximum	Frequent (More than half)	-			
	E. Presence of Heavy Vehicles	No Truck or Bus Routes	+		5	5
		Either Truck or Bus Routes	N	2.5		
	5 points maximum	Both Truck and Bus Routes	-			
		Subtotal (out of 40pts)		32.5	35	35
II. CONNECTIVITY	***A. Connection to Existing and/or Expected***	Several connections to other bike routes (3 or more)	+			
	Bike Facilities and Lanes	Few connections to other bike routes (1-2)	N	5	5	5
	10 points maximum	No connections to other bike routes	-			
	B. Connections to Destinations	Access to destinations and other neighborhoods	+	15	15	
	and Other Neighborhoods	Access to destinations or other neighborhoods	N			7.5
	15 points maximum	No access to either destinations or other neighborhoods	-			
	C. Access to Bus Routes	Crosses multiple bus routes	+		5	
		Follows, parallels, intersects,or crosses one bus route	N	2.5		2.5
	5 points maximum	No nearby bus route	-			
	D. Quality of Experience	Scenic amenities along route	+			
		Some scenic amenities along route	N	2.5	2.5	2.5
	5 points maximum	No scenic amenities along route	-			
		Subtotal (out of 35pts)		25	27.5	17.5
III. DESIGN	***A. Topography***	Grades less than 3% (Relatively flat)	+		10	10
	Note: Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N	5		
	10 points maximum	Grades more than 6% (Rolling)	-			
	B. Distance from Center Line to Curb	More than 15'	+	10		
		From 12' to 15'	N		5	5
	10 points maximum	Less than 12'	-			
	C. Parking Lanes	No parking lane	+			
		Parking on one side of street (metered or alternate)	N		5	2.5
	5 points maximum	Parking on both sides of street	-	0		
		Subtotal (out of 25pts)		15	20	17.5
	Total Score			**72.5**	**82.5**	**70**

* assumptions based on similar road types

"+" category provides much benefit and receives full points
"N" category provides some benefit and receives half points
"-" category provides little or no benefit and receives no points

Table X: Appropriateness Measure Matrix

	Measure	Criteria		Otisco St S Geddes to West St	Seymour St Wilbur to Geddes	Amy St Seymour to Delaware
I. SAFETY	*A. Average Quality of Surface*	Smooth surface, uniform width (Excellent or Good)	+		5	5
		Irregular surface, non-uniform width (Fair)	N	2.5		
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-			
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+	15	15	15
		Medium Volume (5,000 – 10,000 ADT)	N			
	15 points maximum	High Volume (> 10,000 ADT)	-			
	C. Traffic Speeds	Under 25 MPH	+			
		25 - 35 MPH	N	5	5	5
	10 points maximum	Over 35 MPH	-			
	D. Frequency of Controlled Stops	Infrequent (Less than half of intersections)	+	5	5	5
	signals (including end points)	Occasional (Around half)	N			
	5 points maximum	Frequent (More than half)	-			
	E. Presence of Heavy Vehicles	No Truck or Bus Routes	+	5		5
		Either Truck or Bus Routes	N		2.5	
	5 points maximum	Both Truck and Bus Routes	-			
		Subtotal (out of 40pts)		32.5	32.5	35
II. CONNECTIVITY	*A. Connection to Existing and/or Expected*	Several connections to other bike routes (3 or more)	+	10		
	Bike Facilities and Lanes	Few connections to other bike routes (1-2)	N		5	5
	10 points maximum	No connections to other bike routes	-			
	B. Connections to Destinations	Access to destinations and other neighborhoods	+	15	15	
	and Other Neighborhoods	Access to destinations or other neighborhoods	N			7.5
	15 points maximum	No access to either destinations or other neighborhoods	-			
	C. Access to Bus Routes	Crosses multiple bus routes	+	5	5	
		Follows, parallels, intersects,or crosses one bus route	N			2.5
	5 points maximum	No nearby bus route	-			
	D. Quality of Experience	Scenic amenities along route	+			
		Some scenic amenities along route	N	2.5		2.5
	5 points maximum	No scenic amenities along route	-		0	
		Subtotal (out of 35pts)		32.5	25	17.5
III. DESIGN	*A. Topography*	Grades less than 3% (Relatively flat)	+	10		10
	Note: Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N		5	
	10 points maximum	Grades more than 6% (Rolling)	-			
	B. Distance from Center Line to Curb	More than 15'	+		10	
		From 12' to 15'	N	5		5
	10 points maximum	Less than 12'	-			
	C. Parking Lanes	No parking lane	+		5	
		Parking on one side of street (metered or alternate)	N	2.5		
	5 points maximum	Parking on both sides of street	-			0
		Subtotal (out of 25pts)		17.5	20	15
	Total Score			**82.5**	**77.5**	**67.5**

* assumptions based on similar road types

"+" category provides much benefit and receives full points
"N" category provides some benefit and receives half points
"-" category provides little or no benefit and receives no points

Table X: Appropriateness Measure Matrix

	Measure	Criteria		Grand Ave S Geddes to Avery	Avery Tompkins to Grand	Avery/Velasko Grand to bellevue
I. SAFETY	***A. Average Quality of Surface***	Smooth surface, uniform width (Excellent or Good)	+	5	5	5
		Irregular surface, non-uniform width (Fair)	N			
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-			
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+			
		Medium Volume (5,000 – 10,000 ADT)	N		7.5	
	15 points maximum	High Volume (> 10,000 ADT)	-	0		0
	C. Traffic Speeds	Under 25 MPH	+			
		25 - 35 MPH	N	5	5	5
	10 points maximum	Over 35 MPH	-			
	D. Frequency of Controlled Stops	Infrequent (Less than half of intersections)	+	5	5	
	signals (including end points)	Occasional (Around half)	N			
	5 points maximum	Frequent (More than half)	-			0
	E. Presence of Heavy Vehicles	No Truck or Bus Routes	+			
		Either Truck or Bus Routes	N		2.5	
	5 points maximum	Both Truck and Bus Routes	-	0		0
		Subtotal (out of 40pts)		15	25	10
II. CONNECTIVITY	***A. Connection to Existing and/or Expected***	Several connections to other bike routes (3 or more)	+			
	Bike Facilities and Lanes	Few connections to other bike routes (1-2)	N	5	0	0
	10 points maximum	No connections to other bike routes	-			
	B. Connections to Destinations	Access to destinations and other neighborhoods	+	15	15	15
	and Other Neighborhoods	Access to destinations or other neighborhoods	N			
	15 points maximum	No access to either destinations or other neighborhoods	-			
	C. Access to Bus Routes	Crosses multiple bus routes	+		5	5
		Follows, parallels, intersects,or crosses one bus route	N	2.5		
	5 points maximum	No nearby bus route	-			
	D. Quality of Experience	Scenic amenities along route	+	5	5	
		Some scenic amenities along route	N			
	5 points maximum	No scenic amenities along route	-			0
		Subtotal (out of 35pts)		27.5	25	20
III. DESIGN	***A. Topography***	Grades less than 3% (Relatively flat)	+	10		
	Note: Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N			
	10 points maximum	Grades more than 6% (Rolling)	-		0	0
	B. Distance from Center Line to Curb	More than 15'	+			
		From 12' to 15'	N	5	5	5
	10 points maximum	Less than 12'	-			
	C. Parking Lanes	No parking lane	+	5		5
		Parking on one side of street (metered or alternate)	N		2.5	
	5 points maximum	Parking on both sides of street	-			
		Subtotal (out of 25pts)		20	7.5	10
	Total Score			**62.5**	**57.5**	**40**

* assumptions based on similar road types

"+" category provides much benefit and receives full points
"N" category provides some benefit and receives half points
"-" category provides little or no benefit and receives no points

Table X: Appropriateness Measure Matrix

	Measure	Criteria		Rowland St S Geddes to dead end near Holden	W Onondaga S Geddes to Velasko
I. SAFETY	***A. Average Quality of Surface***	Smooth surface, uniform width (Excellent or Good)	+	5	5
		Irregular surface, non-uniform width (Fair)	N		
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-		
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+	15	15
		Medium Volume (5,000 – 10,000 ADT)	N		
	15 points maximum	High Volume (> 10,000 ADT)	-		
	C. Traffic Speeds	Under 25 MPH	+		
		25 - 35 MPH	N	5	5
	10 points maximum	Over 35 MPH	-		
	D. Frequency of Controlled Stops	Infrequent (Less than half of intersections)	+	5	5
	signals (including end points)	Occasional (Around half)	N		
	5 points maximum	Frequent (More than half)	-		
	E. Presence of Heavy Vehicles	No Truck or Bus Routes	+	5	
		Either Truck or Bus Routes	N		2.5
	5 points maximum	Both Truck and Bus Routes	-		
		Subtotal (out of 40pts)		35	32.5
II. CONNECTIVITY	***A. Connection to Existing and/or Expected***	Several connections to other bike routes (3 or more)	+		
	Bike Facilities and Lanes	Few connections to other bike routes (1-2)	N	5	5
	10 points maximum	No connections to other bike routes	-		
	B. Connections to Destinations	Access to destinations and other neighborhoods	+	15	15
	and Other Neighborhoods	Access to destinations or other neighborhoods	N		
	15 points maximum	No access to either destinations or other neighborhoods	-		
	C. Access to Bus Routes	Crosses multiple bus routes	+		
		Follows, parallels, intersects,or crosses one bus route	N		2.5
	5 points maximum	No nearby bus route	-	0	
	D. Quality of Experience	Scenic amenities along route	+		
		Some scenic amenities along route	N	2.5	2.5
	5 points maximum	No scenic amenities along route	-		
		Subtotal (out of 35pts)		22.5	25
III. DESIGN	***A. Topography***	Grades less than 3% (Relatively flat)	+	10	10
	Note: Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N		
	10 points maximum	Grades more than 6% (Rolling)	-		
	B. Distance from Center Line to Curb	More than 15'	+	10	10
		From 12' to 15'	N		
	10 points maximum	Less than 12'	-		
	C. Parking Lanes	No parking lane	+		
		Parking on one side of street (metered or alternate)	N	2.5	2.5
	5 points maximum	Parking on both sides of street	-		
		Subtotal (out of 25pts)		22.5	22.5
	Total Score			**80**	**80**

* assumptions based on similar road types

"+" category provides much benefit and receives full points
"N" category provides some benefit and receives half points
"-" category provides little or no benefit and receives no points

Table X: Appropriateness Measure Matrix

	Measure	Criteria		Bellevue S Geddes to Velasko	Hoefler St Grand to Bellevue	Lydell St Grand to Rowland
I. SAFETY	***A. Average Quality of Surface***	Smooth surface, uniform width (Excellent or Good)	+	5	5	5
		Irregular surface, non-uniform width (Fair)	N			
	5 points maximum	Surface deterioration, cracks, bumps (Poor)	-			
	B. Traffic Volumes	Low Volume (< 5,000 ADT)	+	15	15	15
		Medium Volume (5,000 – 10,000 ADT)	N			
	15 points maximum	High Volume (> 10,000 ADT)	-			
	C. Traffic Speeds	Under 25 MPH	+	10		
		25 - 35 MPH	N		5	5
	10 points maximum	Over 35 MPH	-			
	D. Frequency of Controlled Stops	Infrequent (Less than half of intersections)	+	5	5	5
	signals (including end points)	Occasional (Around half)	N			
	5 points maximum	Frequent (More than half)	-			
	E. Presence of Heavy Vehicles	No Truck or Bus Routes	+			5
		Either Truck or Bus Routes	N	2.5	2.5	
	5 points maximum	Both Truck and Bus Routes	-			
		Subtotal (out of 40pts)		37.5	32.5	35
II. CONNECTIVITY	***A. Connection to Existing and/or Expected***	Several connections to other bike routes (3 or more)	+			
	Bike Facilities and Lanes	Few connections to other bike routes (1-2)	N	5		
	10 points maximum	No connections to other bike routes	-		0	0
	B. Connections to Destinations	Access to destinations and other neighborhoods	+		15	
	and Other Neighborhoods	Access to destinations or other neighborhoods	N	7.5		7.5
	15 points maximum	No access to either destinations or other neighborhoods	-			
	C. Access to Bus Routes	Crosses multiple bus routes	+		5	5
		Follows, parallels, intersects,or crosses one bus route	N			
	5 points maximum	No nearby bus route	-	0		
	D. Quality of Experience	Scenic amenities along route	+			
		Some scenic amenities along route	N	2.5	2.5	2.5
	5 points maximum	No scenic amenities along route	-			
		Subtotal (out of 35pts)		15	22.5	15
III. DESIGN	***A. Topography***	Grades less than 3% (Relatively flat)	+	10		
	Note: Segments with grades over 15% should not be considered.	Grades 3%-6% (Sloped)	N		5	5
	10 points maximum	Grades more than 6% (Rolling)	-			
	B. Distance from Center Line to Curb	More than 15'	+			
		From 12' to 15'	N	5	5	5
	10 points maximum	Less than 12'	-			
	C. Parking Lanes	No parking lane	+			
		Parking on one side of street (metered or alternate)	N	2.5	2.5	2.5
	5 points maximum	Parking on both sides of street	-			
		Subtotal (out of 25pts)		17.5	12.5	12.5
	Total Score			**70**	**67.5**	**62.5**

* assumptions based on similar road types

"+" category provides much benefit and receives full points
"N" category provides some benefit and receives half points
"-" category provides little or no benefit and receives no points