

# DIRECTIONS

THE NEWSLETTER OF THE SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
Fall 2024

Volunteers install the street mural for Hopeprint's Community Streets project



## Community Streets completes its pilot year

Capital projects take time, can be expensive, and allow for little flexibility once they are installed. Over the last decade, cities across the country have seen value in using demonstration projects to test ideas and refine them before a more permanent version is implemented. In many of those cities, this process has been opened up to residents and community groups who want to showcase their ideas of how they can improve their streets. Using paint, temporary barriers, and a lot of community support, neighbors have been able to show cities how to make their streets safer and more inviting to all users.

The City of Syracuse, in partnership with the SMTC and Adapt CNY, joined this movement in 2024 with the pilot year of their Community Streets program. Community Streets allowed neighborhood and community groups to propose ideas aimed at improving their local streets and put them into action. For the pilot year, three projects were selected by Adapt CNY volunteers to receive funding towards their



implementation, including Alchemical Nursery (Near Westside), Ed Smith PTO (Eastside), and Hopeprint (Northside).

### Alchemical Nursery

Located on the Near Westside, the Alchemical Nursery project enhanced two intersections along Ontario St, Gifford St and Otisco St. As part of the Community Streets project, painted curb extensions on Gifford St, reinforced by temporary flex posts at each corner, act as a visual narrowing of the roadway, intended to slow vehicles near the Alchemical Nursery

(continued on page 6)



# Brewerton Trail Assessment Technical Memo heads to Planning and Policy Committees

The Town of Cicero seeks to link the Hamlet of Brewerton's outer neighborhoods and rural areas to its new Riverfront Park, business district, Micron, and to its historic resources.

SMTC agreed to prepare two technical memos that include specific bike and pedestrian facility recommendations to inform Cicero's Local Waterfront Redevelopment Program (LWRP) investments.

In addition to LWRP-related investments, the state will soon replace the historic Route 11 Bridge over the Oneida River, which connects Cicero to the Town of Hastings. A streetscape enhancement project is well underway in Brewerton's business district. The state also awarded a \$4.5M NY Forward Grant to invest in more capital projects along Brewerton's riverfront in both Cicero and Hastings. Cicero is updating its comprehensive plan and zoning ordinance. Hastings initiated its own LWRP process.

As an initial task, SMTC helped Cicero initiate discussions with National Grid, Micron, and the Town of Clay to convert utility corridor service roads into shared-use pathways for bicyclists and walkers to connect Brewerton and Micron. To inform these ongoing discussions, SMTC identified a specific off-road route for a stone-dust pathway.

SMTC also identified specific recommendations for where to locate sidewalks, shared lane markings (i.e., "sharrows"), bike lanes, stone dust trails, paved trails, and specific intersection crossing improvements. Crossing improvement amenities include a mixture of raised crosswalks, rectangular rapid flashing beacons, ADA-compliant crosswalks and curb cuts, pedestrian-activated push buttons, etc.

SMTC also identified a wayfinding sign program to direct bicyclists and walkers to and from the historic resources, the business district, Micron, and the riverfront. The signs will also direct waterway visitors who moor their boat at Riverfront Park. The signs

guide all pedestrians and bicyclists in Brewerton to Brewerton's Lighthouse (i.e., one of the "three sisters" still in use along Oneida Lake), to areas visited in the 1600's by a famous explorer and Jesuit priest (such as Samuel de Champlain and Simon LeMoyne - respectively), a replica of a mid-1700 British Fort - Fort Brewerton, and to the site of a former Iroquois village settlement - known as Techiroguen.

The technical memos can be reviewed on SMTC's website. For more information, please contact the project manager, Michael Alexander, at [malexander@smtcmpo.org](mailto:malexander@smtcmpo.org).

**Final memo will be available on 10/30/24 at:**  
[smtcmpo.org/all-publications/](https://smtcmpo.org/all-publications/)

**Draft memo is available at:**  
[smtcmpo.org/public-participation/meetings/](https://smtcmpo.org/public-participation/meetings/)



**The historic Brewerton Lighthouse, one of the "three sisters" still in use around Oneida Lake.**





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## City of Syracuse sidewalk condition ratings

After five summers of data collection, the SMTC has completed a sidewalk inventory on behalf of the City of Syracuse. The City requested the inventory as a part of its Municipal Sidewalk Program, which began in 2021.

There are approximately 1,000 miles of street frontage in the City of Syracuse. SMTC interns visited every property, noting the presence or absence of sidewalks and collecting several additional metrics, such as condition, material type, adjacent features, and obstructions. These features were collected using ESRI software and iPads, allowing for the production of a spatial dataset which provides information at the parcel level. This is an improvement over the existing sidewalk data – which included only a rough condition estimate at the block level.

The goal of conducting the sidewalk inventory was to produce a dataset which can improve the City's decision-making process for the Municipal Sidewalk Program. Updates can be made to this dataset as sidewalks are improved across the City, illustrating a positive change in the sidewalk network over time.

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Sidewalks across the City varied in sized, material, and quality. Above are three examples from across the City, from left, W Fayette St, N Salina St, and Second North St.

**VISION  
ZERO**  
SYRACUSE



The City of Syracuse is developing a Vision Zero Action Plan to achieve zero fatalities and serious injuries from traffic crashes. The Action Plan seeks to prioritize safety by calming traffic and centering the needs of the most vulnerable transportation network users. The City is seeking detailed feedback on locations in Syracuse where people walking, biking, rolling, driving, and taking transit have safety concerns now through the end of October 2024 (see QR code). To learn more about Vision Zero Syracuse and upcoming ways to inform the City's Action Plan, visit [syr.gov/vision-zero](https://syr.gov/vision-zero).



## Bridge and Pavement Condition Management System Report completed

The annual Bridge and Pavement Condition Management System (BPCMS) report will be presented to the SMTC's Policy Committee at the end of October. The BPCMS report contains information on all roadway bridges and federal-aid eligible roads in the SMTC MPA and will be available online in the "Publications" section of our website, [smtcmpo.org/all-publications](http://smtcmpo.org/all-publications).

Bridge conditions are rated using a scale of Good-Fair-Poor, a classification which is derived from four element ratings contained in the National Bridge Inventory: deck, superstructure, substructure, and culvert. A rating of "Poor" does not indicate that a bridge is unsafe, but that additional maintenance is needed to improve its condition.

In this report, pavement is scored on the New York State Department of Transportation's (NYSDOT) scale of 1-10, based on the frequency and severity of surface cracking. Each number on this scale correlates with a rating of either Excellent, Good, Fair, or Poor. Ratings

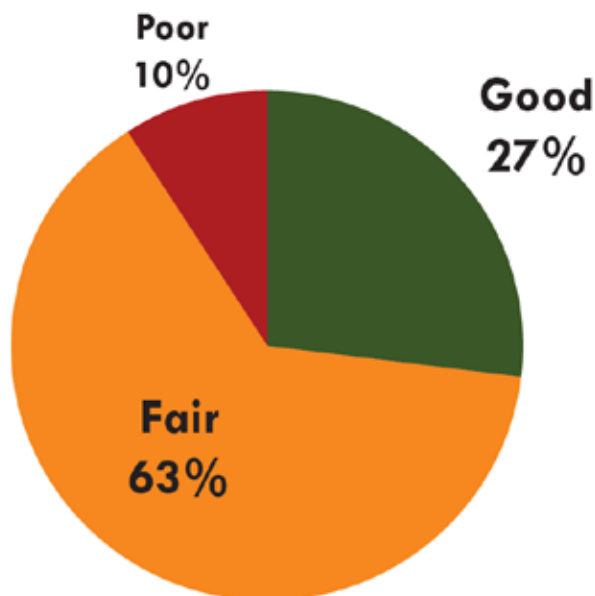
are provided for federal-aid eligible roads owned by the New York State Department of Transportation, the NYS Thruway Authority, the City of Syracuse, Onondaga County, Madison and Oswego Counties, and local towns and villages.

Additionally, pavement ratings are provided on the National Highway System using a Good-Fair-Poor scale similar to the bridge ratings.

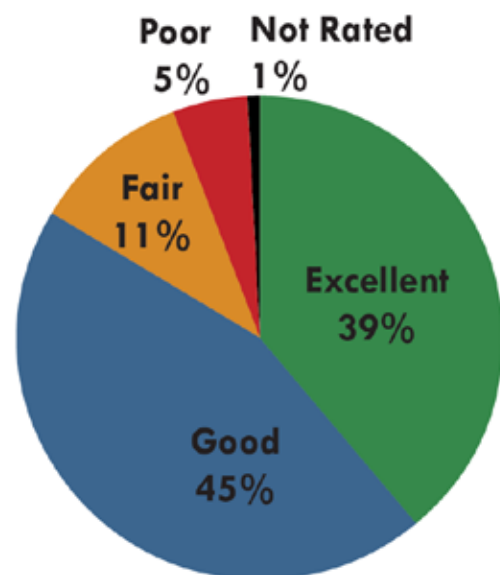
The graphics below show bridge ratings by deck area and pavement ratings for federal-aid eligible roads in the SMTC MPA.

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Bridge Condition by Deck Area



All FAE Pavement Conditions



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## Community Streets (continued from page 1)

community garden, while a temporary crosswalk improved access for neighbors. At the Otisco St / Ontario St intersection, enhanced crosswalks, with blocked in brown and tan colors, act as a reminder to drivers to come to a complete stop as they enter the only 4-way stop along Ontario St. Recycled tires became planters at each corner of the Otisco St / Ontario St intersection as a way to extend the community garden's reach deeper into the neighborhood.

### Ed Smith PTO

Inspired by painted curb extensions in front of Huntington K-8 School first completed in 2021, the Ed Smith PTO aimed to utilize similar techniques at two intersections near the school. The project included the Broad St / Kensington Pl and the Lancaster Ave / Andover Rd intersections. Both intersections were identified by the PTO as critical locations for lowering speeds for drivers as they enter the school zone. Painted curb extensions were designed for each intersection, utilizing coyote paw prints as a design motif to closely tie the project to Ed Smith school by referencing their school mascot. The curb extensions, reinforced by temporary flex posts at each corner, were intended to visually narrow the street to not only encourage slower speeds through the intersections but also improve visibility for pedestrians.

Due to planned utility work throughout the neighborhood, the Ed Smith PTO project will not be completed until spring 2025.

### Hopeprint

Located on N McBride St between Lodi St and E Division St, the Hopeprint project focused on place-making through the creation of a new social gathering space. The project included a street mural, outdoor furniture, and planned events that closed the block to traffic for three days per week in the middle of the summer. The Hopeprint project was an outgrowth of their West Pond Microneighborhood Reinvestment Proposal which identified underutilized streets for potential activation. In addition to the mural, volunteers cleaned up Amos Park, a small green space between N McBride St and Lodi St, as well as utilized planter

boxes to bring color and life to the park area.

Hopeprint reported that an average of 50 people attended each event held within the plaza, which they deemed Lodi Triangle. As a result of the success of the Lodi Triangle project, Hopeprint has been asked to host a Christmas tree lighting event later this year in Amos Park and the Lodi Triangle.

To learn more about how the pilot year projects came together, join us on October 22, 2024 for our Forum on Active Transportation (FOAT). Sign up for the virtual meeting at the link below.

**More info on the  
Community Streets Program:**  
[smtcmpo.org/communitystreets](https://smtcmpo.org/communitystreets)

**Sign up for the FOAT:**  
[smtcmpo.org/foat](https://smtcmpo.org/foat)



**Painted curb extension as part of the Alchemical Nursery Community Streets project.**





Scenes from the Alchemical Nursery Community Streets project from top left: Painters adding to existing crosswalks at Ontario St; Tire planters; Temporary crosswalk at Gifford St; Details of painted curb extensions at Gifford St.



Scenes from the Hopeprint Community Streets project from top left: Family Fest on July 31, 2024; Painter touching up street mural; Planter boxes near Amos Park; Final celebration on August 9, 2024.

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