

# **Downtown Parking Wayfinding and Signage Guide**

**February 2025**



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# **Downtown Parking: Wayfinding and Signage Guide**

## **Syracuse Metropolitan Transportation Council**

February 2025

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For further information, contact:

Thomas Bardenett, Project Manager  
James D'Agostino, Director  
Syracuse Metropolitan Transportation Council  
126 N. Salina St., 100 Clinton Square, Suite 100 Syracuse, NY 13202  
PHONE : (315) 422-5716 FAX: (315) 422-7753  
[www.smtcmpo.org](http://www.smtcmpo.org)



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# Executive Summary

As part of the 2024-2025 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) completed the Downtown Parking: Wayfinding and Signage Guide (Guide) on behalf of the Downtown Committee.

Over 18,000 parking spaces can be found throughout Downtown Syracuse, with over half available for public use, including on-street and off-street parking facilities. While the supply of parking spaces may be sufficient, visitors to the district often comment that finding parking is difficult. Some of this disconnect may be due to a lack of standardized signage identifying what spaces are available to whom. To address these concerns, this Guide aims to:

- Identify preferred parking locations for key Downtown neighborhoods and attractions,
- Encourage the use of standardized signage at publicly available parking lots and garages,
- Provide legible wayfinding signage designs to direct visitors to preferred parking locations, and
- Map all available parking facilities within Downtown Syracuse for motorists and cyclists.

The Downtown Committee identified 13 publicly available parking facilities as their focus. These facilities include garages and surface lots that currently have excess space available and are open extended hours, if not 24 hours per day.

SMTC staff reviewed existing plans, projects, and developments within the study area, identifying potential recommendations to carry forward, along with federal, state, and local regulations that govern signage on public and private property. After discussions with staff at the City's Zoning Administration, SMTC staff determined that signage within the public right-of-way would be preferred in order to give the City more flexibility in terms of sign design and placement.

In order to address concerns about visual clutter that may result from adding parking specific wayfinding signage, SMTC staff recommend pursuing the overall

wayfinding program identified in the City of Syracuse Wayfinding Study Phase II report from 2014. This wayfinding program would allow visitors to approach their final destination and find available parking nearby. To accommodate changes to the street network as a result of the I-81 viaduct project, SMTC staff identified 11 new signs, along with several smaller sign changes, to be incorporated into the overall wayfinding plan. Parking specific wayfinding recommendations are reserved for facilities with poor visibility from main travel corridors, including the Trolley Lot and City Center Garage.

At each focus facility, a standardized public parking sign is encouraged. By utilizing a standard design across the district, visitors are easily able to identify which facilities are available to them once they are near their final destination. While this recommendation is initially for the identified focus facilities, the signage program is encouraged to expand to include all publicly available facilities.

In addition to the wayfinding and signage program, SMTC staff identified four key locations where bicycle parking could be expanded. Clinton Square, Armory Square, S Salina St, and the Everson / War Memorial areas are home to anchor destinations and entertainment venues that attract visitors from across the region, but bike racks are not always available in visible, convenient locations. SMTC staff recommend expanding bicycle parking in each location, utilizing staple racks wherever possible. Staple racks provide two points of support for bikes while they are locked and can be positioned parallel to the roadway, occupying less sidewalk space while providing access to nearby businesses.







# CHAPTER 1

## Introduction

### 1.1 Overview and Study Area

### 1.2 Study Process

**There is a misperception that parking in Downtown Syracuse is scarce and difficult to find.**

According to the Downtown Committee, over 18,000 parking spaces can be found throughout Downtown Syracuse. This includes on-street spaces as well as publicly available and private off-street spaces, both in surface lots and garages. While parking may be plentiful, some visitors may be uncertain which facilities are available for public use and which are private.



# 1.1 Overview and Study Area

As part of the 2024-2025 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) completed the Downtown Parking: Wayfinding and Signage Guide (Guide) on behalf of the Downtown Committee.

The Downtown Committee has indicated a desire to implement a standardized wayfinding signage program to direct infrequent visitors of Downtown Syracuse towards underutilized publicly available parking facilities that offer daily and/or hourly parking rates. The primary aims of this Guide include:

- Identifying preferred parking locations for key Downtown neighborhoods and attractions,
- Encouraging the use of standardized signage at publicly available parking lots and garages,
- Providing legible wayfinding signage to direct visitors to preferred parking locations, and
- Mapping all available parking facilities within Downtown Syracuse for motorists and cyclists.

As the SMTC does not own or control infrastructure or facilities, recommendations included within this Guide will look to inform future investments made by the Downtown Committee and the City of Syracuse. These future investments may include partnerships with private facility owners to encourage a more uniform signage program throughout the district. All signage recommendations within the public right-of-way and on City property, including City owned parking facilities, must ultimately be approved and implemented by the Department of Public Works (DPW).

As shown in Figure 1.1, the study area for this guide includes all of Downtown Syracuse, which is generally defined as the area bound by I-690 to the north, I-81 to the east, E Adams St to the south, and Onondaga Creek to the west. Additionally, the Guide will evaluate potential signage needs along Erie Blvd E from Almond St east to S Crouse Ave, Almond St from E Adams St south to Van Buren St, and West St from W Genesee St south to W Onondaga St, to accommodate impending changes as a result of the I-81 Viaduct Project.

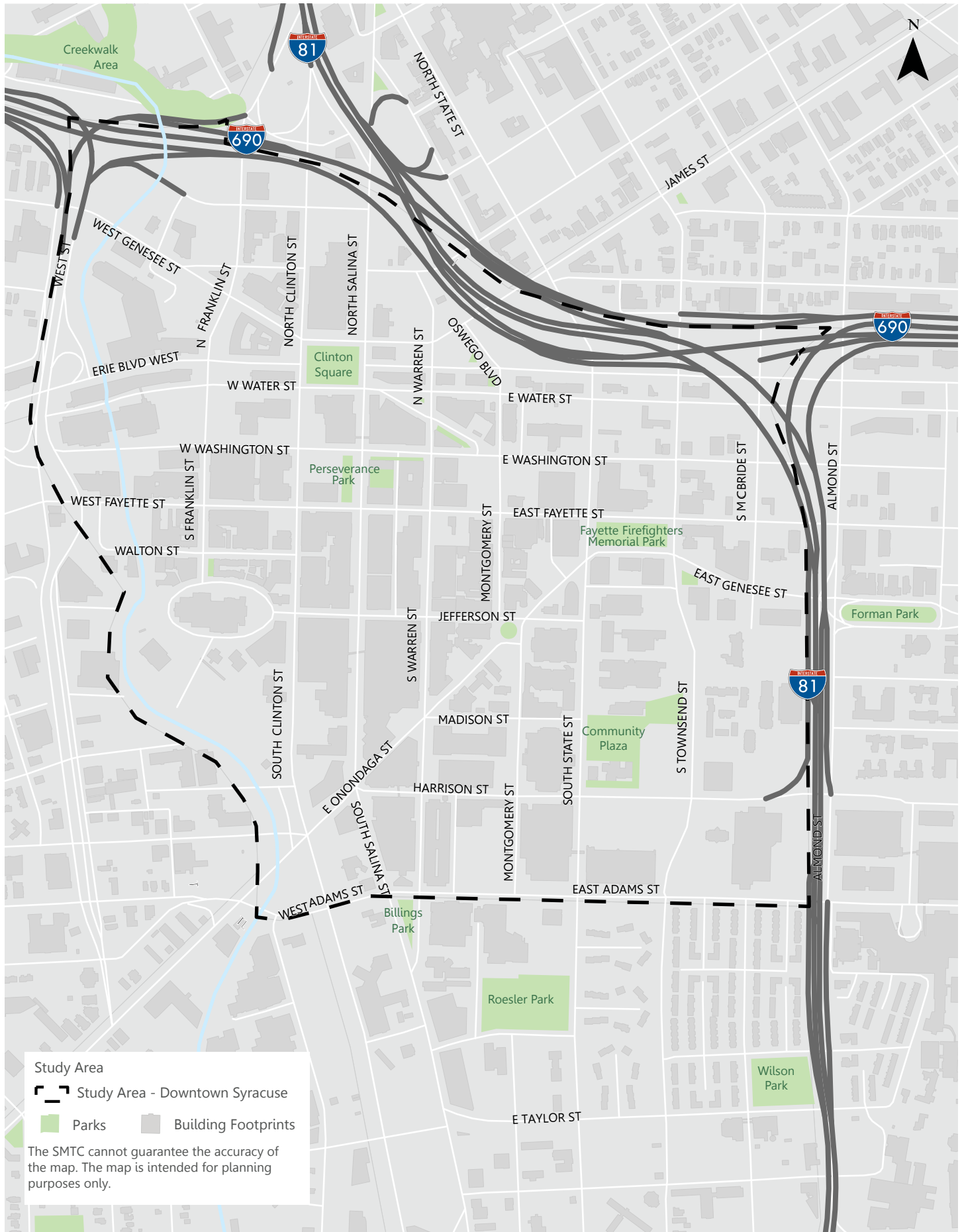
# 1.2 Study Process

SMTC staff created this Guide with the advice and assistance of a Study Advisory Committee (SAC), which met two times. The SAC consisted of the Downtown Committee, City of Syracuse Department of Public Works (DPW), and the New York State Department of Transportation (NYSDOT).

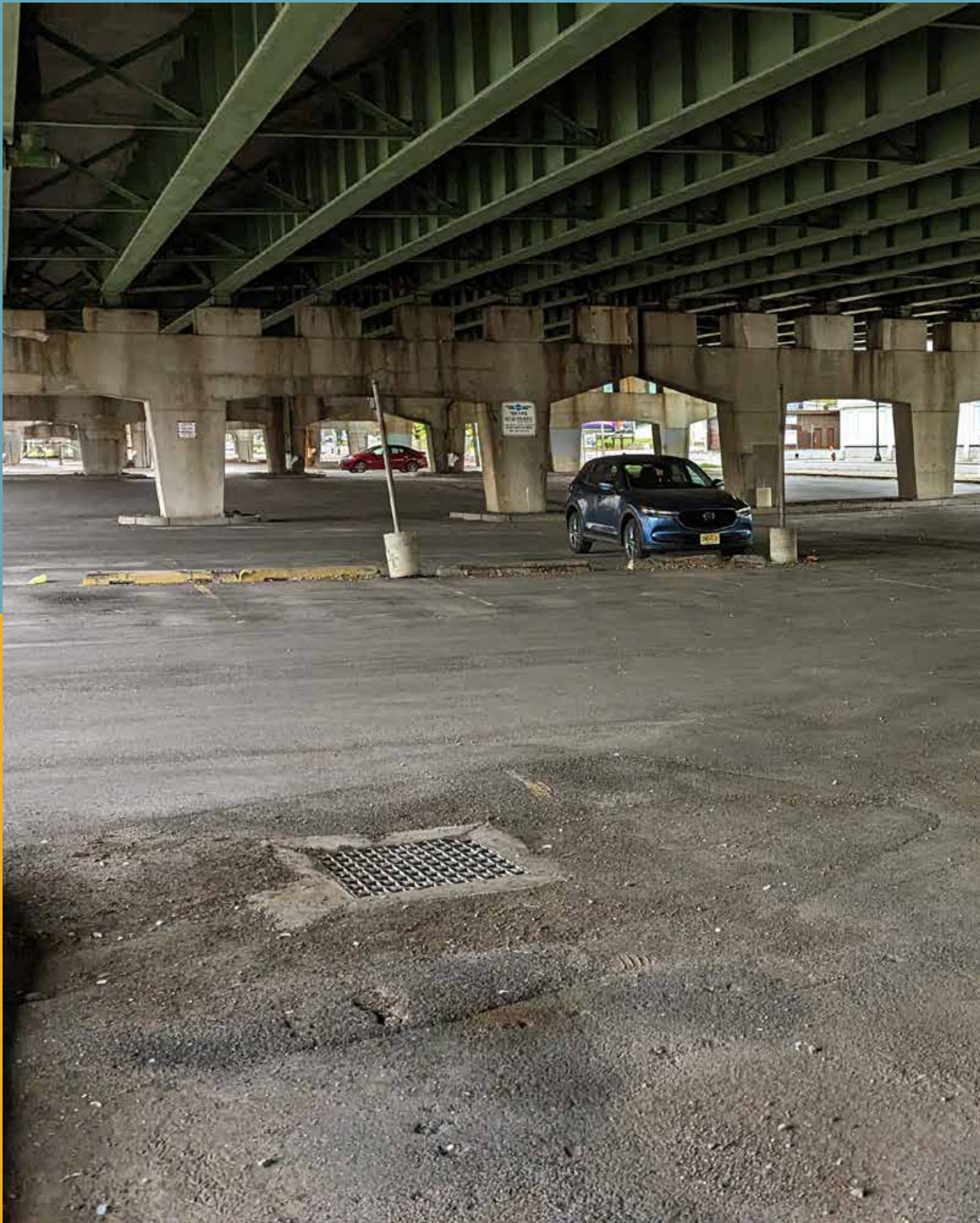
As the nature of this Guide is more of a technical memorandum, a Public Involvement Plan was not created and no large-scale public involvement effort was undertaken. Public views and opinions on the state of downtown parking were derived from the Downtown Committee Resident Survey, conducted in 2024.

SMTC staff and interns conducted fieldwork and data collection efforts throughout the summer of 2024, including documenting existing parking wayfinding signage, signage at key intersections, commuter flows, and bicycle parking locations. Interns also updated street parking regulations first documented in the City of Syracuse Residential Parking Permit Study – Phase 1 (2022). Recommendations included within this Guide emphasize coordinating sign placements with the street network changes projected at the end of the I-81 Viaduct Project.

# Figure 1.1 Study Area











# CHAPTER 2

## Relevant Plans, Studies, Developments

**2.1 I-81 Viaduct Project Final Environmental Impact Statement (FEIS)**

**2.2 Community Grid Vision Plan 2024**

**2.3 Armory Square Mobility Plan**

**2.4 Downtown Syracuse Two-Way Feasibility Technical Analysis**

**2.5 City of Syracuse Wayfinding Study Phases 1 & 2**

**2.6 Onondaga County Empire State Trail Local Economic Opportunity Plan (LEOP)**

**2.7 Onondaga Creekwalk**

**For over more than a decade, planning efforts around Downtown Syracuse have been underway to reshape how residents and visitors access the neighborhood.**

State and local planning initiatives have focused on issues ranging in scale from the removal of the elevated I-81 viaduct to creating a more unified wayfinding program and improving cycling connections. SMTC staff reviewed the following plans, studies, and developments as background information for the *Downtown Parking: Wayfinding and Signage Guide*, ensuring that recommendations build off previous efforts and complement ongoing projects.

# 2.1 I-81 Viaduct Project Final Environmental Impact Statement

In April of 2022, New York State Department of Transportation (NYSDOT) released the Final Environmental Impact Statement (FEIS) for the I-81 Viaduct Project, announcing that the Community Grid alternative would replace the aging viaduct through the City of Syracuse. The existing viaduct will be replaced by a street level boulevard from Van Buren St north to Erie Blvd, with high-speed access maintained north and south of this boulevard. This segment will be renamed Business Loop 81(BL-81), with I-81 being rerouted to the former I-481. This massive project will have impacts beyond the interstate system, as new street connections will be introduced, along with additional bike and pedestrian amenities within the project area.

Commuting patterns into Downtown Syracuse will change as a result of the Community Grid. New on- and off-ramps to I-690 will allow for commuters to the University Hill neighborhood to bypass Downtown Syracuse and utilize more direct routes along Irving Ave and S Crouse Ave. This new route will also act as an additional entry point to Downtown Syracuse for visitors from the east.

The West St off-ramp from I-690 will now bring westbound traffic to street level at W Genesee St, providing additional opportunities for traffic to disperse through Downtown Syracuse prior to the W Fayette St intersection.

Commuters and visitors on BL-81 from the south will utilize a new roundabout at Van Buren St, directing travelers either north onto Almond St to head into Downtown Syracuse or east onto Van Buren St towards University Hill.

Travelers from the northern suburbs and City neighborhoods on BL-81 will enter Downtown Syracuse via Clinton St or Oswego Blvd, which will be extended from its current terminus at James St north to E Willow St and be converted to a one-way street heading southeast. Drivers heading north will utilize Pearl St, which will be extended from its current terminus at

E Willow St south to Erie Blvd E. Pearl St will operate as a one-way street heading northwest to a newly constructed on-ramp.

Several parking facilities within Downtown Syracuse will be impacted during and after construction. According to the FEIS, roughly 2,900 parking spaces, out of approximately 28,500 parking spaces, will be temporarily lost during construction of the Community Grid within their study area. The study area for the FEIS includes all of Downtown Syracuse, several blocks north of I-690 to Court St along present day I-81, and east of present day I-81 to University Ave. The loss of parking spaces includes approximately 1,200 publicly available off-street spaces, 1,000 publicly available on-street spaces, and 700 private off-street spaces, most of which fall underneath or adjacent to the existing viaduct.<sup>1</sup>

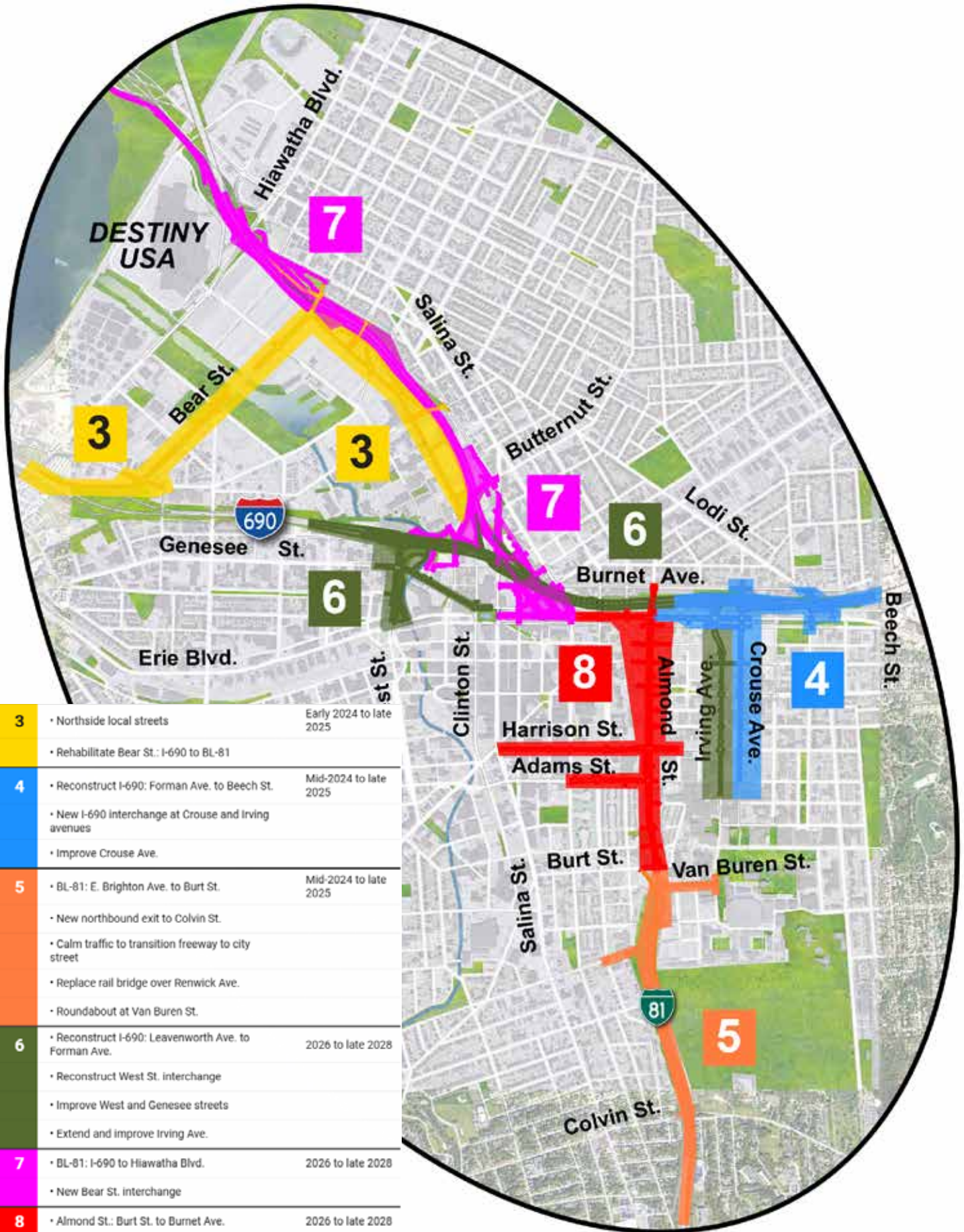
A permanent loss of approximately 900 parking spaces is predicted. This includes approximately 1,100 publicly available off-street spaces, 150 on-street spaces, and 350 private off-street spaces, which will be partially offset by the addition of over 700 new on-street spaces. Overall parking occupancy is predicted to remain around 80 percent.<sup>2</sup>

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1 NYSDOT, I-81 Viaduct Project: Final Design Report / Final Environmental Impact Statement / Final Section 4(f) Evaluation, "Appendix C-5: Parking Impact Analysis," pg. 7-3 to 7-4

2 Ibid, pg. 5-3 to 5-4





Contract phases for the I-81 project within the City of Syracuse.



## 2.2 Community Grid Vision Plan

As a result of the I-81 Viaduct Project, the Community Grid will alter access to Downtown Syracuse and open up underutilized space for future development. To guide future decisions on development and mobility, the City of Syracuse engaged Dover, Kohl, & Partners to create the Community Grid Vision Plan.

The Vision Plan, completed in 2024, identified overarching goals for the City related to the cultural environment, natural environment, and built environment. The goals focused on creating inclusive growth that promotes equitable access to public services and opportunities. This includes how to approach developing new and underutilized land near the existing footprint of the I-81 viaduct that will become available upon its demolition.

The Vision Plan includes key recommendations for seven geographic areas along the I-81 Viaduct path (Northside, East Adams Neighborhood, Southside, Downtown, Crouse & Irving / Northeast Side, Almond St, and University Hill).

Within Downtown Syracuse, the Vision Plan calls for transit-oriented development focused on infill development near the northern end of the neighborhood, including residential development that meets the needs of a mix of incomes. This includes developing surface parking lots and other underutilized parcels. The Vision Plan also recommends studying the conversion of most one-way streets to two-way, filling in the trail network gaps with dedicated bicycle and pedestrian facilities, and promoting the use of complete streets techniques on wider thoroughfares.

Recommendations along Almond St focus on improving connectivity across the thoroughfare, including narrowing lanes to 11 feet, extending roadways that were previously shortened to form super blocks, and promote dense development that forms a traditional street wall along the corridor.



*Infill development visualization from the Community Grid Vision Plan. Infill development depicted would occur on existing parking facilities at the N Warren St / E Willow St intersection.*

## 2.3 Armory Square Mobility Plan

Completed in 2019, the Armory Square Mobility Plan (Mobility Plan) identified opportunities to improve pedestrian mobility through the Armory Square commercial and entertainment district of Downtown Syracuse. While Armory Square is one of the most walkable neighborhoods within Central New York, narrow sidewalks, utility placements, and other obstructions interrupt access at various points throughout the district.

Recommendations within the Mobility Plan focused on expanding sidewalks and pedestrian accessible spaces, through parklets, curb extensions, and improved lighting. The Mobility Plan also proposed closing Walton St to traffic both on a temporary (weekends) and permanent basis, which received pushback from key stakeholders.

In addition to pedestrian accommodations, the Mobility Plan noted a need for improving access for vehicles and cyclists within the district, including improved wayfinding for parking facilities. At the time

of its writing, nearly 3,300 off-street and roughly 240 on-street parking spaces were available to visitors. The Mobility Plan notes visitors prefer on-street parking and surface parking lots over garages, with weekend evening occupancies for on-street parking well above capacity.

One underutilized parking facility within the study area is the Trolley Lot located behind the MOST, which stakeholders described as “scary,” “not safe,” and “intimidating.” To address some of these concerns, the Mobility Plan recommended adding signage and lighting to the façade of the railroad tracks and adding sidewalks along the outer wall with improved pedestrian crossing signage for a safer, more direct connection for pedestrians.

Although bicycle parking is not a main focus for the Mobility Plan, the study notes the district has bicycle parking available for at least 50 bikes, with racks primarily located along the Creekwalk and in front of the MOST.



*Recommended signage for the Trolley Lot in Armory Square from the Armory Square Mobility Study.*

## 2.4 Downtown Syracuse Two-Way Feasibility Technical Analysis

Completed in 2014, the Downtown Syracuse Two-Way Feasibility Technical Analysis explored the conversion of specific one-way streets in Downtown Syracuse to two-way streets to improve traffic flow, accessibility, and mobility.

The study analyzes three main alternatives through traffic flow simulations and cost estimations. Alternative 1 proposed converting the majority of one-way streets within the study area. In contrast, Alternative 2 focused on a subset of these streets, and Alternative 3, or 2B, further narrowed the scope, targeting key streets only. This phased approach aimed to minimize disruption and optimize the use of the budget.

To accommodate the conversion of the street network, significant parking changes would occur across various streets. For instance, on Clinton Street, from Herald Place to Genesee Street 24 parking spaces would be lost on the east side, from Jefferson Street to Onondaga Street approximately 30 spaces would be added, indicating a nuanced approach to parking management in line with traffic modifications. Warren Street presents a stark

contrast between the alternatives. Under Alternative 2, about 81 parking spaces would be removed. However, Alternative 2B preserves parking on both sides by maintaining one-way northbound operation south of Washington Street, minimizing changes to parking availability. Jefferson Street would also experience a reduction in parking spaces, with about 12 spaces removed as parking transitions from angled to parallel on the south side between Montgomery Street and State Street. This modification is consistent across all alternatives and is reflective of the broader changes aimed at streamlining street use.

Ultimately, Alternative 2B was recommended as the most advantageous. This option offered an optimal balance of improved traffic operations, cost-effectiveness, and minimal implementation disruption. The expected improvements under this alternative included reduced traffic delays and stops, increased average speeds, and enhanced fuel economy, which collectively contribute to a reduced environmental footprint compared to the existing one-way street configuration.



*S Clinton St, from W Jefferson St to W Taylor St, has been converted to two-way traffic, as recommended within this study.*



# 2.5 City of Syracuse Wayfinding Study Phases 1 & 2

The City of Syracuse Wayfinding Study (Phase I), finalized in 2013, identifies key destinations that warrant increased wayfinding signage. Overall, the 2013 Wayfinding Study underscored the lack of a comprehensive and uniform wayfinding program within Syracuse. To address this, the study identified a need to modify or install 119 Wayfinding Signs and Guide Signs on local roads and highways, 107 Interstate Shield Guide Signs on local roads, and 27 Airport Guide Signs on the Interstate System.

The study also highlighted the City of Rochester as a case study, breaking down their color-coded sign system for both vehicular and pedestrian wayfinding. The study includes the NYS supplement to MUTCD standards and breaks down the proper NYSDOT procedure for approving and installing signs along roadways.

Referencing the 2008 Downtown Parking Study conducted by the Syracuse Industrial Development Agency (SIDA), the study noted that Downtown Syracuse includes 18,229 parking spaces, 9 percent on-street, 77 percent off-street but publicly available, and 14 percent private parking facilities.

Boundary Informational - The first signs encountered by motorists entering the City.



The City of Syracuse Wayfinding Study (Phase II), released to the public in 2014, builds off the Phase I by focusing on directing motorists from one major destination to another. This secondary wayfinding idea proposed listing wayfinding to other destinations on the remaining sign space.

Parking Identifier – The signs locate available municipal parking facilities.

Vehicular Directional – Consist of signs directing motorists to their destinations.



Wayfinding and informational signage examples from Rochester, NY highlighted within the City of Syracuse Wayfinding Study, Phase 1.



# 2.6 Onondaga County Empire State Trail Local Economic Opportunity Plan (LEOP)

The Empire State Trail, completed in 2021, is a system of existing and newly connect 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.

In June of 2022, the SMTC, in partnership with Onondaga County and the Central New York Regional Planning and Development Board (CNY RPDB), completed the Onondaga County Empire State Trail Local Economic Opportunity Plan (LEOP), which identifies potential cycling routes that connect to amenities, accommodations, and services within four miles of the

Empire State Trail. The LEOP suggests further planning efforts into bicycle infrastructure, wayfinding signage, bicycle racks, and other key amenities that long range riders may need on their travels.

The LEOP primarily focuses on improving wayfinding signage for cyclists throughout Downtown Syracuse. Key locations include near the Wallace St trail entrance, Franklin St, City Hall, and the Downtown YMCA. Additionally, the LEOP discusses the potential for covered bike parking at the Downtown YMCA to provide a longer term parking option for visitors.<sup>3</sup>

<sup>3</sup> Onondaga County, CNY RPDB, SOCPA, SMTC, Onondaga County Empire State Trail Local Economic Opportunities Plan, June 2022, pg. 31



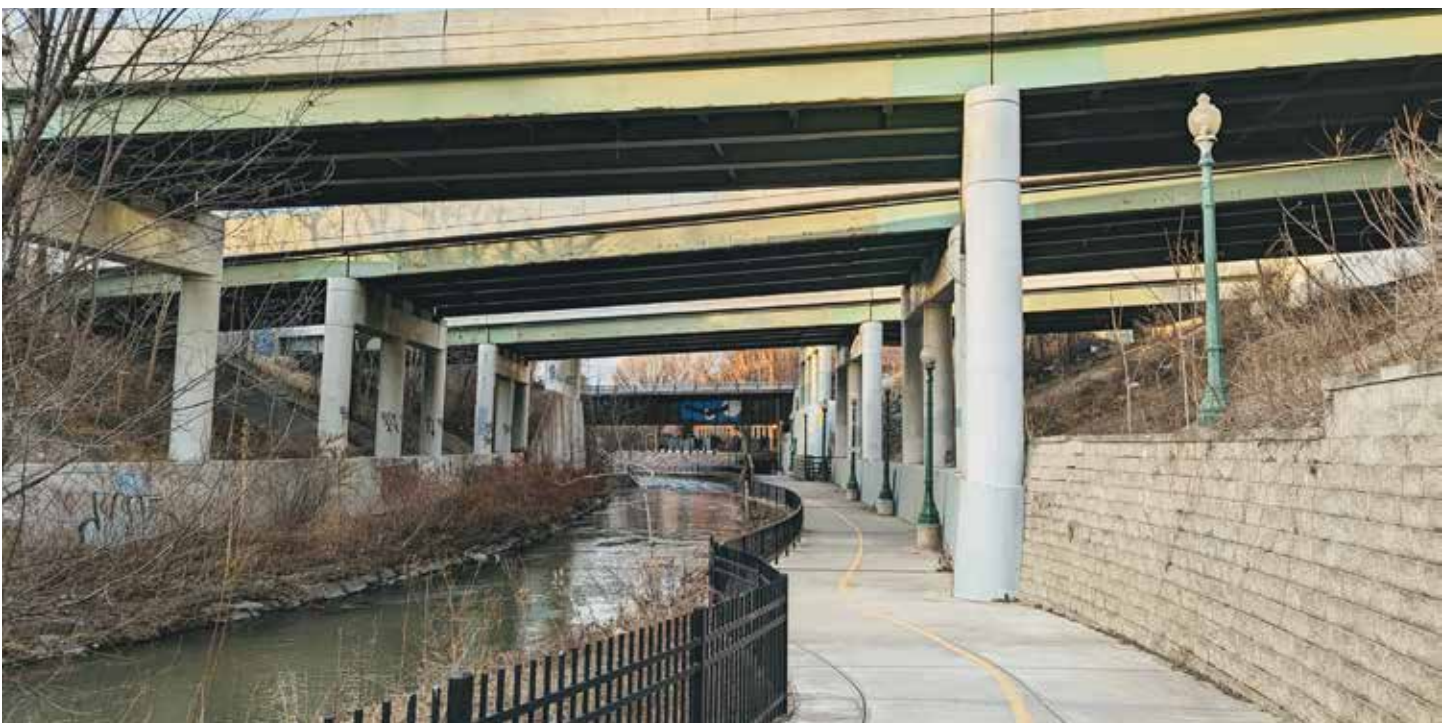
## 2.7 Onondaga Creekwalk

The Onondaga Creekwalk (Creekwalk) is a 4.8 mile multi-use trail that runs north-south through the City of Syracuse, from the southern shore of Onondaga Lake south to Kirk Park at W Colvin St. The Creekwalk connects several neighborhoods with the City to Downtown Syracuse, Destiny USA, and Onondaga Lake, as well as the Look the Lake Trail and Empire State Trail.<sup>4</sup> The City of Syracuse is currently in the design phase for Creekwalk Phase III, which will extend the Creekwalk three miles south to the City line at Dorwin Ave.

The Creekwalk through Downtown Syracuse traverses the western half of the neighborhood, crossing W Genesee St at Wallace St, continuing along Franklin St, before entering Armory Square via a midblock crossing at W Fayette St. The Downtown portion of the trail primarily uses widened sidewalks with a yellow wayfinding stripe to separate cyclists and pedestrians from vehicular traffic.

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<sup>4</sup> City of Syracuse, "Onondaga Creekwalk," accessed July 15, 2024. <https://www.syr.gov/Living/Our-Community/Parks-Recreation-Youth-Services/Visit-Our-Parks/Onondaga-Creekwalk>



*Onondaga Creekwalk under overpasses heading north to Franklin Square.*









# CHAPTER 3

## Existing Conditions

**3.1 Demographics**

**3.2 Land Use and Zoning**

**3.3 Existing Infrastructure**

**3.4 Commuting Patterns**

**3.5 Downtown Committee Constituent  
Survey and Committee Feedback**

**While remaining the economic core of the Central New York region, Downtown Syracuse has shifted from a primarily commercial/office district to a mixed-use neighborhood with nearly 4,000 residents.**

Downtown Syracuse's numerous restaurants, entertainment venues, and public festivals attract visitors throughout the year, increasing demand for publicly available parking spaces, both for vehicles and bicycles, beyond the day-to-day needs of residents and workers.

# 3.1 Demographics

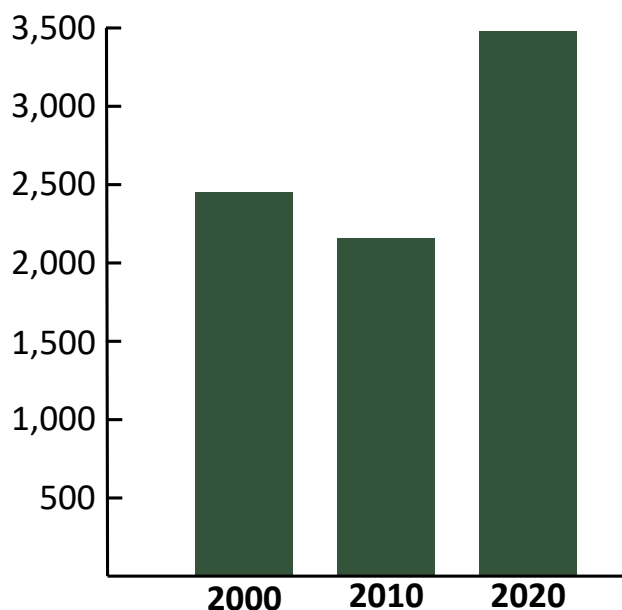
As this study is geared primarily towards infrequent visitors to Downtown Syracuse, a full demographic analysis was not conducted. Instead, SMTC staff evaluated residential and employment densities to better understand where activity centers are currently located and how that may impact availability of publicly available parking spaces.

## Residential Density

As noted earlier, Downtown Syracuse has seen a surge in residential development over the past two decades. Since 2000, Downtown Syracuse has seen its residential population grow from 2,440 to 3,465 in the 2020 Census, a 42 percent increase, as shown in Figure 3.1.

Figure 3.2, which shows population density in persons per square mile at the Census block level, illustrates that residential development has occurred in specific pockets around Downtown Syracuse, with the highest densities around Armory Square and Hanover Square, two of the busiest visitor-oriented districts within the study area. Additional residential density surrounds Townsend St, where Madison and Jefferson Towers

**Figure 3.1 Downtown Population**



are located, along with the Onondaga County Justice Center, which houses incarcerated individuals. While these eastern pockets experience higher levels of density, their residents do not directly impact public parking availability as they either include private lots or house individuals who are not free to move through the community.

## Employment Density

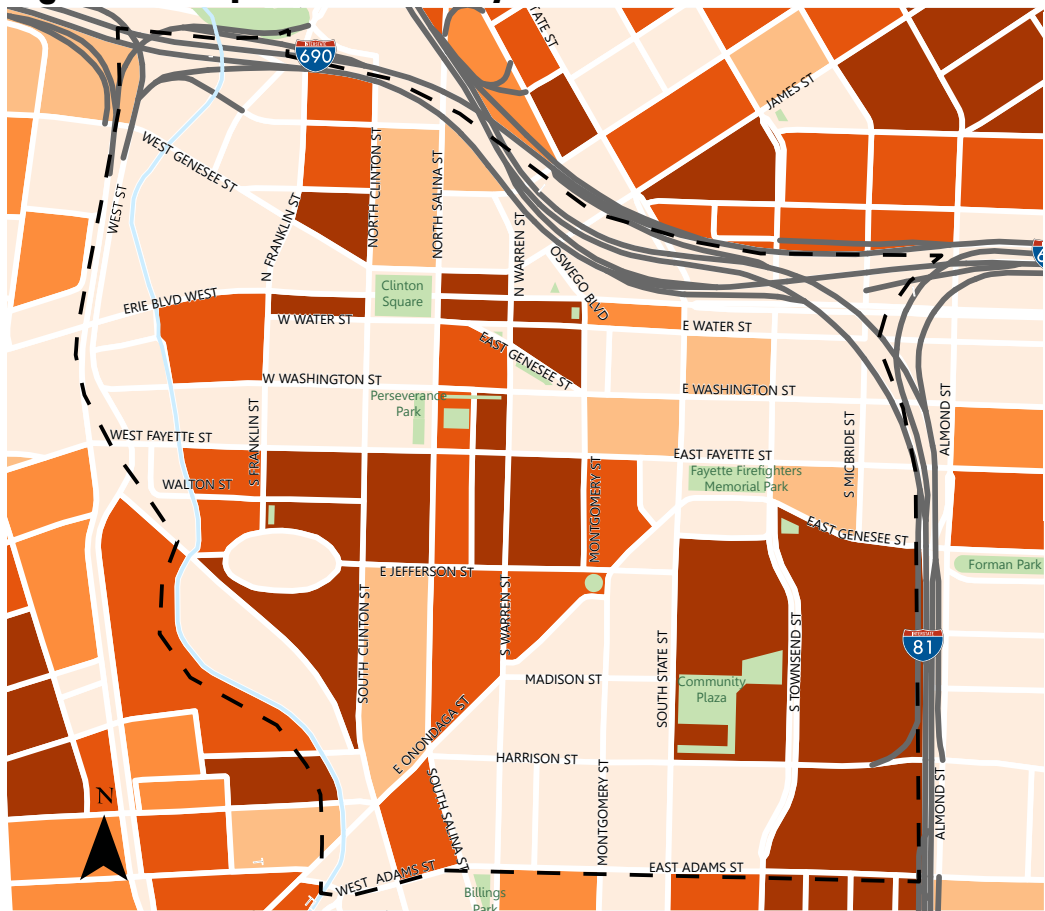
Downtown Syracuse remains one of the largest economic and employment hubs of Central New York, and is directly linked with the other major hub of our region, University Hill. As shown in Figure 3.3, employment locations are spread across Downtown Syracuse with high levels of density throughout. A large, centralized pocket of employment spans from S Franklin St east to Montgomery St and from James St south to Jefferson St. Surrounding this central core includes several large parking facilities and prominent public spaces, such as Clinton Square and Columbus Circle.



*Hanover Square has quickly become a mixed-use neighborhood with residential units replacing underutilized office and commercial spaces, including City Hall Commons and the State Tower Building.*



### Figure 3.2 Population Density



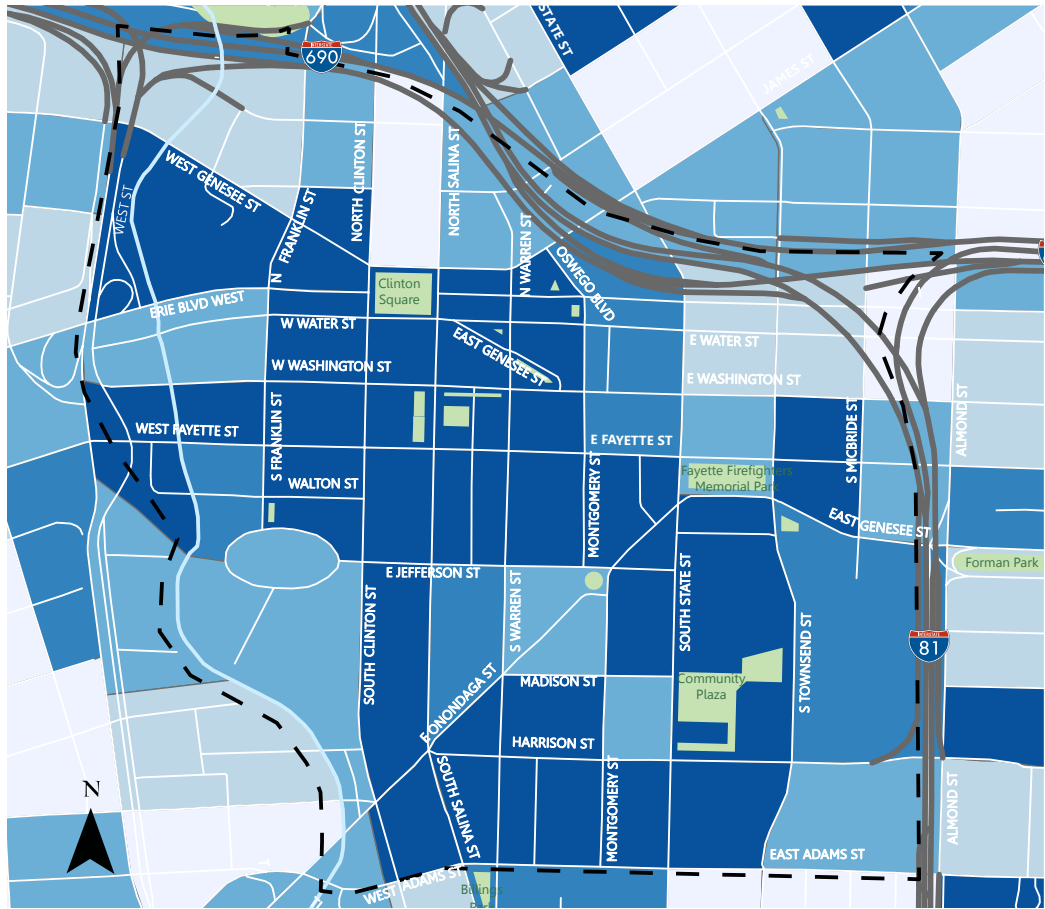
Population Density (sq mi)

- < 500
- 500 - 2,500
- 2,501 - 5,000
- 5,001 - 12,500
- 12,500+
- Parks

Source: Census 2020

The SMTC cannot guarantee the accuracy of the map. The map is intended for planning purposes only.

### Figure 3.3 Employment Density



Employment Density (sq mi)

- < 2,000
- 2,001 - 5,000
- 5,001 - 20,000
- 20,001 - 35,000
- 35,001+
- Parks

Source: SMTC Travel Demand Model

The SMTC cannot guarantee the accuracy of the map. The map is intended for planning purposes only.

## 3.2 Land Use and Zoning

In 2023, the City of Syracuse updated its zoning code through an effort titled, “Rezone Syracuse.” As a result of this effort, Downtown Syracuse is primarily zoned MX-5 (Central Business District) with three blocks along Erie Blvd E zoned as MX-3 (Mixed-Use Transition) and public spaces, such as Clinton Square and Firefighter’s Memorial Park, zoned as Open Space (OS). Directly east and south of Downtown Syracuse, zoning shifts to MX-4 (Urban Core). Further south along Almond St, SUNY Upstate University and Syracuse University are zoned PID (Planned Institutional), while the area directly abutting the railroad tracts are zoned LI (Light Industrial and Employment).

Mixed-use zoning, which includes MX-3, MX-4, and MX-5, allows for residential units to be mixed with some non-residential uses within the same structure. MX-5 zoning provides areas aimed at high-density, transit-supportive development through maximum building heights and lot coverages. MX-5 requires facades to come directly to the street, with zero setbacks, in order to create a uniformed street wall, while requiring at least 75 percent building lot coverage and allowing up to 100 percent coverage. Structures must be at least three stories and 30 feet in height, with no maximum building height.<sup>5</sup> Developments within MX-5 zones are not required to adhere to minimum off-street parking requirements.<sup>6</sup>

While allowing for less density than MX-5, MX-4 zoning also requires facades to create a uniform street wall, with zero setbacks to emphasize pedestrian access. Buildings must be between three and eight stories, with one additional floor allowed if 75 percent of off-street parking is included within the structure.<sup>7</sup> MX-3 zoning is viewed as a transitional zoning, which emphasizes pedestrian access through facades that adhere to the street wall at slightly lower densities, including single and two-unit residential structures. Buildings must

range from two to six stories, with one additional floor allowed if 75 percent of off-street parking is located within the structure.<sup>8</sup>

Mixed-income developments are defined as, “a development or redevelopment project within a multi-dwelling unit that allocates a portion of residential dwelling units to income qualified tenants. The dwelling unit(s) identified for income qualified tenants is an affordable dwelling unit. Mixed Income Developments integrate a mix of income levels in one development project, including both affordable housing and market rate housing.”<sup>9</sup> To adhere to the City’s mixed-income development regulations, all developments or redevelopments within MX-3, MX-4, and MX-5 districts with 20-75 dwelling units must reserve 10 percent of the total number of dwelling units as affordable units. Developments with 76 or more units must reserve at least 12 percent of units.<sup>10</sup>

PID zoning districts, including space occupied by SUNY Upstate Medical University along Almond St, “allow for the orderly, cooperative, and flexible development and expansion of institutional land uses.”<sup>11</sup> PID zoning districts are aimed at institutional uses, such as community and cultural facilities, colleges and universities, and healthcare providers. Developments in PID zones have no minimum or maximum height requirements and are provided a distinct set of development standards that must be adhered to in their district plans, including specific parking requirements.<sup>12</sup> Public spaces and amenities, such as the Onondaga Creekwalk and Columbus Circle, are now zoned as Open Space (OS). This zoning is aimed at protecting lands for public recreational use, including parks, open spaces, and other public structures.<sup>13</sup>

8 Ibid, pg. 28

9 City of Syracuse, Zoning Ordinance, Article 7: Rules of Construction and Definitions (2024), pg. 248

10 City of Syracuse, Zoning Ordinance, Article 3: Use Regulations (2024), pg. 61

11 City of Syracuse, Zoning Ordinance, Article 2: Zoning Districts (2024), pg. 36

12 Ibid, pg. 36-40

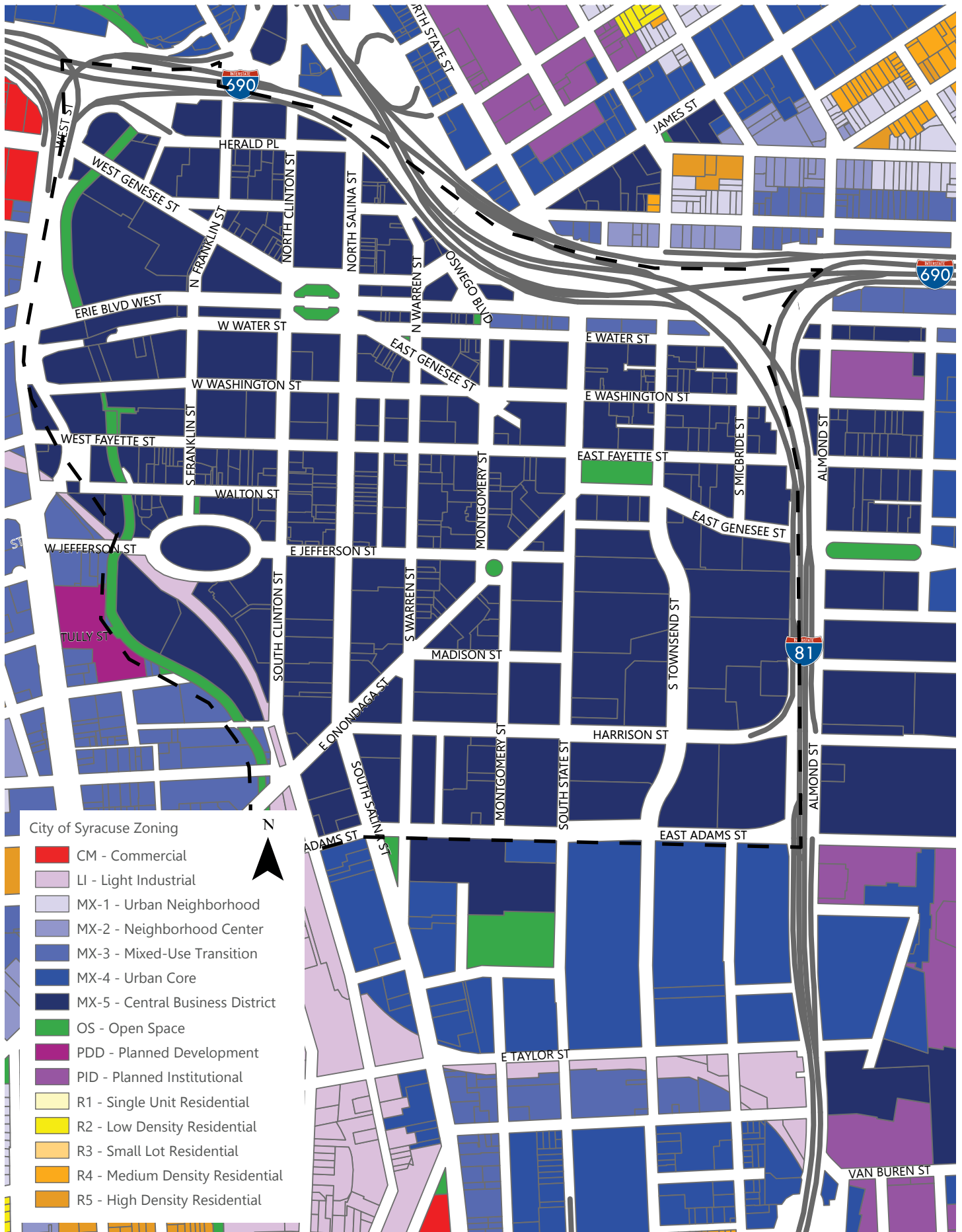
13 Ibid, pg. 35

5 City of Syracuse, Zoning Ordinance, Article 2: Zoning Districts (2024), pg. 32

6 City of Syracuse, Zoning Ordinance, Article 4: Development Standards (2024), pg. 117

7 City of Syracuse, Zoning Ordinance, Article 2: Zoning Districts (2024), pg. 30

# Figure 3.4 City of Syracuse Zoning





# 3.3 Existing Infrastructure

While significant changes to the street network are expected as a result of the I-81 viaduct project, the vast majority of streets and infrastructure within Downtown Syracuse will remain in their current conditions.

## Functional Classification & Road Ownership

Functional classification is the process by which roads are categorized according to the type of service they are meant to provide. According to the Federal Highway Administration (FHWA):

*[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.*

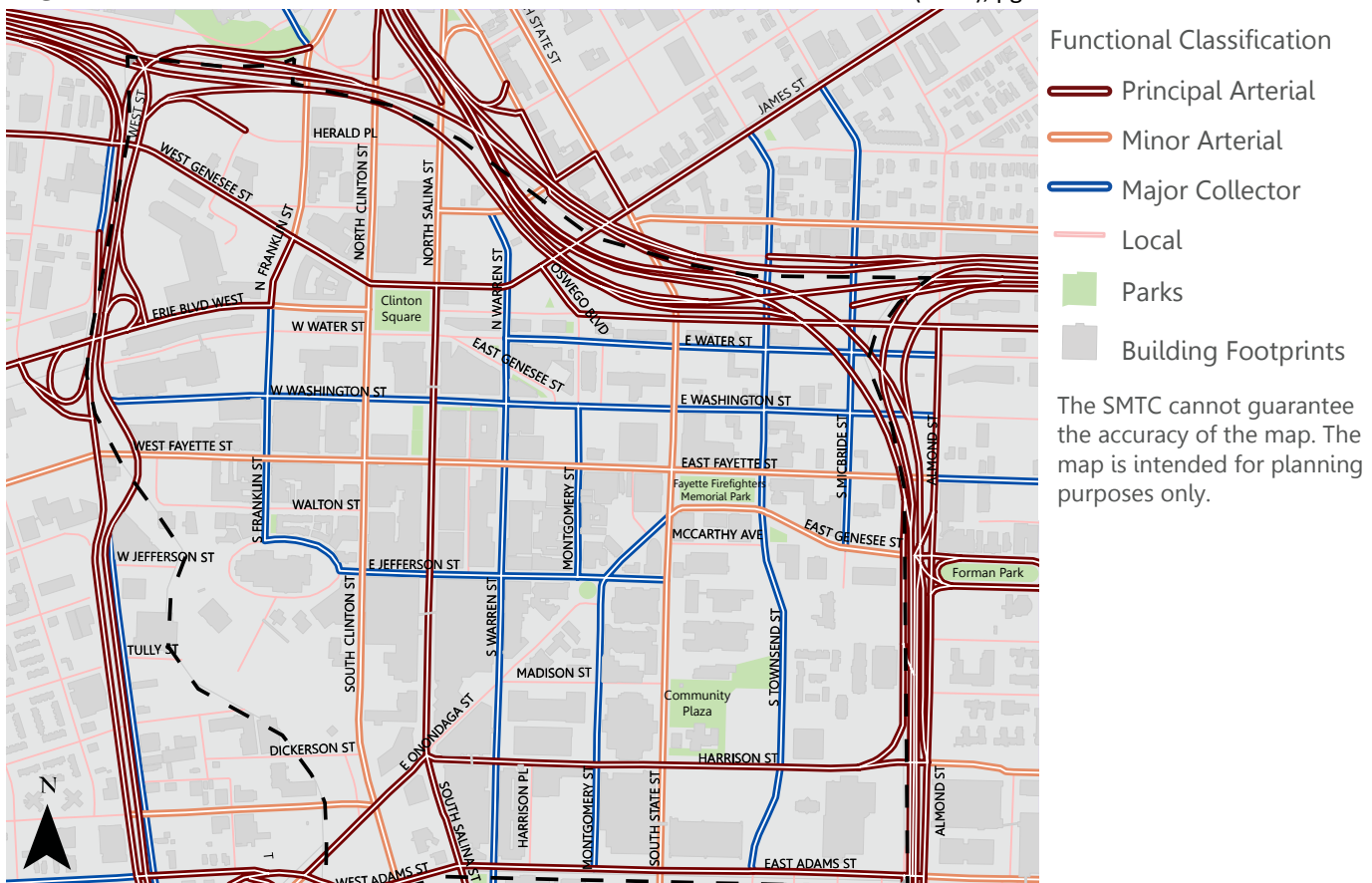
*Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes, and typically do not penetrate identifiable neighborhoods.*

*Collectors... may be sub-stratified into major and minor categories... Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.<sup>14</sup>*

Functional classification is directly related to federal aid-eligibility, which determines if a road can receive

**Figure 3.5 Functional Classification**

14 USDOT, Highway Functional Classification Concepts, Criteria, and Procedures (2013), pg. 15-16



federal transportation funding. Federal-aid eligible status is given to those roads that provide critical connections within or between communities.

As seen in Table 3.1, several streets within the study area will see their functional classification change as a result of the I-81 Viaduct Project. All of these changes result in the specific facility being upgraded to an Urban Principal Arterial.

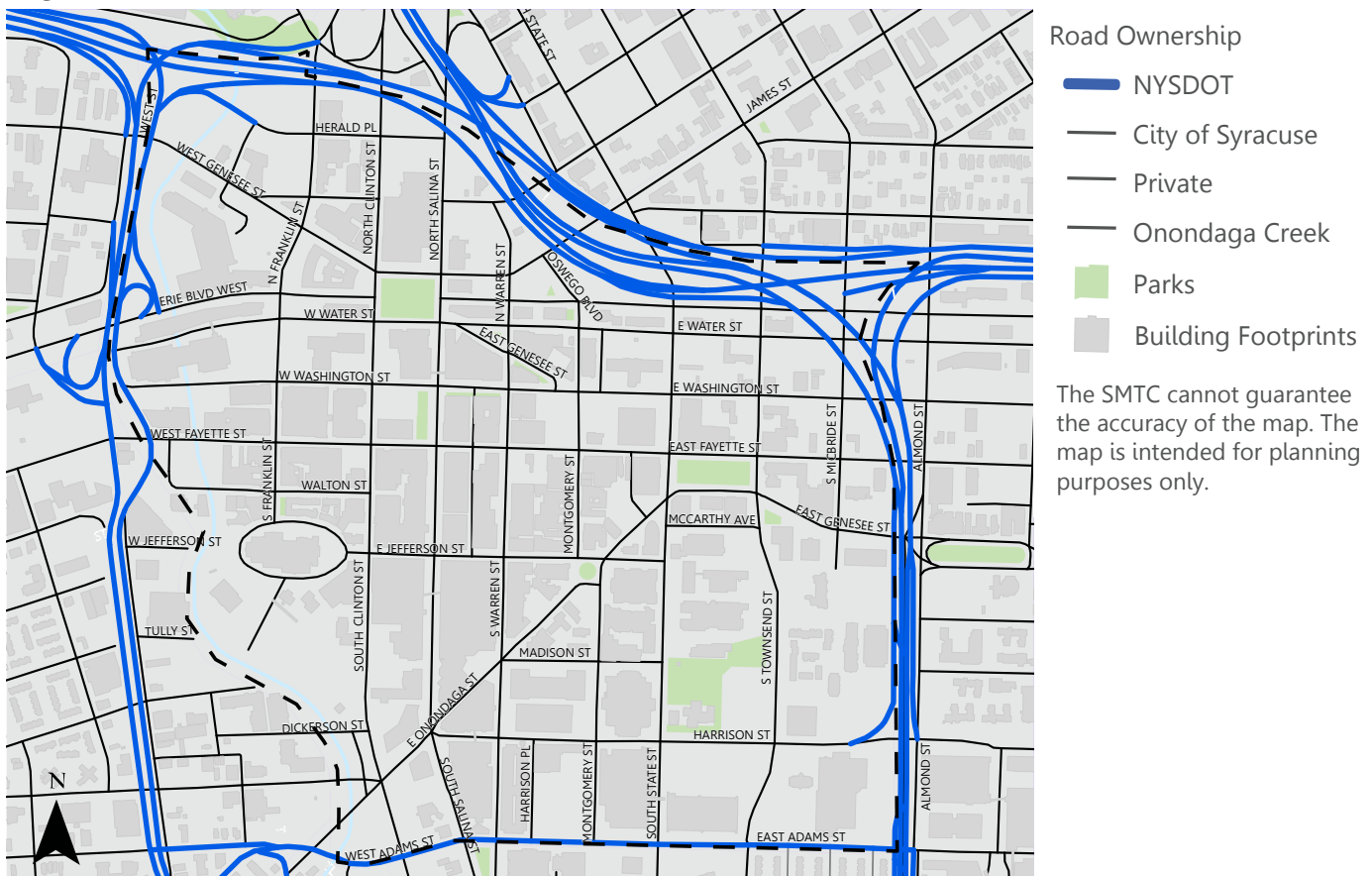
As seen in Figure 3.5, nearly every roadway within the Study Area is classified as either a Principal Arterial, Minor Arterial, or Major Collector. Local streets within the Study Area, including Madison St, E Onondaga St, and E Genesee St, are typically short in length and do not allow for through movements.

The City of Syracuse owns the vast majority of roadways within the Study Area (Figure 3.6), and within the City of Syracuse overall. I-81 and I-690, including their on- and off-ramps, along with West St and Adams St are owned and maintained by NYSDOT.

**Table 3.1 Functional Classification Changes**

Roadway	Road Segment	Existing Functional Class	Proposed Functional Class	Existing NHS	Proposed NHS
Irving Ave	Van Buren to Genesee	Urban Minor Arterial	Urban Principal Arterial	N	N
Irving Ave	Genesee to Fayette	Urban Local	Urban Principal Arterial	N	N
Irving Ave	Fayette to I-690	N/A	Urban Principal Arterial	N/A	N
Crouse Ave	Waverly to Genesee	Urban Major Collector	Urban Principal Arterial	N	N
Crouse Ave	Genesee to Burnet	Urban Major Collector	Urban Principal Arterial	N	N
Almond St	Van Buren to Adams	Urban Minor Arterial	Urban Principal Arterial	N	Y
Catherine St	Erie Blvd to Burnet	Urban Local	Urban Principal Arterial	N	N
Renwick Ave	MLK to Burt	Urban Major Collector	N/A	N	N/A

**Figure 3.6 Road Ownership**



## Off-Street Parking Facilities

Approximately 18,000 off-street parking spaces serve Downtown Syracuse. These spaces are located within both public and private facilities, including surface lots and parking garages. Of the approximately 18,000 spaces, nearly 11,000 are available for public use across 35 facilities. Public use is defined as a facility that allows for anyone to park within it and is not restricted to a building or complex’s residents, visitors, or employees. Publicly available spaces may require fees on a monthly, daily, or hourly basis. An additional 298 parking spaces across two surface lots, owned and maintained by National Grid, are made available during certain events throughout the year but are not regularly available for non-employee parking. Table 3.2 shows the number of publicly available spaces by facility type.

Many of the publicly available parking facilities are primarily occupied by monthly permit holders, including residents and employees. Facilities also have varying

operational hours, which may limit their usefulness for infrequent visitors attending shows or dining out later in the evening. As a result, the Downtown Committee selected 13 facilities as their primary focus for this guide, as shown in Figure 3.7. These focus facilities have indicated to the Downtown Committee that they currently have excess capacity and, most, remain open 24 hours per day. Focus facilities that do not remain open for 24 hours were selected based on the size of the facility or their proximity to key locations, such as Clinton Square or the Oncenter.

**Table 3.2 Downtown Public Parking Availability**

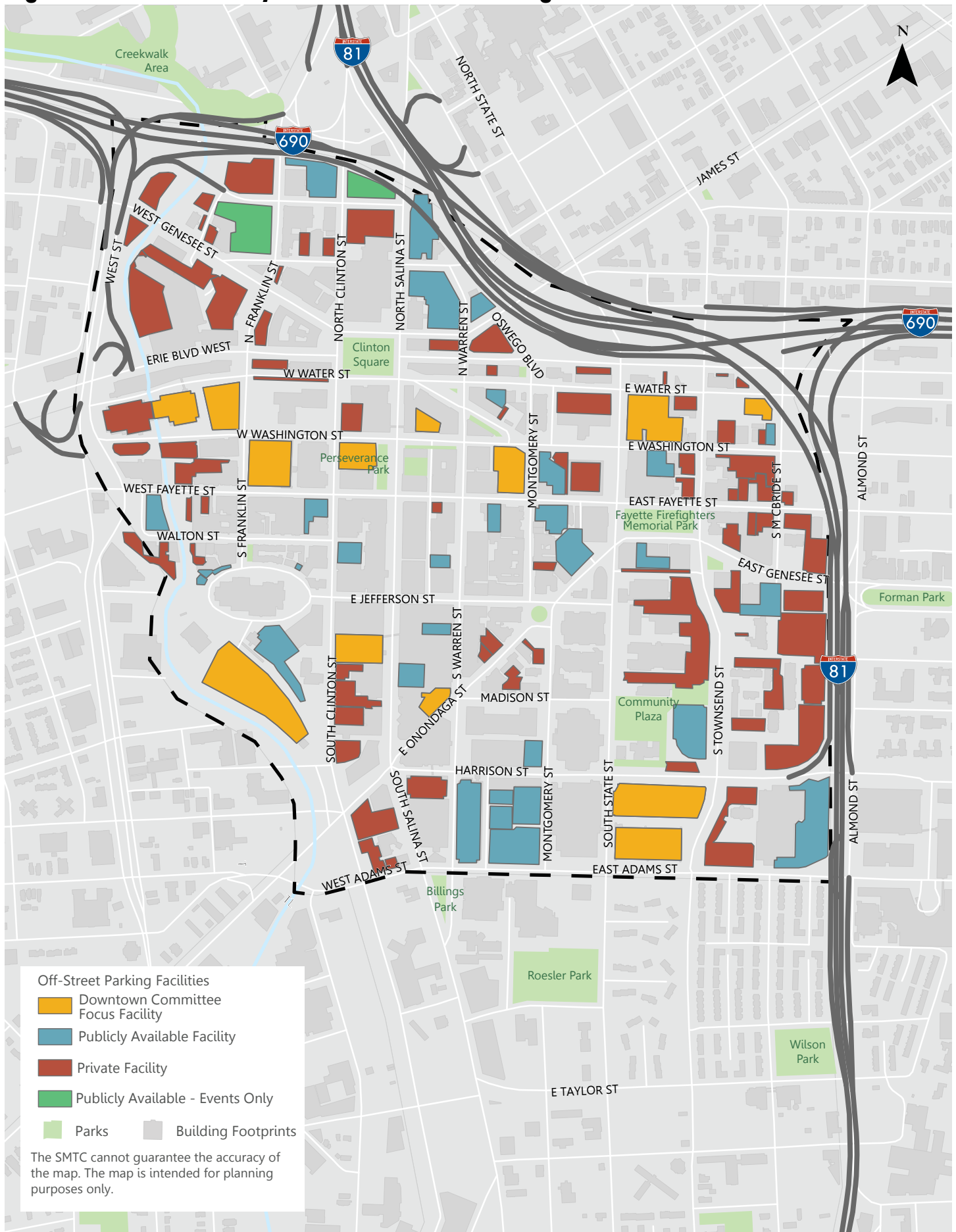
Total # of Publicly Available Spaces	# of Publicly Available Spaces in Parking Garages	# of Publicly Available Spaces in Surface Lots
10,863	7,864	2,999
Source: Downtown Syracuse Parking Guide (Feb 2025) Note: Totals do not include Events Only parking.		



*The Treasury Parking Garage is partially located within the former Larned Building. After a fire severely damaged the interior of the building, the structure was converted into a garage while preserving its facade.*



# Figure 3.7 Downtown Syracuse Off-Street Parking Facilities



## Existing Parking Signage

Publicly available parking within Downtown Syracuse is operated by over a dozen different agencies who each employ their own signage across facilities. These signs include markers on the specific garages and surface lots as well as temporary signage, often through the use of A-frames and other moveable designs. The information included on the signage varies from facility to facility, with some identifying specific entrances and exits for monthly permit holders and daily users, while others provide little information at the entrance, instead opting for informational signage near pay stations. These variations in signage make it difficult for many visitors to determine which facilities are available to them.

For example, Syracuse Parking Services (SPS) utilizes signs with a capitalized black “P” within a green circle with the facility name underneath and an arrow in the entrance’s direction. The photos below showcase two examples of this, one a permanent sign and the other a temporary sign.

LAZ Parking, another large facility operator, primarily uses blue signs with the facility names and an arrow, but often does not include a “P” symbol or the word “parking.” Where a “P” is utilized is often on temporary signs, as seen to the right. Neither company uses the phrase “public parking” or “publicly available parking.”

Other facilities, such as City Lot #21, have no visible signage informing visitors that the lot is available.

The vast majority of parking signage within Downtown Syracuse are facility specific, with only a few examples of wayfinding signs. The Washington St Garage, operated by LAZ, does utilize two wayfinding signs, one along Franklin St and the other on Washington St, that point towards the public entrance of the garage. The signs are blue with a white “P” in a white circle alongside the garage name and an arrow. Near City Hall, a generic parking wayfinding sign, labeled “Syracuse Parking” with an enlarged “P” and arrows pointing up, left, and right, uses a white background and green text.



*Ground sign used by SPS at the Key Bank parking lot on Montgomery Street.*



*Temporary sign used by SPS seen in Armory Square.*





Temporary wayfinding signage used by LAZ in Armory Square.



"P" parking sign used by LAZ at the Treasury Parking Garage.



No visible signage at City Lot #21



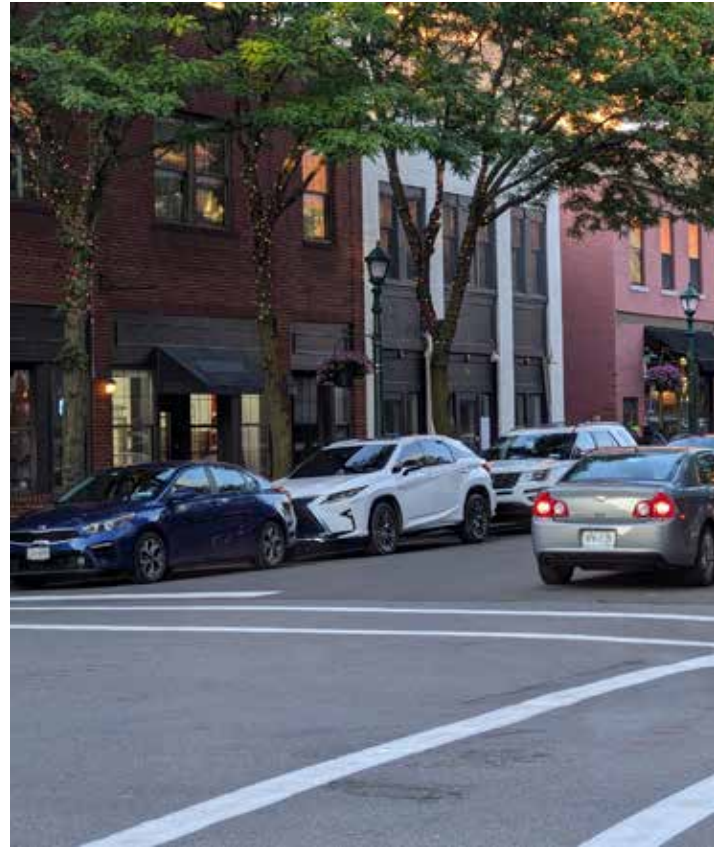
Wayfinding signage used for the Washington St Parking Garage near Armory Square.



## On-Street Parking

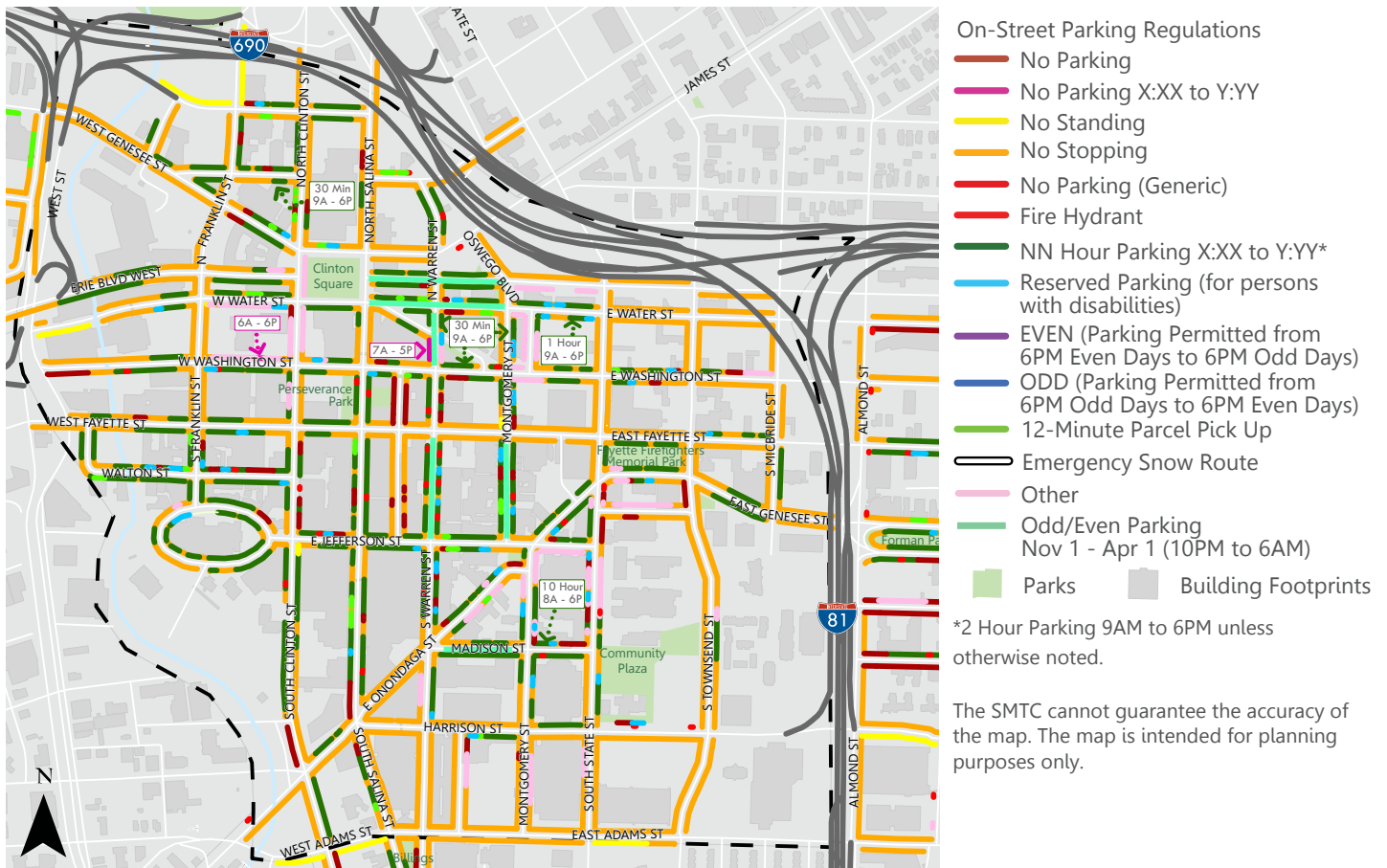
Where on-street parking is available in Downtown Syracuse, Figure 3.8, the city primarily utilizes two-hour metered parking from 9 AM to 6 PM, Monday through Saturday. In 2020, the city instituted “odd/even” overnight parking from November 1st through April 1st on five streets throughout Downtown as a way to address the increasing number of residential units located within the neighborhood. All other streets within Downtown Syracuse do not allow for overnight parking. The streets where overnight parking is allowed include:

- Erie Blvd E (100 & 200 Blocks)
- E Water St (100 & 200 Blocks)
- S Warren St (100 & 300 Blocks)
- Montgomery St (300 Blocks)
- Madison St (100 & 200 Blocks)



On-street parking in Armory Square.

## Figure 3.8 Downtown Syracuse On-Street Parking



## Bicycle Facilities

Bicycle parking (racks) can be found throughout Downtown Syracuse, with a concentration of racks available along the Onondaga Creekwalk as it runs through Armory Square. Additional clusters of racks can be found along the Connective Corridor bike lanes, which run along Fayette St. A wide variety of bicycle rack styles are utilized, from traditional staple racks and corkscrews to artistic designs. According to the SMTC bicycle parking database, which collects location data and estimated parking capacity, a total of 58 bicycle parking locations exist throughout the district, with a combined capacity ranging from 190-414 bikes. Currently, bicycle parking is not often incorporated into vehicle parking facilities, but instead placed along the curb line where space is available. Some considerations have been requested by Downtown Committee staff about the placement of bicycle racks as they, at times, may interfere with sidewalk snow clearing efforts.

For future developments, the City of Syracuse's updated zoning code requires a minimum ratio of one bicycle parking space per six vehicle parking spaces,

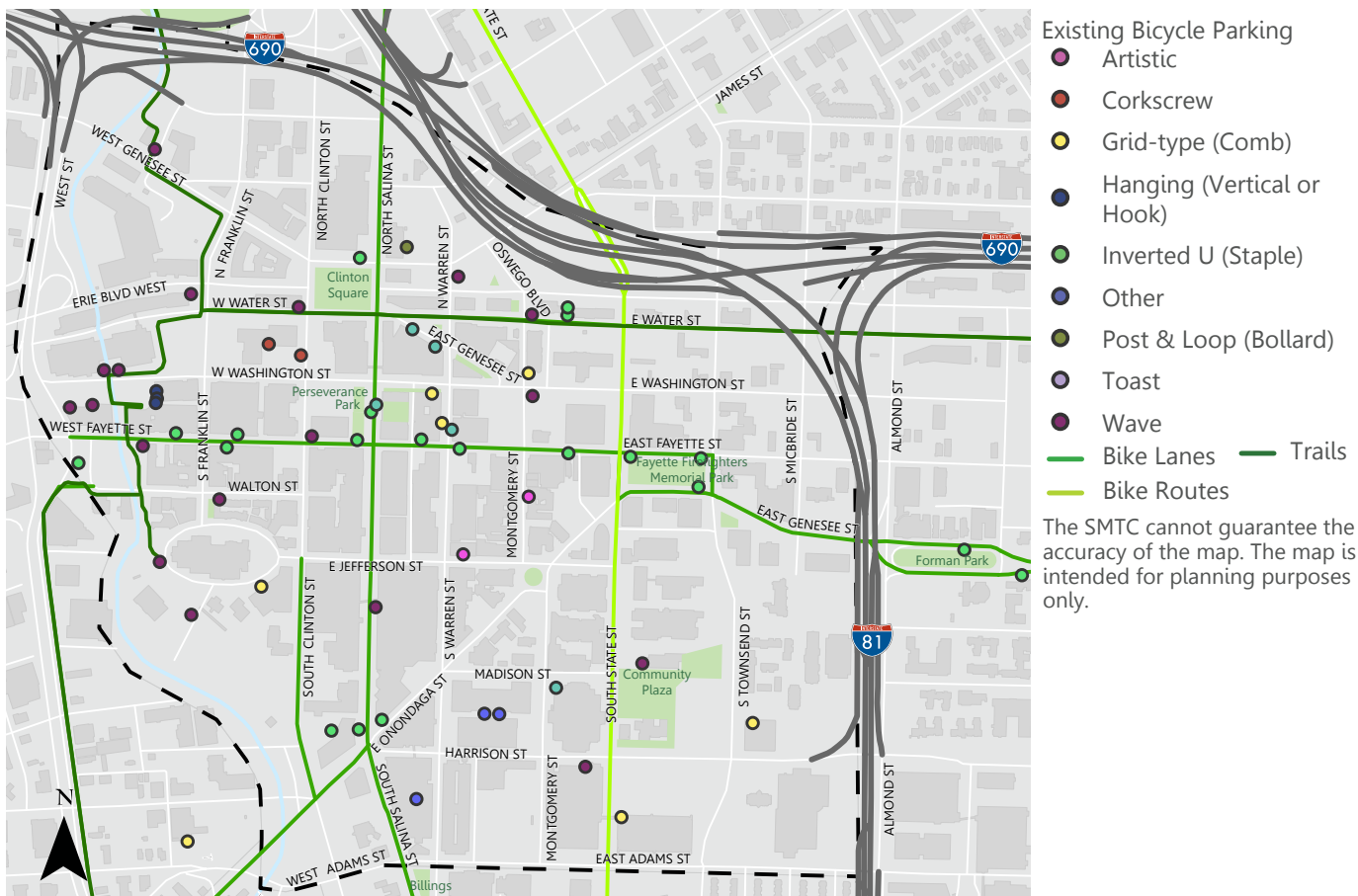


Artistic bike racks on Montgomery St.

and not less than two bicycle parking spaces per 15,000 sq ft of gross building floor area. This requirement has a maximum of 30 spaces, but the City may request additional spaces due to the size of a development. Uses with 30,000 sq ft of gross building floor area or more are shall provide covered bicycle parking.<sup>15</sup> Currently, covered bicycle parking is rare within the City of Syracuse, although some recent student housing developments east of Downtown Syracuse have included indoor bicycle parking.

<sup>15</sup> City of Syracuse, Zoning Ordinance, Article 4: Development Standards (2024), pg. 127

## Figure 3.9 Downtown Syracuse Bicycle Parking





## 3.4 Traffic Flow

Utilizing the most recent traffic count for each major street within the study area, SMTC staff mapped average daily traffic (ADT) in each direction. As this study is focused on infrequent visitors to Downtown Syracuse instead of commuters and residents, AM and PM peak hours were not used, instead opting to focus on the general flows of traffic over the course of the day to help identify key decision points in the network. A brief summary of each street reviewed follows below.

### *Clinton Street*

In 2023, the City of Syracuse altered S Clinton St to become a two-way facility south of Jefferson St. Traffic volumes have not been collected since this change occurred. Prior to the conversion, Clinton St ran as a one-way street from exit 19 on I-81 south through Downtown Syracuse. The street's heaviest traffic volumes are experienced between the I-81 exit ramp and Erie Blvd W. W Genesee St and Erie Blvd W currently act as key decision points for drivers along Clinton St. Further south, traffic volumes drop substantially at W Onondaga St.

### *Salina Street*

Similar to Clinton St, southbound travelers primarily access Salina St from exit 19 on I-81, with a key decision point at W Genesee St, the first major east-west connection drivers encounter. Northbound drivers also utilize this intersection as a key decision point, with traffic volumes north of the intersection tapering to the street's lowest levels within Downtown Syracuse.

### *Warren Street*

Warren St is primarily a one way northbound street, with one block of two-way traffic between Harrison St and Adams St. Overall traffic volumes are low, with the street's highest volumes occurring between E Fayette St and James St.

### *State Street*

State St north of E Genesee St acts as a continuation of E Genesee St, connecting the corridor with key east-west cross streets further north. Between E Genesee St and Harrison St, traffic volumes remain fairly low,

with southbound traffic picking up slightly between Harrison St and Adams St as drivers head towards the I-81 ramps.

### *Townsend Street*

Townsend St acts as a key southbound street through the eastern side of Downtown Syracuse, carrying heavy traffic from Erie Blvd E south to Adams St. Northbound traffic is lighter than southbound traffic, but still remains one of the busier corridors within the district.

### *Almond Street*

As the main access point to and from I-81 near SUNY Upstate and University Hill, Almond St sees heavy traffic flows, both northbound and southbound, from E Genesee St south to the I-81 ramps. Traffic along this corridor is likely to increase as a result of the Community Grid, which will utilize Almond St north to Erie Blvd E as part of Business Loop 81 (BL-81).

### *W Genesee Street / James Street*

Acting as a combined through street, W Genesee St / James St are the primary entrances into Downtown Syracuse from the northeast and west. Westbound traffic along James St diverges at the N Salina St intersection, depending on their final destination. Eastbound traffic along W Genesee St grows as it approaches Clinton Square, including gaining volume from vehicles coming off Franklin St and Clinton St.

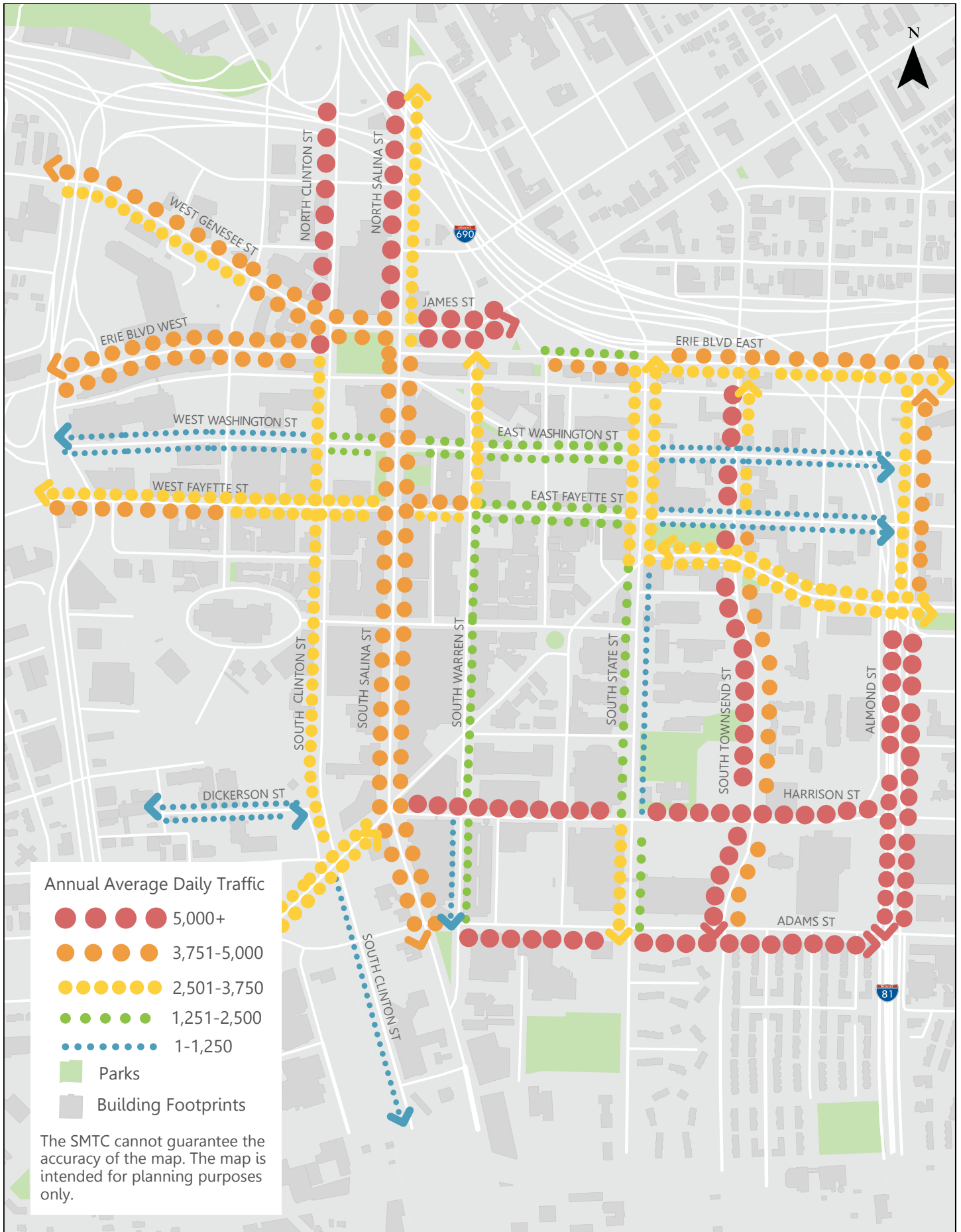
### *Erie Boulevard*



*The James St / W Genesee St / N Salina St intersection sees heavy traffic during the summer festival season.*



**Figure 3.10 Traffic Flow**



Both eastbound and westbound drivers on Erie Blvd E reach a key decision point at State St, with traffic volumes dropping significantly after the intersection. This is likely due to the large presence of public sector offices along State St, including City and County offices.

#### *Washington Street*

Although several large parking facilities are either adjacent to or directly on Washington St, the corridor experiences fairly low levels of traffic when compared to other key east-west streets. The highest traffic volumes along Washington St occur between State St and S Salina St but are still below 2,500 vehicles per day in either direction.

#### *Fayette Street*

W Fayette St is one of the primary entrances into Downtown Syracuse from Westside neighborhoods, as well as commuters from suburban areas via the West St exit from I-690. Eastbound traffic along W Fayette

St begins to disperse at Franklin St as visitors choose to head south into Armory Square or north towards several large offices and parking facilities. Traffic along E Fayette St is considerably lighter than W Fayette St, with westbound traffic at its highest levels on the block between Warren St and S Salina St.

#### *Harrison Street and Adams Street*

Currently, Harrison St and Adams St act as a one-way couplet, providing direct access between University Hill, Downtown Syracuse, and the I-81 viaduct. As a result, traffic volumes along both corridors remain high in their respective directions. The Community Grid plan will reconfigure both corridors as two-way streets, as both will no longer serve as the primary connection to the I-81 viaduct after it is removed. While traffic volumes are predicted to remain high, drivers will likely choose other routes to get through Downtown Syracuse based on their end destination.

## 3.5 Downtown Committee Resident Survey and Committee Feedback

The Downtown Committee continually seeks input from businesses and residents within the district through their constituent surveys. The surveys touch on a variety of issues including demographics, desired amenities and retail options, and cost of living / doing business. One key issue highlighted within the Committee's 2024 residential survey is the concern around parking availability and cost. A large number of residential survey respondents highlighted the cost of monthly parking permits and the location of facilities as key issues in their day-to-day life in Downtown Syracuse. It is important to note that the Downtown Parking: Wayfinding and Signage Guide is not an evaluation of ideal parking prices and locations, but instead focused on ensuring existing publicly available facilities are clearly marked and easy to find for all users.

Several comments within the residential survey requested the development of a residential parking permit system to ensure residents were able to utilize on-street parking near their respective homes. As noted in the Syracuse Residential Parking Permit Study, completed by the SMTC in 2022, residential parking permit programs are not allowed on streets where adjacent properties are zoned for commercial/retail use, which would preclude a program being instituted in Downtown Syracuse.<sup>16</sup>

In addition to the residential survey, Hanover Square and Armory Square each have a neighborhood association aimed at addressing the needs and desires of residents and business owners within their respective neighborhoods. The Armory Square Association's Parking Committee has created a list of priorities to address within the commercial district including improving structural and security issues at

nearby parking garages, enforcing on-street parking regulations, and creating a coordinated parking signage program throughout the district. Key pieces of the signage priority include clear communication to customers on the availability of the facility, payment methods accepted, and the hours of operation. Additionally, there is an interest in real-time occupancy information. Beyond vehicle parking, the Parking Committee also indicated an interest in creating designated drop-zones for VEO scooters and bikes along with exploring shuttle options to / from large events and destinations elsewhere in the City.

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<sup>16</sup> "Consolidated Laws of New York – Vehicles and Traffic (VAT) - Title 8: Respective Powers of State and Local Authority – Article 39: Regulation of Traffic by Cities and Villages – Section 1640 to Section 1640-S," New York State, accessed September 10, 2024. <https://www.nysenate.gov/legislation/laws/VAT/T8A39>.





SYRACUSE

P



ARKING

NO STOPPING  
HERE TO  
CORNER



NO  
STOPPING



# CHAPTER 4

## Signage Regulations

### 4.1 Federal and State Guidance 4.2 City of Syracuse Guidance

**Signage within and/or viewable from the public right-of-way is governed by regulations from various levels of government.**

These regulations include federal guidelines on signage geared towards drivers on the national highway system as well as local zoning codes, which dictate how signs on private property may look. As this report aims to recommend both wayfinding signage within the public right-of-way as well as standardized signage on or near publicly available parking facilities, a review of all regulations is necessitated.



## 4.1 Federal and State Guidance

The Manual on Uniform Traffic Control Devices (MUTCD) “establishes uniform national criteria for the use of traffic control devices that meet the needs and expectancy of road users on all streets, highways, pedestrian and bicycle facilities, and roadways open to the public.<sup>17</sup>” The MUTCD sets design standards on all aspects of the roadway network, from lane striping to signal lights, as well as provides additional guidance for the implementation of traffic control devices.

Parking signage is only a small portion of the MUTCD, with guidance on signs governing where on-street parking is allowed, the location of handicap accessible parking, and minimal wayfinding guidance towards the nearest parking location. The Parking Area (D4-1) guide sign is the only parking specific wayfinding signage identified within the MUTCD. The simple design, a green capital “P” followed by smaller “ARKING” lettering and an arrow in the desired direction, as shown to the right, aims to keep directions short and clear to drivers. Additional guidance states:

*If used, the Parking Area guide sign should be installed on major thoroughfares at the nearest point of access to the parking facility and where it can advise drivers of a place to park. The sign should not be used more than four blocks from the parking area.<sup>18</sup>*

This guidance, while not a requirement, encourages signage closer to their intended destinations as a way to reduce visual clutter and avoid confusing drivers as they follow the wayfinding. Placing parking wayfinding signage further from the intended facility could complicate its messaging as parking facilities may be in several different directions from that location.

<sup>17</sup> USDOT, Manual on Uniform Traffic Control Devices, 11th Edition, (2023), pg. 1

<sup>18</sup> Ibid., pg. 251

New York State has adopted the MUTCD and its New York State supplement as the state standard for traffic control devices on any street, highway, or bicycle path open to public travel. State and local authorities are required to fabricate and purchase traffic control devices, including signage, that conforms to the current manual.<sup>19</sup>

<sup>19</sup> “Consolidated Laws of New York – Vehicles and Traffic (VAT) - Title 8: Respective Powers of State and Local Authority – Article 44: Traffic-control Devices – Section 1680,” New York State, accessed August 28, 2024. <https://www.nysenate.gov/legislation/laws/VAT/1680>



*The D4-1 sign is an example of a Parking Area guide sign, as described in the MUTCD.*



# 4.2 City of Syracuse Guidance

The City of Syracuse primarily defers to the MUTCD for roadway signage within the public right-of-way. At the same time, the City’s zoning code does regulate signage on private property, including parking facilities. As noted in Chapter 3, the vast majority of Downtown Syracuse is zoned as MX-5, with smaller areas zoned for MX-3, in addition to MX-4 zones situated east and south of the business district, and must adhere to the requirements of their respective zoning districts. Tables 4.1 to 4.3 summarize the sign allowances for the MX zoning districts near Downtown Syracuse.

It is important to note that the maximum sign area for multi-faced signs, including, but not limited to, double-faced signs shall consider all faces of the sign as one calculated area.<sup>20</sup>

<sup>20</sup> City of Syracuse, Zoning Ordinance, Article 4: Development Standards (2024), pg. 152-158



Measurement graphics from the Syracuse Zoning Ordinance. Top: Sign face area includes the entire area within a continuous single perimeter. Bottom: Sign height is measured from the ground to the highest point of a sign.

**Table 4.1 Sign Allowances in MX-3**

MX-3	A maximum of two business identification signs per allowed use, per street on which the business fronts. Total square footage cannot exceed 1 sq ft per 1 linear ft of business structure/tenant space street frontage. Signs above the second floor are not allowed.				
	Max Area	Number Allowed	Max Sign Face Height	Max Sign Height	Illumination
Ground	30 sq ft	1	-	12 ft	Internal or External
Monument	30 sq ft	1	-	5 ft	Internal or External
Multi-Tenant	50 sq ft	1	2 ft	12 ft	Internal or External
Changeable Message	48 sq ft	1	-	-	Internal or External
Wall	1 sq ft per 1 linear ft	1	-	-	Internal or External
Window	15 sq ft, not to exceed 50%	2	-	-	Internal or External
Projecting	10 sq ft	1	4 ft	First Story	Internal or External
Awning / Canopy	15 sq ft, not to exceed 50%	2	-	-	External
Canopy, Attached	15 sq ft per side	1	-	-	Internal or External
Multi-story Bldg. Wall Sign	See Below	-	See Below	See Below	Internal or External
	One building wall sign per street frontage with a maximum of two signs for any building. Signs must be located above the third floor.				
3 - 5 stories	0.5 sq ft per 1 linear ft of building street frontage with a maximum height of 1.5 ft and width of seven ft.				

**Table 4.2 Sign Allowances in MX-4**

MX-4	A maximum of two business identification signs per allowed use, per street on which the business fronts. Total square footage cannot exceed 1 sq ft per 1 linear ft of business structure/tenant space street frontage. Signs above the second floor are not allowed, except multi-story building wall signs.				
	Max Area	Number Allowed	Max Sign Face Height	Max Sign Height	Illumination
Ground	30 sq ft	1	-	12 ft	Internal or External
Monument	30 sq ft	1	-	5 ft	Internal or External
Multi-Tenant	100 sq ft	1	2 ft	12 ft	Internal or External
Changeable Message	48 sq ft	1	-	-	Internal or External
Wall	1 sq ft per 1 linear ft	1	-	-	Internal or External
Window	15 sq ft, not to exceed 50%	2	-	-	Internal or External
Projecting	10 sq ft	1	4 ft	-	Internal or External
Awning / Canopy	15 sq ft, not to exceed 50%	2	-	-	External
Canopy, Attached	15 sq ft per side	1	-	-	Internal or External
Multi-story Bldg. Wall Sign	See Below	-	See Below	See Below	Internal or External
	One building wall sign per street frontage with a maximum of two signs for any building. Signs must be located above the third floor.				
3 - 5 stories	0.5 sq ft per 1 linear ft of building street frontage with a maximum height of 2 ft and width of 10 ft.				
6+ stories	A total of 25 sq ft per story including stories 1 -5 with a maximum height of 10 ft.				

**Table 4.3 Sign Allowances in MX-5**

MX-5	Total square footage cannot exceed 1 sq ft per 1 linear ft of business structure/tenant space street frontage. Signs above the second floor are not allowed, except multi-story building wall signs.				
	Max Area	Number Allowed	Max Sign Face Height	Max Sign Height	Illumination
Changeable Message	24 sq ft	1	-	-	Internal or External
Wall	1 sq ft per 1 linear ft	1	-	-	Internal or External
Window	15 sq ft, not to exceed 50%	2	-	-	Internal or External
Projecting	15 sq ft	1	5 ft	-	Internal or External
Awning / Canopy	15 sq ft, not to exceed 50%	2	-	-	External
Canopy, Attached	15 sq ft per side	1	-	-	Internal or External
Multi-story Bldg. Wall Sign	See Below	-	See Below	See Below	Internal or External
	One building wall sign per street frontage with a maximum of two signs for any building. Signs must be located above the third floor.				
3 - 5 stories	0.5 sq ft per 1 linear ft of building street frontage with a maximum height of 2 ft and width of 10 ft.				
6+ stories	A total of 25 sq ft per story including stories 1 -5 with a maximum height of 10 ft.				

In terms of parking facilities, wall and projecting signs may be suitable candidates for signage on parking garages and are currently in use on many facilities. Surface parking lots, on the other hand, primarily utilize ground signs. One complicating factor, as noted in the tables, is that ground signs are not permissible within MX-5 zoning districts

Officials at the City of Syracuse's Zoning Administration note that a variance would be needed to allow for a ground or monument sign to be placed within an MX-5 district. One potential exception to this rule includes public convenience signs. A sign marking a publicly available lot may be considered a public convenience sign, which can be placed up to 10 feet away from the facility within public land, as its purpose is to inform the public of a needed facility. Public convenience signs are restricted to three square feet in size, which may reduce their visibility to drivers.<sup>21</sup>

<sup>21</sup> Ibid, pg. 149

Zoning officials also identified applying for an encroachment into public land as an alternative. Signs utilized within an encroachment do not need to adhere to the zoning regulations, but instead are subject to approval by the DPW. A parcel owner can apply for a revocable encroachment, which would need to be approved by DPW and the Common Council. Revocable encroachments can be removed during large construction projects, such as road widenings, but are unlikely within Downtown Syracuse due to the existing built environment already maximizing available public right-of-way. Encroachments would need to be requested on a parcel-by-parcel basis and have sign designs approved by DPW. Zoning officials may weigh in on the sign designs, but their approval is





WELCOME TO THE KEY LOT  
KEY TO PARK '24

COMMERCIAL PARKING ZONE  
PARKMOBILE ZONE  
2128

KEY LOT  
KEY TO PARK '24





# CHAPTER 5

## Recommendations

- 5.1 Wayfinding Signage
- 5.2 Facility Signage
- 5.3 Bicycle Parking
- 5.4 Cost Estimates
- 5.5 Further Considerations

not required.

**Any signage program must be clear, concise, and consistent without adding visual clutter that may confuse road users.**

Downtown Syracuse is saturated with signage, both within the public right-of-way and on private property. An emphasis should be placed on getting visitors close to their destinations and ensuring all publicly available parking facilities are clearly marked. Additionally, bicycle parking facilities should be readily available and

# 5.1 Wayfinding Signage

accessible near key Downtown locations.

Publicly available parking is relatively abundant within Downtown Syracuse, with 37 facilities open to visitors across the district. Providing wayfinding signage to all publicly available facilities would require an extensive signage system that may confuse or overwhelm visitors. To avoid oversaturating City streets with signage, the City of Syracuse should pursue an overall wayfinding program, as outlined in previous studies, only opting for parking specific wayfinding where entrances may be difficult to see from the roadway or in unlikely locations.

## Pursue recommendations from the City of Syracuse Wayfinding Study

The City of Syracuse Wayfinding Study Phase II outlines a holistic approach to wayfinding along city streets, including detailed recommendations within Downtown Syracuse. The wayfinding program is broken into two phases, with the first focused on providing directions to 14 major destinations including Clinton and Armory Squares, the Everson Museum, the Oncenter complex, and Downtown Syracuse overall. The second phase focuses on 27 more specific destinations, including the MOST, the Landmark Theater, and the Federal Building. Signage recommended within the Wayfinding Study utilized a standard signage design that includes up to four destinations per sign. Each destination would have an arrow on the side of the name pointing either up, down, left, or right. As noted within the report, it is encouraged to utilize a color other than green as the sign background to ensure it stands out amongst other common signs along the roadway.

Some slight changes and updates will be required both as a result of the I-81 viaduct project and other developments. This includes, but not limited to:

- Updating signage recommendations along Adams St and Harrison St to accommodate the conversion of each corridor to two-way traffic;
- Updating the signage recommendation at the West St / W Genesee St intersection to encourage drivers

to continue south on West St instead of turning left onto W Genesee St to reach Armory Square;

- Review destination list to remove or edit locations that have either ceased to exist (ex. Open Hand Theater) or have changed names (ex. The Tech Garden).

Additional signs will also be required as a result of the I-81 viaduct project. Oswego Blvd will be extended north to E Willow St where an off-ramp from BL-81 South will intersect, making Oswego Blvd one of the main future entry points into the district. Pearl St will also be extended, as a direct route to BL-81 North, and may be considered the preferred connecting route to Clinton Square from Erie Blvd E. Additionally, new on and off ramps at the Crouse Ave / Erie Blvd E and Irving Ave / Erie Blvd E intersections will also shift how many visitors enter the central business district. As such, additional signs will be required to direct traffic to their proper destinations from these new access points. Figure 5.1 illustrates where these new signs should be located with informational details for each sign provided in Table 5.1.

A full list of signage recommendations from the original Wayfinding Study can be found in Appendix B.



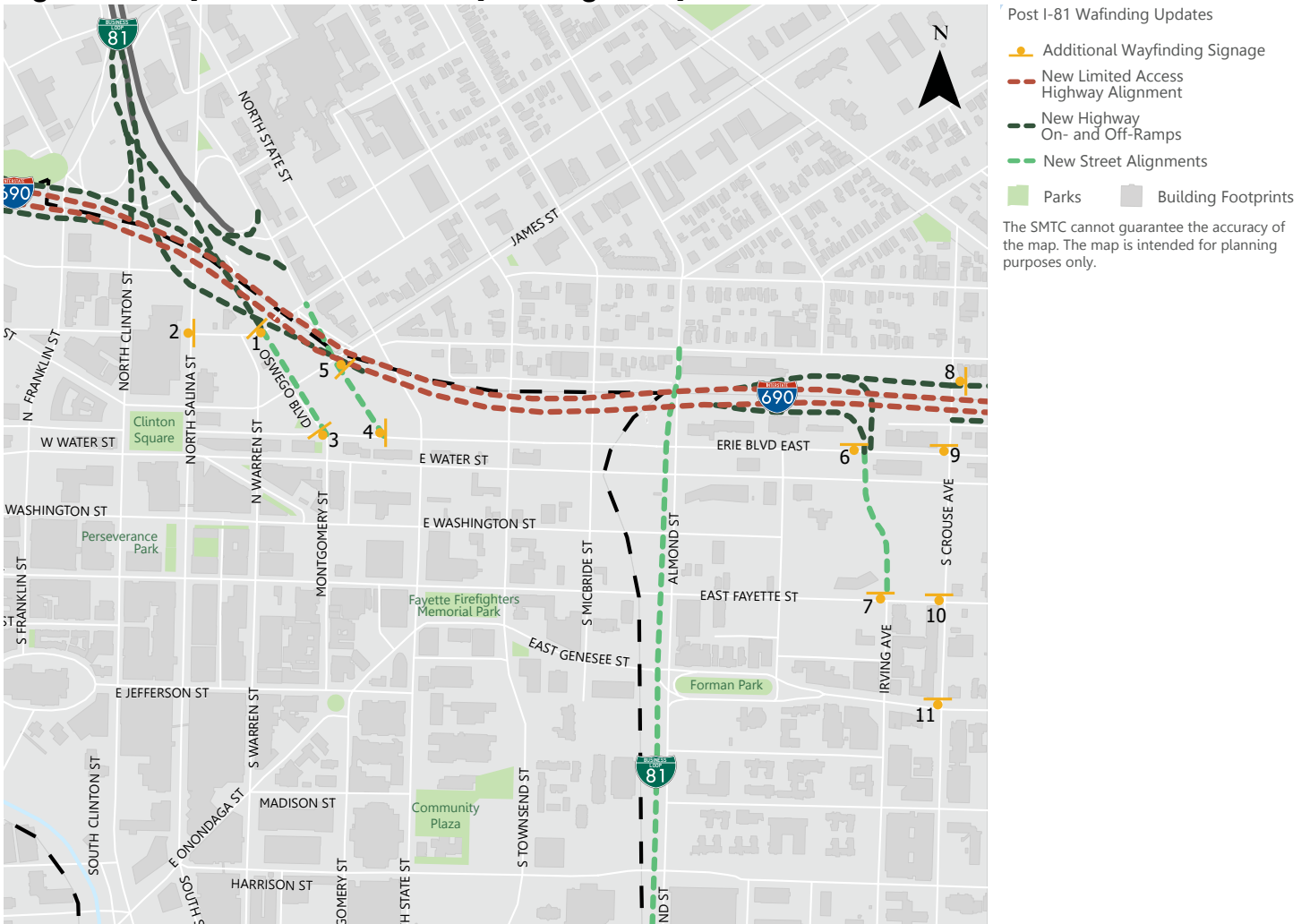
Example of a community wayfinding guide sign from the MUTCD.



# Table 5.1 Updates to 2014 Wayfinding Study

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow
1	Wayfinding	Clinton Square	Right	Armory Square	Right	Columbus Circle	Up
2	Wayfinding	Clinton Square	Left	Armory Square	Left	-	-
3	Wayfinding	Onondaga Historical Association	Right	Columbus Circle	Right	Oncenter / Everson Museum	Right
4	Wayfinding	Clinton Square	Right	Little Italy	Right	-	-
5	Wayfinding	Clinton Square	Left	Little Italy	Up	Armory Square / MOST	Left
6	Wayfinding	Downtown Syracuse	Right	Syracuse Stage	Up	University Hill	Up
7	Wayfinding	Syracuse Stage	Up	University Hill	Up	-	-
8	Wayfinding	Downtown Syracuse	Left	University Hill	Left	-	-
9	Wayfinding	Downtown Syracuse	Right	Syracuse Stage	Up	University Hill	Up
10	Wayfinding	Syracuse Stage	Up	University Hill	Up	-	-
11	Wayfinding	Syracuse Stage	Right	University Hill	Up	-	-

# Figure 5.1 Updates to 2014 Wayfinding Study



## Utilize parking wayfinding at key locations

The recommendations laid out within the Wayfinding Study accomplish the goal of directing visitors to their destinations, as well as implementing “gateway” signage at the main entrances to Downtown Syracuse, but do not address directing visitors to parking specifically. While we do not believe most publicly available parking facilities require a separate wayfinding program to assist visitors, a few key parking facilities would benefit from wayfinding as their entrances are not easily seen or identified from the primary travel paths through Downtown Syracuse.

Two focus facilities, the Trolley Lot and the City Center Garage, lack visible entrances along major thoroughfares within Downtown Syracuse. The Trolley Lot is hidden behind the Museum of Science and Technology (MOST), requiring visitors to travel around the museum before encountering the lot’s entrance, which is located on the other side of the elevated railroad tracks. Similarly, the City Center Garage, while connected to the City Center development along S Salina St, requires visitors to enter the facility through S Clinton St. Due to these visibility issues, parking specific wayfinding signage is encouraged at key decision points near each facility.

### Figure 5.2 Parking Wayfinding Sign Design



**24" x 14"**

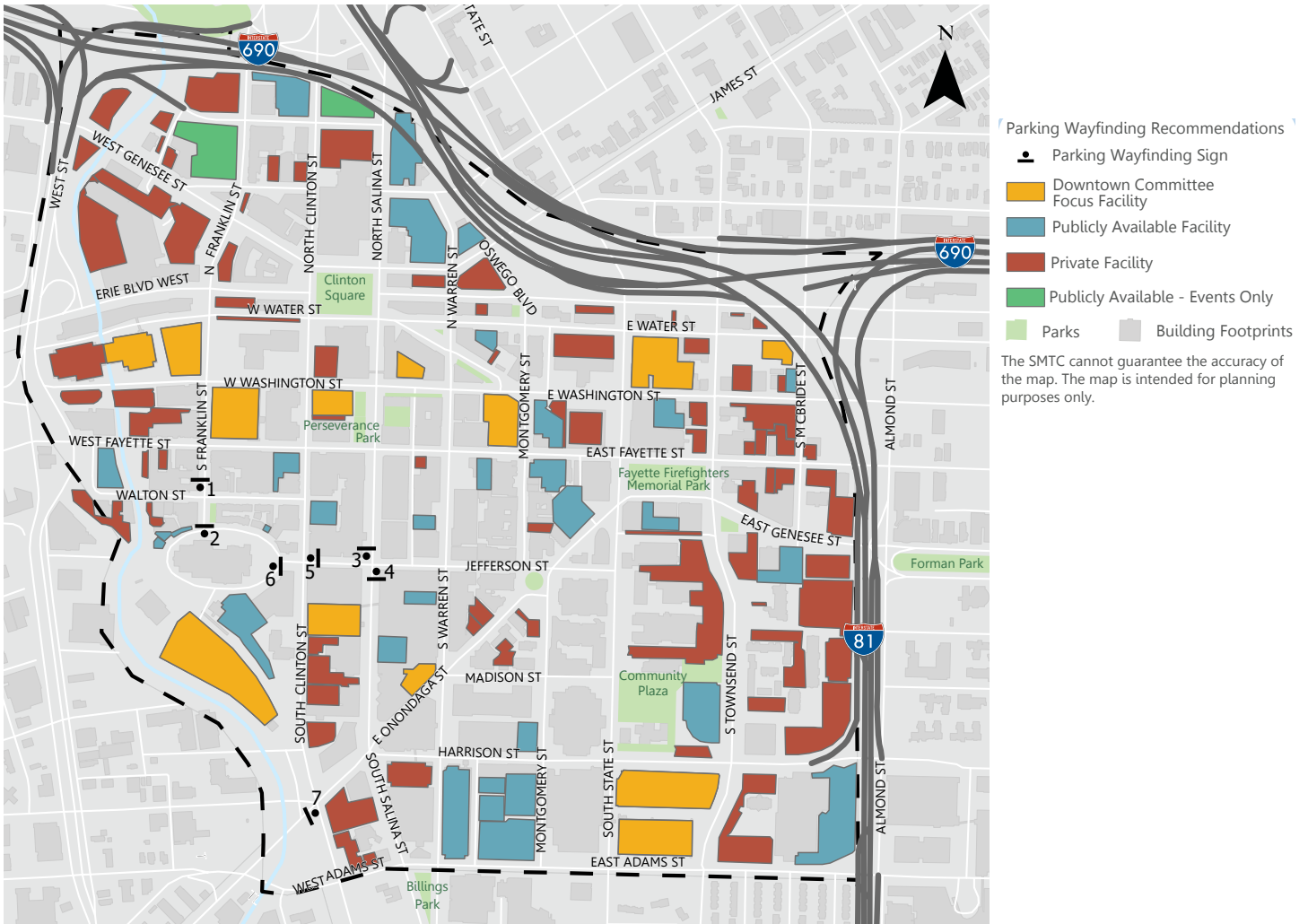
As noted earlier in Chapter 4, MUTCD guidance encourages the use of the D4-1 sign design, with a green capital “P” followed by smaller “ARKING” lettering and an arrow in the desired direction. It is recommended to adjust this design to include the more universal symbol for public parking, a white capital “P” in a blue circle. This visual element will be carried into the facility specific signs discussed later in this chapter, helping to create a cohesive network of signs that are easy for visitors to follow.

Figure 5.3 illustrates recommended locations for parking specific wayfinding signs, with details of the signs located in Table 5.2.

# Table 5.2 Parking Wayfinding

Sign Number	Sign Location	Sign Face Direction	Arrow	Destination 1	Destination 2	Existing or New Post
1	Walton St / S Frankling St intersection	North	Up / Right	Trolley Lot	Fayette / Walton Lot	Existing parking pose
2	W Jefferson St - in front of the MOST	North	Right	Trolley Lot	-	Existing MOST sign post
3	S Salina / Jefferson intersection	North	Right	Trolley Lot	City Center Garage	Existing lamp post
4	S Salina / Jefferson intersection	South	Left	Trolley Lot	City Center Garage	Existing lamp post
5	W Jefferson / S Clinton intersection	East	Up / Left	Trolley Lot	City Center Garage	Existing lamp post
6	W Jefferson - in front of the MOST	East	Left	Trolley Lot	-	Existing lamp post
7	E Onondaga St / S Clinton St intersection	Southwest	Left	City Center Garage	Trolley Lot	Existing lamp post

# Figure 5.3 Parking Wayfinding





## 5.2 Facility Signage

While most parking facilities do not need specific wayfinding signage, creating consistent signage at each publicly available facility is recommended. Visitors to Downtown Syracuse have a difficult time determining if a parking facility is open to their use and what hours they are available. Based on existing regulations, SMTC staff recommend that parking signs throughout Downtown Syracuse be installed within the public right-of-way. By utilizing the right-of-way, the signage program will not have to adhere to zoning regulations, providing flexibility in terms of size and design.

Signs may be installed as a district wide program, which would be performed through a partnership between the Downtown Committee and the City, or opted into by individual facility owners through an encroachment application. Encroachment applications would likely require new signposts for each sign, while a district wide program would be able to utilize existing poles and lampposts where possible.

Public parking signs should remain simple and easy to read, specifying that the facility is publicly available. Figure 5.4 demonstrates a preferred signage design, with location specific visuals in Figure 5.5. Discussions on whether to include the hours of operation for each

facility determined that inclusion of that information could result in frequent updates to signage. Ultimately, hours of operation should be posted in easily visible locations by the facility operator, but not included on the parking program sign. Additional information facility operators should post in places easily visible from the street include the types of parking available (hourly, daily, monthly, etc.) and their associated costs.

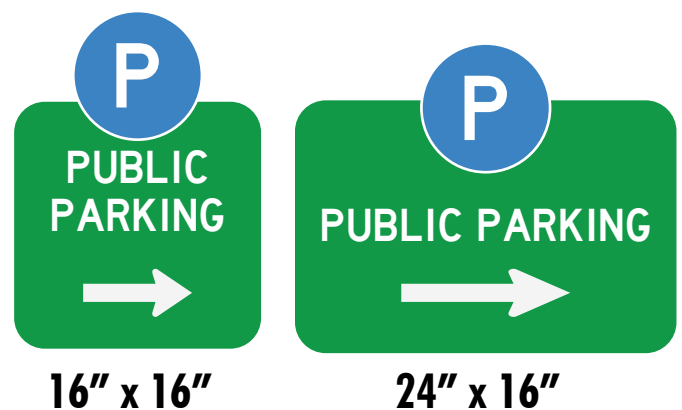
In addition to the overall public parking signage program, the Trolley lot offers its own unique challenges. Due to its location behind the MOST and under a railroad viaduct, many visitors may not feel comfortable utilizing the facility. To help address some of the visibility and safety concerns, it is recommended to follow the guidance identified within the Armory Square Mobility Plan. This includes clear signage directly above the entrance to the facility and improved pedestrian facilities leading to the lot.

While this signage program should eventually be implemented outside of every publicly available facility, staff focused on identifying recommended sign locations for the 13 focus facilities, as identified by the Downtown Committee. Wherever possible, signs should be double-sided to reduce the amount of visual clutter within the right-of-way. Figure 5.6 identifies the recommended signage locations for the 13 focus facilities, with sign details located in Table 5.3.

**Figure 5.4 Facility Sign Design Options**



*Existing signage at the Center Armory Garage provides an example of clear, easy to understand information for visitors, including hours, cost, and clearance.*



## Figure 5.5 Signage Visualizations



24x16 sign by City Lot #21.



24x16 sign by the Atrium Garage.



16x16 sign by the Treasury Garage.



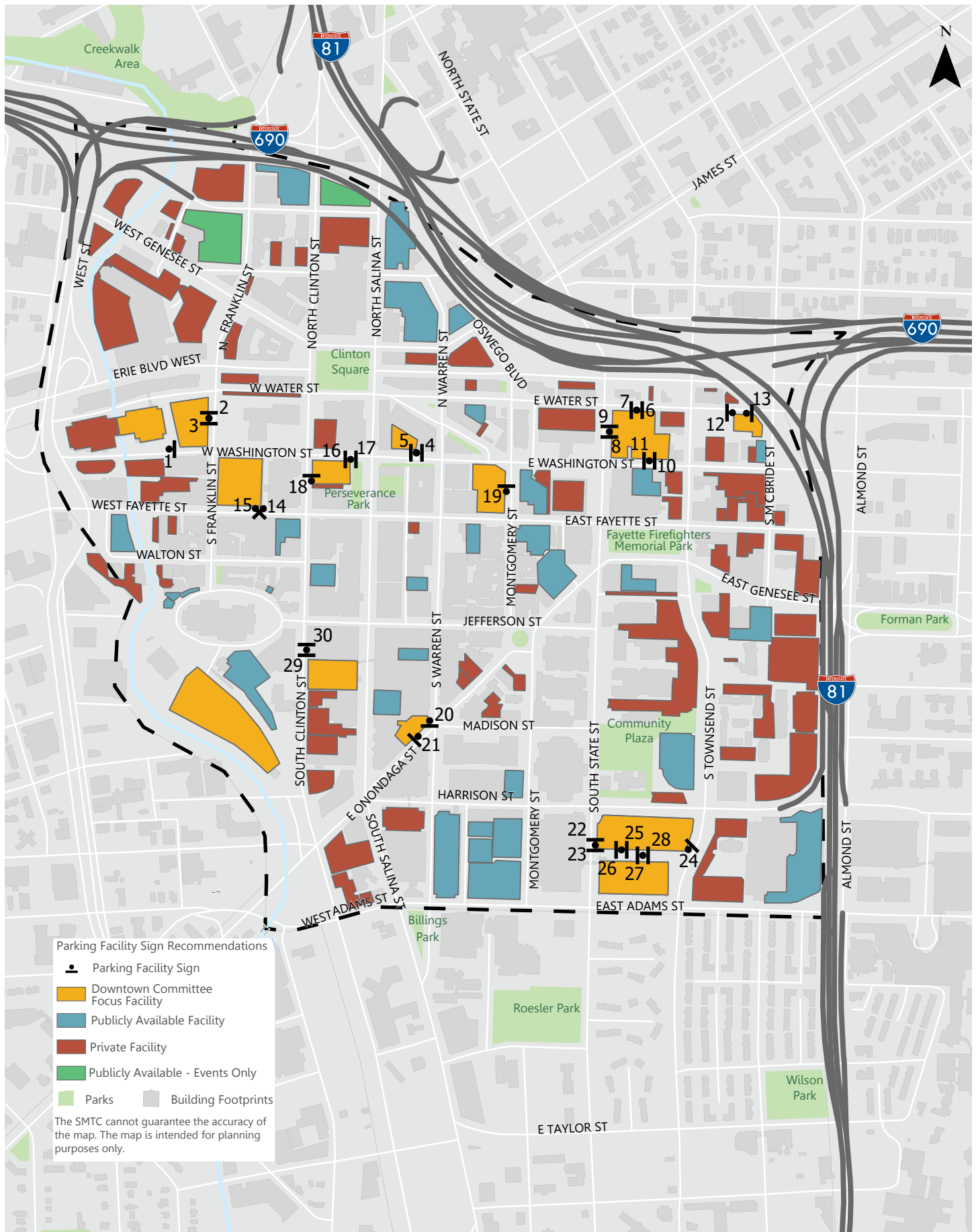
16x16 by the Washington St Garage.

### Table 5.3 Parking Facility Signs

Facility Name	Entrance - Street Name	Sign Number	Sign Face Direction	Arrow Direction	Existing or New Post	Additional Notes
Washington St Garage	Washington St	1	East	Right	Existing lamppost	Trees block current parking wayfinding sign
Federal Lot	S Franklin St	2	North	Right	New post needed	
		3	South	Left		
Treasury Building Garage	E Washington St	4	East	Right	Existing Parking Post	
		5	West	Left	Existing lamppost	
State St / Water St Lot	E Water St	6	East	Left	New post needed	
		7	West	Right		
	State St	8	South	Right	New post needed	
		9	North	Left		
	E Washington St	10	East	Right	Existing utility pole	
		11	West	Left		
McBride St / Water St Lot	E Water St	12	West	Right	Existing utility pole	
		13	East	Left	Existing utility pole	
Atrium Garage	W Fayette St	14	West	Left	Existing lamppost	
		15	East Right	Right	Existing lamppost	
City Lot #21	W Washington St	16	West	Right	Existing lamppost	
		17	East	Left		
	S Clinton St	18	North	Left	Existing lamppost	
Key Bank Lot	Montgomery St	19	North	Right	Existing lamppost	Existing street parking signs could partially obscure sign
Galleries Lot	S Warren St	20	South	Left	Existing lamppost	
	E Onondaga St	21	Southwest	Left	Existing lamppost	
Convention Center Lot	S State St	22	North	Left	Existing lamppost	Summertime flower pots may obstruct southbound views. Also used for Convention Center Parking Garage.
		23	South	Right		
	S Townsend St	24	North	Right	Existing lamppost	
	Lot Driveway	25	East	Right	Existing lamppost	
		26	West	Left		
Convention Center Garage	Lot Driveway	27	West	Right	New post needed	
		28	East	Left		
City Center Garage	S Clinton St	29	South	Right	Existing bike lane post	
		30	North	Left		
Trolley Lot	W Jefferson St					Follow recommendations laid out within the Armory Square Mobility Study.



# Figure 5.6 Parking Facility Signs



# 5.3 Bike Parking

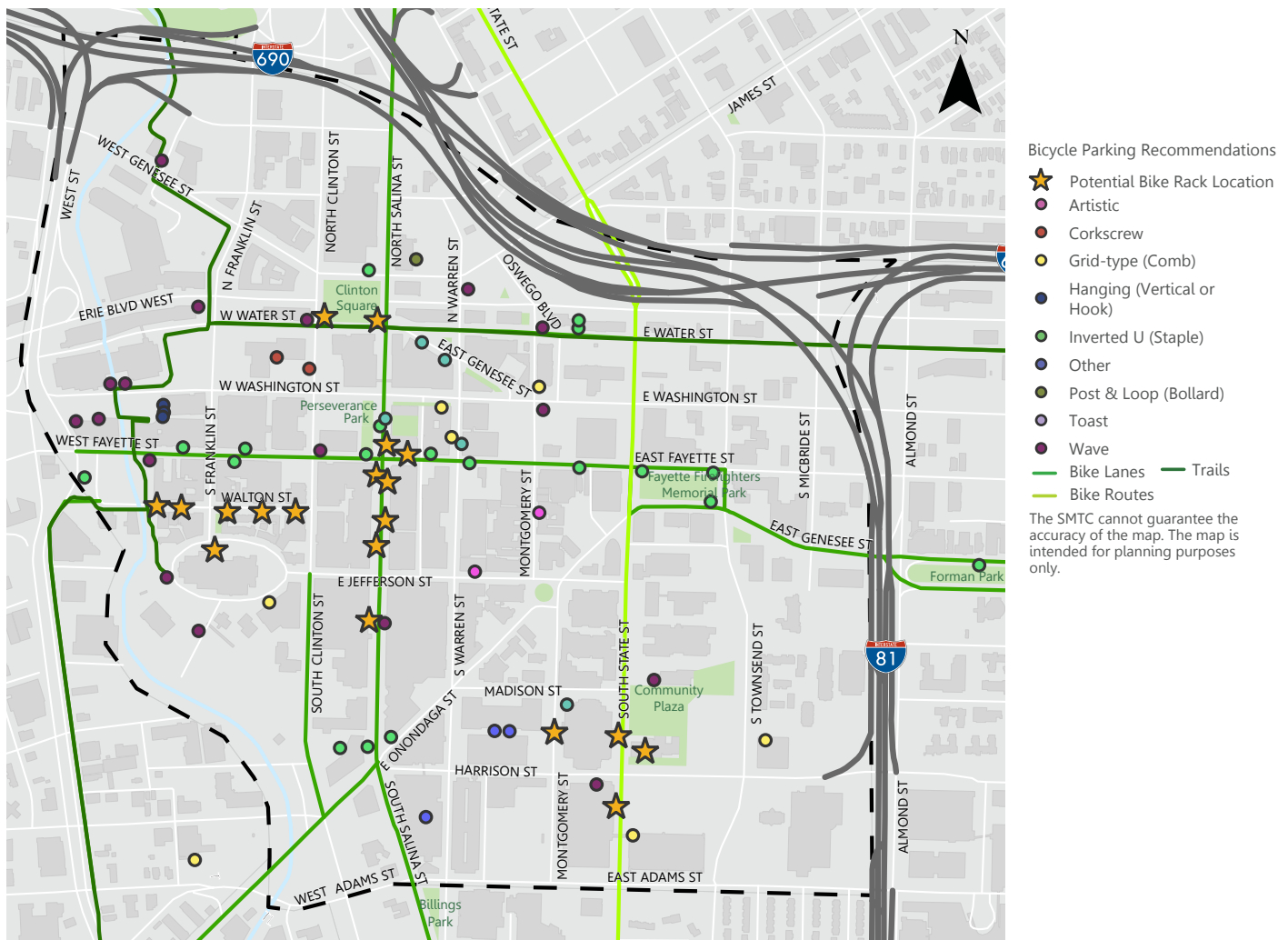
While vehicle parking is abundant throughout Downtown Syracuse, bicycle parking is far less common and in less visible locations. Easily visible parking locations, near existing bike infrastructure, is key to encouraging visitors to ride bikes. Riders should feel confident where they leave their bikes, otherwise the concern of their bike’s safety will persuade them not to ride in the first place. As noted in Chapter 3, most bicycle parking in Downtown Syracuse is clustered near the Onondaga Creekwalk, but it is often placed in less desirable locations further from anchor destinations. Even racks close to major destinations, such as the MOST, are often tucked away behind the building, reducing visibility and the perceived safety of the bikes left there.

To encourage more cycling throughout Downtown, additional bike racks should be placed in highly visible locations near anchor destinations.

## Salina Street

New bicycle lanes were installed along Salina St in 2022, providing a new north-south route through the district. Yet, only a handful of bike racks can be found along the corridor. Newer racks have been installed near Salt City Market, at the southern end of the corridor, and in the newly remodeled Perseverance Park, but gaps still remain. Bicycle parking remains absent near the Landmark Theatre and Red House, as well as numerous cafes and restaurants along the street.

**Figure 5.7 Bicycle Parking Recommendations**



With sidewalks and snow storage space averaging over 20 feet in width, the City is encouraged to install simple staple racks, otherwise known as inverted-U racks, throughout the Salina St corridor. These simple designs are easy to fit into the existing landscape and are often cited as the preferred design by cyclists.



*Anchor destinations, including the Landmark Theatre, are important locations to provide bicycle parking. Existing snow storage space can be utilized for bike racks.*

## Armory Square

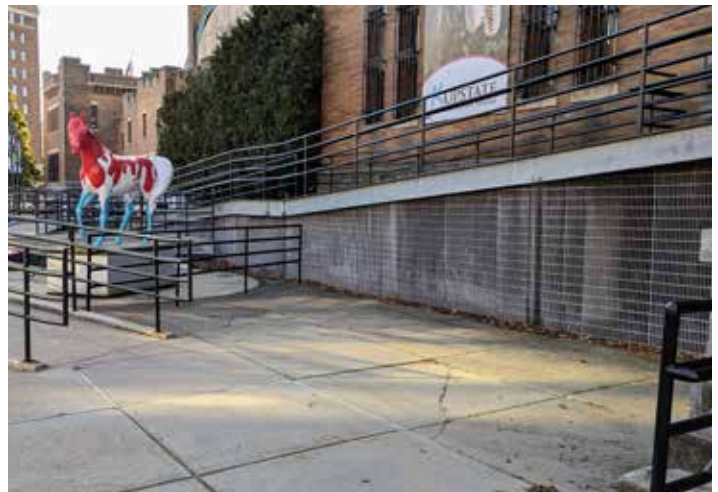
Several bike racks can be found throughout Armory Square but few are located in highly visible locations, which are sought after by cyclists in the area. The racks that do exist are primarily wave design, which allow for several bikes to park in one location, but only supports a bike frame at one location which put additional stress on the frame. Two points of contact also allow for a more secure attachment of locks.<sup>22</sup> For this reason, staple racks, otherwise known as inverted-U racks, should be considered as a replacement for wave racks and the standard for additional racks.

Utilizing staple racks, where cyclists lock their bikes parallel to the rack, allows for racks to be placed in narrower locations. Sidewalk space within Armory Square is congested, as noted in the SMTC's Armory Square Mobility Plan. Lampposts, fire hydrants, signs, and outdoor dining all compete for space. Along the north side of Walton St, for example, projecting stairs narrow the sidewalk below 32 inches, which is not considered accessible according to the Americans with Disabilities Act Guidelines for Buildings and Facilities  
<sup>22</sup> Association of Pedestrian and Bicycle Professionals, *Essentials of Bike Parking*, September 2015, pg. 5-8

(ADAAG).<sup>23</sup> Within these constraints, staple racks are viable along the south side of Walton St within the brick snow storage strip. Specific placement should be coordinated with known seasonal outdoor dining facilities.

As an anchor destination, the MOST is a key location to improve bicycle parking. Near the ramp to the front doors, nearly 200 sq ft of concrete sidewalk can be repurposed as a bike parking location. By utilizing this otherwise dead space, visitors can feel secure leaving their bikes in a location easily visible from the street and under surveillance by the museum itself. Unlike racks along Walton St, these racks would likely be the responsibility of the museum to install and maintain.

<sup>23</sup> SMTC, *Armory Square Mobility Plan*, June 2019, pg. 34-35



*Underutilized space near the entrance to the MOST offers an opportunity to create a larger bicycle parking facility to accommodate visitors to the museum and Armory Square district.*



*U-racks should be the standard bike rack throughout Downtown Syracuse, as they can be utilized in narrower spaces, such as the snow storage along Walton St.*



## Everson Museum / War Memorial

The southeastern corner of Downtown Syracuse is home to three anchor destinations, the Everson Museum, the War Memorial, and the OnCenter, yet only one bike rack is near an entrance. A single staple rack is placed near the will-call entrance to the War Memorial. A wave rack is placed near the backside of the steam station across Community Plaza from the Everson Museum, roughly 300 feet from its main entrance. An additional wave rack is located along Harrison St around the corner from the main entrance to the OnCenter, approximately 125 feet from the entrance. While these racks exist, they are not placed in locations conducive to their use.

Locating new staple racks near the entrances of each destination would greatly improve the comfort of riders. While staple racks should make up the majority of new racks, it is encouraged to work with the Everson Museum on the potential development of new, artistic racks that would compliment the sculpture garden within Community Plaza while still providing easy, secure parking for bikes.



*Bike racks should be considered outside the main entrances to the War Memorial arena.*

## Clinton Square

Clinton Square is bisected by the Empire State Trail, which runs along Water St on the Square's southern end. While the trail through the Square is closed often throughout the summer due to festivals, and throughout the winter to accommodate the ice skating rink, it remains one of the primary east-west connections through the City for cyclists. Currently there are no bike racks within the Square, forcing cyclists to utilize racks across W Genesee St in front of the Post or a wave rack across S Clinton St near the Ice Cream Stand.

As a public park, Clinton Square should include bike racks within its perimeter. Several clusters of benches exist throughout the Square which may be enhanced by the addition of bike racks nearby, allowing visitors to sit close to their bikes while they enjoy the park.



*Gathering spaces near the Jerry Rescue monument are potential locations for bike racks.*



*It is essential to provide convenient bicycle parking facilities along the Empire State Trail through Downtown.*

## 5.4 Cost Estimates

Should the City choose to implement the parking facility signage program on a district wide basis, signs would either be produced in-house or outsourced if sign shop capacity is not available. Based on conversations with City staff, in-house costs are similar to costs researched by SMTC staff, as shown in Table 5.4 Overall, the signage program costs, both for facility and parking wayfinding signs, would be minor.

the use of simple staple racks. The estimated number of racks, 35, is an approximation for cost estimating purposes. Potential locations identified earlier in this chapter may hold one or more racks depending on the space available. City of Syracuse staff should determine which installation method, surface or in-ground, is preferable for their purposes.

Cost estimates were not developed for the overall wayfinding program, as detailed in the 2014 City of Syracuse Wayfinding Study Phase II, or the additional signs highlighted within this report. Previous discussions between NYSDOT and the City of Syracuse discussed a wider wayfinding implementation, including along the Interstate Highway System. Both parties are encouraged to renew those discussions as part of the I-81 viaduct project as the project phases that impact Downtown Syracuse approach.

Bicycle parking estimates were developed based on

**Table 5.4 Cost Estimates**

Recommended Materials		Cost per Unit	# of Units	Total Estimated Cost	Source
Single Loop Bike Rack	Surface Mount	\$199	35	\$7,000	Belson Outdoor
	In-ground Mount	\$149	35	\$5,200	Belson Outdoor
Concrete Flags for Bike Rack*		\$1,175	35	\$41,100	City of Syracuse
Facility Parking Sign	16x16	\$60	30	\$1,800	Signs.com
	24x16	\$59	30	\$1,700	Signs.com
Parking Wayfinding Sign		\$59	7	\$400	Signs.com
Estimated Total**	Surface Mount + 16x16 + Wayfinding			\$50,300.00	
	Surface Mount + 24x16 + Wayfinding			\$50,200.00	
	In-ground Mount + 16x16 + Wayfinding			\$48,500.00	
	In-ground Mount + 24x16			\$48,400.00	
*Concrete flags are required to secure bike racks, including areas currently occupied by brick pavers.					
**Cost estimates do not include labor costs.					

## 5.5 Further Considerations

The visitor experience within Downtown Syracuse should be one of comfort and enjoyment. Wayfinding and facility signage helps to ease visitors concerns about where parking is available, but the experience within each facility is equally important. Visitors utilizing parking garages and lots that do not feel comfortable or safe may choose not to return. The following considerations are beyond the scope of this planning study and should be viewed simply as items to think about as further development occurs within the district.

### Enhance lighting in parking garages

Parking garages often spark discussions of safety concerns due to the lack of visibility within them. This includes tight corners, dark areas, and poor sightlines. Providing enhanced lighting can help alleviate many of these safety concerns, especially near highly trafficked pedestrian areas near stairwells and entrances. Each garage has its own geometric quirks that they must work to address in terms of sightlines, but proper lighting is a simple way to improve the visitor experience.

### Real-time parking availability

A feature increasingly popular with new parking garage facilities is the real-time parking availability sign. Parking data is fed to the sign via sensors at each parking stall which register whether the stall is occupied or not. At the entrance of the facility, the number of stalls available on each floor within the garage is displayed, helping to inform visitors of their best bet to find a space. Parking count systems must be installed in order to provide this data in real-time. System costs and design would be managed by the individual facility owners and operators, thus is outside the scope of this study.

### EV charging

As electric vehicles become more commonplace, providing some level of EV charging will be desirable for many facilities within Downtown Syracuse. This service can be utilized by residents, workers, and visitors alike. While the signage program within this report does not emphasize EV charging availability, this information should be clearly labeled at the entrance to facilities. A companion “EV Charging” sign to the facility signs identified within this report could be considered in the future but should stress not adding to the visual clutter already in place.

### Indoor bicycle parking

As discussed earlier in this chapter, bicycle parking usage depends heavily on the perceived safety of the rack and its location. While outdoor bike racks will remain the core of the bike parking network, indoor facilities should be encouraged in new developments and in renovations of older buildings. Residents and workers who may need to lock their bicycles up for hours at a time often do not feel comfortable leaving them outdoors for such an extended period. Providing convenient and secure indoor bicycle parking, through the development of a bike room or similar facility, can be seen as an amenity for all tenants in a building.



*Indoor bike rack provided for residents at the Theory on E Genesee St.*



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# Appendix

# A

**Study Advisory  
Committee (SAC)  
meeting minutes**



## 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](http://www.smtcmpo.org)

### Meeting Summary

#### **DOWNTOWN PARKING: WAYFINDING AND SIGNAGE GUIDE**

##### **Study Advisory Committee Meeting (SAC) #1**

August 14, 2024

9:00am – 10:00am

##### **Attendees**

Thomas Bardenett, SMTC (project manager)

Mario Colone, SMTC

Kevin Kosokowski, SMTC

Merike Treier, Downtown Committee

Liza Bernard, Downtown Committee

Kevan Busa, City of Syracuse

Julie Baldwin, NYSDOT

##### *Meeting Agenda*

Mr. Thomas Bardenett opened the kickoff SAC meeting for the *Downtown Parking: Wayfinding and Signage Guide* at 9:00am by asking study advisory committee (SAC) members and SMTC staff to introduce themselves. Mr. Bardenett briefly reviewed the agenda for the meeting,

##### *Priority parking facilities*

Mr. Bardenett noted that the 13 priority facilities were identified by former Downtown Committee staff, based on hours of availability and current occupancy rates. Selections emphasized parking facilities that were open 24 hours per day but did include facilities in key areas that did not meet that criteria, including the City Center Garage and the Treasury Building Garage. Mr. Bardenett asked SAC members if there were any comments or questions on the selected facilities. He noted that some facilities, not selected as priorities, have been identified as sites of future development (Armory Square Parking Garage and the parking lot next to the Everson Museum) and asks if there were any known development plans that may impact the priority facilities.

Ms. Merike Treier asked if the selected facilities were based on the most up to date occupancy data. Mr. Bardenett noted that former Downtown Committee staff selected the facilities and provided that information, but he does not know if there is more recent data. Ms. Treier knows that LAZ, one of the parking facility operators is usually good about providing data when requested. She also asked if the selected facilities are priorities for visitors. Mr. Bardenett informed the SAC that the priority for this study are day-to-day visitors, not workers or residents of Downtown. Ms. Treier noted that LAZ is open to expanding valet parking opportunities in the district.



Ms. Julie Baldwin reminded the SAC that the parking lots beneath I-690, where State employees currently park, along with several lots beneath I-81 will be lost during the I-81 construction. State employees have not been informed of where their parking will be moved to. Ms. Treier noted that the Clinton St garage will be undergoing construction next spring.

*Existing Conditions review*

Mr. Bardenett briefly reviewed initial data collection efforts taken on by SMTC staff including a review of functional classification, road ownership, zoning regulations, population density, employment density, and traffic flow.

When reviewing functional classification Mr. Bardenett pointed out that the table included the known classification changes that will result from the I-81 project. He reminded the SAC that recommendations from this study will be geared towards a post I-81 future. Ms. Baldwin believes the list of changes are accurate but will look to see if any significant changes have occurred since the FEIS was completed. She will also confirm if any roads will change ownership as a result of Business Loop 81 (BL-81), including Erie Blvd E and Oswego St. Ms. Treier asked if the designation of Route 11 through Downtown has changed. Ms. Baldwin noted that State St remains Route 11 through Downtown but was changed from a principal arterial to a minor arterial due to levels of traffic.

Mr. Bardenett noted that ReZone Syracuse resulted in the vast majority of Downtown Syracuse being zoned MX-5 Central Business District, which does not have any parking requirements. This may result in future development opting not to replace existing parking, potentially increasing demand on remaining facilities. Mr. Bardenett reviewed population and employment densities within Downtown Syracuse, highlighting a concentration of residential development around Armory Square and Hanover Square.

Turning to traffic flow, Mr. Bardenett noted the map depicts annual average daily traffic (AADT) instead of AM and PM peak hours as this study is focused on infrequent visitors to Downtown and not commuters/residents. The traffic flow map helps to identify where existing decision points may be, where we see traffic volumes drop in one or more directions, indicating turns are occurring. Mr. Bardenett pointed to lower levels of traffic along Washington St, even though eight of the 13 priority facilities are located within one block of the street. Ms. Treier was surprised to see the lower volumes of traffic along E Fayette St as it is considered one of the main entry points into Downtown. Ms. Baldwin reminded the SAC that traffic flow will change post I-81, with more southbound traffic utilizing Clinton St as the highway ends. Mr. Mario Colone asked Ms. Baldwin if the State has any CAD or other files associated with the changes to the street network that may be available for review. Ms. Baldwin explained that there may not be a completed version available as plans continue to change and update but noted that engineering plans within the FEIS might still be useful. Mr. Colone noted that the SMTC has the links associated with the I-81 project in its travel demand model, but no specific designs associated with it. Ms. Baldwin will see if asking for changes in the Downtown area may be available to send over. Ms. Treier asked if the study will take into account these changes to the street network, including the new West St / W Genesee St intersection. Mr. Bardenett indicated that the

street network changes will be considered, but believes many of the travel patterns that exist today will continue to exist after construction is completed.

#### *Parking wayfinding sign examples*

Moving on to wayfinding signage designs, Mr. Bardenett brought the SAC's attention to a variety of signs, both local examples and plans from across the country. He noted that MUTCD guidance recommends parking wayfinding signs only within four blocks of the intended facility and that the standard sign includes a green "P" and arrow on a white background. Ms. Treier indicated a preference for the "Old Town Public Parking" sign shown in the slides. Mr. Kevan Busa informed the SAC that the City's in-house sign shop can only produce MUTCD compliant signs due to the materials available. Any more decorative signage would have to be contracted out. Mr. Colone indicated that previous conversations with the Downtown Committee noted some funds available to invest in more decorative signage. Ms. Treier stated that the fund source is only available for roughly 18 months, but there may be a possibility of extending that time frame. In terms of wayfinding signage, Mr. Busa cautioned about adding signage that may point in nearly all directions as well as leaving facility owners who are not included in the wayfinding program feeling left out. Mr. Colone stated that wayfinding signs will not be facility specific but instead more generalized. Mr. Bardenett noted that recommendations may end up as signage recommendations for all publicly available facilities and wayfinding to specific areas around Downtown Syracuse, building off previous studies performed by the SMTC.

Ms. Treier brought up concerns that the naming of certain facilities, including the Trolley Lot, may be dissuading some from using them. The Trolley Lot, which is a carryover from its historical use, may confuse infrequent visitors who do not know the history of the facility. Mr. Bardenett agreed and said renaming facilities by where they are near, such as "the Armory Square Parking Lot," may help visitors identify parking options better.

The recommendations that result from this study will likely include standard signage designs for all public parking facilities, which may incorporate some of the more aesthetic treatments shown in the slides. This includes clearly stating a facility is for public parking and may include hours of operation. Recommendations on wayfinding signage will likely stay closer to MUTCD guidance as they will be the responsibility of the City.

#### *Bicycle parking*

In addition to signage for vehicle parking, Mr. Bardenett indicated the study will also look at existing bicycle parking facilities. The new city zoning code requires all new developments to include bicycle parking as part of any vehicle parking provided. Interns have begun updating the SMTC bicycle parking database. Mr. Busa agreed that bike parking is a key component to this study as the City looks to encourage more active transportation. Ms. Treier noted that some of the existing bike racks interfere with snow clearing efforts taken on by the Downtown Committee as they block sidewalk plows. She encourages any new recommended locations take sidewalk plows into consideration, prioritizing sidewalks and other locations with ample room.

### *Next Steps*

Mr. Bardenett summarized the next steps in the planning process and identified data requests to the respective SAC members. Ms. Baldwin will check on providing data on road network changes as a result of the I-81 project. Ms. Treier will provide the latest constituent survey results and/or the raw data. She will also provide recommendations and notes from the Armory Square Association's subcommittee on parking to provide additional context on what residents and businesses in the area are already considering. Mr. Bardenett asked if there were any more questions or comments before the meeting ended.

Ms. Treier reiterated a desire for some form of wayfinding to occur as visitors are entering Downtown. Mr. Bardenett agreed to review the SMTC's *City of Syracuse Wayfinding Study* for previous recommendations and identify ways to incorporate or build upon them.

Ms. Treier asked if there is any way to formally require parking facilities to adhere to the signage recommendations that come out of this study, as a way to ensure that signage continues to be uniform. Mr. Bardenett believes that zoning regulations are likely the best channel to accomplish this, and agreed to research best practices on this. Mr. Colone inquired if it could be something added to a business certificate, which may speak to or control signage content and design.

Ms. Baldwin informed the SAC that the I-81 FEIS does include an appendix on parking availability. Mr. Bardenett has reviewed this information and will include a summary of key points within this study report. Ms. Baldwin also noted that the City Hall Lot, next to the Hills Building, has redevelopment plans. Additionally, there are bike racks behind the NYSDOT building that should be added to the bike parking map.

Mr. Bardenett thanked the SAC members for their participation and input at the meeting. The meeting concluded at 10:00am.





## **DOWNTOWN PARKING: WAYFINDING AND SIGNAGE GUIDE**

### **Study Advisory Committee Meeting (SAC) #2**

November 14, 2024

2:00-3:00 p.m.

#### **Attendees**

Thomas Bardenett, SMTC - Project Manager

Merike Treier, Downtown Committee

Mario Colone, SMTC

Liza Bernard, Downtown Committee

Kevin Kosakowski, SMTC

Kevan Busa, City of Syracuse

Jade Nguyen, SMTC

Julie Baldwin, NYSDOT

#### *Meeting Agenda*

Mr. Thomas Bardenett opened the SAC meeting for the *Downtown Parking: Wayfinding and Signage Guide* at 2:00pm and briefly reviewed the agenda for the meeting, which included:

- Updates to the 2014 Syracuse Wayfinding Study,
- Parking facility signage design and potential location options,
- Additional parking specific wayfinding, and
- High level potential bike parking locations

#### *2014 Syracuse Wayfinding Study and Additional Updates*

Mr. Bardenett noted the informational packet in front of each SAC member that would follow along with the discussion. The first map within the packet highlighted the recommendations from the 2014 Syracuse Wayfinding Study. Ms. Julie Baldwin asked if the 2014 study included parking facilities, to which Mr. Bardenett clarified it did not focus on parking, instead it identified key destinations. The recommended wayfinding program has not been fully implemented at this time.

The second map, and corresponding table, illustrated recommended updates to the wayfinding program as a result of the I-81 viaduct project. Mr. Bardenett pointed out specific changes due to new road alignments. Mr. Bardenett thanked Ms. Baldwin for providing additional information on the proposed changes to the street network. Ms. Baldwin mentioned that after the 2014 study, there were discussions to pursue wayfinding signage that would be funded half by the city, half by the state. She stated that the negotiations didn't progress much but could resume if there is renewed interest from this study. Mr. Bardenett thanked Ms. Baldwin for that insight.



### *Parking Facility Signage*

Shifting to parking specific signage, Mr. Bardenett recapped a meeting with the City's zoning office that focused on signage regulations in MX-5 districts. Ground signs, which would be needed at surface parking facilities, are not allowed by right in MX-5 districts. Zoning officials indicated two alternatives, a public convenience sign and an encroachment. Public convenience signs would be limited to 3 sq ft in size. If the sign is double sided, both sides count towards the 3 sq ft, limiting its usefulness. For an encroachment, each facility would be required to apply for one with the City, allowing for a sign to be placed within the public right of way. Encroachment signs have less restrictions in terms of size and do not need to adhere to zoning regulations. Should the City choose to pursue a district wide program, the City would be able to install all recommended facility signs without requiring each facility operator to submit encroachment applications.

Ms. Merike Treier asked a clarifying question if these signs would only be freestanding as opposed to on the building, to which Mr. Bardenett confirmed this recommendation is for freestanding signs. Mr. Bardenett noted that a district wide program would reduce the use of A-Frame parking signage. Mr. Kevan Busa agreed that existing A-frame signs are not an ideal solution. Mr. Kevin Kosakowski asked if A-Frames are legal, to which Mr. Bardenett answered that discussions with the zoning administration did not touch on A-frame signage, but the consensus opinion is that they are not legal if they are chained to public property, although penalties are not often enforced.

Mr. Bardenett directed the committee's attention to the map and corresponding table with initial recommendations on signage placement. Initial placement recommendations focused on existing lampposts and signposts found near the entrances of the focus facilities, as identified by the Downtown Committee.

### *Parking Facility Signage Design*

Moving on to the design of the signage, Mr. Bardenett explained that the MUTCD does not have guidance on signage for off-street parking locations, beyond one sign used for wayfinding purposes. Designs developed for this study have been based on examples from other municipalities and have emphasized common colors in street signage, which could make them easier to produce by the City's sign shop. Mr. Bardenett noted that there were no restrictions on beveled edges found. Ms. Baldwin asked Mr. Busa about the feasibility of the City printing any of the presented sign design options. Mr. Busa replied that the fancier shapes would be significantly harder to produce in-house.

Mr. Bardenett moved on to the high-level cost estimations of the signage, with research completed by Ms. Jade Nguyen. Mr. Busa confirmed the cost estimates are in line with the in-house costs at the City. Mr. Colone noted that the "fancier" designs cost about \$10 more than the cheapest sign designs, making the overall sign costs a minimal barrier to any preferred design. Ms. Treier agreed, adding that there may be funding available that would be able to cover this program. Ms. Treier added a preference for the designs with a separated blue "P" as it would allow the sign to stand out to drivers. Mr. Busa asked how the focus parking facilities were selected. Mr. Bardenett explained that the list was provided by the Downtown Committee in June. The facilities either operated 24 hours or



later into the evening hours, and indicated that they currently have excess capacity. Mr. Busa raised concerns that other facility owners and operators would feel excluded from the program. Mr. Bardenett agreed and noted that the signage program should be open to all publicly available facilities, but their focus within this study are the facilities identified by the Downtown Committee. The report will contain language encouraging its expansion, which may include an opt-in system for other facilities.

### *Parking Wayfinding*

Mr. Bardenett shifted the conversation to parking wayfinding. He observed that most focus facilities are visible from main routes into Downtown Syracuse, but two facilities do require some additional signage to aid visitors in finding them: the Trolley Lot and City Center Garage. He explained that temporary wayfinding signage, in the form of A-frame signs, already exist around Armory Square and that a standardized signage program would remove the need for operator specific signage. Removing competing signage would reduce visual clutter and create a less confusing experience for visitors.

Ms. Treier asked a clarifying question about some of the identified wayfinding signs and the flow of movement they promote. Mr. Bardenett explained how the signs are linked together to lead visitors to the Trolley Lot and the City Center Garage. Ms. Treier noted a concern whether signs will stand out and help drivers or if it will just add on to the sign clutter. Ms. Baldwin asked if some areas do not have a wayfinding sign recommended because parking options are available in many directions, to which Mr. Bardenett confirmed.

### *Bicycle Parking*

Mr. Bardenett continued by highlighting potential opportunities for expanded bicycle parking, notably the Salina St corridor, Clinton Square, Armory Square, and near the Everson and War Memorial. He noted that Salina Street, while home to a new bike lane, does not have a significant amount of bicycle parking along it. He identified places where current bike racks are available but noted a lack of visibility for some racks around Armory Square, reducing visitors' comfort in using them. Mr. Bardenett offered up the idea of a design competition to create bike racks around the Everson Museum and War Memorial as a way to tie into the work showcased at the museum and throughout its sculpture park. Mr. Busa would like to understand how much bike parking there currently is in total, understanding that each identified rack holds a different number of bikes. He believes this may be useful when considering new locations. Ms. Treier offered the idea of bringing in the local cycling community to gain their input on potential locations and better understand what businesses / locations may benefit from providing bicycle parking. She also noted that bicycle parking locations must not interfere with the Downtown Committee's sidewalk plowing efforts, which may limit new locations. Mr. Kosakowski wondered if Veo could provide data of where the top drop off points are within Downtown Syracuse, which would provide insight into popular destinations. Mr. Colone asked Mr. Busa if Veo is considering the use of docks or designated drop-off locations. Mr. Busa stated that Veo intends to remain dockless. He noted that the Veo scooters are in near constant use, with well over 3,000 rides in a single day on only 900 scooters, making it difficult to enforce parking issues when they will likely be moved shortly after being dropped off. Ms.





## **Syracuse Metropolitan Transportation Council**

126 N. Salina Street, Suite 100

Syracuse, New York 13202

Phone: (315) 422-5716

Fax: (315) 422-7753

[www.smtcmpo.org](http://www.smtcmpo.org)

Treier asked Mr. Busa if Veo could restrict use of the scooters on sidewalks, similar to the buffer used around the Syracuse University campus. Mr. Busa informed the group that the geo-fence technology does not allow for restrictions that specific, but they can be used for larger areas, such as Clinton Square during festivals.

### *Next Steps*

Mr. Bardenett outlined the next steps of this study, which include finalizing signage designs, finalizing sign location mapping, completing cost estimates, and sending a draft document to the SAC for review in early 2025. Ms. Treier asked for clarification regarding the differences of some signs that look very similar, and Ms. Nguyen explained the dimension differences. Ms. Treier provided her opinion which designs stood out to her the most, indicating that a horizontal sign may stand out more than the more vertical options. Ms. Treier also noted that including hours of operation may be difficult to include as facilities change them every so often. Mr. Bardenett agreed and will remove them from signage recommendations. Ms. Treier asked if it would be possible to include recommendations of what parking facilities should identify on their own signage to aid visitors, noting that LAZ and Syracuse Parking Services have been open to collaboration in the past. Mr. Bardenett stated that some form of recommendation can be included within the report.

Mr. Bardenett asked for any additional questions. Ms. Baldwin asked if there were any additional data requests from SAC members, such as information needed to update the 2014 wayfinding recommendations. Mr. Busa asked if there are sign recommendations that need to be modified. Mr. Bardenett identified some examples that are no longer applicable, potentially due to a business move or a route changing.

Mr. Bardenett informed the SAC that meeting minutes will be provided next week. He thanked the SAC members for their participation and input at the meeting. The meeting concluded at 3:00pm.

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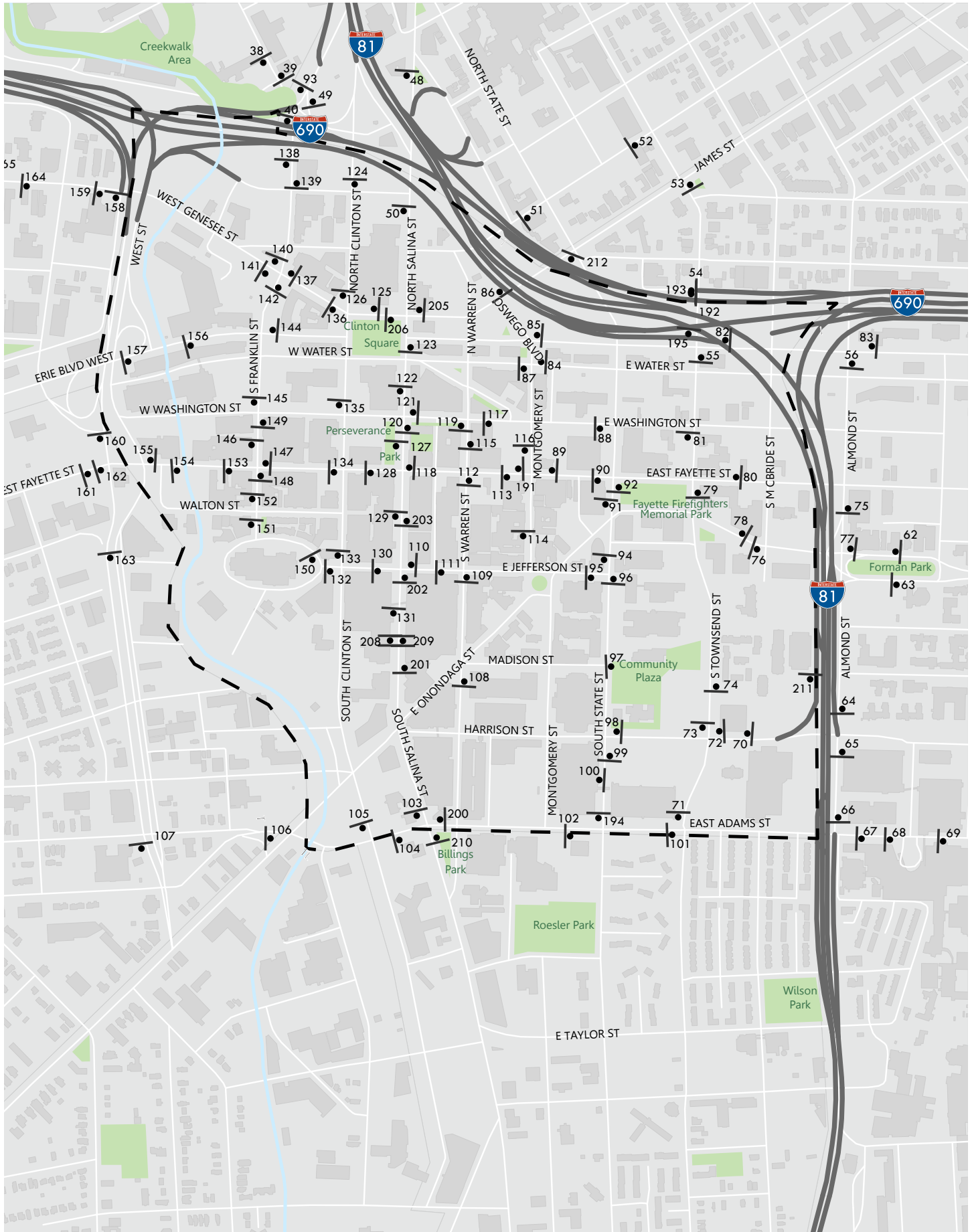
# Appendix

# B

## Previous Study Recommendations



# 2014 Wayfinding Map - Downtown Locations Only



**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
1	Wayfinding	Zoo	Left	Syracuse Harbor & Amphitheater	Left	*	*	Destiny	Left	*	*	Replace	Remove existing Zoo and Destiny USA guide signs and install new Wayfinding Sign in the location of the Destiny USA sign. Leave existing NBT Bank Stadium Sign.
2	Wayfinding	Zoo	Right	Syracuse Harbor & Amphitheater	Right	*	*	Destiny	Up	*	*	Replace	Remove existing Zoo guide sign and install new Wayfinding Sign.
3	Wayfinding	Syracuse Harbor & Amphitheater	Right	Zoo	Right	Downtown/ University Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
4	Wayfinding	Syracuse Harbor & Amphitheater	Up	Zoo	Up	Downtown/ University Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
5	Gateway Sign	*	*	*	*	*	*	*	*	*	*	Add	Install a "Welcome to Syracuse" sign across from Train & Bus Station driveway to welcome visitors to Syracuse.
6	Wayfinding	Syracuse Harbor & Amphitheater	Left	Zoo	Left	Downtown/ University Hill	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
7	Wayfinding	Downtown/ University Hill	Left	Syracuse Harbor & Amphitheater	Left	Zoo	Left	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
8	Wayfinding	Syracuse Harbor & Amphitheater	Right	Downtown/ University Hill	Right	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
9	Wayfinding	Syracuse Harbor & Amphitheater	Right	Zoo	Right	Downtown/ University Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
10	Gateway Sign	*	*	*	*	*	*	*	*	*	*	Replace	Replace existing Welcome to Syracuse sign with a larger gateway sign. Consider improving façade of Railroad Bridge with public art. Refer to Rochester Case Study examples.
11	Wayfinding	Downtown/ University Hill	Left	Syracuse Harbor & Amphitheater	Left	Zoo	Left	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
12	Wayfinding	Downtown/ University Hill	Right	Syracuse Harbor & Amphitheater	Right	Zoo	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
13	Wayfinding	Downtown/ University Hill	Up	Syracuse Harbor & Amphitheater	Up	Zoo	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
14	Wayfinding	Zoo	Right	Syracuse Harbor & Amphitheater	Up	Downtown/ University Hill	Up	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign.
15	Wayfinding	Zoo	Up	Syracuse Harbor & Amphitheater	Left	*	*	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign. Place sign before Solar Street.
16	Wayfinding	Zoo	Left	*	*	*	*	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
17	Wayfinding	Syracuse Harbor & Amphitheater	Right	Franklin Square	Right	Little Italy	Left	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
18	Wayfinding	Zoo	Up	Syracuse Harbor & Amphitheater	Left	Creekwalk	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
19	Wayfinding	Zoo	Left	*	*	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign. Place sign south of Liberty Street intersection. Remove existing Zoo Guide sign at northwest corner of Spencer Street and Bear Street.
20	Wayfinding	Zoo	Right	Syracuse Harbor & Amphitheater	Right	*	*	*	*	Airport (I-5)	Up	Replace	Remove existing Zoo guide sign and install new Wayfinding Sign.
21	Wayfinding	Zoo	Right	Syracuse Harbor & Amphitheater	Up	*	*	*	*	*	*	Replace	Remove existing Zoo guide sign at southwest corner of Geddes Street and Spencer Street. Place new wayfinding sign in advance of intersection per MUTCD guidelines.
22	Wayfinding	Zoo	Left	Downtown	Left	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
23	Wayfinding	Syracuse Harbor & Amphitheater	Up	Creekwalk	Up	*	*	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
24	Wayfinding	Syracuse Harbor & Amphitheater	Right	Creekwalk	Right	*	*	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
25	Wayfinding	Syracuse Harbor & Amphitheater	Up	Creekwalk	Up	Franklin Square	Left	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
26	Wayfinding	Syracuse Harbor & Amphitheater	Left	Creekwalk	Left	*	*	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
27	Wayfinding	Syracuse Harbor & Amphitheater	Right	Creekwalk	Right	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
28	Wayfinding	Syracuse Harbor & Amphitheater	Right	Creekwalk	Right	Downtown/ University Hill	Up	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign.
29	Wayfinding	Franklin Square	Right	Downtown/ University Hill	Right	Little Italy	Right	Destiny	Left	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign.
30	Wayfinding	Syracuse Harbor & Amphitheater	Left	Creekwalk	Left	*	*	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.

**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
31	Wayfinding	Little Italy	Left	Franklin Square	Up	Downtown/ University Hill	Up	*	*	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
32	Wayfinding	Syracuse Harbor & Amphitheater	Right	Creekwalk	Right	Franklin Square	Left	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
33	Wayfinding	Syracuse Harbor & Amphitheater	Up	Creekwalk	Up	Little Italy	Right	Destiny	Up	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign.
34	Post Office (RM-110)	Post Office	Right	*	*	*	*	*	*	*	*	Add	Install a post office symbol sign (RM-110). No sign exists.
35	Post Office (RM-110)	Post Office	Left	*	*	*	*	*	*	*	*	Replace	Replace old post office sign with new sign.
36	Wayfinding	Syracuse Harbor & Amphitheater	Right	Post Office	Right	*	*	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
37	Wayfinding	Downtown/ University Hill	Left	Clinton Square	Left	Armory Square/ MOST	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
38	Wayfinding	Downtown/ University Hill	Up	Clinton Square	Up	Armory Square/ MOST	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
39	Wayfinding	Syracuse Harbor & Amphitheater	Up	Post Office	Up	*	*	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
40	Gateway Sign	Welcome to Downtown	*	*	*	*	*	*	*	*	*	Add	Add a "Welcome to Downtown Syracuse" gateway sign. Consider improving façade of bridge with public art. Refer to Rochester Case Study Example.
41	Wayfinding	Open Hand Theater	Right	Downtown	Right	*	*	*	*	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign.
42	Wayfinding	Syracuse Harbor & Amphitheater	Left	Franklin Square	Left	*	*	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
43	Wayfinding	Downtown	Up	Clinton Square	Up	Franklin Square	Right	*	*	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
44	Wayfinding	Open Hand Theater	Left	Downtown	Right	*	*	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign.
45	H (D9-2)	H (D9-2)	Up	*	*	*	*	*	*	*	*	Add	No sign exists.
46	H (D9-2)	H (D9-2)	Right	*	*	*	*	*	*	*	*	Add	No sign exists.
47	Wayfinding	Syracuse Harbor & Amphitheater	Left	Franklin Square	Left	Open Hand Theater	Up	Destiny	Up	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign.
48	Gateway Sign	Welcome to Downtown Syracuse	Up	*	*	*	*	*	*	*	*	Add	Add a "Welcome to Downtown Syracuse" gateway sign. Consider improving façade of bridge with public art. Refer to Rochester Case Study Examples. Also, this area serves as a gateway from I-81 Exit 19 off-ramp. Consider beautifying area around the off-ramp with public art and gateway signage.
49	Wayfinding	Franklin Square	Up	Armory Square/ MOST	Left	Little Italy	Right	Destiny	Up	H (D9-2)	Right	Add	Place sign in median at bottom of the ramp.
50	Wayfinding	Clinton Square	Up	Hanover Square	Up	Landmark Theater	Up	*	*	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
51	H (D9-2)	H (D9-2)	Up	*	*	*	*	*	*	*	*	Replace	Replace existing "H" sign.
52	H (D9-2)	H (D9-2)	Left	*	*	*	*	*	*	*	*	Replace	Replace existing "H" sign.
53	H (D9-2)	H (D9-2)	Up	*	*	*	*	*	*	*	*	Add	No sign exists.
54	Wayfinding	Downtown/ Clinton Square	Left	Oncenter/ Everson Museum	Left	Erie Canal Museum	Left	*	*	H (D9-2)	St. Joseph's Hospital - Right	Replace	Replace Everson and Clinton Square signs with a wayfinding sign. Co-locate an "H" D9-2 sign with an Auxiliary Name Sign (for St. Joseph's Hospital) with a right arrow to the wayfinding sign.
55	Wayfinding	Clinton Square	Left	Erie Canal Museum	Left	City Hall	Left	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital".
56	Wayfinding	Clinton Square	Left	Erie Canal Museum	Left	City Hall	Left	*	*	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital".
57	College Sign NYM8-5	Syracuse University	Left	SUNY E.S.F.	Left	SUNY Upstate	Left	*	*	*	*	Add	No sign exists. Install a General Symbol Information Sign NYM8-5 and list S.U., Upstate, and E.S.F.
58	College Sign NYM8-5	Syracuse University	Up	SUNY E.S.F.	Up	SUNY Upstate	Up	*	*	*	*	Add	No sign exists. Install a General Symbol Information Sign NYM8-5 and list S.U. and E.S.F.
59	College Sign NYM8-5	Syracuse University	Right	SUNY E.S.F.	Right	SUNY Upstate	Right	*	*	*	*	Add	No sign exists. Install a General Symbol Information Sign NYM8-5 and list S.U. and E.S.F.
60	College Sign NYM8-5	Syracuse University	Left	SUNY E.S.F.	Left	SUNY Upstate	Left	*	*	*	*	Add	No sign exists. Install a General Symbol Information Sign NYM8-5 and list S.U. and E.S.F.
61	Wayfinding	Downtown	Up	Armory Square/ MOST	Up	Oncenter/ Everson Museum	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
62	Wayfinding	Downtown	Up	Armory Square/ MOST	Up	Oncenter/ Everson Museum	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
63	Wayfinding	Syracuse Stage	Up	University Hill	Up	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.



**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
64	Wayfinding	Armory Square/ MOST	Up	Clinton Square	Up	Erie Canal Museum	Up	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Name Sign to "H" stating "St. Joseph's Hospital".
65	Wayfinding	Downtown/ Oncenter/ Everson Museum	Left	Armory Square/ MOST	Up	Clinton Square	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Name Sign to "H" stating "St. Joseph's Hospital". If "Downtown" doesn't fit on the sign remove it as necessary and be sure the legend now reads "Oncenter/ Everson Museum". This study recommends replacing the overhead signs owned by NYSDOT to say "Downtown" so it may not be necessary to list Downtown on the wayfinding sign.
66	Wayfinding	Downtown/ Oncenter/ Everson Museum	Up	Armory Square/ MOST	Up	Clinton Square	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Name Sign to "H" stating "St. Joseph's Hospital". If "Downtown" doesn't fit on the sign remove it as necessary and be sure the legend now reads "Oncenter/ Everson Museum". This study recommends replacing the overhead signs owned by NYSDOT to say "Downtown" so it may not be necessary to list Downtown on the wayfinding sign.
67	College Sign NYM8-5	SUNY Upstate Medical University	Right	Syracuse University	Up	SUNY E.S.F.	Up	*	*	*	*	Add	Remove existing "H" sign and replace with a General Symbol Information Sign NYM8-5 with three Name Auxiliary Signs for each listed college.
68	H (D9-2)	Upstate	Right	Crouse	Up	VA	UP	*	*	*	*	Add	Remove existing "H" sign and install a new General Service Sign D9-2. List hospital names on Name Auxiliary Signs. If possible, co-locate "P" parking sign with left Arrow Auxiliary Sign for SUNY Upstate Medical University.
69	College Sign NYM8-5	Syracuse University	Right	SUNY E.S.F.	Right	*	*	*	*	*	*	*	No sign exists. Install a wayfinding sign.
70	Wayfinding	Oncenter/ Everson Museum	Up	Courthouse/ Justice Center	Up	Syracuse Tech Garden	Up	*	*	H (D9-2)	See note.	Replace	Replace sign (Oncenter and Everson) with a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital" with a right arrow. Add Auxiliary signs for "Upstate", "Crouse", "VA" with a left arrow.
71	H (D9-2) & NYM8-5	H (D9-2) & NYM8-5	Left	*	*	*	*	*	*	*	*	Replace	Remove S.U. directional sign. Add auxiliary name signs to the H (D9-2) and the NYM8-5 signs.
72	Guide Sign (Replace with Gateway Sign)	Remove Sign & Replace with a Gateway Sign	*	*	*	*	*	*	*	*	*	Remove & Replace	Remove sign as it is redundant. It lists Oncenter, Everson. Replace with a Welcome to Downtown Syracuse sign. Refer to Rochester case study examples.
73	Wayfinding	Oncenter/ Everson Museum	Right	Courthouse/ Justice Center	Right	Syracuse Tech Garden	Right	*	*	H (D9-2) and NYM8-5	Up	Add	No sign exists. Install a wayfinding sign. Co-locate "H" and "General Symbol Information Sign NYM8-5" to wayfinding sign.
74	Wayfinding	Armory Square/ MOST	Up	Onondaga Historical Association	Up	Clinton Square	Up	Destiny	Up	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign.
75	Wayfinding	Armory Square/ MOST	Left	Clinton Square	Up	Erie Canal Museum	Up	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital".
76	Wayfinding	University Hill	Up	Syracuse Stage	Up	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
77	Gateway Sign	*	*	*	*	*	*	*	*	*	*	Add	Add a "Welcome to Downtown Syracuse" gateway sign. Consider public art. Refer to Rochester Case Study Examples for additional bridge façade treatment options.
78	Wayfinding	Oncenter/ Everson Museum	Left	Onondaga Historical Association	Right	Armory Square/ MOST	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
79	Wayfinding	Armory Square/ MOST	Left	Onondaga Historical Association	Left	Clinton Square	Up	Destiny	Left	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital".
80	Wayfinding	Armory Square/ MOST	Up	Onondaga Historical Association	Up	Landmark Theater	Up	*	*	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital".
81	Wayfinding	Armory Square/ MOST	Right	Oncenter/ Everson Museum	Up	Onondaga Historical Association	Right	*	*	H (D9-2) and NYM8-5	Up	Add	No sign exists. Install a wayfinding sign. Co-locate "H" and "General Symbol Information Sign NYM8-5" to wayfinding sign.
82	Wayfinding	Clinton Square	Up	Erie Canal Museum	Up	City Hall	Up	*	*	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign. Add Auxiliary Sign to "H" stating "St. Joseph's Hospital".
83	Gateway Sign	Welcome to Downtown Syracuse	*	*	*	*	*	*	*	*	*	Add	Add a "Welcome to Downtown Syracuse" gateway sign. Consider public art. Refer to Rochester Case Study Examples for additional bridge façade gateway enhancement options.
84	Wayfinding	City Hall	Left	Onondaga Historical Association	Left	Columbus Circle	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
85	Wayfinding	Clinton Square	Right	City Hall	Left	Onondaga Historical Association	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
86	Wayfinding	Clinton Square	Left	Little Italy	Left	Armory Square/ MOST	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
87	Wayfinding	Columbus Circle	Right	City Hall	Right	Onondaga Historical Association	Right	*	*	*	*	Add	No sign exists. Add new wayfinding sign.

**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
88	Wayfinding	Jazz Central	Up	Oncenter/ Everson Museum	Right	Courthouse/ Justice Center	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
89	Wayfinding	Onondaga Historical Association	Left	Armory Square/ MOST	Up	Landmark Theater	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
90	Wayfinding	Oncenter/ Everson Museum	Right	University Hill	Right	Courthouse/ Justice Center	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
91	Wayfinding	Courthouse/ Justice Center	Up	Oncenter/ Everson Museum	Up	University Hill	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
92	Wayfinding	Armory Square/ MOST	Left	Onondaga Historical Association	Left	Landmark Theater	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
93	Wayfinding	Armory Square/ MOST	Up	Franklin Square	Right	Syracuse Harbor & Amphitheater	Right	Destiny	Right	*	*	Add	Place sign after I-81 off ramp on Butternut St. Be sure that arrow to downtown directs motorists south on Franklin Street and not to West Street.
94	Wayfinding	Oncenter/ Everson Museum	Up	Courthouse/ Justice Center	Up	Columbus Circle	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
95	Wayfinding	Oncenter/ Everson Museum	Right	Justice Center	Right	University Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
96	Wayfinding	Columbus Circle	Left	Landmark Theater	Left	Armory Square/ MOST	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
97	Wayfinding	Oncenter/ Everson Museum	Right	University Hill	Right	Courthouse/ Justice Center	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
98	Wayfinding	Syracuse Tech Garden	Up	Courthouse/ Justice Center	Right	Armory Square/ MOST	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
99	Wayfinding	Courthouse/ Justice Center	Up	Landmark Theater	Up	Armory Square/ MOST	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
100	Wayfinding	Armory Square/ MOST	Right	Landmark Theater	Right	University Hill	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
101	Wayfinding	University Hill	Up	Armory Square/ MOST	Left	Onondaga Historical Association	Left	Destiny	Left	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign.
102	Wayfinding	Oncenter/ Everson Museum	Left	Courthouse/ Justice Center	Left	University Hill	Up	*	*	H (D9-2)	Up	Add	No sign exists. Install a wayfinding sign.
103	Wayfinding	Oncenter/ Everson Museum	Left	Courthouse/ Justice Center	Left	University Hill	Left	*	*	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
104	Wayfinding	Oncenter/ Everson Museum	Up	Centro Bus Hub	Up	University Hill	Up	*	*	H (D9-2); Post Office (RM-110); Library (I-8)	See note.	Add	No sign exists. Install a wayfinding sign. Collocate Hospital (D9-2) sign with arrow up; a Library (I-8) sign with arrow left; and a Post Office (RM-110) sign with an arrow left.
105	Wayfinding	Oncenter/ Everson Museum	Left	Centro Bus Hub	Left	University Hill	Left	*	*	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
106	Wayfinding	Oncenter/ Everson Museum	Up	Centro Bus Hub	Up	University Hill	Up	*	*	H (D9-2)	Up	Replace	Replace existing Oncenter sign with new wayfinding sign.
107	Wayfinding	Oncenter/ Everson Museum	Left	Centro Bus Hub	Left	University Hill	Left	*	*	H (D9-2)	Left	N/A	The existing overhead sign in this location references the Oncenter.
108	Wayfinding	Oncenter/ Everson Museum	Right	Courthouse/ Justice Center	Right	Landmark Theater	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
109	Wayfinding	Armory Square/ MOST	Left	Landmark Theater	Left	Onondaga Historical Association	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
110	Wayfinding	Armory Square/ MOST	Up	Landmark Theater	Right	Clinton Square	Right	*	*	Post Office (RM-110); Library (I-8)	Left	Add	No sign exists. Install a wayfinding sign. Collocate Library (I-8) and Post Office (RM-110) signs to wayfinding sign.
111	Wayfinding	Columbus Circle	Up	City Hall	Left	Onondaga Historical Association	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
112	Wayfinding	Armory Square/ MOST	Left	Onondaga Historical Association	Right	City Hall	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
113	Wayfinding	Onondaga Historical Association	Right	Oncenter/ Everson Museum	Up	University Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
114	Wayfinding	Armory Square/ MOST	Right	Oncenter/ Everson Museum	Left	Courthouse/ Justice Center	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.

**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
115	Wayfinding	Clinton Square	Left	City Hall	Right	Hanover Square	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
116	Wayfinding	Onondaga Historical Association	Up	Columbus Circle	Up	Oncenter/ Everson Museum	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
117	Wayfinding	City Hall	Up	NYS Office Building	Up	Onondaga Historical Association	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
118	Wayfinding	Armory Square/ MOST	Up	Clinton Square	Right	Landmark Theater	Left	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
119	Wayfinding	Hanover Square	Up	City Hall	Right	NYS Office Building	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
120	Wayfinding	City Hall	Right	Clinton Square	Up	Little Italy	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
121	Wayfinding	Clinton Square	Right	Little Italy	Right	Armory Square/ MOST	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
122	Wayfinding	Landmark Theater	Up	City Hall	Left	Onondaga Historical Association	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
123	Wayfinding	Erie Canal Museum	Right	Little Italy	Up	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
124	Wayfinding	Clinton Square	Up	Federal Building	Up	Landmark Theater	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
125	Wayfinding	Armory Square/ MOST	Up	Franklin Square	Up	Federal Building	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
126	Wayfinding	Federal Building	Up	Hanover Square	Left	Landmark Theater	Left	*	*	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign.
127	Wayfinding	University Hill	Left	Landmark Theater	Up	Armory Square/ MOST	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
128	Wayfinding	Clinton Square	Left	Landmark Theater	Right	University Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
129	Wayfinding	Armory Square/ MOST	Right	Columbus Circle	Left	Centro Bus Hub	Up	*	*	Post Office (RM-110); Library (I-8)	Up	Add	No sign exists. Install a wayfinding sign. Collocate Library (I-8) and Post Office (RM-110) signs to wayfinding sign.
130	Wayfinding	Columbus Circle	Up	Landmark Theater	Left	Centro Bus Hub	Right	*	*	Post Office (RM-110); Library (I-8)	Right	Add	No sign exists. Install a wayfinding sign. Collocate Library (I-8) and Post Office (RM-110) signs to wayfinding sign.
131	Wayfinding	Centro Bus Hub	Up	Oncenter/ Everson Museum	Up	University Hill	Up	*	*	Post Office (RM-110); Library (I-8)	Up	Add	No sign exists. Install a wayfinding sign. Collocate Library (I-8) and Post Office (RM-110) signs to wayfinding sign.
132	Wayfinding	Landmark Theater	Up	Columbus Circle	Up	Oncenter/ Everson Museum	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
133	Wayfinding	Oncenter/ Everson Museum	Up	Armory Square/ MOST	Right	Landmark Theater	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
134	Wayfinding	Landmark Theater	Up	Clinton Square	Up	University Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
135	Wayfinding	Armory Square/ MOST	Up	Landmark Theater	Up	Oncenter/ Everson Museum	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
136	Wayfinding	Federal Building	Right	Landmark Theater	Up	Little Italy	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
137	Wayfinding	Armory Square/ MOST	Left	Franklin Square	Right	Syracuse Harbor & Amphitheater	Right	Destiny	Right	H (D9-2)	Right	Add	No sign exists. Install a wayfinding sign and attach a hospital sign.
138	Wayfinding	Clinton Square	Up	Armory Square/ MOST	Up	University Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
139	Wayfinding	Franklin Square	Up and Left	Syracuse Harbor & Amphitheater	Up and Left	Little Italy	Up and Right	Destiny	Up and Left	H (D9-2)	Up and Right	Add	No sign exists. Install a wayfinding sign.
140	Wayfinding	Clinton Square	Left	Armory Square/ MOST	Up	University Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
141	Wayfinding	Clinton Square	Up	University Hill	Right	Armory Square/ MOST	Right	Destiny	Left	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
142	Wayfinding	Clinton Square	Right	Franklin Square	Up	Syracuse Harbor & Amphitheater	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
143	Wayfinding	Zoo	Up	Tipp Hill	Up	Syracuse Harbor & Amphitheater	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
144	Wayfinding	Zoo	Up	Armory Square/ MOST	Left	Syracuse Harbor & Amphitheater	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
145	Wayfinding	Armory Square/ MOST	Up	University Hill	Up	Federal Building	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.



**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
146	Wayfinding	Armory Square/ MOST	Up	University Hill	Left	Zoo	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
147	Wayfinding	Armory Square/ MOST	Left	Zoo	Up	Syracuse Harbor & Amphitheater	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
148	Wayfinding	Syracuse Harbor & Amphitheater	Up	Zoo	Left	University Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
149	Wayfinding	Clinton Square	Up	Franklin Square	Up	Syracuse Harbor & Amphitheater	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
150	Wayfinding	Landmark Theater	Left	Columbus Circle	Left	Oncenter/ Everson Museum	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
151	Wayfinding	MOST	Up	Landmark Theater	Left	Oncenter/ Everson Museum	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
152	Wayfinding	MOST	Up	Landmark Theater	Up	Oncenter/ Everson Museum	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
153	Wayfinding	Armory Square/MOST	Right	Landmark Theater	Up	University Hill	Up	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
154	Existing Guide Sign	*	*	*	*	*	*	*	*	*	*	Remove	Remove existing Armory Square Guide Sign (co-located to traffic light pole).
155	Wayfinding	Zoo	Up	Tipp Hill	Up	Oncenter/ Everson Museum	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
156	Wayfinding	Clinton Square	Up	Armory Square/ MOST	Right	Syracuse Harbor & Amphitheater	Left	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
157	Gateway Sign	*	*	*	*	*	*	*	*	*	*	Add	Add a "Welcome to Downtown Syracuse" gateway sign. Consider public art. Refer to Rochester Case Study Examples for additional gateway treatment options.
158	Wayfinding	Zoo	Right	Clinton Square	Left	Armory Square/ MOST	Left	*	*	H (D9-2)	Left	Add	Install a wayfinding sign. This location contains existing a gateway sign. Consider bridge as a gateway into Downtown and reference Rochester Case Study Examples. Remove Zoo guide sign from exit ramp.
159	Gateway Sign	*	*	*	*	*	*	*	*	*	*	Replace	Replace existing Downtown gateway sign to match new gateway signs. Consider improving façade of bridge with public art. Refer to Rochester Case Study Examples.
160	Wayfinding	Armory Square/ MOST	Left	Landmark Theater	Left	Oncenter/ Everson Museum	Up	*	*	H (D9-2)	Up	Replace	Replace existing Armory Square sign with a wayfinding sign.
161	Wayfinding	Downtown	Up	Armory Square/ MOST	Up	Oncenter/ Everson Museum	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
162	Gateway Sign	*	*	*	*	*	*	*	*	*	*	Add	Add a "Welcome to Downtown Syracuse" gateway sign. Consider improving façade of bridge with public art. Refer to Rochester Case Study Examples.
163	Wayfinding	Oncenter/ Everson Museum	Up	Centro Bus Hub	Up	University Hill	Up	*	*	H (D9-2)	Up	Replace	Remove existing Oncenter guide sign that is located in center median of West Street and replace with wayfinding sign on right hand side of the road.
164	Wayfinding	Downtown	Up	Clinton Square	Up	Armory Square/ MOST	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
165	Wayfinding	Zoo	Up	Syracuse Harbor & Amphitheater	Up	*	*	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
166	Wayfinding	Zoo	Left	Syracuse Harbor & Amphitheater	Right	*	*	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
167	Wayfinding	Downtown	Right	Clinton Square	Right	Syracuse Harbor & Amphitheater	Up	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.
168	Wayfinding	Zoo	Up	Downtown	Left	Clinton Square	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
169	Wayfinding	Zoo	Left	Syracuse Harbor & Amphitheater	Right	Downtown	Left	Destiny	Right	Airport (I-5)	Right	Add	No sign exists. Install a wayfinding sign. Add Airport I-5 sign to future Wayfinding Sign.
170	Wayfinding	Zoo	Right	Downtown	Up	Clinton Square	Up	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
171	Wayfinding	Zoo	Up	Downtown	Left	Clinton Square	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
172	Wayfinding	Zoo	Left	Tipp Hill	Left	Syracuse Harbor & Amphitheater	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
173	Wayfinding	Zoo	Left	Tipp Hill	Up	Syracuse Harbor & Amphitheater	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
174	Wayfinding	Zoo	Up	Tipp Hill	Right	Armory Square/ MOST	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
175	Wayfinding	Downtown	Right	Armory Square/ MOST	Right	Oncenter/ Everson Museum	Right	Destiny	Up	*	*	Add	No sign exists. Install a wayfinding sign.

**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

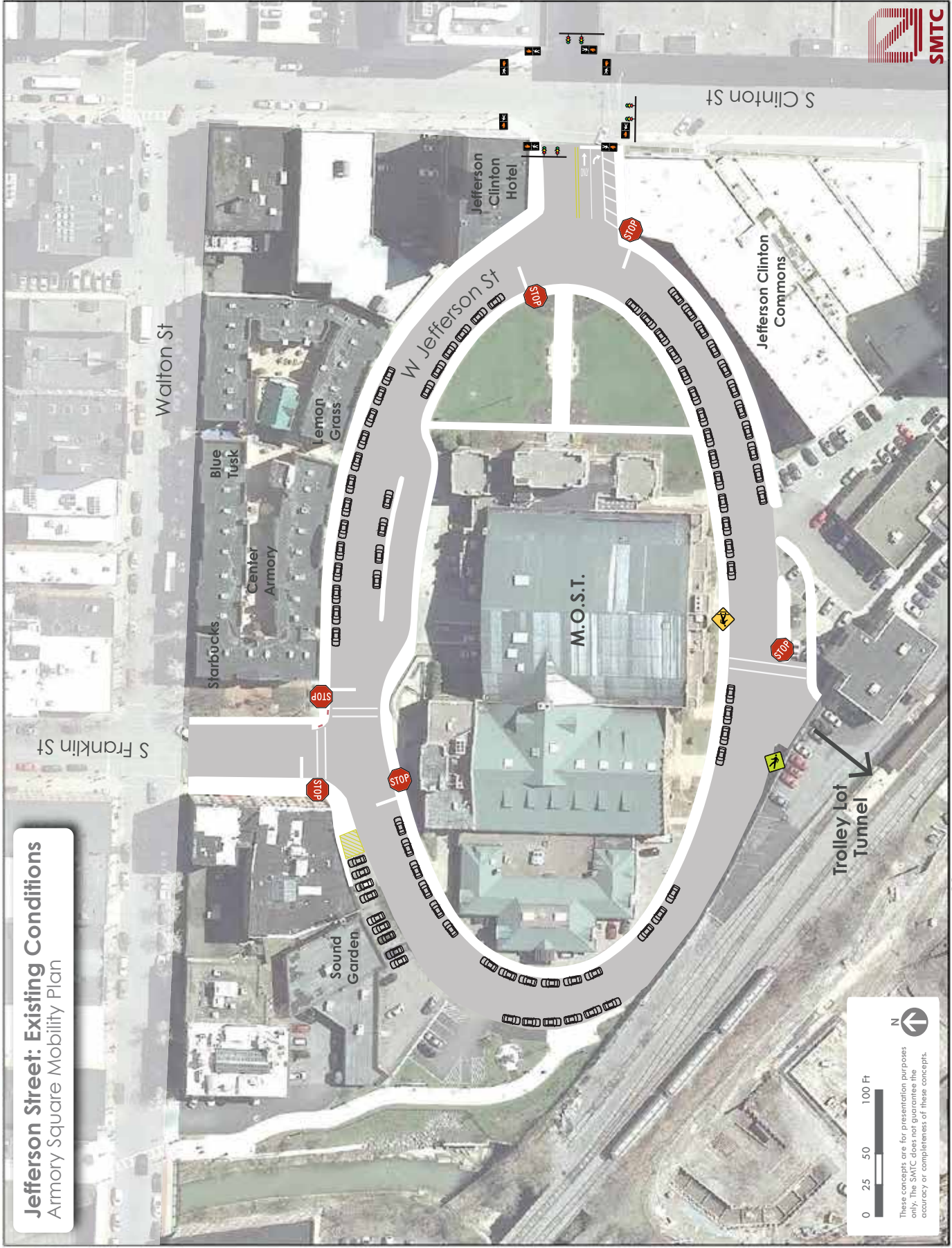
Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
176	Wayfinding	Zoo	Right	Burnet Park/Golf Course	Right	*	*	*	*	*	*	Replace	Remove existing Zoo Guide sign at northwest corner of Geddes Street and Seymour Street. Place new wayfinding sign in advance of intersection per MUTCD guidelines.
177	Wayfinding	Zoo	Right	Burnet Park/Golf Course	Right	Tipp Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
178	Wayfinding	Zoo	Left	Burnet Park/Golf Course	Up	Tipp Hill	Up	*	*	*	*	Replace	Remove existing Zoo Guide sign and replace with a wayfinding sign.
179	Wayfinding	Downtown	Right	Armory Square/ MOST	Right	Oncenter/ Everson Museum	Right	Destiny	Right	*	*	Add	No sign exists. Install a wayfinding sign.
180	Wayfinding	Burnet Park	Left	Golf Course	Left	Tipp Hill	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
181	Wayfinding	Burnet Park	Right	Golf Course	Right	Zoo	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
182	Wayfinding	Zoo	Right	Burnet Park	Right	Golf Course	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
183	Wayfinding	Zoo	Up	Burnet Park	Up	Golf Course	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
184	Wayfinding	Zoo	Up	Burnet Park	Up	Golf Course	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign in front of Brooklyn Pickle.
185	Wayfinding	Burnet Park Entrance	Left	Golf Course Entrance	Left	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
186	Wayfinding	Zoo	Left	Burnet Park/Golf Course	Left	Tipp Hill	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
187	Wayfinding	Zoo	Right	Burnet Park/Golf Course	Right	Tipp Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
188	Wayfinding	Burnet Park/Golf Course	Up	Zoo	Left	Tipp Hill	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
189	Wayfinding	Zoo	Up	Burnet Park	Up	Golf Course	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
190	Wayfinding	Burnet Park	Left	Golf Course	Left	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
191	Existing Guide Sign	*	*	*	*	*	*	*	*	*	*	Remove	Remove existing "Clinton Square" guide sign.
192	College Sign NYM8-5	Syracuse University	Left	SUNY Upstate Medical University	Left	SUNY ESF	Left	*	*	N/A	N/A	Add	No sign exists. Install a General Symbol Information Sign NYM8-5 with three Name Auxiliary Signs for each listed college.
193	H (D9-2)	Upstate	Left	Crouse	Left	VA	Left	*	*	N/A	N/A	Add	No sign exists. Install a General Service "H" Sign (D9-2) and hospital name auxiliary signs.
194	Wayfinding	University Hill	Left	Centro Bus Hub	Right	Armory Square/ MOST	Right	Destiny	Left	H (D9-2)	Left	Add	No sign exists. Install a wayfinding sign.
195	Wayfinding	Downtown/ Clinton Square	Right	Erie Canal Museum	Right	Oncenter/ Everson Museum	Up	*	*	H (D9-2) and NYM8-5	Up	Replace	Remove "Clinton Square" sign from corner of Water and Townsend. Install new wayfinding sign at northwest corner of Erie and Townsend. Co-locate "H" and "College Sign" to new sign.
196	Wayfinding	Downtown	Left	Armory Square/ MOST	Left	Oncenter/ Everson Museum	Left	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
197	Wayfinding	Downtown	Left	Armory Square/ MOST	Left	Oncenter/ Everson Museum	Left	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
198	Wayfinding	Downtown	Up	Clinton Square	Up	Zoo	Right	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
199	Wayfinding	Downtown	Up	Armory Square/ MOST	Up	Zoo	Right	Destiny	Left	*	*	Add	No sign exists. Install a wayfinding sign.
200	Wayfinding	Landmark Theater	Right	Armory Square/ MOST	Right	Clinton Square	Right	*	*	Post Office (RM-110); Library (I-8)	Right	Add	No sign exists. Install a wayfinding sign. Collocate Library (I-8) and Post Office (RM-110) signs to wayfinding sign.
201	Wayfinding	Landmark Theater	Up	Armory Square/ MOST	Up	Clinton Square	Up	*	*	Post Office (RM-110); Library (I-8)	Up	Add	No sign exists. Install a wayfinding sign. Collocate Library (I-8) and Post Office (RM-110) signs to wayfinding sign.
202	Wayfinding	Armory Square/ MOST	Left	Columbus Circle	Right	Clinton Square	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
203	Wayfinding	Clinton Square	Up	Onondaga Historical Association	Right	University Hill	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
204	Wayfinding	Zoo	Left	*	*	*	*	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
205	Wayfinding	Armory Square/ MOST	Up	Little Italy	Right	Hanover Square	Left	*	*	*	*	Add	No sign exists. Install a wayfinding sign.

**Table 1. (City) Wayfinding Sign Recommendations for City Roadways (See Map 1)**

Sign Number	Type	Destination 1	D1 Arrow	Destination 2	D2 Arrow	Destination 3	D3 Arrow	Destination 4	D4 Arrow	Col- locate Guide Sign	Arrow	Replace, Add, Remove	NOTES* (*When "replacing" local guide signs with wayfinding signs - please note the suggested placement of new wayfinding sign on the corresponding map. The new sign is not always suggested to be replaced in the same location.)
206	Wayfinding	Little Italy	Left	Hanover Square	Right	Landmark Theater	Right	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
207	Wayfinding	Zoo	Up	Tipp Hill	Up	Syracuse Harbor & Amphitheater	Up	*	*	*	*	Add	No sign exists. Install a wayfinding sign.
208	Post Office (RM-110)	*	*	*	*	*	*	*	*	*	*	Add	No sign exists. Install a double-sided Post Office sign in front of the Post Office building.
209	Library (I-8)	*	*	*	*	*	*	*	*	*	*	Add	No sign exists. Install a double-sided Library sign in front of the Library.
210	Gateway Sign	Welcome to Downtown Syracuse	*	*	*	*	*	*	*	*	*	Add	No sign exists. Install a "Welcome to Syracuse" Gateway Sign. Review Rochester case study examples.
211	Guide Sign	"Discovery Trail Sign Assembly"	*	*	*	*	*	*	*	*	*	Remove	Remove old "Discovery Trail" sign assembly from I-81 off-ramp.
212	Gateway Sign	Welcome to Downtown Syracuse	*	*	*	*	*	*	*	*	*	Add	No sign exists. Install a "Welcome to Syracuse" Gateway Sign. Review Rochester case study examples. Consider placing sign between James Street and State Street at the southwest corner of the intersection against the bridge abutments. The bridge facades could be improved with public art and lighting to become a more welcoming gateway into downtown from James Street and from State Street. See Rochester case study examples.



**Jefferson Street: Existing Conditions**  
Armory Square Mobility Plan

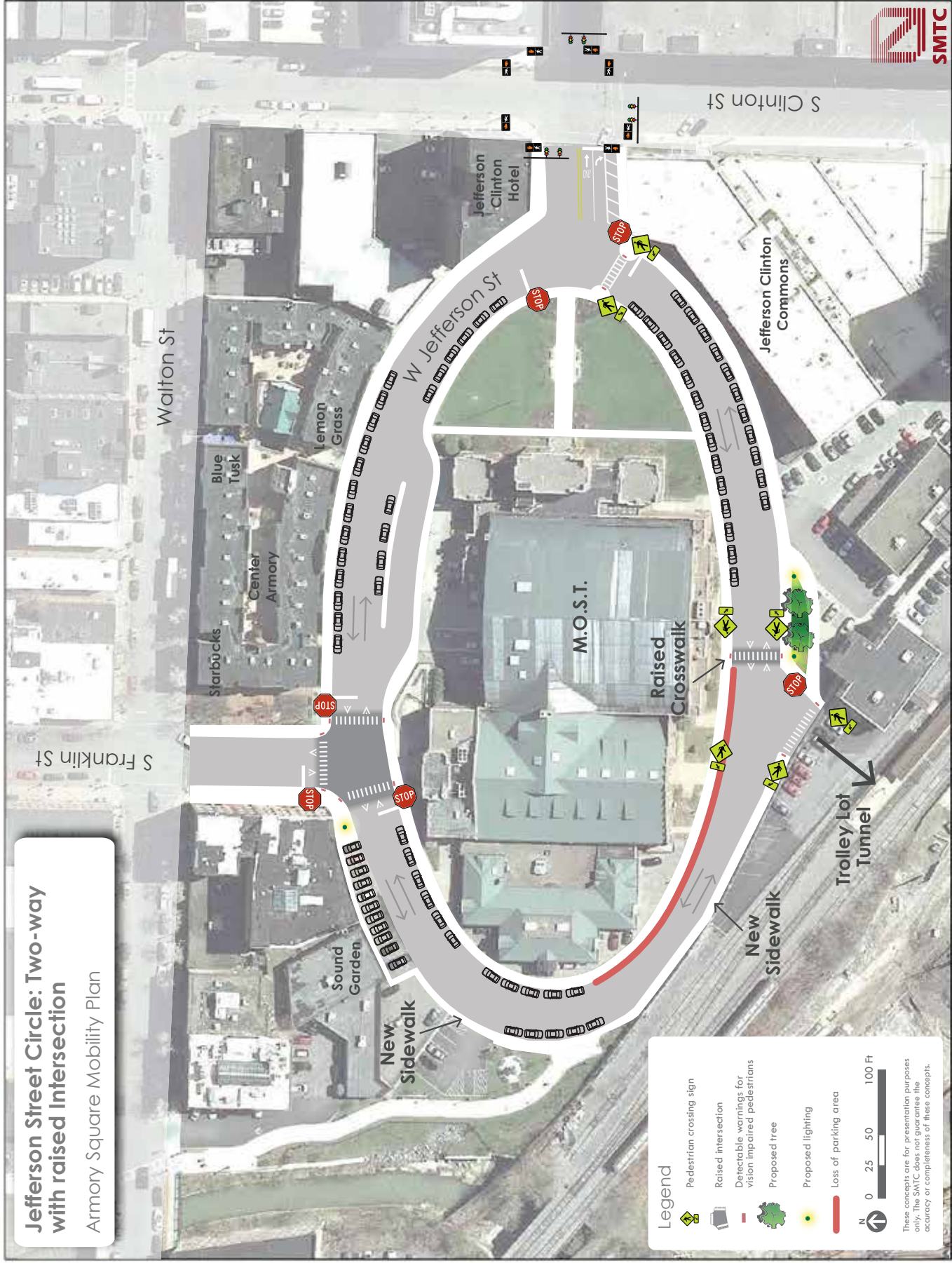


**Armory Square Mobility Plan - Jefferson Street Circle Existing Conditions**









# Jefferson Street Circle: Two-way with raised intersection

Armory Square Mobility Plan



### Legend

-  Pedestrian crossing sign
-  Raised intersection
-  Detectable warnings for vision impaired pedestrians
-  Proposed tree
-  Proposed lighting
-  Loss of parking area

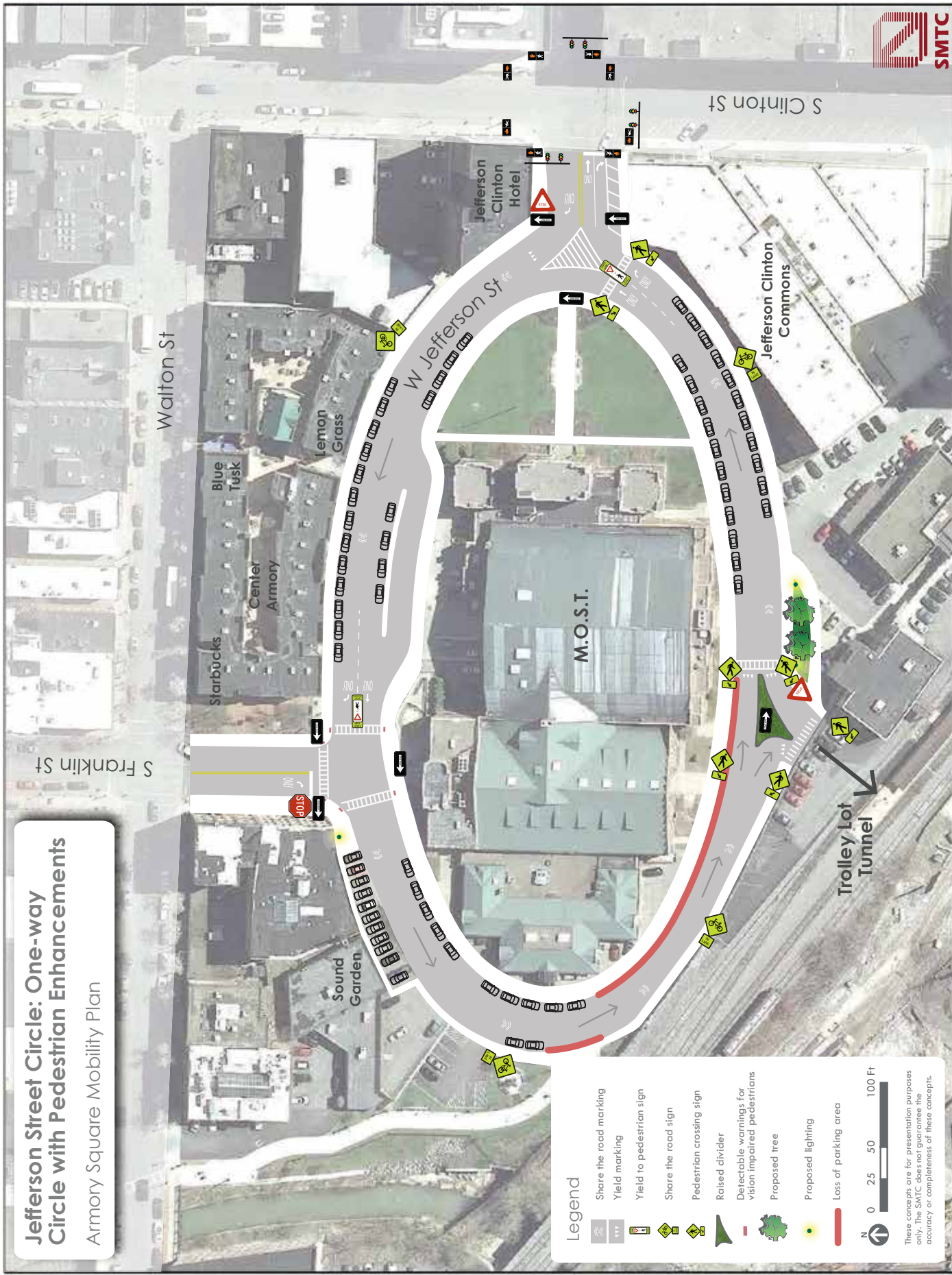


These concepts are for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of these concepts.

## Armory Square Mobility Plan - Jefferson Street Circle Design Scenario 1



**Jefferson Street Circle: One-way Circle with Pedestrian Enhancements**  
 Armory Square Mobility Plan



**Legend**

- Share the road marking
- Yield marking
- Yield to pedestrian sign
- Share the road sign
- Pedestrian crossing sign
- Raised divider
- Detectable warnings for vision impaired pedestrians
- Proposed tree
- Proposed lighting
- Loss of parking area



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# Downtown Syracuse Two-Way Feasibility Study - Preferred Alternative 2B



# Appendix

# C

## Existing Parking Facility Mapping



# Downtown Syracuse Public Parking

**Parking Management Contact Information**

CBD Companies	315-295-1900	LAZ Parking	
CNY Parking	315-278-0964		Phone: 315-807-9972
Central Parking	315-471-0010		Email: Syracuse@LAZparking.com
Dey's Plaza LLC	315-466-2401	Lewis & Tanner	315-476-8351
Downtown Com.	315-422-8284	Oncenter	315-435-8086
The Galleries	315-475-5351	SP+ Parking	844-472-7577
Horn Companies	315-569-4345	Syracuse Parking	315-471-7275
Joyce Parking	202-870-4723	Valet of Syracuse	315-426-2624
JWP Commercial	315-423-9390	AAA Parking	404-525-5959



\*Parking information and rates are subject to change.

	NAME	# of SPACES	MANAGEMENT	HOURLY RATES	DAILY RATES	MONTHLY RATES	24-HR?
1	National Grid Lot*	200	Downtown Committee	--	\$8.00 (\$12.00 for events)	--	No
2	Herald Commons Lot	100	Horn Companies	--	\$5.00	-	No
3	One Herald Place Lot*	98	Downtown Committee	--	\$5.00	\$60.00	Yes
4	100 Clinton Sq.	220	JWP Commercial	\$3.00	\$6.00	\$75-\$81, \$90 overnight	Yes
5	Warren Street Lot	50	Valet of Syracuse	Monthly only: \$50/nights & weekends, \$65/weekdays			
6	Washington St. Garage	1,250	LAZ Parking	\$2.00 (\$8/12hr)	\$15/24hr	\$90-\$125	Close: 10pm M-Th 3am Fri-Sat.
7	Federal Lot	170	SP+	\$4-9	\$4-9	\$99.00	Yes
8	The Treasury Building Garage	520	Joyce Parking		\$15	\$140.00	Close: 10 PM M-F; 24 hrs Sat.; 8 PM Sun
9	State/Water Lot	260	Syracuse Parking Services	--	\$8.00	\$82.00	Yes
10	McBride/Water Street Lot	75	Syracuse Parking Services	--	\$5.00	\$50.00	Yes
11	Atrium Garage	800	Syracuse Parking Services	0-15 minutes: Free, 15-60 minutes: \$5, 1 hour to 3 hours: \$8, 3 hours to 24 hours: \$12, Event rate: \$15, Lost ticket: \$25		\$114-\$135	Yes
12	City Lot #21	70	Metered	\$2.00	--	--	Yes
13	Key Lot	100	Syracuse Parking Services	\$6.00	\$12.00	\$110-\$130	Yes
14	City Hall Lot	80	Syracuse Parking Services	--	\$14	\$120.00	No
15	Lewis & Tanner Lot	20	Lewis & Tanner	--	--	\$70.00	Yes
16	Center Armory Garage	104	LAZ Parking	\$5.75	\$7.75	\$119-\$135	Close: 10pm M-Th 3am Fri-Sat.
17	Fayette-Clinton Lot	77	Syracuse Parking Services	--	\$12.00	\$124.00	Yes
18	Clinton Street (Armory) Garage	280	Syracuse Parking Services	0-15 minutes: Free, 15-60 minutes: \$5, 1 hour to 3 hours: \$8, 3 hours to 24 hours: \$12, Event rate: \$15, Lost ticket: \$25		\$90-\$125	Fayette St. door open until 9pm Franklin St. door open until 10pm
19	Barclay Damon Garage	375	CBD Companies	--	\$15.00	\$140.00	No
20	Fayette Street Garage	575	LAZ Parking	\$5.75	\$7.75	\$90	No
21	One Park Place Lot	100	Syracuse Parking Services	\$6.00	\$12.00	\$130	No
22	Presidential Plaza Lot	300	Syracuse Parking Services	--	\$14.00	--	Yes
23	Trolley Lot	427	LAZ Parking	--	\$5.35	\$65/nights & weekends, \$55/weekdays	Yes
24	Jefferson Clinton Commons	125	Valet of Syracuse	Monthly only: \$50/nights & weekends, \$65/weekdays			
25	Galleries Garage	175	The Galleries	\$7.00	\$7.00	--	Open: M-F
26	Galleries Lot	80	The Galleries	\$7.00	\$7.00	--	Yes
27	Equitable Towers Garage	550	LAZ Parking	\$5.75	\$7.75	\$102.00	Yes
28	County Lot "B"	100	LAZ Parking	--	--	\$72.00	Yes
29	Harrison Street Garage	1,345	AAA Parking	\$7	\$19.00	\$75.00	Yes
30	Syracuse Building Garage	140	Syracuse Parking Services	--	--	\$119.00	No
31	Montgomery Lot #2	100	Syracuse Parking Services	--	\$10.00	\$88.00	Yes
32	Convention Center Lot	285	Oncenter	--	\$7.50	--	Yes
33	Harrison Center	100	Syracuse Parking Services	--	\$25.00	--	No
34	Syracuse Building Lot	100	Syracuse Parking Services	--	--	\$93.00	Yes
35	Montgomery Lot #1	60	Syracuse Parking Services	--	\$10.00	\$88.00	Yes
36	City Center Garage	750	Syracuse Parking Services	--	\$12	\$155	Yes
37	Convention Center Garage	1,000	Oncenter	\$2.75	\$7.50	--	No

● Parking Garage  
○ Surface Lot

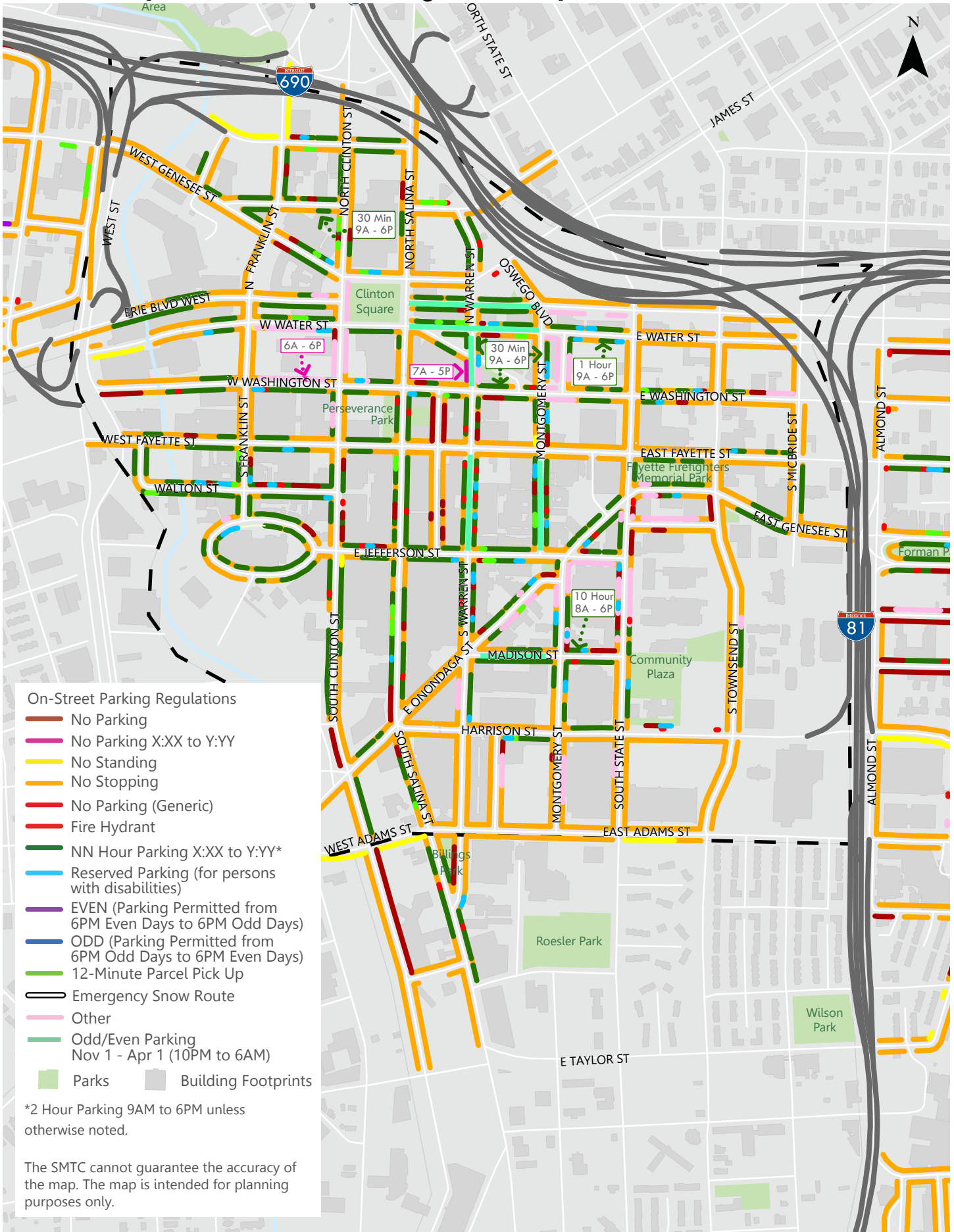
Updated 2/3/2025

\*\*Event Rate May Be Increased

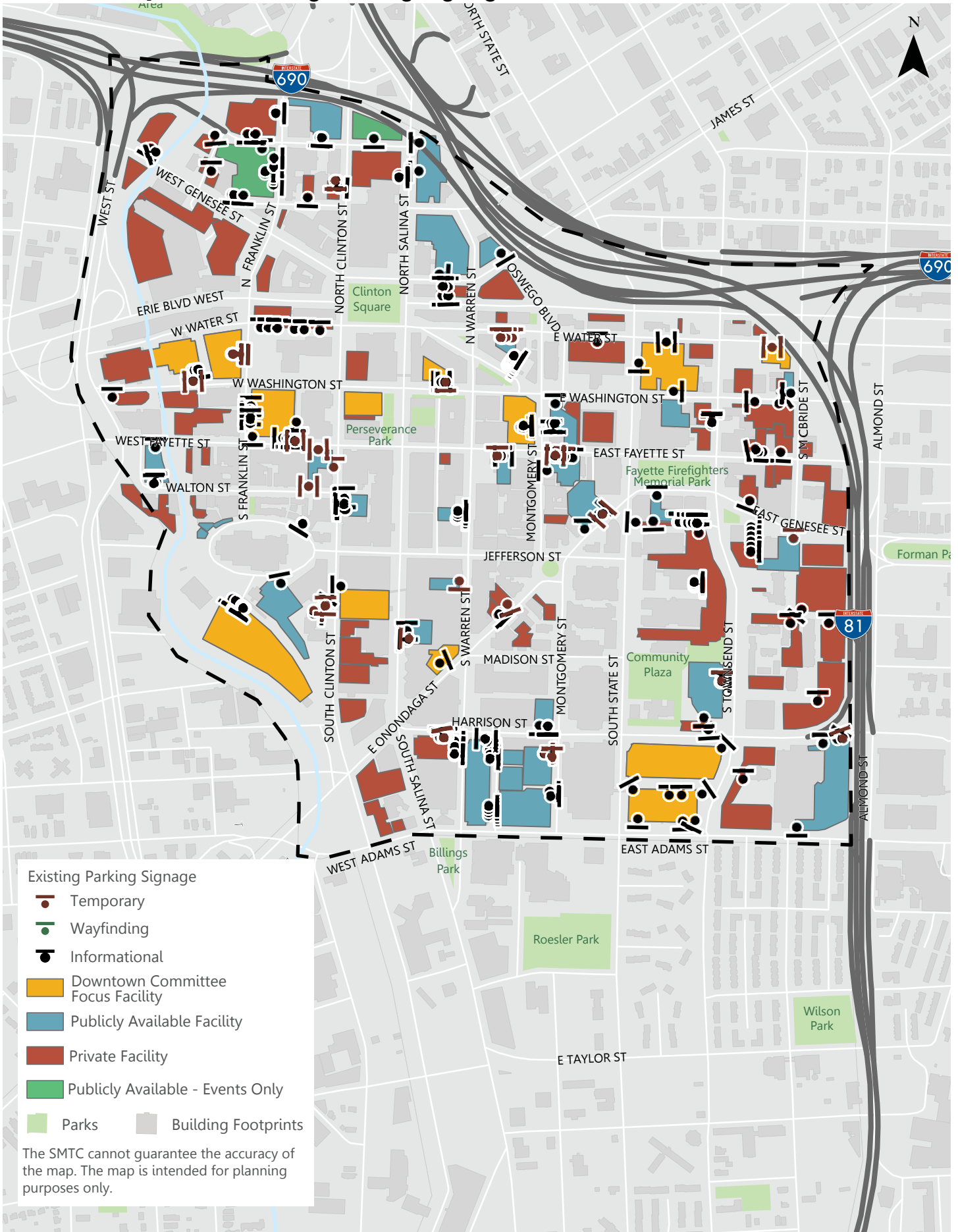
\*Lots open for events only



# Downtown Syracuse On-Street Parking Availability



# Downtown Syracuse Existing Parking Signage



# Appendix

# D

## Additional Visualizations





*16x16 sign by the Atrium Garage.*



*24x16 sign by the Atrium Garage.*





16x16 sign by City Lot #21.



24x16 sign by City Lot #21.





16x16 sign by the Treasury Garage.



24x16 sign by the Treasury Garage.





16x16 by the Washington St Garage.



24x16 by the Washington St Garage.