

# **APPENDIX A**

## **SAC MEETING #1 & PUBLIC INVOLVEMENT PLAN (PIP)**



## SMTC Greater Fayetteville Area Bicycle and Pedestrian Connections Study

SAC Meeting 1

October 31, 2023

### Meeting Notes

- Introductions (**See Appendix A for a full list of meeting participants**)
  - SMTC Staff
  - SAC Members
  - Consultant Team
  
- Review Project Goals
  - Identify safe on-road bike routes.
  - Provide connections to trails/parks.
  - Increase bike/pedestrian trips.
  
- Expected deliverables of the study
  - Public Involvement Plan (PIP)
  - SAC meeting minutes
  - Public engagement summaries
  - Draft report with maps and graphics
  - Final report with maps and graphics
    - The total study timeline is 12 months.
  
- PIP Review
  - The PIP, drafted by SMTC, will remain a draft throughout the study so that changes can be made to reflect the public engagement process as it happens.
  - This study will aim to engage the public whenever possible, through virtual and in-person meetings.
  - The Study Advisory Committee (SAC) meeting will typically not include members of the public. It is anticipated that there will be a total of five SAC meetings throughout the study.
  
- Public engagement
  - There will be two public meetings during the study that will coincide with the deliverables of Tasks 4 and 5. **See Appendix B for the study schedule.**



- SMTC and the consultant team will also work to engage community members through the Facebook page and the project website. A stakeholder “mailing list” will be developed to inform stakeholders of progress throughout the study.
  - The consultant team will develop an interactive web map and survey (to be hosted on the project website through the SMTC main website) to garner initial feedback and suggestions from residents of the study area municipalities.
    - The web map and survey will be launched during the first quarter of the project to gather directed feedback about specific areas of concern.
    - Survey 123 through ArcGIS will be utilized to develop the web map and survey. This is a simplistic tool for all users to share their feedback. Respondents will drop a pin on the corridors that they feel are problematic for pedestrians and cyclists and on the corridors that they are most in favor of exploring. The survey will also include a short answer/free text field for respondents to provide feedback and potential solutions to issues that they identify. If community members have other well-thought-out ideas (potentially accompanied by a drawing), they could send those ideas to the SMTC general email.
    - Due to limited internet access of some households in the study area, hard copies of the map and survey should be available at local public institutions (i.e., libraries, town/village halls, etc.)
  - Potential community groups and places to conduct outreach:
    - Local bicyclists groups (e.g., Onondaga Cycling Club, etc.)
    - Local bike shops
    - Local coffee shops and parks where bicyclist groups may meet.
    - Green Lakes State Park
    - Local schools – there is an opportunity to distribute project information through schools, for example, schools could distribute postcards to kids that they will bring home to their parents. Schools in the study area could also be good locations for a public meeting.
    - Different groups of cyclists – commuters and cyclists who are fitness enthusiasts.
      - The consultant team will develop a list of potential outreach groups and present that list to the SAC for final sign-off.
  - The study will also consider direct public outreach with Limited English Populations (LEP). There are a few census tracts in the Village of Minoa where the LEP population is slightly higher than the county average (40.3%). This population speaks several different languages, therefore SMTC is not required to engage them specifically.
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However, this is something to keep in mind, and if the SAC feels that populations in these census tracts should be engaged specifically, inform the SMTC.

- The SMTC is responsible for all media communication regarding this study. If the media approaches any SAC members, direct them to the SMTC. Additionally, SMTC has access to publications for sharing meeting information.
  
  - Study Area:
    - The study area includes major roadways in and around the Village of Fayetteville and connections to the front and rear of Green Lakes State Park (**See Appendix C for Maps**).
    - This study will not include an examination of Route 257.
      - If potential ideas and the desire for infrastructure along Route 257 come up through the public engagement process, this can be noted to inform future studies. This feedback can also be incorporated into the final report so that pedestrian and cyclist connections are considered in the future.
    - Connections through and around schools are likely not a good idea. This could raise safety and security concerns. If there is a proposed connection near a school, it is important to call it “potential” to not upset community members.
    - Genesee Street is an important connection to Green Lakes for pedestrians and bicyclists.
    - There is a pedestrian bridge in the Village of Minoa that crosses over the CSX railroad tracks. It is located near Costella Parkway, which is part of the study area. The bridge has likely passed its useful life and there are mixed feelings in the community about the safety of the bridge. This study does not have to make a final decision about the condition or use of the CSX bridge, rather it could provide recommendations for pedestrian and bicyclist improvements along Costella Parkway to serve as a different connection to the village’s downtown area.
    - While this study will investigate the conditions of each village and town separately, it is important to make sure that the recommendations and actions will be overarching for all the areas in the study boundary. The connections between the villages/towns are essential for the success of this project.
  
  - Review Project Schedule
    - The goal is to have the first public meeting in coordination with the deliverables of Task 4 (Issue Identification & Initial Improvement).
      - i. During public meeting 1, the project team will present existing conditions and high-level concepts that reflect preliminary feedback from the map and survey.
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- The second public meeting will happen in coordination with Task 5 (Recommended Strategies) before the final review of the plan.
  - Review the Data Collection Plan
    - Existing Plans and Studies
      - The consultant team is working on finalizing the review of the existing plans and studies before the end of the year.
    - Demographics and Land Use
    - Existing Conditions Inventory
      - The consultant team will complete an existing conditions field assessment and a level of traffic stress analysis for bicyclists.
      - The consultant team will potentially evaluate all-season facilities (for example, for use by fat tire bikes in the winter)
    - Crash Analysis
      - The consultant team will compile crash history on the corridors that are outlined in the boundary area and look for any trends.
        - Strava data may be useful, but that only speaks to the population that uses the app.
        - REPLICA is another data source that may be useful for looking at trip connections.
  - Field Visit with CM and SAC Members
    - The consultant team will be conducting field data collection. If any SAC members are interested in participating in the site walk, the consultant team will coordinate to meet up.
  - Next Steps :
    - The next SAC meeting will be held in December.
    - The consultant team will compile an inventory of the existing conditions.
    - The consultant team will create the web map and survey. A draft will be ready for the December SAC meeting.
    - The consultant team will develop a list of stakeholders for public engagement.
    - The consultant team will send out a prompt for completion by the SAC: "A successful project would look like..."
      - Asking for feedback before the next meeting.
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Appendix A

GREATER FAYETTEVILLE AREA BICYCLE & PEDESTRIAN CONNECTIONS STUDY STUDY ADVISORY COMMITTEE MEETING #1			
TUESDAY, OCTOBER 31 - 9:30 A.M. - SMTC LL CONF ROOM			
NAME	AGENCY	EMAIL	PHONE
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Appendix B

Syracuse Metropolitan Transportation Council  
Greater Fayetteville Area Bicycle and Pedestrian Connections Study

### Detailed Schedule

Creighton Manning proposes completing the project within the 12-month period requested in the proposal. This schedule assumes notice to proceed by September 2023.

Task	Month											
	2023						2024					
	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST
<b>Task 1: Project Management and Team Kick-Off Meeting</b>	H											
<b>Task 2: Public Involvement</b>												
SAC Meeting 1: Kick-Off		P										
SAC Meeting 2: Existing Conditions Review				P								
SAC Meeting 3: Issues and Initial Improvements						P						
SAC Meeting 4: Recommendations							P					
SAC Meeting 5: Final Review											P	
Webmap/Survey Launch												
Public Meeting 1							P					
Public Meeting 2								P				
<b>Task 3: Existing Conditions Assessment</b>												
Compile Existing Documents												
Collect Existing Data												
Review Existing and Proposed Demographics												
Summarize and Present Materials (SAC Mtg. 2)												
<b>Task 4: Issue Identification &amp; Initial Improvements</b>												
Issues and Improvements Maps												
Draft Concepts												
Summarize and Present Materials (SAC Mtg. 3)												
Prepare Materials for Public Mtg. 1												
<b>Task 5: Recommended Strategies</b>												
Summarize and Present Materials (SAC Mtg. 4)												
Prepare Materials for Public Mtg. 2												
Draft Report												
Summarize and Present Materials (SAC Mtg. 5)												
Final Report												

H = Hybrid Meeting  
P = In Person Meeting

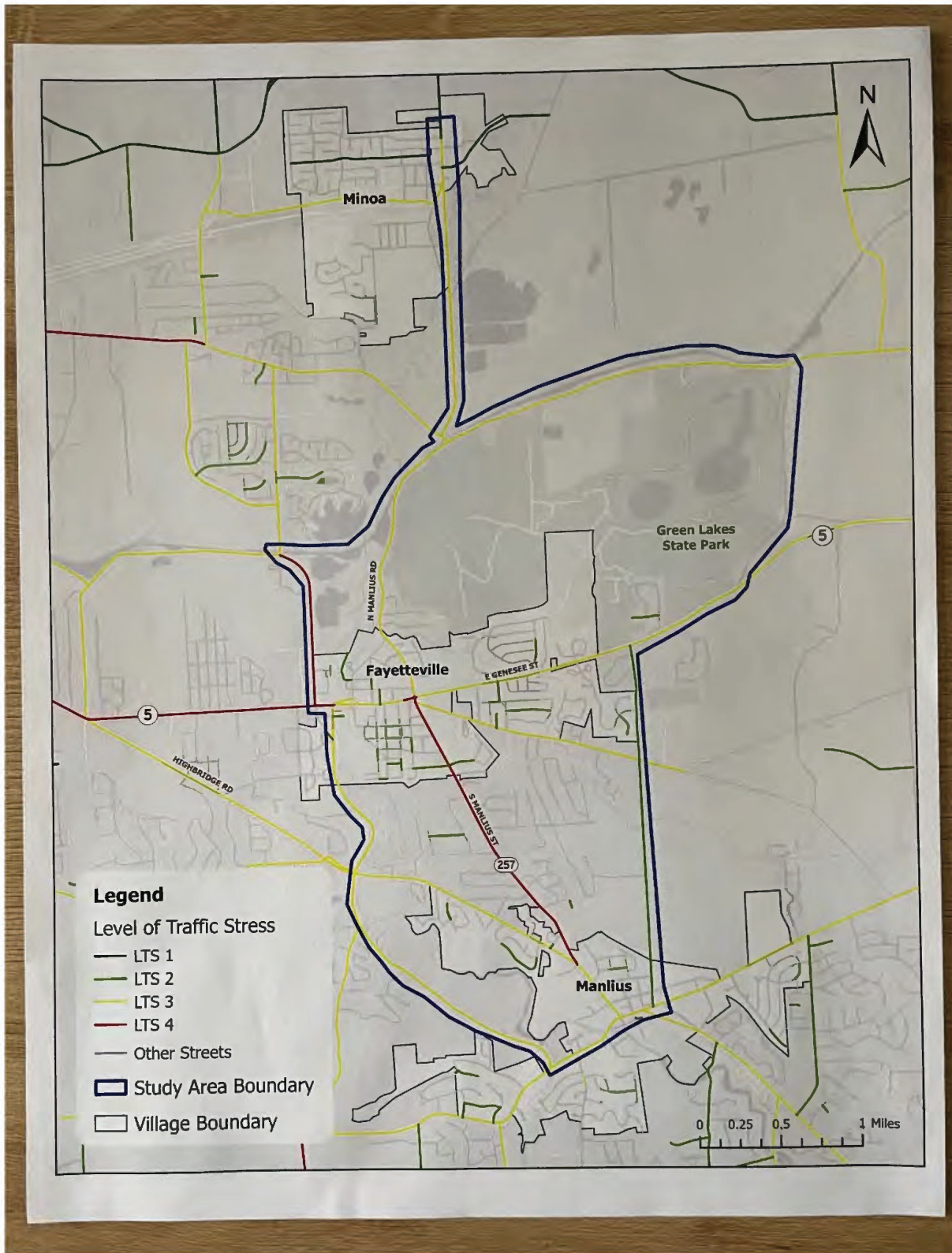


Detailed Schedule



Appendix C





# Greater Fayetteville Area Bicycle & Pedestrian Connections Study

## ***Public Involvement Plan***

October 2023

Financial assistance for the preparation of this document was provided, in part, by the U.S. Department of Transportation's Federal Highway and Federal Transit Administrations and the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council (SMTC) is solely responsible for its content.

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## I. Introduction

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

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

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

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

## II. Goals

The intent of the Public Involvement Plan (PIP) for the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study** is to:

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

## III. Study Advisory Committee

A Study Advisory Committee (SAC) will be established to provide technical and procedural guidance throughout the study. At a minimum the following agencies will be invited to serve on the SAC:

- Village of Fayetteville (Mayor's office, Trustees)
- Town of Manlius (Town Supervisor's office)
- Village of Manlius (Mayor's office)
- Village of Minoa (Mayor's office)
- Onondaga County Department of Planning

- Onondaga County Department of Transportation (OCDOT)
- New York State Department of Transportation (NYSDOT)
- Central New York Regional Transportation Authority (CNYRTA, “Centro”).

The SAC will meet regularly with the SMTC staff/CM team to assist in managing the project. SAC meetings are anticipated to take place in person, or by way of a virtual meeting platform (such as Zoom’s online video conferencing) should circumstances necessitate such. The SAC’s role will be to advise the SMTC staff/CM team on the technical content of deliverables and to provide needed input and guidance throughout the project.

SMTC anticipates holding a minimum of five SAC meetings over the course of this study, as shown below.

<b>SAC meeting no.</b>	<b>Anticipated purpose</b>
1	Kickoff: confirm study purpose, goals, objectives, schedule, PIP, data collection plan
2	Existing Conditions: Present findings from plan review, land use and demographic trends, traffic data collections and analysis. Gather feedback for issues identification task.
3	Issue Identification: Review issues and discuss initial potential improvements. Present materials intended for <b>Public Meeting #1 (PM 1)</b>
4	Draft Recommendations: More developed recommendations based on feedback from PM 1 will be shared with the SAC in advance of PM 2). Prepare for <b>Public Meeting #2</b>
5	Draft Final Recommendations/Report: Following PM 2, draft final recommendations will be presented to SAC to obtain agreement with finalizing the study.

Setting up SAC meetings, whether virtual or in person, and announcing meetings through mail/e-mail is the responsibility of the SMTC. The CM team will conduct SAC meetings (including preparation of agenda, materials, presentations, etc.), and prepare the minutes from each meeting.

#### **IV. Public Engagement**

The SMTC anticipates holding two public engagement opportunities: the first focused on main issues and opportunities, plus some location specific treatments, and the second to present draft findings and recommendations for public review and input. The exact format for each of these engagements will be determined in cooperation with the SAC as the study progresses. Each engagement may include elements such as:

- A presentation, either virtual or in person, on the specific topic of the engagement,

- Project visualizations, such as planning-level sketches of possible improvements,
- Online mapping tools, and
- Online/hard copy surveys or other tools for ensuring that members of the public can provide comments and input on the study.
- **PM #2** will include up to 6 boards with illustrative maps; and illustrative recommendations will be developed.

The public engagement opportunities will provide residents and workers within the study area an opportunity to identify issues, opportunities, and personal recommendations for the study area, both in terms of future land uses and in response to infrastructure recommendations proposed through this study.

The CM team will create materials, run each session, and prepare summaries of the engagements as necessary. The SMTC will be responsible for issuing press releases and mailing and/or emailing fliers. The SMTC and CM team will work with the SAC to develop a strategy for notifying the public of the engagement opportunities. This is likely to include press releases, distribution of fliers at key locations within the study area, web and social media postings, and coordination with existing community groups. The SMTC will also ask SAC members and stakeholders to assist with outreach prior to public engagement opportunities.

The SMTC will make every effort to ensure that the public engagement opportunities are accessible to individuals with disabilities in compliance with the Americans with Disabilities Act.

## **V. Additional public outreach**

### *Stakeholders list*

Stakeholders are those individuals that have a significant personal or professional interest in the study. Early in the study, SMTC and CM will work with the SAC to compile an initial list of stakeholders based on staff and SAC members' knowledge of the community. Additional stakeholders could be added continuously throughout the study at the request of the SAC or any community member. The SMTC will provide stakeholders with pertinent study information, keep them apprised of significant study developments, ensure that they are notified of the public engagement opportunities, and encourage them to provide feedback and comment regarding the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study**.

### *Coordination with business and community groups*

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

### *Access to study materials*

A study-specific page within the SMTC's website could be created to act as a repository of information for the study. This page could be used to announce public engagement opportunities, and as a place for the public to access study materials such as presentation slides and/or recordings, relevant maps and data, Frequently Asked Questions, interim reports or memos, draft concept plans or other graphics, an online survey/questionnaire, or online comment form. The study's draft final report will be posted to this page for public review and comment. SMTC will encourage municipal partners / SAC members to post links on their own websites and/or social media accounts to the study-specific webpage. During the Existing Conditions Task (Task 3) a public interactive webmap, where people can enter issues and concerns that they have related to the project study area will be used. The CM team will create this interactive webmap.

Approved documents, such as the study's Final Report, will be posted to the Publications section of the SMTC's website once acknowledged as complete by the SMTC Policy Committee.

### *Public comment*

All interested individuals are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study, verbally and in all study material and publications. The public is also welcome to attend any of the SMTC's Executive, Planning, and Policy Committee meetings. Findings from the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study** will be presented to both the Planning and Policy Committees upon completion.

### *Limited English Proficiency*

Individuals that report speaking English "less than very well" on Census surveys are considered to have a limited proficiency in English – a segment of the population referred to collectively as the "limited English proficiency" or LEP population. Ensuring that the LEP population affected by a project has opportunities for meaningful participation requires careful consideration and planning. The SMTC's LEP Plan is based largely on the NYSDOT's Office of Civil Rights Draft LEP Toolkit. This toolkit provides guidance on a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'"

The SMTC has examined the 2016-2020 American Community Survey data for LEP populations in Census tracts throughout our planning area. Twelve Census tracts within the SMTC's planning area were identified as meeting the "safe harbor" LEP population threshold of at least 5 percent, all of which are located within the City of Syracuse.

While the study area does not include safe harbor tracts, Census Tracts 154 and 152.01 have slightly higher rates of LEP population than Onondaga County as a whole. There are

a variety of languages making up the higher LEP populations in both tracts. Although LEP provisions are not required, SMTC staff will work with the SAC to determine how best to engage these communities. (Note: SMTC always indicates on meeting fliers that American Sign Language interpretation will be provided – with prior notice – for public and/or SAC meetings if necessary.)

#### **VI. Press releases and media coverage**

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

All media inquiries should be directed to the SMTC staff director or project manager. However, this is not always possible. If you (e.g., SMTC committee members, SAC members, and/or interested stakeholders associated with the study) are interviewed by the media, please limit your comments to your respective agency's opinion or involvement in the study. Speaking to the media on specific issues and questions regarding the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study**, including its progress and development, is the exclusive responsibility of the SMTC.

#### **VII. SMTC publications**

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and studies. An electronic version of the newsletter is produced approximately bimonthly and distributed to over 1,200 email addresses. A hard-copy version of the newsletter is typically produced twice a year, and mailed to over 4,000 individuals, as well as to the media, agency representatives, municipal officials, elected leaders, and community agencies.

It is anticipated that articles on the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study** may be published in future issues of DIRECTIONS. Should the need arise to produce a separate newsletter/flier/report to convey a timely study development, the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study**.

The SMTC web site ([www.smtcmpo.org](http://www.smtcmpo.org)) will also serve as a resource for general information about the SMTC, the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study** and any final approved reports.

#### **VIII. Conclusion**

It is important for the SMTC to understand public attitudes and values throughout the development of the **Greater Fayetteville Area Bicycle & Pedestrian Connections Study**. This study aims to identify opportunities to improve bicycle and pedestrian safety and access around and within the Greater Fayetteville area. The participation of the people who live and work in this area is crucial to the study's success.

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# **APPENDIX B**

## **SAC MEETING #2**



## SMTC Greater Fayetteville Area Bicycle and Pedestrian Connections Study

SAC Meeting 2

December 19, 2023

### Meeting Notes

- Welcome and brief introductions (See Appendix A for a full list of participants)
- Review of the homework assignment: **"A successful project would look like..."**
  - The consultant team shared the two responses received so far. The main takeaways from the responses are as follows:
    - Safe pedestrian and bicycle designated areas
    - Connections to major parks of interest
    - Walking or riding to destinations without road safety concerns
    - Easily accessible from parking areas and bus stops
    - Creative, exploratory community mobility vision that provides detailed easy/low cost, complex/high cost implementation project suggestions
- Review of draft Survey123 questions
  - The survey is intended to be public facing and used to collect information from community members about pedestrian and bicycle connections between the villages. The survey seeks comments, attitudes, and information about behaviors related to walking and/or biking short trips and connections to parks. It also seeks comments regarding which corridors should be improved for those trips. This is intended to be a quick exercise to gauge community feedback.
  - Roads in the study area are categorized into two groups: "focus corridors" and "other corridors of interest" (See the map in Appendix B). This identifies where efforts should be focused but also where people can list their thoughts about pedestrian and bicycle improvements. The roads labeled as "other corridors of interest" indicate where there have been previous planning efforts and recommendations.
  - The survey link is live for the SAC to review.
- SAC comments or feedback about the survey:
  - Further discussion about the distinction between the focus corridors (purple) and the other corridors of interest (orange):



- Concerns were raised that there are important connections between the orange and purple corridors that pedestrians and cyclists use to travel between the villages and that improvements may be warranted on those orange corridors. Also, if we learn through the survey that a lot of residents use the F-M corridor (Route 257), then where does that information go? There is concern that if a resident frequently walks or bikes on an orange corridor and has a valid recommendation on one of those roads, then that information should be brought into the recommendations of the plan. If that information was recommended in a prior plan, it should be highlighted. We do not want to lose information about the orange corridors because this should be an actionable plan.
- SMTC explained that the orange corridors are where prior planning work may have already happened, the purple corridors will stay the focus of this study. Route 257 is not being considered in this study. The previous recommendations for the orange corridors can be brought into this study, there will just not be additional planning work done through this study on the orange corridors. Information received through the survey about the F-M corridor (Route 257) will be summarized and placed into the report and may be used to catalyze future planning work. However, if recommendations regarding the orange corridors come up frequently and it is clear that those corridors are a main concern of residents, then maybe the scope of the project changes to reflect that.
- Right now, the consultant team is working to collect as much information as possible from the public. The existing conditions analysis is also focused on the focus corridors (purple). The review of survey responses and the existing conditions data will further inform priority locations and where planning recommendations should be focused. The designation of orange corridors may change to "connections," for example, or it may be revealed that a specific intersection along an orange corridor may require additional planning recommendations.
- The terminology may be changed to clarify the distinction between the corridors and visually show that the orange corridors have already been studied. The consultant team can make a map that shows recommendations from the studies for connections. There could be another map for projects that have recently been completed. In addition, there can be further explanation that in some cases corridors have existing proposals or planned improvements, those are identified here on the map. This study is looking more specifically at the additional corridors that could be considered.

- Can a question be added to the survey for people to add a very specific recommendation? Some residents may not think in terms of corridors, they may think of a specific location where they may want a crosswalk, for example.
  - Survey questions 7 and 8 will be changed to reflect this point:
    - Question 7. Are there any other corridors not already identified that we should consider?
    - Question 8. Are there specific locations anywhere in the study area where a specific bike or ped improvement is needed (i.e., a crosswalk, new section of sidewalk, ADA sidewalks, etc.)
- The Mayor of Manlius shared that the Village of Manlius recently underwent a study by NYSDOT, during which residents were asked about specific improvements to the village. Some of those recommendations have already been rejected by NYSDOT. Residents may question why another study and survey is being conducted in the village.
  - SMTC and the consultant team will make sure that the wording of the survey is clear so that residents understand the purpose of this study compared to the previous study in the Village of Manlius.
- Discussion of study title:
  - There might be a better title than “Greater Fayetteville” to identify that this study is about all three villages in the town. However, the title should be more descriptive than “Town of Manlius” because the villages like to be referred to as distinct entities.

The SAC will review the survey questions and provide feedback to SMTC by 12/29. The survey will be released to the public in the beginning of January and will be open for roughly 4 weeks.

- Review of the plan for survey distribution (via SMTC website and email)
  - The link to the survey will be on SMTC’s website.
    - Other potential avenues for sharing the survey:
      - Town and village Facebook pages.
      - Chamber of Commerce groups
      - Neighborhood groups/ NextDoor
      - Village of Fayetteville newsletter
      - Eagle Bulletin (weekly publication with an online version)
      - Parks groups that have e-newsletters
      - Some municipalities can text residents

- Stakeholder lists from previous planning studies
- Discussion of the existing conditions data:
  - The consultant team showed a table that displays what roads have already been studied and the recommendations that have already been made on those roads.
  - The consultant team also created a web map of existing conditions data, including transportation layers (traffic volumes, level of traffic stress, crashes, etc.), sidewalks, demographic data (commute mode, vehicle accessibility, etc.), zoning and land use, etc. This mapping tool will be available publicly eventually, but it is currently a tool for the team to use to understand existing conditions.
  - The consultant team is also reviewing prior planning initiatives to identify locations where recommendations were already made along the corridors in the study area. This information will be used in the coming weeks to identify issues and priority areas in the study area.
- Next steps:
  - The SAC will review the survey by the end of next week (12/29)
  - The consultant team and SMTC will work on finalizing the wording of the survey and maps.
  - Village representatives will work to gather mailing lists/stakeholder lists to share surveys by the end of next week.
  - Hard copies will also be available at locations identified by village representatives.
  - The next SAC meeting will be in February. The focus of that meeting will be issues and preliminary recommendations for roads in the study area.
  - These efforts are in preparation for a public meeting in March. The goal for this meeting will be to have information regarding the direction of the project and examples of recommendations.

Appendix A

**GREATER FAYETTEVILLE AREA  
BICYCLE & PEDESTRIAN CONNECTIONS STUDY  
STUDY ADVISORY COMMITTEE MEETING #2**

**TUESDAY, DECEMBER 19 - 1:00 P.M. - V/FAYETTEVILLE**

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Sam Gordon	EDR	sgordon@edrdpc.com	315-558-9150
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Mario Alene	SMTC		

Online participants: Michael Amabile, Jane Rice, and Chris Rauber

Appendix B





# Greater Fayetteville Area Bicycle and Pedestrian Connections Study

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Study Advisory Committee Meeting #2  
Existing Conditions

December 19, 2023

# Agenda

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- “ A successful project would look like...”
- Survey 123
  - Questions
  - Distribution Plan
- Existing Conditions
  - Transportation
  - Land Use / Future Developments
  - Demographics
  - Prior Plans

“ A successful project would look like...”

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*Identifying specific project(s) that have community support*

*Increases in short trips by bike or by foot*

More community members (individuals of all ages and abilities) expressing an interest in walking and biking

Energizing coalitions who want to push for projects.



# "A successful project would look like..."

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A successful project would look like **safe and well-maintained pedestrian and bicycle-designated areas along the roads** through Manlius, Fayetteville, and Minoa that **connect to major parks and areas of interest**. If executed successfully, residents will feel capable of **walking or riding to their destination without road safety concerns**. These paths should also **be easily accessible from major parking locations and bus stops** (ex. Towne Center in Fayetteville, Tops in Manlius) so that visitors from other areas or residents who don't live close to a park can drive or take the bus to a main location and walk/bike the rest of the way.

**"A creative, exploratory community mobility vision that provides detailed easy/low-cost to complex/high-cost implementation project suggestions."**

# Survey 123 – Introduction

- Introduces the study
- Seeks comments on attitudes and behaviors related to walking and/or biking for short trips
- Seeks comments on which corridors should be improved for those trips

## Greater Fayetteville Area Bike & Pedestrian Connections Survey

Welcome! The Syracuse Metropolitan Transportation Council (SMTC), on behalf of its' municipal partners, is looking to evaluate and improve the bicycle and pedestrian network in the Greater Fayetteville area.

Specifically, they are interested in connections that link the villages of Fayetteville, Manlius, and Minoa to each other, as well as to neighboring parks and trails in the area, including, the Empire State Trail system, Mill Run Park, and Green Lakes State Park. As part of that study, this survey aims to help SMTC and their consultant team, Creighton Manning, better understand the attitudes and behaviors of members of the Greater Fayetteville area, as they relate to walking and biking.

Please review the questions below and hit "submit" when you are finished. You may only answer the survey one time. Questions marked with a red asterisk (\*) require an answer before the survey can be submitted.

*While this survey is anonymous, please note that we are collecting some very general information about which municipality you live in and how many people live in your household. This information will not be shared with any outside party and will be used solely for planning purposes.*



<https://survey123.arcgis.com/share/9dda80bcc4454489827bf6e4e329f33a>

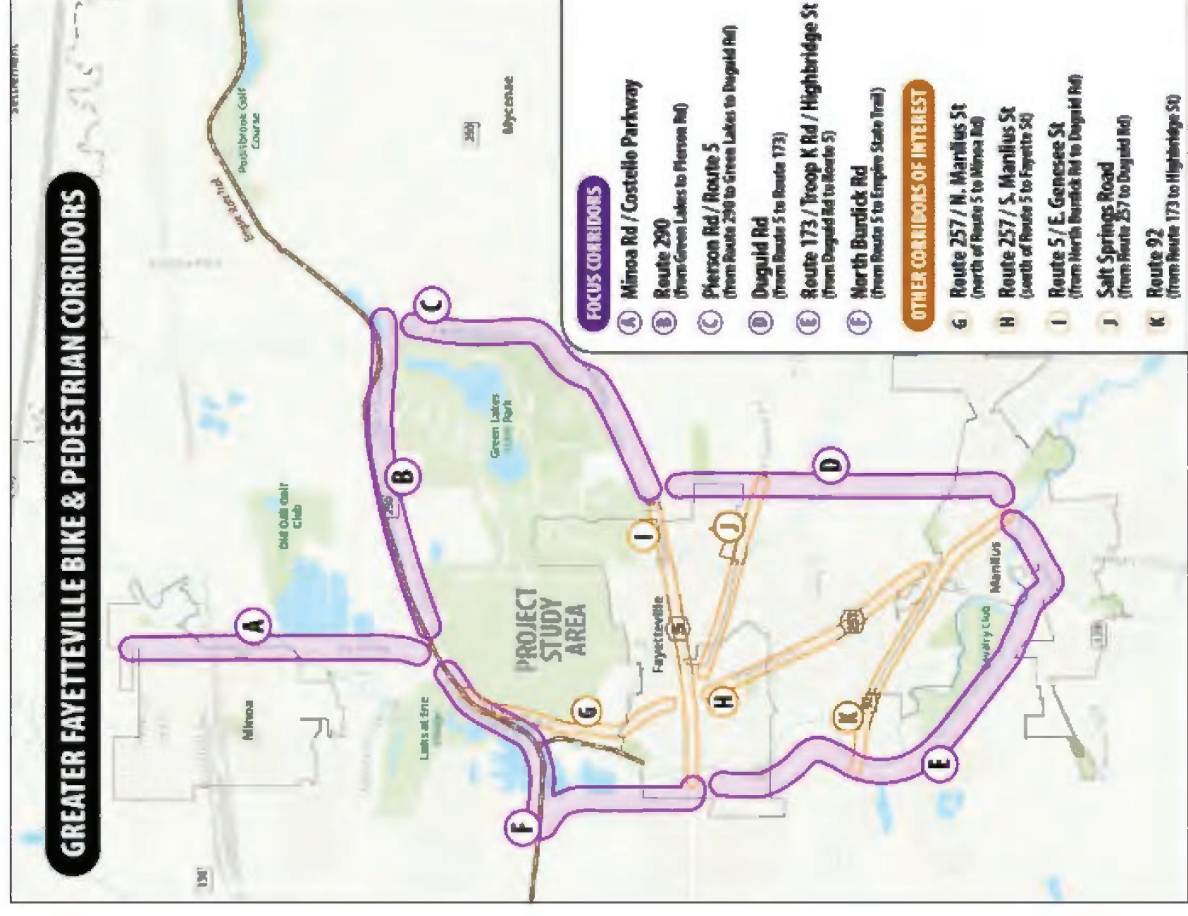


# Survey 123 – Study Corridors

The next few questions are about the roadways in the Greater Fayetteville Area. The ones in **purple** have been identified as the **focus corridors** for this study. The ones in **orange** are other corridors of interest, some of which have been identified in [prior planning studies](#) for potential bicycle or pedestrian improvements.

You can select roadways from either group when answering the questions, but this study will focus on the purple corridors.

- Focus Corridors
  - Looking at closely
  - Recommend actions
- Other Corridors of Interest
  - Collecting feedback
  - Some have been studied



# Survey 123 – Logistics

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- SMTC to host link on website (study page)
- SMTC to email stakeholder list
- SAC to share and promote
- Keep open for roughly 4 weeks
- Respondents can leave an email
- A hard copy version can be created but needs to be entered into the online version

# Existing Conditions – Webmap

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- A resource throughout the project
- Can share various public data sets
- Existing Conditions
  - Transportation
  - Land Use / Future Developments
  - Demographics
  - Prior Plans

<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

# Transportation Data

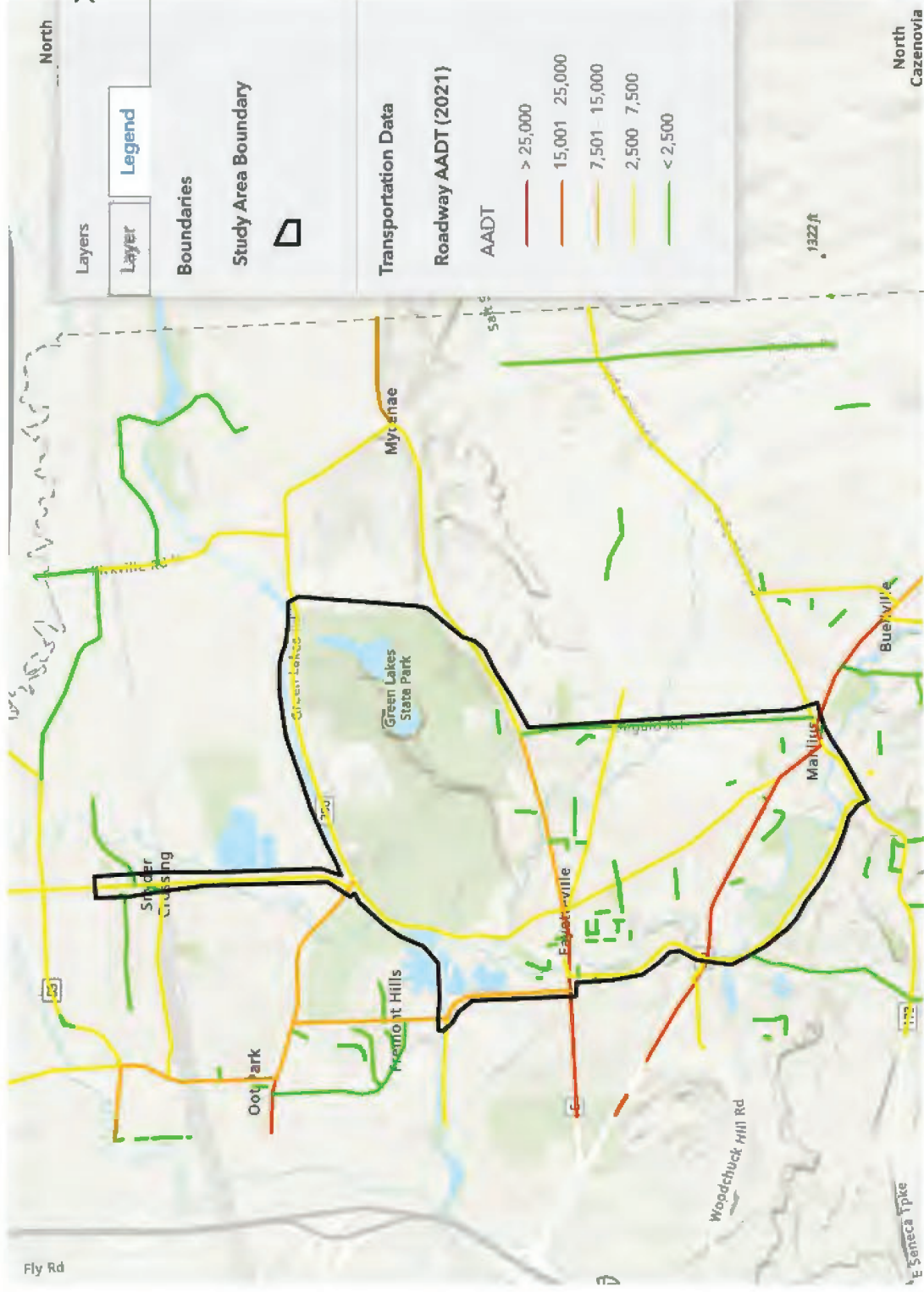
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- Traffic volumes
- Crashes
- Existing bicycle and pedestrian facilities
  - Sidewalks
  - Trails
- Level of traffic stress
- Transit routes / stops

<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>



# Traffic Volumes

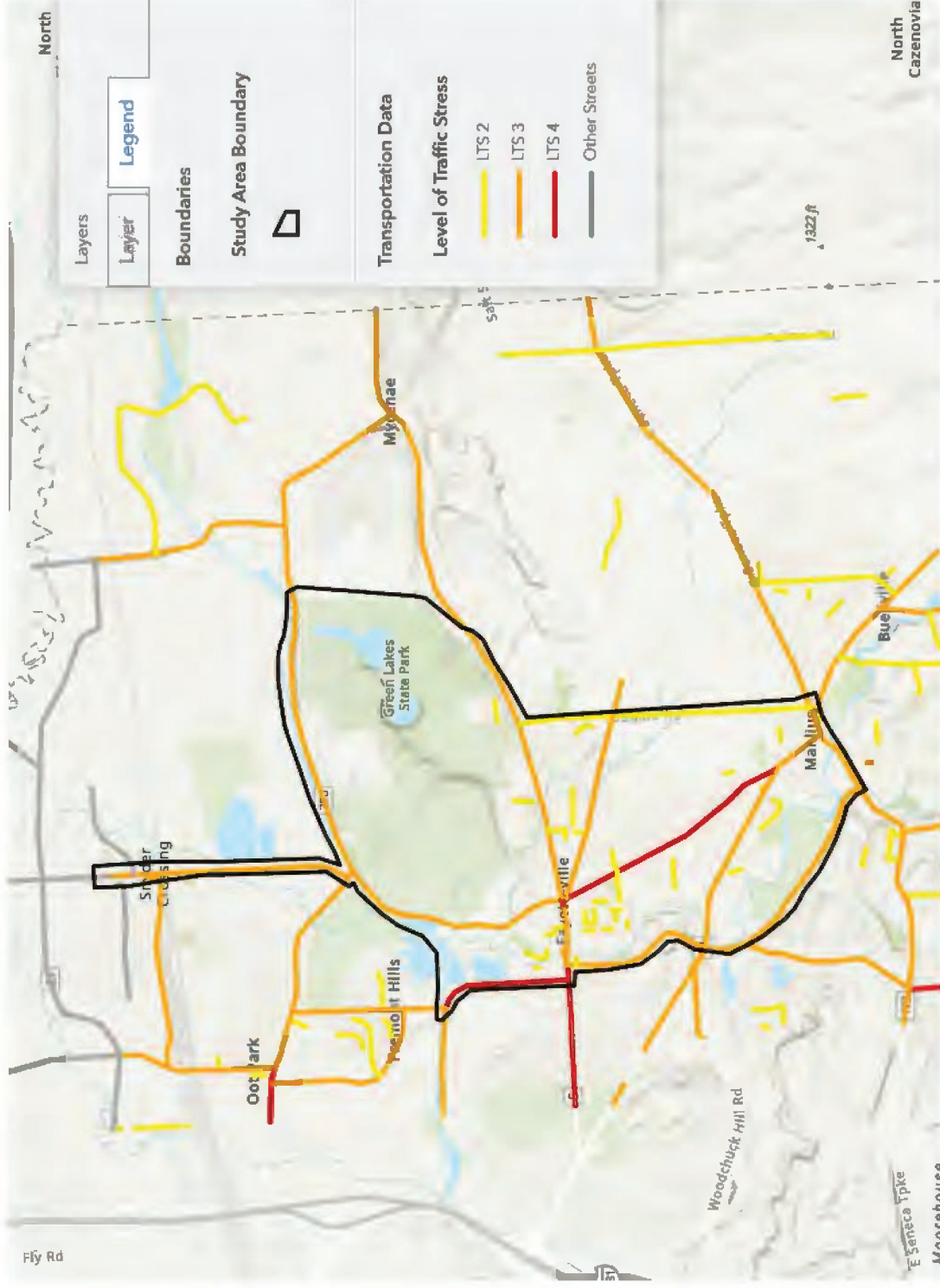


<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

Source: NYSDOT Traffic Data viewer



# Level of Traffic Stress



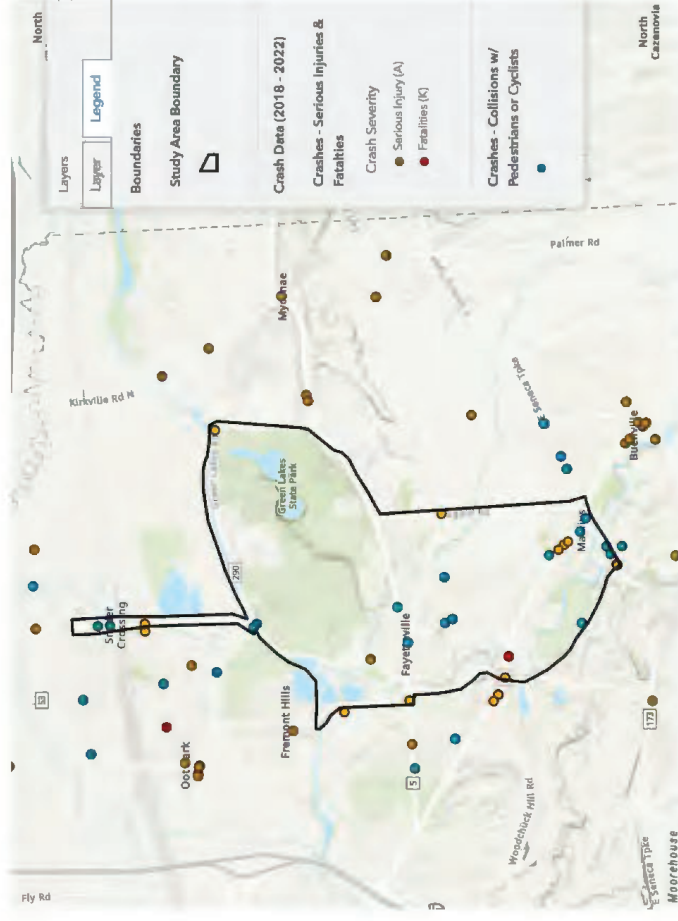
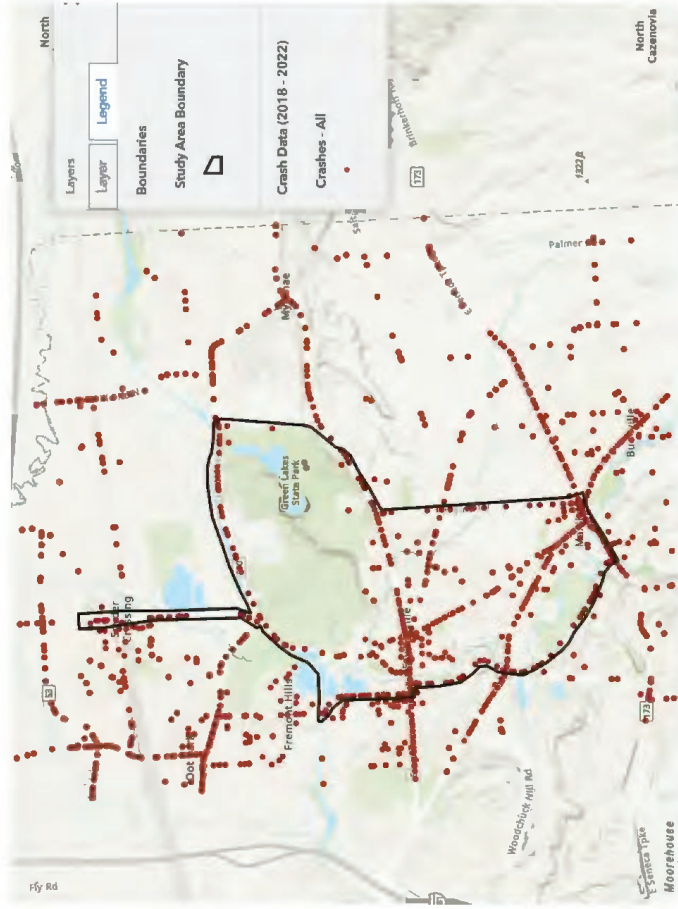
<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

Source: NYSDOT Traffic Data viewer; Arc GIS roadway segment data





# Crashes



<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

Source: NYSDOT CLEAR data for 2018-2022



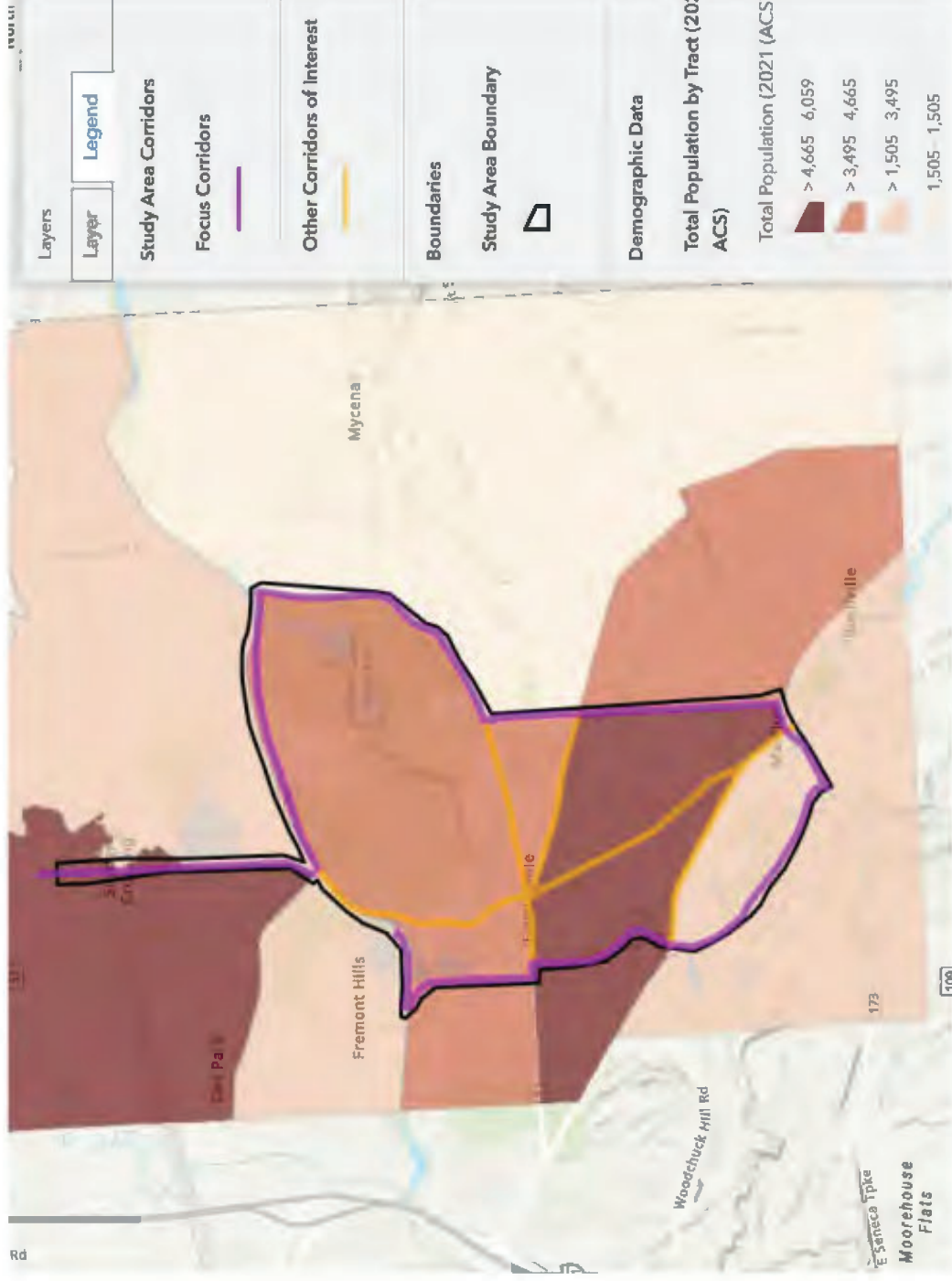
# Demographic Data

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- Population
- Household income
- Commute mode
- Access to vehicles

<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

# Demographic Data



<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

Source: American Community Survey, 2021, 5-Year ACS

# Commute Mode

Commute Mode							
	Drove Alone	Carpooled	Public Transport	Walked	Bicycle	Taxicab, motorcycle or other means	Worked from home
Onondaga County	76.40%	7.90%	2.40%	3.60%	0.30%	1.30%	8.20%
Tract 150	80.30%	5.80%	1.10%	0.90%	0.00%	0.00%	11.90%
Tract 151	77.50%	5.90%	0.00%	2.30%	1.50%	1.30%	11.50%
Tract 152.01	74.60%	10.00%	1.50%	6.20%	0.30%	0.00%	7.40%
Tract 152.02	74.90%	8.90%	0.40%	2.00%	0.00%	0.00%	13.80%
Tract 152.03	79.00%	3.90%	0.00%	2.40%	0.00%	0.60%	14.10%
Tract 154	85.80%	4.00%	0.00%	2.40%	0.00%	0.00%	7.80%
Tract 155	81.00%	3.60%	0.00%	0.50%	0.00%	0.60%	14.30%
Tract 156.01	72.20%	7.20%	0.00%	1.60%	0.00%	0.00%	19.00%
Tract 156.02	76.00%	7.70%	0.00%	0.00%	0.00%	0.00%	16.30%

<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>



Source: American Community Survey, 2021, 5-Year ACS



# Vehicle Availability (access)

	Vehicles Available per Household			
	0	1	2	3 or more
Onondaga County	12.18%	36.41%	37.39%	14.01%
Tract 150	6.25%	34.21%	48.61%	10.93%
Tract 151	6.88%	45.16%	34.91%	13.05%
Tract 152.01	3.31%	25.05%	54.64%	16.99%
Tract 152.02	0.00%	27.06%	51.45%	21.49%
Tract 152.03	9.83%	17.03%	51.89%	21.25%
Tract 154	4.60%	35.26%	29.98%	30.16%
Tract 155	2.25%	33.79%	39.00%	24.96%
Tract 156.01	5.44%	15.41%	59.59%	19.56%
Tract 156.02	0.00%	18.26%	40.54%	44.22%

<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>



Source: American Community Survey, 2021, 5-Year ACS



# Land Use Data

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- Land uses
- Zoning
- Future developments

<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

Please note that the zoning data is unofficial, as it is not maintained by the Onondaga County Planning Department.





# Future Zoning



<https://experience.arcgis.com/experience/15322903f8964087a5e060383c160eb0>

Please note that the zoning data is unofficial, as it is not maintained by the Onondaga County Planning Department.

# Reviewed Prior Planning Initiatives

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- Fayetteville-Manlius Road/Route 257 Pedestrian Accommodation Feasibility Study (2007)
- Bicycle Commuter Corridor Study (2013)
- SMTC's Sustainable Streets – Pedestrian Travel Demand Model and Sidewalks, Phase 1 Summary Report (2014)
- Fayetteville Route 5 Transportation and Land Use Analysis (2018)
- SMTC's and SOCPA's 2022 Local Economic Opportunity Plan (2022)
- Manlius Village Center Transportation Study (2023)
- Village of Fayetteville Comprehensive Plan (2023)
- Town of Manlius Comprehensive Plan (2023)

# Proposals from Prior Planning Initiatives

	Route 257 Ped Accommodation Feasibility Study (2007)	Bicycle Commuter Corridor Study (2013)	Fayetteville Route 5 Transportation and Land Use Analysis (2018)	Empire State Trail Proximate Segments (2022)	SMTC and SOCPA Local Plan (2022)	Manlius Village Center Transportation Study (2023)	Village of Fayetteville Comp Plan Draft (2023)
Minoa Road		B		B	B		
Rt 290 / Green Lakes Road							
Pierson Rd							
Rt 5 East Genesee		B			B		
Duguid Rd							
Rt 173 Seneca St						B/P	
Troop K Rd							
Highbridge St							
N Burdick St		B	B	B/P	B		
Salt Springs Rd			P				
257 - Fayetteville Manlius Rd (south of Rt 5)	B/P	B	B		B	B/P	
92 Highbridge Rd		B				B	

B = bicycle improvement (bike lane, signed route, etc.)

P = pedestrian improvement (replace sidewalks, construct sidewalks, crosswalks, etc.)



# Next Steps

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- Complete existing conditions
- Open Survey 123 – solicit feedback
- Prepare for SAC Mtg #3 – Issue Identification

Thank You

## Contact Info

Creighton Manning Engineering, LLP

Project Manager: Sarah Carroll, PE, PTOE

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 [www.cmellp.com](http://www.cmellp.com)

 Tel. 518.689.1887

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# **APPENDIX C**

## **SAC MEETING #3**



## Villages of Minoa, Fayetteville, and Manlius Bicycle and Pedestrian Connections Study

SAC Meeting 3

March 7, 2024

### Meeting Notes

Creighton Manning led the meeting discussion and shared a presentation to provide information on the survey, study area issue identification, preliminary improvement ideas, and plans for the public meeting.

### Survey Summary

- A total of 356 responses
- Over 90% of the respondents were from the Town of Manlius or the three villages, and 10% were from outside of the town. It's possible that the respondents from outside of the town work or use trails in the town.

#### Survey Questions and Responses:

- Question: How often do people walk or bike for short trips to destinations?
  - Most people said a few times a week or a few times a year. Also, people who walk or bike at least once a week make up 20% of the responses.
- Question: Which roadways do people currently use to walk or bike to destinations? (Respondents could select multiple roadways).
  - Most common answers were Route 257, Route 5, and Salt Springs Road.
- Question: If you do not walk or bike on the above-listed roadways, explain why.
  - Common answers were busy roads, high speeds, vehicle congestion, and the need for separating bikes and peds from vehicles.
- Question: Which 3 roadways would people like to see enhanced? (Respondents could select multiple roadways).
  - Route 257, N Burdick Rd, Salt Springs Road
- Question: Asked respondents if they indicated that there should not be connections, why?
  - Common responses were busy roads, high speeds, the that corridors are not safe for people to use.
  - There are currently trails that are not utilized but are available to serve as connections between major roadways.
- Question: Which additional areas should this planning effort focus on?
  - Common responses were school areas, the Ledyard Canal property, and corridors that are outside of the study area limits.
- Question: What else would you like to share about bike and ped connections in this area?

- Common answers were lack of sidewalks and safe connections between roadways.

### **Issues Identification**

See the presentation that includes maps on the following topics.

- Where are there areas that the town/villages can provide protected amenities?
  - Areas of high speed – Rt. 290, Rt. 5, Rt. 92. These are roadways where speeds are faster than 56 MPH (85<sup>th</sup> percentile of speed data).

### **Volumes**

- Highest volume roadways: Fayette St., E Seneca St., E Genesee St. (all over 20,000 AADT)
  - Need more analysis to determine if road diets (reduced lanes) are appropriate in these areas.
- Route 92 – SMTC looked at Route 92 and considered the road diet treatment, but it ended up not being a feasible treatment.
- Suggestion for the map - change the AADT legend to create additional categories with smaller ranges since there is nothing over 25,000 AADT in the study area.

### **Sidewalks**

- Looked at areas of missing sidewalks and existing locations of crosswalks and mid-block crossings.
- The map shows where sidewalk connections are recommended. Some of these locations may be suitable for mid-block crossings as well.

### **Crashes**

- Most crashes occur on Route 5 and Route 92
- Bike/Ped crashes are most frequent on Route 257, Route 173, and Costello Parkway.
- The maps also show occurrences of fatal and serious injury crashes.

### **Wetlands**

- Some corridors in the study area are adjacent to state and federal wetlands. This could present challenges to installing additional features along the side of the road.

### **Proposed Developments**

- This map shows the location of new developments that will attract residents and increase pedestrian and bike activity.
- It is important to understand how to provide amenities for these future uses or ask the developers to create amenities to correspond to that future use.

### Other Areas to Consider for Improvement Treatments/Connections

- Route 257 between Route 5 and the Green Lakes State Park entrance is difficult to improve for bikes and peds. There is a nearby trail connection because people have tried to use Route 257 and it is unsafe. There are signs now to help improve safety. Traveling this road is avoidable by taking the towpath instead.
  - Clinton Street would make a good connector road but is not marked with bike signage and there are speed bumps on this road because of the sharp turns, however, people are pushing to eliminate them.
    - A rumble strip would not be a good alternative to slow cars as they come into the turn because that is dangerous for bicyclists.
    - Speed cushions (instead of speed bumps) are a good option in neighborhoods.
    - Narrowing Clinton Street may also be a good option for slowing cars.
  - Route 5 traveling east up the hill to Veterans Memorial Park – parking is allowed but there are no stripes. This is part of the National Highway system but is not big enough for four lanes.
    - This area was studied by SMTC previously
    - Bicyclists can avoid the center of Fayetteville with all of the other available connections around Route 5.
  - Priority should be placed on how people can cross N Burdick Street from neighborhoods off of Kennedy Street and Warner Road.
  - Elm Street can be considered as a side path/bike boulevard to access Brooklea Dr. and connect to the Feeder Trail.
  - S. Burdick Street could also be a good connector to Highbridge Street, vehicles follow that route, so now there are speed bumps. People can also take Thompson Road over to Highbridge.
  - People do not ride their bikes through the center of the Village of Manlius. There are off-road connections aside from East Seneca Street including Flume Road that can act as a bike boulevard to connect from the center of the Village of Manlius to Troop K Road.
  - There is an existing railroad path connecting to the Churchill path. There are two areas of private ownership through which access would be required to make the connection here. However, the residents at the beginning of the trail are very upset that people are behind their homes. This potential connection can still be shown at public meetings, but there may be pushback.
  - Along Highbridge Road, traveling across the bridge where it intersects with Sweet Road – part of the DOT enhancements are rumble strips on the shoulders over the bridge so it is not a great place to bike.
-

## Improvement Ideas

- Treatment hierarchy - different treatments can be applied to different roads in the study area.
  - shoulders → sidewalks → shared-use paths
  - Other connection options: Utilizing minor streets and off-road connections

## Shoulders Expansion/Enhancement

- Widen the shoulder by narrowing the travel lane and/or expanding pavement
- This would primarily serve biking, NYSDOT does not encourage walking on the shoulder
- The treatment would include striping, re-striping, and re-topping the road to make it smoother
- This treatment could include widening the road to include two, 5 ft. bike lanes
- There are currently no sidewalks on Route 5 after Duguid Road. It may be possible here to include both bike lanes on one side of the road (10 feet). An example of this is along West Street in downtown Syracuse.

## Shoulder enhancement

- Does not require roadway expansion
- Minoa Rd, Burdick Rd, Route 5
- The map shows example corridors where shoulder enhancements can definitely happen, but there may be additional opportunities for this in the study area.
- Some of these areas may not be big enough to include a buffer – but the map and report can indicate that buffers are preferred and that they will be considered where possible.

## Shoulder Expansion

- Expand pavement to create wider shoulder
- Key areas:
  - Route 290, Pierson Road/Rt. 5, Duguid Rd, Route 173 / Troop K Road / Highbridge Road
  - Do not want to use right-of-way to determine where things should be, will overlay right-of-way once all treatments/locations are considered.

## Sidewalks

- 5 ft sidewalk, shoulder, curb, and maintenance buffer
- Bikes will still travel on roadway
- Key areas:

- Salt Springs Road (continue network), Route 92 (continue sidewalk), add sidewalk on Duguid Road, Route 173 / Highbridge (continue sidewalk), Burdick Street
- Potential issues that may come into play later – wetlands, sidewalk ownership/maintenance
- The Town of Manlius just created a sidewalk program to help neighborhoods build sidewalks. This program established a Sidewalk District that will pay for the maintenance of the sidewalk.

#### **Multi-use path or shared-use path**

- 10 feet or more, protected facility off the road for peds and bikes.
- Would be buffered by maintenance strip, which presents an opportunity for street trees.
- Could be built using either concrete or asphalt.
- On the rendering, the blue indicates right-of-way and constructing this assumes no right-of-way takings.
- There is a potential location for a shared use path on Route 5 between Duguid Road and Green Lakes State Park. Where the sidewalk terminates, the shared use path would connect people from nearby neighborhoods to Green Lakes to the north.
- On the map, extend the line of the shared-use path to George Taylor road, just past Green Lakes State Park.

#### **Minor Streets**

- Minor streets in the Study Area are being considered for use as bike boulevards, adding signage and alerting people to use these streets for biking. For example, Churchill Road between Duguid and Route 5.
- Enders Road Elementary School has a path behind the school that people can use outside of school hours. School connections provide a great connection for students to travel to/from school.

#### **Off-road trails**

- Off-road trails can serve as another avenue for connections.

#### **Cost Matrix**

- Least expensive (0-100,000) is bike boulevard and most (300,000/quarter mile) is off-road connection and shoulder expansion. This cost only includes construction and materials.
- This matrix will be presented at the public meeting. Cost information will be presented very generally, not roadway specific.
- Suggestion to strategize how feedback is collected from the public, only receive feedback from the public regarding treatments that can actually be implemented.



## Next Steps:

### Public Meeting 1

- Date and Time
  - Tentative date is March 27, it will not be before
- Location
  - Village of Manlius Auditorium
- Format for Public Meeting 1
  - Will begin with a slideshow presentation about the project then it will turn into an open house
  - Boards will be displayed throughout the room to facilitate one-on-one conversations between members of the project team and the public.
  - There will be comment forms available in person and online.
  - What are the questions we want to ask people to gather feedback?
    - People will always be concerned about the effect on their property or the cost.
    - Keep the messaging focused, that this effort is about creating the connections between the villages in the town and doing so safely.
    - We will be giving the public the opportunity to write directly right on the boards to share ideas.
- Message when discussing Route 257 – this is a corridor in the study area but there are currently no recommendations being made here. There is a study from a few years ago that is still valid and can be used by the town and the villages. Could add the recommendations from the last study into the mapping.
- What is the primary focus or take away wanted from the public?
  - The goal of the meeting is to present the treatment/improvement alternatives and gather feedback on them. We want to understand if people would walk or bike if they had the infrastructure to do so. We also want to understand if the maps and treatments have covered all the connections that people are looking to use.

The SAC will regroup after the public meeting to determine the next steps.

# Villages of Minoa, Fayetteville, and Manlius Bicycle & Pedestrian Connections Study

## Bicycle & Pedestrian Connections Study

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# Study Advisory Committee

## Meeting #3 - March 7, 2024



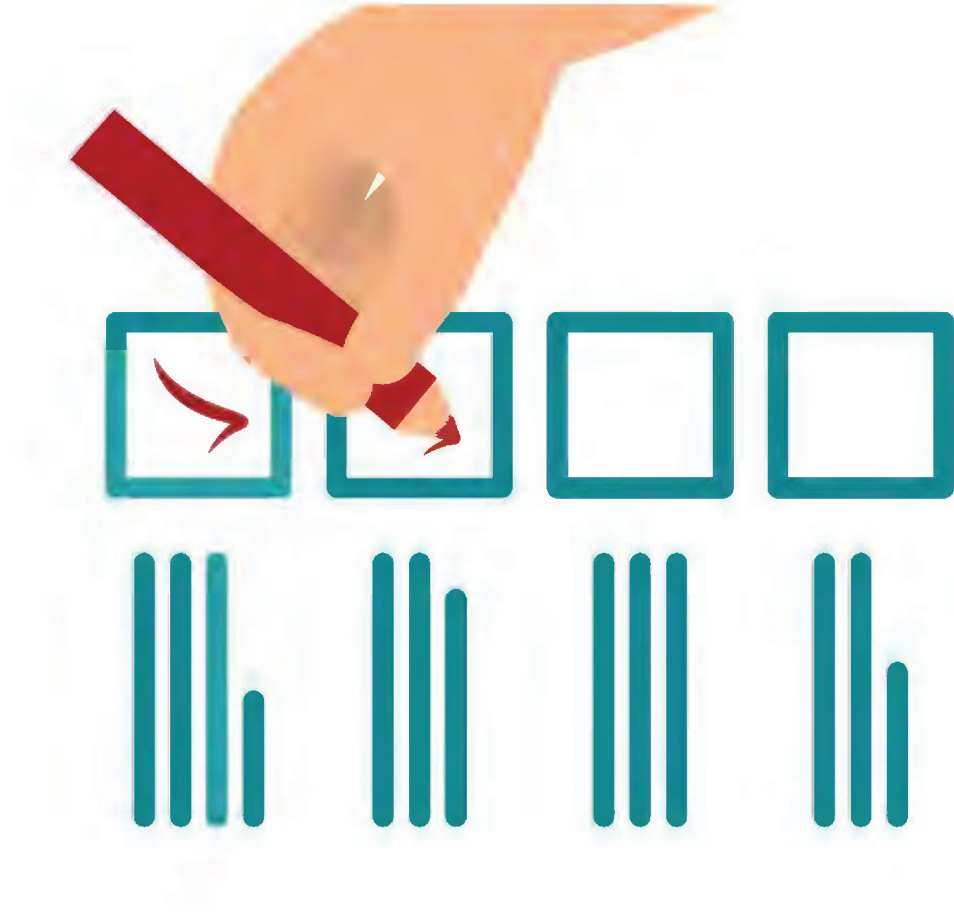
# Agenda

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- Project Update & Timeline
- Survey Summary
- Study Area Issues Identification
- Improvement Ideas Hierarchy
- Next Steps – Public Meeting

# Survey Summary

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# Survey Summary

## Bicycle and Pedestrian Connections Survey

- Online survey format
- Survey open from Jan 22 – Feb 12
- 356 responses
- Distributed via email, social media & news
- Over 90% of respondents are from the town of Manlius or the three villages

Welcome! The Syracuse Metropolitan Transportation Council (SMTC), on behalf of its municipal partners, wants to build on recent planning efforts (local and regional) which relate to pedestrian and bicycle accommodations.

Specifically, they are interested in connections that link the **villages of Fayetteville, Manlius, and Minoa** to each other, as well as to neighboring parks and trails in the area, including, the Empire State Trail system, Mill Run Park, and Green Lakes State Park. As part of that study, this survey aims to help SMTC and their consultant team, led by Creighton Manning, better understand the attitudes and behaviors of community members, as they relate to walking and biking.

Please review the questions below and hit "submit" when you are finished. You may only answer the survey one time. Questions marked with a red asterisk (\*) require an answer before the survey can be submitted.

*While this survey is anonymous, please note that we are collecting some very general information about respondents. This information will not be shared with any outside party and will be used solely for planning purposes.*

### 1. Where do you live?\*

Village of Fayetteville

Village of Minoa

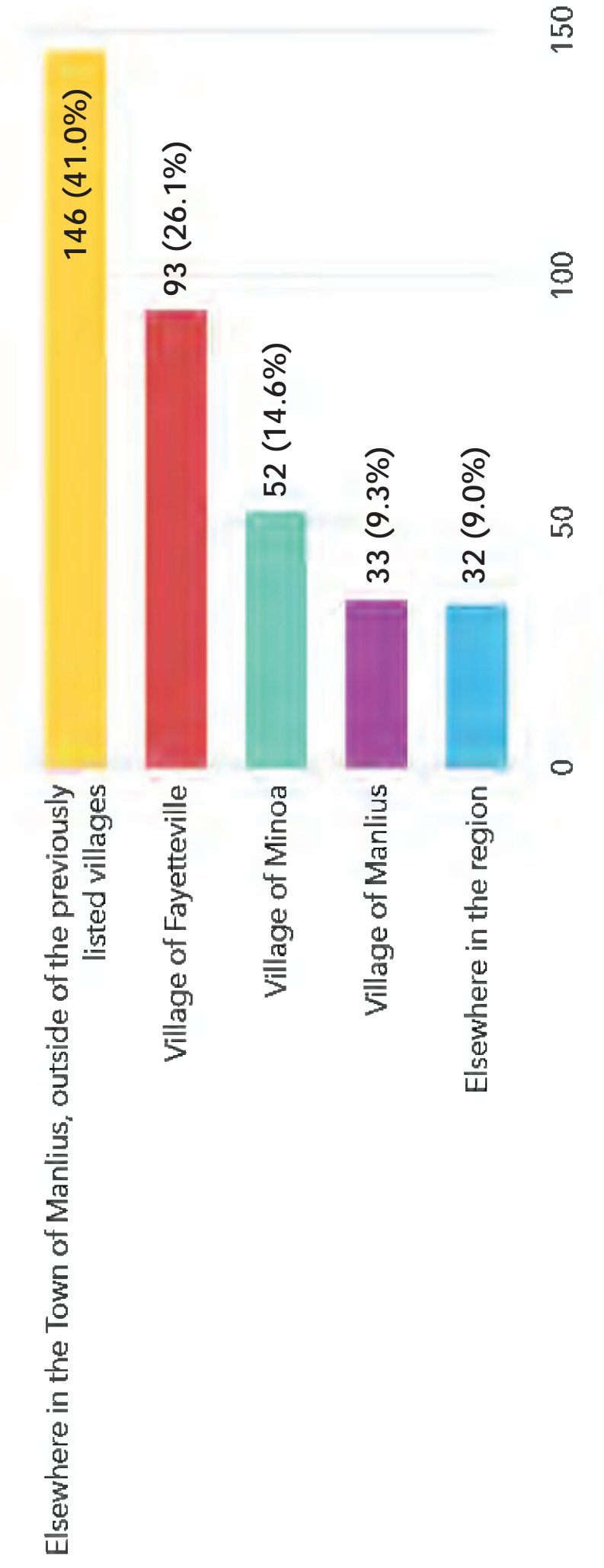
Village of Manlius

Elsewhere in the Town of Manlius, outside of the previously listed villages

Elsewhere in the region

# Respondent Locations

*"Where do you live?"*





# Walking & Biking Frequency

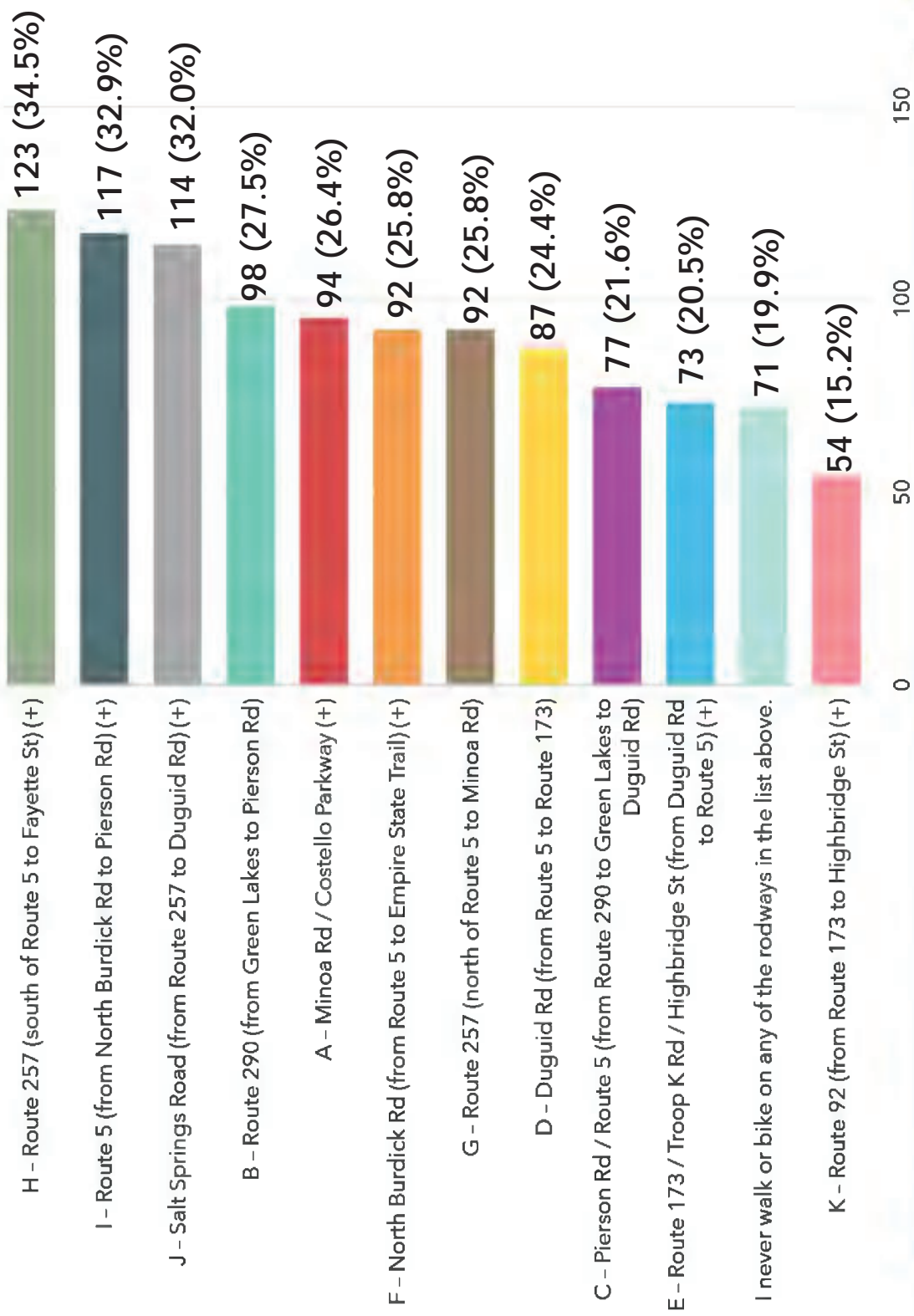
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*“Do you ever walk or bike for short trips (less than 3 miles) from your home to destinations like stores, parks, school, etc.?”*



# Corridor Usage

*“Which of these roadways do you currently use to walk or bike to destinations in the area?” (select multiple)*



# Sample of Comments 5a

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“If you indicated that you never walk or bike on the roadways listed above, would you like to explain why?”

Safety concerns:

- Busy roads
- High speeds
- Keep bikes and pedestrians separate from vehicles

Example Comments:

- “These are **busy roads** and **not really safe for a bike**”

- “I would use the roads to **bike much more if I felt safer** doing so. Typically, we go to parks, cafes, the library, etc. by bike with a toddler. I don’t feel there is enough **driver awareness and precaution around bikes**, especially outside of the village.”

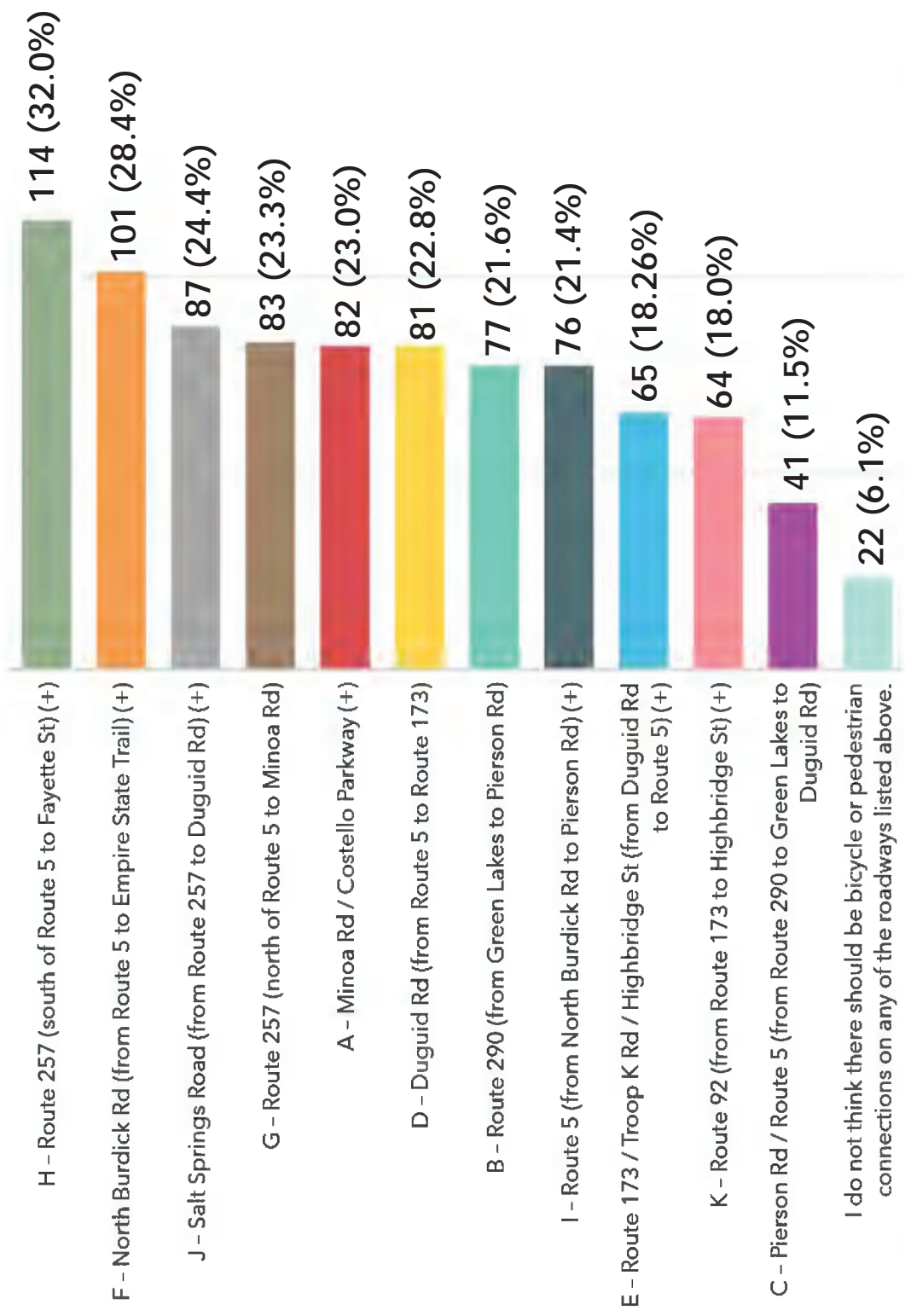
“I walk through the Village of Minoa to get to Lewis Park area. It doesn’t require those roads. The other ones are all too far away for travel to destinations by walking.”

- “Busy vehicle traffic with **no sidewalks or narrow shoulders**”

- “Some roadways are too far to be used...”

# Preferred Corridor

“Select the three (3) roadways that you would like to see enhanced to support better bicycle and pedestrian connections in this area. This could include bike lanes, sidewalks, crosswalks, or other dedicated infrastructure.” (select multiple)



# Sample of Comments 6a

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“If you indicated that you do not think there should be bicycle or pedestrian connections on any of the listed roadways, would you like to explain why?”

Safety concerns:

- Busy roads
- High speeds
- “Currently those roads can be hazardous to bikes. Narrow shoulders, storm drain covers that can eat your tire....”
- “The areas that need to be bike and pedestrian friendly are the areas surrounding the schools...”

Other concerns:

- Taxes
- Lack of use
- “We’ve already pay for the Empire bike path and state parks and Erie Canal path for the minimal amount of people that don’t even utilize it...”

# Sample of Comments 7a

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“Which additional areas should we focus on?”

School areas  
FM Road from Fayetteville to Manlius  
Enders Road  
Mott Road  
Pompey Center Road  
Manlius Center Road  
Route 5 (East Genesee St) from Lyndon Corners to Town Center  
Kirkville Road N  
Clemons Road  
Brickyard Falls Road

“How about safe **sidewalks along Genesee St Rt5 towards Fayetteville town center**.  
Too many individuals seen walking too close to a very busy highway”

“The **Ledyard Canal** property owned by the Village of Fayetteville.”

“Areas between the Villages of Manlius and Fayetteville need safer connection to the Village sidewalk networks and park/amenities. IC campus needs augmented signs for the numerous peds and bikes that use it as a connector bet. 257 and Salt Springs Rd.”



# Sample of Comments 8

---

“What else would you like us to know about bicycle and pedestrian connections in this area?”

“We need safe areas for walking and biking”

“It’s not just bicycle and pedestrian traffic you are talking about, they will now be intertwining with faster moving traffic speeds on most of the routes mentioned. This is not safe for motorists or cyclists and pedestrians”

“Fix “G” (North Manlius St) You would be my hero! Worst road to ride on right behind the middle of Manlius”

“Please add a protected bike path to Minoa Road! Minoa is a canal community which could be used as funding. Or DEC CSC. Or TIP. Minoa could partner with the Town. There is enough ROW for a shared use path.”

“On Route 5 With mapledowns, Brookdale, fayette manor and homewood within half a mile of major shopping, there should be sidewalks!”

“Route 257 from green lakes to the village has very small shoulders. It would be appreciated if the shoulders could be widened and made safer.”

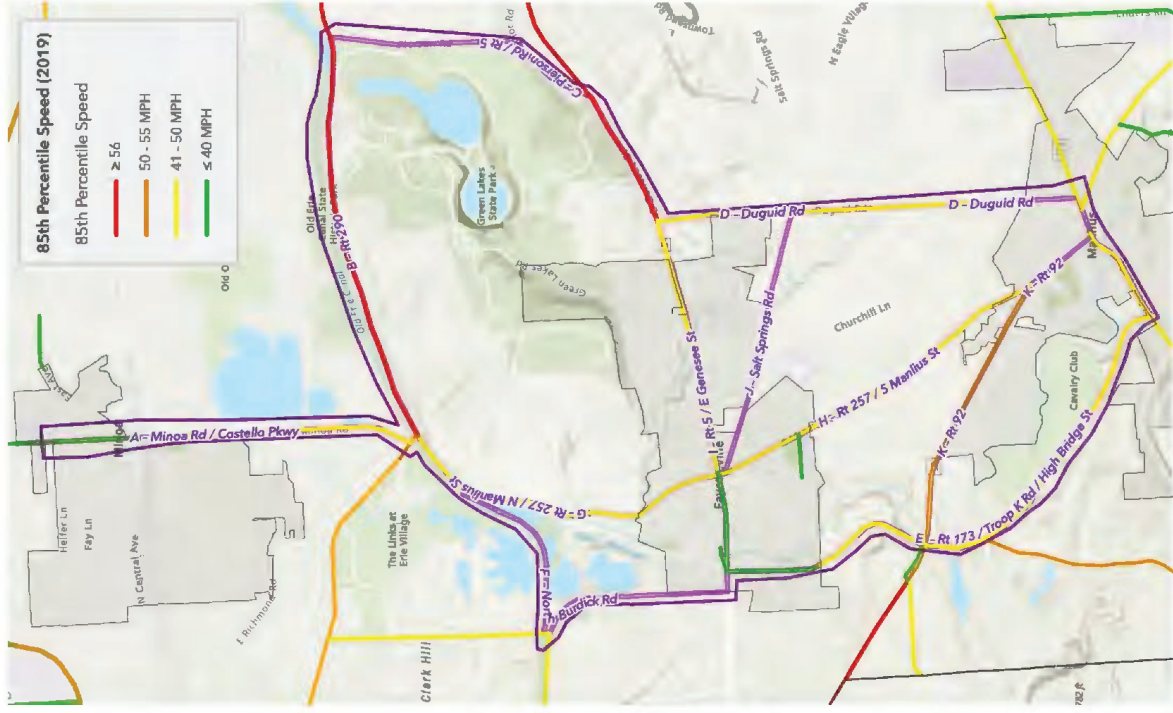
# Issues Identification

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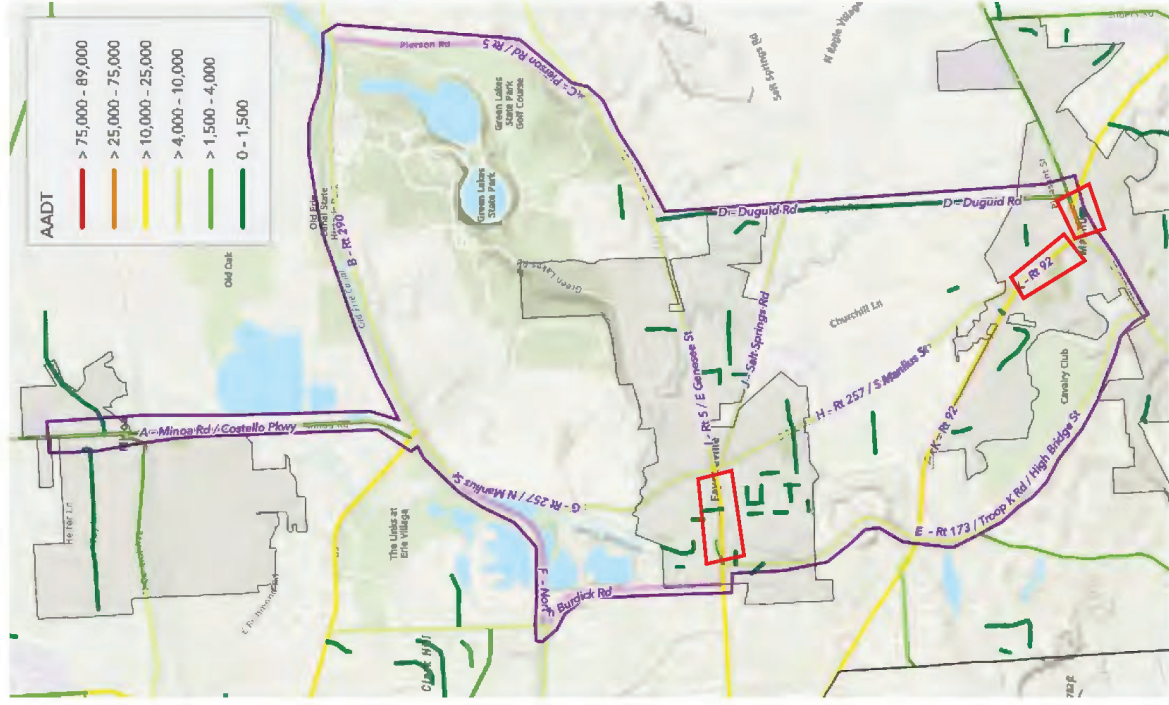


# Speeding

- Areas of high speed:
  - Corridor B – Rt. 290
  - Corridor C – Rt. 5
  - Corridor K – Rt 92

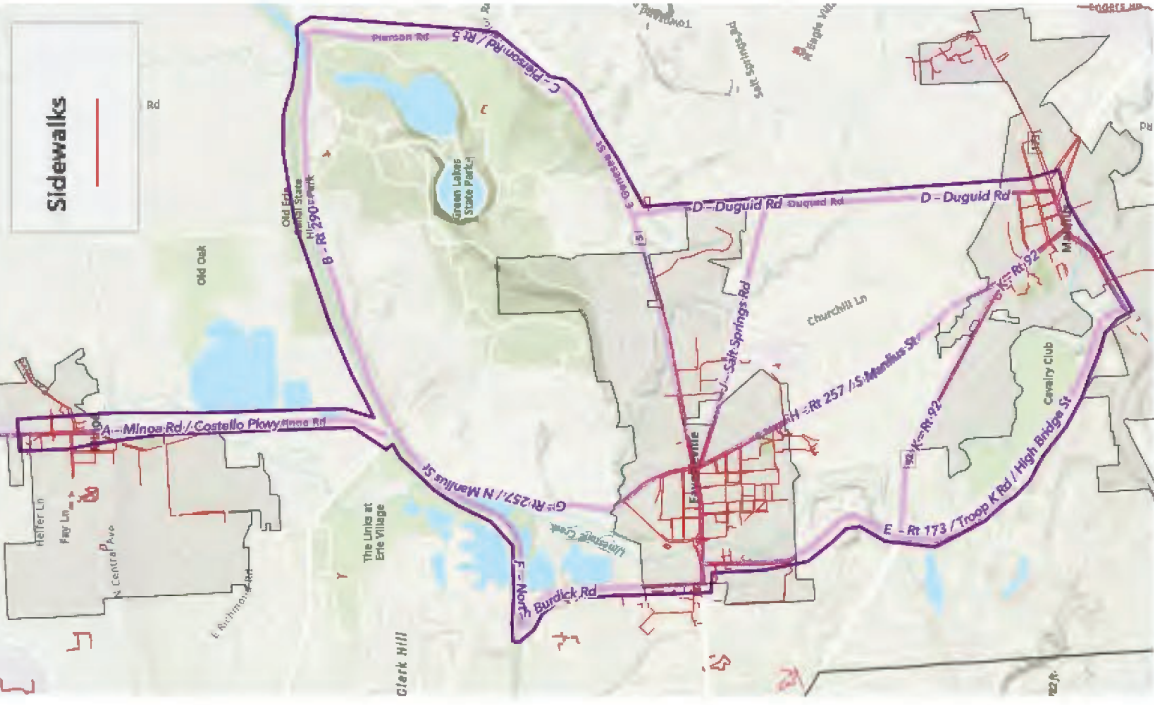


# Volumes (AADT)



- Highest volume roadways:
  - **Fayette St** btw. Stickley Dr & E Seneca St
    - 23,195 AADT
  - **Seneca St** btw. Liberty Lane & Franklin St
    - 25,982 AADT
  - **Genesee St** btw. Highbridge St & Salt Springs St
    - 21,309 AADT

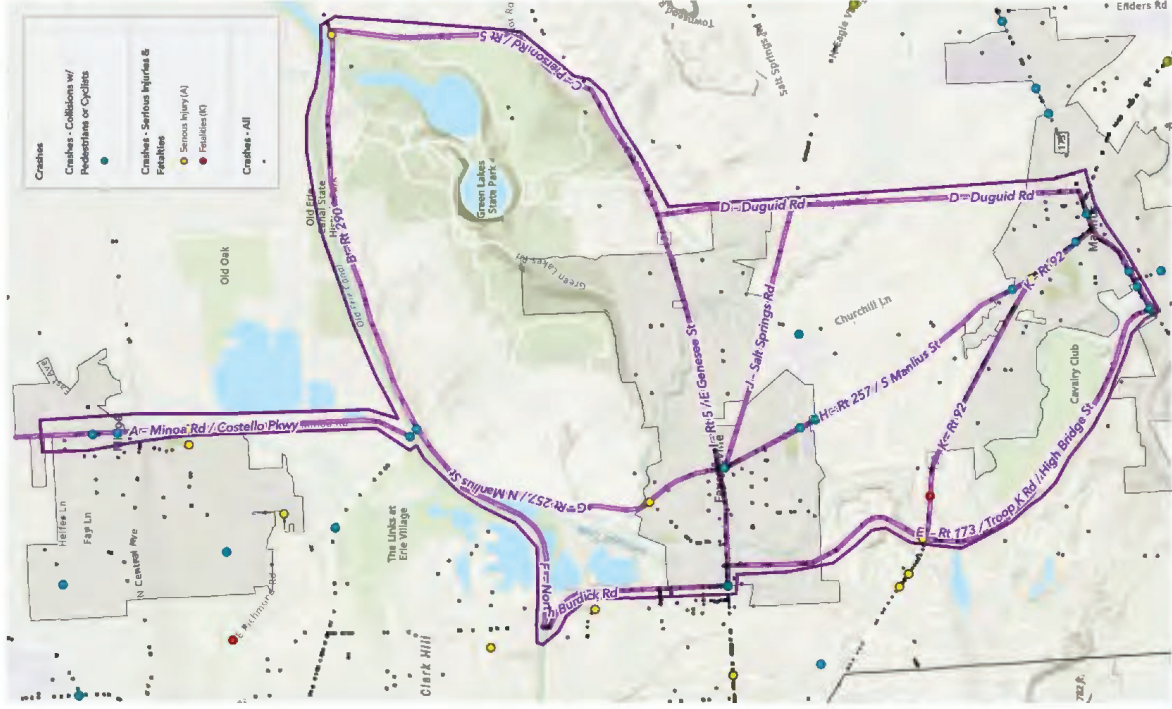
# Sidewalks



- **Missing sidewalks**
  - E. Genesee St. (Rt 5) from Briar Brook to Green Lakes Park Dr.
  - Duguid Rd. from Salt Springs Rd. to E. Genesee St.
  - Salt Springs Rd. from Pine Ridge Rd. to Duguid Rd.
  - Rt. 92 from Yeaworth Ln. to Highbridge St.
  - N. Burdick from Towne Center Mall to Empire State Trail
  - Highbridge St. from Audubon Rd. to Dartmoor Xing.
- **Crosswalks/mid-block**
  - Salt Springs Road



# Crashes – Patterns



- Total Crashes
  - Route 5
  - Route 92
- Bike/Ped Crashes
  - Rt 257 (btw Rt 5 and Rt 173)
  - Rt 173 (in Village)
  - Costello Parkway
- Fatal/Serious Injury Crashes
  - Rt 92
  - Rt 5



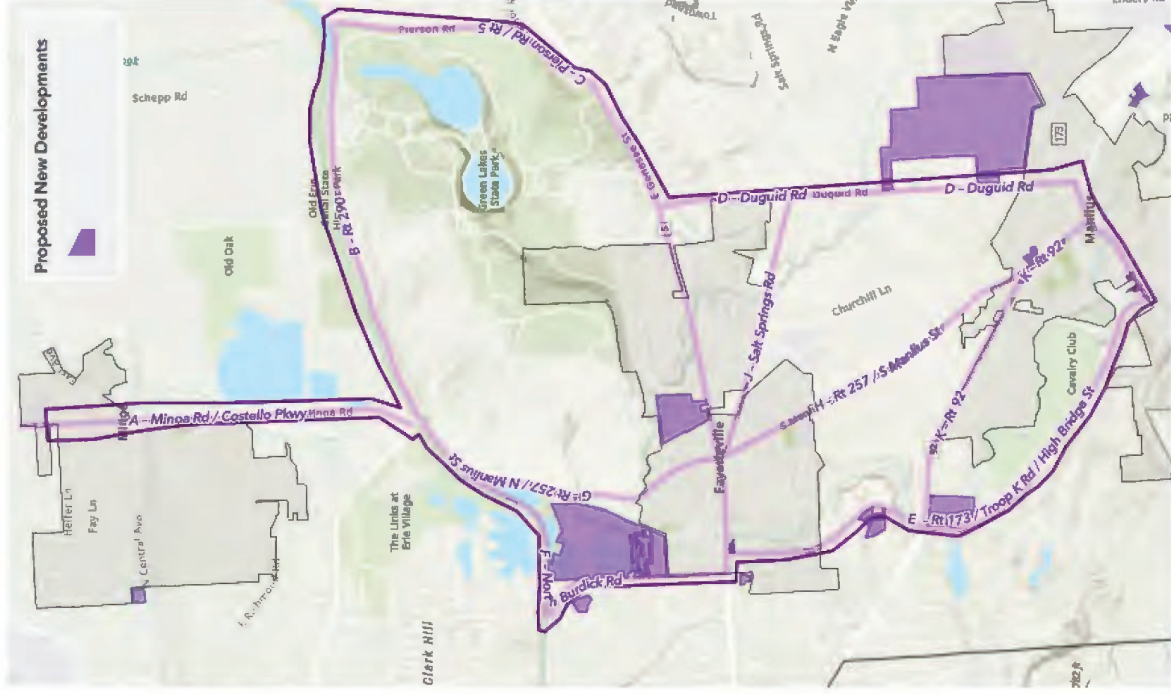
# Wetlands

- Some corridors adjacent to Fed or State wetlands
  - Rt 290 along the canal
  - Rt 5 and Pierson Rd near Green Lakes
  - Minoa Rd/Costello Pkwy
  - Highbridge Rd
- This could present challenges



# Proposed Developments

- Senior housing - Highbridge St.
- Subdivision – Highbridge St.
- Subdivision – Duguid Rd.
- Mixed-use – Route 92
- Grocery – E. Genesee St.
- Zone change on N. Burdick St.



# Improvement Ideas

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# Improvement Ideas

DRAFT

## Treatment Hierarchy



Shoulders – Sidewalks – Shared-Use Paths (SUPs)

Minor Streets – Off-Road  
(not shown)



# Improvement Ideas

DRAFT

## Shoulder Enhancement and Expansion

- Widen shoulders by narrowing travel lane and/or expanding pavement (with or without curb)
- Primarily for biking\*, can be used for walking
- Materials: asphalt, paint
- 5ft Minimum; buffer and separation options



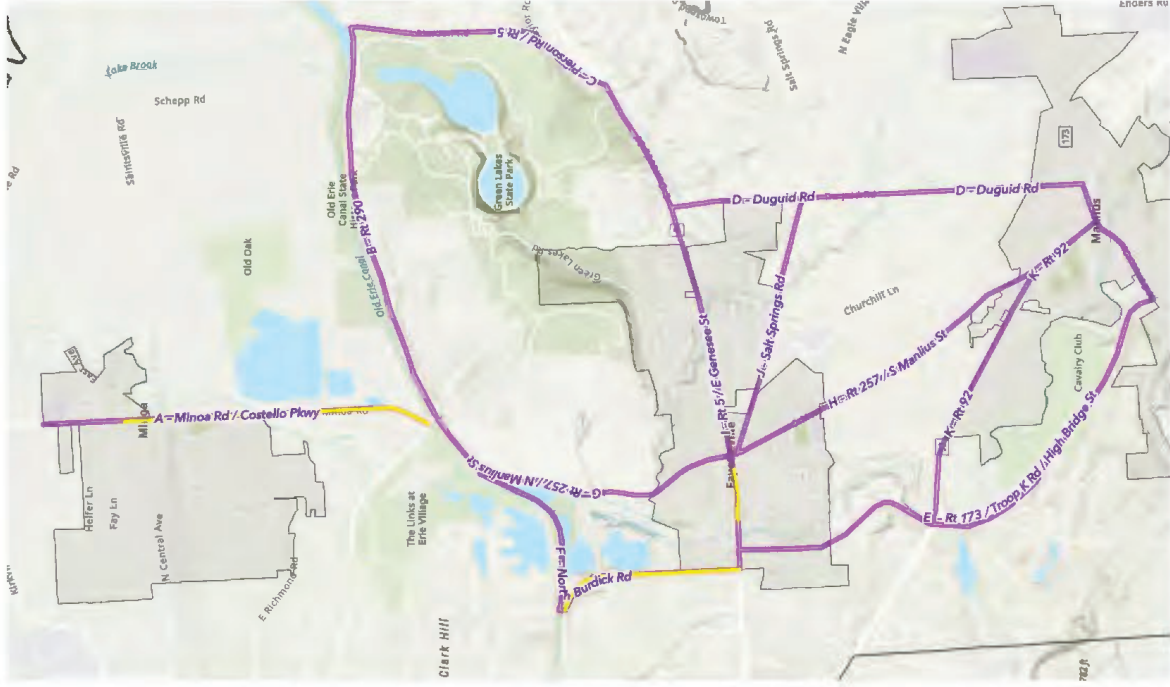
Blue line indicates ROW

# Improvement Ideas

DRAFT

## Shoulder Enhancements

- No roadway expansion
- Widening shoulders using striping, narrow travel lanes, add buffers, etc.
- Key areas:
  - Corridor A – Minoa Rd / Costello Pkwy
  - Corridor F – Burdick Rd
  - Corridor I – Rt 5 / W Genesee St



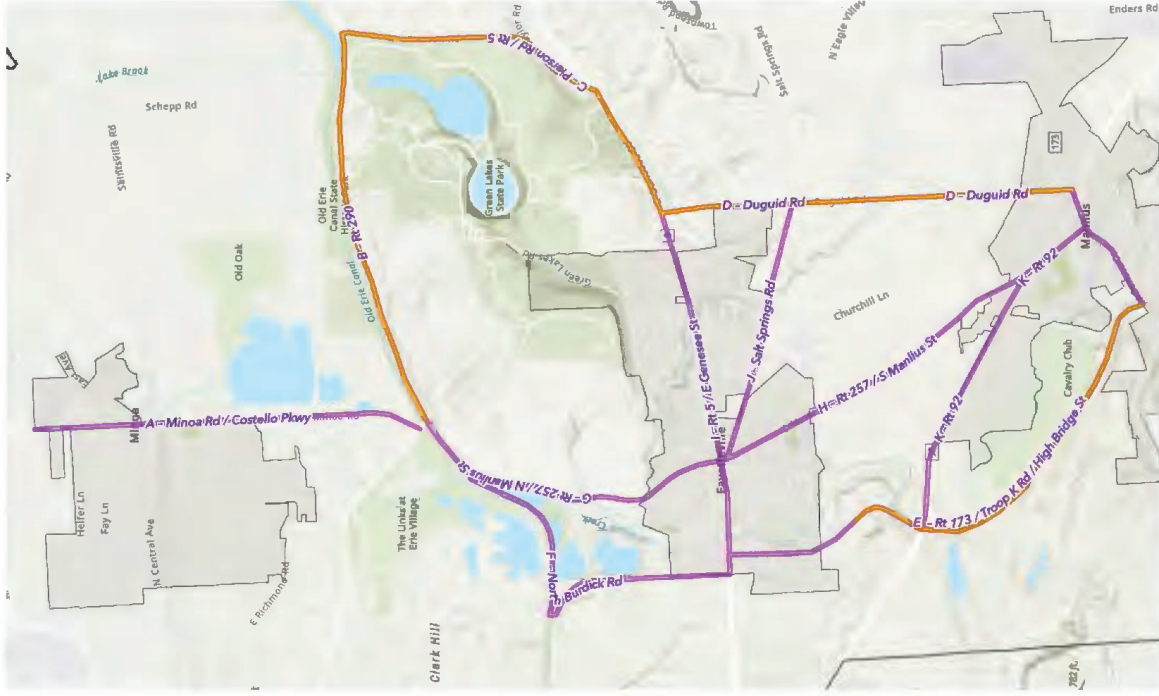


# Improvement Ideas

DRAFT

## Shoulder Expansions

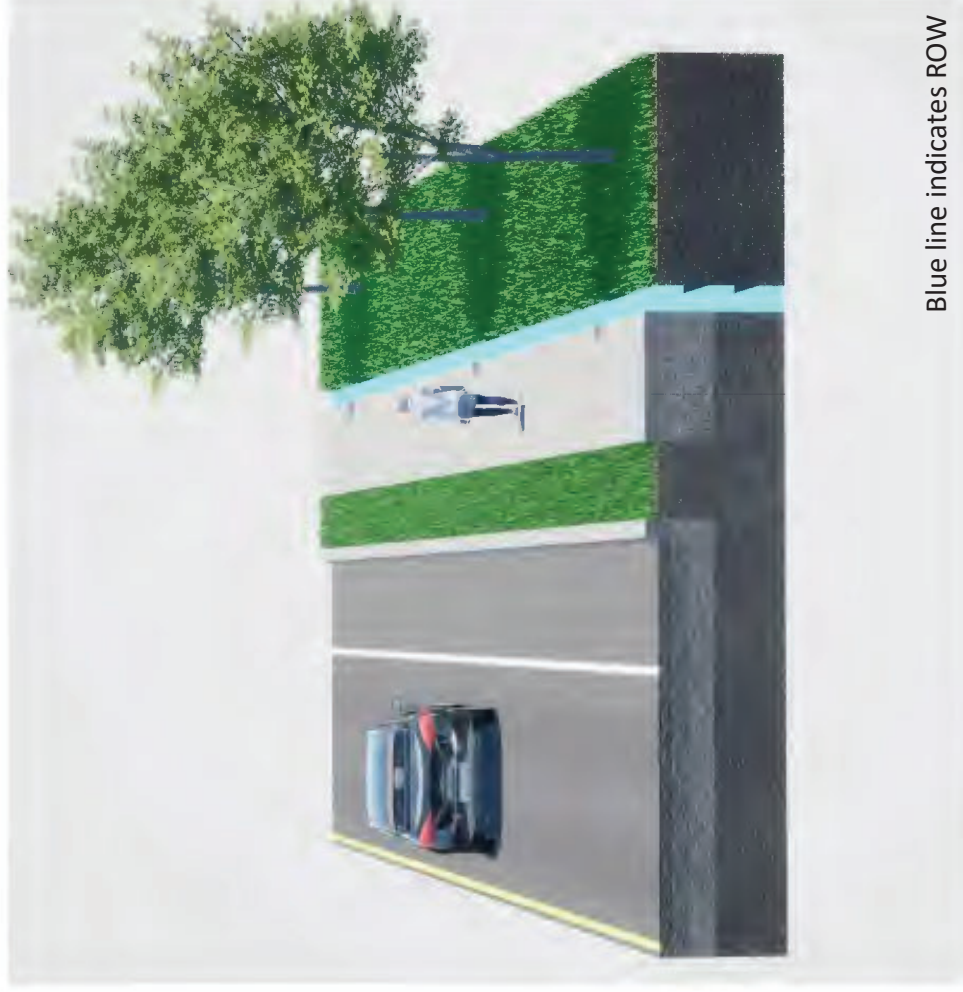
- Expand pavement to create wider shoulder
- Key Areas:
  - Corridor B – Rt. 290
  - Corridor C – Pierson Rd / Rt. 5
  - Corridor D – Duguid Rd
  - Corridor E – Rt. 173 / Troop K Rd / Highbridge St



# Improvement Ideas

DRAFT

## Sidewalks



Blue line indicates ROW

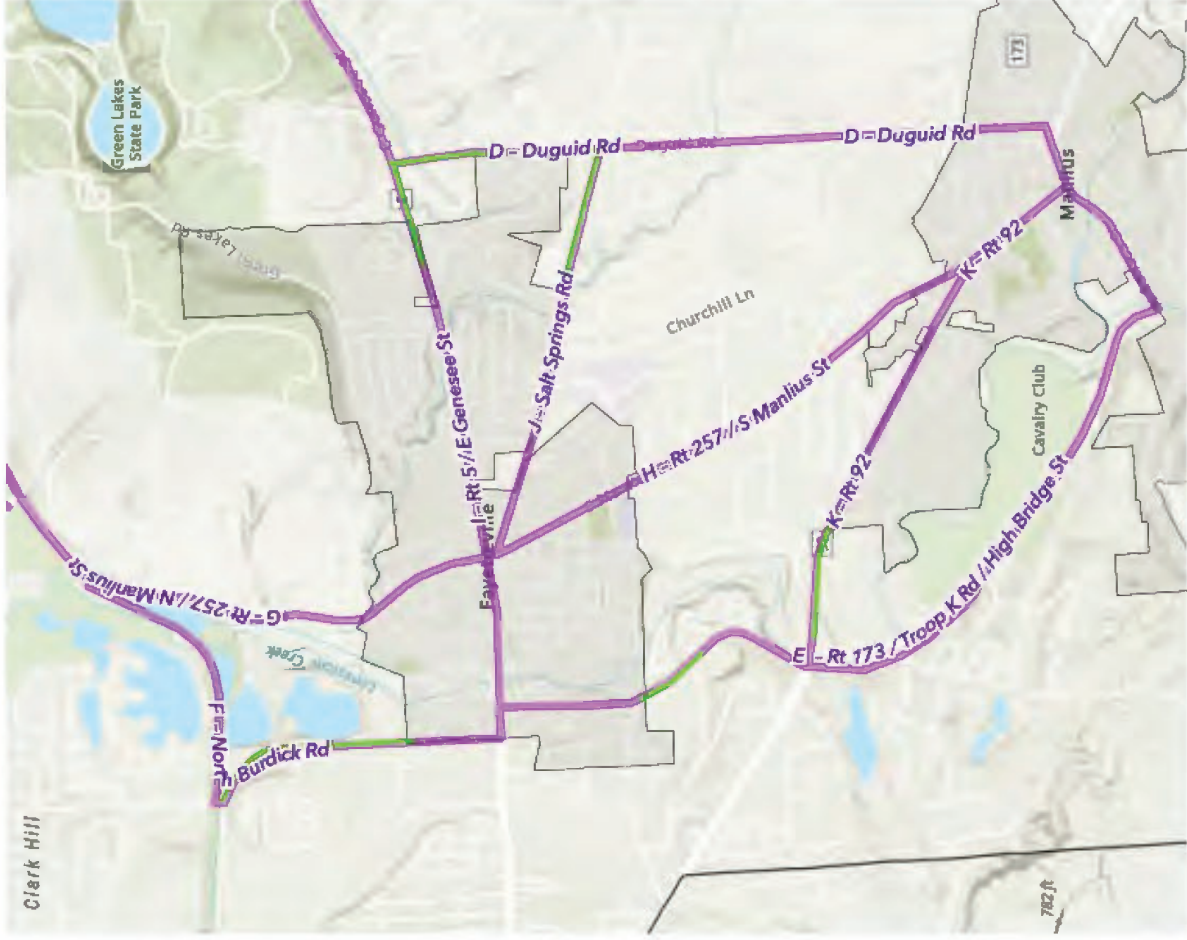
- Construct 5ft sidewalk
- Shoulder, curb, and maintenance add buffer
- Primarily for walking; often used by younger / less experienced bikers
- Materials: concrete, paint, plantings

# Improvement Ideas

DRAFT

## Sidewalks

- Adding new sidewalks or expanding upon existing sidewalk network
- Key Areas:
  - Corridor D – Duguid Rd
  - Corridor E – Rt. 173 / Highbridge St
  - Corridor F – Burdick Rd
  - Corridor J – Salt Springs Rd
  - Corridor K – Rt. 92



# Improvement Ideas

DRAFT

## Multi-Use Path or Shared-Use Path

- Construct 10-15ft multi-use path
- Shoulder, curb, and maintenance add buffer
- For walking, biking, rolling; bi-directional
- Materials may vary



Blue line indicates ROW

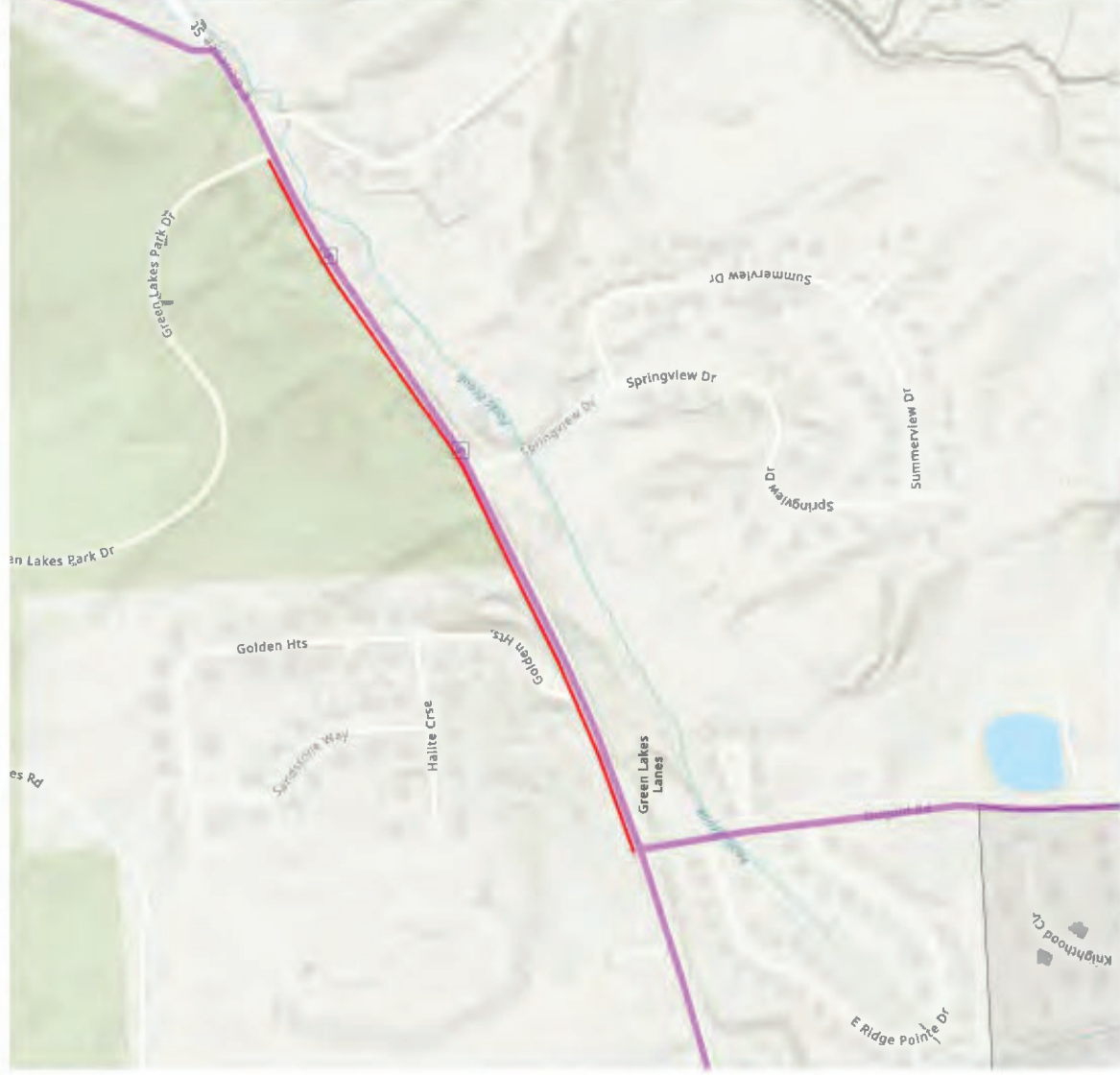


# Improvement Ideas

DRAFT

## Shared-Use Path

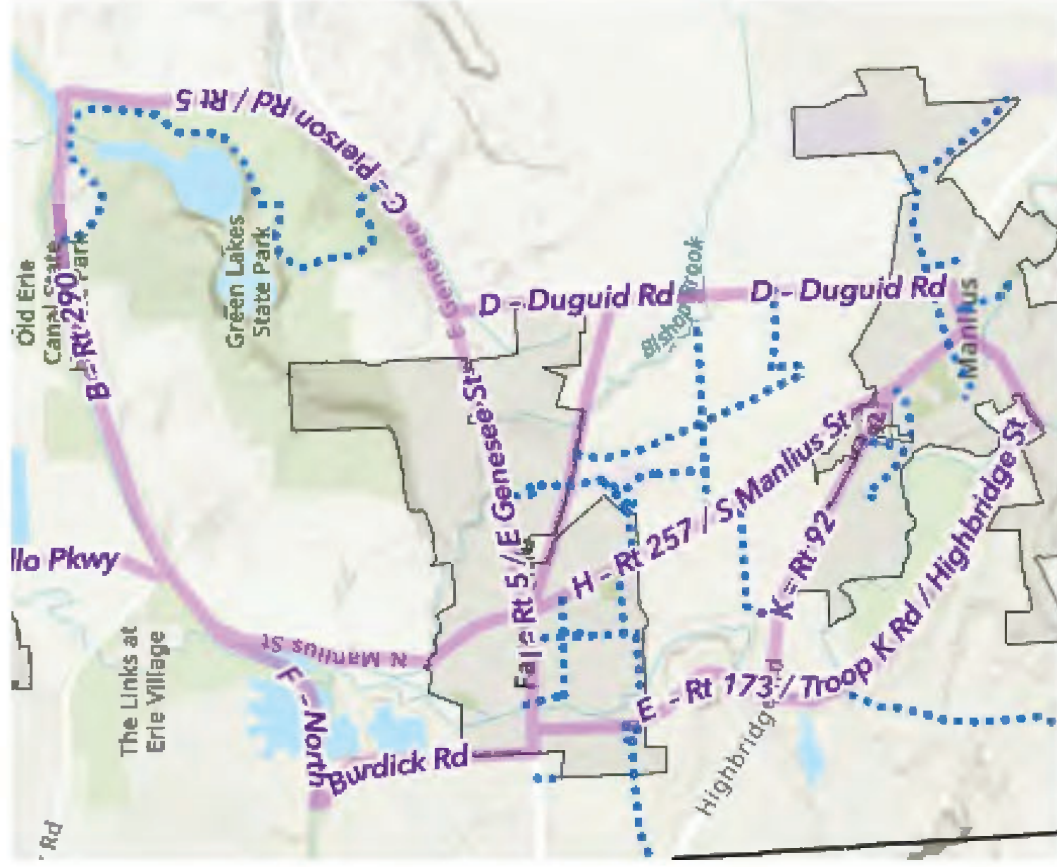
- Separated path adjacent to roadway
- Key Area
  - Corridor C – Rt. 5 (Duguid to Green Lakes)



# Improvement Ideas

DRAFT

## Minor Streets



## Off-Road





# Improvement Ideas

DRAFT

## Cost Matrix

Improvement	Construction Cost (est.)
Shoulder Enhancement	\$\$
Shoulder Expansion	\$\$\$\$
Sidewalk	\$\$
Multi-Use Path	\$\$\$
Multi-Use Path w/ ROW	\$\$\$
Bike Boulevard	\$
Off-Road	\$\$\$\$

\$ \$0-\$100,000/quarter mile  
\$\$ \$100,000-\$200,000/quarter mile  
\$\$\$ \$200,000-\$300,000/quarter mile  
\$\$\$\$ \$300,000/quarter mile+

# Next Steps

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DRAFT



# Next Steps

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DRAFT

- Get SAC's feedback on Improvement Ideas
- Refine Concepts for Public Meeting 1
- Plan Public Meeting 1
  - Date and Time
  - Location
  - Open House Format
  - Materials

Thank You

## Contact Info

Creighton Manning Engineering, LLP

Project Manager: Sarah Carroll, PE, PTOE



[scarroll@cmellp.com](mailto:scarroll@cmellp.com)



[www.cmellp.com](http://www.cmellp.com)



Tel. 518.689.1887

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# **APPENDIX D**

## **PUBLIC OPEN HOUSE #1**





## **Villages of Minoa, Fayetteville, and Manlius Bicycle and Pedestrian Connections Study**

Public Meeting 1

April 11, 2024

### **Meeting Summary**

The purpose of this meeting was to present preliminary findings and recommendations to the public and gather feedback regarding potential improvements for walking and biking within the project area. Community members were able to provide comments on display boards during the open house portion of the meeting. A summary of the feedback is as follows:

#### **Improve Road Safety for Non-Motorist Travel**

The public consistently requested the implementation of safety measures for pedestrians and bicyclists that would lower speed limits and improve road shoulders. Narrow shoulders, along with the presence of storm drains and rumble strips present obstacles for safe multi-modal travel. Minoa Road and Enders Road (which is outside the study area) were identified repeatedly by residents as needing safety improvements.

#### **New Sidewalks and Bike Paths**

Community members desire additional sidewalks and bike paths. Currently, there are areas that need sidewalks to be extended or fully implemented, as well as bike paths. Routes 92, 257, and Enders Road (which is outside the study area) were consistently mentioned as needing improvements. Community members feel it isn't possible to travel these roads safely without the inclusion of new non-motorized based infrastructure.

#### **General Support for Widening Shoulders for Bike Lanes**

Community members shared support for widening shoulders to create safer areas for bicyclists due to existing safety concerns. These concerns include high vehicle speeds, narrow shoulders, and poor pavement quality.

#### **Mixed Support for Multi-Use Paths**

There was mixed support for creating multi-use paths through the town for use by pedestrians and bicyclists. Some community members support paths on busy, high-speed streets to provide safe connections between villages and schools. However, other residents indicated that this is unsafe for bicyclists when it is necessary to pass a group of pedestrians using the path.



## Connecting Neighborhoods and Villages

Community members expressed the need for better connectivity between neighborhoods, villages, and schools through improved pedestrian and bicycle infrastructure.

Individual community comments for each display board are listed below.

### Introduction & Overview

- Centro bus routes should be shown on maps
- 92 in Manlius very busy, no bike lane \*Dangerous!\*
- Enders Road really needs sidewalks. So many kids walk on Enders Road w/ the elementary + middle schools on Enders + the high school near Enders. So many have already signed our petition – over 500 signatures!

### Survey Results & Issues Identification

- Speed limit needs to be lowered through Hamlet of Manlius Center along Minoa Rd from Canal Park through Minoa
- Was biking and hit by a car by a car here (*pointing to a point of serious injury crashes, where Rt 92 and Rt 257 meet*)

### Existing Facilities & Proposed Improvement Ideas

- Why not complete the sidewalk past Tracey Lumber on Salt Springs?

### Alternative Routes and Off-Corridor Treatments

- Love the alternative routes – ty! Also like/prefer “sharrows” to anything else. Widening the roads, expanding a sidewalk or creating new paths along the roads are less desirable.
- Live on Audubon + would love to have safe bike access to Mott Rd elementary. Bike/Pedestrian bridge from Bird Sanctuary to South St in Fayetteville
- Alignment into school (*Intersection of Route 257 and School Drive*)
- Would love a bike or walk trail along Ledyard Canal
- Excellent idea! We need an alternate bike route between Fay & Manlius that bypasses 92 bottleneck
- --path/sidewalks. Also speed limits need to be lowered. Would love to bike it – but wonder if it’s possible.

### Multi-Use Path Improvements

- Needs access to the school from both villages Manlius/Fayetteville, multi-use path/sidewalk
- Need multi-use path along 257 from Rt 5 to Rt 92
- Bad bad bad... for bicycles (*pointing to K- Rt 92*)

- Please! No! At any rate, it's not a safe, practical idea! People walking with kids, pets along with bikers? Take the exp. of Onondaga Lake Path : Before
- Not great when biking and there are groups of pedestrians walking 3-4 blocks across the way

### Sidewalk Improvements

- Sidewalks on Salt Springs Rd from Village to Duguid are next, & continuous connection by Lumberyard
- Extend sidewalk (*points to Route 257*) (at least to Hence Auto). Widen road alone here for cyclists going to Green Lakes.
- Needs really a side road/lane for bikers/walkers. Pretty dangerous road & past dark time!
- This study is missing the opportunity to correct a historical problem @ the northside of the Tracey Lumber property on Rt. 5 & the southside of Tracey Lumber @ Salt Springs Rd. The site is a typical carve out w/ the [continues on second sticky note]

### Bike Lanes (Wide Shoulder)

- Lower speed limit on Minoa Rd. from 45 to 35
- Pedestrian friendly path needed along Minoa Rd/ Costello Pkwy connecting Erie Canal Park to Minoa Village!!
- Little to no shoulder, high speeds, road floods, lots of hills, ditch/hills on one side, canal on other. Rt 290 Green Lakes
- Between F'ville PO + Dunkin. Very narrow shoulders and dangerous storm drains for bikes
- Separated bike lane (*points to H- Rt 257 / S Manlius St*) needed on 257 b/t Rt 5 and Rt 92
- Biking & Walking Solution down 257 from Manlius to Fayetteville
- Would prefer a buffer!
- Can we make better connections from FM High School and surrounding neighborhoods to the Village of Manlius
- Need protected bike lane
- Bike lanes should be for pedestrians as well if no sidewalks are there.

### Study Area & Connection Corridors

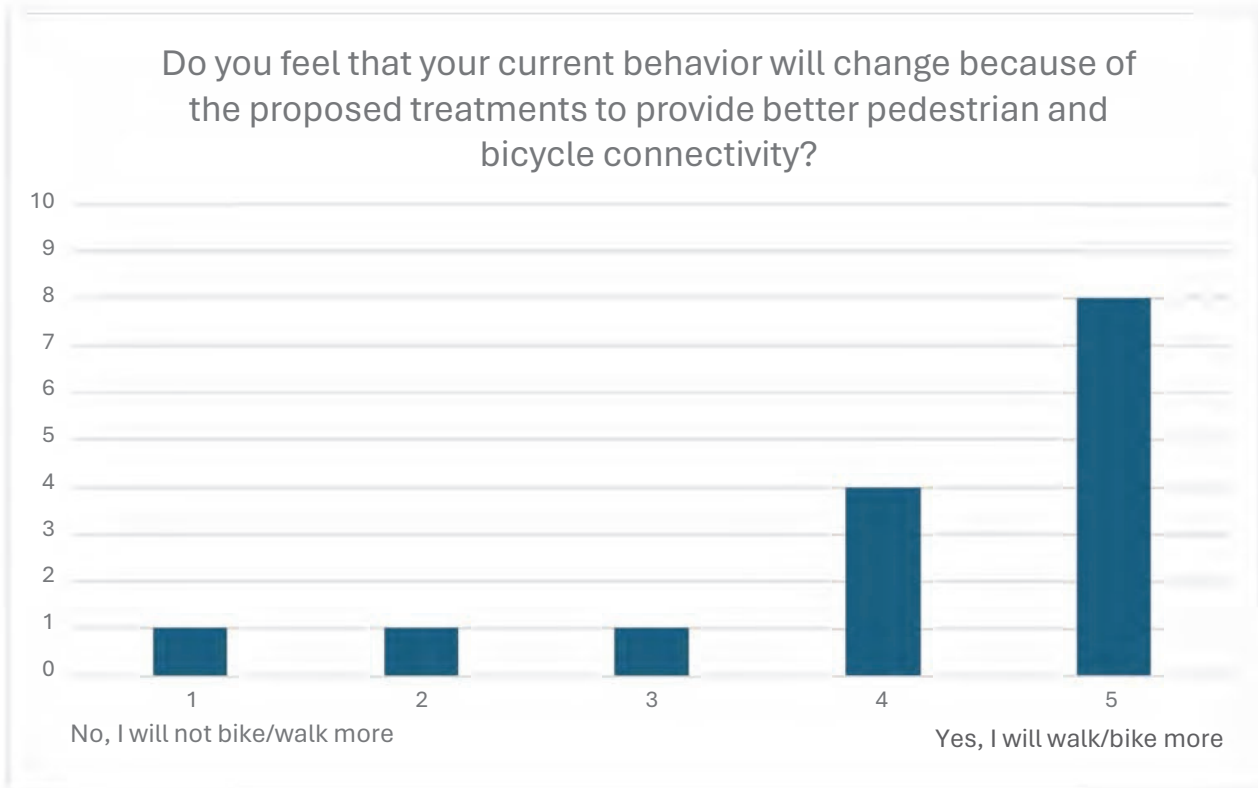
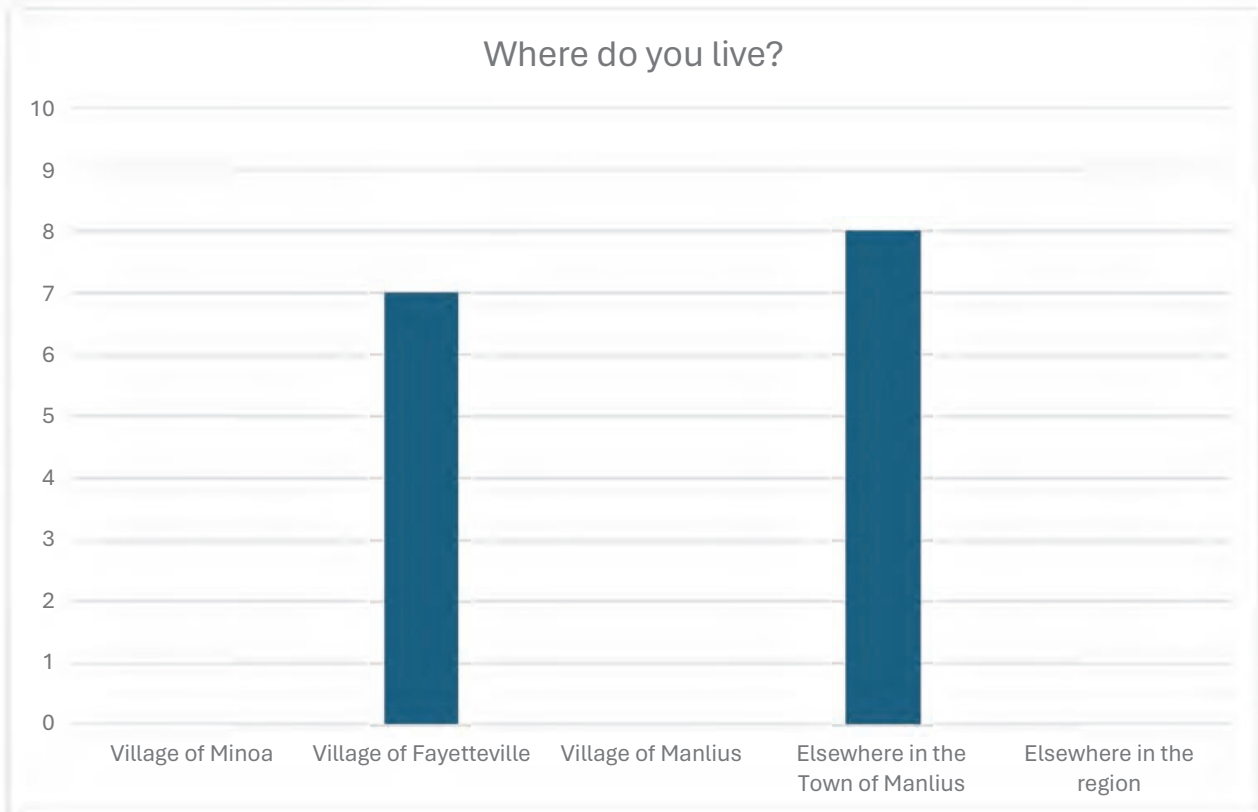
- Please widen the "pinch point" near the cemetery wall (*points to area off of Rt 290*)
- People in Minoa Farms often use Clemons to Rt 290 to access canal/ Green Lakes/ F'Ville. Why wasn't that corridor included?
- Southbound should narrow here. Traffic is heavy. Widen? (*points to G – Rt 257 / N Manlius St*)



- No rumble strips in center. Inadequate shoulders
- Storm drains on shoulders dangerous for bikes! (*I - Rt 5 / E Genesee St*)
- Sidewalk please!! (*H - Rt 257 / S Manlius St*)
- Would love sidewalks on FM Rd between Wellwood Middle School + at least Hunt Lane
- Salt Springs Road uphill \*many bikers + walkers/kids ... dangerous & connects to IC & rest of Fayetteville.
- Need bike path through park (off 257) to help avoid Manlius Village \*for traveling east (*H-Rt 257 / S Manlius St*)
- Need bike path through village center, swan pond to help avoid village (*K - Rt 92*) \*for traveling west
- I avoid this area (*Rt 92 near Flume Rd*) at all costs and take neighborhood streets east of Rt 92 (Pleasant, Moulter, Smith, Elmbrook, Garrett) to go North onto 257. Hate Manlius Village
- Was biking here and got hit by a car – need bike lanes!! 92 and 257
- Shoulders too narrow or non-existent. Traffic too fast, curves too dangerous, for safe biking.
- Connect to high school + Adjacent neighborhoods (*points to FMHS*)
- Enders Rd! Needs a sidewalk! Lower the speed limit

### **Comment Forms**

Comment Forms were available to meeting participants to share additional information regarding where they live and how the proposed improvements will impact their behaviors around walking and biking. Summarized feedback from the comment forms is provided below. See Appendix A for individual comment forms.





## Open Comment Section Summary

### **Support for Separate Bike Lanes and Multi-Use Paths**

Community members requested additional separate bike lanes and multi-use paths. Currently, most streets do not have safe non-motorist infrastructure. Routes 92, 257, 173, and Enders Road (which is not in the study area) were frequently mentioned as needing improvements. Under current conditions, meeting participants felt it isn't safe enough to travel the above mentioned roads without a car, especially when alone or traveling with children.

### **Improving Safety for Pedestrians and Bikers**

Community members feel that existing non-motorist infrastructure is dangerous. Among a multitude of concerns, the most common were narrow shoulders, high vehicle speeds, sewage drains, flooding, and curvy roads. Commenters proposed additional signage to alert motorists of bicyclists and pedestrians. Also, commenters expressed that a potential solution to the unsafe existing infrastructure might be to include buffers between the roads and paths meant for pedestrians and bicyclists.

### **Expand Study Area**

Community members felt the study area is too limited and should be expanded. Potential areas to include are the tri-village area and high-density areas by FM High school, Enders Road, and South Eagle Village Road. These areas were proposed for improvements in addition to the current study area.





## Appendix A: Comment Forms

Thank you for visiting us for the Villages of Minoa, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, April 11, 2024. Please provide any additional comments you may have in the space below.

This form can be returned to the comment box or to any SMTC staff member. You may also return this form via mail (SMTC, 126 N. Salina St., Suite 100, Syracuse, N.Y. 13202) or fax (315-422-7753). **Please return comment forms by Friday, April 19, 2024.**

**Question: Where do you live? (check one)**

- Village of Minoa
- Village of Fayetteville
- Village of Manlius
- Elsewhere in the Town of Manlius, outside of previously listed villages
- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      4                      3                      2                      1                      N/A

*with proper improvements*                      *with PAINT*

**Open Comment: Use this space to provide written feedback on the project.**

- Proposed treatments are too conservative (stripe of PAINT). More bikes/walkers will appear with physically separated (curbed) lanes + multi-use paths.
- Study Area includes lots of low density areas, while excluding nearby higher density areas by FM High School, Enders Rd + S. Eagle Village Rd. Residents in these neighborhoods are struggling to get sidewalks on Enders for their children to walk to school!
- cont on back

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Danielle Krol at the SMTC by phone (315.422.5716 x1308) or via e-mail (dkrol@smtcmpo.org).

- Manlius Village was just re surfaced last year, with 0 improvements to bicycle infra + safety.
- Both Fayetteville + Manlius would benefit greatly by slowing + calming traffic
- Bikes + Pedestrians will appear with safe infra!  
ex. I would love to bike to snow-top in Manlius, but the traffic + lack of safe places for my 9 and 11 y/o daughters to ride eliminates that as a possibility.  
We tried it as a walk too, but crossing the busy village center rds was not a fun or especially safe experience.



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- Elsewhere in the region

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Yes, I will bike/walk more than I do now                      No, I will not bike/walk more  
5                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

People are looking for a safer way through Fayetteville where it is very congested.  
Can we make the merge/not merge section of the hill safer with paint?

Name (optional) 

Address (optional) 

E-mail (optional – we will email you study updates) 

Would you like to be added to the SMTC mailing list? Yes  No

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- Village of Manlius
- Elsewhere in the Town of Manlius, outside of previously listed villages - *one street just outside V/Fayetteville line*
- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      **4**                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

Too many streets w/ zero bike lanes, curb to curb driving lanes. Definitely love to see NY 5 in ~~the~~ Fayetteville reduced to 1 lane each way from Burdick to 257 to add bike lanes. Need to do same on 92 through Manlius from 257 to 173 and along 173. DOT had chance to do it last year and blew it.

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional - we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

*Already on it*

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*Thanks!*



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Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      (4)                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

Thank you for the initiative and for the work done.

I would like to see some areas with a more robust infrastructure to provide a safe alternative to ride cars. For example, having bike path 20' away from roads or with a vertical ~~str~~ structure separating the bike path from the car road.

Name (optional) 

Address (optional) 

E-mail (optional – we will email you study updates) 

Would you like to be added to the SMTC mailing list? Yes  No

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**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

*Living on highbridge street, there isn't ~~all~~ direct access to manlius via bike/running that feels safe. I would love the idea of extending the sidewalk down the rest of the street. I also love the idea of connecting the canal trail to the Turner Center at Fayetteville.*

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional – we will email you study updates) \_\_\_\_\_

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Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3

2

1

N/A

**Open Comment: Use this space to provide written feedback on the project.**

\* A big priority should be a bike/walking lane along Rt. 257 between Fayetteville and Manlius villages. It should include a buffer to enhance the safety of pedestrians + cyclists.

\* There should be a trail along Ledyard Canal - this was proposed years ago - let's revive the proposal!

Name (optional)

\* Should consider adding roundabouts to busy intersections.

Address (optional)

E-mail (optional - we will email you study updates)

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

• I would be very excited by safe cycling & pedestrian routes to the Hal Welsh East Area YMCA. My current <sup>cycling</sup> route from my house involves going to the canal, heading north and then going back south down N. Burdick St to turn right.

• I'm also interested in a continued sidewalk east of my house toward the south entrance to Green Lakes.

• If possible, I wonder about the ability to engage youth & young adults in public comments. I see so many children & teens walking & cycling (on sidewalks) and I'd love for their voices to be heard & their routes to be considered.

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional - w \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Danielle Krol at the SMTC by phone (315.422.5716 x1308) or via e-mail (dkrol@smtcmpo.org).

Thank you for visiting us for the Villages of Minoa, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, April 11, 2024. Please provide any additional comments you may have in the space below.

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**Question: Where do you live? (check one)**

- Village of Minoa
- Village of Fayetteville
- Village of Manlius
- Elsewhere in the Town of Manlius, outside of previously listed villages
- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now  
5                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

*On Rt 290 / Green Lakes Rd near intersection of 257/290 very narrow lanes, the road is very curvy, and often floods. High speeds on road. Erie Canal on one side of road hills and deep ditches along road. Lots of trees and close to road. Road is unsafe, would love to see something done.*

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3

2

1

N/A

**Open Comment: Use this space to provide written feedback on the project.**

the scope of your study is too limited. you should expand to the corridors that lead to & from the tri-village area. those need much more improvement than the current area.

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3


2


1


N/A

**Open Comment: Use this space to provide written feedback on the project.**

- 1) No rumble strips in center of road (SE 1140 257 north)
- 2) Sewer drain covers need to be bike friendly.  
(at level and grates perpendicular to road)
- 3) Min shoulder width 3 feet through villages.
- 4) No current "bike in lane" signs. Workless and dangerous
- 5) Install signage to inform drivers to "move over" for bikes + pedestrians

Name (optional) 

Address (optional) 

E-mail (optional – we will email you study updates) 

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3

2

1

N/A

**Open Comment: Use this space to provide written feedback on the project.**

There is already heavy pedestrian + cyclist on Minoa Rd linking Erie Canal Park in Hamlet of Manlius Center (290) to Minoa. There have been at least 2 cyclist fatalities on Minoa Rd in the past, since 1980's. Motorists drive way too fast making it unsafe for pedestrians and shoulder is too narrow. Buffered pathway would be ideal.

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

may already be on it

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- Yes: I will bike/walk more than I do now                      No, I will not bike/walk more
- (5)                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

- Centro Bus Routes/stops should be on maps to show connectivity
- Fayetteville Elementary & Wellwood Sidewalks are mandatory
- WHAT IS THE STATUS OF THE PREVIOUS STUDIES DONE ON IMPROVING SIDEWALKS?
  - STUDYING IS GOOD, DOING IS BETTER!!!

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

The proposal is ambitious and likely impossible in some areas but I hope at least some of it is done.

It will take a collective will to move from a car-based community to one that values walking + biking.

Name (optional)  

Address (optional)  

E-mail (optional – we will email you study updates)  

Would you like to be added to the SMTC mailing list? Yes  No

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- Yes, I will bike/walk more than I do now                      No, I will not bike/walk more
- 5                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

*No any of the proposed pathways connect to the Onondaga State Trail? Are there any plans to install bike racks? Sure would be great to get a shoulder on L73! :)*

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

(5)                      4                      3                      2                      1                      N/A

**Open Comment: Use this space to provide written feedback on the project.**

need to create safe bike/ped facilities  
on Rts 257 and on Rt 5 to  
connect bikers to new limestone  
park and canal connections

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Danielle Krol at the SMTC by phone (315.422.5716 x1308) or via e-mail (dkrol@smtcmpo.org).



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5

4

3

2

1

N/A

**Open Comment: Use this space to provide written feedback on the project.**

Name (optional)

Address (optional)

E-mail (optional – we will email you study updates)

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Danielle Krol at the SMTC by phone (315.422.5716 x1308) or via e-mail (dkrol@smtcmpo.org).

We're begging for  
sidewalks on 40 years  
FM Road for  
Phase 2 it now

On 257,

My concern is that we have  
a "bike lane" but both  
sides of the road, they are  
very narrow, obstructed,  
and not a safe, flat, clean  
lane & gives a wrong  
impression to drivers to  
expect bikers on it, and

As: once any safety  
measures taken & out  
there for bikers,  
what would be the  
place/differences to be  
considered between  
bikers & e-bikers & e-scooters?  
Share same lanes??



## Appendix B: Sign-In Sheets



MEETING ATTENDANCE

Project: 123-257 SMTTC Villages of Minoa, Fayetteville & Manlius Bike and Pedestrian Connectivity Study Date: 04/11/2024  
 Subject: Public Information Meeting #1 Location: Village of Manlius Auditorium

NAME	Address	PHONE	E-MAIL
Melvin Halway	[REDACTED]	[REDACTED]	[REDACTED]
JOE SALABESE			
Jared Saxles			
Brandon Kruse			
Bev Boland			
Matt Gartner			
Peter Naughton			
JESSICA SWANSON			
Sarah Pralle			
Maureen Bishop			
Steve Share			
Katelyn Kniesel			
Mark Matt			
Monica Browning			
Karen Heitzman			



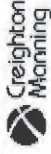


MEETING ATTENDANCE

Project: 123-257 SMTC Villages of Minoa, Fayetteville & Manlius Bike and Pedestrian Connectivity Study Date: 04/11/2024  
 Subject: Public Information Meeting #1 Location: Village of Manlius Auditorium

NAME	Address	PHONE	E-MAIL
Janet Dzieryga	[REDACTED]	[REDACTED]	[REDACTED]
X2 Coyle Harbacht	[REDACTED]	[REDACTED]	[REDACTED]
Janin Galway	[REDACTED]	[REDACTED]	[REDACTED]
Ellen Karkowski	[REDACTED]	[REDACTED]	[REDACTED]
Ashley Karkowski	[REDACTED]	[REDACTED]	[REDACTED]
Rob Oley	[REDACTED]	[REDACTED]	[REDACTED]
Casey Cleary-Humanstett	[REDACTED]	[REDACTED]	[REDACTED]
William Nizubir	[REDACTED]	[REDACTED]	[REDACTED]
Judith Calogera	[REDACTED]	[REDACTED]	[REDACTED]
Christina Fuller	[REDACTED]	[REDACTED]	[REDACTED]
Barb Wilson	[REDACTED]	[REDACTED]	[REDACTED]
Peter Guarino	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]





MEETING ATTENDANCE

Project: 123-257 SMTC Villages of Minoa, Fayetteville & Manlius Bike and Pedestrian Connectivity Study Date: 04/11/2024  
Subject: Public Information Meeting #1 Location: Village of Manlius Auditorium

NAME	Address	PHONE	E-MAIL
Bill Lazare			
MARY CHAPMAN			
Jane Kane			
Elaine Denton			
Carol Galway			
Bob Webber			
Marian Chazvini			
Ben Kintish			
John Boland			
DON Gates			
Suzanne Stone			
Patrick Stone			
Steve Ball			
Jim Howe			
Sara Ballinger			
Greg Ketchum			
Mike Nesri			
MaryFestl			
Tasod Klaiber			

To be added to email list

Jim Davis

Ellwood Hanrahan

Edward Mark



701

000

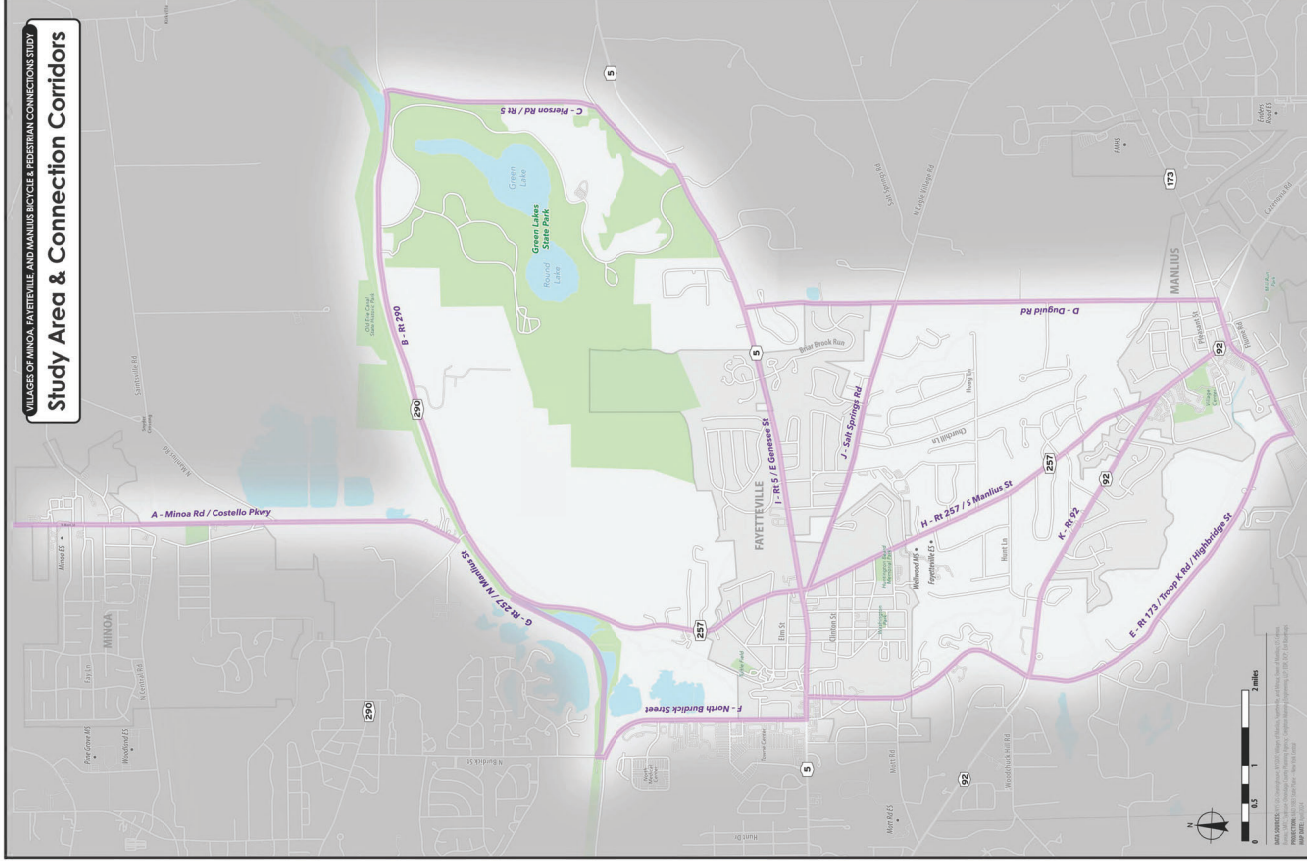
# Study Area & Connection Corridors



DATA SOURCES: NYS GIS Clearinghouse, WPAOC, Villages of Manlius, Fayetteville, and Minoa, Town of Manlius, US Census Bureau, GIS, Esri, OpenStreetMap, County Planning Agency, Creighton Manning Engineering, LLP, EDR, Verty Engineering  
 PRODUCTION: 1/13/2013 Scale: Plan - New York  
 MAP DATE: 1/13/2013



# Introduction & Overview



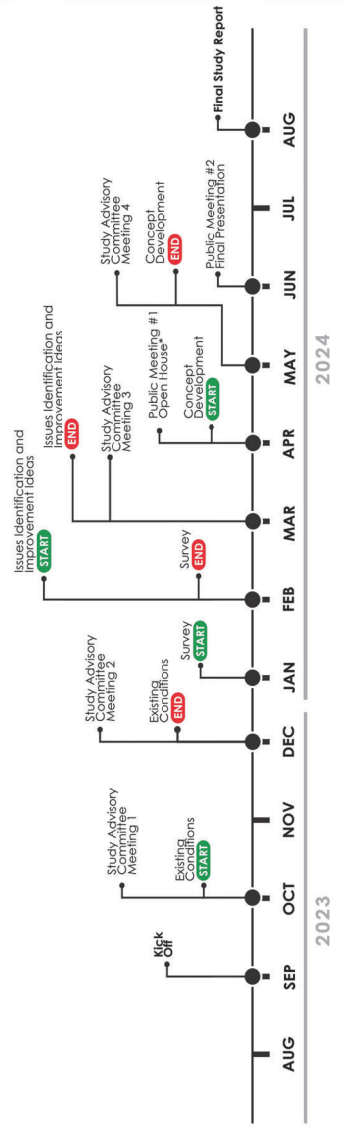
VILLAGES OF MINOA, FAYETTEVILLE, AND MANLIUS BICYCLE & PEDESTRIAN CONNECTIONS STUDY  
Study Area & Connection Corridors

**STUDY OVERVIEW:** The Syracuse Metropolitan Transportation Council (SMTC), on behalf of its municipal partners, wants to build on recent planning efforts (local and regional) which relate to pedestrian and bicycle accommodations. Specifically, they are interested in connections that link the **villages of Minoa, Fayetteville, and Manlius** to each other, as well as to neighboring parks and trails in the area, including, the Empire State Trail system, Mill Run Park, and Green Lakes State Park. The study area consists of: North Burdick Street, East Genesee Street, Route 290, Pierson Road, NYS Route 5, Duguid Road, Route 173, and Troop K Road, and Highbridge Street; spur that will run to the Village of Minoa via Minoa Road Connections to the front (NYS Route 5) and rear entrance (Route 290) to Green Lakes State Park.

**STUDY DETAILS:** SMTC is working with a Study Advisory Committee to help inform the work. An online survey was conducted to gather information from members of these communities on their current walking and biking trips and which corridors were preferred. Existing conditions data along the identified corridors was gathered and issues were noted.

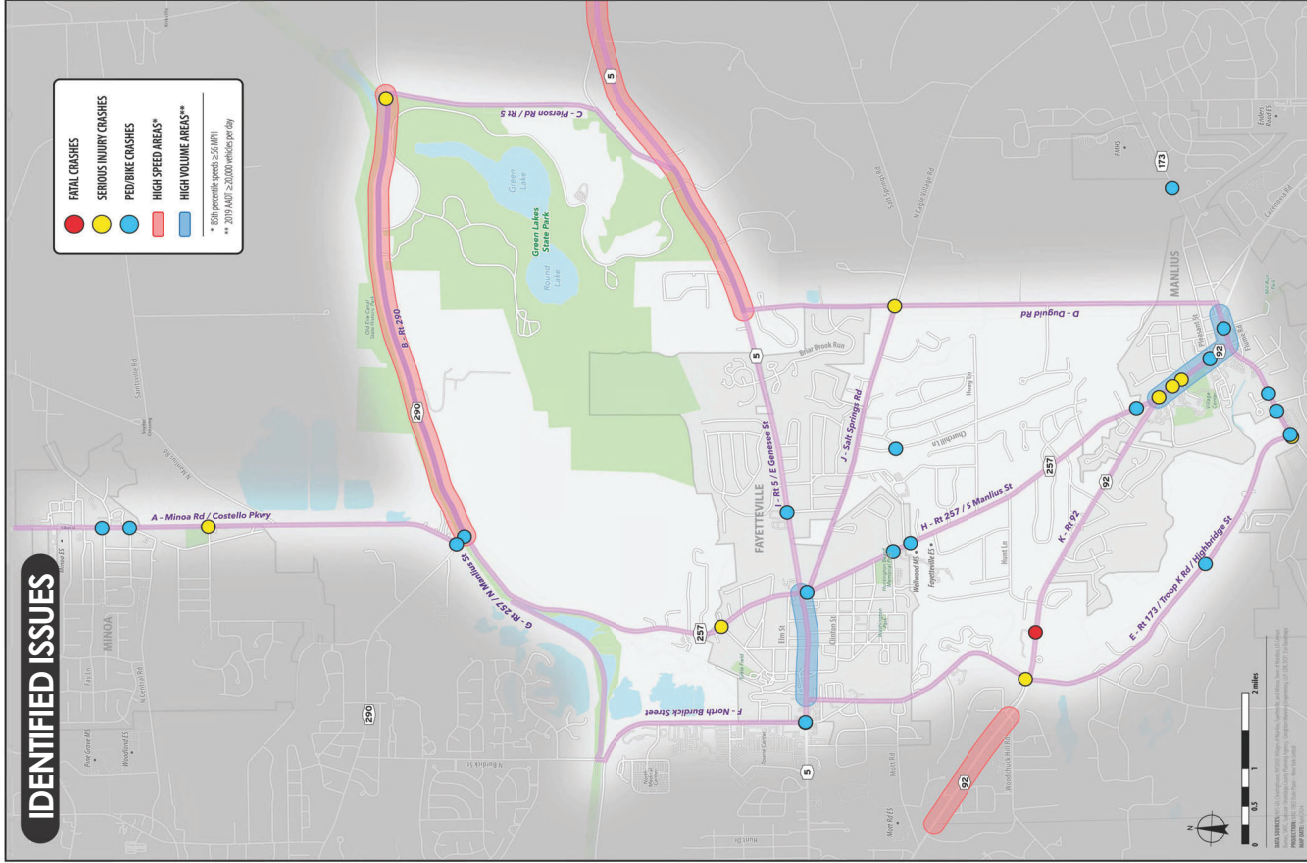
**STUDY GOALS:** Provide detailed, site-specific recommendations for bicycle and pedestrian facilities along the most appropriate roadways to strengthen and increase the safety of bicycle connections from local parks and trails to the village of Minoa, Fayetteville, and Manlius as well as increase the number of bicycle commuter trips through the villages of Fayetteville and Manlius.

## PROJECT TIMELINE



# Survey Results & Issues Identification

## IDENTIFIED ISSUES



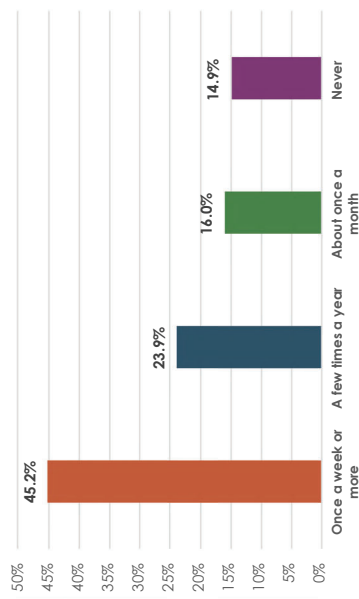
## SURVEY SUMMARY

356 responses

Open from Jan 22 – Feb 12, 2024

Over 90% of respondents are from Manlius or the three villages

Do you ever walk or bike for short trips (less than 3 miles) from your home to destinations like stores, parks, school, etc.?

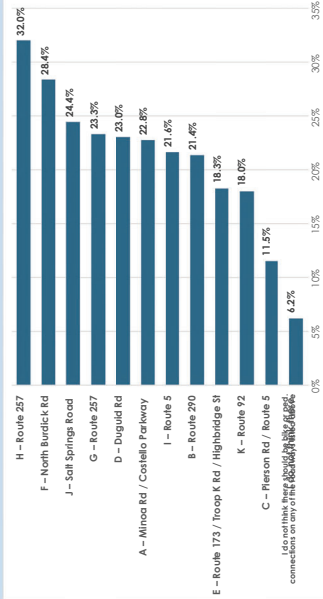


If you indicated that you never walk or bike on the roadways listed above, would you like to explain why?

### EXAMPLE COMMENTS:

- "These are busy roads and not really safe for a bike."
- "I would use the roads to bike much more if I felt safer doing so. Typically, we go to parks, cafes, the library, etc. by bike with a toddler. I don't feel there is enough driver awareness and precaution around bikes, especially outside of the village."
- "Busy vehicle traffic with no sidewalks or narrow shoulders."

Select the three (3) roadways that you would like to see enhanced to support better bicycle and pedestrian connections in this area. This could include bike lanes, sidewalks, crosswalks, or other dedicated infrastructure.



What else would you like us to know about bicycle and pedestrian connections in this area?

### EXAMPLE COMMENTS

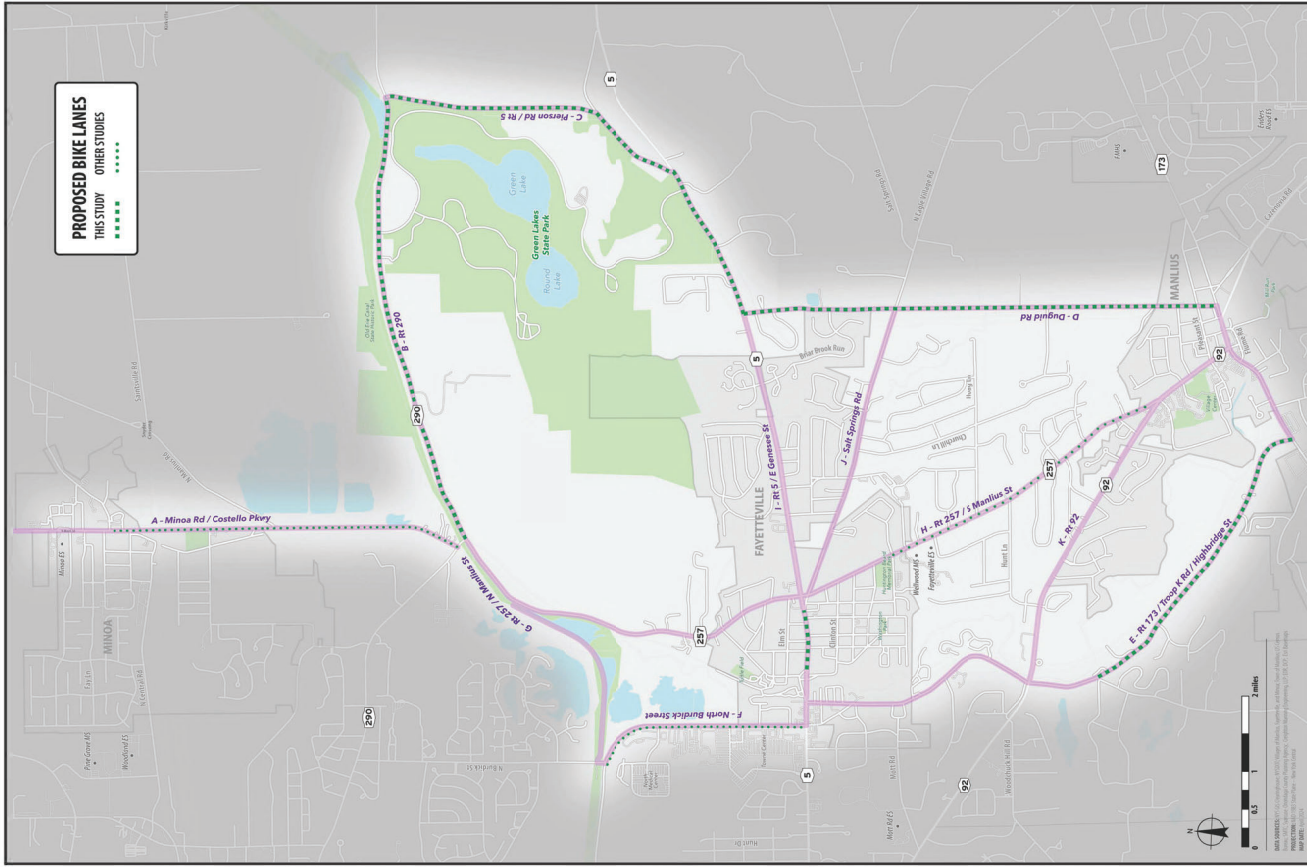
- "We need to prioritize on sidewalks and protected bicycle lanes around our schools in the town."
- "It's not just bicycle and pedestrian traffic you are talking about, they will now be intertwining with faster moving traffic speeds on most of the routes mentioned. This is not safe for motorists or cyclists and pedestrians"
- "Please add a protected bike path to Minoa Road! Minoa is a canal community which could be used as funding. Or DEC CSC. Or TIP. Minoa could partner with the Town. There is enough ROW for a shared use path."
- "On Route 5 with Mapledowns, Brookdale, Fayette Manor and Homewood within half a mile of major shopping, there should be sidewalks!"
- "Route 257 from Green Lakes to the Village has very small shoulders. It would be appreciated if the shoulders could be widened and made safer."



DR. JAMES MANNING



# Bike Lanes (Wide Shoulders)



**CONCEPT:** Widen shoulders by narrowing travel lane and/or expanding pavement (with or without curb)

**PRIMARY USE:** Biking (may be used for walking when no sidewalk)

**MATERIALS:** Asphalt, epoxy paint (or pavement markings)

**WIDTH:** 5ft minimum; buffer and separation options

**ENHANCEMENT:** \$\$\$

- No roadway expansion
- Widening shoulders using striping, narrow travel lanes, and adding buffers

**KEY AREAS:**

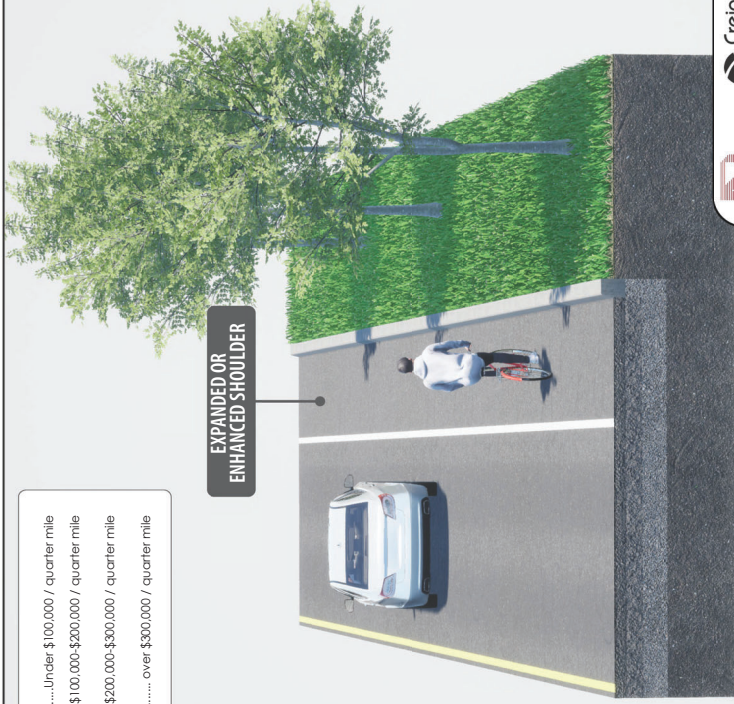
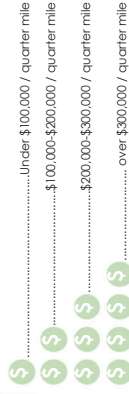
- Corridor A – Minoa Rd / Costello Pkwy
- Corridor F – Burdick Rd
- Corridor I – Rt. 5 / W Genesee St

**EXPANSION:** \$\$\$\$

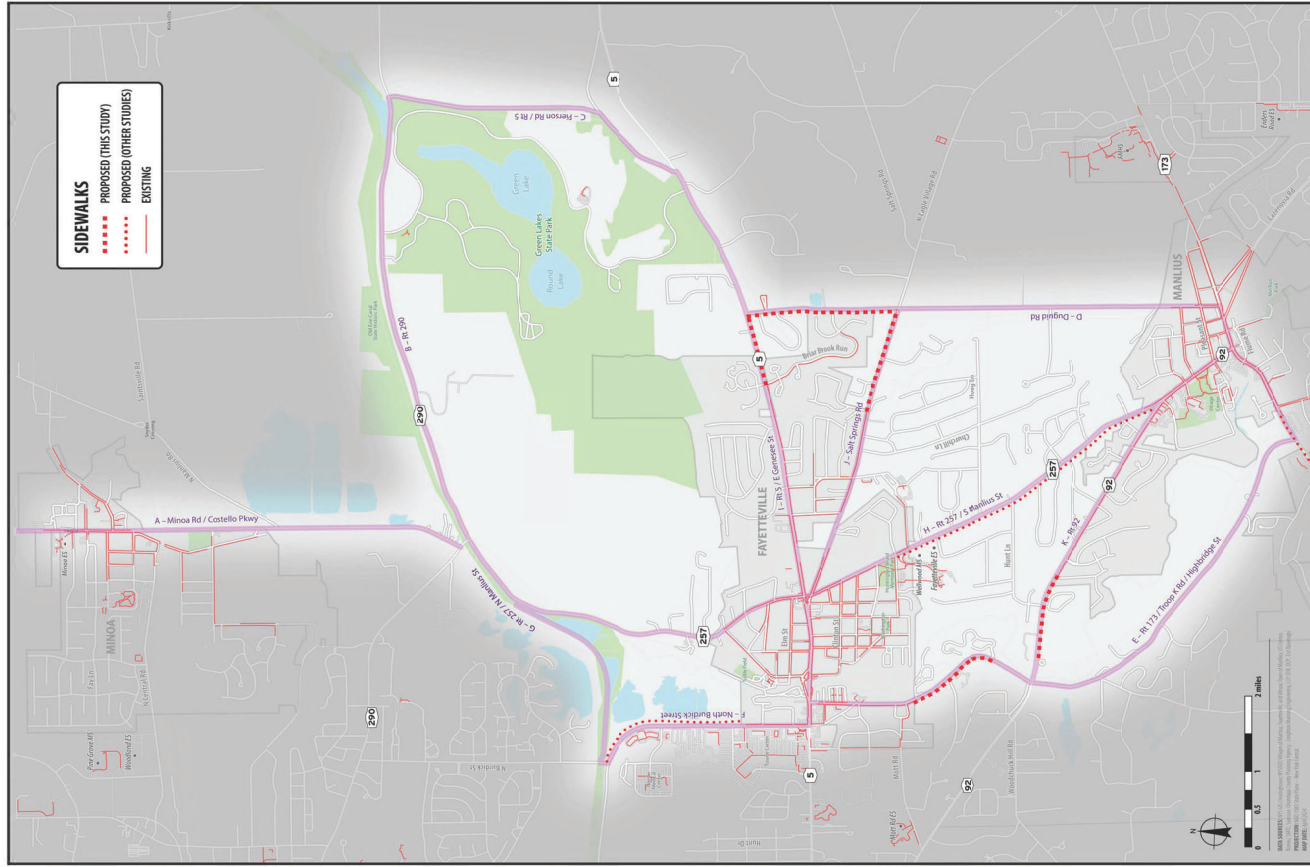
- Expand pavement to create wider shoulders

**KEY AREAS:**

- Corridor B – Rt. 290
- Corridor C – Pierson Rd / Rt. 5
- Corridor D – Duguid Rd
- Corridor E – Rt. 173 / Troop K Rd / Highbridge St



# Sidewalk Improvements



**CONCEPT:** Install sidewalk

**PRIMARY USE:** Walking, can be used for younger/less experienced bikers

**MATERIALS:** Concrete, asphalt, curbing where needed

**WIDTH:** 5ft minimum

**ENHANCEMENT:** \$\$\$

- Adding new sidewalks or expanding upon existing sidewalk network
- Install landscaped or hardscaped maintenance strip where needed

**KEY AREAS:**

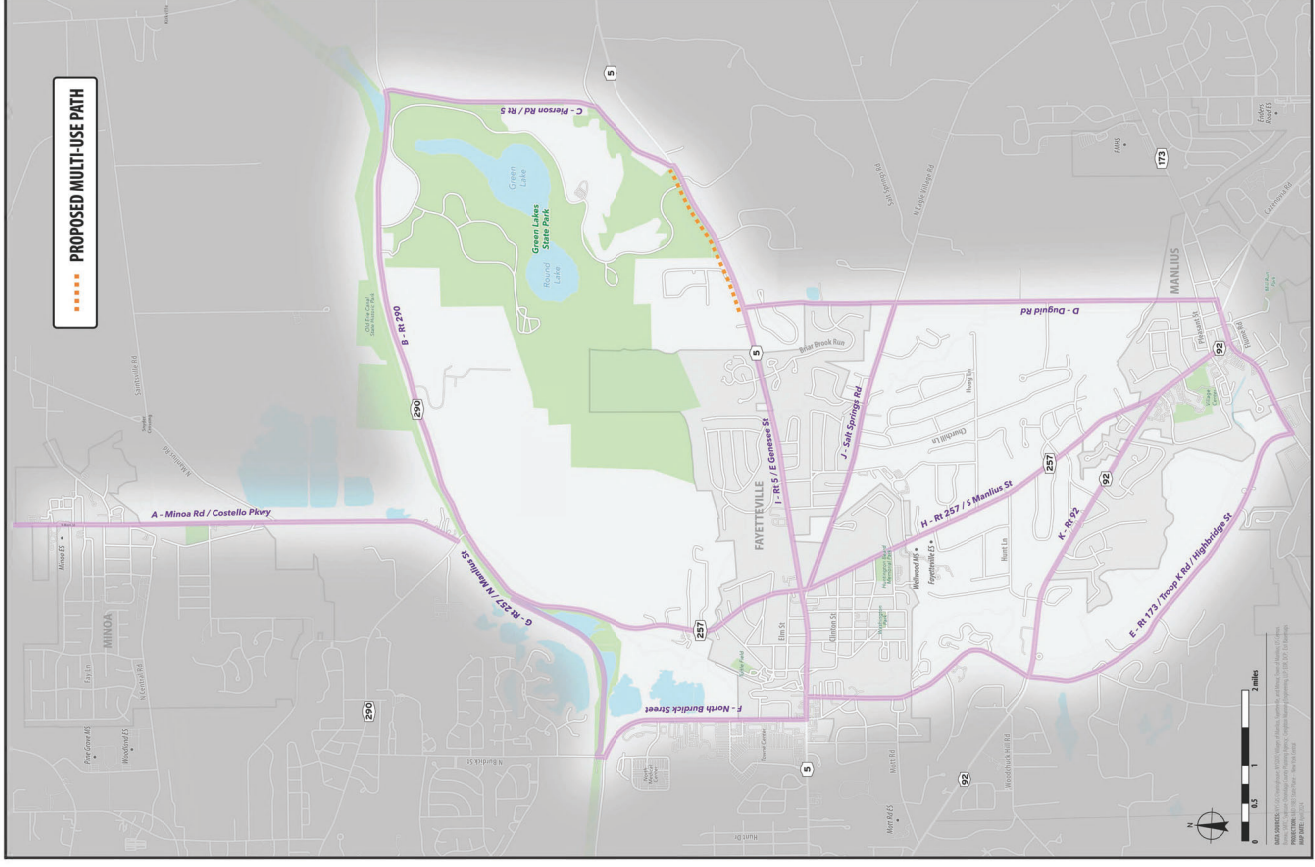
- **Corridor D** – Duguid Rd
- **Corridor E** – Rt. 173 / Highbridge St
- **Corridor F** – Burdick Rd
- **Corridor J** – Salt Springs Rd
- **Corridor K** – Rt. 92

\$	.....	Under \$100,000 / quarter mile
\$	.....	\$100,000-\$200,000 / quarter mile
\$	.....	\$200,000-\$300,000 / quarter mile
\$	.....	over \$300,000 / quarter mile





# Multi-Use Path Improvements



**CONCEPT:** Install multi-use path

**PRIMARY USE:** Walking, biking, rolling; bi-directional

**MATERIALS:** Concrete, asphalt, curbing where needed

**WIDTH:** 10ft minimum; 15ft preferred

**ENHANCEMENT:** \$\$\$

- Separated path adjacent to roadway

**KEY AREAS:**

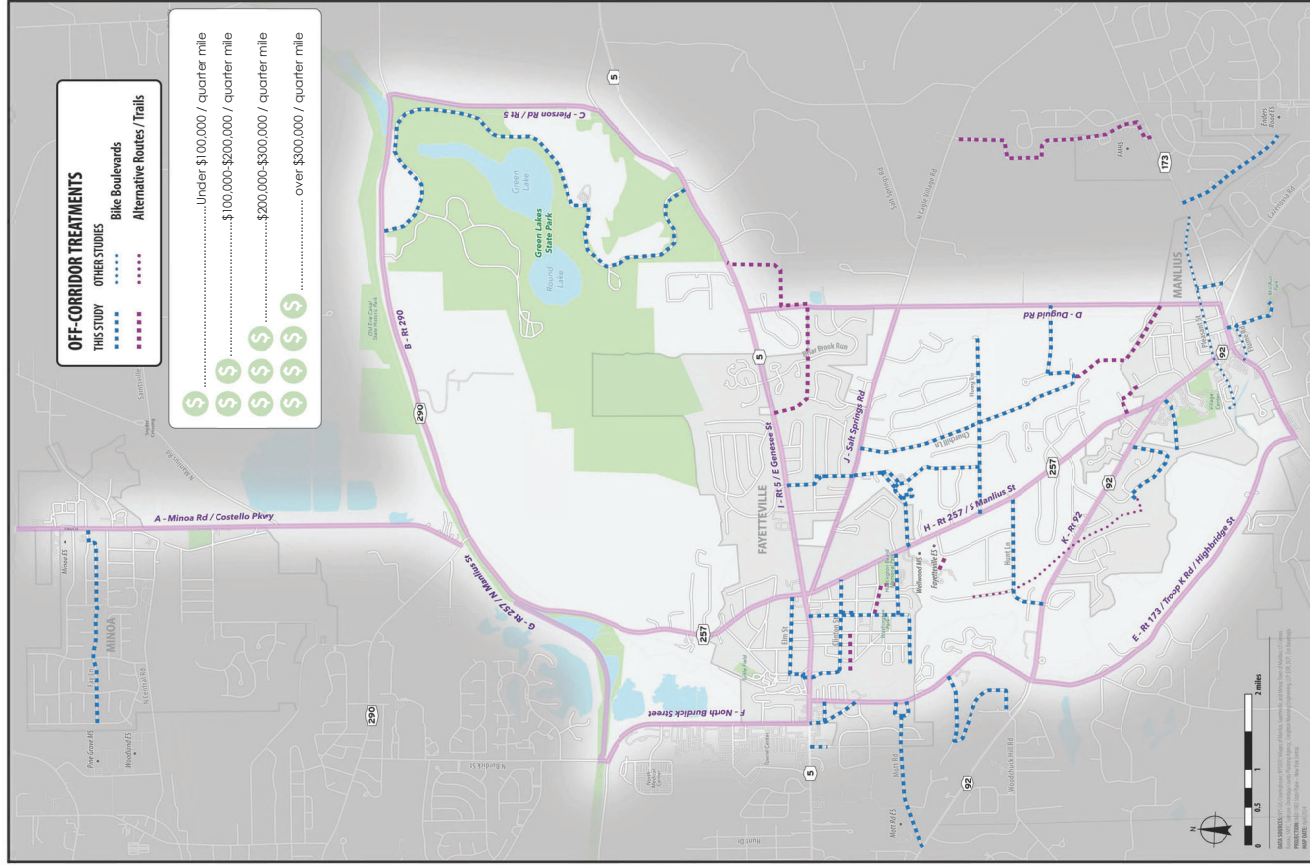
- Corridor C – Rt. 5 (Duguid Rd to George Taylor Rd / Pierson Rd)

\$	.....	Under \$100,000 / quarter mile
\$	.....	\$100,000-\$200,000 / quarter mile
\$	.....	\$200,000-\$300,000 / quarter mile
\$	.....	over \$300,000 / quarter mile





# Other Off-Corridor Treatments



## BIKE BOULEVARDS

**CONCEPT:** Use signage and pavement markings—along with other traffic calming—to create a slow speed and low volume road good for bicyclists to use to connect to main routes

**MATERIALS:** Pavement markings; signs

- KEY AREAS:**
- Fay Lane
  - Churchill Lane



PORTLAND, OR



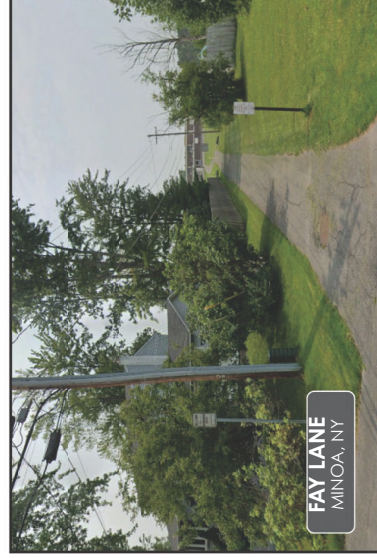
MADISON, WI

## ALT. TRAILS & LINKS

**CONCEPT:** The creation of neighborhood-scale trails or shorter, strategic links which allow for pedestrian connections to other trails, sidewalks, or destinations

**MATERIALS:** Varies

- KEY AREAS:**
- Ledyard Trail



FAY LANE  
MINOA, NY

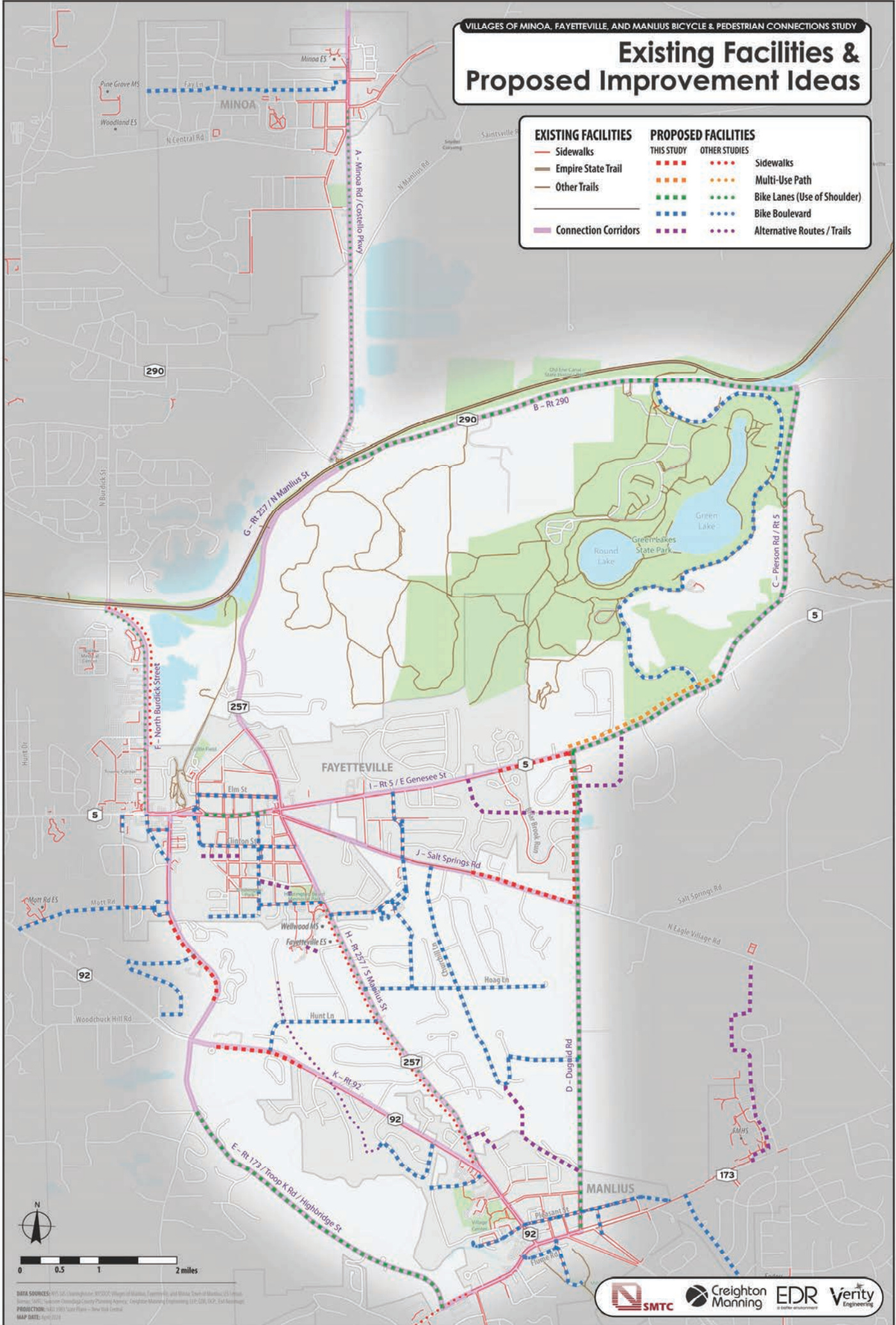


MILL RUN  
MANLIUS, NY



# Existing Facilities & Proposed Improvement Ideas

EXISTING FACILITIES		PROPOSED FACILITIES	
		THIS STUDY	OTHER STUDIES
	Sidewalks		
	Empire State Trail		
	Other Trails		
	Connection Corridors		
			Sidewalks
			Multi-Use Path
			Bike Lanes (Use of Shoulder)
			Bike Boulevard
			Alternative Routes / Trails



DATA SOURCES: NYS GIS Clearinghouse, WFOC, Villages of Minoa, Fayetteville, and Manlius, US Census Bureau, 2010; Syracuse Onondaga County Planning Agency; Creighton Manning Engineering, LLP; DDP, East Norwich; PRODUCTION: 10/11/2013; Scale: Plan - New Central; MAP DATE: April 2014



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# **APPENDIX E**

## **SAC MEETING #4**



## Villages of Minoa, Fayetteville, and Manlius Bicycle and Pedestrian Connections Study

SAC Meeting 4

June 12, 2024

### Meeting Notes

Creighton Manning led the meeting discussion and shared a summary of the feedback from the first public meeting. The feedback will be used to inform the next steps of the planning process.

### Public Meeting #1 Summary

- An open house style meeting was held on April 12
- A total of 47 community members attended the meeting
- The team felt the meeting had an overall good atmosphere and meeting participants provided valuable feedback
- The goal of the meeting was to gather input from residents and understand their perspectives about potential road treatments. The project team was able to spend time conversing with residents one-on-one during meeting

### Comments from Public Meeting Attendees

- Residents provided their feedback via sticky notes placed on the informational boards and comment forms that were available at the meeting. Some residents also emailed their feedback to SMTC following the meeting. A total of 15 comment forms were collected
- Most people that submitted comment forms live in Fayetteville and “elsewhere in the Town of Manlius” as indicated on the forms
- Some people live within the corridor between the town and village
- Most people indicated that they would bike more with the new proposed road treatments. It is encouraging to see that people would change their habits based on proposed road improvements (coming in from the south/canal to the village)
  - The Mayor proposed a lane for bikes on Minoa Rd
- Fay Lane connects to the Pine Grove Middle School in Minoa and is the route that many students use. This road was proposed for improvements.
- Community members voiced a desire for more connectivity around I-90 and protected bike facilities on Rt 290
- Community members support off-corridor improvements and allowing bicyclists to use residential streets

- Pedestrian crossing improvements were not explored during the public meeting but one community member expressed the need for improvements of crossings on N Burdick Street
- The feedback indicated that there are missing sidewalk connections along E Genesee St
- Several community members expressed the need for improvements on and connections to Rt. 257

### **Comments from Advisory Meeting Attendees**

- It is difficult to make suggestion for Troop K Road
- People who live on Troop K Road don't want to walk or bike on it because it is deemed unsafe by the community
  - The volume of people who live on Troop K Road is less than other roads discussed in the study area
- Troop K Road Characteristics
  - Slated from left to right and going downhill to Limestone Creek. The houses sit up high on the left side and the houses and golf course sit down low on the right side.
  - The shoulders aren't wide and the street is narrow
  - Visibility isn't great
  - People don't follow crosswalk lines
  - Deemed as an unsafe road for all travelers
    - If this was fixed would people use it? Is there enough room to do make improvements?
- Attendees advised that there should be improvements on Ledyard Canal or Rt. 257 for easier and safer travel
- Attendees proposed to develop a facility for pedestrians and bicyclists for the Ledyard Canal. If the proposed development is done right, people could stay off road from Minoa to the Canal.
- Trying to focus on an implementation plan for Ledyard Canal, Rt 257, and Troop K Road, not trying to prioritize one over another.

### **Suggestions from Advisory Meeting Attendees**

- Lowering speeds on streets would create a safer environment for pedestrians and bicyclists.
- Attendees suggested that even with lowering speeds, some motorists may not follow the new posted speed limit. Introducing roadway designs that makes it difficult to speed is recommended. There are ways to encourage people to drive slower using different road designs instead of lowering posted speed limits.



- Troop K Road would be great for bicyclists if it was expanded, but that would be hard to do without cutting into people's properties
- It is speculated among the community that people park along the road on Elm St in the summer to slow traffic down. This strategy could be implemented elsewhere as another way to slow down traffic without relying on lowering speed limits (attendees frequently pointed out the posted speed limit signage is often ignored)

### **Improvement ideas**

- Construct five ft sidewalks
- Created web maps on where sidewalks would be recommended. The next step is finding out costs. What're the implementation strategies for each municipality?
- Primarily for walking, used by younger/less experience bikers
- Materials: concrete and include plantings
- 5 Ft Minimum buffer and separation options
- Some areas for overall improvement, Duguid Rd, Highbridge St, N Burdick St, etc.
  - Salt Springs was added after the public meeting

### **Concerns/Issues from Advisory Meeting Attendees**

- Four lane highway going through village, drivers try to find other routes and drive high speeds down 25-30mph roads but at 50 mph
  - Changing speed limits may not truly change people's speeding habits, people do not stop for all the lights or try to find a different route to avoid lights
  - The mindset of drivers who speed and/or run red lights is, "if I can do this, I can beat other people." Many people are going above posted speed limits.
- Bike and pedestrian improvements may not work on all roads in the study area
- Town of Manlius does not maintain the sidewalks. The town is trying to establish a sidewalk district, but people within the town have lived all this time without them they don't want the additional costs (higher taxes) that comes with a sidewalk district.
- Consequences in cities and villages no longer able to annex lands (when discussing the implementation of sidewalks for the Town of Manlius)

### **Bike Lane Improvements** (both side of roads for estimates)

- Range of potential expansion 700- 1600 ft approx. length
- Widening shoulders
- Some areas for bike lane improvements: Minoa Rd/Costello Pkwy, Green Lakes Rd/ NY-209, E Genesee / Pierson Rd/ NY Rd, Troop K Rd, High Bridge St, etc.

### **Bike Boulevards**

- Benefits of implementing bike boulevards: Low impact, Unrestricted parking on the streets
  - Different calibers of bike boulevards could be implemented throughout the study area
- Signage and pavement markings
  - Speed bumps are not good for bikers, speed cushions could make it safer for multi-modal travel
- Create a slow speed

### **Multi use path** (only implemented on one side of the road)

- Construct 10-15 ft multi use path
- Add buffer between non-motorist and motorist travel on roads
- For walking, biking, rolling; bi directions
- Path materials may vary
- Area for potential implementation of multi-use path E. Genesee St 5,500 ft, Corridor C
- Was a multi-use path proposed for Minoa Road?
  - Could be a good development for bike lanes near the water but may not be big enough for a multi-use path
  - One side of the road is swampy so this wouldn't be a good location for a multi-use path.

### **Trails and Links**

- Ranges of potential expansion 500 to 6,200 ft
- Creations of neighborhood scale trails or shorter, strategic links
- Create a slow speed and low volume road
- For pedestrian connections to other trails, sidewalks, or destinations
- Trail material will vary
- Ledyard Canal would connect Village of Fayetteville and town
- Originally created to move water to Fayetteville
- Residents are concerned about their privacy with the proposed development on old railroad tracks within the Town of Manlius
- Barrant Pond and Hotdog Island will not be developed because it is the side of people's property.
  - Instead, you can bring people around the pond, to avoid people's property.
  - Probably won't be able to develop anything behind the school bus port (Village of Fayetteville)
- Must look at access rights

### **Next Steps**

- Confirm final recommendations
- Advance the cost estimates
- Draft and finalize study reports
- Schedule public meeting #2 (fifth advisory meeting to be scheduled after that the public meeting)

# Villages of Minoa, Fayetteville & Manlius Bicycle & Pedestrian Connections Study

**DRAFT**



# Study Advisory Committee

Meeting #4 - June 12, 2024





# Agenda

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- Public Meeting Summary
  - Feedback: Support, Concerns, Other Ideas
- Estimates by Element
- Next Steps



# Open House

---

- 47 names on sign in sheets
- Good atmosphere
- Positive feedback



# Open House Comments

- 15 comment forms; additional emails later
- Feedback included
  - Specific ideas
  - Concerns
  - Support

Thank you for visiting us for the Villages of Minco, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, April 11, 2024. Please provide any additional comments you may have in the space below. This form can be returned to the comment box or to any SMTC staff member. You may also return this form via mail (SMTC, 126 N. Salina St., Suite 100, Syracuse, N.Y. 13202) or fax (315-422-7755). Please return comment forms by Friday, April 19, 2024.

Question: Where do you live? (check one)

Village of Minco

Village of Fayetteville

Village of Manlius

Elsewhere in the Town of Manlius, outside of previously listed villages

Elsewhere in the region

Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)

Yes, I will bike/walk more than I do now

5      4      3      2      1      N/A

*with paper improvements*

Open Comment: Use this space to provide written feedback on the project.

*- Proposed treatments are too conservative (stripes of paint). More bikes/walkers will appear with physically separated sidewalks & multi-use paths.*

*- Study Area includes lots of low density areas, while excluding nearby high density areas by FM High School, Enders Rd + S. Eagle Village Rd. Residents in these neighborhoods are struggling to get sidewalks on Enders for their children to walk to school.*

*- Conf on back*

Name (optional) \_\_\_\_\_

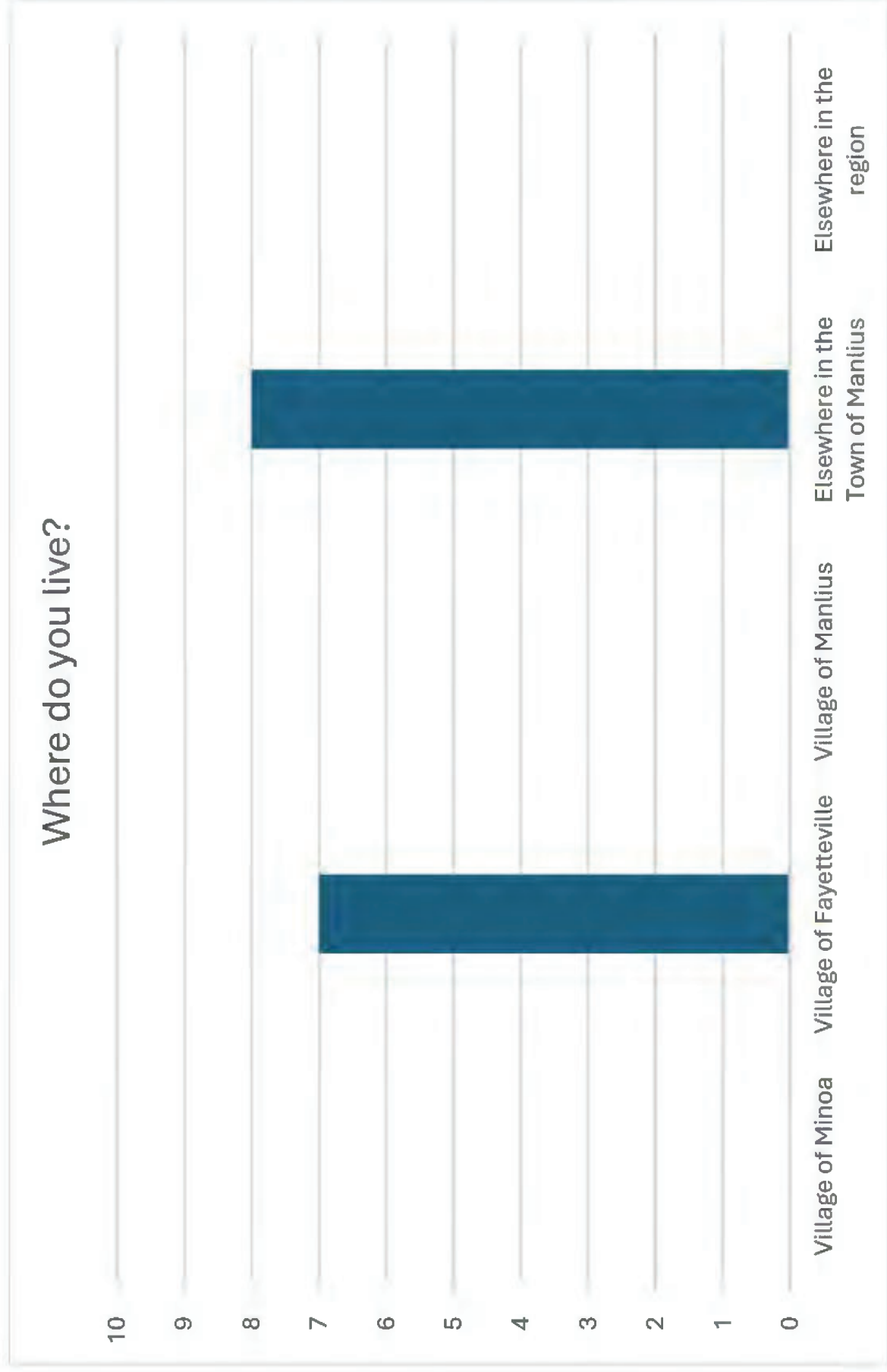
Address (optional) \_\_\_\_\_

E-mail (optional - we will email) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Danielle Krol at the SMTC by phone (315.422.6716 x1308) or via e-mail (dkrol@smtcny.org).

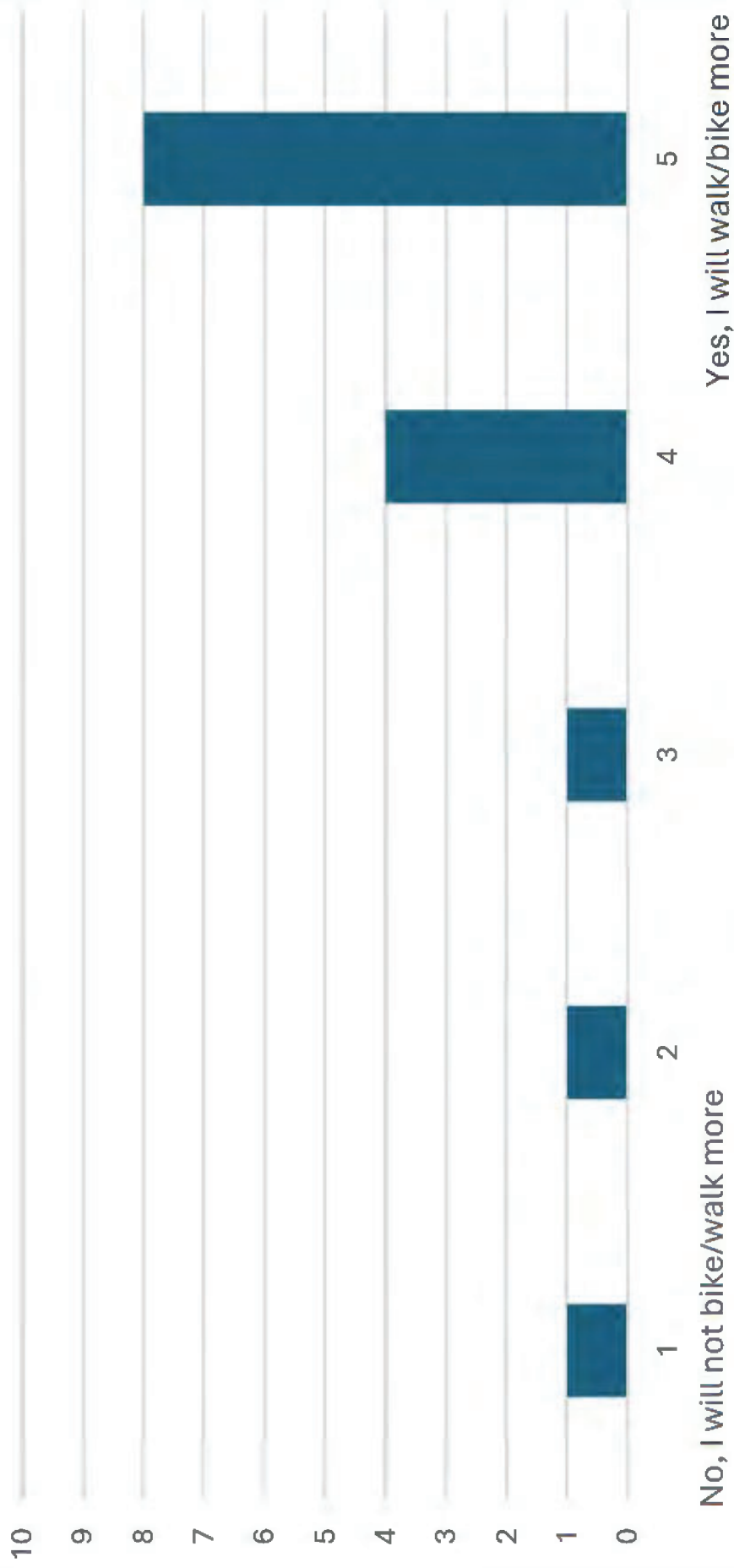
# Respondent Locations



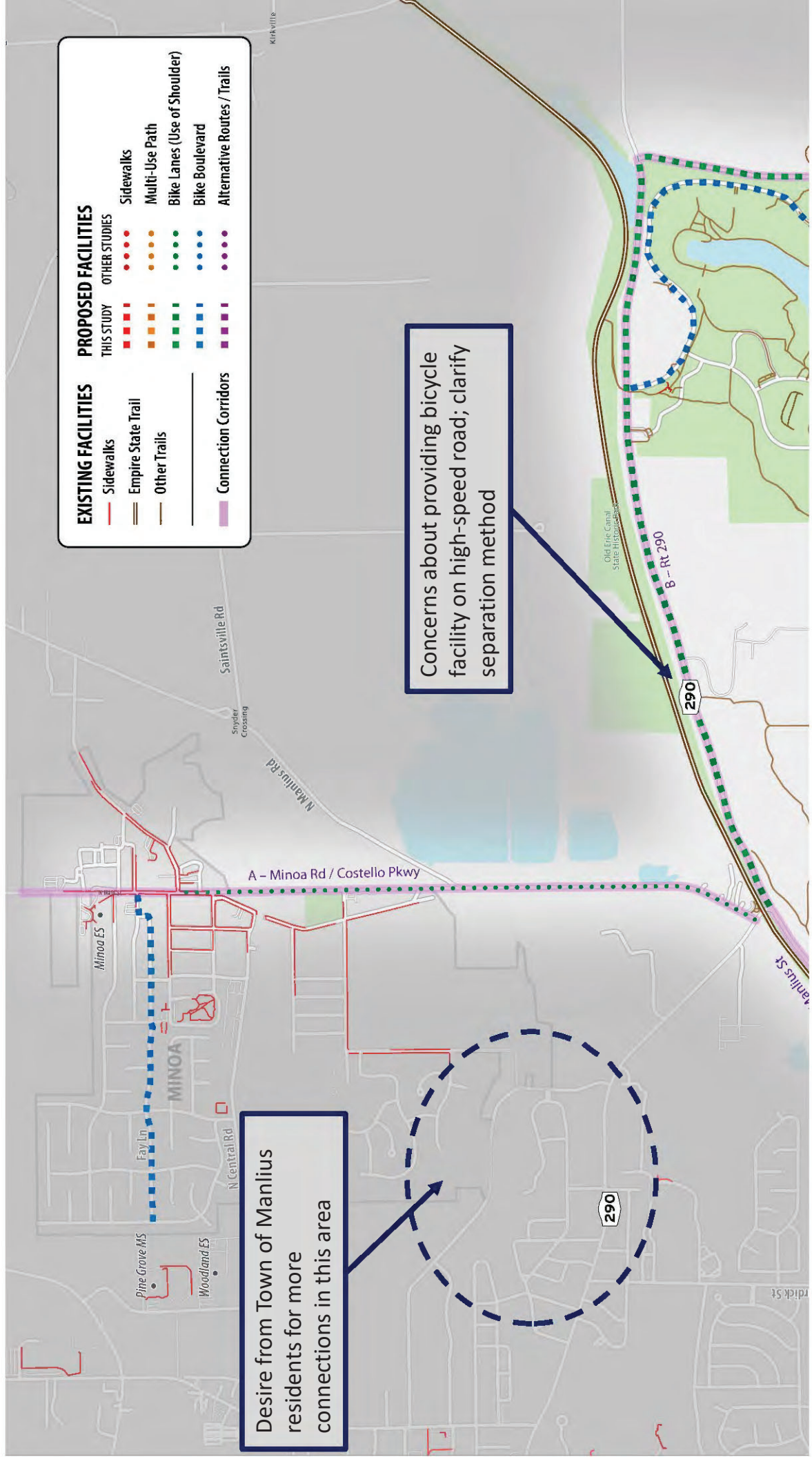


# Respondent Locations

Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity?

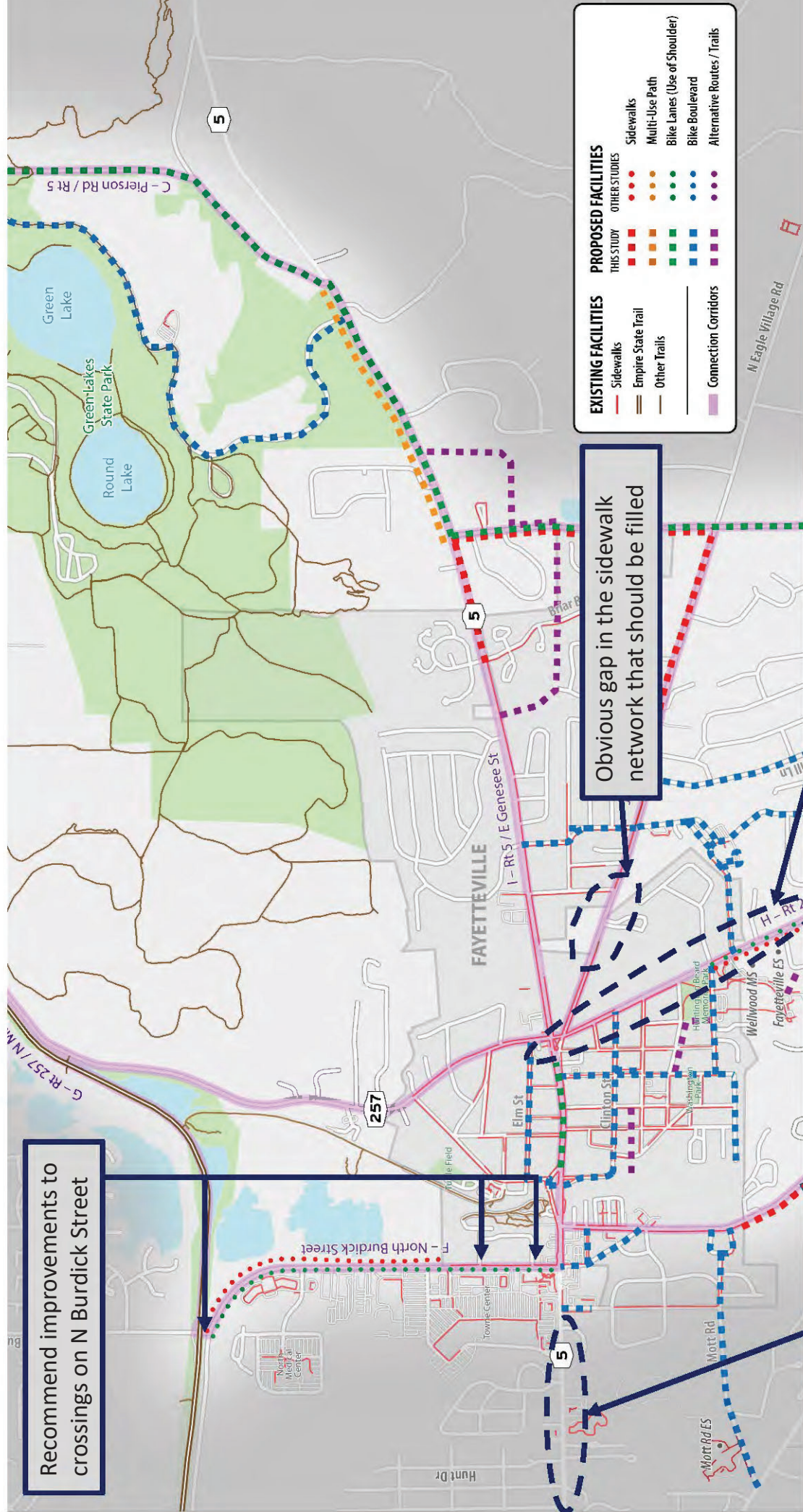


# Feedback





# Feedback



Recommend improvements to crossings on N Burdick Street

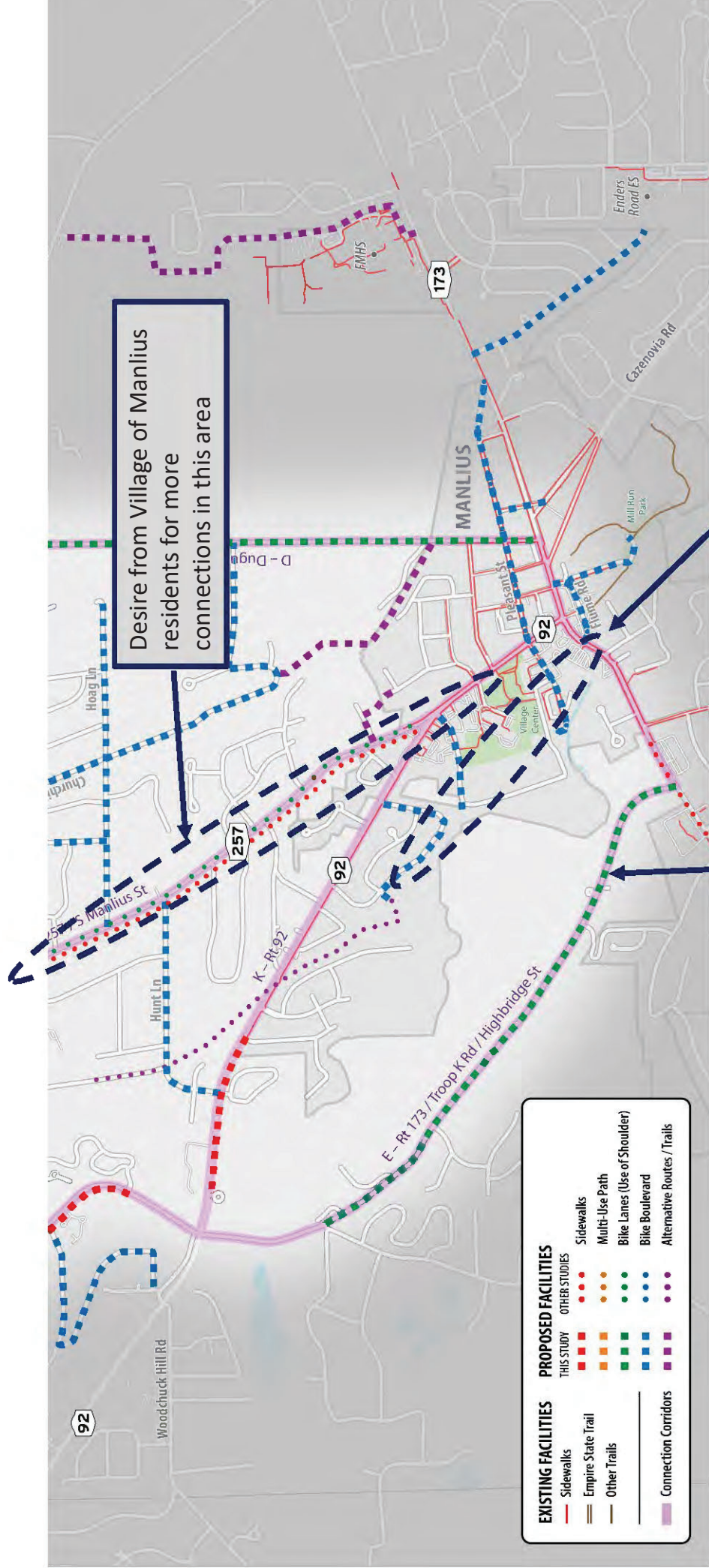
Obvious gap in the sidewalk network that should be filled

Desire from Village of Fayetteville residents for more connections in this area

Desire from Town of Manlius residents for more connections in this area



# Feedback



Desire from Village of Manlius residents for more connections in this area

Strong interest in exploring the viability of the Ledyard Canal proposal.

Concerns from Village of Manlius residents about the viability of dedicated facilities in this section of Troop K.



# Improvement Ideas

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## Sidewalks



- Construct 5ft sidewalk
- Shoulder, curb, and maintenance add buffer
- Primarily for walking; often used by younger / less experienced bikers
- Materials: concrete, paint, plantings

# Improvement Ideas

## Sidewalks

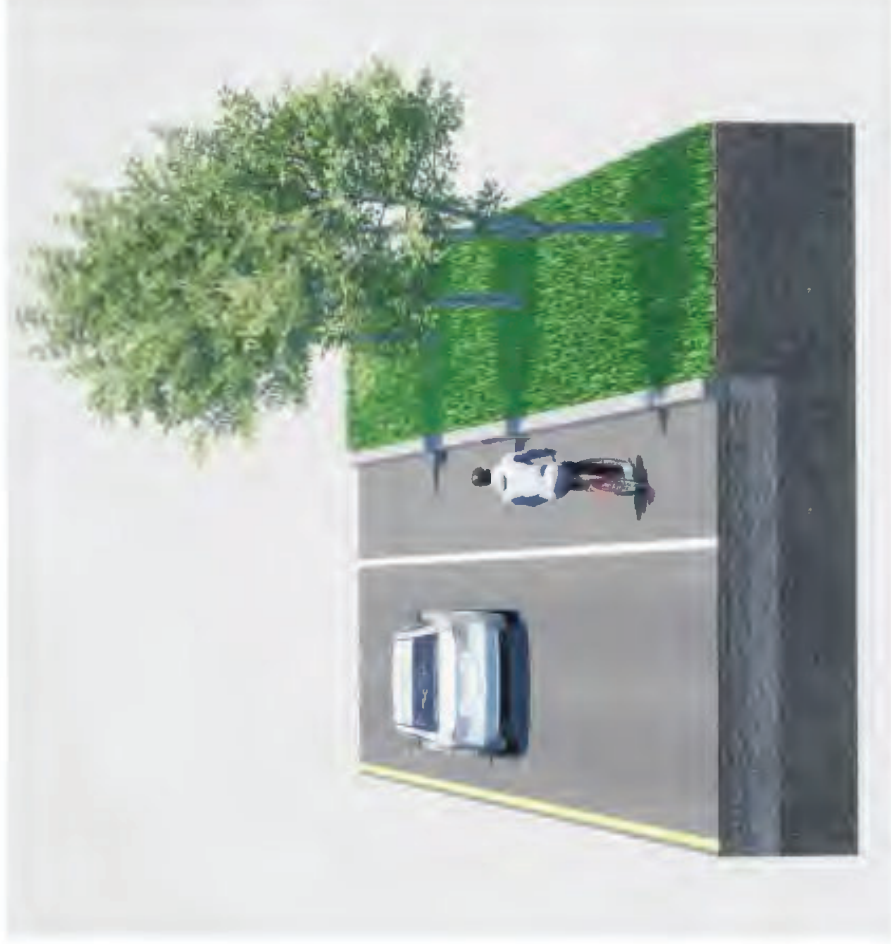
Street Name	Corridor	Approx. Length (ft.)	Proposing Study
Duguid Rd	D	5,100	This Study
Highbridge St	E	1,900	This Study
N Burdick Rd	F	5,300	Other Study
S Manlius St / Fayetteville-Manlius Rd	H	10,300	Other Study
E Genesee St / NY-5	I	2,700	This Study
Salt Springs Rd	J	3,700	This Study
Salt Springs St	J	1,200	This Study
Highbridge Rd	K	3,200	This Study
W Seneca St	N/A	1,100	Other Study
W Seneca St	N/A	1,000	Other Study



# Improvement Ideas

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## Bike Lanes (Wide Shoulders)



- Widen shoulders by narrowing travel lane and/or expanding pavement (with or without curb)
- Primarily for biking, can be used for walking when no sidewalk available
- Materials: asphalt, paint
- 5ft Minimum; buffer and separation options

# Improvement Ideas

## Bike Lanes (Wide Shoulders)

Street Name	Corridor	Approx. Length (ft.)	Proposing Study
Minoa Rd / Costello Pkwy	A	6,200	This Study
Minoa Rd / Costello Pkwy	A	750	Other Study
Minoa Rd / Costello Pkwy	A	5,200	Other Study
Green Lakes Rd / NY-209	B	16,000	This Study
E Genesee St / Pierson Rd / NY-5	C	16,000	This Study
Duguid Rd	D	16,000	This Study
Troop K Rd	E	11,000	This Study
Highbridge St	E	1,400	This Study
N Burdick Rd	F	7,500	Other Study
S Manlius St / Fayetteville-Manlius Rd	H	10,300	Other Study
E Genesee St / NY-5	I	2,000	This Study





# Improvement Ideas

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## Multi-Use Path



- Construct 10-15ft multi-use path
- Shoulder, curb, and maintenance add buffer
- For walking, biking, rolling; bi-directional
- Materials may vary

# Improvement Ideas

---

## Multi-Use Path

Street Name	Corridor	Approx. Length (ft.)	Proposing Study
E Genesee St	C	5,500	This Study



# Improvement Ideas

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## Bike Boulevards



- Signage and pavement markings
- Create a slow speed and low volume road
- For biking to connect to main routes
- Materials: pavement markings; signs



# Improvement Ideas

## Bike Boulevard

Street Name	Corridor	Approx. Length (ft.)	Proposing Study
Churchill Ln	N/A	6,600	This Study
Foxcroft Ln	N/A	1,200	This Study
Hoag Ln	N/A	4,600	This Study
Hunt Ln	N/A	3,300	This Study
Immaculate Conception Drwy	N/A	3,300	This Study
Mott Rd	N/A	3,100	This Study
Audubon Rd	N/A	1,800	This Study
Chapel St	N/A	2,900	This Study
Clinton St	N/A	3,000	This Study
Redfield Ave	N/A	2,000	This Study
Sheffield Ln	N/A	2,100	This Study
South St	N/A	1,300	This Study
W Franklin St	N/A	1,600	This Study
Westfield Dr	N/A	3,000	This Study
Candy Ln	N/A	2,400	This Study
Stickley Dr	N/A	1,400	This Study
Green Lakes Park Dr	N/A	15,100	This Study
Cahill Rd	N/A	1,800	This Study
Fay Ln	N/A	5,200	This Study
Highbridge Ter / Dartmoor Xing	N/A	4,400	This Study
S Burdick St	N/A	1,300	This Study
Thompson St	N/A	500	This Study
Elm St	N/A	2,400	This Study
Mill St	N/A	2,500	Other Study
Pleasant St	N/A	3,700	Other Study
W Pleasant St	N/A	1,500	Other Study
Flume Rd	N/A	1,000	Other Study



# Improvement Ideas

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## Trails and Links



- Creation of neighborhood-scale trails or shorter, strategic links
- Create a slow speed and low volume road
- For pedestrian connections to other trails, sidewalks, or destinations
- Materials: varies

# Improvement Ideas

## Trails and Links

Trail Description	Corridor	Approx. Length (ft.)	Proposing Study
Along Lincoln Ave to W Franklin St	N/A	1,100	This Study
N Eagle Village Rd to E Seneca Tpke and FMHS	N/A	5,900	This Study
E Genesee St to south of E Ridge Pointe Dr, along Duguid Rd	N/A	6,200	This Study
Fayetteville-Manlius Rd to Park Dr	N/A	1,000	This Study
Wheeler Ave to FES	N/A	500	This Study
Churchill Ln to North St	N/A	3,000	This Study
W Franklin St to Wynridge Rd, west of FES	N/A	2,000	This Study
Manlius Village to Candy Lane, along Limestone Creek	N/A	6,200	This Study
Wynridge Rd, across Highbridge Rd, to Carey Dr	N/A	5,200	Other Study

# Next Steps

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- Confirm Final Recommendations
- Advance the Cost Estimates
- Draft and Final Study Reports
- Public Meeting #2



# Thank You

## Contact Info

SMTC

Project Manager: Danielle Krol



[dkrol@smtcmpo.org](mailto:dkrol@smtcmpo.org)



(315) 422-5716 x1308

Creighton Manning Engineering, LLP

Project Manager: Sarah Carroll, PE, PTOE



[SCarroll@cmellp.com](mailto:SCarroll@cmellp.com)



518.689.1887



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# **APPENDIX F**

## **PUBLIC OPEN HOUSE #2**



## Villages of Minoa, Fayetteville, and Manlius Bicycle and Pedestrian Connections Study

Public Meeting 2

August 8, 2024

### Meeting Summary

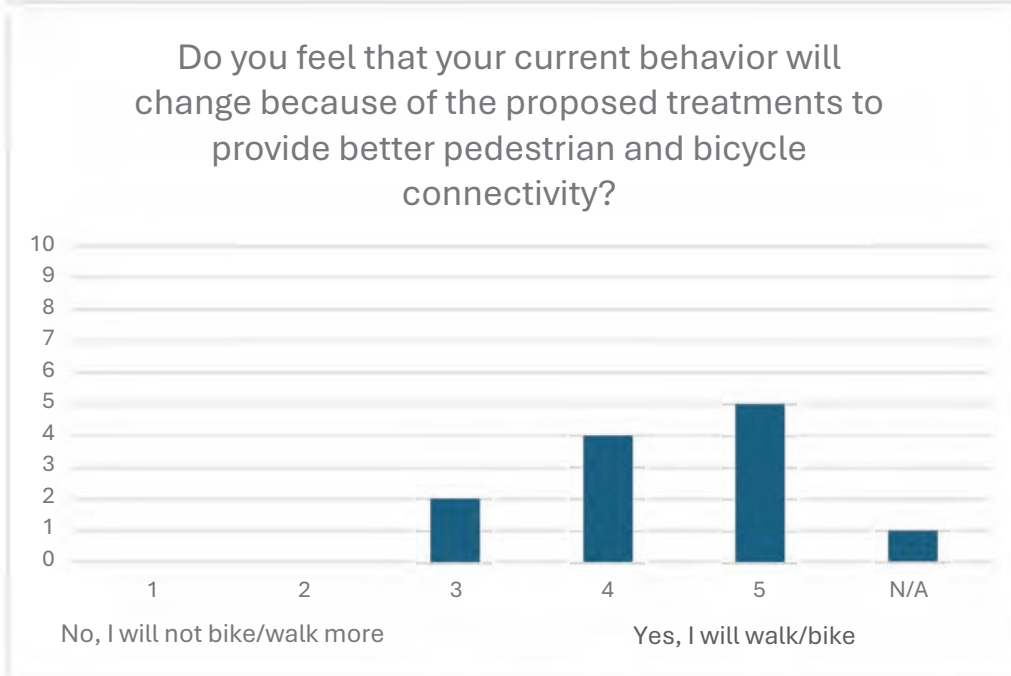
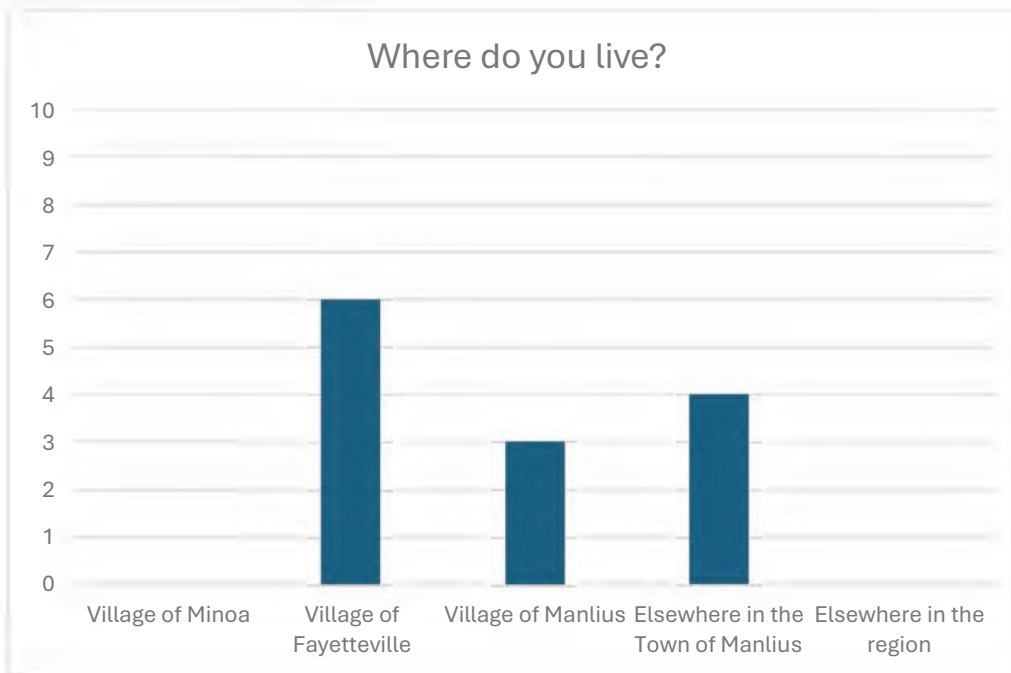
The purpose of this meeting was to present preliminary improvement/enhancement ideas to the public and gather community feedback regarding potential improvements for walking and biking within the study area. Community members were able to review the preliminary improvement ideas for the study area, provide comments on display boards, and leave their feedback on a comment form. A total of 23 community members attended the meeting. See **Appendix A** for a full list of meeting participants. A summary of meeting feedback is as follows:

### Board Comments

Community members left sticky notes on two of the display boards clarifying the public use and accessibility of locations on the map and explaining their preference for improvement corridors. See **Appendix B** for photos of the board comments.

### Comment Forms

Comment Forms were available to meeting participants to share additional information regarding where they live and how the proposed improvements will impact their behaviors around walking and biking. Summarized feedback from the comment forms is provided below. See **Appendix C** for individual comment forms.



Community members provided their feedback regarding which improvements they would like to see progressed moving forward. See below for a tally of public preference by improvement type.



Corridor	Street Name	Municipality	Type	Length (mi.)	Public Preference
A	Minoa Road / Costello Parkway	Minoa	Bike Facility	2.3	I
		Manlius (T)			
B	Green Lakes Road / NY-290	Manlius (T)	Bike Facility	3.0	I
		Manlius (T)			
C	E Genesee Street / Pearson Road / NY-5	Manlius (T)	Bike Facility	3.0	I
		Manlius (T)			
	E Genesee Street	Manlius (T)	M/LP	1.0	I
		Manlius (T)			
D	Duguid Road	Manlius (T)	Sidewalk	1.0	II
		Fayetteville			
	Duguid Road	Fayetteville	Bike Facility	3.0	III
		Manlius (V)			
E	Highbridge Street	Manlius (T)	Sidewalk	0.4	I
		Manlius (T)			
	Highbridge Street	Fayetteville	Bike Facility	0.3	II
		Manlius (T)			
F	N Burdick Street	Fayetteville	Bike Facility	1.0	III
		Manlius (T)			
	N Burdick Street	Manlius (T)	Sidewalk	1.4	III
		Manlius (T)			
H	S Manlius Street / Fayetteville-Manlius Road	Fayetteville	Sidewalk	2.0	IIIIII
		Manlius (V)			
	S Manlius Street / Fayetteville-Manlius Road	Manlius (T)			
		Manlius (T)			
I	E Genesee Street / NY-5	Fayetteville	Bike Facility	2.0	IIII
		Manlius (V)			
	E Genesee Street / NY-5	Fayetteville	Sidewalk	0.5	III
		Manlius (T)			
J	Salt Springs Road	Fayetteville	Bike Facility	0.4	IIII
		Manlius (T)			
K	Highbridge Road	Manlius (T)	Sidewalk	0.9	III
		Manlius (V)			
	Green Lakes Park Drive	Manlius (T)	Sidewalk	0.6	I
		Manlius (V)			
	Local Roads East of Route 257	Manlius (T)	Bike Boulevard	2.9	
		Manlius (T)			
	Local Roads West of Route 257	Manlius (T)	Bike Boulevard	4.3	
		Manlius (T)			
	Local Roads	Manlius (T)	Bike Boulevard	1.4	
		Manlius (T)			
	Fay Lane	Fayetteville	Bike Boulevard	3.3	
		Minoa			
	Local Roads	Manlius (V)	Bike Boulevard	1.0	
		Manlius (V)			
	West Seneca Street	Manlius (V)	Bike Boulevard	2.8	
		Manlius (V)			
N/A	Along Lincoln Avenue to W Franklin Street	Manlius (V)	Sidewalk	0.2	
		Fayetteville			
	N Eagle Village Road to E Seneca Turnpike and FMHS	Manlius (T)	Trail	0.2	
		Manlius (T)			
	E Genesee Street to south of E Ridge Pointe Drive, along Duguid Road	Fayetteville	Trail	1.1	
		Manlius (T)			
	Fayetteville-Manlius Road to Park Drive	Fayetteville	Trail	1.2	
		Manlius (T)			
	Wheeler Avenue to Fayetteville Elementary School	Manlius (T)	Trail	0.2	
		Manlius (T)			
	Churchill Lane to North Street	Manlius (T)	Trail	0.1	
		Fayetteville			
	Ledyard Canal Trail	Manlius (T)	Trail	0.6	
		Manlius (V)			
Other	Freemont Rd/Kirkville Rd Intersection	Fayetteville	Trail	2.5	I
		Manlius (T)			
			Sidewalk		I



## Appendix A: Sign In Sheets



MEETING ATTENDANCE

Project: 123-257 SMTTC Villages of Minoa, Fayetteville & Manlius Bike and Pedestrian Connectivity Study Date: 8/8/2024

Subject: Public Information Meeting #2 Location: Village of Manlius Auditorium

NAME
Richt Adler
Henry Sigurdson
Rick Veerstra
Mark Olson
Jillie Baldwin
William Prober
George Zickler
Dan Rocha
Rebecca Goldin
Terri McCann
Tom Smith
Tim Kelly
A. Brummanich
Scott Reynolds
Ingrid McMurphy





MEETING ATTENDANCE

Project: 123-257 SMTC Villages of Minoa, Fayetteville & Manlius Bike and Pedestrian Connectivity Study Date: 8/8/2024

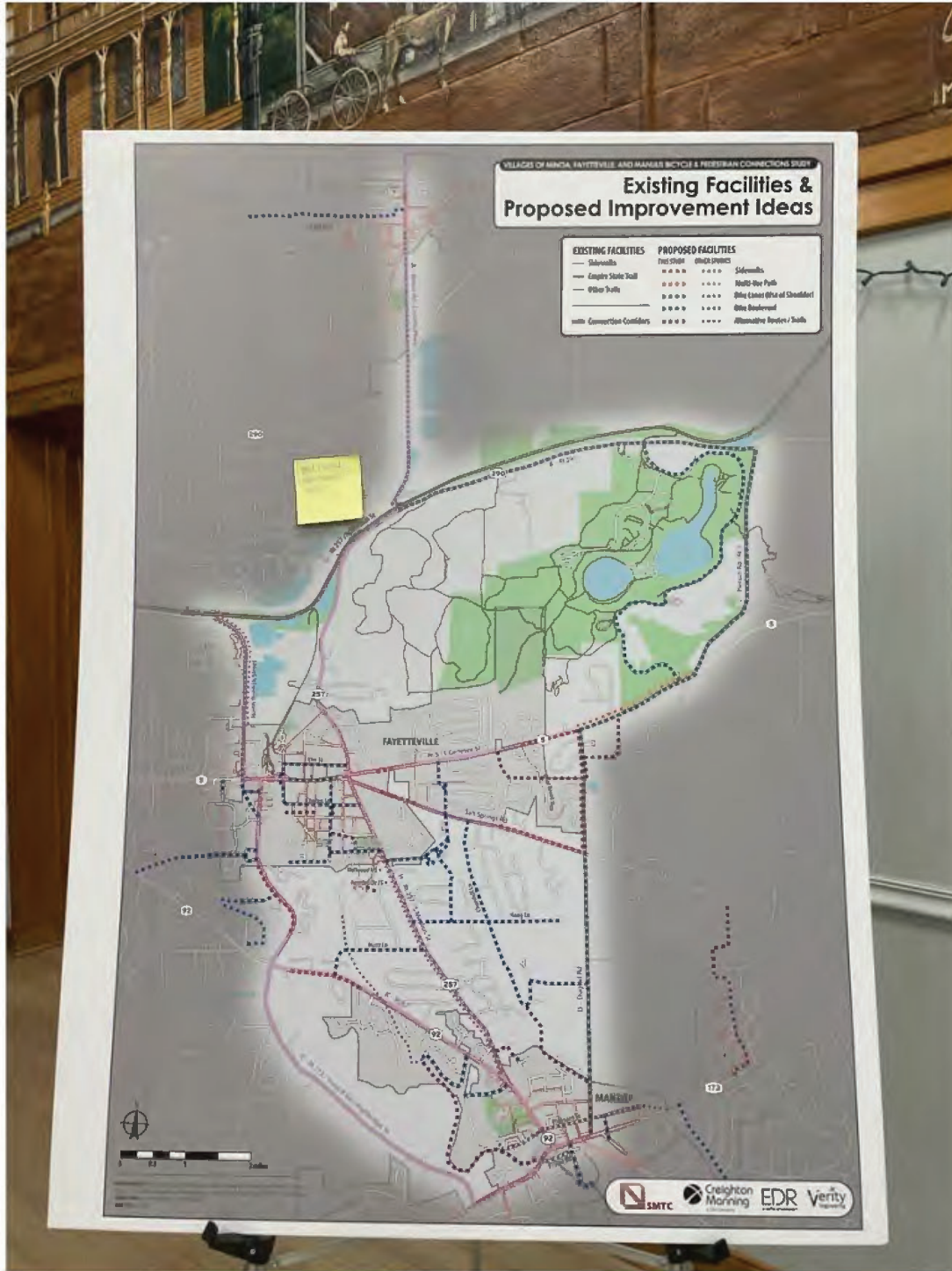
Subject: Public Information Meeting #2 Location: Village of Manlius Auc

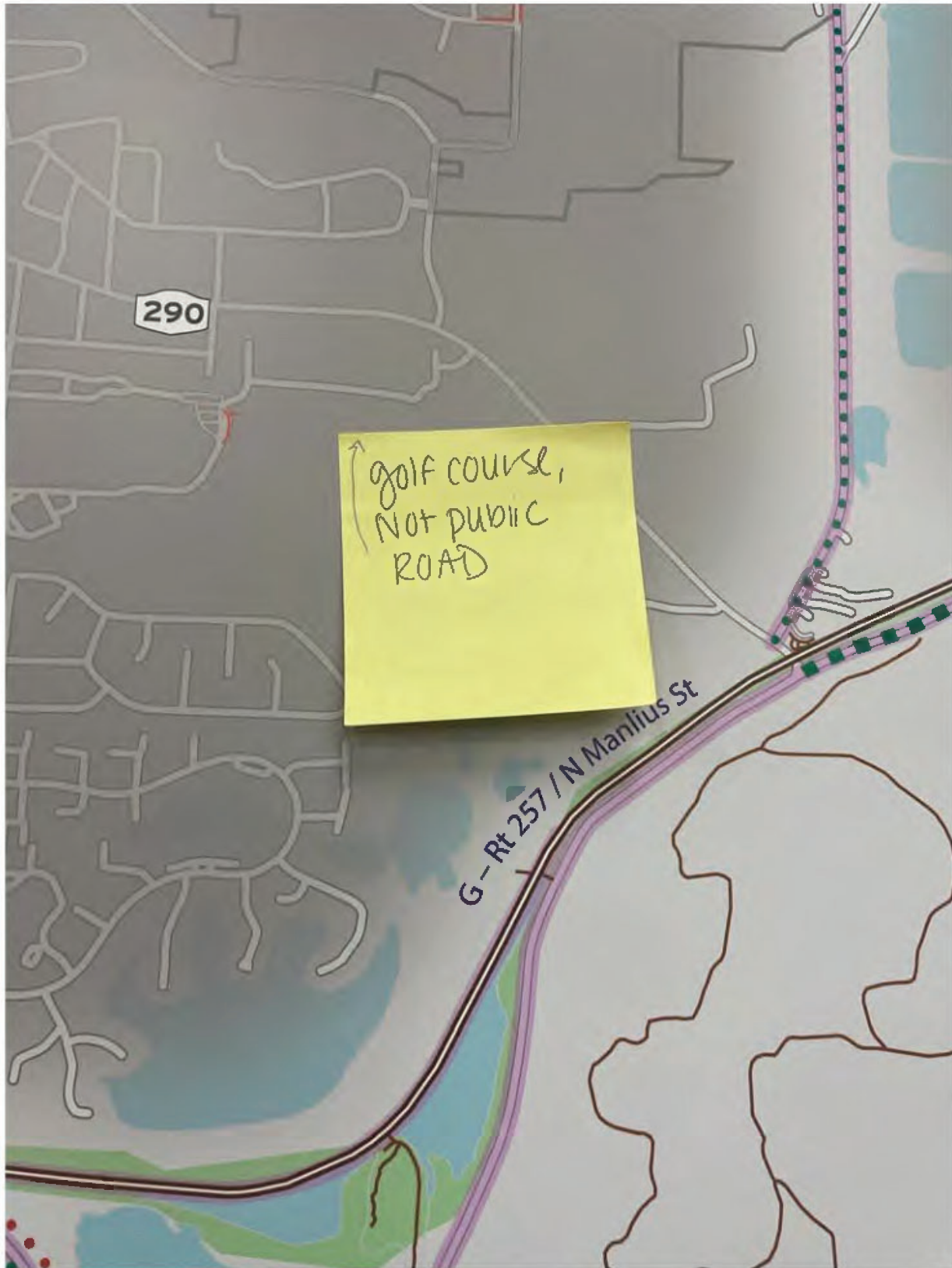
NAME	[Redacted]	[Redacted]	[Redacted]
Eve Ballinger	[Redacted]	[Redacted]	[Redacted]
Medelani Post	[Redacted]	[Redacted]	[Redacted]
Janie Bort	[Redacted]	[Redacted]	[Redacted]
Lucy Hales	[Redacted]	[Redacted]	[Redacted]
Amber Suriani	[Redacted]	[Redacted]	[Redacted]
Sammy Suriani	[Redacted]	[Redacted]	[Redacted]
Beth Bowser	[Redacted]	[Redacted]	[Redacted]
Dan Vogel	[Redacted]	[Redacted]	[Redacted]



## Appendix B: Board Comments







VILLAGES OF MINDA, FAYETTEVILLE, AND MANLIUS BICYCLE & PEDESTRIAN CONNECTIONS STUDY

# Next Steps & Implementation

Study Area & Connection Corridors

### IMPROVEMENT IDEAS BY CORRIDOR

Corridor	Street Name	Municipality	Type	Length (mi.)
A	Merlot Road / Conville Parkway	Manlius	Blue Facility	2.3
B	Green Lakes Road / NY 290	Manlius	Blue Facility	2.6
C	Camden Street / Pavilion Road / NY 3	Manlius	Blue Facility	2.0
D	Douglas Road	Fayetteville	Blue Facility	1.5
E	Highway 29	Fayetteville	Blue Facility	3.0
F	Highway 29	Fayetteville	Blue Facility	0.4
G	W. Burdick Street	Fayetteville	Blue Facility	1.0
H	W. Burdick Street	Fayetteville	Blue Facility	1.4
I	Manlius Street / Fayetteville-Manlius Road	Fayetteville	Blue Facility	2.0
J	Manlius Street / Fayetteville-Manlius Road	Fayetteville	Blue Facility	2.0
K	Camden Street / NY 3	Fayetteville	Blue Facility	0.5
L	Camden Street / NY 3	Fayetteville	Blue Facility	0.4
M	Camden Street / NY 3	Fayetteville	Blue Facility	0.4
N	Highway 29	Fayetteville	Blue Facility	0.9
O	Green Lakes Road	Manlius	Blue Facility	0.8
P	Green Lakes Road / NY 290	Manlius	Blue Facility	2.9
Q	Green Lakes Road / NY 290	Manlius	Blue Facility	4.3
R	Green Lakes Road	Manlius	Blue Facility	1.4
S	Green Lakes Road	Manlius	Blue Facility	3.3
T	Green Lakes Road	Manlius	Blue Facility	1.0
U	Green Lakes Road	Manlius	Blue Facility	2.8
V	Green Lakes Road	Manlius	Blue Facility	0.2
W	Green Lakes Road	Manlius	Blue Facility	1.1
X	Green Lakes Road	Manlius	Blue Facility	1.3
Y	Green Lakes Road	Manlius	Blue Facility	0.2
Z	Green Lakes Road	Manlius	Blue Facility	0.1
AA	Green Lakes Road	Manlius	Blue Facility	0.6
AB	Green Lakes Road	Manlius	Blue Facility	2.5

### NEXT STEPS

```

    graph LR
      A[Project Grouping  
• Location  
• Type  
• Standalone] --> B[Identify Project Sponsor  
• V of Manlius  
• V of Fayetteville  
• V of Manlius  
• T of Manlius  
• OGDOT  
• NYSDOT]
      B --> C[Engagement  
• Stakeholders  
• Addressed Property Owners]
      C --> D[Funding  
• Cost Estimation  
• Funding Sources]
      D --> E[Implementation  
• Design  
• Construction]
    
```



(H) - area is really - the  
most requested  
improvement area -

Difficult to achieve - but  
wea work attempting a  
widening / bike / pd - lane.

Intersections and  
approaches to  
Herkülse Rd / Fremont Rd  
Sidewalk

ove MS

ES

NC





## Appendix C: Comment Forms

Thank you for visiting us for the Villages of Minoa, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, August 8, 2024. Please provide any additional comments you may have in the space below.

This form can be returned to the comment box or to any SMTC staff member. You may also return this form via mail (SMTC, 126 N. Salina St., Suite 100, Syracuse, N.Y. 13202) or fax (315-422-7753). **Please return comment forms by Friday, August 16, 2024.**

**Question: Where do you live? (check one)**

- Village of Minoa
- Village of Fayetteville
- Village of Manlius
- Elsewhere in the Town of Manlius, outside of previously listed villages
- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

- Yes, I will bike/walk more than I do now                      No, I will not bike/walk more
- 5                      4                      3                      2                      1                      N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1			
2			
3			

**Open Comment: Use this space to provide written feedback on the project.**

*improve dangerous street crossing in Manlius by movie theater.*  
*We use walking trails & would use any new ones. see reverse side.*

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional - w \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No  *maybe*

For additional information please contact Mario Colone at the SMTC by phone (315.422.5716 x1306) or via e-mail (mcolone@smtcmpo.org).

Troop K Road is a highway  
for walkers / bikers (bike  
riders),

Thank you for visiting us for the Villages of Minoa, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, August 8, 2024. Please provide any additional comments you may have in the space below.

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**Question: Where do you live? (check one)**

- Village of Minoa
- Village of Fayetteville
- Village of Manlius
- Elsewhere in the Town of Manlius, outside of previously listed villages
- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3

2

1

N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	F	N. Burdick St	Sidewalk
2	J	Salt Springs Rd	Sidewalk
3	H	S Manlius St / F-M Rd	Sidewalk

**Open Comment: Use this space to provide written feedback on the project.**

---

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Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional – we \_\_\_\_\_



Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Mario Colone at the SMTC by phone (315.422.5716 x1306) or via e-mail (mcolone@smtcmpo.org).



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- Village of Minoa  
 Village of Fayetteville  
 Village of Manlius  
 Elsewhere in the Town of Manlius, outside of previously listed villages  
 Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3

2

1

N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	H	Rte 257	sidewalks & bike
2	D	Duquoin Rd	sidewalk & bike
3	F	N. Burdick St	sidewalk & bike

**Open Comment: Use this space to provide written feedback on the project.**

Rte 275 gap between Villages of Fayetteville and Manlius is critical - people use it walking & biking and it is a heavy traffic area.

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional - we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Mario Colone at the SMTC by phone (315.422.5716 x1306) or via e-mail (mcolone@smtcmpo.org).



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- Village of Minoa  
 Village of Fayetteville  
 Village of Manlius  
 Elsewhere in the Town of Manlius, outside of previously listed villages  
 Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now  
 5      4      3      2      1      N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	D - BIKE	Duguid	BIKE
2	H	FAYETTEVILLE - MANLIUS ST	BIKE
3	G	RT 257	BIKE

**Open Comment: Use this space to provide written feedback on the project.**

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Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Mario Colone at the SMTC by phone (315.422.5716 x1306) or via e-mail (mcolone@smtcmpo.org).

Thank you for visiting us for the Villages of Minoa, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, August 8, 2024. Please provide any additional comments you may have in the space below.

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- Village of Minoa  
 Village of Fayetteville  
 Village of Manlius  
 Elsewhere in the Town of Manlius, outside of previously listed villages  
 Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now  
5                      4                      **3**                      2                      1                      N/A  
No, I will not bike/walk more

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	BCD	Accessibility to Green halts a positive move	
2	H	<del>Sidewalk</del> 257	Sidewalk all the way
3			Fill in 40 Manlius

**Open Comment: Use this space to provide written feedback on the project.**

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*Thank you! Very Informative*

---

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Thank you for visiting us for the Villages of Minoa, Fayetteville & Manlius Pedestrian and Bicycle Connectivity Study on Thursday, August 8, 2024. Please provide any additional comments you may have in the space below.

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*Thanks for the connectivity study & hope it is productive.*

Question: Where do you live? (check one)

- Village of Minoa  
 Village of Fayetteville  
 Village of Manlius  
 Elsewhere in the Town of Manlius, outside of previously listed villages  
 Elsewhere in the region

Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)

Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5                      4                      3                      2                      1                      N/A

Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	F	N. Burdock St.	Bike + side walk
2	H	S. Manlius St	Bike + side walk
3	I	E. Genesee St	Bike + side walk

Open Comment: Use this space to provide written feedback on the project.

*I do not remember completing an on line survey - I may have. I am in favor of the "Introduction + Overview" + study & study over view mentioned on the 5th poster board. And pleased it is being addressed.*

Name (optional) 

Address (optional) \_\_\_\_\_

E-mail (optional - we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5

4

3

2

1

N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1		Fremont Rd / Kirkisla Rd.	sidewalk
2		Intersection	
3			

**Open Comment: Use this space to provide written feedback on the project.**

*ESM*  
This intersection handles traffic (foot & auto) from Minoa School, railroad (trucks), and Pine Brook, Woodland & Fremont Elem. Schools.

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional - we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now

No, I will not bike/walk more

5      4      3      2      1      N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	H	Clinton	Bike
2	I	E. Guessie	Bike Lane
3			

**Open Comment: Use this space to provide written feedback on the project.**

Make things safer for  
pedestrians & bikers

Name (optional) \_\_\_\_\_

Address (optional) \_\_\_\_\_

E-mail (optional - v \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Mario Colone at the SMTC by phone (315.422.5716 x1306) or via e-mail (mcolone@smtcmpo.org).





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- Elsewhere in the Town of Manlius, outside of previously listed villages
- Elsewhere in the region

**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      **4**                      3                      2                      1                      N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	H	Rt 257 / S Manlius	sidewalk
2	K	Nighbridge St	Sidewalk + <del>bike</del>
3	S		

**Open Comment: Use this space to provide written feedback on the project.**

would like sidewalk between Beard Park +  
start of Spring Street to allow walking  
all the way around park

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional – we will email you study updates) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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**Question: Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity? (circle one number)**

Yes, I will bike/walk more than I do now                      No, I will not bike/walk more

5                      4                      3                      2                      1                      N/A

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	J	Salt Springs Road	Sidewalk
2	<del>B</del> I	Green Lakes Road / E. Genesee / RT 5	Sidewalk/Bike Facility
3	H	Manlius St / F.M Road	Sidewalk/Bike Facility

**Open Comment: Use this space to provide written feedback on the project.**

I like the proposed improvements.  
Another area to consider is RT 5 from Hunt (Homeport neighborhood) to N. Burdick

Name (optional) \_\_\_\_\_  
Address (optional) \_\_\_\_\_  
E-mail (optional) - \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

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Yes, I will bike/walk more than I do now  
5      **4**      3      2      1      N/A  
No, I will not bike/walk more

**Question: Please select three enhancements/improvement ideas that you would like to see progressed moving forward (refer to Next Steps & Implementation board):**

	CORRIDOR	STREET NAME	IMPROVEMENT TYPE
1	I	E Genesee St	Bike/Sidewalk / CAR LANES
2	H	S. MANLIUS St	Sidewalk/Bike
3	N/A	Levyard Canal	Trail

**Open Comment: Use this space to provide written feedback on the project.**

Cars are a major factor affecting biking/walking:  
- E Genesee going East over Limestone Creek  
needs to be improved to be safer, as  
does S. MANLIUS St, so walker/bikers can get around

Name (optional) \_\_\_\_\_

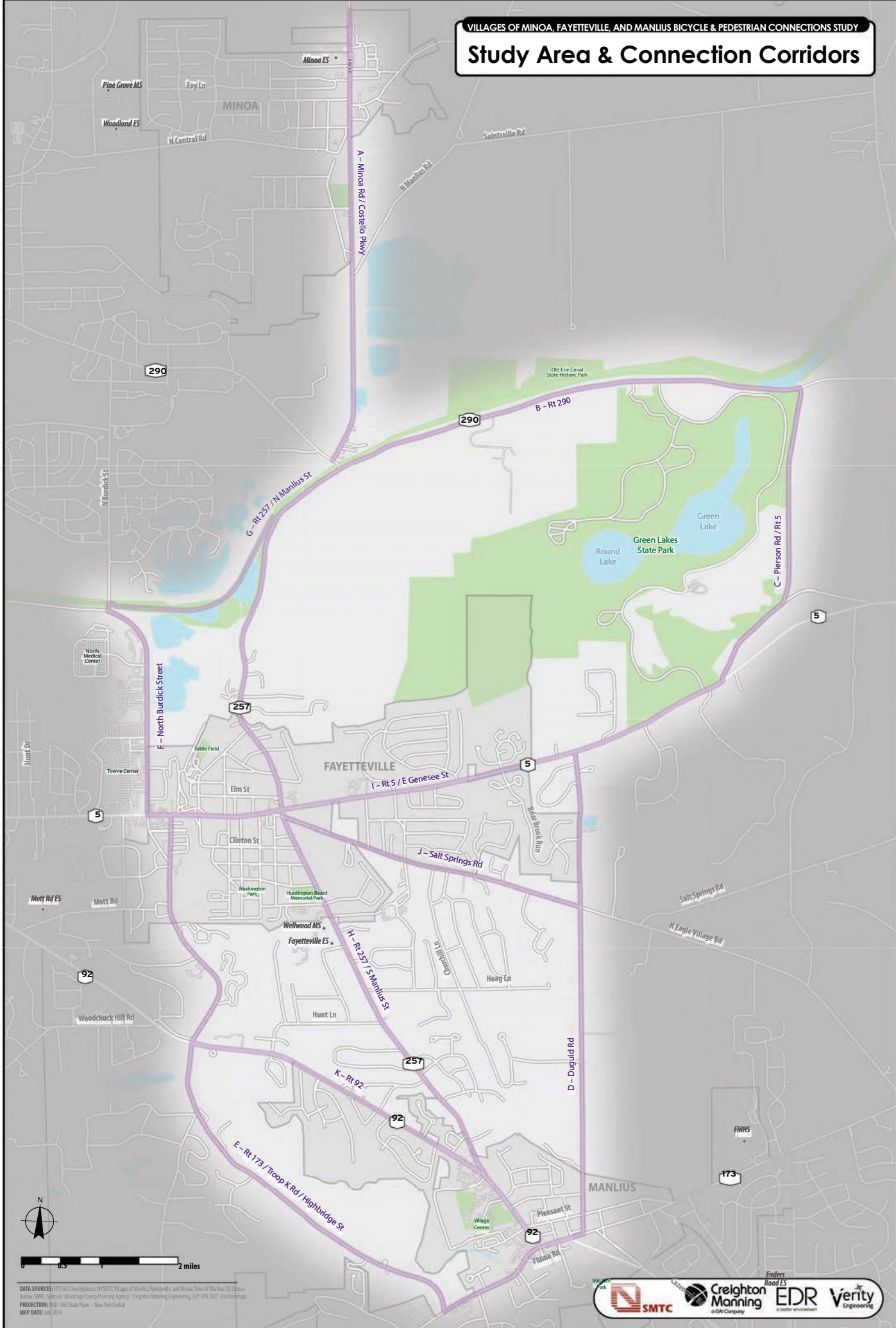
Address (optional) \_\_\_\_\_

E-mail (optional) \_\_\_\_\_

Would you like to be added to the SMTC mailing list? Yes  No

For additional information please contact Mario Colone at the SMTC by phone (315.422.5716 x1306) or via e-mail (mcolone@smtcmpo.org).

# Study Area & Connection Corridors



DATA SOURCES: NYS GIS Clearinghouse, NYSDEC Villages of Manlius, Fayetteville, and Minoa, Town of Manlius, US Census Bureau, SMT, Syracuse-Onondaga County Planning Agency, Creighton Manning Engineering, LLP, EDR, DCP, Esri BaseMaps  
 PROJECTION: NAD 1983 State Plane - New York Central  
 MAP DATE: July 2024

Logos for the project partners: SMT, Creighton Manning (an SMT Company), EDR (an SMT Company), and Verity Engineering.



# Introduction & Overview



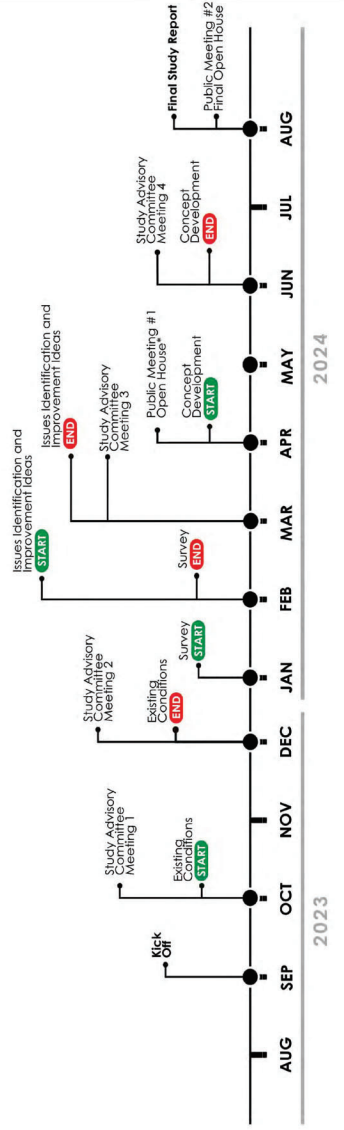
VILLAGES OF MINOA, FAYETTEVILLE, AND MANLIUS BICYCLE & PEDESTRIAN CONNECTIONS STUDY  
Study Area & Connection Corridors

**STUDY OVERVIEW:** The Syracuse Metropolitan Transportation Council (SMTC), on behalf of its municipal partners, wants to build on recent planning efforts (local and regional) which relate to pedestrian and bicycle accommodations. Specifically, they are interested in connections that link the **villages of Minoa, Fayetteville, and Manlius** to each other, as well as to neighboring parks and trails in the area, including, the Empire State Trail system, Mill Run Park, and Green Lakes State Park. The study area consists of: North Burdick Street, East Genesee Street, Route 290, Pierson Road, NYS Route 5, Duguid Road, Route 173, and Troop K Road, and Highbridge Street; spur that will run to the Village of Minoa via Minoa Road and Connections to the front (NYS Route 5) and rear entrance (Route 290) to Green Lakes State Park.

**STUDY DETAILS:** SMTC is working with a Study Advisory Committee to help inform the work. An online survey was conducted to gather information from members of these communities on their current walking and biking trips and which corridors were preferred. Existing conditions data along the identified corridors was gathered and issues were noted.

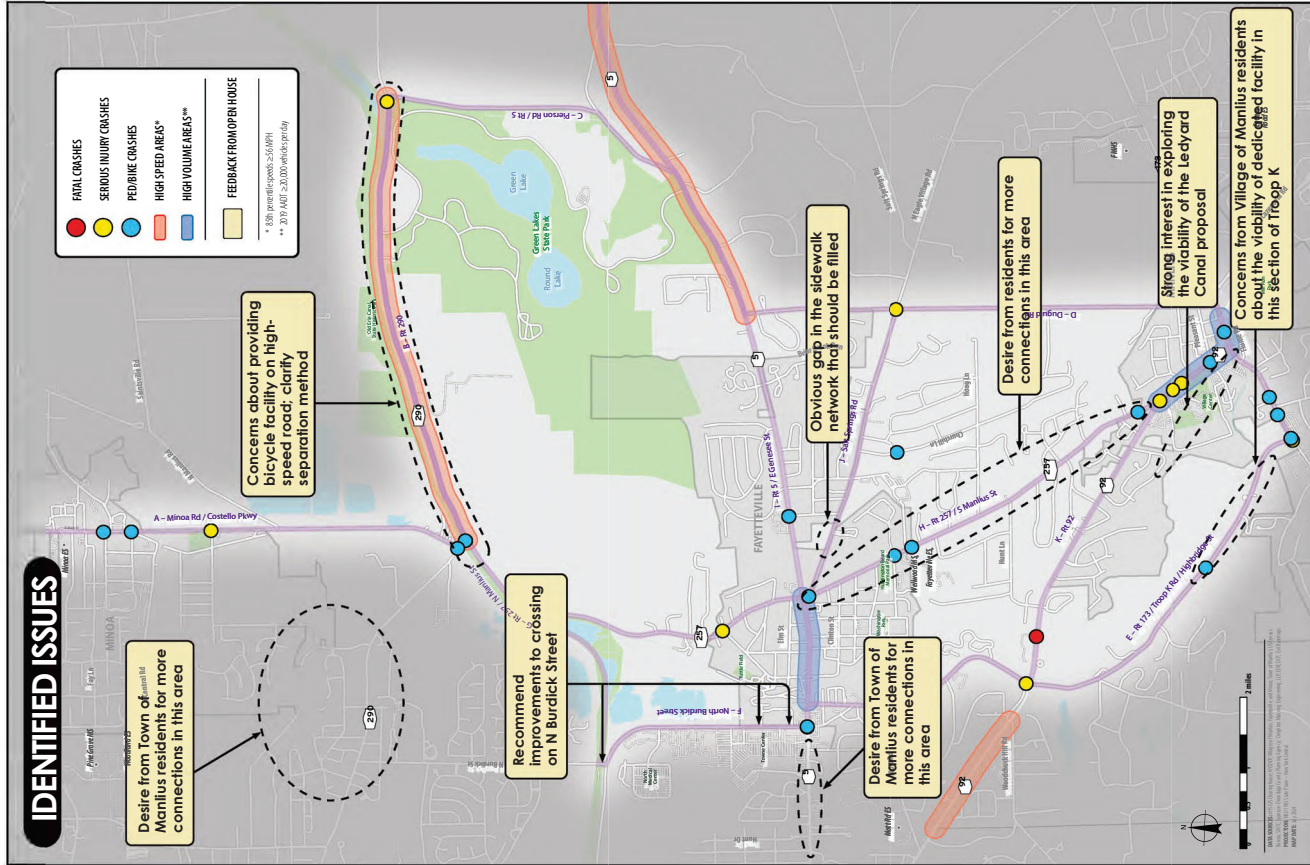
**STUDY GOALS:** Provide detailed, site-specific recommendations for bicycle and pedestrian facilities along the most appropriate roadways to strengthen and increase the safety of bicycle connections from local parks and trails to the village of Minoa, Fayetteville, and Manlius as well as increase the number of bicycle commuter trips through the villages of Fayetteville and Manlius.

## PROJECT TIMELINE



# Public Feedback

## IDENTIFIED ISSUES



## SURVEY SUMMARY

356 responses

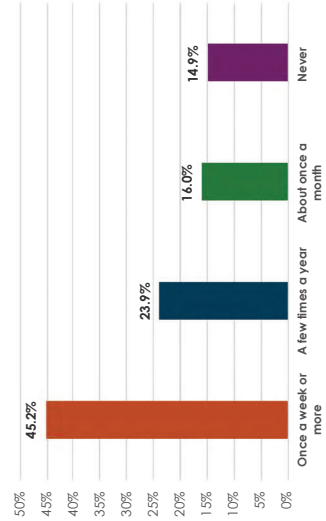


Open from Jan 22 – Feb 12, 2024

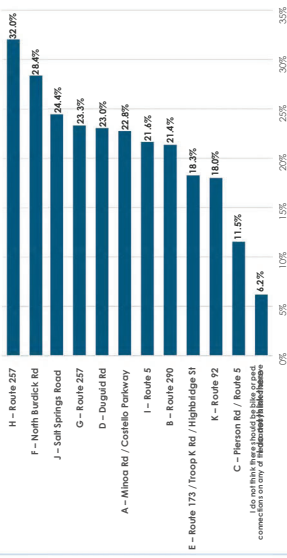


Over 90% of respondents are from Manlius or the three villages

Do you ever walk or bike for short trips (less than 3 miles) from your home to destinations like stores, parks, school, etc.?



Select the three (3) roadways that you would like to see enhanced to support better bicycle and pedestrian connections in this area. This could include bike lanes, sidewalks, crosswalks, or other dedicated infrastructure.



## OPEN HOUSE SUMMARY

47 attendees

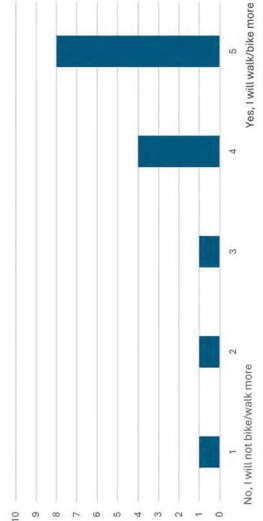


Meeting held April 11, 2024



15 comment forms received; additional feedback emailed post-meeting

Do you feel that your current behavior will change because of the proposed treatments to provide better pedestrian and bicycle connectivity?



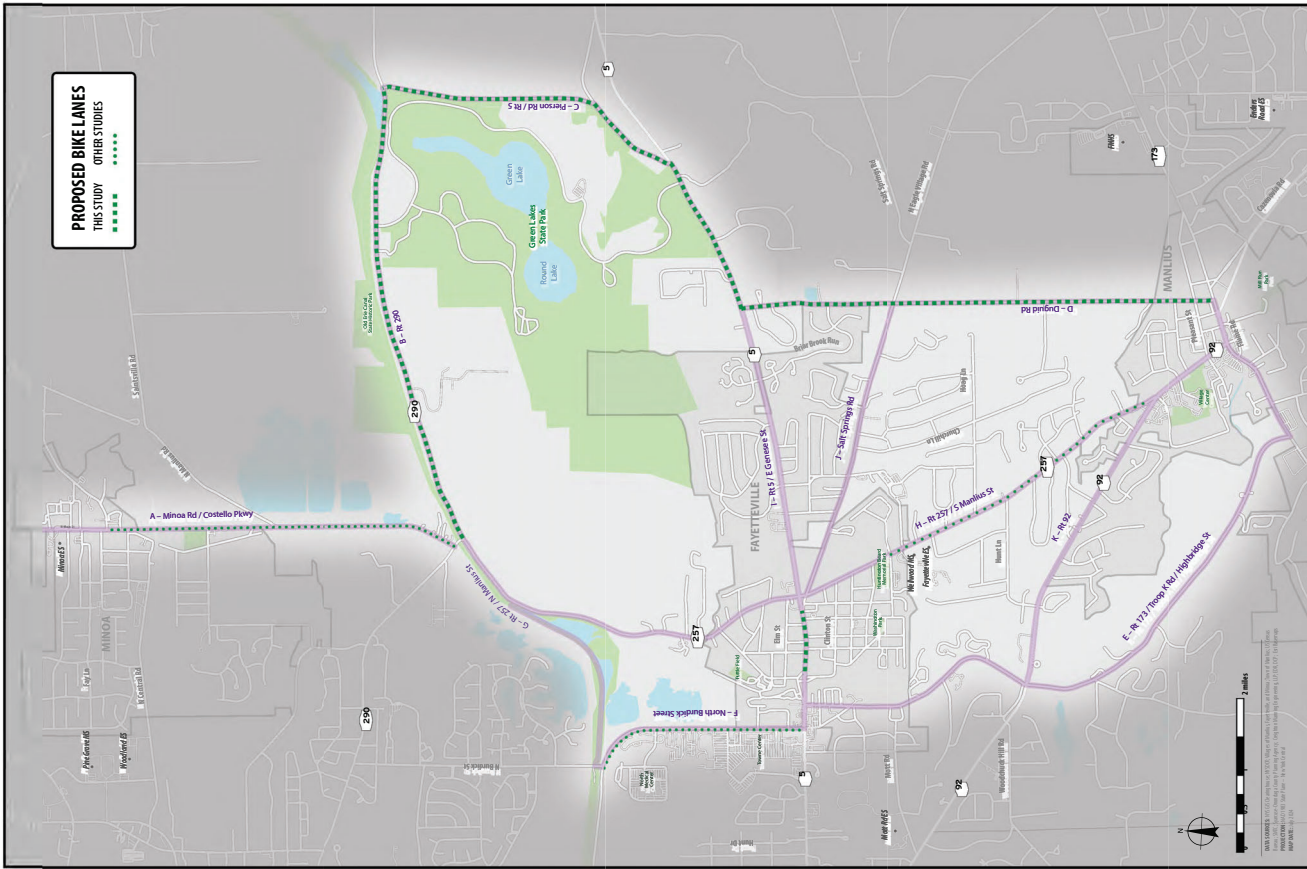
### Key takeaways from public comments:

- Physically separate pedestrians and bicyclists from vehicles
- Consider higher density areas outside of study area (i.e., schools)
- Safety through traffic calming and slower speeds
- Additional comments shown on map to the left
- Add signage
- Lower speed limit
- Modify storm drain covers for bicycles to traverse
- Add bike lanes and sidewalk to Route 257
- Extend sidewalks on Highbridge Street, Green Lakes entrance, Burdick Street





# Bike Lanes (Wide Shoulders)



**CONCEPT:** Widen shoulders by narrowing travel lane and/or expanding pavement (with or without curb)

**PRIMARY USE:** Biking (may be used for walking when no sidewalk)

**MATERIALS:** Asphalt, epoxy paint (or pavement markings)

**WIDTH:** 5ft minimum; buffer or separation preferred

**ENHANCEMENT:** \$ \$ \$

- No roadway expansion
- Widening shoulders using striping, narrow travel lanes, and adding buffers

**KEY AREAS:**

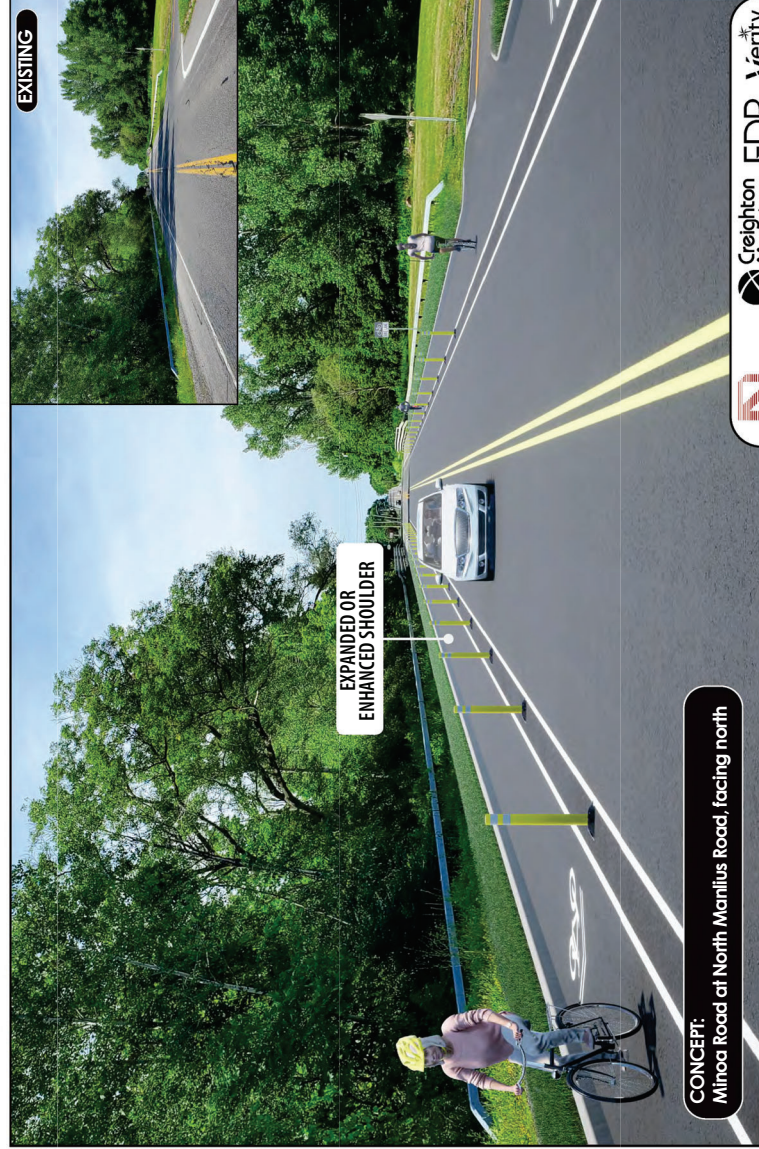
- Corridor A – Minoa Rd / Costello Pkwy
- Corridor F – Burdick Rd
- Corridor I – Rt. 5 / W Genesee St

**EXPANSION:** \$ \$ \$ \$

- Expand pavement to create wider shoulders

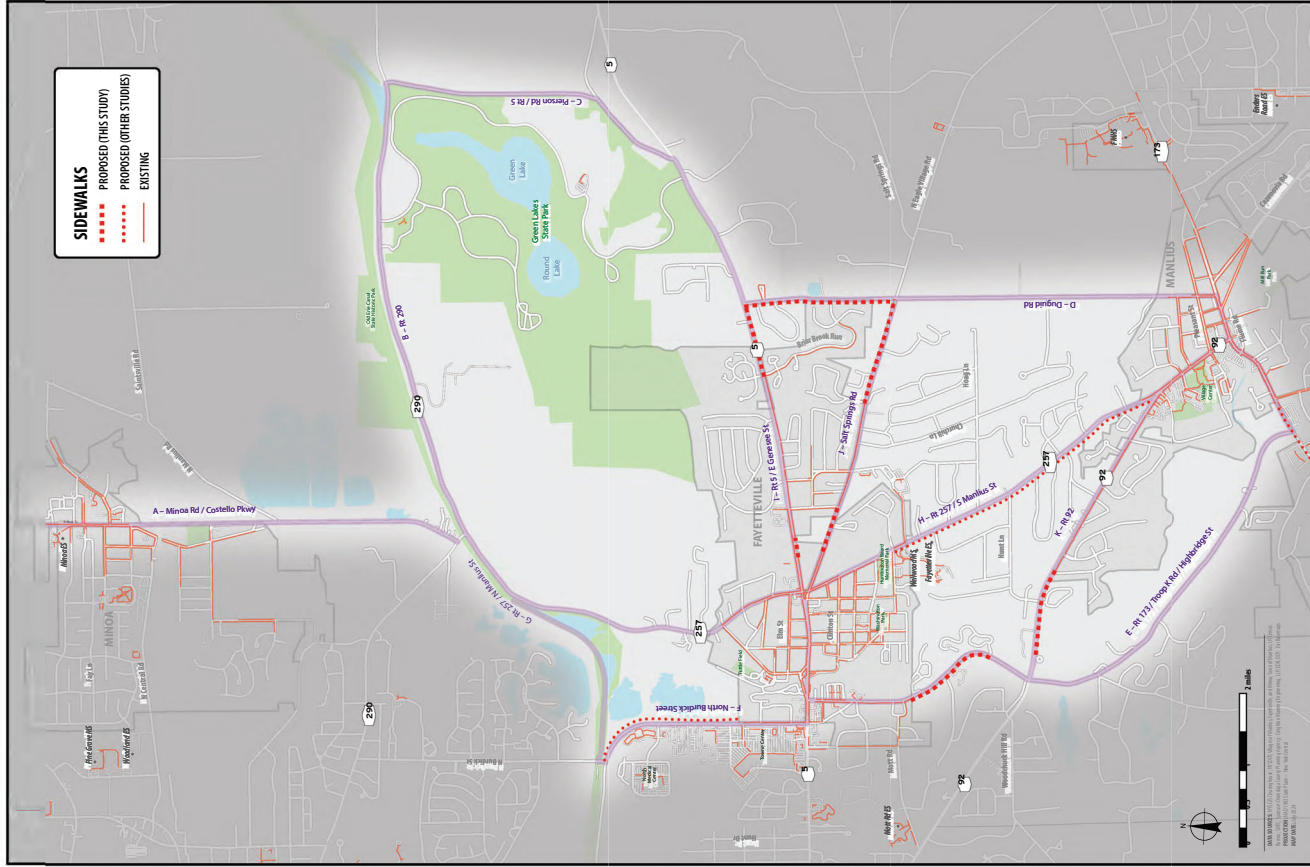
**KEY AREAS:**

- Corridor B – Rt. 290
- Corridor C – Pierson Rd / Rt. 5
- Corridor D – Duguid Rd
- Corridor E – Rt. 173 / Troop K Rd / Highbridge St





# Sidewalk Improvements



**CONCEPT:** Install sidewalk

**PRIMARY USE:** Walking, can be used for younger/less experienced bikers

**MATERIALS:** Concrete, asphalt, curbing where needed

**WIDTH:** 5ft minimum

**ENHANCEMENT:** \$\$\$

- Adding new sidewalks or expanding upon existing sidewalk network
- Install landscaped or hardscaped maintenance strip where needed

**KEY AREAS:**

- Corridor D – Duguid Rd
- Corridor E – Rt. 173 / Highbridge St
- Corridor F – Burdick Rd
- Corridor J – Salt Springs Rd
- Corridor K – Rt. 92



**CONCEPT:** Highbridge Street near Spring Pond Fisheries, facing north





# Multi-Use Path Improvements

**CONCEPT:** Install multi-use path

**PRIMARY USE:** Walking, biking, rolling; bi-directional

**MATERIALS:** Concrete, asphalt, curbing where needed

**WIDTH:** 10ft minimum; 15ft preferred

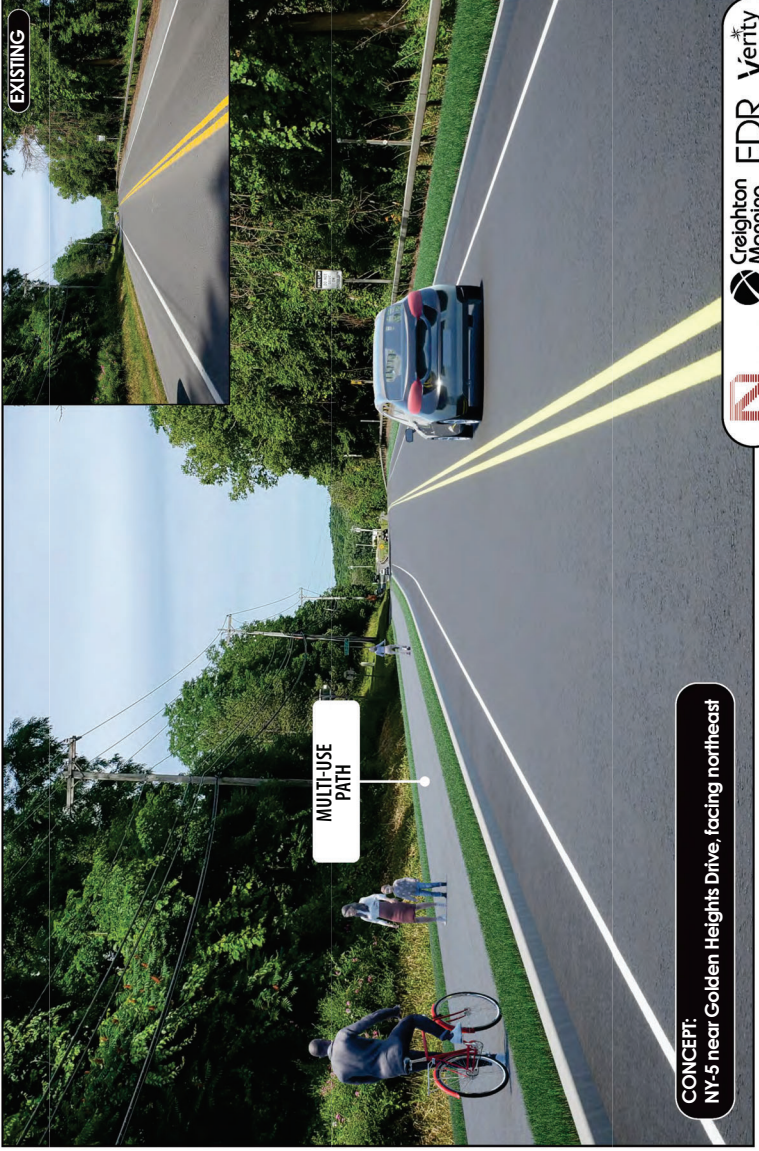
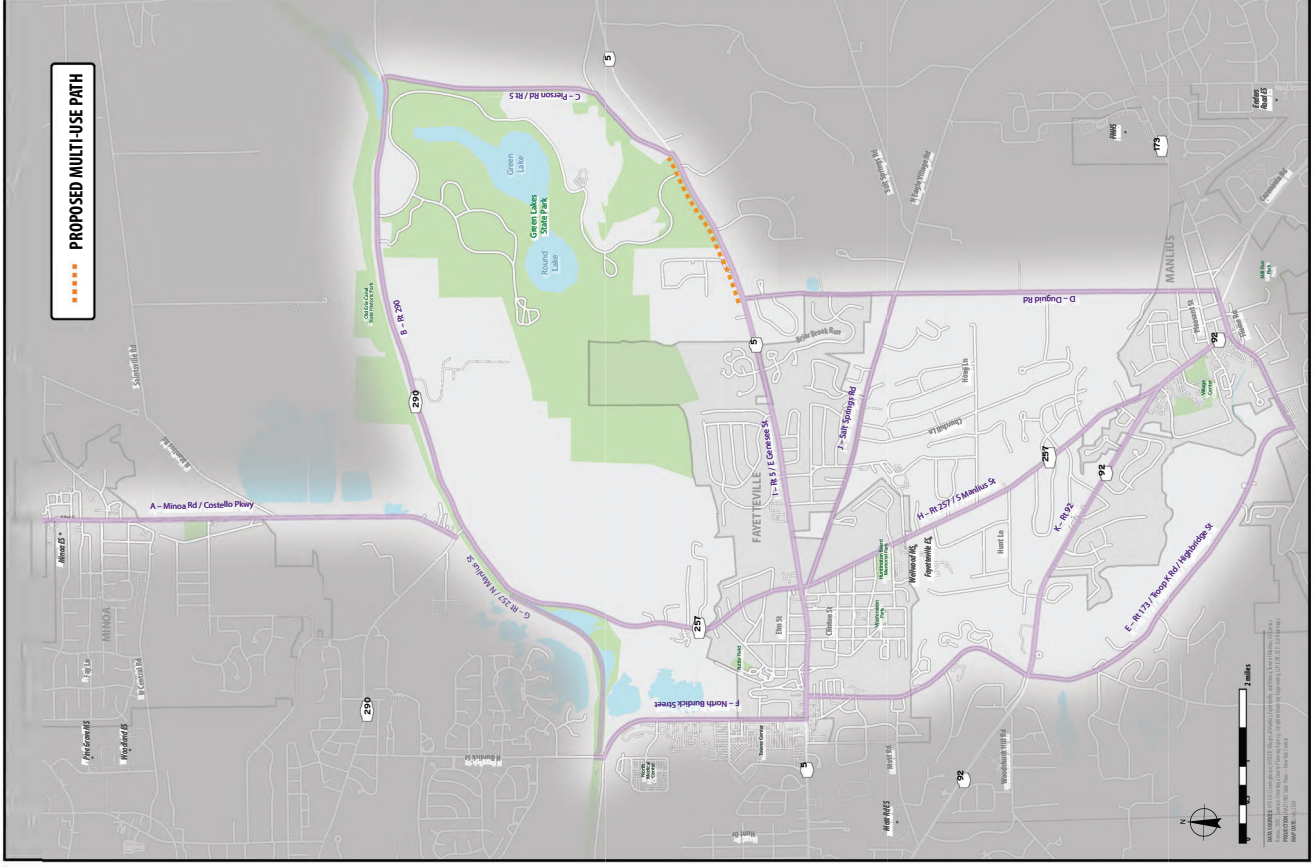


**ENHANCEMENT:** \$\$\$

- Separated path adjacent to roadway

**KEY AREAS:**

- Corridor C – Rt. 5 (Duguid Rd to George Taylor Rd / Pierson Rd)

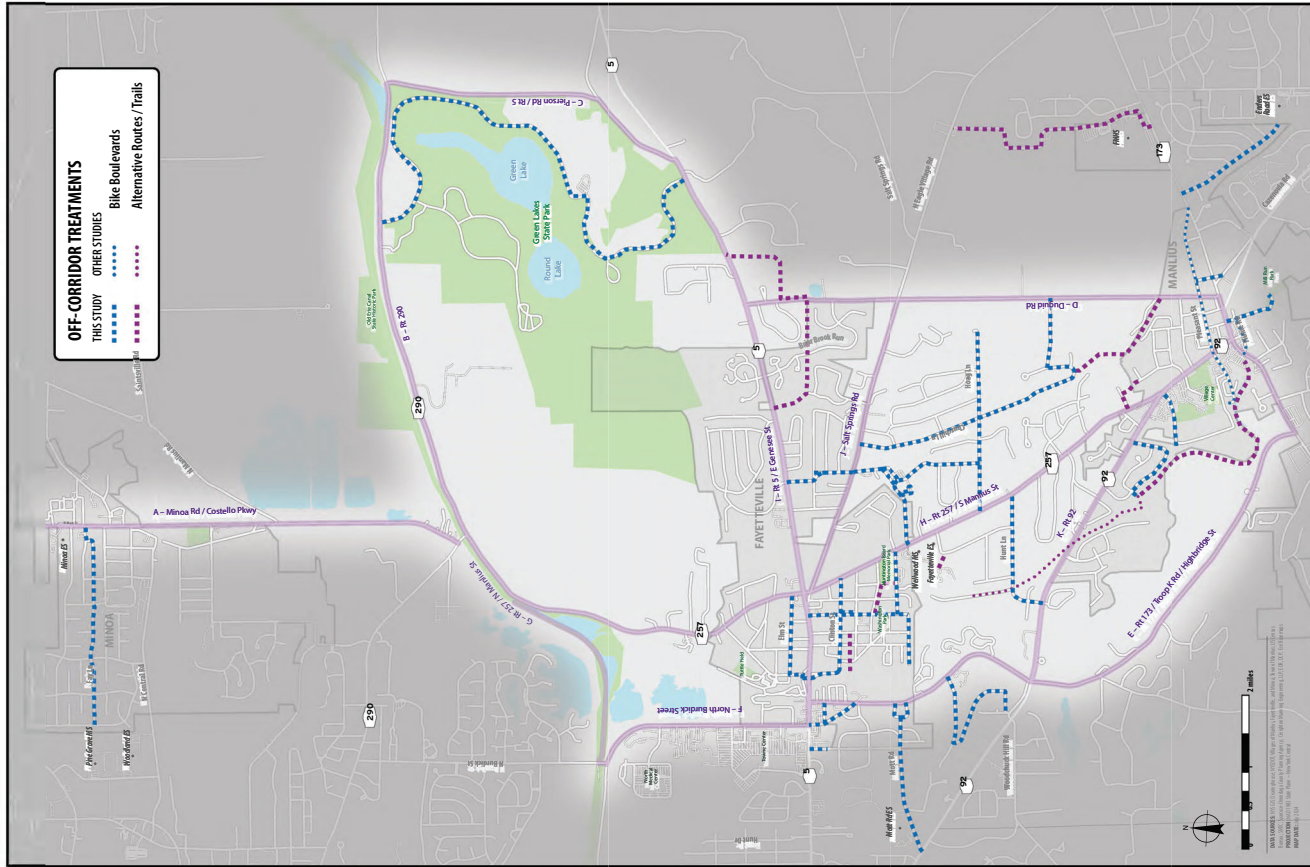


**CONCEPT:** NY-5 near Golden Heights Drive, facing northeast





# Other Off-Corridor Treatments

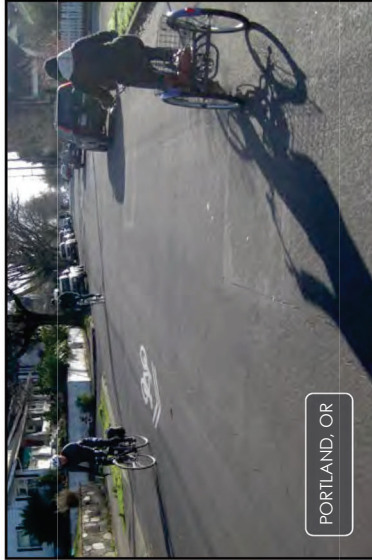


## BIKE BOULEVARDS

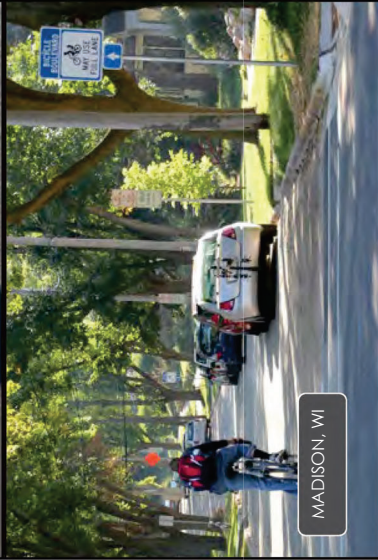
**CONCEPT:** Use signage and pavement markings—along with other traffic calming—to create a slow speed and low volume road good for bicyclists to use to connect to main routes

**MATERIALS:** Pavement markings; signs

- KEY AREAS:**
- Fay Lane
  - Churchill Lane



PORTLAND, OR



MADISON, WI

## ALT. TRAILS & LINKS

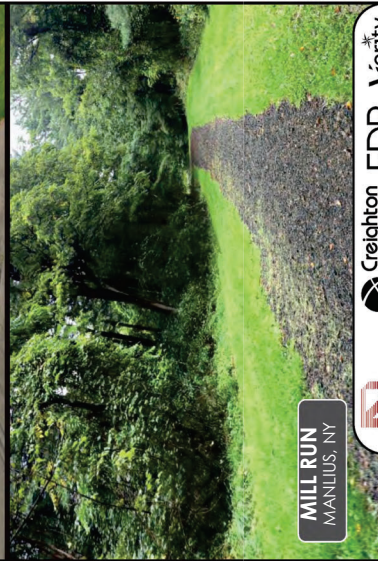
**CONCEPT:** The creation of neighborhood-scale trails or shorter, strategic links which allow for pedestrian connections to other trails, sidewalks, or destinations

**MATERIALS:** Varies

- KEY AREAS:**
- Ledyard Trail



FAY LANE  
MINOA, NY



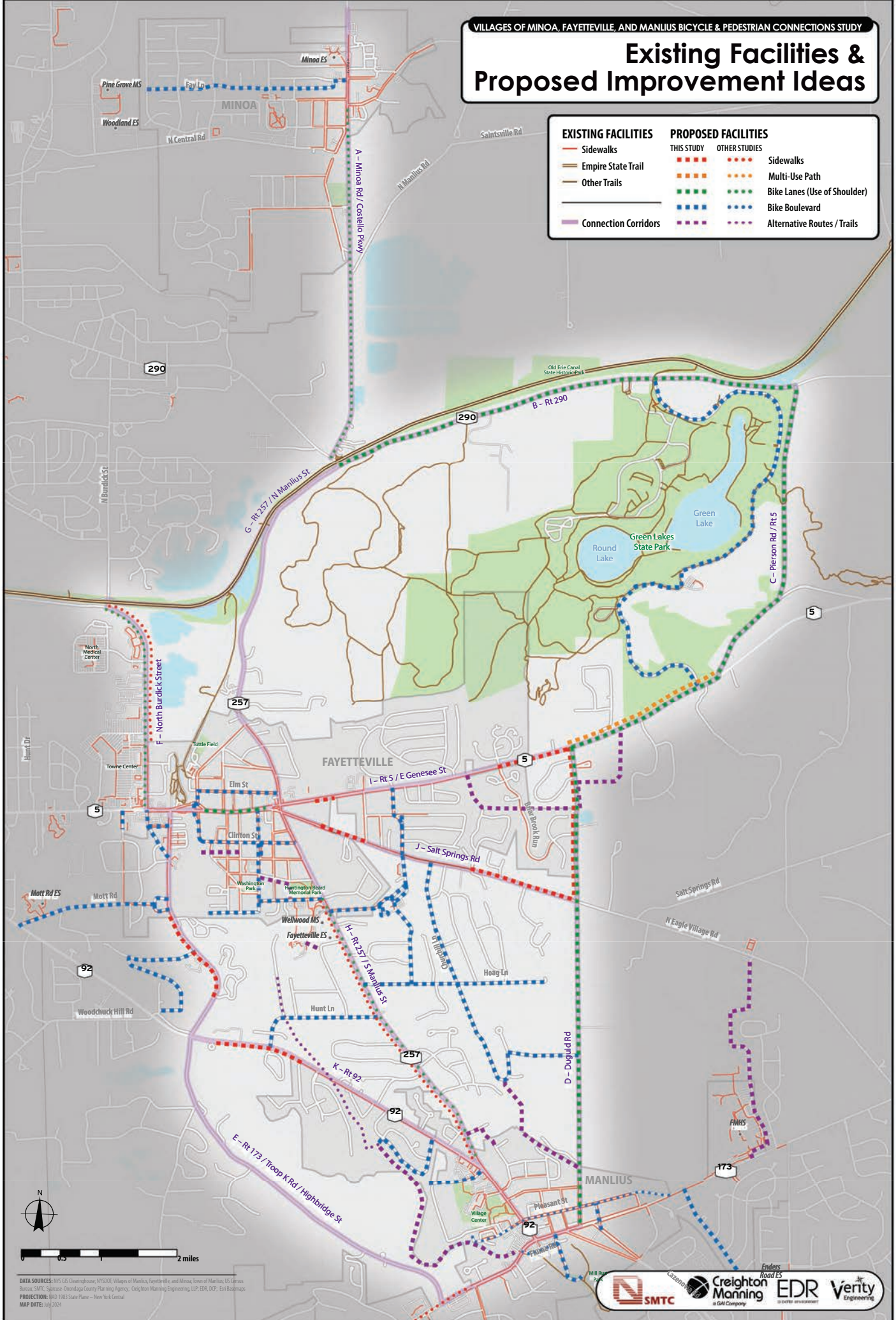
MILL RUN  
MANLIUS, NY





# Existing Facilities & Proposed Improvement Ideas

EXISTING FACILITIES		PROPOSED FACILITIES	
		THIS STUDY	OTHER STUDIES
	Sidewalks		
	Empire State Trail		
	Other Trails		
	Connection Corridors		
			Sidewalks
			Multi-Use Path
			Bike Lanes (Use of Shoulder)
			Bike Boulevard
			Alternative Routes / Trails



DATA SOURCES: NYS GIS Clearinghouse; NYSDEC; Villages of Manlius, Fayetteville, and Minoa; Town of Manlius; US Census Bureau; SMT; Syracuse-Onondaga County Planning Agency; Creighton Manning Engineering, LLP; EDR, DCP; East Batavia  
 PROJECTION: NAD 1983 State Plane - New York Central  
 MAP DATE: July 2024



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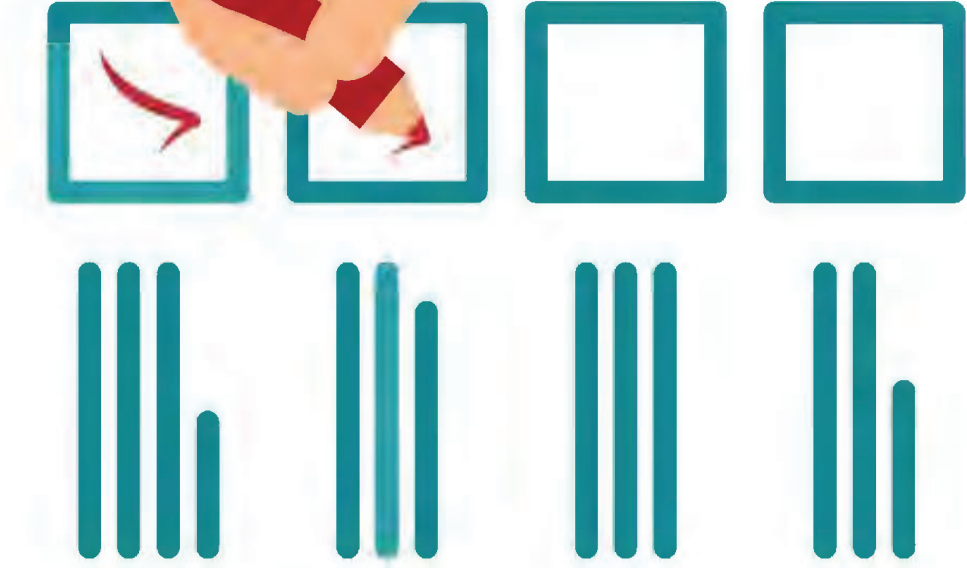
# **APPENDIX G**

## **PUBLIC SURVEY SUMMARY**

# Greater Fayetteville Area

## Bicycle & Pedestrian Connections Study

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# Pedestrian Connections Survey Results Summary (draft)



# Overview

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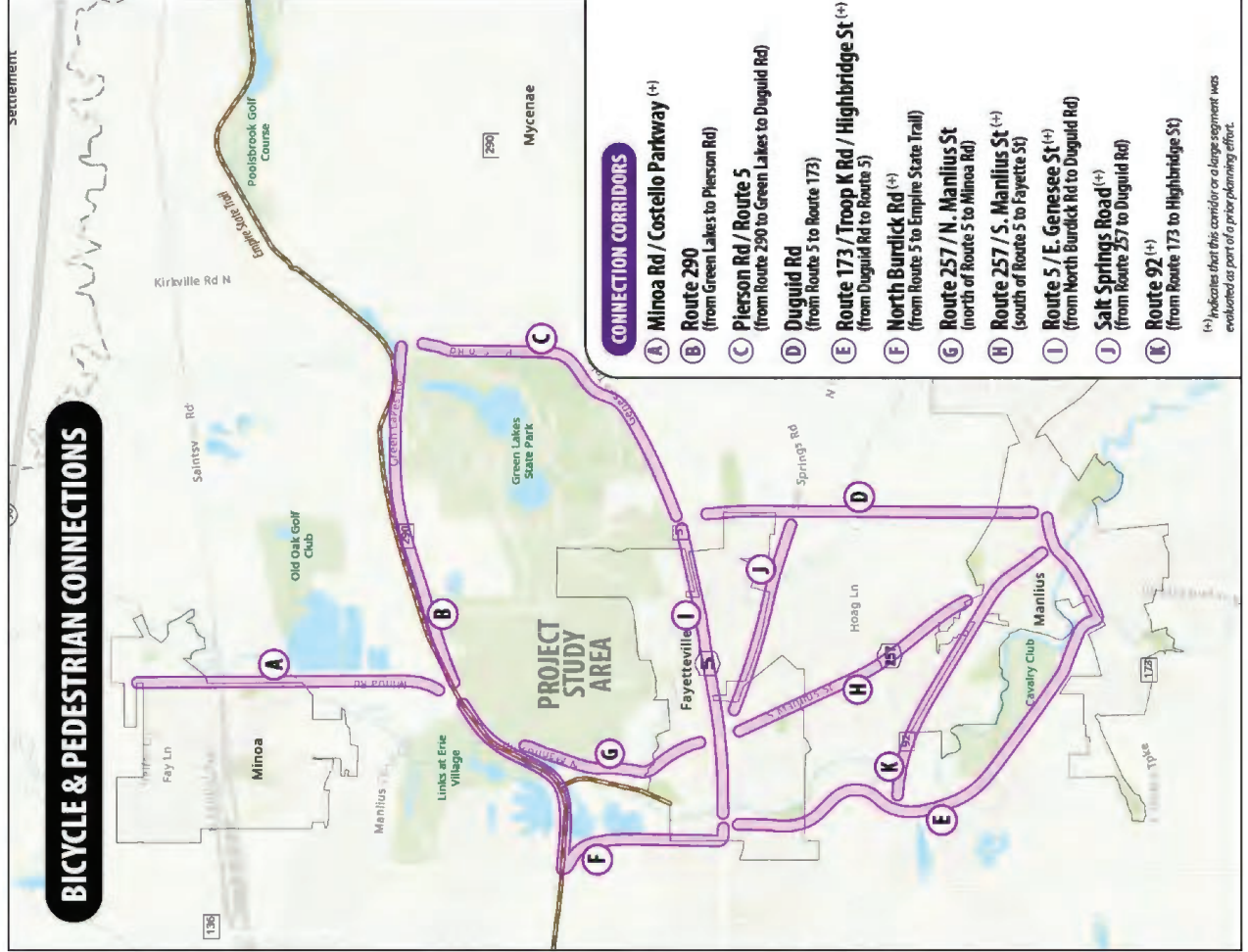
- Online survey format
- Survey open from Jan 22 – Feb 12
- 356 responses
- Distributed via email and social media
- Over 90% of respondents are from the town of Manlius or the three villages

# Survey Goals

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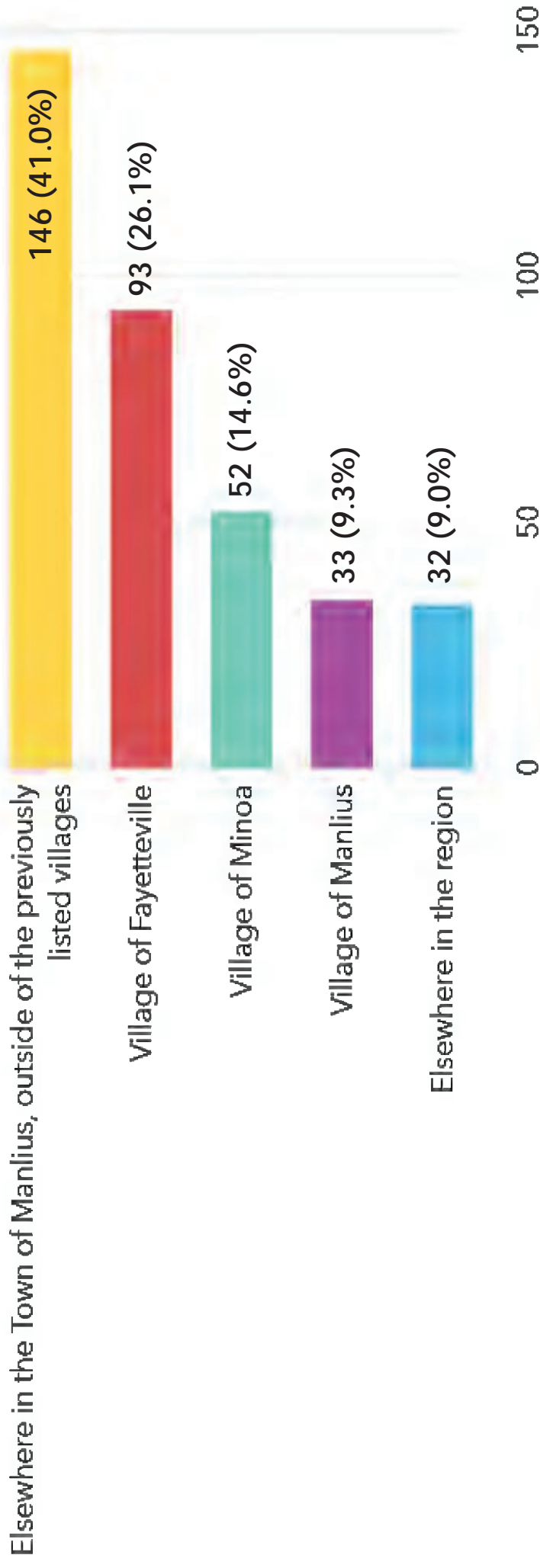
- Understand if respondents walk or bike for short trips in the study area:
  - How often
  - Which corridors
  - Why not
- Learn which corridors might be good candidates for making improvements to better facilitate short trips by foot or bike
- Gather some basic information on respondents
- Gather some general comments on the issues / topic

# Corridor Map



# Respondent Locations

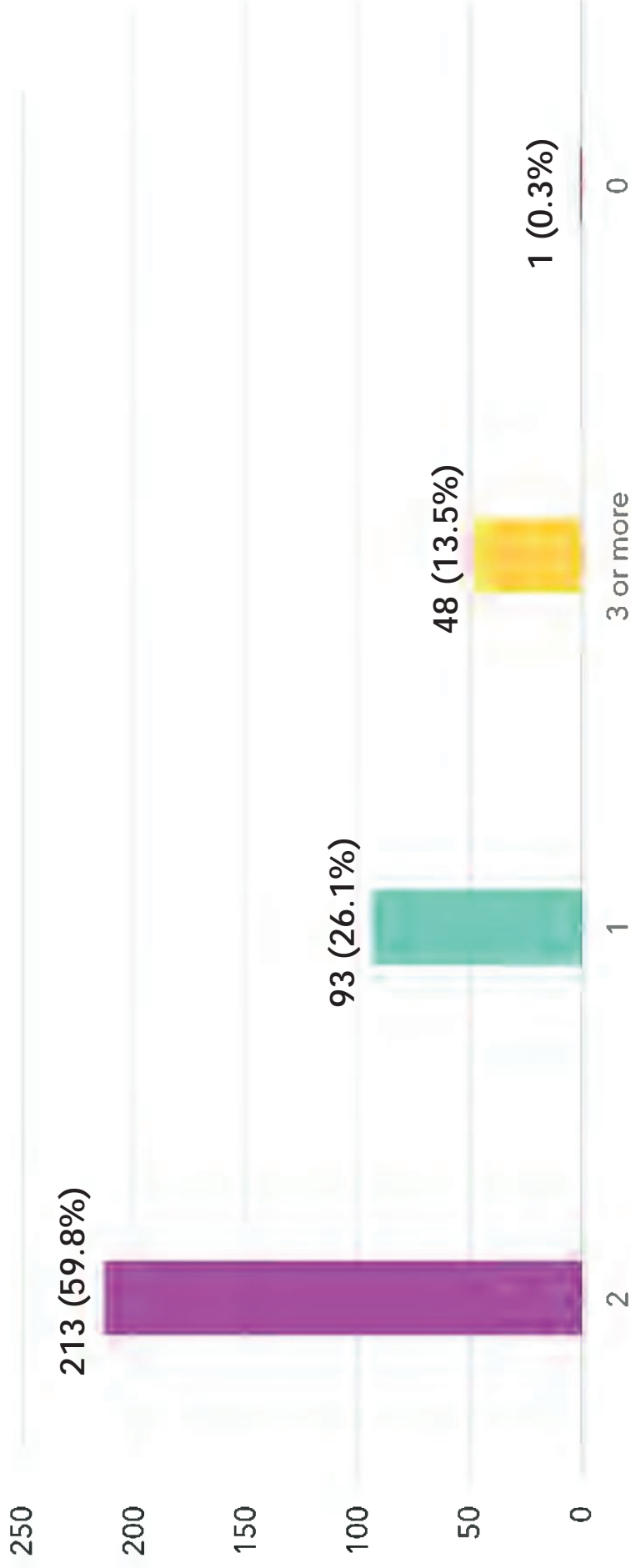
*"Where do you live?"*





# Access to Vehicles

*"How many vehicles do you have access to on a regular basis?"*



1 no response

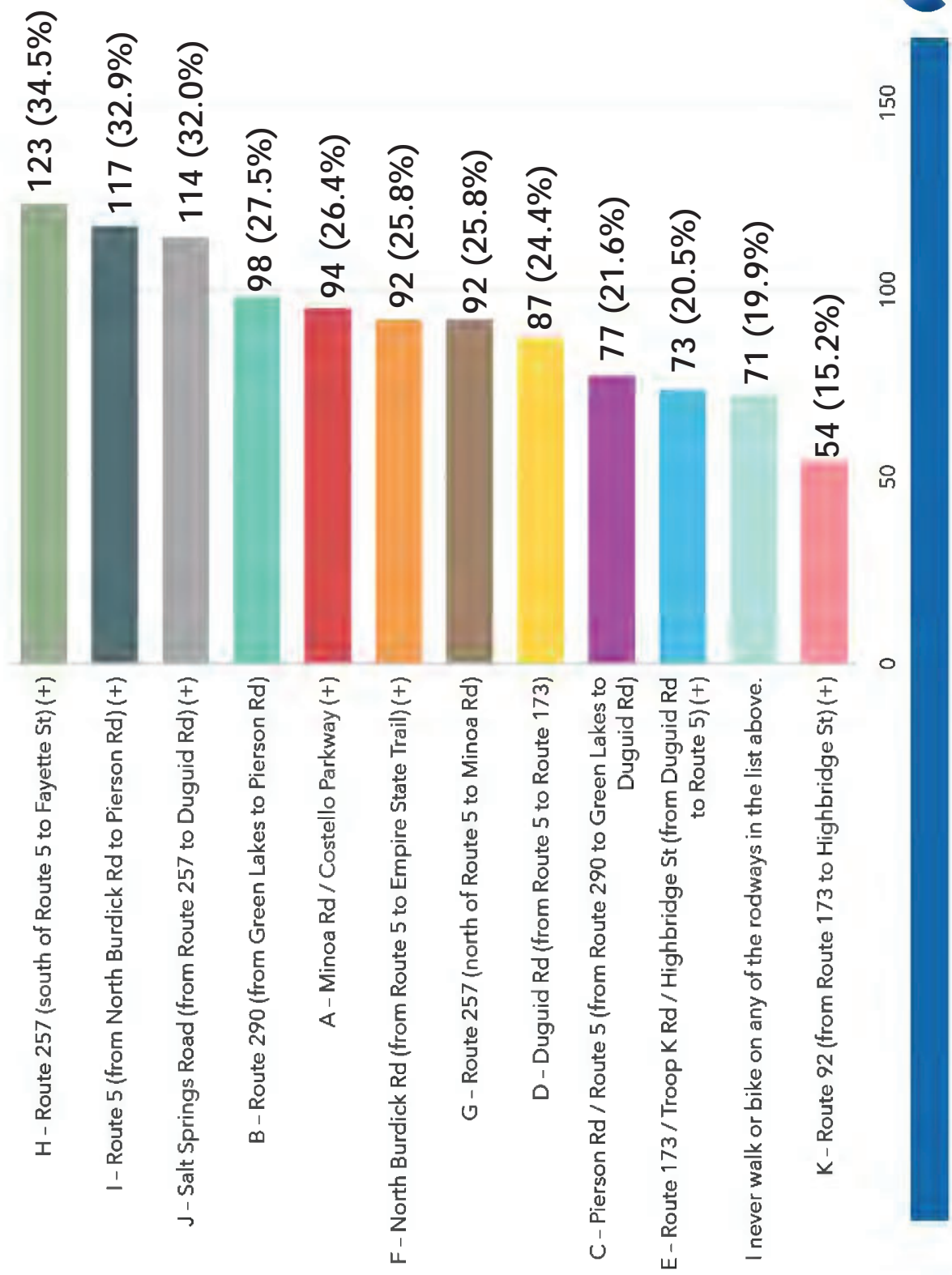
# Walking & Biking Frequency

*"Do you ever walk or bike for short trips (less than 3 miles) from your home to destinations like stores, parks, school, etc.?"*



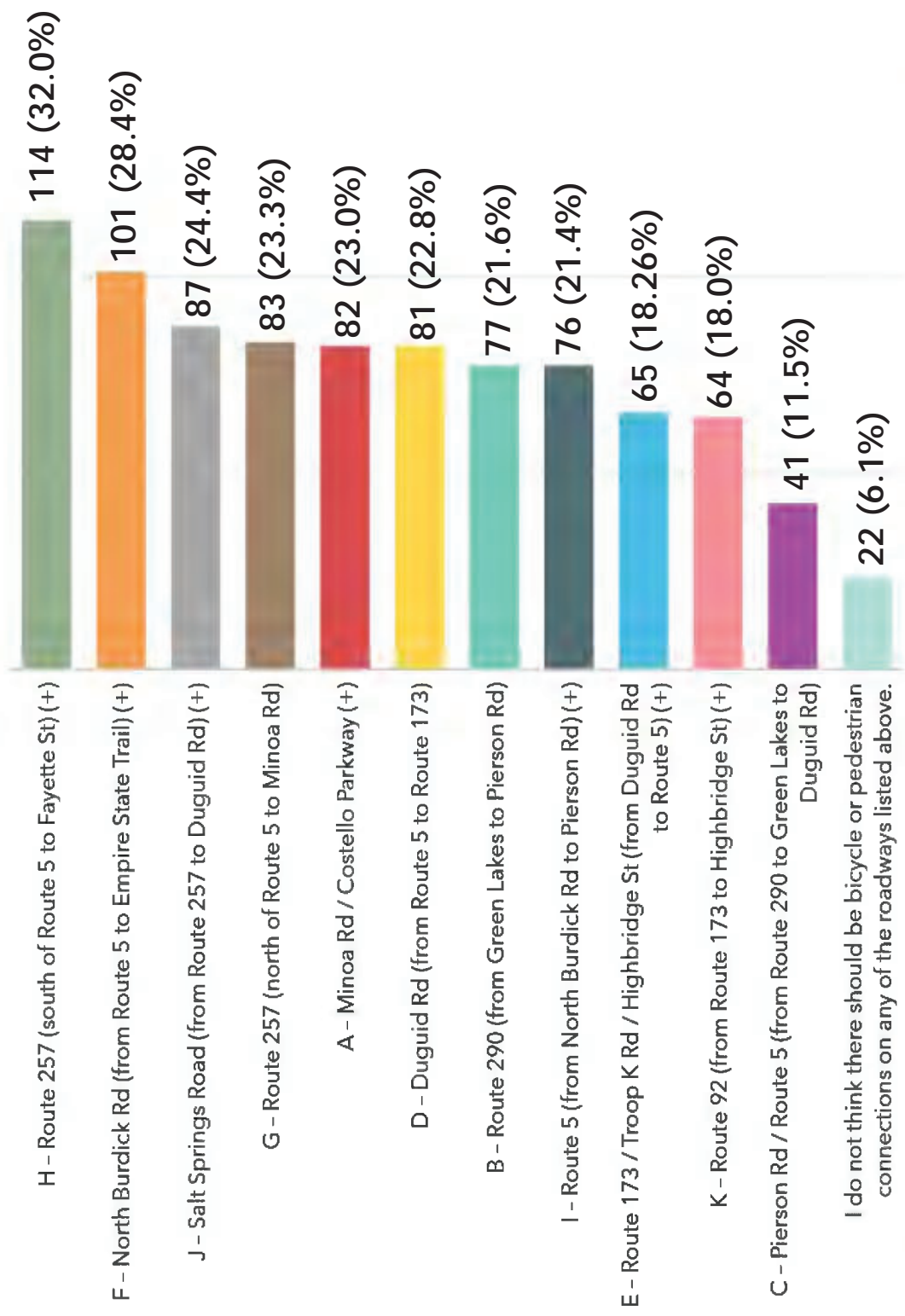
# Corridor Usage

*“Which of these roadways do you currently use to walk or bike to destinations in the area?” (select multiple)*



# Preferred Corridor

“Select the three (3) roadways that you would like to see enhanced to support better bicycle and pedestrian connections in this area. This could include bike lanes, sidewalks, crosswalks, or other dedicated infrastructure.” (select multiple)

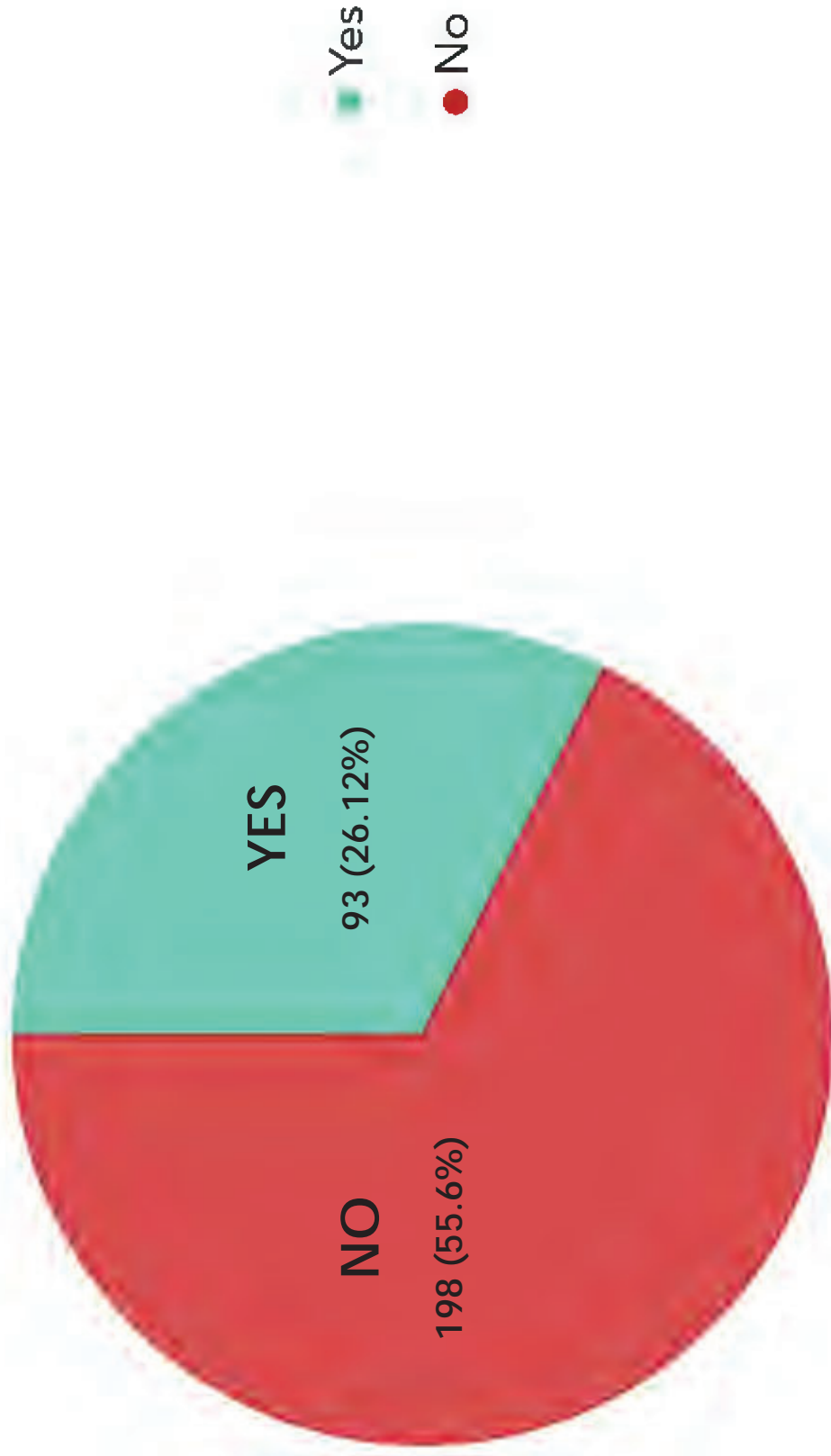




# Additional Corridors

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*“Are there any corridors within the study area that we should focus on that are not listed above?”*



Thank You

## Contact Info

Creighton Manning Engineering, LLP

Project Manager: Sarah Carroll, PE, PTOE



[scarroll@cmellp.com](mailto:scarroll@cmellp.com)



[www.cmellp.com](http://www.cmellp.com)

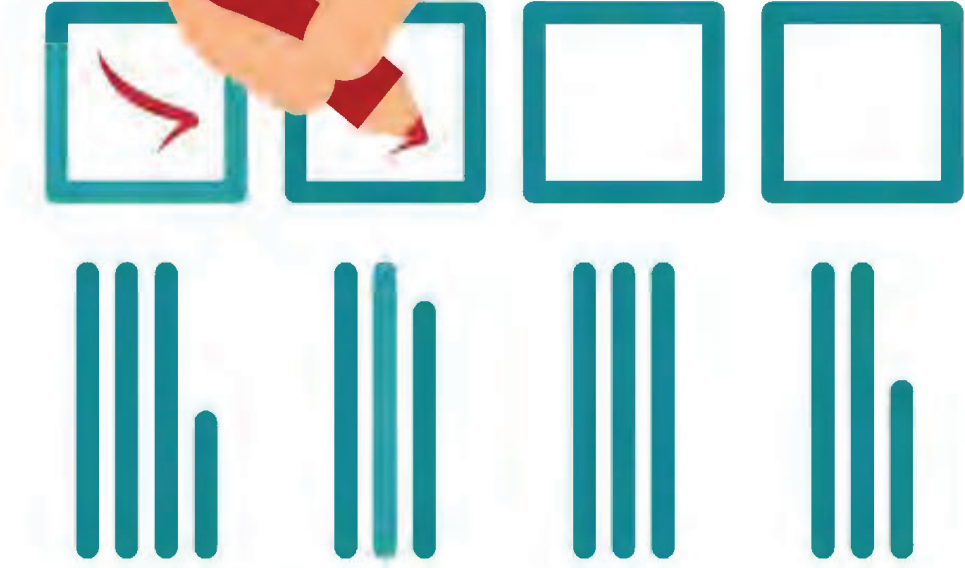


Tel. 518.689.1887

# Greater Fayetteville Area

Bicycle & Pedestrian Connections Study

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## Pedestrian Connections Survey Survey Questions

# Introduction

## Bicycle and Pedestrian Connections Survey

Welcome! The Syracuse Metropolitan Transportation Council (SMTC), on behalf of its municipal partners, wants to build on recent planning efforts (local and regional) which relate to pedestrian and bicycle accommodations.

Specifically, they are interested in connections that link the **villages of Fayetteville, Manlius, and Minoa** to each other, as well as to neighboring parks and trails in the area, including, the Empire State Trail system, Mill Run Park, and Green Lakes State Park. As part of that study, this survey aims to help SMTC and their consultant team, led by Creighton Manning, better understand the attitudes and behaviors of community members, as they relate to walking and biking.

Please review the questions below and hit "submit" when you are finished. You may only answer the survey one time. Questions marked with a red asterisk (\*) require an answer before the survey can be submitted.

*While this survey is anonymous, please note that we are collecting some very general information about respondents. This information will not be shared with any outside party and will be used solely for planning purposes.*



# Question 1

---

1. Where do you live?\*

Village of Fayetteville

Village of Minoa

Village of Manlius

Elsewhere in the Town of Manlius, outside of the previously listed villages

Elsewhere in the region

# Question 2

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**2. What is your ZIP code?\***

# Question 3

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3. How many vehicles do you have access to on a regular basis?

0

1

2

3 or more

# Question 4

**4. Do you ever walk or bike for short trips (less than 3 miles) from your home to destinations like stores, parks, school, etc.?\***

For example, have you ever chosen (or decided) to walk instead of drive to a local park?

Never

A few times a year

About once a month

About once a week

A few times a week



# Instructions for Questions 5–6

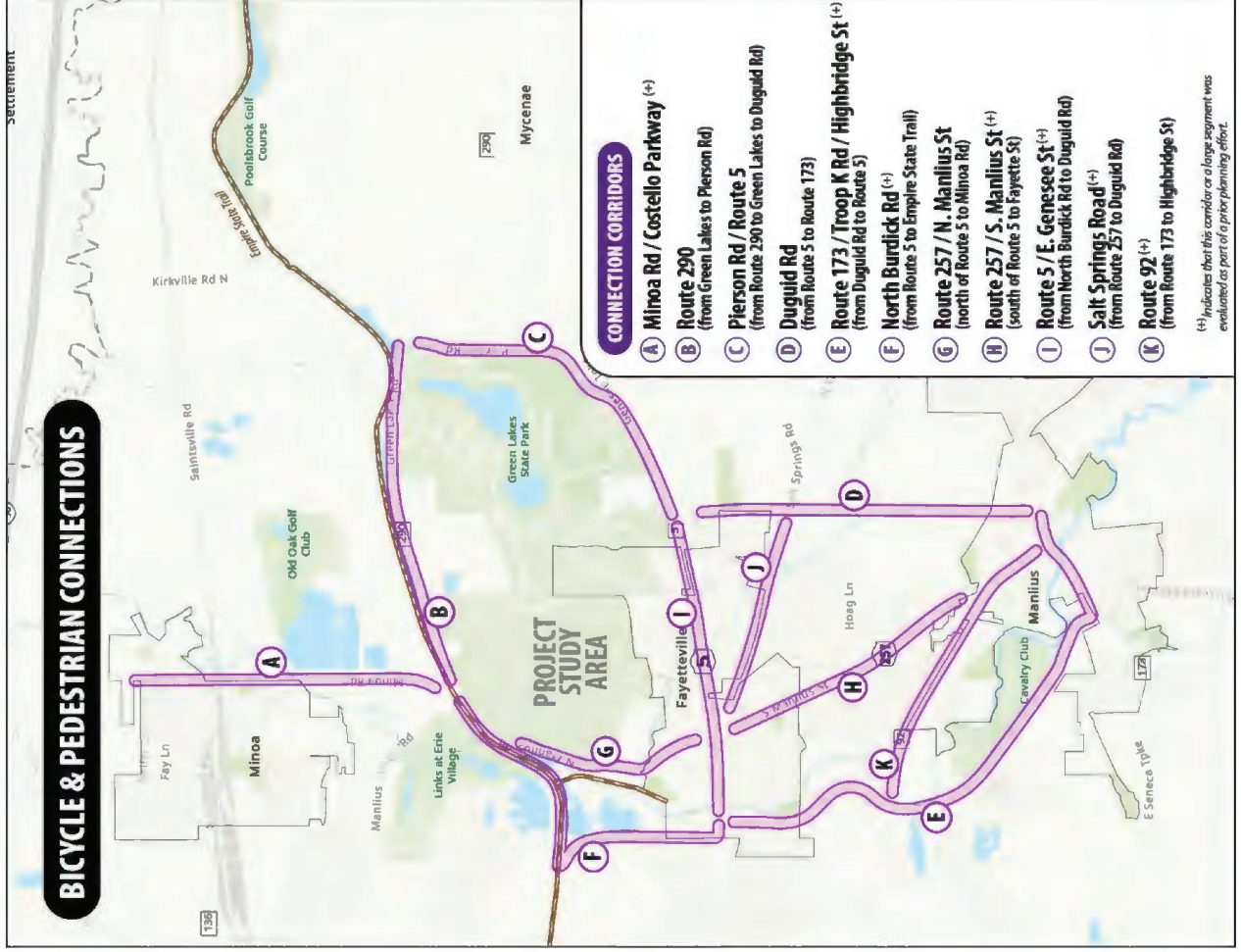
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The next two questions are about the primary roadways that link the villages and recreational destinations in the study area.

Please note, (+) indicates that corridor (or a large segment) has been evaluated as part of a prior planning effort and potential pedestrian or bicycle improvements were identified.

The study team is aware of those plans and is tasked with complementing that work by investigating additional opportunities for connections in the area, not revising or replacing those efforts.

# Map for Questions 5-6



# Question 5

5. Which of these roadways do you currently use to walk or bike to destinations in the area?\*

Please select all that apply:

A - Minoa Rd / Costello Parkway (+)

B - Route 290 (from Green Lakes to Pierson Rd)

C - Pierson Rd / Route 5 (from Route 290 to Green Lakes to Duguid Rd)

D - Duguid Rd (from Route 5 to Route 173)

E - Route 173 / Troop K Rd / Highbridge St (from Duguid Rd to Route 5) (+)

F - North Burdick Rd (from Route 5 to Empire State Trail) (+)

G - Route 257 (north of Route 5 to Minoa Rd)

H - Route 257 (south of Route 5 to Fayette St) (+)

I - Route 5 (from North Burdick Rd to Pierson Rd) (+)

J - Salt Springs Road (from Route 257 to Duguid Rd) (+)

K - Route 92 (from Route 173 to Highbridge St) (+)

I never walk or bike on any of the roadways in the list above.

# Question 5a

---

**5a. If you indicated that you never walk or bike on the roadways listed above, would you like to explain why?**



# Question 6

6. Select the three (3) roadways that you would like to see enhanced to support better bicycle and pedestrian connections in this area. This could include bike lanes, sidewalks, crosswalks, or other dedicated infrastructure.\*

Please select up to three (3) roadways.

A - Minoa Rd / Costello Parkway (+)

B - Route 290 (from Green Lakes to Pierson Rd)

C - Pierson Rd / Route 5 (from Route 290 to Green Lakes to Duguid Rd)

D - Duguid Rd (from Route 5 to Route 173)

E - Route 173 / Troop K Rd / Highbridge St (from Duguid Rd to Route 5)(+)

F - North Burdick Rd (from Route 5 to Empire State Trail)(+)

G - Route 257 (north of Route 5 to Minoa Rd)

H - Route 257 (south of Route 5 to Fayette St)(+)

I - Route 5 (from North Burdick Rd to Pierson Rd)(+)

J - Salt Springs Road (from Route 257 to Duguid Rd)(+)

K - Route 92 (from Route 173 to Highbridge St)(+)

I never walk or bike on any of the roadways in the list above.

# Question 6a

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**6a. If you indicated that you do not think there should be bicycle or pedestrian connections on any of the listed roadways, would you like to explain why?**

# Question 7

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**7. Are there any corridors within the study area that we should focus on that are not listed above?**

No

Yes

# Question 7a

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If answer to question 7 was "yes":

## **7a. Which additional areas should we focus on?**

Please list or describe the areas.

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# Question 8

---

**8. What else would you like us to know about bicycle and pedestrian connections in this area?**

(Optional)

# Email Input

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**Please provide your email if you'd like to stay informed about updates to the project.**

(Optional)

Thank You

## Contact Info

Creighton Manning Engineering, LLP

Project Manager: Sarah Carroll, PE, PTOE



[scarroll@cmellp.com](mailto:scarroll@cmellp.com)



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Tel. 518.689.1887