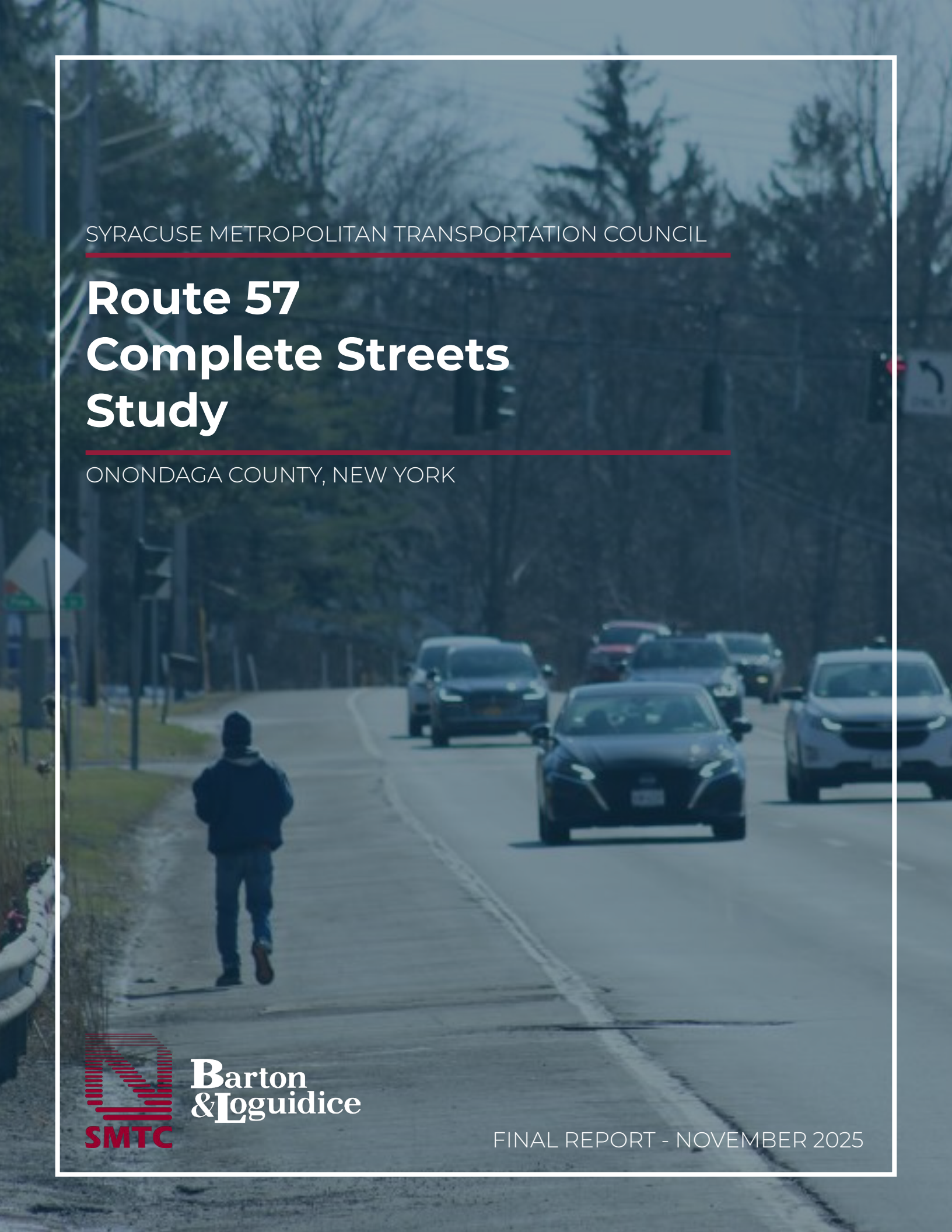

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

Route 57 Complete Streets Study

ONONDAGA COUNTY, NEW YORK

SMTC

Barton & Loguidice

FINAL REPORT - NOVEMBER 2025

ACKNOWLEDGMENTS

This Complete Streets Study was made possible through the collaboration of local officials, the Study Advisory Committee and members of the Route 57 community in the Towns of Clay and Salina. We extend our sincere thanks to all who contributed their time, energy, and local knowledge - especially the Study Advisory Committee and residents - for helping to shape a shared vision that reflects the needs and aspirations of the Route 57 corridor.

Study Advisory Committee (SAC)

- Central New York Regional Transportation Authority (Centro)
- New York State Department of Transportation (NYSDOT)
- Onondaga County
  - *Department of Planning*
  - *Department of Transportation*
- Town of Clay Planning

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LIVERPOOL BYPASS

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EXECUTIVE SUMMARY

The Syracuse Metropolitan Transportation Council (SMTC), in collaboration with Onondaga County, is conducting a comprehensive evaluation of Route 57 (CR 91/ Oswego Road) - from the northern municipal boundary of the Village of Liverpool as the southern terminus to NYS Route 31 as the northern terminus. This 5.6-mile suburban commercial corridor, classified as an urban principal arterial, is located within the Towns of Clay and Salina and serves as a vital link for both regional mobility and local access. The study aims to identify opportunities to enhance safety and accessibility for all users, with a strong emphasis on bicycle, pedestrian, and public transit improvements through complete streets design principles.

The corridor is bordered on each side by a mix of residential neighborhoods - including the historic Bayberry Community - while its road frontage is comprised of a mix of commercial, office, and fast food destinations. Route 57 serves as a major route for motorists accessing retail, service, and employment centers, as well as a connector to the broader regional highway network linking Onondaga and Oswego Counties. While vehicular capacity along the corridor currently appears sufficient - even during peak periods - enhancing safety for non-motorized users remains critical to ensuring the roadway continues to function effectively, equitably, and sustainably.

With anticipated growth and transformative development, including proposed semiconductor facilities in Clay, the need for a forward-looking approach to multi-mobility is more important than ever. This study will provide Onondaga County with a data-driven, context-sensitive framework to guide infrastructure investments and policy decisions that prioritize both safety and long-term functionality.

Goals of the study are to:

- Re-imagine Route 57 as a multi-modal corridor that aligns with the character of adjacent neighborhoods and commercial properties;
- Evaluate design considerations to improve safety and accessibility for bicyclists, pedestrians, and transit users;
- Engage the local community to identify safety concerns and opportunities to enhance mobility;
- Prepare a public infrastructure improvement plan that enhances safety for all users of the transportation system while also preserving vehicular operational capacity.


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PART 01

01 INTRODUCTION

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INTRODUCTION

1.1 COMPLETE STREETS

According to the National Complete Streets Coalition (NCSC), Complete Streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users (NCSC, 2016). Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a Complete Street. Complete Streets also create a sense of place, improve social interaction, and generally increase land values of adjacent properties. By incorporating these Complete Streets enhancements, Route 57 can become a more livable, sustainable, and attractive streetscape that caters to the diverse needs of its residents and visitors alike.

Retrofitting an existing roadway with Complete Streets enhancements involves integrating various elements to improve safety, accessibility, and overall functionality for all users. Features may include:

- **Separated Bike Lanes:** Providing dedicated lanes physically separated from vehicle traffic, which enhance cyclist safety and encourage more people to bike.
- **Improved Public Transit Facilities:** Designing bus stops with shelters, seating, and real-time arrival information to enhance comfort and accessibility for transit users.
- **Green Infrastructure:** Incorporating trees, plants, and rain gardens to manage stormwater runoff, improve air quality, and beautify the streetscape.
- **Traffic Calming Measures:** Implementing features like speed humps, roundabouts, or raised crosswalks to reduce vehicle speeds and enhance pedestrian safety.
- **ADA-compliant Sidewalks:** Ensuring sidewalks are accessible with curb ramps, tactile paving, and sufficient width to accommodate wheelchairs and strollers.
- **Street Furniture and Amenities:** Installing benches, bike racks, trash receptacles, and pedestrian-scale lighting to enhance comfort and usability for all users.
- **Public Art and Placemaking:** Integrating art installations, murals, and cultural elements that reflect the community's identity and create vibrant public spaces.

Complete Streets Precedent

1.2 STUDY AREA

The Route 57 Study Corridor lies primarily in the Town of Clay, with a small section extending into the northern edge of Salina. Bounded by the Seneca River to the west, it follows Route 57 (CR 91/ Oswego Road) from the Village of Liverpool's northern boundary to its terminus at NYS Route 31.

Historically a key north–south arterial linking Syracuse to suburban and rural communities, Route 57 was widened during the mid-20th century to accommodate growth and became the spine of residential and commercial development. The emergence of major centers - Wegmans Plaza, Bayberry Plaza, and Glenn Crossing Plaza - cemented its role as Clay's primary commercial corridor. Today, it remains a critical commuter route serving both local neighborhoods and regional travel needs.

Route 57 intersects several key roadways within the study area, including NYS Route 31, Soule Road, Wetzel Road, John Glenn Boulevard, and I-90 (NYS Thruway). The corridor encompasses six Census Tracts - 112.01, 112.02, 112.31, 111.01, 111.02, and 134.00 - capturing a range of demographic and geographic conditions.

For the purposes of this study, the corridor has been divided into four focus areas, moving from north to south. These areas were delineated based on Census Tract boundaries, major intersections, and shared land use and transportation characteristics:

- **Focus Area A** extends from NYS Route 31 to Soule Road and includes Census Tracts 112.01 and 112.02.
- **Focus Area B** spans from Soule Road to Wetzel Road and covers Census Tracts 112.31 and 112.32.
- **Focus Area C** is located between Wetzel Road and John Glenn Boulevard within Census Tract 111.01.
- **Focus Area D** runs from John Glenn Boulevard to the Village of Liverpool boundary, encompassing Census Tracts 111.02 and 134.00.

Together, these focus areas represent the geographic, demographic, and functional diversity of the corridor and provide a clear framework for focused analysis and future planning efforts.

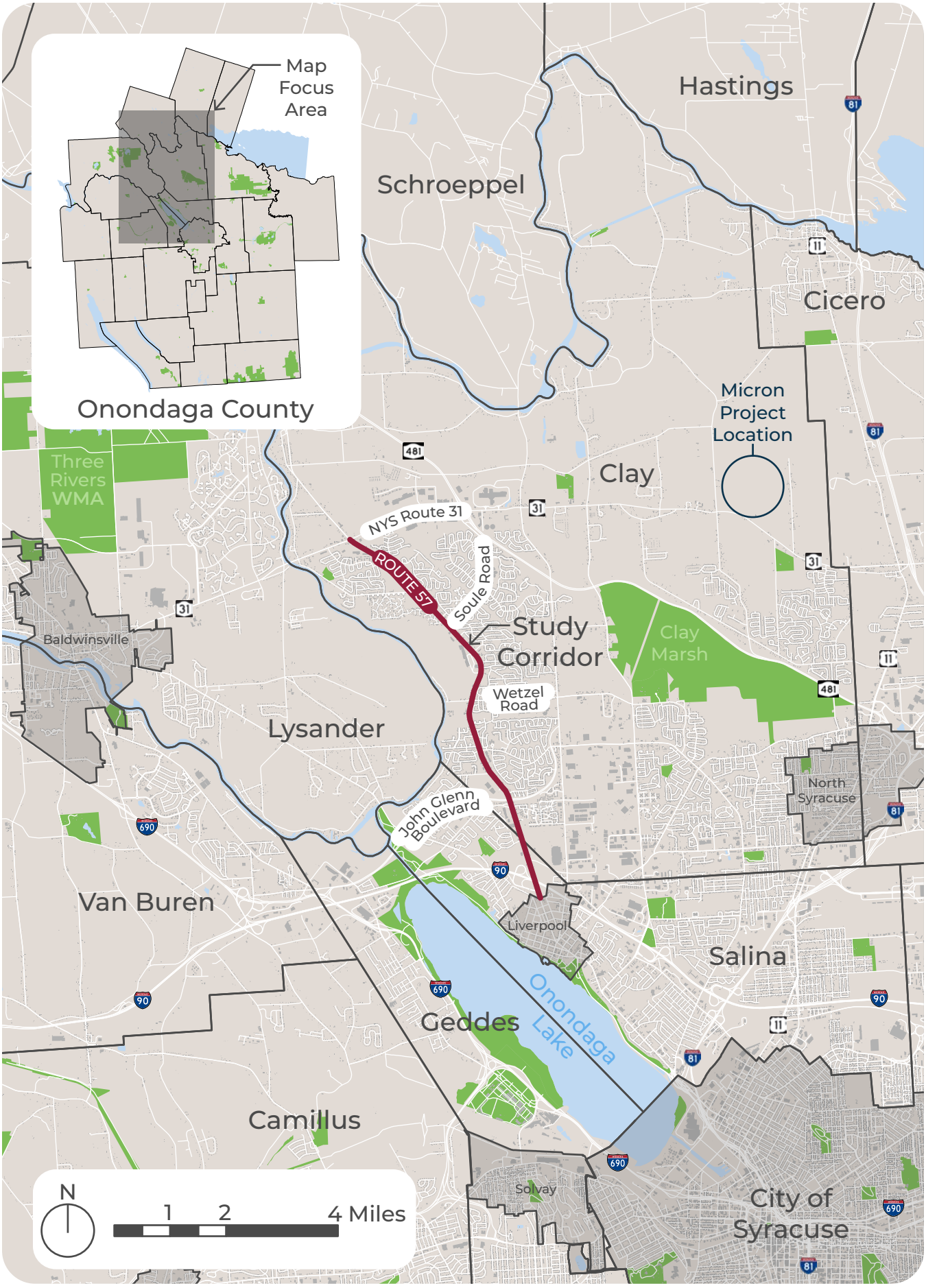

Figure 1.1 *Study Corridor Location and Regional Context*

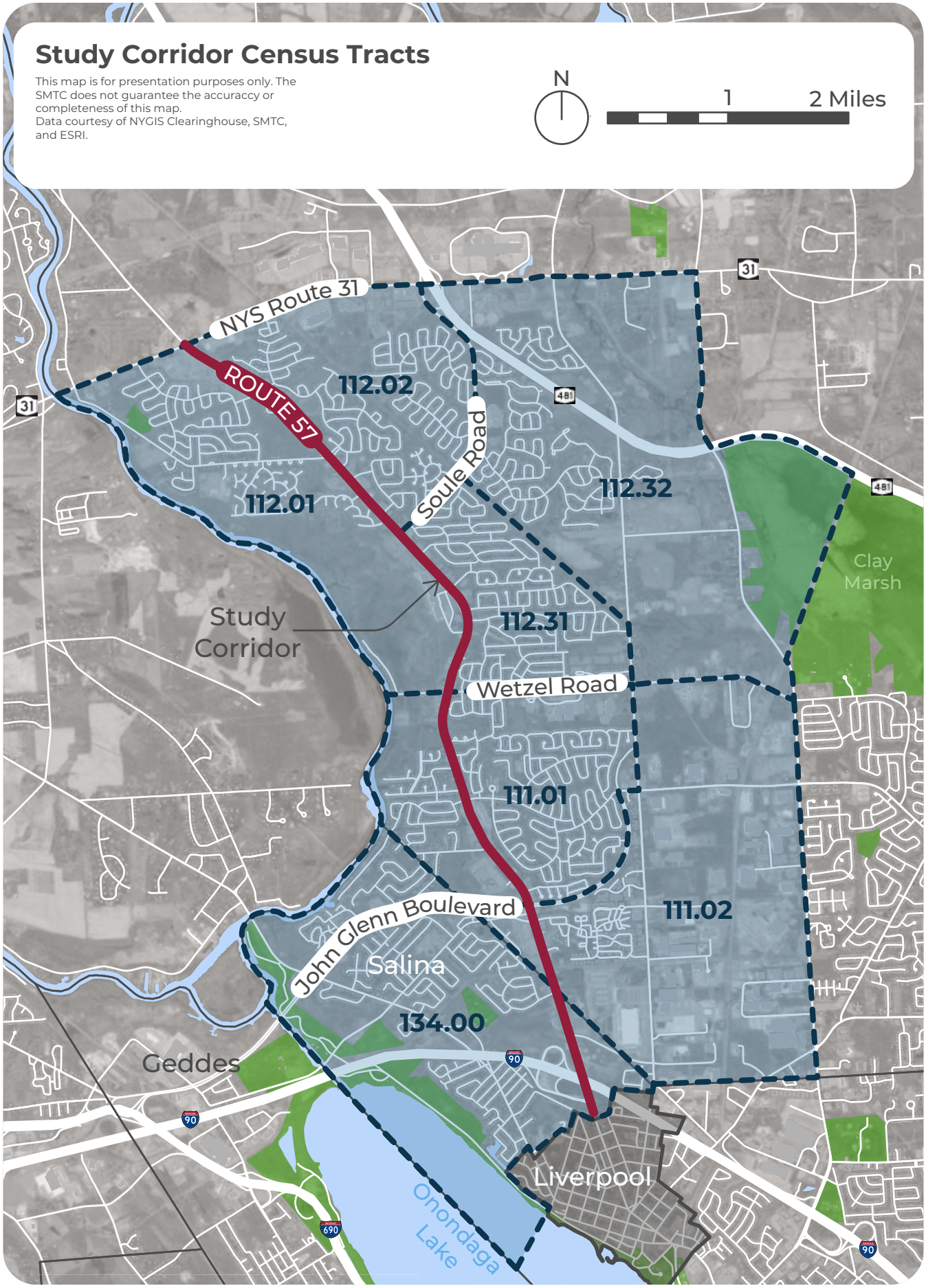

Figure 1.2 *Study Corridor Location Census Tracts*

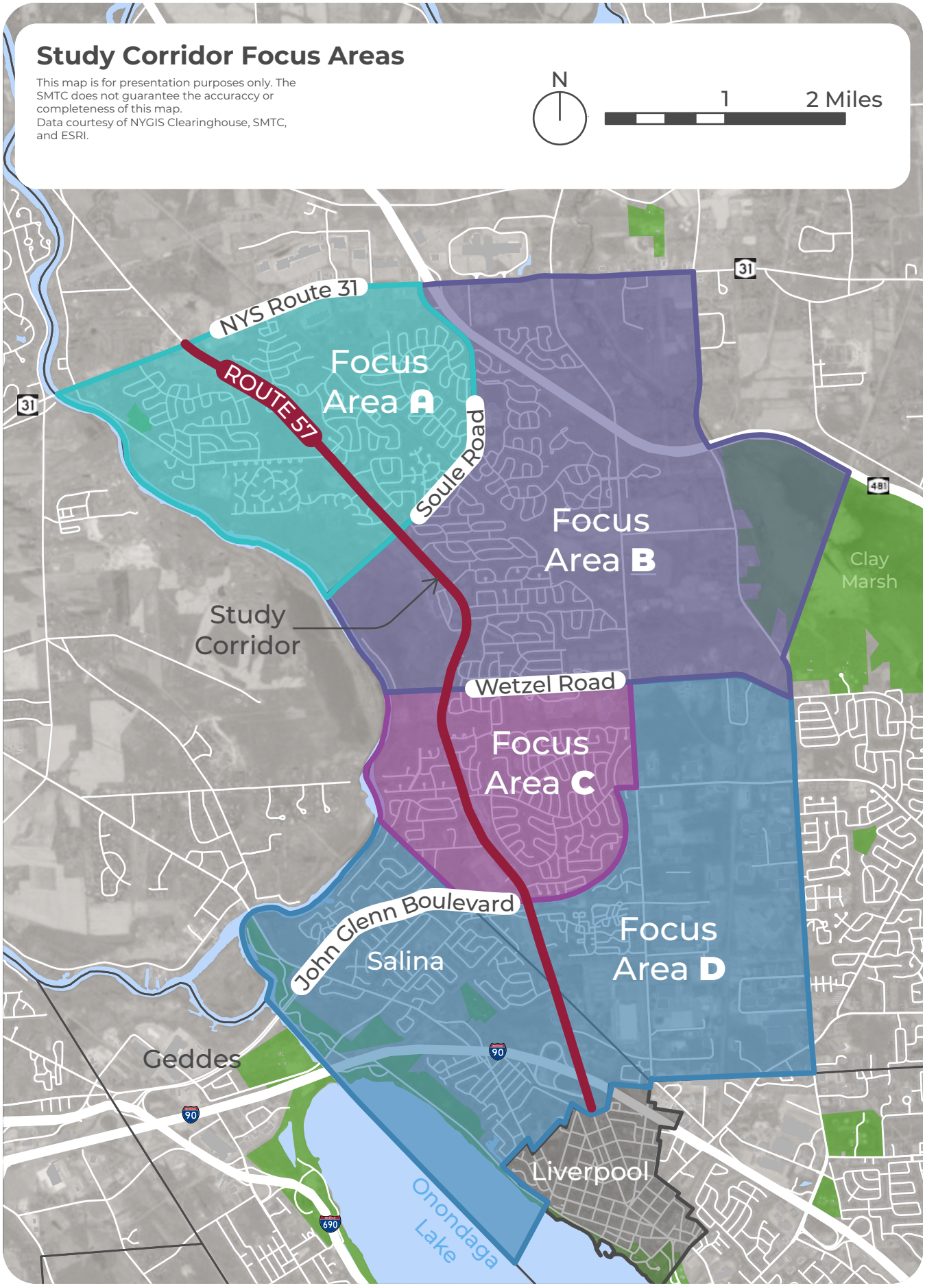

Figure 1.3 *Study Corridor Focus Areas*

1.3 STUDY PROCESS

As a way to inform effective planning recommendations, community engagement was a crucial component to understand the concerns and needs of those who live/travel along Route 57 on a regular basis. Gathering public feedback was an important step in the process, accomplished through a mix of in-person and online activities. These included a public open house at Liverpool High School, a project website to share study materials and updates, and online interactive maps and surveys to identify community priorities and solicit feedback on proposed corridor improvements. These efforts created opportunities for community members to share input and actively participate.

1.3.1 *Study Advisory Committee (SAC) Meetings*

A Study Advisory Committee was created to assist with supervising and directing the progress of the study. The SAC routinely met with the consultant team at critical project milestones to provide valuable feedback on review materials, plan for public events, update the project website, and generally be a guide during the development of the Study report document.

1.3.2 *Walk Audit*

Walk audits were conducted to assess how well Route 57 supports walking and cycling and to identify areas for improvement. Two audits took place: one in October 2024 while schools were in session, and another in Summer 2025, both carried out exclusively by the consultant team. The audits provided insight into where pedestrian facilities are warranted—based on proximity to bus stops and destinations generating higher pedestrian activity—and offered a comprehensive understanding of existing infrastructure, including crosswalks, pedestrian signals, detectable warning strips, accessible surfaces, and their conditions. More detailed findings are available in Appendix.

1.3.3 *Public Engagement*

Throughout the project process, opportunities for stakeholders and the public to engage and influence the project were offered. Documentation of community engagement activities, including records of comments received, is available in Appendix A, Stakeholder & Public Engagement.

Project Website

To ensure consistent communication with the community, a project website was established and was accessible throughout the duration of the project. This website featured a detailed project description, project goals, a photo gallery showcasing the Route 57 Corridor, project documents as they were developed, public meeting presentation materials, contact information, and a timeline of project phases. The project website also served as the landing page for community engagement tools, such as surveys and interactive maps, that were used during the planning process.

Public Meeting

The community was first engaged in the project via a public meeting on November 19, 2024, at Liverpool High School from 5:30PM-7:00PM. This meeting offered a chance for the SMTC and consultant team to formally introduce the project and process to the community at large and solicit important feedback from participants related to safety and operational concerns along the corridor.

Online Interactive Maps & Surveys

Two rounds of online interactive maps and surveys were issued to solicit public input – once at the beginning of the process (in conjunction with the public meeting) and the other at the end of the process (upon completion of preliminary corridor improvement recommendations). These two rounds of online engagement ensured that community priorities for the corridor were first identified upfront and, then, successfully integrated into the Study's proposed improvements.

1.4 KEY THEMES OF RELEVANT PLANS AND STUDIES

The consultant team conducted a review of prior and on-going plans and studies that were found to be relevant for the purpose of understanding previously identified concerns or issues that could impact the Route 57 corridor. Five key themes were derived from the planning team's review of previous plans and studies as summarized below.

Land Use & Zoning

- **Commercial Nodes & Centers:** Plans have designated key intersections along Route 57 for commercial development and mixed-use zoning, aiming to channel growth and reduce sprawl.
- **Overlay Zones:** The Town of Clay has evaluated the idea of overlay zones along Route 57 in the past, which may guide building placement, signage, and access control to maintain aesthetic cohesion and safety. To date, no overlay zoning districts have been created within the study area.

Transportation & Complete Streets

- **Multimodal Standards:** Policies supporting sidewalks, bike lanes, and crossings along Route 57 to improve walking, biking, and transit access, even in suburban/rural segments.
- **Connectivity & Access Management:** Promoting side-street connections and consolidating driveways to limit curb cuts and reduce conflicts.
- **Speed Management:** Reviewing speed limits and recommending traffic calming near schools, commercial strips, and residential areas.

Economic Development

- **Corridor Enhancement:** Streetscaping, lighting, and signage improvements to beautify Route 57 and attract investment.
- **Node-Based Growth:** Incentives and protections to focus growth at centers (e.g., Bayberry, Kimbrook Plaza) instead of strip development.

Environment & Resilience

- **Stormwater Management:** Encouraging low-impact development (LID) practices along redeveloped parcels fronting Route 57—such as bioswales for runoff control.
- **Green Infrastructure:** Requiring tree planting buffers and managed stormwater zones, particularly near wetlands or sensitive areas along the corridor.

Public Facilities & Utilities

- **Transit & Mobility Support:** Plans that allocate rights-of-way for future transit (bus pullouts, shelters) or support bus stop upgrades.
- **Sidewalk Networks:** Filling missing sidewalk gaps along Route 57, especially near schools, parks, and community facilities.

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PART 02

EXISTING CONDITIONS

CONTENTS


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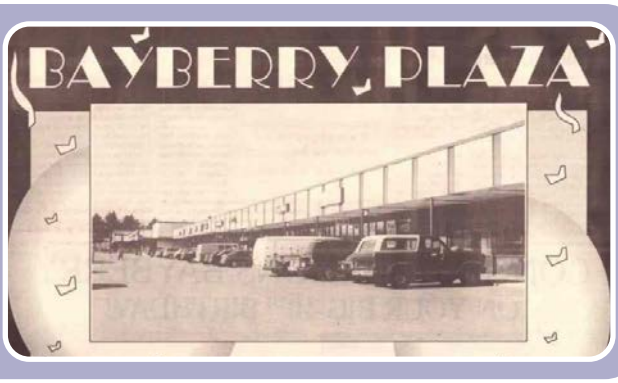
EXISTING CONDITIONS

2.1 COMMUNITY CHARACTERISTICS

Route 57 has long been a vital north-south corridor in Onondaga County, linking Syracuse with suburban and rural communities to the north, including the Town of Clay. Originally built as a regional arterial to support growing automobile use in the mid-20th century, the corridor expanded alongside post-World War II suburban growth.

The transformation of Clay from a primarily rural township to a suburban community accelerated during the 1950s and 1960s. A defining feature of this suburban growth was the development of Bayberry, one of the earliest planned suburban neighborhoods in Central New York. Centrally located within the study area boundary, Bayberry was established in the mid-1950s by local developer William Morrisey and is often recognized as one of the first large-scale, master-planned suburban communities in the region.

Bayberry Community Association Photos



Bayberry's layout, characterized by curvilinear streets, cul-de-sacs, and neighborhood parks, reflected contemporary design trends that favored separation from the urban grid and prioritized family living in a quiet, residential setting. The neighborhood also included its own elementary school and shopping plaza - still there today - setting a precedent for self-contained suburban developments.

As Bayberry and nearby subdivisions grew, Route 57 was widened to handle rising traffic, becoming the backbone of residential and commercial expansion. Commercial strips and retail centers, especially near Route 31, soon defined the corridor as Clay's commercial hub.

Today, Route 57 remains a heavily traveled commuter and commercial route, while Bayberry endures as a symbol of the town's suburban identity and postwar development legacy.

2.2 DEMOGRAPHICS

Demographic data for seven (7) Census tracts within Clay, NY and Salina, NY (111.02, 112.02, 112.32, 112.31, 111.01, 111.02, and 134) which surround the Route 57 Corridor were examined. Population and population density, age, income levels and poverty, vehicle ownership, and bike/walk/transit to work data were collected and studied as they are all components which may contribute to how the surrounding community navigates the Route 57 Corridor.

2.2.1 *Age*

Figure 2.1 shows the age distribution percentages of the population for the seven (7) different Census tracts within the overall study area. The age ranges under 18, 25-44, and 45-64 years old all share similar population levels, falling between 20-30 percent. Less than 20 percent of the population is 65+ years old, and ages 18-24 falls around seven (7) percent of the total population.

2.2.2 *Commute Modes: Biking, Walking, and Public Transit*

Figure 2.2 shows the percentage of the population along the Route 57 Study Corridor who walk, bike, or use public transit to commute. Rates range from 0% to 3.79%. Tracts north of Wetzel Road and east of Route 57 fall below 1%, while those to the south and west range above 1% but remain under 4%. Combined with vehicle ownership data, this indicates that most residents rely on personal vehicles for commuting.

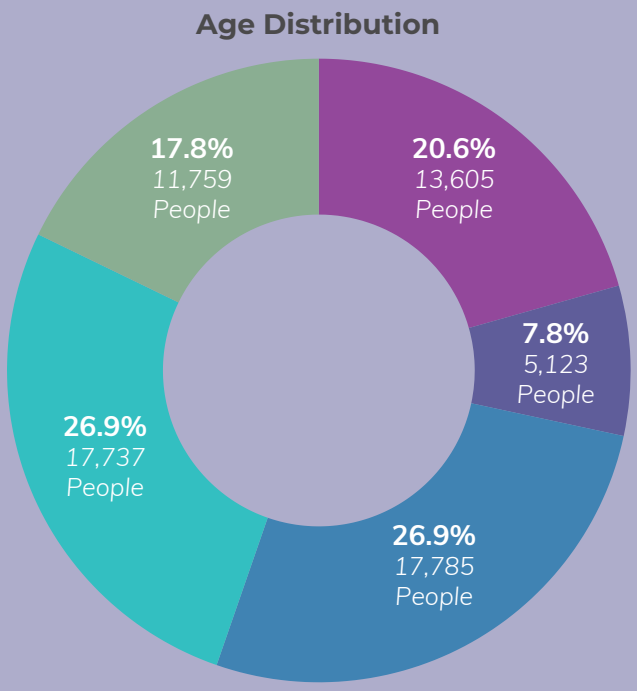


Figure 2.1 *Age Distribution of the Population Within the Route 57 Study Corridor*

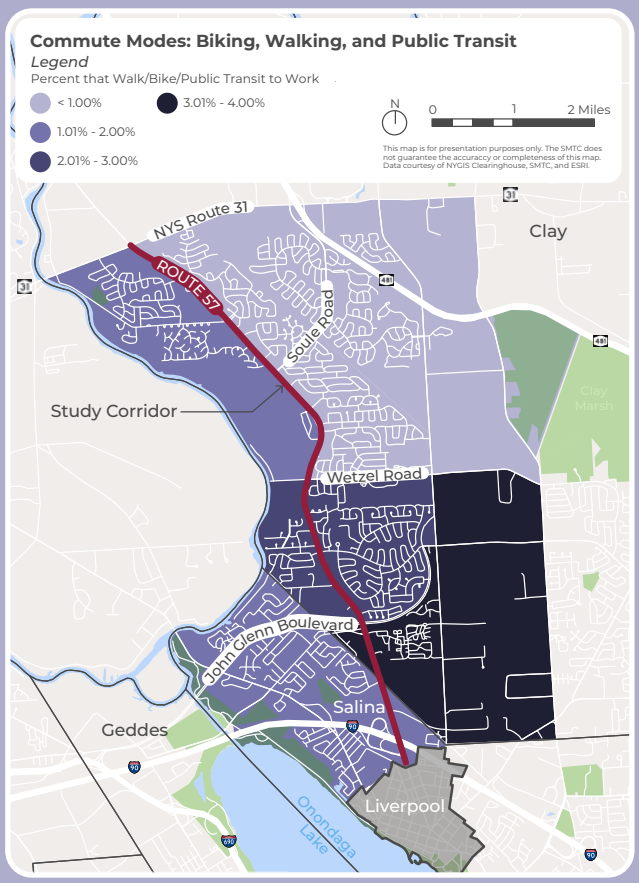


Figure 2.2 *Commute Modes: Biking, Walking, and Public Transit*

2.2.3 *Income Levels and Poverty Rates*

Figure 2.3 displays median household income within the Route 57 Study Corridor, ranging from $38,000 to $83,000.

Figure 2.4 displays the poverty rate surrounding the Route 57 Study Corridor. The poverty line is determined by assessing the median household income. Those with an income less than half of the median household income are considered below the poverty line. Overall, the percentage of the population below the poverty line varies between 2% to 22%. The overall poverty rate within Onondaga County is at 13.9%.

2.2.4 *Population and Population Density*

Figure 2.5 illustrates population density (persons per square mile) across the seven Census tracts within the study area. Higher densities are concentrated near the Route 57 corridor and surrounding residential neighborhoods, including single-family homes and housing developments.

Census tract 112.31 is the most densely populated, with limited low-density areas. Tract 111.01 is moderately dense and includes the historic Bayberry neighborhood. In contrast, tracts 112.32 and 111.02 have lower densities due to the presence of open space, commercial, and industrial uses.

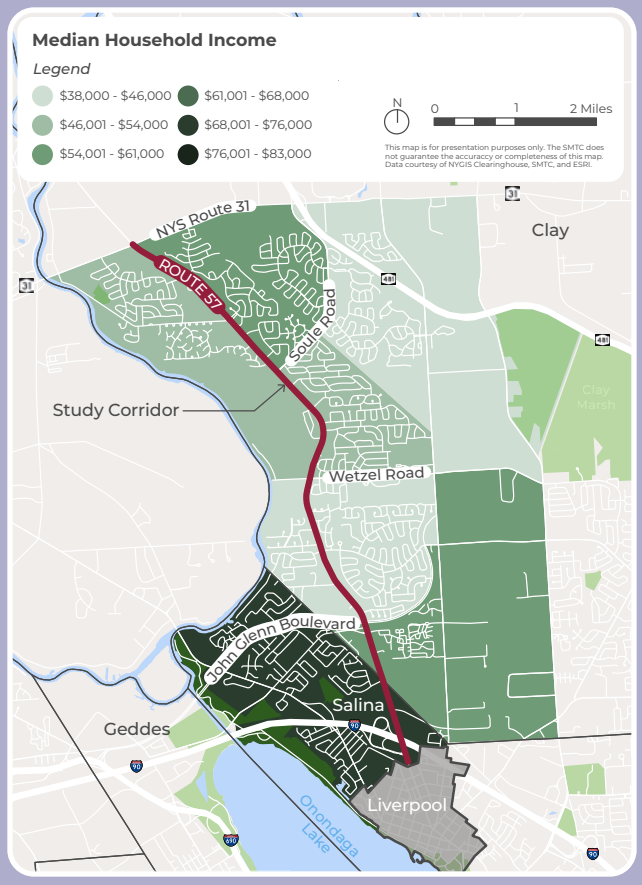


Figure 2.3 *Median Household Income Surrounding the Route 57 Study Corridor*

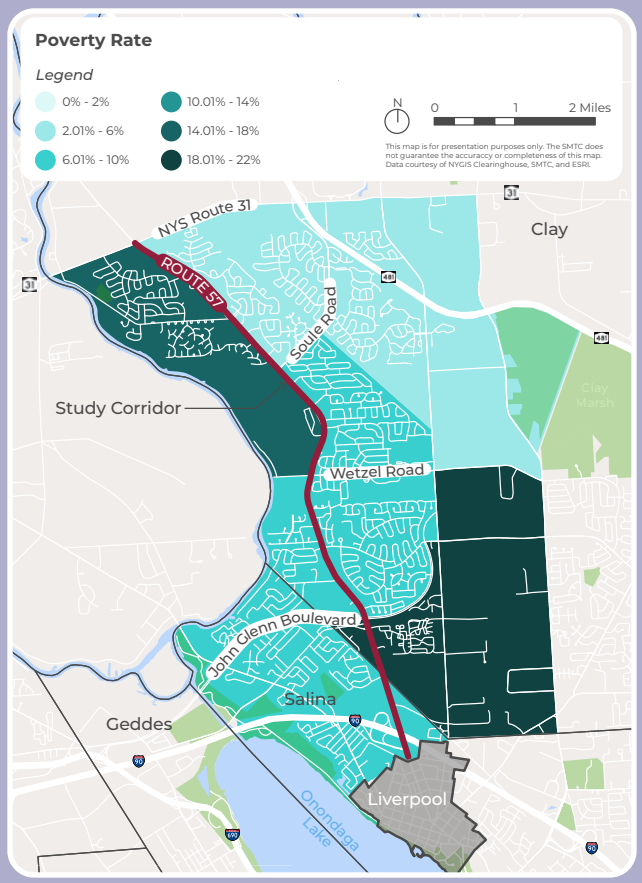


Figure 2.4 *Poverty Rate Surrounding the Route 57 Study Corridor*

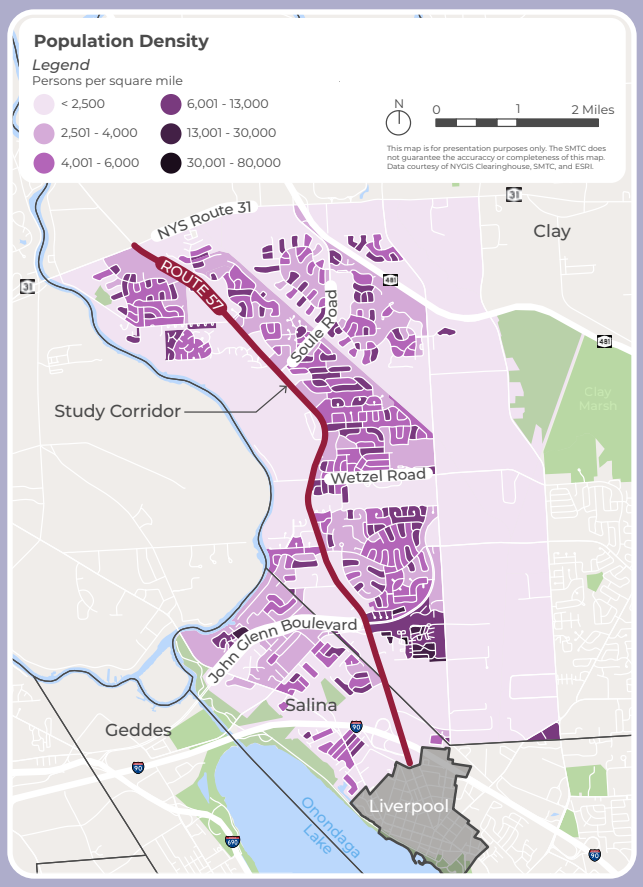


Figure 2.5 *Population Density Surrounding the Route 57 Corridor*

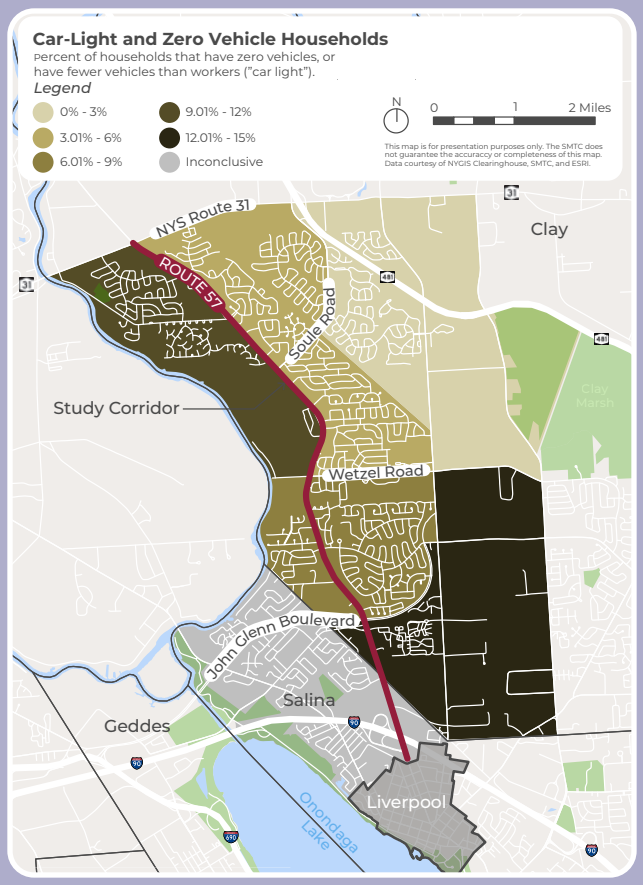


Figure 2.6 *Car-Light and Zero Vehicle Households Surrounding the Route 57 Corridor*

2.2.5 *Vehicle Ownership*

Publicly available American Community Survey data indicates three primary trends in vehicle ownership within the Study Area:

High overall vehicle ownership households in suburban areas like Clay and Salina show high rates of vehicle access, aligning with or exceeding the New York State average of 92%. Census tracts such as 111.02, 112.01, 112.02, 112.32, 112.31, and 111.01 reflect this pattern, influenced by lower-density development and limited transit options. Census tract 134 did not have sufficient data to report a value, making the results inconclusive.

Prevalence of Multiple Vehicles:
Nationally, 36% of households own two vehicles and 22% own three or more. Given the commuting patterns and residential nature of Clay, multi-vehicle households are likely typical across the Study Area.

Low Rates of Car-Free Households: While approximately 30% of households across New York State report no vehicle (driven largely by NYC), this figure is expected to be significantly lower in the Study Area—likely under 5%.

Planning Considerations:
These patterns highlight a strong reliance on personal vehicles, which has implications for infrastructure needs such as road capacity, parking, and maintenance. Although car-free households are few, their needs remain important, particularly in terms of equitable access to services like employment, healthcare, and groceries—potentially addressed through transit or community-based mobility options.

2.3 CURRENT LAND USE AND ZONING

2.3.1 *Existing Land Use*

A mixture of commercial and public service uses strongly borders the Route 57 Corridor. Directly adjacent to the corridor, major commercial plazas can be found including Kimbrook Plaza, Clay Commons, The Shops at Seneca Mall, Bayberry Plaza, and the Wegmans Plaza. Several housing developments include the Madison Village, Bayberry Neighborhood, and Willow Stream Apartments. School facilities include Soule Road Middle School, Bryant & Stratton College, and Liverpool High School. Moyers Corners Fire Department Station 4 is among the public safety/ emergency services. Many other land uses include food chains/restaurants, medical/ wellness facilities, churches, and banks. Within the surrounding area, it is mainly residential, with intermittent green space, some industrial/utility space, and some public service facilities.

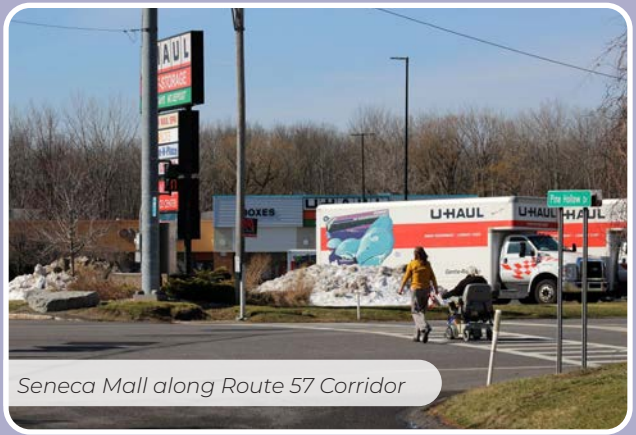
2.3.2 *Existing Zoning*

The priority boundary, and majority of the overall focus area fall within the Town of Clay, New York Zoning Code, Chapter 230, revised January 10, 2020. A Town of Clay Official Zoning Map can be found, dated December 2017. The area surrounding Route 57 is primarily comprised of one family residential, two family residential, town house, mobile home court, apartments, planned development, office, regional commercial, and government.

Donwood Office Park along Route 57 Corridor


Kwik Fill along Route 57 Corridor


Bryant & Stratton College along Route 57 Corridor


Seneca Mall along Route 57 Corridor

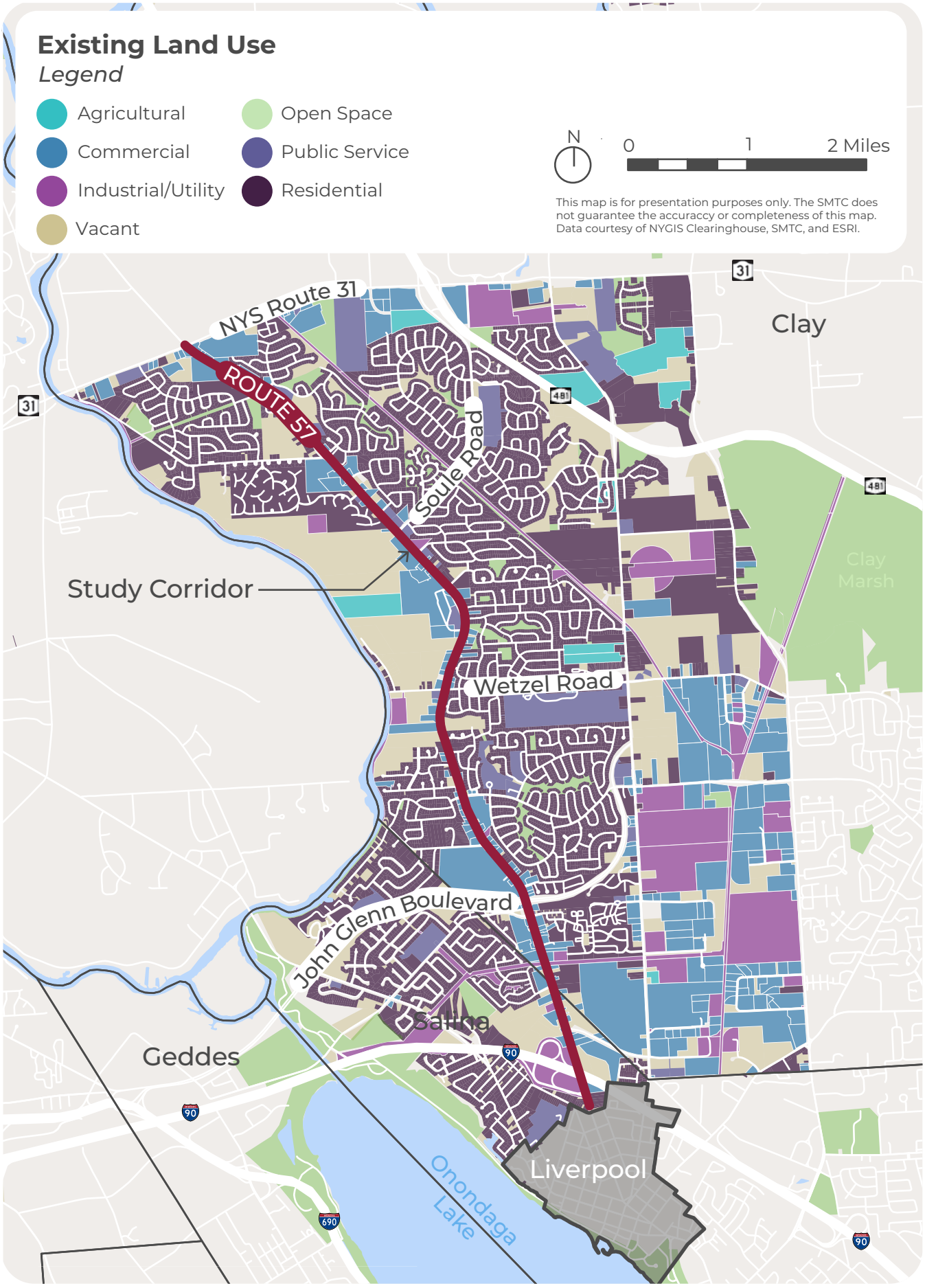


Figure 2.7 *Existing Land Use*

PART 03

TRANSPORTATION INFRASTRUCTURE

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Oswego 3

TRANSPORTATION

3.1 EXISTING TRANSPORTATION INFRASTRUCTURE

3.1.1 *Traffic Volumes & Travel Generators*

Traffic volumes vary across five segments evaluated within the study area. From the southern boundary of the study area to Gaskin Rd, AADT (Annual Average Daily Traffic) volumes on Route 57 are consistently above 17,000 vehicles per day. At the southernmost segment, between the I-90 on-ramp and John Glenn Blvd, the AADT is 17,056 vehicles per day. The busiest segment, between John Glenn Blvd and Blackberry Road (Bayberry Community Entrance), records an AADT of 22,442 vehicles per day. North of the Bayberry area, traffic volumes decline to 19,307 vehicles per day between Blackberry Rd and Wetzel Rd, and 18,593 vehicles per day between Wetzel Rd and Gaskin Rd. After Gaskin Rd and continuing to the northern boundary of the study area, the AADT reduces considerably to 12,469 vehicles per day. This data is derived from the NYSDOT Traffic Data Viewer.

Key traffic generators along the corridor include Glenn Crossing Plaza, Wegmans Plaza, Bayberry Plaza, the Bayberry Community, Elmcrest Elementary School, and Liverpool High School. The Bayberry area experiences the highest levels of pedestrian, cyclist, and motorist activity.

3.1.2 *Intersection Traffic Control*

There are 13 signalized intersections on Route 57 within the study area, all operating with fully actuated three-color signals. All other remaining intersections are unsignalized and use stop-control on the intersecting side street.

3.1.3 *Lane Configuration, Road Width, & Speed Limit*

The Route 57 mainline segment is typically five lanes wide with a posted 40 mph speed limit. The typical lane configuration includes two travel lanes in each direction and a two-way left turn lane. The travel lane width varies between 11 and 12 feet while the two-way left turn lane width varies between 11 and 16 feet, depending on the location. At signalized intersections, the two-way left turn lane on Route 57 generally transitions to opposing left turn lanes. At intersections with higher turning volumes including John Glenn Blvd, Blackberry Rd, Soule Rd, and Route 31, additional turn lanes are provided. Turn lane widths vary between 10 and 12 feet.

Typical Intersection Traffic Control Along Route 57 Corridor

Typical Route 57 Corridor Lane Configuration

3.1.4 *Pedestrians Facilities*

High quality pedestrian infrastructure is sparse throughout this corridor. The only areas where sidewalks are available are at the southern boundary of the study area - adjacent to the Village of Liverpool, the intersection of John Glenn Blvd (approximately 370 feet of sidewalk) and at the northernmost intersection of NYS Route 31 (approximately 400 feet of sidewalk). At both John Glenn Blvd and Route 31, a sidewalk is provided on one side of the road. The sidewalks are in good to fair condition.

Every signalized intersection along the corridor features at least one pedestrian signal and curb ramp and every intersection besides Soule Road also has at least one marked crosswalk. Most intersections throughout the corridor generally have marked crosswalks for two or three legs of the intersection, but lack crossings for all roadways.

The crosswalks and pedestrian signals are all in fair to good condition, with some having been upgraded to the latest APS (Accessible Pedestrian Signal) technology, including audible indications. Pedestrian signals at all but one intersection include countdown timers. Where provided, the pedestrian crossing interval timing is acceptable. In some instances, pushbuttons are located too far from an accessible surface.

Most intersections include curb ramps, in fair condition, but there are some that fail to comply with current accessibility standards (ADA/PROWAG), including lack of a detectable warning surface. Existing crosswalks and curb ramps generally don't tie into separated pedestrian infrastructure but provide safe access for pedestrians using the shoulder.

Route 57 / Elmcrest Road Intersection

Route 57 / Blackberry Road Intersection

Existing Sidewalk at Kimbrook Plaza Driveway

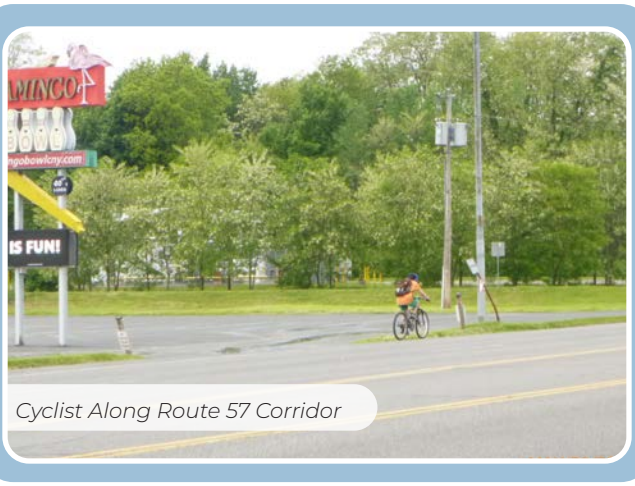
Existing Curb Ramp and Pedestrian Signal Pushbutton

Existing Curb Ramp and Detectable Warning

Curb Ramp, Pedestrian Signal and Pushbutton at Route 31

3.1.5. *Bicycle Facilities*

On Route 57 there is no separate bicycle infrastructure designated by pavement markings or signage. Cyclists use the existing wide shoulders. As Route 57 approaches intersections at John Glenn Blvd, Soule Road, and Route 31, the road's shoulder is eliminated and the pavement reapportioned to provide curbed turn lanes. At these locations, cyclists must join the vehicular travel lanes or dismount and use the sidewalk, when available.

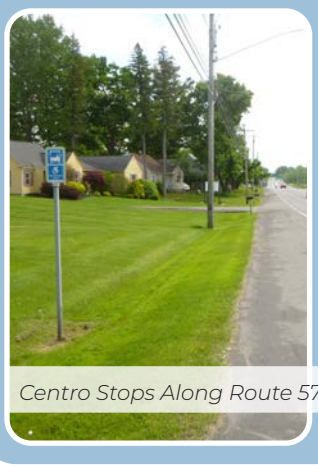


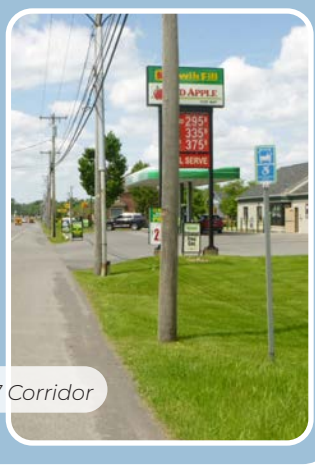
Cyclist Along Route 57 Corridor

3.1.6. *Transit Facilities*

This corridor of Route 57 is served by Centro's 46 and 246 bus routes. Within the study area, there are over 50 bus stops located on either side of the road. Among these bus stops, two are identified as Park & Rides by Centro. These Park & Ride stops are in Wegmans Plaza and near Seneca Mall and are identified by special signage. The other main line bus stops are identified by standard Centro bus stop signage on a single post or traffic signal pole. While some of these bus stops are located at intersection corners, not every intersection has one of these stops. Intersections without an immediate Centro bus stop typically have one located within a few hundred feet in either direction. Bus stops are typically located adjacent to the roadway shoulder and without any enhanced furnishings such as benches, paved surface off the roadway, or shelter.

Covered Centro Stop within Wegmans Parking Lot





Centro Stops Along Route 57 Corridor

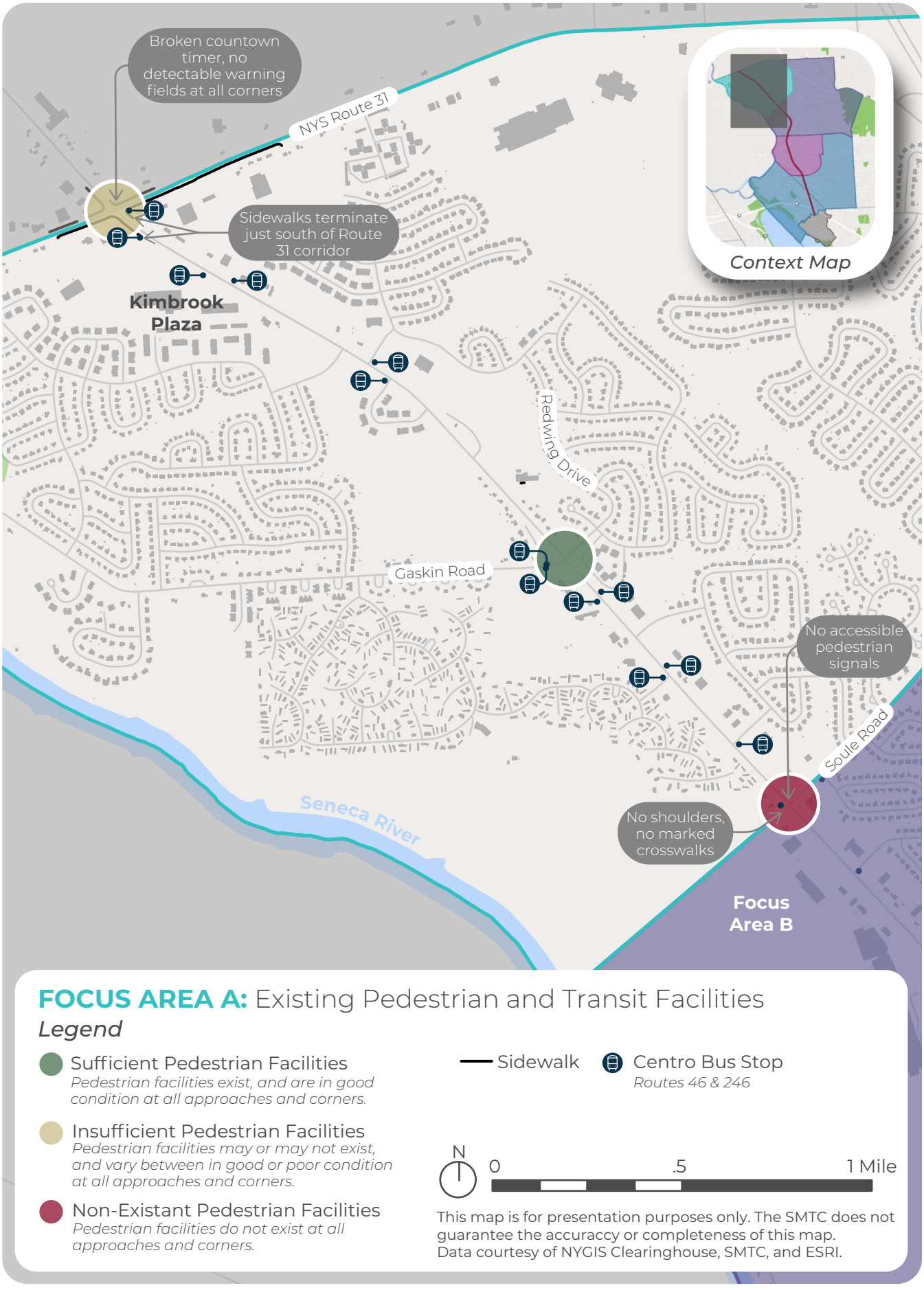


Figure 3.1 *Focus Area A Pedestrian and Transit Facilities*

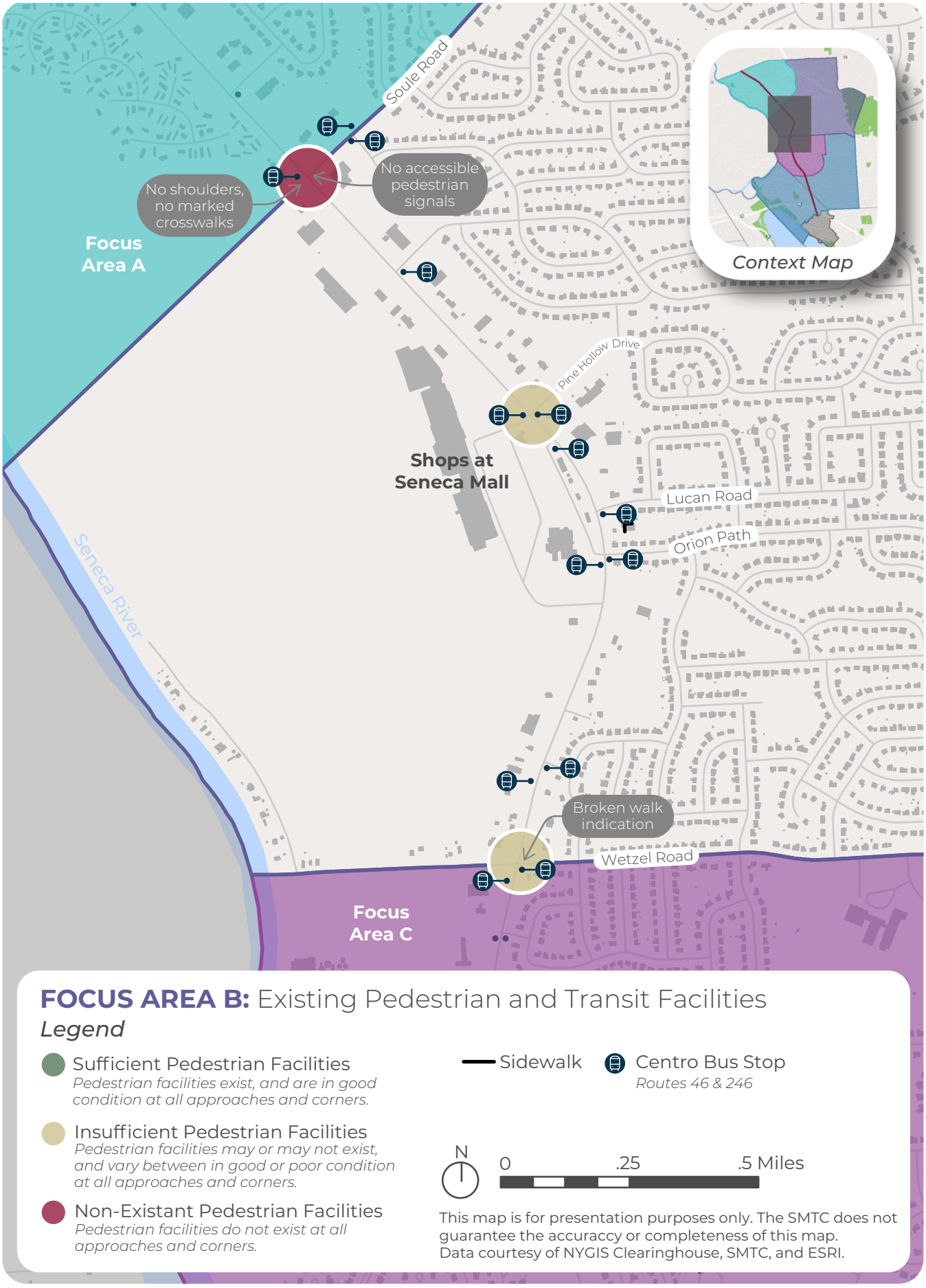


Figure 3.2 *Focus Area B Pedestrian and Transit Facilities*

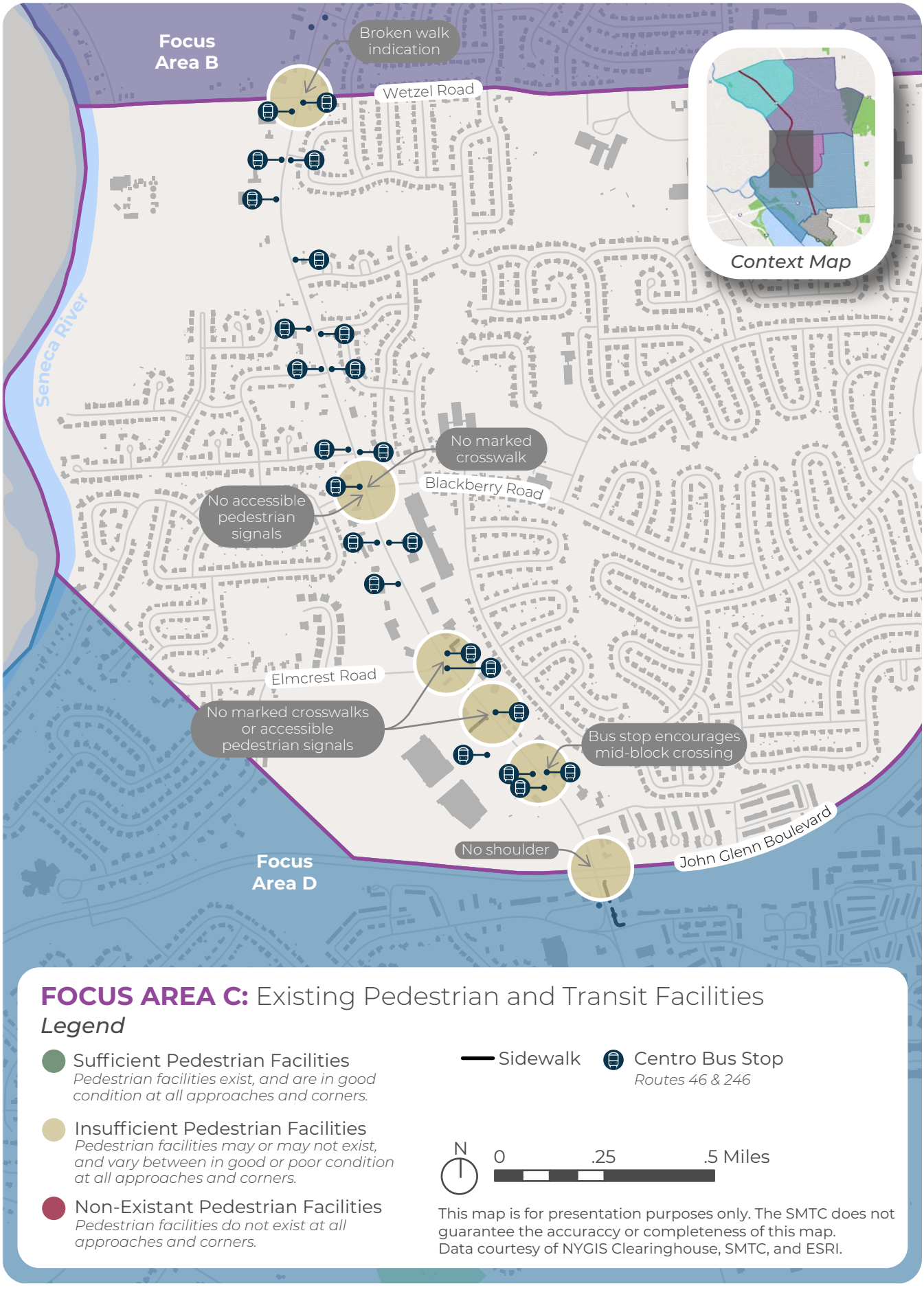


Figure 3.3 *Focus Area C Pedestrian and Transit Facilities*

Figure 3.4 *Focus Area D Pedestrian and Transit Facilities*

3.2 SAFETY ASSESSMENT

Crash data was obtained from NYSDOT's Crash Location and Engineering Analysis Repository (CLEAR). The data was used to determine the crash trends throughout the corridor. Crashes were organized into two categories based on their location: A intersection crash or a mainline segment crash.

1. **An intersection crash** is any crash that happens in an intersection or any crash that is related to an intersection (traffic, lane changes, approach, etc.).
2. **A mainline segment crash** refers to a crash that occurs on a part of Route 57 that is not involved with any intersection. To provide the most accurate depiction of accident rates, the mainline was divided into 11 segments of roadway, determined by the location of traffic signals/significant intersections. Any crash not affiliated with an intersection will be scored within its corresponding mainline segment.

The segments are as follows:

- Meyers Road to Liverpool Bypass
- Liverpool Bypass to Old Cove Road
- Old Cove Road to Long Branch Road / Belmont Drive
- John Glenn Blvd to Wegmans Plaza
- Wegmans Plaza to Elmcrest Road
- Elmcrest Road to Blackberry Road / Rivercrest Road
- Blackberry Road / Rivercrest Road to Wetzel Road
- Wetzel Road to Pine Hollow Drive
- Pine Hollow Drive to Soule Road
- Soule Road to Gaskin Road / Redwing Drive
- Gaskin Road / Redwing Drive to NYS Route 31

AADT for each roadway segment was obtained from the NYSDOT Traffic Data Viewer.

A total of 777 automobile crashes were recorded for the five-year period between March 1st, 2019, and March 1st, 2024. Of these 777 crashes, 440 crashes occurred at an intersection, while 337 crashes were located on the mainline of Route 57. Using this data, crashes throughout the corridor were summarized by:

- Intersection Crash Rates (**Table 3-1**)
- Mainline Corridor Crash Rates (**Table 3-2**)
- Occurrence Severity (**Table 3-3**)
- Pedestrian & Bicyclist Collision Frequency (**Table 3-4**)

Crash rates for all intersections and mainline segments were calculated using the CLEAR reported number of crashes, and the AADT. Intersection crash rates are calculated as a ratio of number of accidents per 1 million entering vehicles (ACC/MEV). For this calculation, the combined AADT of both intersecting roads was used to determine the number of entering vehicles. Mainline crash rates are calculated as a ratio of the number of accidents per million vehicle miles (ACC/MVM). After calculating the crash rates, the calculated rate for each intersection and mainline segment was compared to the statewide average. The results show that 15 of 34 intersections had a crash rate above the statewide average. All mainline segments had a crash rate below the statewide average.

Intersection Crash Rates						
	Intersection	Traffic Control	Number of Crashes	Crash Rate (MEV)	Statewide Avg. Rate (MEV)	AADT (2024 Combined Directions)
1	MEYERS ROAD	STOP SIGN (1 WAY)	8	0.32	0.18	13601
2	THRUWAY (I-90) RAMP	TRAFFIC SIGNAL	17	0.36	0.25	26080
3	LIVERPOOL BYPASS	TRAFFIC SIGNAL	23	0.54	0.25	23472
4	OLD COVE ROAD	STOP SIGN (1-WAY)	6	0.19	0.18	17456
5	RED CROSS DRIVEWAY	NO CONTROL	2	0.06	0.19	17256
6	GLENN CROSSING DRIVEWAY	TRAFFIC SIGNAL	1	0.03	0.25	18056
7	LONG BRANCH ROAD / BELMONT DRIVE	TRAFFIC SIGNAL	45	1.07	0.25	23006
8	JOHN GLENN BOULEVARD	TRAFFIC SIGNAL	66	0.88	0.25	40969
9	LAUREL LANE	STOP SIGN (1-WAY)	7	0.17	0.18	23042
10	WEGMANS PLAZA DRIVEWAY	TRAFFIC SIGNAL	8	0.19	0.25	23442
11	ELMCREST ROAD	TRAFFIC SIGNAL	19	0.39	0.25	26999
12	BLACKBERRY ROAD / RIVERCREST ROAD	TRAFFIC SIGNAL	31	0.64	0.25	26601
13	BEL HARBOR DRIVE	STOP SIGN (1-WAY)	3	0.08	0.18	19507
14	ADMIRAL DRIVE	STOP SIGN (1-WAY)	3	0.08	0.18	19507
15	MARYLAND LANE	STOP SIGN (1-WAY)	6	0.17	0.18	19507
16	WILLOWBROOK DRIVE	STOP SIGN (1-WAY)	5	0.14	0.18	19507
17	ROSEWOOD PLACE	STOP SIGN (1-WAY)	7	0.20	0.18	19507
18	WETZEL ROAD	TRAFFIC SIGNAL	20	0.42	0.25	25863
19	POPLAR DRIVE	TRAFFIC SIGNAL	7	0.22	0.18	17817
20	SENECA MALL DRIVEWAY	NO CONTROL	6	0.19	0.19	17741
21	ORION PATH / GETTMAN ROAD	STOP SIGN (2-WAYS)	8	0.25	0.29	17817
22	LUCAN ROAD	STOP SIGN (1-WAY)	4	0.12	0.18	17817
23	PINE HOLLOW DRIVE	TRAFFIC SIGNAL	18	0.55	0.25	17817
24	BALBOA DRIVE	STOP SIGN (1-WAY)	3	0.09	0.18	17817
25	SOULE ROAD	TRAFFIC SIGNAL	35	0.70	0.25	27360
26	O'KEEFE LANE	STOP SIGN (1-WAY)	2	0.06	0.18	17841
27	CALDER COURT	STOP SIGN (1-WAY)	3	0.09	0.18	17591
28	PROVO DRIVE	STOP SIGN (1-WAY)	3	0.09	0.18	17814
29	GASKIN ROAD / REDWING DRIVE	TRAFFIC SIGNAL	15	0.42	0.25	19581
30	ANGUILLA DRIVE (SOUTH)	STOP SIGN (1-WAY)	1	0.04	0.18	12519
31	ANGUILLA DRIVE (NORTH)	STOP SIGN (1-WAY)	2	0.09	0.18	12519
32	CANVASBACK DRIVE	STOP SIGN (1-WAY)	4	0.15	0.18	14469
33	MENDENHALL DRIVE	STOP SIGN (1-WAY)	4	0.13	0.18	16469
34	NYS ROUTE 31	TRAFFIC SIGNAL	48	0.76	0.25	34732

Table 3-1 *Intersection Crash Rates (Intersections with crash rates above the statewide average are highlighted in red)*

Corridor Crash Rates				
Segment	Total Crashes	Crash Rate (MEV)	Statewide Avg. Rate (MEV)	AADT
Route 57 Mainline Crashes Only				
MEYERS RD - LIVERPOOL BYPASS	22	0.71	3.22	17056
LIVERPOOL BYPASS - OLD COVE RD	31	1.00	3.22	17056
OLD COVE RD - LONG BRANCH RD / BELMONT DR	53	1.70	3.22	17056
JOHN GLENN BLVD - WEGMANS PLAZA DRIVEWAY	17	0.42	3.22	22442
WEGMANS PLAZA DWY - ELMCREST RD	26	0.63	3.22	22442
ELMCREST RD - BLACKBERRY RD / RIVERCREST RD	63	1.54	3.22	22442
BLACKBERRY RD / RIVERCREST RD - WETZEL RD	27	0.77	3.22	19307
WETZEL RD - PINE HOLLOW RD	21	0.60	3.22	19307
PINE HOLLOW RD - SOULE RD	19	0.54	3.22	19307
SOULE RD - GASKIN RD / REDWING DR	21	0.66	3.22	17441
GASKIN RD / REDWING DR - NYS ROUTE 31	37	1.63	3.22	12469

Table 3-2 *Mainline Corridor Crash Rates*

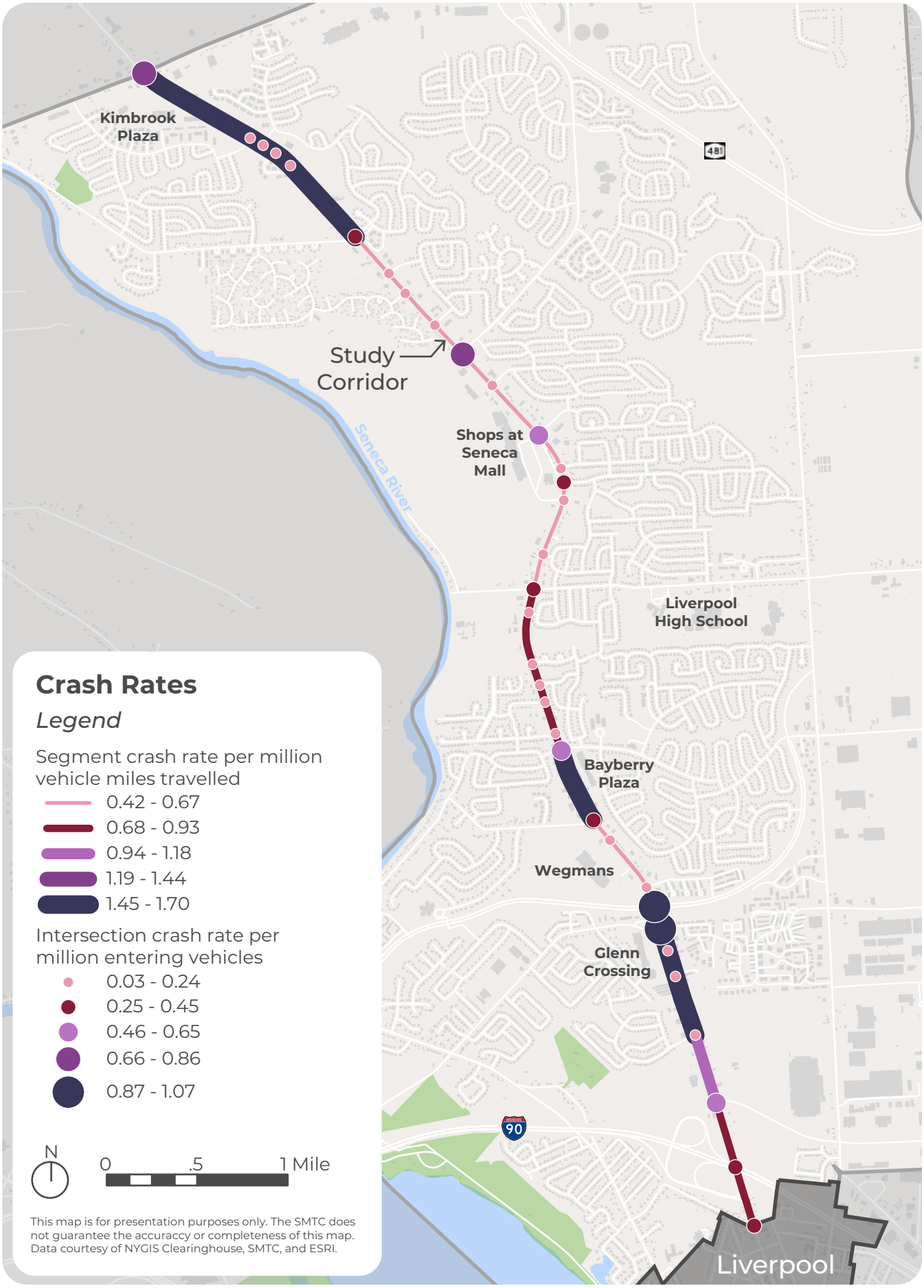


Figure 3.5 *Crash Rates along the Route 57 Corridor*

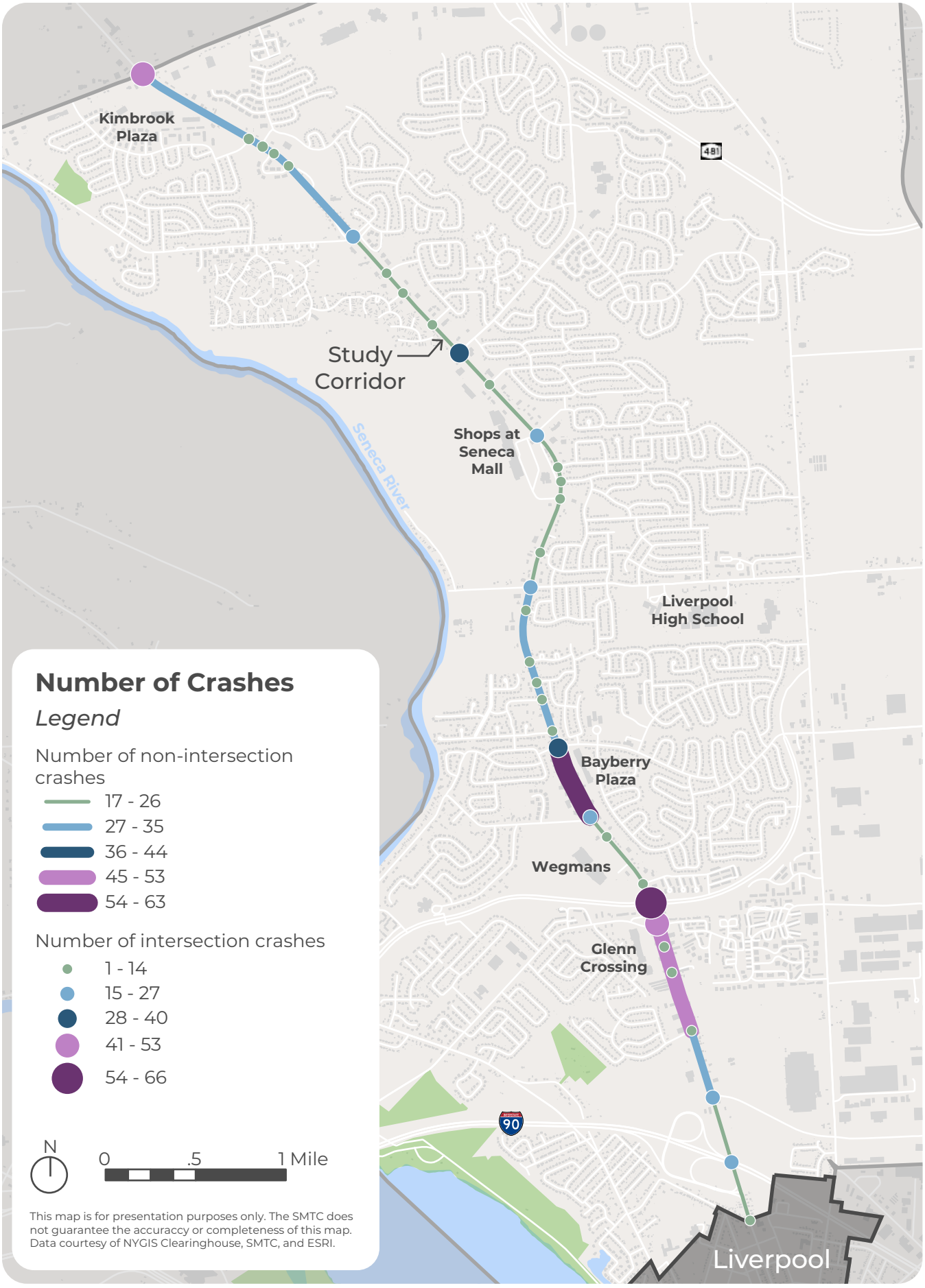


Figure 3.6 *Number of Crashes along the Route 57 Corridor*

Crash Severity was analyzed to determine the trends of crashes at each of the intersections and along the mainline of the Route 57 corridor. The intersection of Route 57 and John Glenn Boulevard accounted for the most total crashes and injury crashes at any intersection within the corridor (66 total crashes, 15 resulting in injuries). Likewise, the mainline corridor between. Elmcrest Road and Blackberry Road/Rivercrest Road accounted for most mainline crashes, with 63 of 337 mainline crashes (18.7%) occurring here, including one crash that resulted in a fatality. The most common collision type within the study area was rear-end collisions, which accounted for 289 of 777 crashes (37.2%). Other common collision types included right angle collisions (16.2%) and overtakings (11.2%).

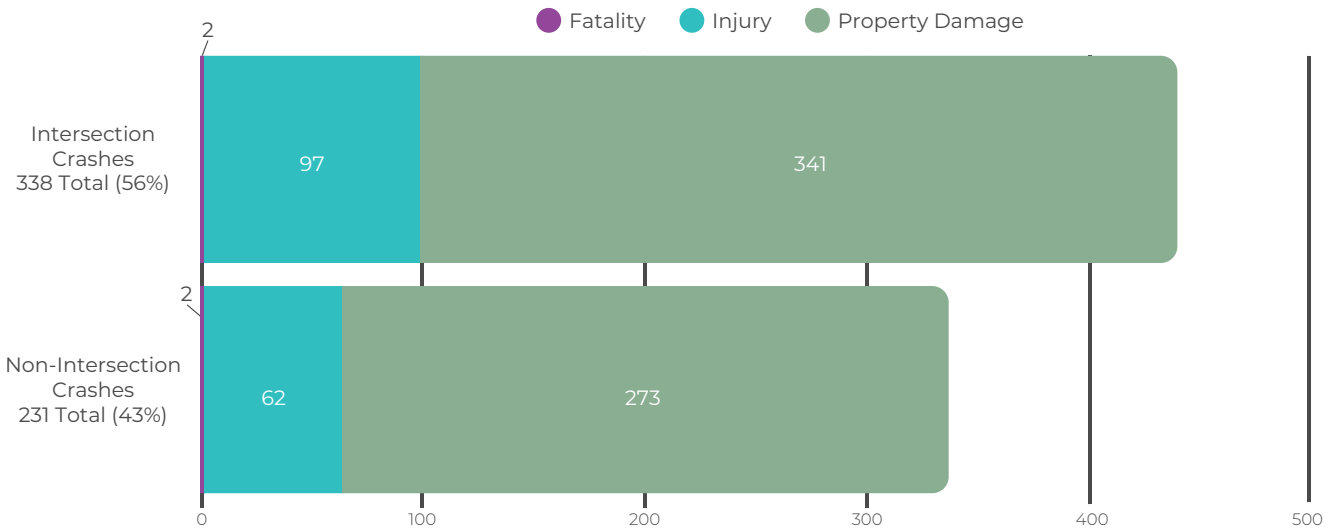


Figure 3.7 *Intersection and Non-Intersection Crashes within the Route 57 Study Corridor*

	Crash Type															
	Intersection	Rear End	Over-Take	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-swipe	Pedes-trian	Bicy-cle	Run Off Road	Animal	Oth-er	Un-known	Total
1	MEYERS ROAD	3	0	1	3	0	1	0	0	0	0	0	0	0	0	**8**
2	THRUWAY (I-90) RAMP	11	2	3	0	0	0	0	0	0	0	0	0	1	0	**17**
3	LIVERPOOL BYPASS	9	0	4	2	2	2	0	1	0	0	0	0	3	0	**23**
4	OLD COVE ROAD	2	1	1	1	0	0	0	0	0	0	0	1	0	0	**6**
5	RED CROSS DRIVEWAY	0	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
6	GLENN CROSSING DRIVEWAY	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7	LONG BRANCH ROAD / BELMONT DRIVE	19	7	7	2	1	3	0	1	0	1	0	0	4	0	**45**
9	JOHN GLENN BOULEVARD	37	8	9	0	2	1	1	0	1	0	0	1	6	0	**66**
10	LAUREL LANE	2	0	2	2	1	0	0	0	0	0	0	0	0	0	**7**
11	WEGMANS PLAZA DRIVEWAY	2	0	2	0	1	1	0	0	0	0	0	0	2	0	**8**
12	ELMCREST ROAD	7	3	1	0	2	0	0	0	0	0	0	0	6	0	**19**
13	BLACKBERRY ROAD / RIVERCREST ROAD	16	3	5	1	1	0	1	0	0	0	0	0	3	1	**31**
14	BEL HARBOR DRIVE	0	0	0	2	0	0	0	0	0	0	0	0	1	0	**3**
15	ADMIRAL DRIVE	2	0	1	0	0	0	0	0	0	0	0	0	0	0	**3**
16	MARYLAND LANE	1	0	2	1	0	1	1	0	0	0	0	0	0	0	**6**
17	WILLOWBROOK DRIVE	1	0	0	0	0	1	0	0	0	0	0	1	2	0	**5**
18	ROSEWOOD PLACE	1	1	1	1	1	0	0	0	0	0	0	0	2	0	**7**
19	WETZEL ROAD	9	2	4	0	1	0	0	2	1	0	0	0	1	0	**20**
20	POPLAR DRIVE	1	1	1	1	0	1	0	0	0	0	0	0	1	1	**7**
21	SENECA MALL DRIVEWAY	0	1	1	0	0	1	0	0	0	1	0	2	0	0	**6**
22	ORION PATH / GETTMAN ROAD	1	1	1	1	0	0	1	2	0	1	0	0	0	0	**8**
23	LUCAN ROAD	0	0	0	0	0	0	0	0	0	2	0	1	1	0	**4**
24	PINE HOLLOW DRIVE	6	1	8	0	1	0	0	0	1	0	0	0	1	0	**18**
25	BALBOA DRIVE	0	1	1	0	1	0	0	0	0	0	0	0	0	0	**3**
26	SOULE ROAD	21	2	3	1	0	1	1	1	0	0	0	0	5	0	**35**
27	O'KEEFE LANE	0	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
28	CALDER COURT	1	1	0	0	0	1	0	0	0	0	0	0	0	0	**3**
29	PROVO DRIVE	0	0	1	0	0	1	0	0	0	1	0	0	0	0	**3**
30	GASKIN ROAD / REDWING DRIVE	2	1	4	5	0	0	0	1	0	0	0	1	1	0	**15**
31	ANGUILLA DRIVE (SOUTH)	0	0	0	0	0	0	0	0	0	0	0	1	0	0	**1**
32	ANGUILLA DRIVE (NORTH)	0	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
33	CANVASBACK DRIVE	0	1	2	0	0	1	0	0	0	0	0	0	0	0	**4**
34	MENDENHALL DRIVE	1	0	2	0	0	0	0	0	0	0	0	1	0	0	**4**
35	NYS ROUTE 31	29	4	8	3	0	1	1	0	0	0	0	1	1	0	**48**
	Subtotal	**184**	**41**	**78**	**29**	**14**	**18**	**6**	**8**	**3**	**6**	**0**	**10**	**41**	**2**	**440**
	Route 57 Mainline															
1	MEYERS RD - LIVERPOOL BYPASS	14	2	0	0	0	2	0	0	1	0	0	0	3	0	**22**
2	LIVERPOOL BYPASS - OLD COVE RD	4	3	8	1	0	5	1	0	1	0	0	2	6	0	**31**
3	OLD COVE RD - LONG BRANCH RD / BELMONT DR	14	5	5	10	0	5	0	1	1	0	1	1	10	0	**53**
4	JOHN GLENN BLVD - WEGMANS PLAZA DRIVEWAY	6	2	0	1	1	2	0	0	1	0	0	0	4	0	**17**
5	WEGMANS PLAZA DWY - ELMCREST RD	13	1	4	2	1	1	1	1	0	0	0	1	1	0	**26**
6	ELMCREST RD - BLACKBERRY RD / RIVERCREST RD	22	9	15	4	0	4	0	4	0	0	1	0	4	0	**63**
7	BLACKBERRY RD / RIVERCREST RD - WETZEL RD	8	4	2	0	0	3	0	0	1	0	0	7	2	0	**27**
8	WETZEL RD - PINE HOLLOW RD	4	2	1	4	0	2	2	0	0	1	0	2	3	0	**21**
9	PINE HOLLOW RD - SOULE RD	7	3	3	0	0	2	0	0	0	0	0	0	3	1	**19**
10	SOULE RD - GASKIN RD / REDWING DR	5	7	2	0	2	2	0	2	0	0	0	0	1	0	**21**
11	GASKIN RD / REDWING DR - NYS ROUTE 31	8	8	8	1	0	1	1	0	0	0	0	7	2	1	**37**
	Subtotal	**105**	**46**	**48**	**23**	**4**	**29**	**5**	**8**	**5**	**1**	**2**	**20**	**39**	**2**	**337**
	Total	**289**	**87**	**126**	**52**	**18**	**47**	**11**	**16**	**8**	**7**	**2**	**30**	**80**	**4**	**777**

Table 3-3 *Occurrence Severity*

Within the study area, there were 15 crashes that involved a pedestrian or cyclist over the five-year span (eight pedestrian collisions and seven cyclist collisions). Nine of the 15 crashes occurred at an intersection, while six crashes occurred on the mainline of Route 57. In 12 of these 15 incidents an injury was reported, and in two cases, a pedestrian fatality was confirmed. Seven of the 15 crashes occurred after daylight and driver inattention was the most common contributing factor for these pedestrian/cyclist crashes. Eight crashes (53.3%) occurred between Wetzel Road and Pine Hollow Drive. This portion of Route 57 features a super elevated turn with very limited available streetlight, potentially creating visibility conflicts for motorists and pedestrians. This combined with other factors like driver inattention and poor weather conditions has the potential to create dangerous scenarios for pedestrians and cyclists.

Pedestrian & Bicyclist Collisions							
Bicyclist / Pedestrian Collision		**Intersection / Mainline**	**Location**	**Injury Severity**	**Contributing Factor**	**Weather / Road / Light Conditions**	**Date**
1	BICYCLIST	INTERSECTION	GETTMAN ROAD	POSSIBLE INJURY	N/A	CLOUDY / WET / LIGHT	8/18/2019
2	BICYCLIST	INTERSECTION	LONG BRANCH RD / BELMONT DR	SERIOUS INJURY	N/A	RAIN / DAYLIGHT	9/26/2019
3	PEDESTRIAN	INTERSECTION	PINE HOLLOW DRIVE	SERIOUS INJURY	N/A	CLOUDY / WET / DARK	6/23/2020
4	PEDESTRIAN	INTERSECTION	JOHN GLENN BOULEVARD	INJURY	N/A	RAIN / WET / DARK	4/16/2021
5	BICYCLIST	INTERSECTION	SENECA MALL DRIVEWAY	POSSIBLE INJURY	DRIVER INATTENTION	CLEAR / DRY / LIGHT	9/30/2021
6	PEDESTRIAN	MAINLINE	SOUTH OF GLENN CROSSING DRIVEWAY	SERIOUS INJURY	PEDESTRIAN/ BICYCLIST/OTHER PEDESTRIAN ERROR/ CONFUSION	DARK-ROAD LIGHTED/ CLEAR	11/30/2021
7	BICYCLIST	INTERSECTION	LUCAN ROAD	POSSIBLE INJURY	N/A	RAIN / WET / LIGHT	3/20/2022
8	PEDESTRIAN	MAINLINE	SOUTH OF OLD COVE ROAD	SERIOUS INJURY	UNKNOWN	CLOUDY / DARK	5/28/2022
9	PEDESTRIAN	MAINLINE	NORTH OF LAUREL LANE	POSSIBLE INJURY	DRIVER INATTENTION	CLEAR / DRY / LIGHT	6/10/2022
10	BICYCLIST	MAINLINE	NORTH OF POPLAR DRIVE	INJURY	DRIVER INATTENTION	CLEAR / DRY / LIGHT	7/20/2022
11	PEDESTRIAN	MAINLINE	NORTH OF POPLAR DRIVE	INJURY	N/A	CLEAR / DRY / DARK	11/7/2022
12	PEDESTRIAN	MAINLINE	NORTH OF RED CROSS DRIVEWAY	FATAL	N/A	DRY / DARK	11/23/2022
13	BICYCLIST	INTERSECTION	PROVO DRIVE	INJURY	DRIVER INATTENTION	CLEAR / DRY / LIGHT	5/21/2023
14	PEDESTRIAN	INTERSECTION	WETZEL ROAD	FATAL	ALCOHOL	CLOUDY / DRY / DARK	6/8/2023
15	BICYCLIST	INTERSECTION	LUCAN ROAD	UNKNOWN	N/A	CLEAR / DRY / LIGHT	8/20/2023
16	PEDESTRIAN	MAINLINE	SOUTH OF LIVERPOOL BYPASS	SERIOUS INJURY	IMPROPER LANE CHANGE	DRY / CLOUDY	8/26/2023
17	PEDESTRIAN	MAINLINE	SOUTH OF JOHN GLENN BLVD	UKNOWN	PEDESTRIAN/ BICYCLIST/OTHER PEDESTRIAN ERROR/ CONFUSION	DARK-ROAD LIGHTED/ CLEAR	1/15/2024

Table 3-4 *Pedestrian & Bicyclist Collision Frequency (Fatalities are highlighted in red)*

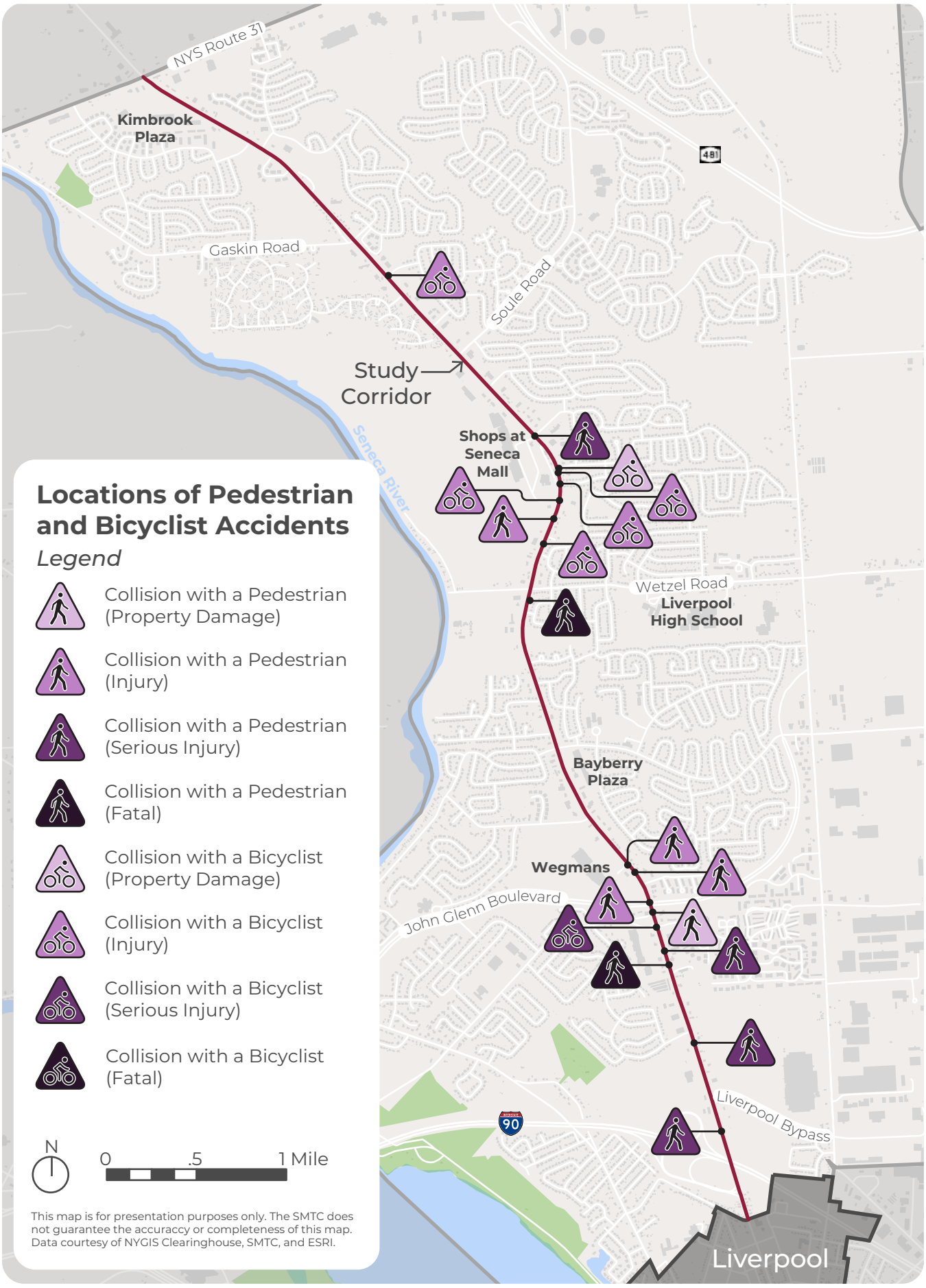


Figure 3.8 Locations of Pedestrian and Bicyclist Accidents

3.3 NEEDS AND OPPORTUNITIES

Based on the existing conditions data and analysis summarized in Chapter 3, input received from the public, and with consideration to the goals of the Complete Street Study, there are several needs and opportunities for pedestrian and bicyclist infrastructure improvements that have become clear for the Route 57 corridor. These are summarized below.

3.3.1. *Critical Needs*

Lack of Continuous Sidewalks and Safe Crossings

- ***Issue:*** Long stretches of Route 57 lack sidewalks on one or both sides, particularly north of Bayberry Plaza and near commercial zones.
- ***Impact:*** Limits walkability, particularly for transit users and residents accessing commercial centers and services.

Inadequate Bicycle Infrastructure

- ***Issue:*** Absence of protected or marked bicycle facilities along the corridor. At busy intersections, there is no shoulder and bicyclists are forced to join the vehicular travel lane.
- ***Impact:*** High vehicle speeds and lack of bike accommodations discourage cycling.

Unsafe and Infrequent Pedestrian Crossings

- ***Issue:*** Long distances between signalized intersections or crosswalks, particularly near key destinations (e.g., shopping plazas, residential developments).
- ***Impact:*** Increases jaywalking and risks for pedestrians, especially in the Bayberry area.

Limited Transit Connectivity and Accessibility

- ***Issue:*** Bus stops often lack shelters, sidewalks, or ADA-accessible connections and some are located far from marked crosswalks..
- ***Impact:*** Reduces the convenience and safety of multi-modal travel for transit-dependent populations.

Disconnected Residential and Commercial Areas

- ***Issue:*** Residential neighborhoods like Bayberry and Kimbrook are not well-connected to Route 57 via safe pedestrian or bike routes.
- ***Impact:*** Encourages vehicle dependence for short local trips that could otherwise be walked or biked.

3.3.2. *Opportunities*

Sidewalk Connectivity

- Opportunity to link residential neighborhoods to commercial nodes and existing/planned regional trails (e.g., Erie Canalway Trail).

Improved Intersection Treatments

- Add high-visibility crosswalks, pedestrian countdown timers, and curb ramps at key intersections where they currently are lacking.
- Consider leading pedestrian intervals (LPIs) and pedestrian-actuated signals.

Transit Stop Enhancements

- Install shelters, ADA-accessible pads, bike racks, and pedestrian connections at high-use bus stops in coordination

with CENTRO.
- Remove or relocate bus stops that are too far from a safe crossing locaiton

Neighborhood Connector Trails
- Work with homeowners associations and developers to establish connector paths between neighborhoods (e.g., Bayberry, Fairway East) and Route 57, reducing reliance on arterial access for non-motorized users.

Safe Routes to School and Parks
- Coordinate with local schools and parks (e.g., Clay Central Park, Liverpool High School) to implement safer bike and pedestrian access routes.

Wayfinding and Placemaking
- Install branded signage and wayfinding systems to orient pedestrians and cyclists to destinations and trail connections.
- Incorporate placemaking strategies like lighting, landscaping, and public art to enhance the corridor experience.

PART 04

PUBLIC PARTICIPATION

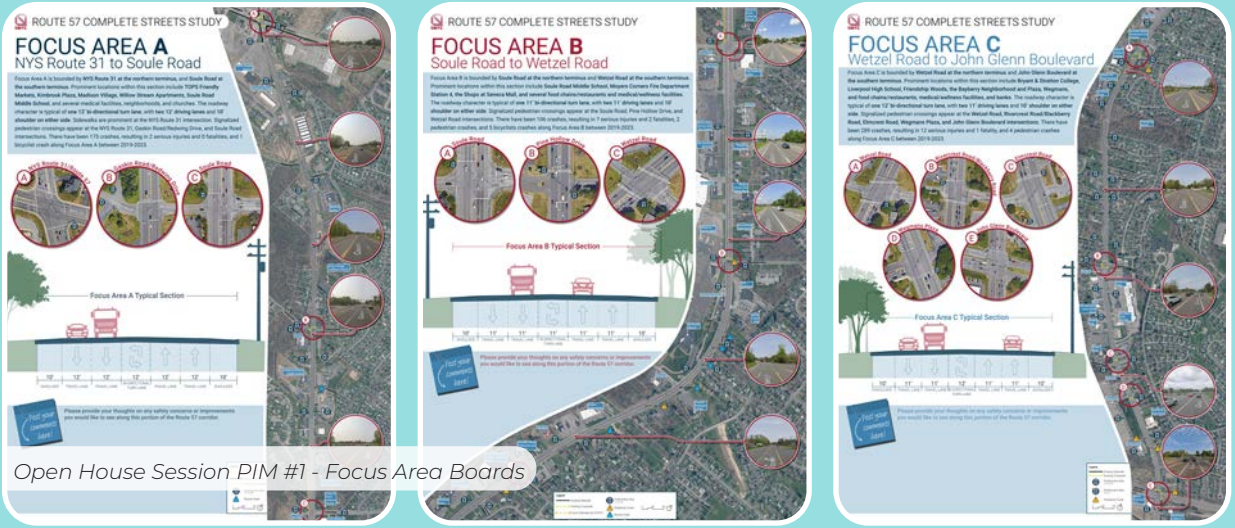
CONTENTS

PUBLIC PARTICIPATION

4.1 PROCESS

As a way to inform effective planning, community engagement was a crucial component to understand the concerns and needs of those who live/travel along Route 57 on a regular basis. Gathering feedback from the public was an important step of the process, and completed through a public meeting and various online activities. Documentation of community engagement activities, including records of comments received, is available in the Appendix.

Open House Session PIM #1



Open House Session PIM #1 - Focus Area Boards

4.2 PUBLIC MEETING

One in-person public engagement meeting was held on November 19, 2024, at Liverpool High School from 5:30–7:00 PM, with 17 attendees. The meeting introduced the project, presented findings on current conditions, highlighted key issues, and gathered community input. Attendees participated in an open house-style session, providing feedback on Focus Area boards and maps, and indicated their residences on a project-area map. A detailed summary of the feedback is provided in the Appendix.

4.3 PROJECT WEBSITE

To ensure consistent communication with the community, a project website was established and remained accessible throughout the duration of the project. The website featured a detailed project description, project goals, a photo gallery showcasing the Route 57 Corridor, project documents as they were developed, public meeting presentation materials, contact information, and an outline of its various phases. The project website also served as the landing page for community engagement tools, such as surveys and interactive maps, that were used during the planning process.

Screenshot of Project Webpage Home

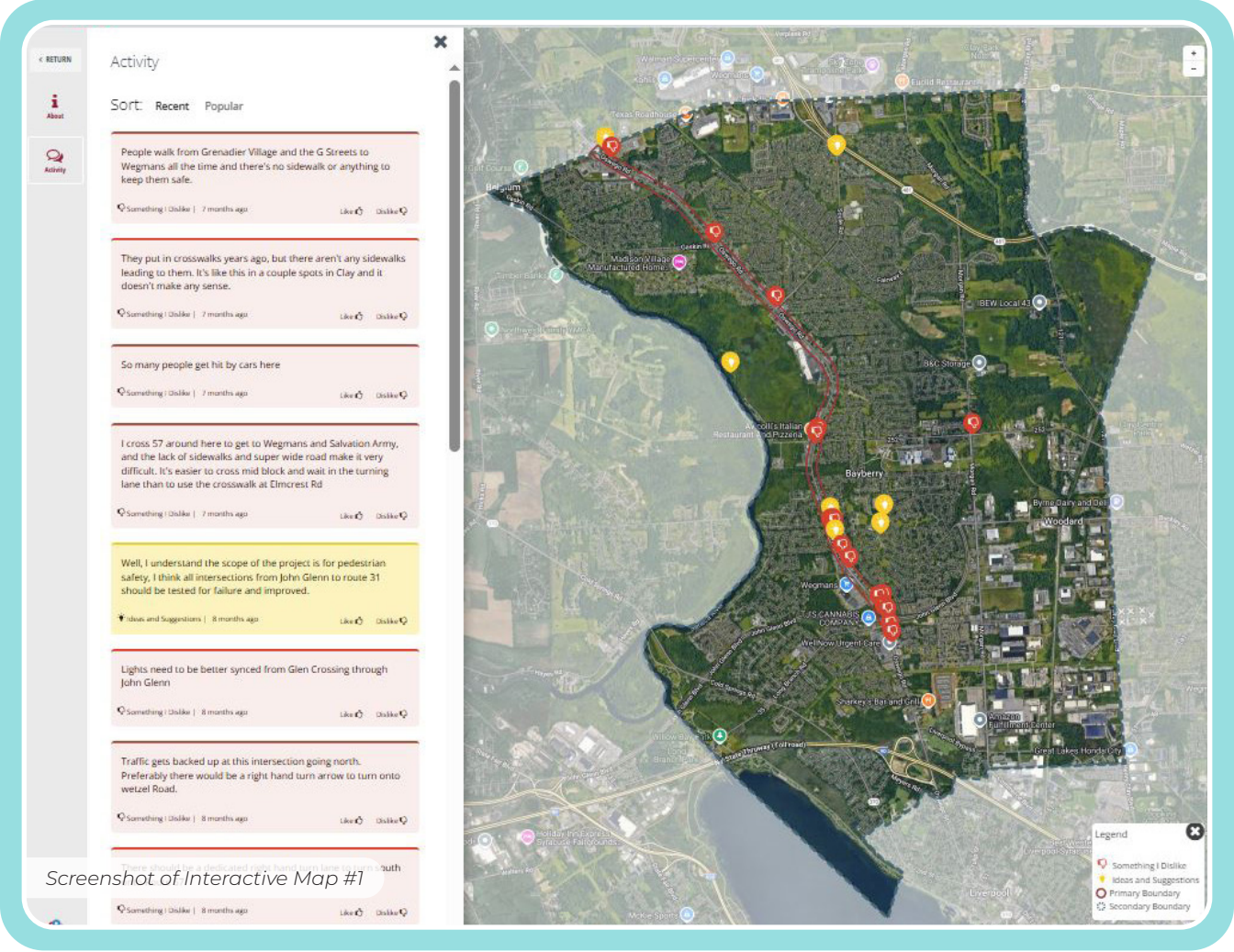
4.4 ONLINE INTERACTIVE MAP #1

From October 18th to December 31st, 2024, community members were encouraged to engage with the project through an interactive map available on the project website. This map delineated both the Primary Boundary (areas directly adjacent to the Route 57 corridor) and Secondary Boundary (Census tracts within Clay, NY and Salina, NY), with markers allowing users to leave comments on specific areas.

Three types of markers were utilized:

- "Ideas and suggestions"
- "Something I dislike"
- "Something I like"

Users could express their input on areas within the Study Area by up-voting (thumbs up) or down-voting (thumbs down) the markers. Additionally, they had the option to leave public comments on the markers to provide further insight and feedback. During this period, a total of 30 comments were received - 19 within the Primary Boundary, and 7 within the Secondary Boundary.



Screenshot of Interactive Map #1

4.4.1 *Ideas and Suggestions*

Under the category of Ideas and Suggestions, participants voiced several concerns and suggestions. Some proposed implementing greater pedestrian and bike safe infrastructure, while also preserving the green space available along the shoulders of Route 57. Others expressed interest in more frequent covered bus stops. Commenter's agreed that intersections should be modernized, tested, and better synced for improvement. Additionally, there was a comment suggesting a multi-use trail along the Seneca River which could connect the major shopping centers along Route 57.

4.4.2 *Something I Dislike*

Several participants noted that although some intersections have crosswalks, they do not connect to any sidewalk system. Furthermore, some intersections do not have any pedestrian facilities at all. Many comments stated that they did not like the lack of sidewalks connecting neighborhoods to shopping centers along Route 57. One comment mentioned that entrances to establishments are too frequent, causing them to be hazardous, and suggested relocating/reducing them.

4.5 ONLINE SURVEY #1

A survey was incorporated into the public website and conducted within the same timeframe as the Interactive Map. A total of twenty-three (23) individuals participated in the survey. Below is a summary of who took the survey, and their responses. More in depth findings are available within the Appendix.

4.5.1 *Who Took The Survey?*

The survey incorporated an 'about you' section to provide insight into the demographics of the respondents. It revealed that about half of the respondents fell into the age group of 55-64 and 65+ years old. The other half of respondents fell into the age groups of 18-24, 25-34, 35-44 and 45-55 years old. Approximately 35% of participants were interested in the study because they live along or near Route 57, and 44% of participants were interested in the study because they travel along Route 57. All survey participants responded that they typically travel to or along Route 57 corridor by car.

4.5.2 *Key Takeaways*

Beyond the "about you" section, the survey asked about transportation infrastructure issues along Route 57 and potential solutions. Common concerns included pedestrian safety and inadequate bicycle/pedestrian infrastructure.

- **Question 3** asked about major transportation challenges. Common responses included traffic congestion, unsafe travel modes (walking, biking, transit, etc.), and no daily issues.
- **Question 4** explored what improvements might reduce driving. Most supported safer sidewalks and bike facilities or better public transit. Some were unable or uninterested in reducing driving.
- **Question 5** had participants rank transportation priorities. Top concerns were safety, pedestrian/bicycle issues, traffic reduction, public transit, pavement conditions, and climate/environment.
- **Question 6** asked about desired improvements. Frequent suggestions included better sidewalks, curbs, and crosswalks; enhanced bike infrastructure; wider sidewalks; street trees; bus shelters; and overall beautification of Route 57.

4.6 ONLINE INTERACTIVE MAP #2

Once preliminary improvements to the Route 57 corridor were conceptualized, another round of community outreach was facilitated to solicit input on the recommendations. From September 2-17, an interactive map – containing a concept plan and section for each of the four focus areas – was posted to the project website. Map users were encouraged to place pins on the concept plans and sections, identifying recommended improvements that they support or don't support, as well as new suggestions. Map users had the opportunity to thumbs up/down and reply to existing comments. In total, 13 comments and 1 reply were received on the interactive map, distributed across all four of the focus areas. 10 of the comments used the "Support" pin, 3 used the "New Suggestion" pin, and none used the "Don't Support" pin.

Screenshot of Interactive Map #2

4.6.1 *Focus Area A*

Comments on Focus Area A supported the proposed sidewalk, which would connect the grocery store to the subdivision on the east side of Route 57, as well as the installation of bus shelters.

4.6.2 *Focus Area B*

The comment on Focus Area B suggested that the existing bidirectional travel lane is too narrow and should be extended to 12 feet wide.

4.6.3 *Focus Area C*

Comments on Focus Area C supported making the Route 57/Blackberry Road intersection more pedestrian-friendly (including a dedicated pedestrian crossing signal), establishing sidewalks on both sides of Route 57, installing dedicated bike lanes, and putting in bus shelters. A comment also suggested the installation of dedicated bike lanes on Wetzel Road.

4.6.4 *Focus Area D*

Comments on Focus Area D supported the installation of a crosswalk at the Route 57/Long Branch Road intersection, the creation of apartment buildings, and the establishment of sidewalks on both sides of Route 57. A comment also suggested that bikers need a way to move from the north to Long Branch Road and recommended a bike land on Long Branch Road.

4.7 ONLINE SURVEY #2

Another online survey was also released in parallel with the second interactive map. The survey asked participants to rank proposed improvements by their level of importance; this question was repeated for each of the four focus areas. No responses to the survey were received.

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PART 05

CONSIDERATIONS FOR IMPROVEMENT

CONTENTS


ONLY
FOR THE
WINTER WARRIORS

IMPROVEMENTS FOR CONSIDERATION

5.1 *Summary*

The Complete Streets Study for the Route 57 Corridor takes a comprehensive approach to improving safety, functionality, and character. The process included assessing existing conditions, engaging community and stakeholders, and identifying opportunities for improvements. Improvements for consideration combine functional elements - such as sidewalks, crosswalks, and shared-use markings - with aesthetic enhancements like landscaping, street furniture, and wayfinding. Sustainability and accessibility guided the design, incorporating Complete Streets standards. Improvement ideas were refined through the Study Advisory Committee feedback, resulting in a practical, forward-looking vision for a vibrant, safe, and accessible corridor that supports all modes of travel.

This Complete Streets Study outlines potential improvements for the Route 57 Corridor envisioned for implementation within the next 5-10 years. These improvements were shaped through extensive community engagement - including two walk audits, two online surveys with interactive mapping, a public meeting, and ongoing input from the Study Advisory Committee - ensuring they reflect community priorities.

For suggested improvements, the study provides supporting materials such as narratives, cost estimates, diagrammatic conceptual site plans, renderings, and/or images to illustrate potential design solutions. These potential improvements are intended as preliminary and conceptual guidance.

For each focus area, two alternatives are presented:

- A **sidewalk alternative**, intended to prioritize pedestrian safety and accessibility, address gaps in the existing pedestrian network, and provide practical solutions.
- A **shared-use path alternative**, intended to recognize opportunities to enhance the corridor for both pedestrians and bicyclists by introducing a separated, off-road bicycle and pedestrian facility.

Throughout the alternatives, proposed sidewalks are identified as either primary or secondary priorities. These priority levels are determined by several factors, including:

- **Origin–destination connections:** The strength of connections to homes, schools, parks, businesses, and other key community destinations.
- **Pedestrian generators and demand:** Existing or expected pedestrian activity levels, informed by land use patterns, population density, and community input.
- **Safety considerations:** Crash history, traffic speeds and volumes, visibility, and roadway geometry.
- **Equity and accessibility needs:** Areas where improved infrastructure would enhance access for underserved or mobility-limited populations.
- **Feasibility and right-of-way constraints:** Space availability, topography, environmental features, and impacts to private property.
- **Funding availability:** The need to prioritize improvements based on limited available funding, ensuring that the most critical and beneficial sidewalk segments are advanced first.

Together, these factors help determine where pedestrian improvements are most critical and guide the development of practical, effective alternatives for each focus area.

Additionally, the shared-use path alternative acknowledges proposed improvements to the Route 31 corridor associated with the Micron semiconductor facility, including a planned shared-use facility. Final project development and the selection of improvements will require adjustments based on evolving environmental and community conditions, detailed engineering review, right-of-way availability and acquisition costs, fluctuations in construction costs, supply chain and material availability, potential utility upgrades, and overall funding availability. Because these concepts are grounded in broad public input, implementation should remain closely aligned with the priorities identified in this study. All cost estimates are presented in 2025 dollars.

Existing Conditions Photo Along Route 57

5.2 Focus Area A *Improvements for Consideration, Sidewalk Alternative*

Within Focus Area A, the NYS Route 31 / Route 57 intersection currently lacks essential pedestrian infrastructure, including detectable warning surfaces and crosswalks on all intersection legs, limiting safe crossing opportunities. In contrast, the Gaskin Road / Route 57 intersection provides sufficient pedestrian facilities and does not require immediate improvements. While the Soule Road / Route 57 intersection currently lacks pedestrian infrastructure, deficiencies are being addressed under an OCDOT project (PIN 3756.72), scheduled for 2026 construction. Existing sidewalks in Focus Area A terminate just south of the Route 31 corridor, creating gaps in connectivity. As a result, residents of Kimbrook Manor and Madison Village have limited access to key destinations such as retail and food services, public transportation, and health care.

Potential improvements include intersection upgrades at NYS Route 31 / Route 57, with new crosswalks, detectable warning surfaces, and pedestrian signals. Extending sidewalks along the west side of Route 57, where most residential development is located, would enhance access and connectivity. Transit stop improvements within Kimbrook Plaza could support safer and more convenient public transportation access. The existing wide roadway shoulders provide accommodation for bicyclists and spatial separation to traffic, however, the cross slope exceeds standard engineering practices for bicyclists comfort. Retention of the existing roadway shoulders as a non-standard bicyclist accommodation will maintain a practical balance of bicyclist and vehicular mobility. Collectively, these enhancements would create a safer, more accessible, and better-connected environment for all users in Focus Area A.

Intersection Improvements

NYS Route 31 / Route 57 Intersection

- All four corners of the NYS Route 31 and Route 57 intersection are equipped with sidewalks.
- A proposed crosswalk will connect the northeast and southeast corners.
- Install detectable warning surfaces at each corner.
- Pedestrian signal equipment at the locations of the proposed crosswalk.

NYS Route 31 / Route 57 Intersection

Pedestrian and Bicycle Infrastructure Improvements

Proposed Sidewalk Extensions

- Extend the existing sidewalk south from the NYS Route 31 intersection to the Anguilla Drive north entrance, creating a more continuous pedestrian connection.
- Proposed secondary priority sidewalk, extend the sidewalk further south from Anguilla Drive north entrance to Gaskin Road.
- Proposed primary priority sidewalk along Calder Court to connect with the new sidewalk being installed as part of the OCDOT Project (PIN 3756.72), which extends to the Soule Road intersection.

Proposed Social Trail Formalization

- Formalize the existing social trail between Madison Village and Route 57.
- Formalize the existing social trail between Kimbrook Manor and Kimbrook Plaza.

Bicycle Infrastructure Improvements

- Retain non-standard bicycle accommodations within both existing shoulders.

Transit Improvements

- Proposed upgrades to the existing bus stop within Kimbrook Plaza include a bus shelter and bench.

Focus Area A Sidewalk Alternative Cost Estimate

COST ESTIMATE - SIDEWALK ALTERNATIVE							
		IMPROVEMENT	QUANTITY	UNIT	COST PER UNIT	ESTIMATED COST	TOTAL COST
FOCUS AREA A Soule Road to NYS Route 31	Primary Priority	5-FOOT SEPARATED SIDEWALK	4030	LF	$105.00	$423,150.00	**$547,794.00**
		CURB RAMPS	8	EACH	$9,600.00	$76,800.00	
		PEDESTRIAN SIGNALS	3	EACH	$15,500.00	$46,500.00	
		CROSSWALK STRIPING	1344	LF	$1.00	$1,344.00	
	Secondary Priority	5-FOOT SEPARATED SIDEWALK	2450	LF	$105.00	$257,250.00	**$257,250.00**
						SUBTOTAL - FOCUS AREA A	**$805,044.00**
						INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (25%)	**$202,000.00**
						CONTINGENCY (15%)	**$152,000.00**
						TOTAL COST	**$1,159,044.00**

Table 5-1 *Focus Area A Sidewalk Alternative Cost Estimate*

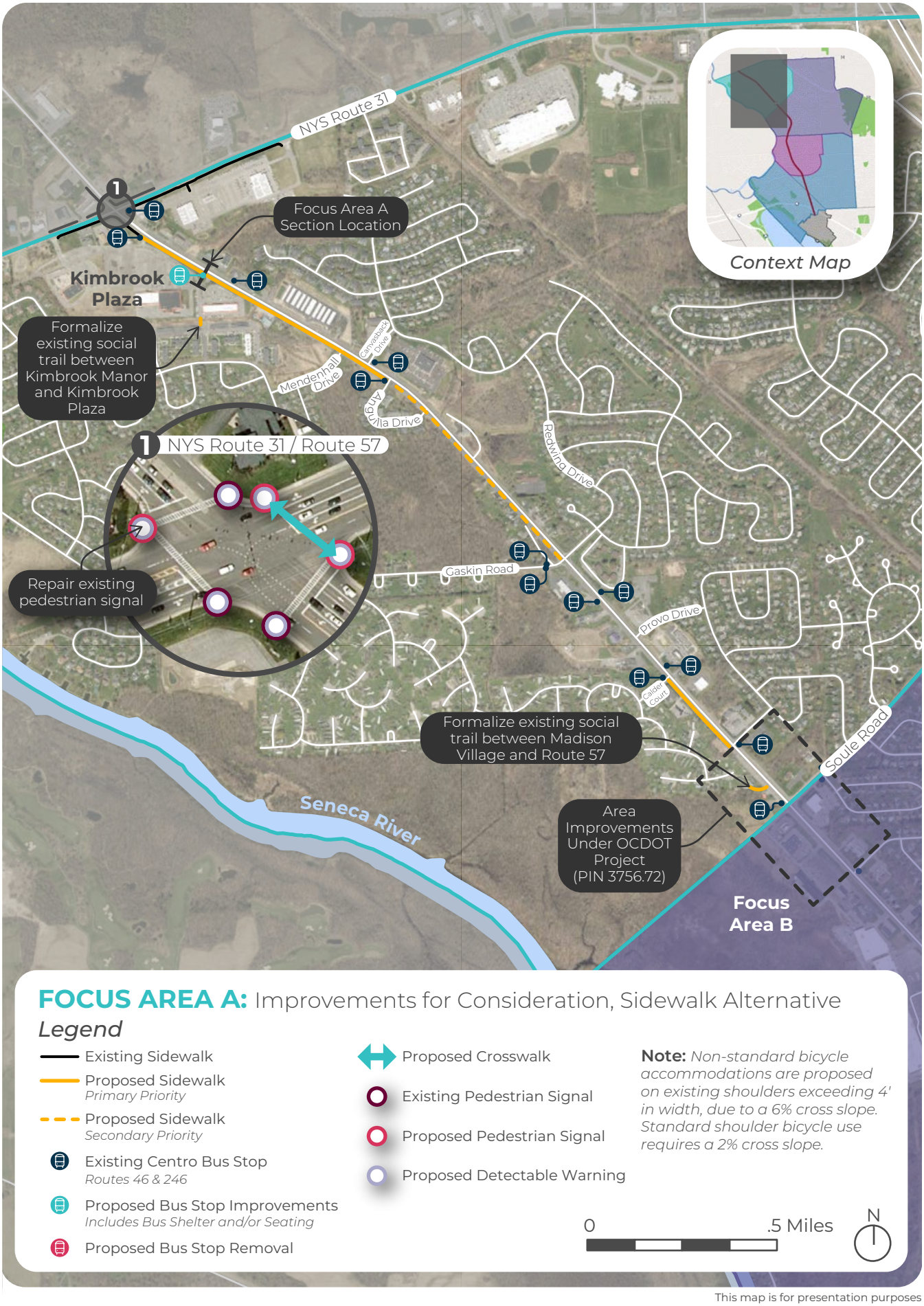
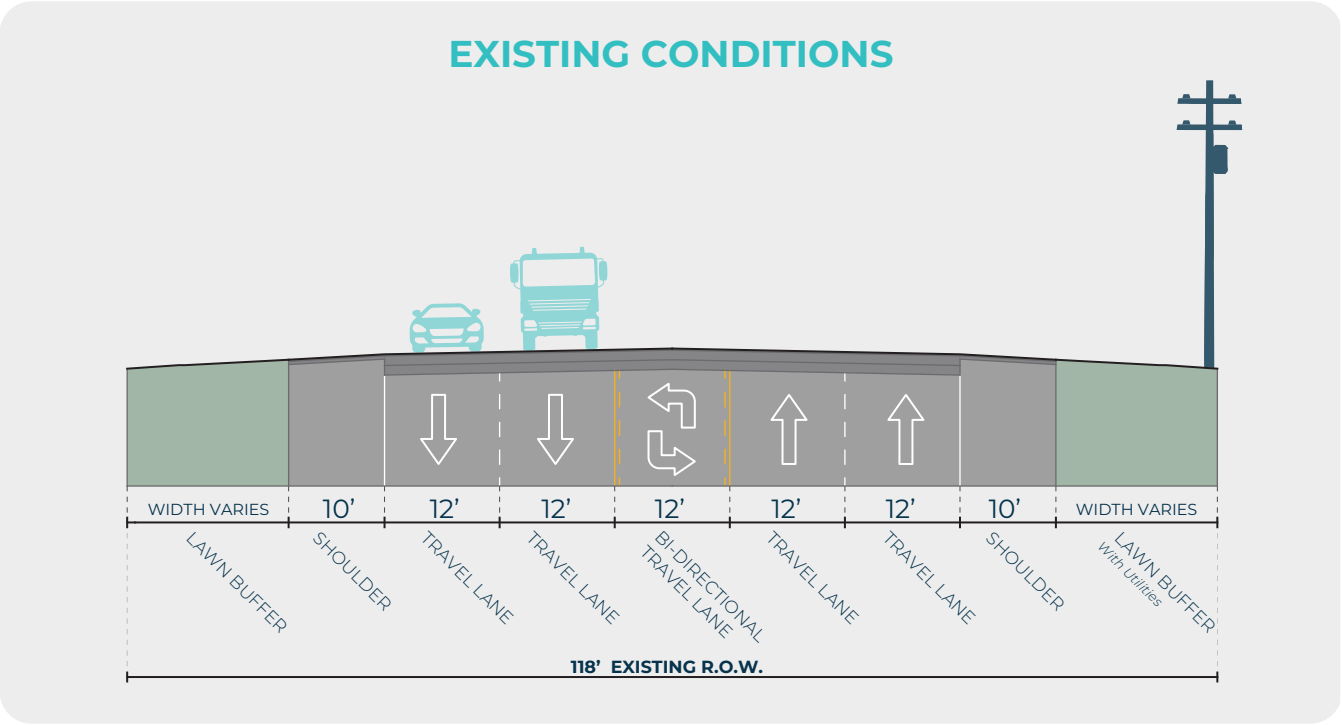


Figure 5.1 *Focus Area A Improvements for Consideration, Sidewalk Alternative*

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



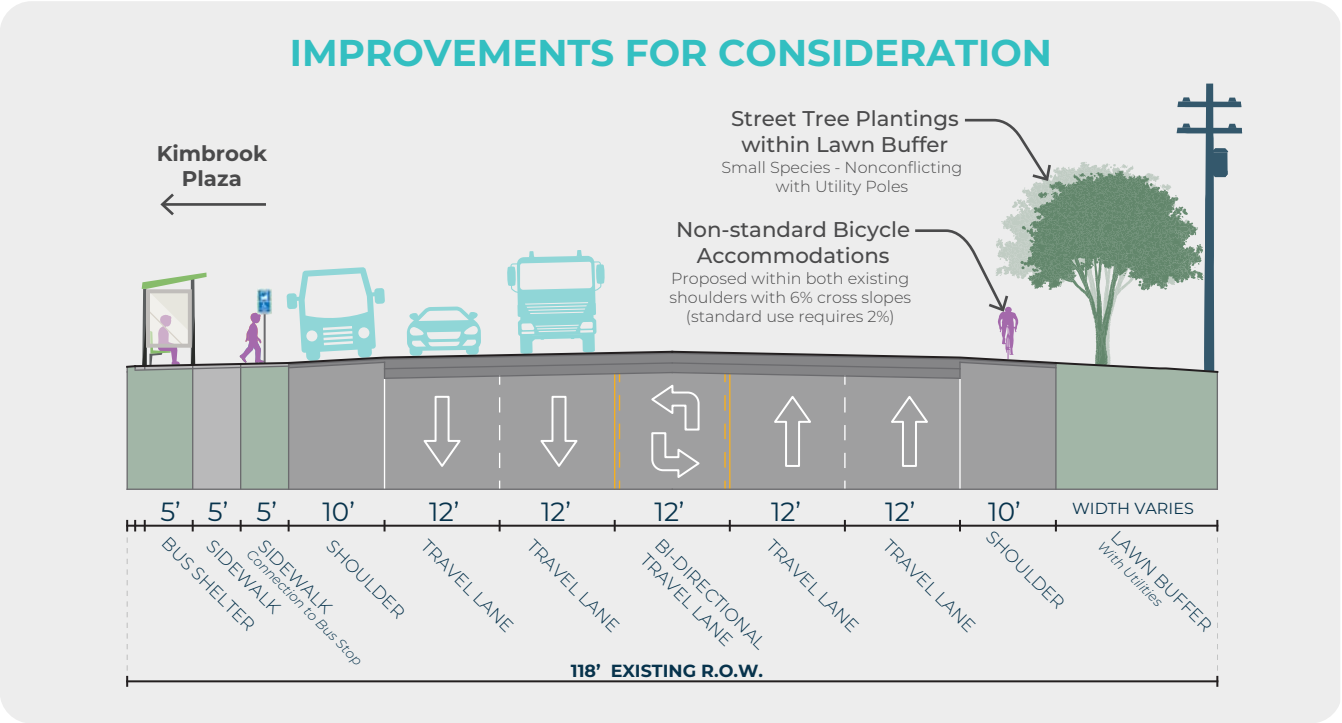


Figure 5.2 *Focus Area A Improvements for Consideration, Sidewalk Alternative Sections*

5.3 Focus Area A *Improvements for Consideration, Shared-Use Path Alternative*

The needs in Focus Area A align with those in Section 5.2, Focus Area A Improvements for Consideration, Sidewalk Alternative. Proposed improvements include intersection upgrades at Route 31 / Route 57 and Gaskin Road / Redwing Drive / Route 57, with new crosswalks, detectable warning surfaces, pedestrian signals, and curb ramp reconstruction to support the proposed 10-foot shared-use path along Route 57. Formalizing social trails will improve neighborhood connectivity to amenities and transit stops, while transit enhancements at Kimbrook Plaza will increase safety and convenience.

Intersection Improvements

NYS Route 31 / Route 57 Intersection

- All four corners of the Route 31 / Route 57 intersection have sidewalks.
- Proposed improvements include a crosswalk connecting the northeast and southeast corners, detectable warning surfaces at each corner, pedestrian signals at the new crosswalk, and curb ramp reconstruction at the southern crosswalk landings to accommodate the shared-use path.

Gaskin Road / Redwing Drive / Route 57 Intersection

- Curb ramp reconstruction at the Gaskin Road crosswalk landings.

Pedestrian and Bicycle Infrastructure Improvements

Proposed Shared-Use Path

- A shared-use path is proposed along the north side of Route 31, from Route 57 east, within the Micron DEIS.
- A 10' asphalt shared-use path is proposed along the west side of Route 57 from Route 31 to Soule Road

Proposed Social Trail Formalization

- Formalize the existing social trails connecting Madison Village to Route 57 and Kimbrook Manor to Kimbrook Plaza.

Transit Improvements

- Proposed Kimbrook Plaza bus stop upgrades include a shelter and bench.

Focus Area A Shared-Use Path Alternative Cost Estimate

COST ESTIMATE - SHARED-USE PATH ALTERNATIVE					
	IMPROVEMENT	**QUANTITY**	**UNIT**	**COST PER UNIT**	**ESTIMATED COST**
FOCUS AREA A Soule Road to NYS Route 31	10' ASPHALT SHARED-USE PATH	9135	LF	$120.00	$1,096,200.00
	PEDESTRIAN BRIDGE	1	EACH	$85,000.00	$85,000.00
	CURB RAMPS	20	EACH	$9,600.00	$192,000.00
	PEDESTRIAN SIGNALS	3	EACH	$15,500.00	$46,500.00
	CROSSWALK STRIPING	1344	LF	$1.00	$1,344.00
				SUBTOTAL - FOCUS AREA A	**$1,421,044.00**
				INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (35%)	**$498,000.00**
				CONTINGENCY (15%)	**$288,000.00**
				TOTAL COST	**$2,207,044.00**

Table 5-2 *Focus Area A Shared-Use Path Alternative Cost Estimate*

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Figure 5.3 *Focus Area A Improvements for Consideration, Shared Use Path Alternative*

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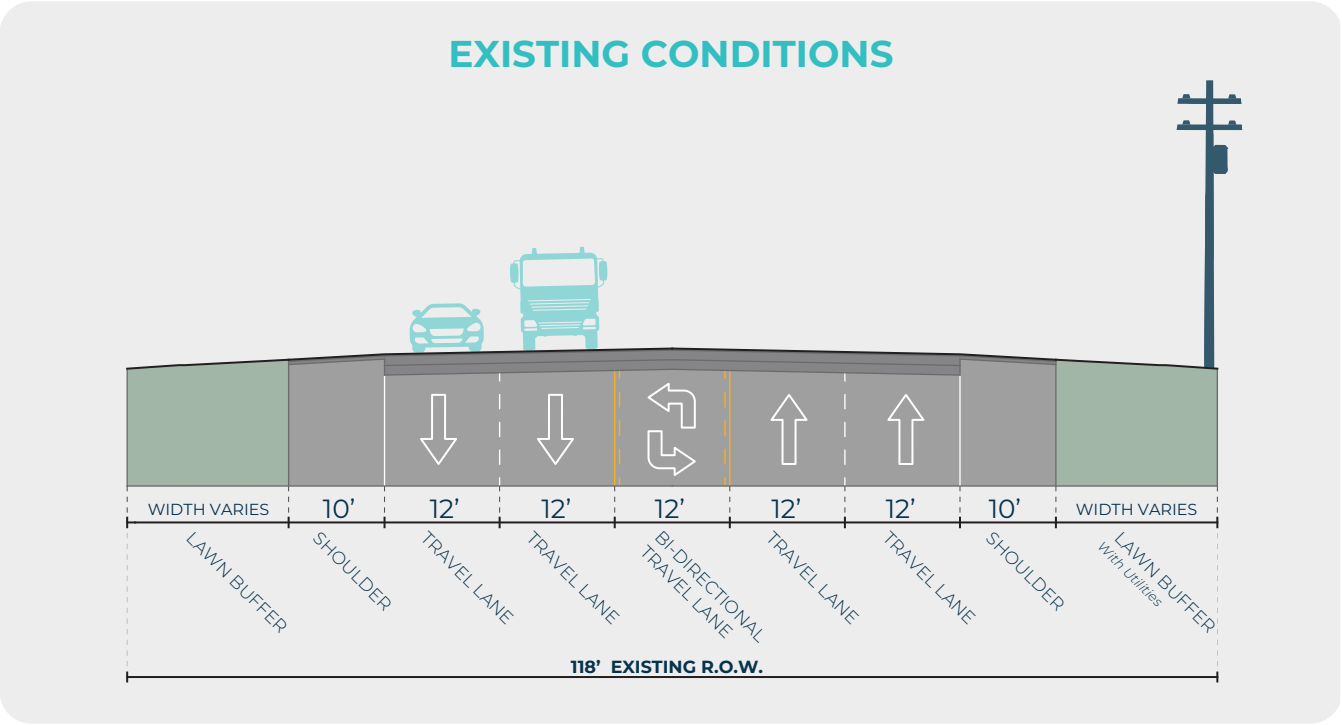

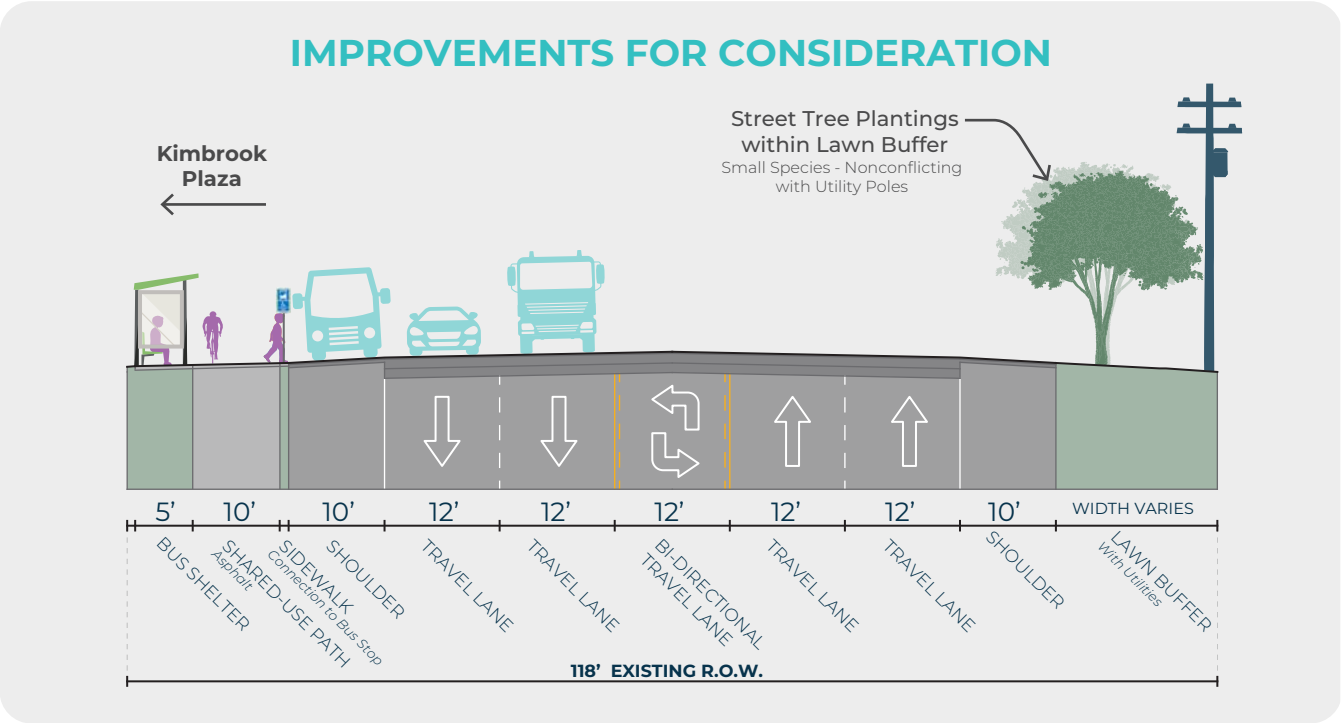

Figure 5.4 *Focus Area A Improvements for Consideration, Shared Use Path Alternative Sections*

5.4 Focus Area B *Improvements for Consideration, Sidewalk Alternative*

Within Focus Area B, the Pine Hollow Drive / Route 57 and Wetzel Road / Route 57 intersections lack adequate pedestrian infrastructure, with existing facilities limited and in fair to poor condition. This stretch of Route 57 has no sidewalks or bicycle routes, and Centro bus stops consist only of signposts. Land use is primarily single-family residential on the east side and retail on the west, but the absence of pedestrian, bicycle, and transit amenities makes accessing nearby resources difficult without a car.

Proposed enhancements focus on these intersections, including new crosswalks, detectable warning surfaces, and pedestrian signals. A sidewalk along the west side of Route 57 would improve connections to nearby food and retail destinations, and transit stop upgrades at Pine Hollow Drive would enhance safety and convenience. Together, these measures would better connect residents to key destinations and support safer travel along the corridor.

Intersection Improvements

Pine Hollow Drive / Route 57 Intersection

- Install crosswalk connecting the eastern corner to the southern corner to improve access between the outbound Pine Hollow Drive Centro stop and the Shops at Seneca Mall.
- Install crosswalk across the driveway entrance to the Shops at Seneca Mall.
- Install detectable warning surfaces and pedestrian signals at each corner of the proposed crosswalks.
- Recommendation to install a detectable warning surface at the north corner.

Wetzel Road / Route 57 Intersection

- Install crosswalk from the northwest corner to the southwest corner to connect proposed sidewalks, including pedestrian signals and detectable warning surfaces at both corners.
- Need for detectable warning surfaces at the southeast corner, which currently has pedestrian signals.
- Potential addition of a pedestrian signal at the northeast corner, which currently has a detectable warning surface.

Pine Hollow Drive / Route 57 Intersection

Wetzel Road / Route 57 Intersection

Pedestrian and Bicycle Infrastructure Improvements

Sidewalk Extensions

- Proposed primary priority sidewalk along the west side of Route 57, starting at the Subway driveway entrance, travelling south to the Wetzel Road / Route 57 intersection.

Bicycle Infrastructure Improvements

- Retain nonstandard bicycle accommodations within the existing shoulders on both sides of Route 57.

Transit Improvements

- Recommendation for upgrades to the existing bus stop at Pine Hollow Drive / Route 57 (within the Shops at Seneca Mall), including a bus shelter and bench.

Focus Area B Sidewalk Alternative Cost Estimate

COST ESTIMATE - SIDEWALK ALTERNATIVE							
		IMPROVEMENT	QUANTITY	UNIT	COST PER UNIT	ESTIMATED COST	TOTAL COST
FOCUS AREA B Wetzel Rd to Soule Rd	Primary Priority	5-FOOT SEPARATED SIDEWALK	1140	LF	$105.00	$119,700.00	$291,900.00
		CURB RAMPS	8	EACH	$9,600.00	$76,800.00	
		PEDESTRIAN SIGNALS	6	EACH	$15,500.00	$93,000.00	
		STRIPING	2400	LF	$1.00	$2,400.00	
						SUBTOTAL - FOCUS AREA B	**$291,900.00**
						INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (25%)	**$73,000.00**
						CONTINGENCY (15%)	**$55,000.00**
						TOTAL COST	**$419,900.00**

Table 5-3 *Focus Area B Sidewalk Alternative Cost Estimate*

Figure 5.5 *Focus Area B Improvements for Consideration, Sidewalk Alternative*

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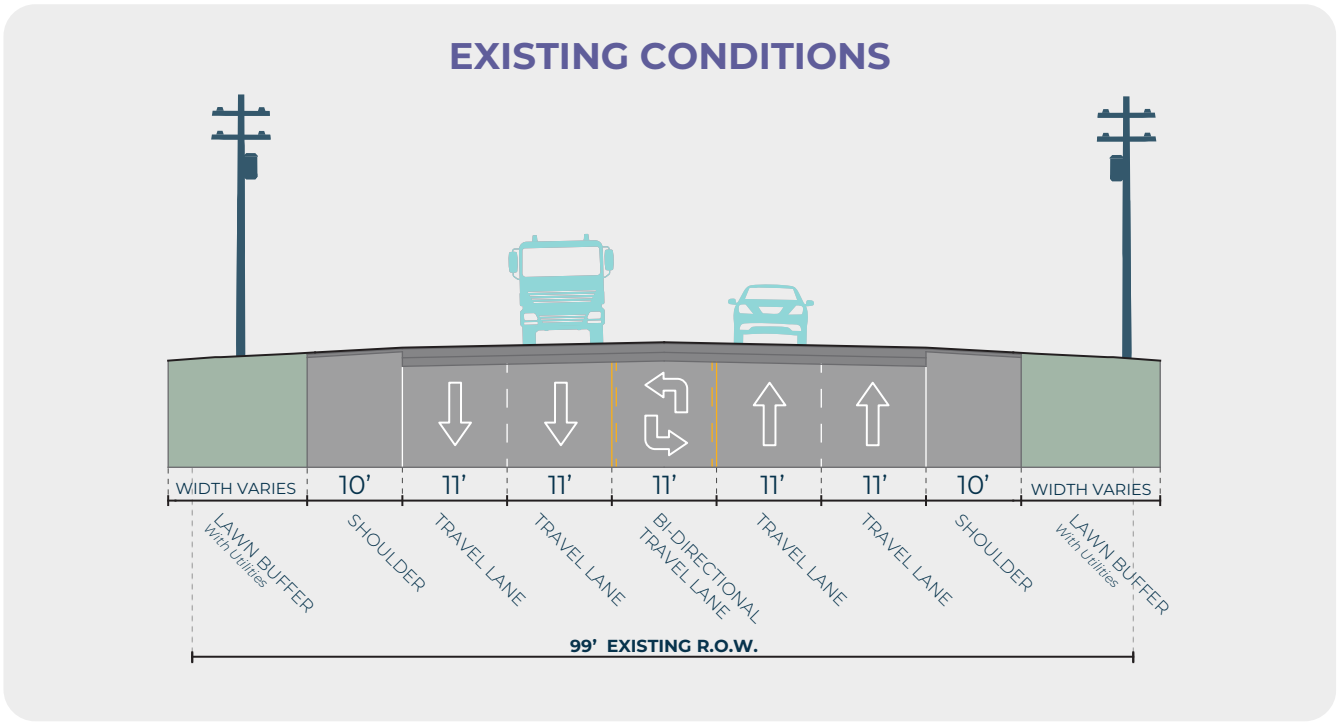

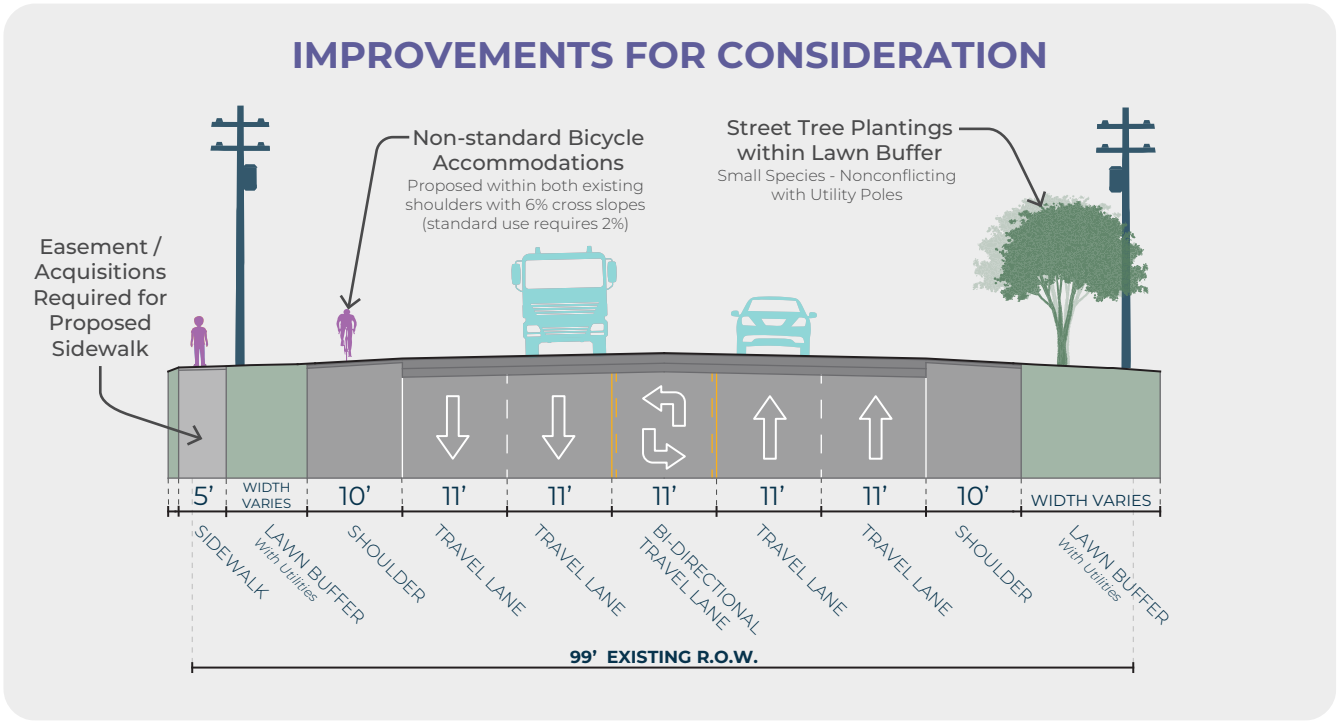

Figure 5.6 *Focus Area B Improvements for Consideration, Sidewalk Alternative Sections*

5.5 Focus Area B *Improvements for Consideration, Shared Use Path Alternative*

Focus Area B needs align with Section 5.4, Focus Area B Improvements for Consideration, Sidewalk Alternative. Proposed enhancements at the Pine Hollow Drive / Route 57 and Wetzel Road / Route 57 intersections include new crosswalks, detectable warning surfaces, and pedestrian signals. A 10-foot shared-use path along the west side of Route 57 and transit stop upgrades at Pine Hollow Drive would improve connections, safety, and convenience for residents along the corridor.

Intersection Improvements

Pine Hollow Drive / Route 57 Intersection

- Crosswalks connecting the eastern and southern corners and across the Shops at Seneca Mall driveway.
  Curb ramp reconstruction with detectable warning surfaces and pedestrian signals.
  Widening ramps as needed for the proposed shared-use path, and installation of a detectable warning surface at the north corner.

Wetzel Road / Route 57 Intersection

- Install crosswalk from the northwest corner to the southwest corner to connect proposed shared-use path including pedestrian signals, detectable warning surfaces, and curb ramp reconstruction at both corners.
- Need for detectable warning surfaces at the southeast corner, which currently has pedestrian signals.
- Addition of a pedestrian signal at the northeast corner, which currently has a detectable warning surface.

Pedestrian and Bicycle Infrastructure Improvements

Proposed Shared-Use Path

- A proposed shared use path along the west side of Route 57 extends along the entire length of Focus Area A, from NYS Route 31 to Soule Road.

Transit Improvements

- Proposed upgrades to the Pine Hollow Drive / Route 57 bus stop include a shelter and bench.

Focus Area B Shared Use Path Alternative Cost Estimate

COST ESTIMATE - SHARED-USE PATH ALTERNATIVE					
	IMPROVEMENT	**QUANTITY**	**UNIT**	**COST PER UNIT**	**ESTIMATED COST**
FOCUS AREA B Wetzel Rd to Soule Rd	10' ASPHALT SHARED-USE PATH	5890	LF	$120.00	$706,800.00
	CURB RAMPS	8	EACH	$9,600.00	$76,800.00
	PEDESTRIAN SIGNALS	6	EACH	$15,500.00	$93,000.00
	STRIPING	2400	LF	$1.00	$2,400.00
				SUBTOTAL - FOCUS AREA B	**$879,000.00**
				INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (35%)	**$308,000.00**
				CONTINGENCY (15%)	**$179,000.00**
				TOTAL COST	**$1,366,000.00**

Table 5-4 *Focus Area B Shared-Use Path Alternative Cost Estimate*

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Figure 5.7 *Focus Area B Improvements for Consideration, Shared Use Path Alternative*

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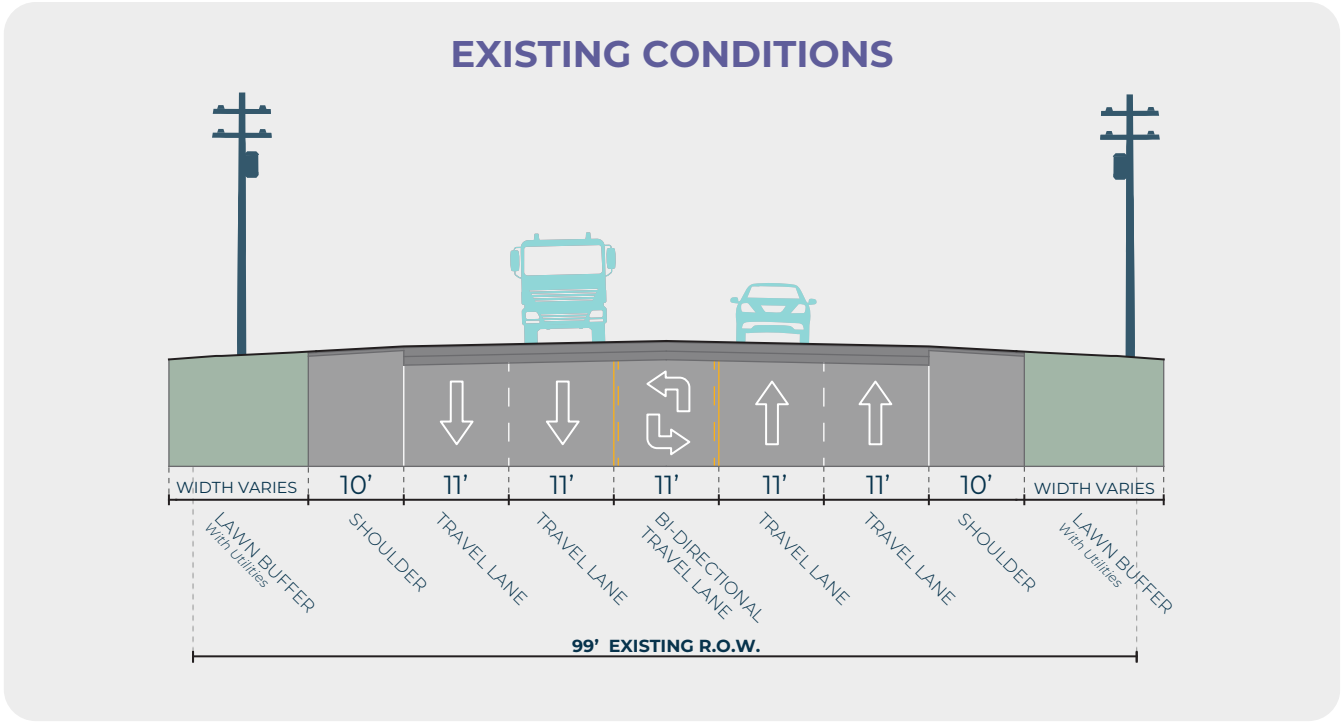

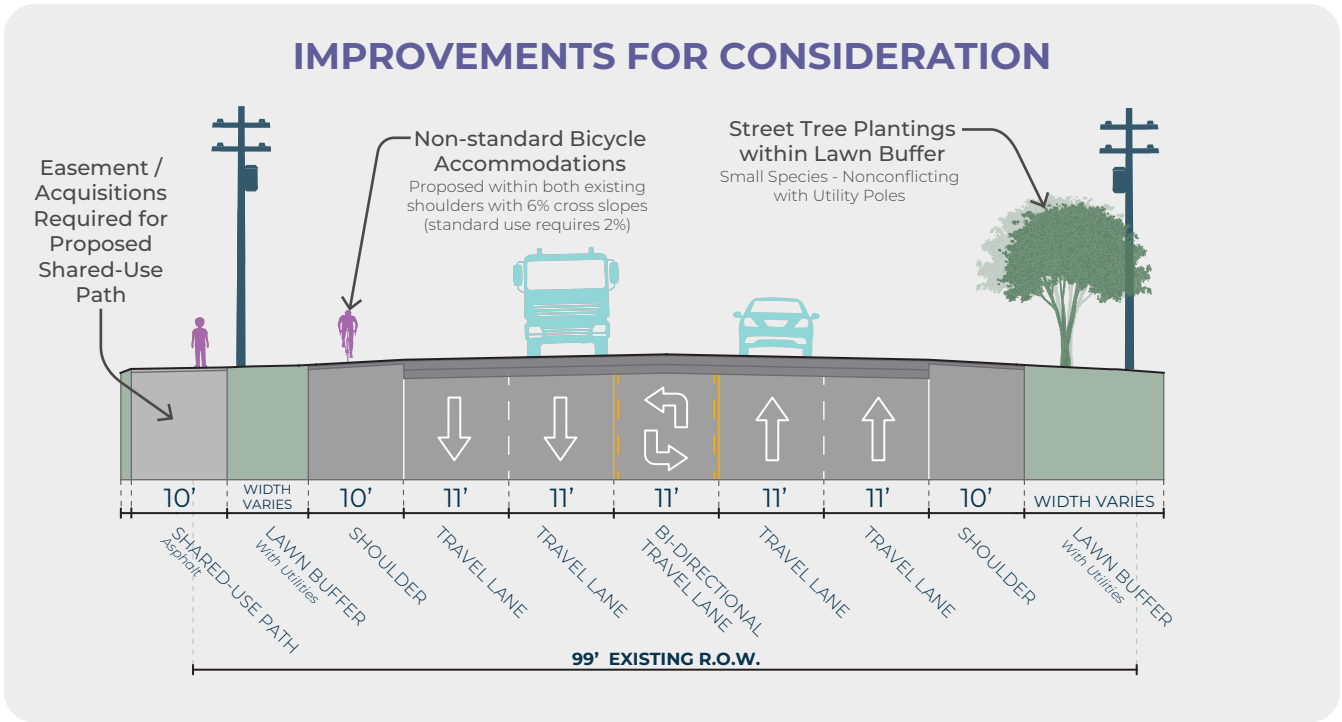

Figure 5.8 *Focus Area B Improvements for Consideration, Shared Use Path Alternative Sections*

5.6 Focus Area C *Improvements for Consideration, Sidewalk Alternative*

Within Focus Area C, major intersections currently lack adequate pedestrian infrastructure, with existing elements either in poor condition or entirely absent. Marked crosswalks are missing, pedestrian signals need repair, and accessible pedestrian signal technology is absent in some locations. Sidewalks are not present along Route 57 within this section, despite the proximity of important destinations such as Liverpool High School, Bayberry Plaza, and Wegmans Plaza, all surrounded by dense single-family residential neighborhoods. Centro bus stops consist only of signposts, with some located in potentially unsafe areas.

Proposed improvements include new sidewalks along both sides of Route 57, particularly in the southern portion of the focus area, to provide residents with safer and more direct access to community amenities. Intersection upgrades are recommended at Blackberry Road, Elmcrest Road, Wegmans Plaza, and John Glenn Boulevard, including the addition of crosswalks, pedestrian signals, and detectable warning surfaces. Transit stop enhancements at Bayberry Plaza would improve safety and convenience, while the removal of a hazardous transit stop would reduce risky pedestrian crossings. Collectively, these improvements aim to enhance connectivity, accessibility, and safety for all users along Route 57 in Focus Area C.

Intersection Improvements

Blackberry Road / Route 57 Intersection

- At the northeast to southeast corner, a proposed crosswalk, pedestrian signals and detectable warning surfaces at both landings.
- At the northwest corner, proposed modifications to the existing brick wall would improve crosswalk connectivity.
- Proposed implementation of leading pedestrian signal timing would provide pedestrians with a head start before traffic moves.
- At the southwest corner, accessible pedestrian signal technology is in need of repair.

Elmcrest Road / Route 57 Intersection

- A crosswalk is proposed crossing where Elmcrest meets Route 57. This includes pedestrian signals and detectable warning surfaces at both landings.

Wegmans Plaza / Route 57 Intersection

- A crosswalk is proposed at the driveway entrance of the Wegmans Plaza. To support this improvement, the installation of pedestrian signals and detectable warning surfaces is proposed.
- At the eastern corner, a proposed extension of the push button to an accessible surface is required.

John Glenn Boulevard / Route 57 Intersection

- All crosswalk landings along the eastern side of the intersection have existing pedestrian signals, however the most southern landing requires cleaning and/or drainage improvement. The surface is currently covered with sediment.
- A new crosswalk is proposed between the northwest and southwest corners. To support this improvement, the southwest corner will require both a detectable warning surface and a pedestrian signal.

Pedestrian and Bicycle Infrastructure Improvements

Proposed Sidewalks

- A secondary priority sidewalk is proposed along the southern side of Wetzel Road from Route 57 east to Liverpool High School, and along the western side of Route 57 from Wetzel Road to the Domino's Pizza driveway.
- A primary sidewalk is proposed on the west side of Route 57 from Blackberry Road past Elmcrest Road to the northern entrance of Wegmans Plaza, resuming at the plaza's southern entrance to John Glenn Boulevard.
- On the east side, a primary sidewalk would extend from Blackberry Road to Elmcrest Road, then continue across from Wegmans Plaza's northern entrance to Laurel Lane.
- A short segment of primary sidewalk is also planned along the southern side of Blackberry Road from Route 57 to Bayberry Plaza.

Bicycle Infrastructure Improvements

- Retain for nonstandard bicycle accommodations within the existing shoulders on both sides of Route 57.
- Add a roadway shoulder adjacent to southbound Route 57 during construction of the sidewalk in that area.

Transit Improvements

- Recommendation for upgrades to the existing bus stop within the Bayberry Plaza, including a bus shelter and bench. And the removal of the bus stop across from McDonald's as its existing location encourages mid-block crossing.

Focus Area C Rendering

The **Focus Area C** *rendering illustrates proposed priority sidewalks along both sides of Route 57, non-standard bicycle accommodations, and a proposed bus shelter within Bayberry Plaza.*

Focus Area C Sidewalk Alternative Cost Estimate

COST ESTIMATE - SIDEWALK ALTERNATIVE							
		IMPROVEMENT	QUANTITY	UNIT	COST PER UNIT	ESTIMATED COST	TOTAL COST
FOCUS AREA C John Glenn Blvd to Wetzel Rd	Primary Priority	5-FOOT SEPARATED SIDEWALK	2540	LF	$105.00	$266,700.00	**$1,159,462.00**
		7-FOOT CURBED SIDEWALK	3275	LF	$210.00	$687,750.00	
		CURB RAMPS	8	EACH	$9,600.00	$76,800.00	
		PEDESTRIAN SIGNALS	8	EACH	$15,500.00	$124,000.00	
		CROSSWALK STRIPING	4212	LF	$1.00	$4,212.00	
	Secondary Priority	5-FOOT SEPARATED SIDEWALK	3195	LF	$105.00	$335,475.00	**$335,475.00**
SUBTOTAL - FOCUS AREA C							**$1,494,937.00**
INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (25%)							**$374,000.00**
CONTINGENCY (15%)							**$281,000.00**
TOTAL COST							**$2,149,937.00**

Table 5-5 *Focus Area C Sidewalk Alternative Cost Estimate*

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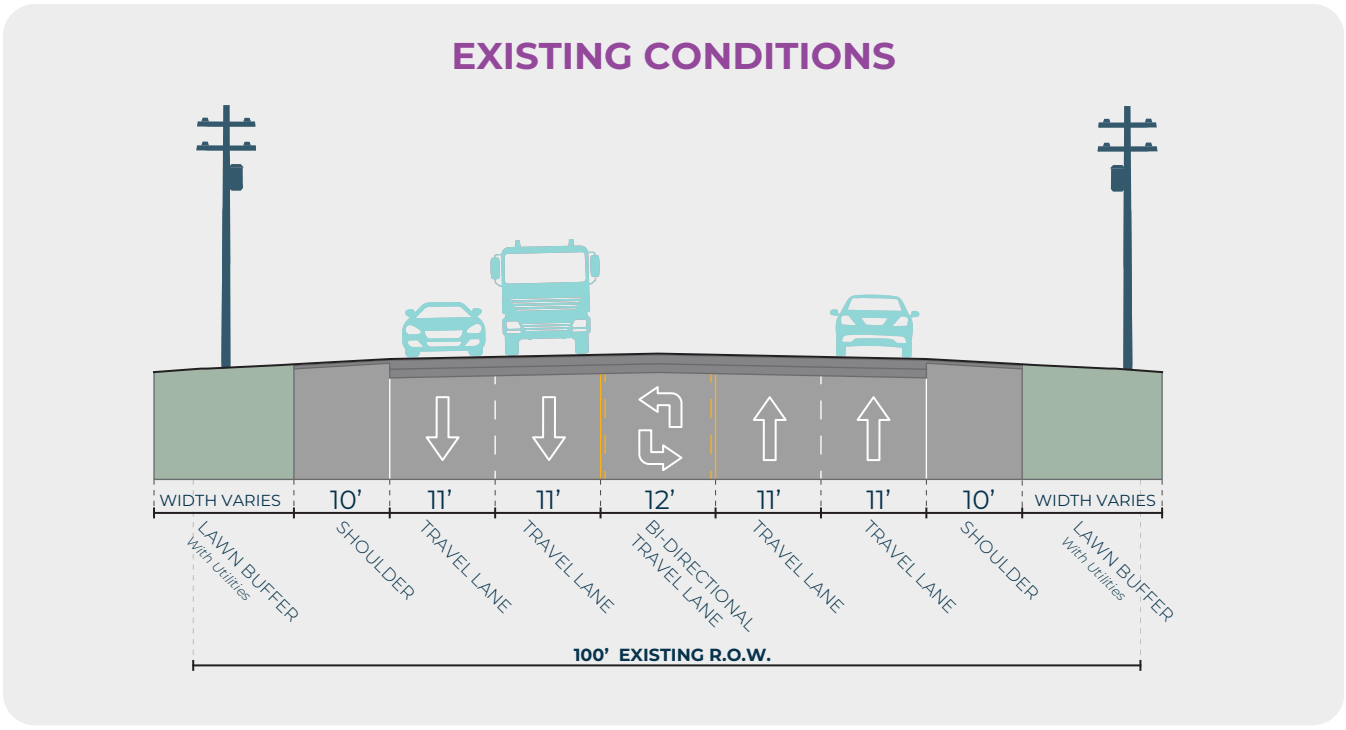
Figure 5.9 *Focus Area C Improvements for Consideration, Sidewalk Alternative*

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



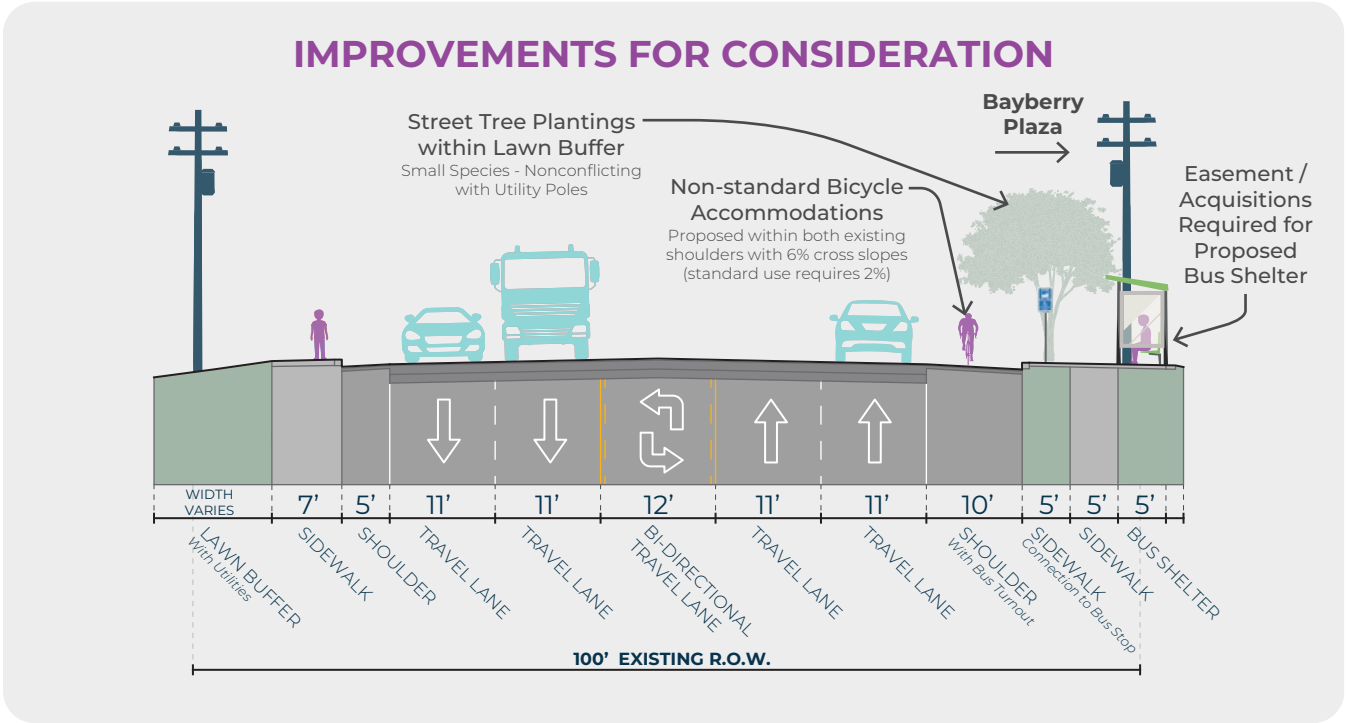


Figure 5.10 *Focus Area C Improvements for Consideration, Sidewalk Alternative Sections*

5.7 Focus Area C *Improvements for Consideration, Shared Use Path Alternative*

The needs within Focus Area C align with those identified in Section 5.6, Focus Area C Improvements for Consideration, Sidewalk Alternative.

Proposed improvements include constructing new sidewalks along the eastern side of Route 57, with priority given to the southern portion of the corridor to provide safer and more direct access to nearby amenities. A 10-foot shared-use path is proposed along the western side of Route 57, extending the length of the focus area. Intersection upgrades are recommended at Blackberry Road, Elmcrest Road, Wegmans Plaza, and John Glenn Boulevard, incorporating new crosswalks, pedestrian signals, detectable warning surfaces, and curb ramp reconstruction. Transit enhancements include improving stop conditions at Bayberry Plaza to increase safety and convenience, while removing a hazardous stop to reduce unsafe crossings. Together, these improvements strengthen connectivity, accessibility, and safety for all corridor users.

Intersection Improvements

Blackberry Road / Route 57 Intersection

- At the northeast to southeast corner, a new crosswalk is proposed along with pedestrian signals and detectable warning surfaces at both landings.
- At the northwest corner, modifications to the existing brick wall are recommended to improve crosswalk connectivity. Curb ramp reconstruction at both landings within this corner is also proposed.
- Proposed implementation of leading pedestrian signal timing would provide pedestrians with a head start before traffic moves.
- At the southwest corner, accessible pedestrian signal technology is in need of repair, and curb ramp reconstruciton is necessary to accomodate the proposed shared-use path.
- The existing crosswalk connecting the northwest and southwest corners should be widened to align with the proposed shared-use path.

Elmcrest Road / Route 57 Intersection

- A crosswalk is proposed crossing where Elmcrest meets Route 57. This includes pedestrian signals and detectable warning surfaces at both landings.

Wegmans Plaza / Route 57 Intersection

- A crosswalk is proposed at the driveway entrance of the Wegmans Plaza. To support this improvement, the installation of pedestrian signals and detectable warning surfaces is proposed.
- At the eastern corner, a proposed extension of the push button to an accessible surface is required.

John Glenn Boulevard / Route 57 Intersection

- All crosswalk landings along the eastern side of the intersection have existing pedestrian signals, however the most southern landing requires cleaning and/or drainage improvement. The surface is currently covered with sediment.
- A new crosswalk is proposed between

the northwest and southwest corners. To support this improvement, the southwest corner will require both a detectable warning surface and a pedestrian signal.

Pedestrian and Bicycle Infrastructure Improvements

Proposed Shared-Use Path

- A proposed shared use path along the west side of Route 57 extends along the entire length of Focus Area C, from Wetzel Road to John Glenn Boulevard.
- The segment of the shared-use path from Blackberry Road to just beyond Elmcrest Road is recommended to be constructed with a mix of concrete and pavers.
-

Proposed Sidewalks

- A proposed secondary priority sidewalk would extend along the southern side of Wetzel Road, beginning at Route 57 and continuing east to Liverpool High School.
- On the east side of Route 57, a proposed primary sidewalk would extend from Blackberry Road to Elmcrest Road, then continue again across from the northern entrance of Wegmans Plaza down to Laurel Lane.

Transit Improvements

- Recommendation for upgrades to the existing bus stop within the Bayberry Plaza, including a bus shelter and bench. And the removal of the bus stop across from McDonald's as its existing location encourages mid-block crossing.

Shared-Use Path Precedent

Focus Area C Shared-Use Path Alternative Cost Estimate

COST ESTIMATE - SHARED-USE PATH ALTERNATIVE					
	IMPROVEMENT	**QUANTITY**	**UNIT**	**COST PER UNIT**	**ESTIMATED COST**
FOCUS AREA C John Glenn Blvd to Wetzel Rd	10' ASPHALT SHARED-USE PATH	5505	LF	$120.00	$660,600.00
	10' CONCRETE SHARED-USE PATH	1845	LF	$210.00	$253,800.00
	5' CONCRETE SIDEWALK	1700	LF	$210.00	$433,500.00
	EXTEND CULVERT	1	EACH	$100,000.00	$100,000.00
	CURB RAMPS	13	EACH	$9,600.00	$124,800.00
	PEDESTRIAN SIGNALS	8	EACH	$15,500.00	$124,000.00
	CROSSWALK STRIPING	4212	LF	$1.00	$4,212.00
				SUBTOTAL - FOCUS AREA C	**$1,700,912.00**
				INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (35%)	**$596,000.00**
				CONTINGENCY (15%)	**$345,000.00**
				TOTAL COST	**$2,641,912.00**

Table 5-6 *Focus Area C Shared-Use Path Alternative Cost Estimate*

Figure 5.11 *Focus Area C Improvements for Consideration, Shared Use Path Alternative*

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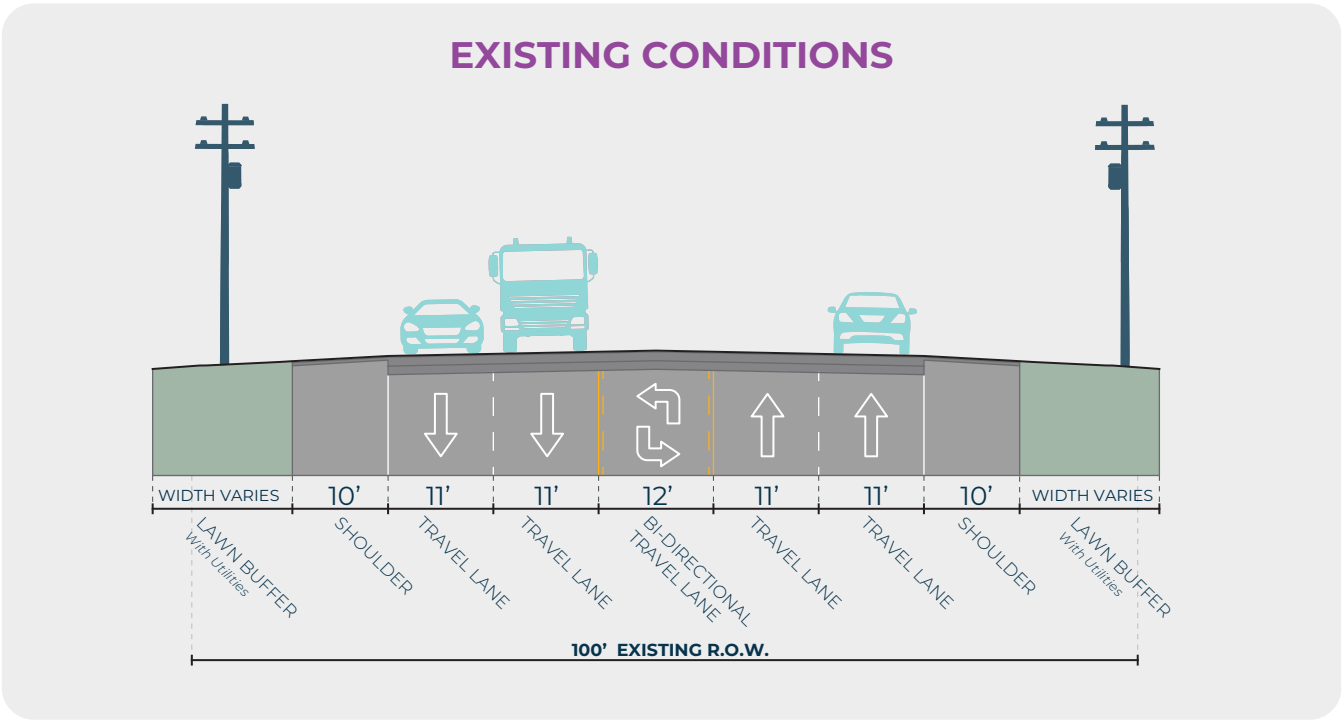


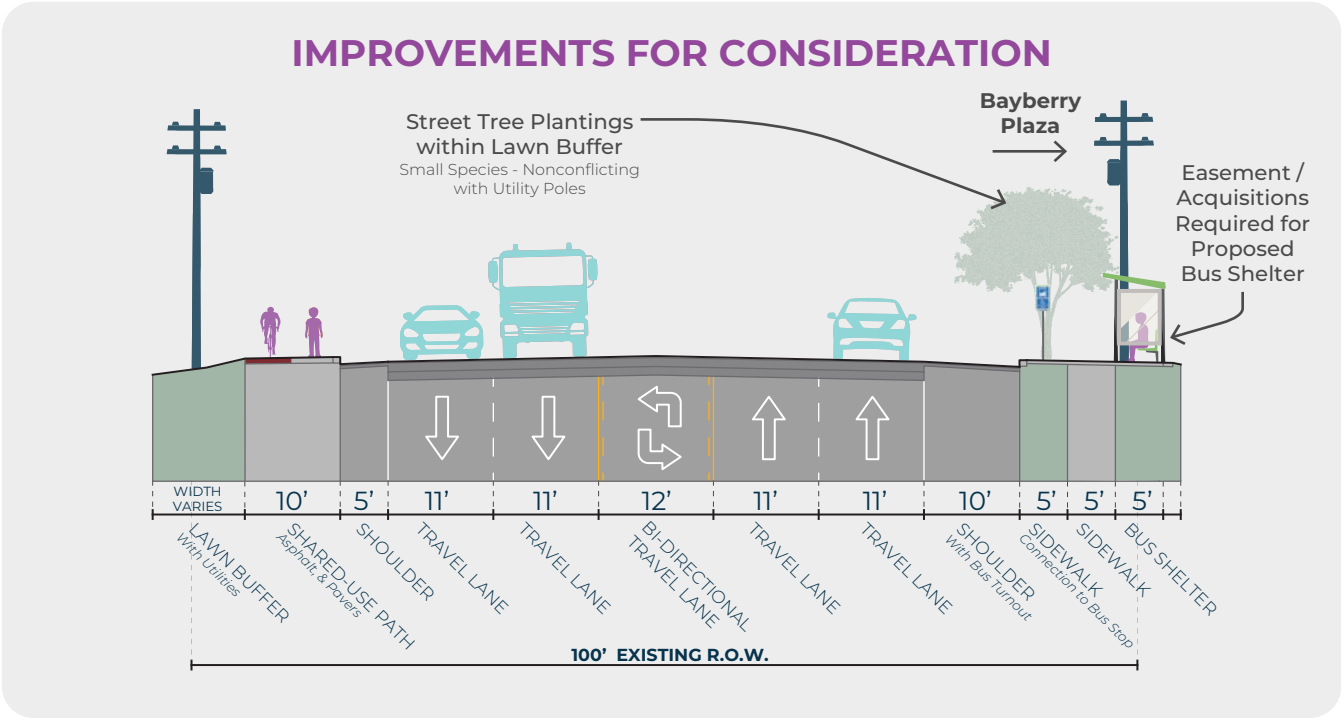


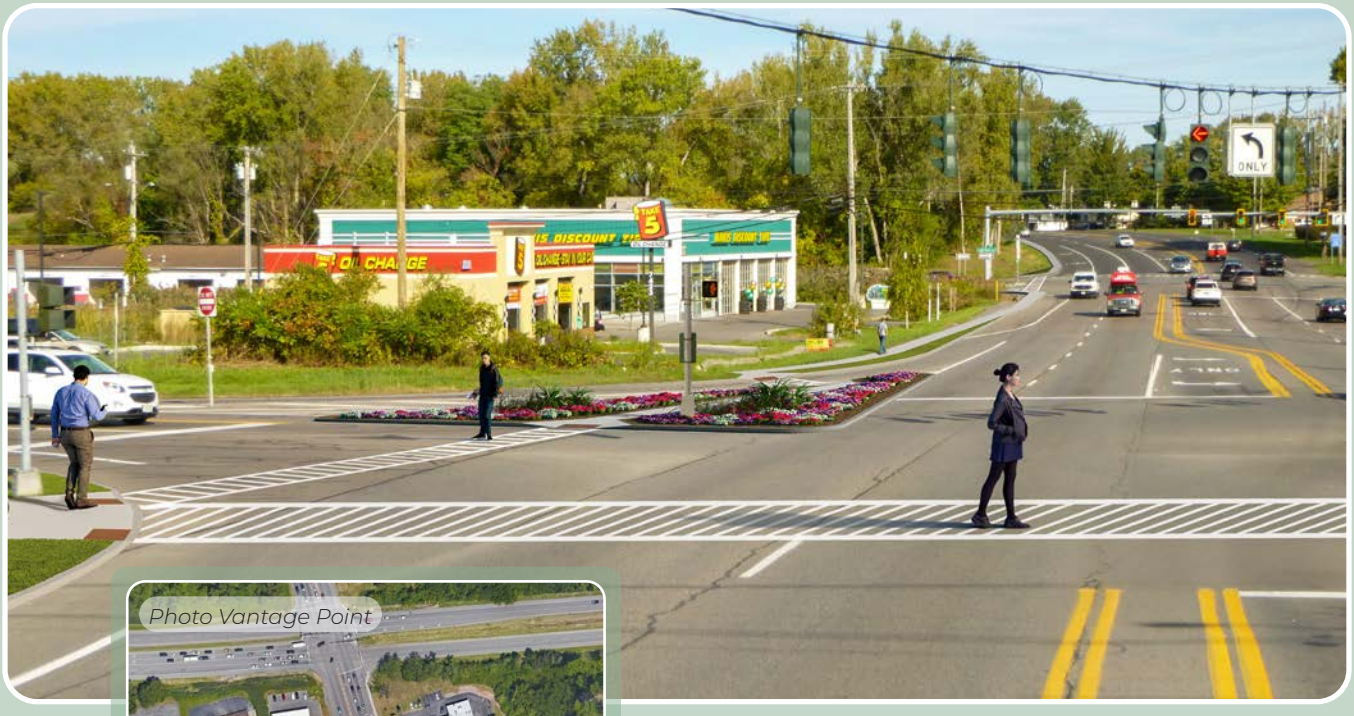
Figure 5.12 *Focus Area C Improvements for Consideration, Shared Use Path Alternative Sections*

5.8 Focus Area D *Improvements for Consideration, Sidewalk Alternative*

In Focus Area D, sidewalks are limited. Continuous facilities exist only at the southern end of Route 57, from the Village of Liverpool to the I-90 access. A short sidewalk segment north of this point is narrowed to less than four feet due to utility poles, while the rest of the corridor lacks sidewalks. Pedestrian facilities at intersections are inconsistent, with issues such as missing countdown timers, poorly placed push buttons, and damaged signal equipment. Several bus stops also encourage unsafe mid-block crossings. No bicycle infrastructure is present.

Intersection upgrades are recommended at Long Branch Road, Glenn Crossing, the Liverpool Bypass, and the I-90 access. Improvements include new crosswalks, accessible pedestrian signals, detectable warnings, and updates to bring facilities up to current standards. A network of priority and secondary sidewalks is proposed to create continuous connections along Route 57, linking the Village of Liverpool with Glenn Crossing and serving residents of planned mixed-use and multifamily developments. Non-standard bicycle accommodations would provide additional travel options. Transit stop upgrades at Glenn Crossing Mall, along with the removal of a hazardous stop, would improve rider safety and convenience. Together, these improvements would strengthen connectivity, accessibility, and safety throughout Focus Area D.

Focus Area D Rendering



The **Focus Area D** *rendering illustrates proposed priority sidewalks along the west side of Route 57, intersection improvements, and a proposed pedestrian refuge island at Long Branch Road.*

Intersection Improvements

Long Branch Road / Route 57 Intersection

- A crosswalk is recommended on the west side of Long Branch Road, with the potential to convert the existing striped island into a curbed refuge.
- Proposed crosswalks and connecting sidewalks would require pedestrian signals and detectable warning surfaces.
- Existing signals at Belmont Drive should be upgraded with countdown timers.

Glenn Crossing / Route 57 Intersection

- Existing pedestrian signals at the northeast, southwest, and northwest corners accommodate proposed sidewalks and crossings.
- A new signal and detectable warnings are needed at the southeast corner for a proposed crosswalk.

Liverpool Bypass / Route 57 Intersection

- Existing crosswalks should be enhanced for visibility.
- Add crosswalk on the northbound approach, and add a pedestrian signal on the southwest corner.
- On the northeast corner, the existing pushbuttons should be extended to an accessible surface.

I-90 Access / Route 57 Intersection

- Proposed crosswalks along the southern exit lanes and at the southern stop bars will connect to proposed sidewalks.
- Pedestrian signals and detectable warnings are recommended at each crosswalk landing.

Utility Pole Within Sidewalk Along Route 57

Long Branch Road / Route 57 Intersection

Pedestrian and Bicycle Infrastructure Improvements

- A proposed primary priority sidewalk along the west side of Route 57, starting at John Glenn Boulevard, travelling south through Long Branch Road, to the southern most entrance to Glenn Crossing Shopping Mall (driveway adjacent to Pizza Hut).
- A proposed primary priority sidewalk along the east side of Route 57, southern most entrance to Glenn Crossing Shopping Mall to the Liverpool Bypass.
- It is proposed to relocate the two existing utility poles outside of the sidewalk at the existing sidewalk within the short segment sidewalk along the eastern side of Route 57 at the north.
- A proposed secondary priority sidewalk along the west side from Belmont Drive, to the Glenn Crossing intersection.
- A proposed primary priority sidewalk along the east side of Route 57, starting at the Liverpool Bypass, and carrying down to the existing sidewalk.

Bicycle Infrastructure Improvements

- Retain nonstandard bicycle accommodations within existing shoulders along both sides of Route 57.

Transit Improvements

- Proposed upgrades pgrade the bus stop at Glenn Crossing Shopping Mall with a shelter and bench.
- Proposed removal of the bus stop south of the Kwik Fill on the east side of Route 57, as its location encourages unsafe mid-block crossings.

Focus Area D Sidewalk Alternative Cost Estimate

COST ESTIMATE - SIDEWALK ALTERNATIVE							
		IMPROVEMENT	QUANTITY	UNIT	COST PER UNIT	ESTIMATED COST	TOTAL COST
FOCUS AREA D I-90 to John Glenn Blvd	Primary Priority	5-FOOT SEPARATED SIDEWALK	3025	LF	$105.00	$317,625.00	**$623,615.00**
		PEDESTRIAN REFUGE ISLAND AT LONG BRANCH RD	1	EACH	$120,250.00	$120,250.00	
		CURB RAMPS	6	EACH	$9,600.00	$57,600.00	
		PEDESTRIAN SIGNALS	8	EACH	$15,500.00	$124,000.00	
		CROSSWALK STRIPING	4140	LF	$1.00	$4,140.00	
	Secondary Priority	5-FOOT SEPARATED SIDEWALK	3085	LF	$105.00	$323,925.00	**$323,925.00**
SUBTOTAL - FOCUS AREA D							**$947,540.00**
INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (25%)							**$237,000.00**
CONTINGENCY (15%)							**$178,000.00**
TOTAL COST							**$1,362,540.00**

Table 5-7 *Focus Area D Sidewalk Alternative Cost Estimate*

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Figure 5.13 *Focus Area D Improvements for Consideration, Sidewalk Alternative*

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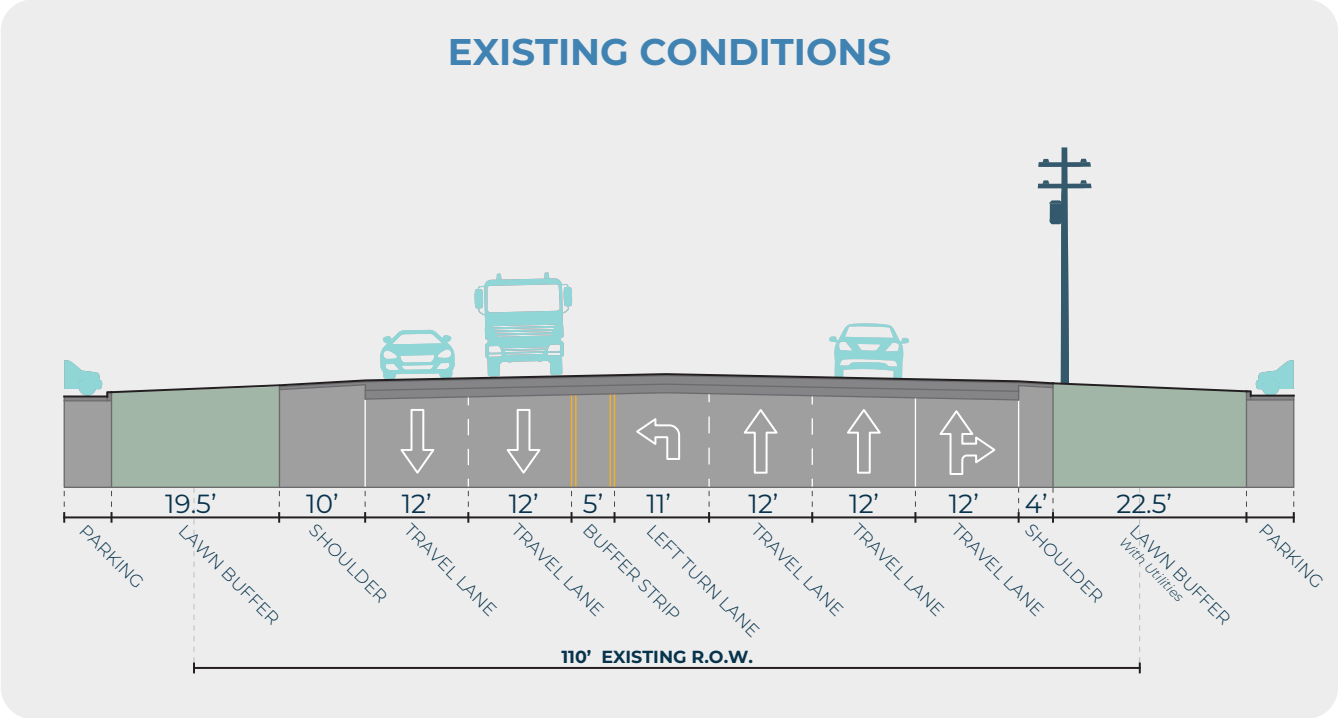
FOCUS AREA D: Improvements for Consideration, Sidewalk Alternative



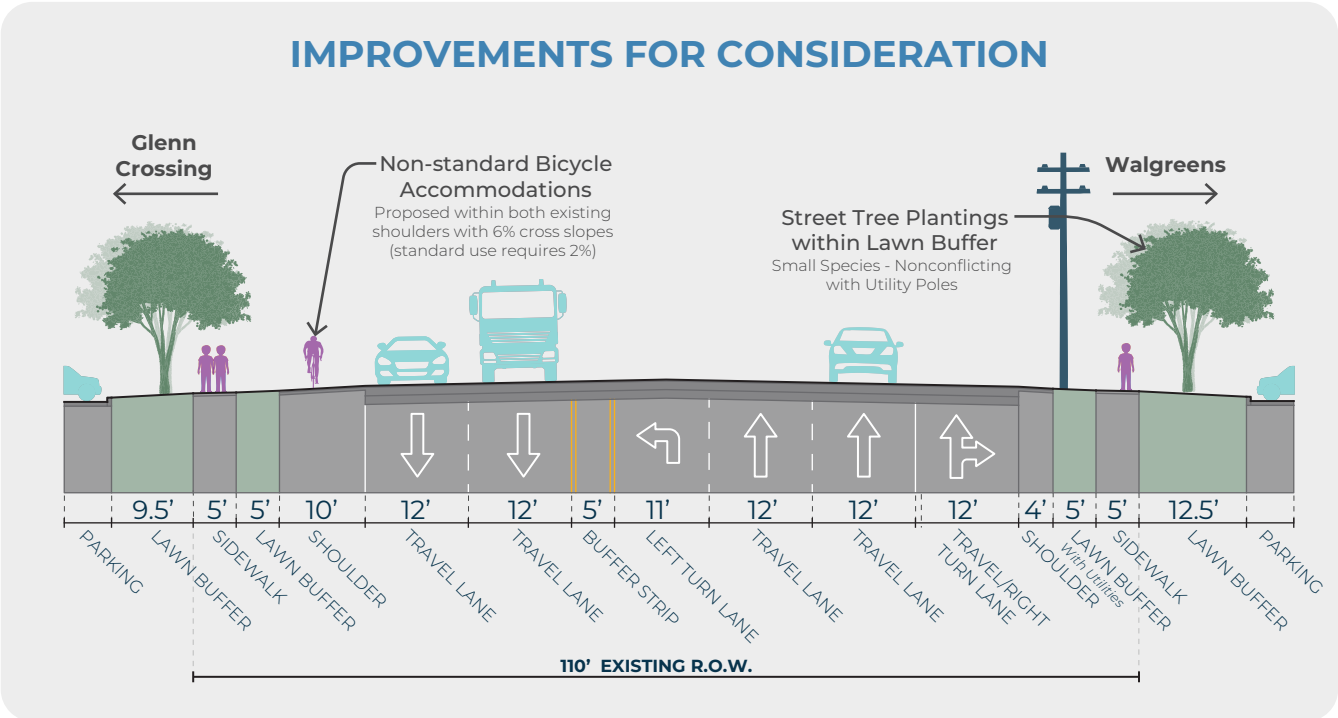


Figure 5.14 *Focus Area D Improvements for Consideration, Sidewalk Alternative Sections*

5.9 Focus Area D *Improvements for Consideration, Shared Use Path Alternative*

The needs in Focus Area D correspond with those outlined in Section 5.8, Focus Area D Improvements for Consideration, Sidewalk Alternative.

Intersection upgrades are recommended at Long Branch Road, Glenn Crossing, the Liverpool Bypass, and the I-90 access, including new crosswalks, accessible pedestrian signals, detectable warning surfaces, curb ramp reconstruction, and other improvements to meet current standards. A network of shared-use paths is proposed to provide continuous connections along Route 57, linking the Village of Liverpool with Glenn Crossing and serving residents of planned mixed-use and multifamily developments. Transit stop enhancements at Glenn Crossing Mall, along with removal of a hazardous stop, would increase safety and convenience for riders. Collectively, these improvements aim to enhance connectivity, accessibility, and safety throughout Focus Area D.

Intersection Improvements

Long Branch Road / Route 57 Intersection

- A crosswalk is recommended on the west side of Long Branch Road, with the potential to convert the existing striped island into a curbed refuge.
- Proposed crosswalks and connecting sidewalks would require pedestrian signals and detectable warning surfaces.
- Existing signals at Belmont Drive should be upgraded with countdown timers.

Glenn Crossing / Route 57 Intersection

- Existing pedestrian signals at the northeast, southwest, and northwest corners accommodate proposed sidewalks and crossings.
- A new signal and detectable warnings are needed at the southeast corner for a proposed crosswalk.

Liverpool Bypass / Route 57 Intersection

- Existing crosswalks should be widened to accommodate the proposed shared-use path.
- Add crosswalk on the northbound approach, and add a pedestrian signal on the southwest corner.
- On the northeast corner, the existing pushbuttons should be extended to an accessible surface.

I-90 Access / Route 57 Intersection

- Proposed crosswalks along the southern exit lanes and at the southern stop bars will connect to proposed sidewalks.
- Pedestrian signals and detectable warnings are recommended at each crosswalk landing.

Pedestrian and Bicycle Infrastructure Improvements

- It is proposed to relocate the two existing utility poles outside of the sidewalk at the existing sidewalk within the short segment sidewalk along the eastern side of Route 57 at the north.
- A 10-foot asphalt shared-use path is proposed along the western side of Route 57 from John Glenn Boulevard to the Liverpool Bypass, with a short segment between the main Glenn Crossing entrance and its southernmost driveway recommended for construction with concrete and pavers.
- A proposed 10' asphalt shared-use path along the east side of Route 57 from the Liverpool Bypass, to the existing sidewalk at the I-90 access.

Transit Improvements

- Proposed upgrades to the bus stop at Glenn Crossing Shopping Mall with a shelter and bench.
- Proposed removal of the bus stop south of the Kwik Fill on the east side of Route 57, as its location encourages unsafe mid-block crossings.

Focus Area D Shared Use Path Alternative Cost Estimate

COST ESTIMATE - SHARED-USE PATH ALTERNATIVE					
	IMPROVEMENT	**QUANTITY**	**UNIT**	**COST PER UNIT**	**ESTIMATED COST**
FOCUS AREA D I-90 to John Glenn Blvd	10' ASPHALT SHARED-USE PATH	5515	LF	$120.00	$661,800.00
	10' CONCRETE SHARED-USE PATH	500	LF	$210.00	$127,500.00
	CURB RAMPS	12	EACH	$9,600.00	$115,200.00
	PEDESTRIAN SIGNALS	8	EACH	$15,500.00	$124,000.00
	CURBED ISLAND	1	EACH	$120,250.00	$120,250.00
	CROSSWALK STRIPING	4140	LF	$1.00	$4,140.00
				SUBTOTAL - FOCUS AREA D	**$1,152,890.00**
				INCIDENTAL ITEMS & CONSTRUCTION OVERHEAD (WORK ZONE TRAFFIC CONTROL, MOBILIZATION, SURVEY) (35%)	**$404,000.00**
				CONTINGENCY (15%)	**$234,000.00**
				TOTAL COST	**$1,790,890.00**

Table 5-8 *Focus Area D Shared-Use Path Alternative Cost Estimate*

Figure 5.15 *Focus Area D Improvements for Consideration, Shared Use Path Alternative*

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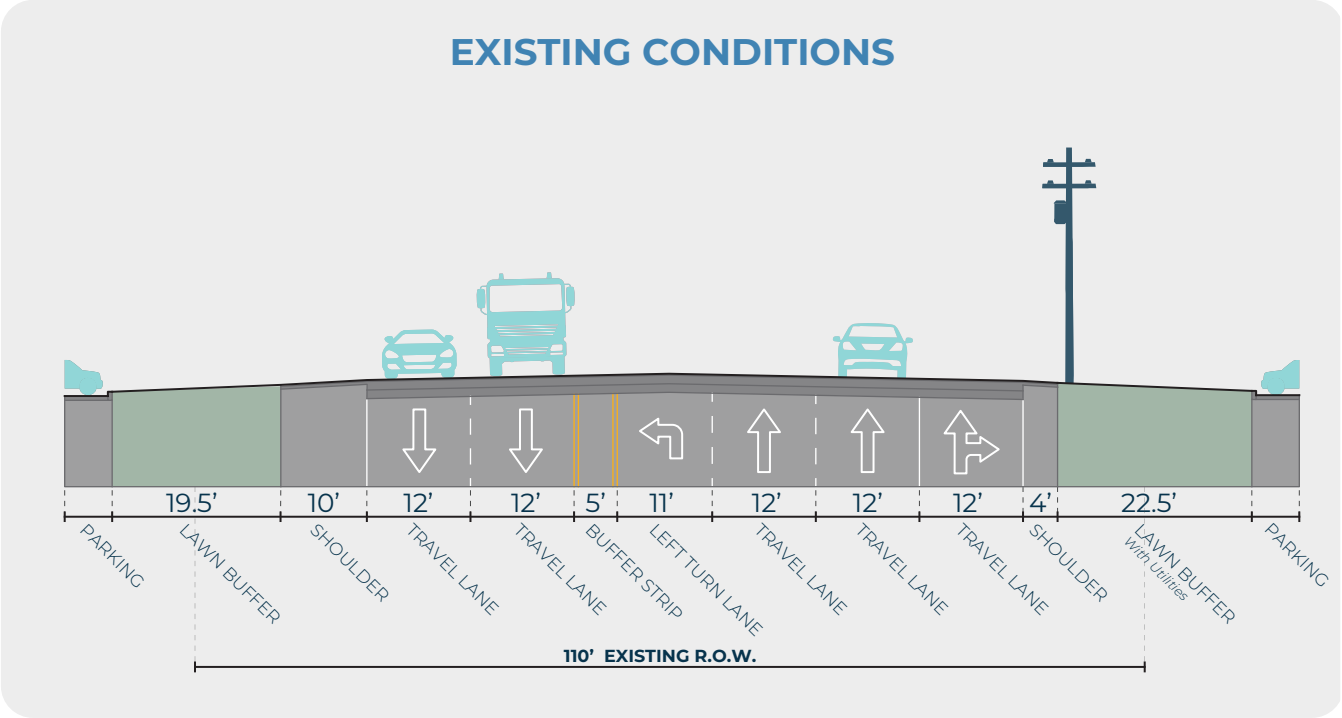


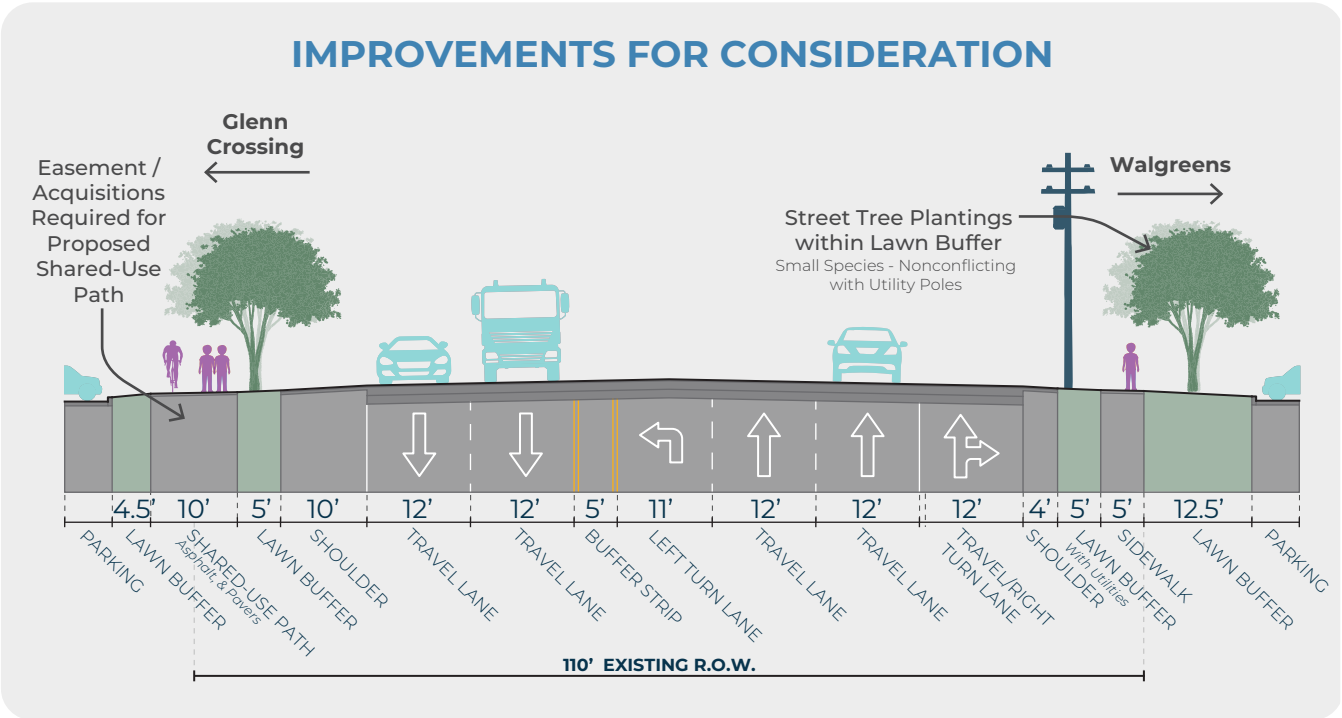


Figure 5.16 *Focus Area D Improvements for Consideration, Shared Use Path Alternative Sections*

5.10 General Complete Streets Design Methods

According to the National Complete Streets Coalition (NCSC), Complete Streets are roadways designed and operated to provide safe, attractive, and comfortable access for all users (NCSC, 2016). This includes pedestrians, bicyclists, motorists, and public transit riders of all ages and abilities, allowing them to move safely and efficiently along and across the street. Beyond mobility, Complete Streets foster a sense of place, encourage social interaction, and can enhance the value of adjacent properties. By implementing these enhancements, Route 57 can be transformed into a more livable, sustainable, and inviting streetscape that meets the diverse needs of both residents and visitors.

Retrofitting an existing roadway with Complete Streets enhancements involves the thoughtful integration of multiple elements to improve safety, accessibility, and overall functionality for all users. This section presents a wide range of recommended infrastructure improvements, covering various facility types.

General Complete Streets design methods discussed include;

Public Infrastructure Improvements To Sidewalks, Curb Ramps/Detectable Warning Surfaces, Crosswalks, and Transit Stops

Streetscape Improvements

Greenspace Expansion Opportunities

Wayfinding Signage And Branding Opportunities

Green Infrastructure/Traffic Calming Improvements

The complete streets principles presented here are intended to support the design considerations in this report and serve as a reference point for design development. They are not intended to constitute comprehensive design standards but instead draw from existing guidance, providing clarification and supplemental information where needed. This information should be applied when developing design concepts for the corridor improvements outlined in this report to ensure that all facilities align with national Complete Streets standards.

5.10.1 *Public Infrastructure Improvements To Sidewalks, Curb Ramps/Detectable Warning Surfaces, Crosswalks, and Transit Stops*

Sidewalks

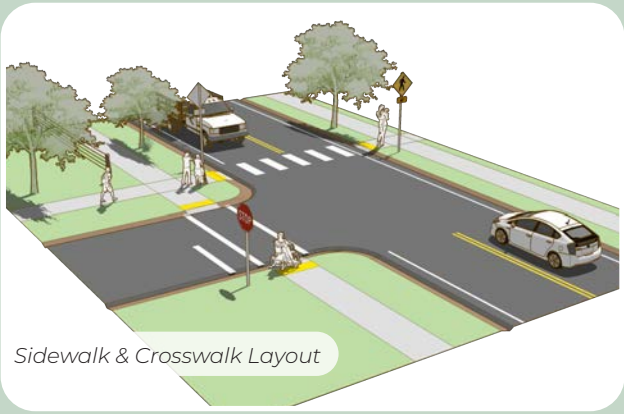
All new sidewalks along the Route 57 study corridor are recommended to comply with the Americans with Disabilities Act (ADA, enacted July 26, 1990, and updated September 15, 2010) and the US Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG). Sidewalks are planned to be 5 feet wide, with a buffer separating pedestrians from the roadway. This space can accommodate snow storage, street furnishings, and pedestrian lighting, enhancing usability and comfort. By providing safer, more direct walking routes to grocery stores, bus stops, and other essential amenities, these improvements can reduce reliance on vehicles for short trips and encourage walking and transit use along Route 57.

Crosswalks

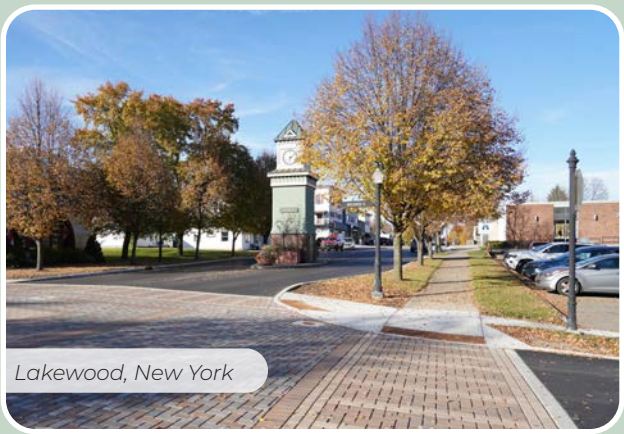
Crosswalks play a vital role in both pedestrian safety and traffic management. By clearly defining crossing points, they give pedestrians confidence and alert drivers to yield. Properly designed and maintained crosswalks enhance roadway infrastructure by supporting safe and efficient interaction between pedestrians and vehicles. Beyond their functional role, crosswalks can also reinforce community identity. In the Bayberry neighborhood, painted crosswalks offer an opportunity to reflect its history and character while providing visual cues that slow traffic and increase driver awareness, improving overall pedestrian safety.

Curb Ramps / Detectable Warning Surfaces

Curb ramps are sloped surfaces that connect sidewalks to roadways, while blended transitions are gently sloped areas where sidewalks meet streets or driveways. Both are common at pedestrian crossings and may include raised intersections, depressed corners, or other connections with slopes of 5% or less. They serve two key functions: alerting pedestrians with vision impairments to roadway edges and providing accessible routes for wheelchair users and others with mobility devices. Ideally, each crossing should include its own ramp. Within the study area, many major intersections require updated curb ramps and detectable warning strips to improve safety and accessibility.



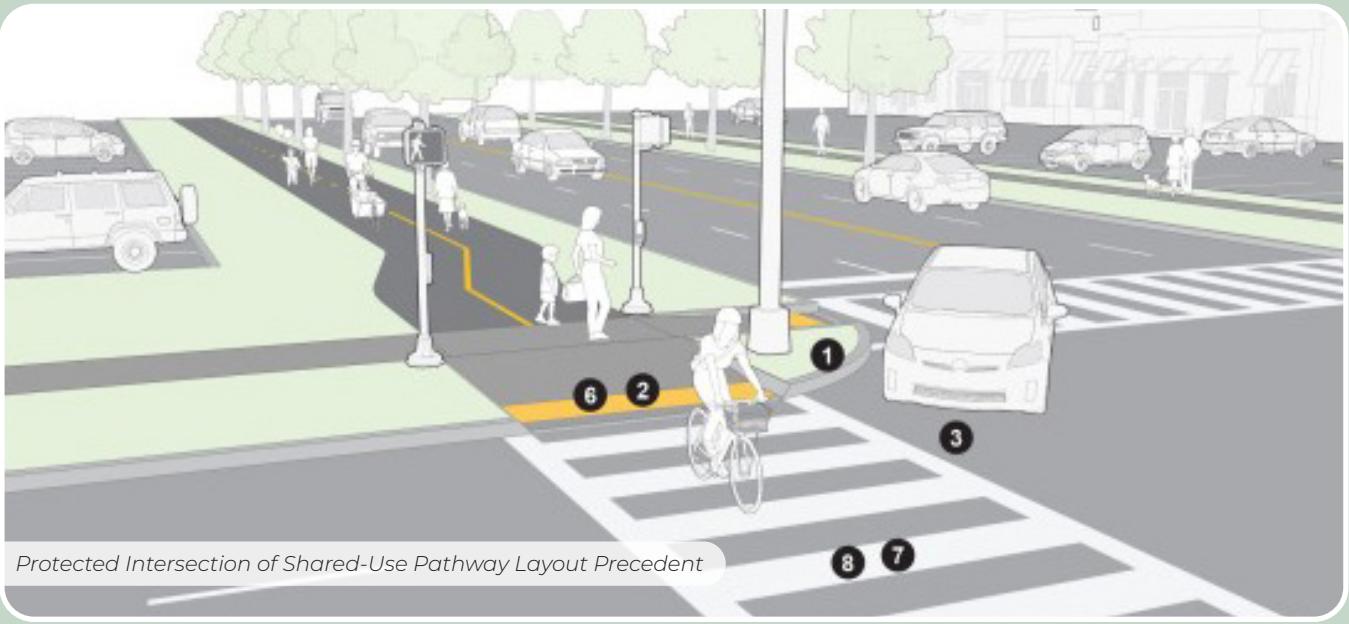
Sidewalk & Crosswalk Layout



Lakewood, New York

Intersections

Properly designed intersections are essential for the safe and efficient movement of both pedestrians and vehicles. By clearly defining travel paths and minimizing conflicts, they reduce the risk of accidents while enhancing accessibility for all users, including those with disabilities. Thoughtful intersection design, combined with clearly marked crosswalks, also improves safety in high-risk areas and contributes to the overall functionality and visual appeal of the streetscape. All major intersections along the Route 57 study corridor have been evaluated through walk audits to identify crosswalks, pedestrian signals, and detectable warning needs, ensuring they serve both vehicle and pedestrian traffic effectively.



Protected Intersection of Shared-Use Pathway Layout Precedent

Curb Cuts and Driveways

Curb cuts and driveways are necessary for vehicle access to properties along road corridors but can pose challenges for pedestrian circulation, impacting safety, accessibility, and overall walkability. Key concerns include:

- **Sidewalk Disruption** - Pedestrians must navigate around frequent access points, which can be inconvenient and hazardous.
- **Safety Risks** - Vehicles entering or exiting driveways create potential conflicts with pedestrians.
- **Reduced Walkability** - Frequent curb cuts can interrupt continuous pedestrian routes.
- **Crossing Hazards** - Driveways often intersect with crosswalks, and vehicles may not yield to pedestrians.
- **Inconsistent Sidewalk Width** - Driveways can cause variability in sidewalk space.
- **Aesthetic Impacts** - Frequent paved driveways can detract from the corridor's visual appeal.
- **Accessibility Challenges** - Continuous, unobstructed sidewalks are essential for individuals with disabilities; curb cuts can create barriers.
- **Traffic Congestion** - Multiple access points along busy roads can slow traffic flow.
- **Reduced Predictability** - Numerous driveways make walking routes less predictable and harder to navigate safely.

Along the Route 57 study corridor, the many segmented businesses and facilities result in a significant number of curb cuts and driveways. To enhance pedestrian walkability, circulation, and accessibility, reducing the number of access points should be strongly considered in detailed corridor design. Incorporating vegetated buffers between parking areas and sidewalks can further separate pedestrian and vehicular zones, improving safety and the streetscape's overall quality.

Transit Stop Shelter Precedent Images

Transit Stops

Adding bus shelters provides protection from the elements, increases the visibility of the stop, and creates a safer, more comfortable waiting area for riders. Including benches further enhances comfort for passengers. Together, these amenities improve accessibility, encourage multimodal travel, and make transit more appealing to a wider range of users. By enhancing the transit experience, these improvements can help increase Centro ridership and reduce reliance on single-occupancy vehicles. Each Focus Area along the Route 57 study corridor identifies at least one bus stop for potential enhancements, typically located within plazas or other high-concentration areas. However, varying levels of improvements should be considered for additional bus stops as the corridor moves into detailed design.

5.10.2 *Streetscape Improvements*

Site Furnishings

Pedestrian amenities such as benches, trash bins, lighting, and bike racks enhance the streetscape by improving accessibility, safety, and overall user experience.

- **Benches** provide resting spots, making pathways more accessible to people of all ages and mobility levels.
- **Trash receptacles** offer designated places for litter disposal, maintaining cleanliness and a pleasant environment.
- **Bike racks** allow cyclists to securely park their bicycles conveniently, supporting

multimodal travel.

- **Street lighting** illuminates streets, sidewalks, and public spaces, enhancing safety while also contributing to visual aesthetics and ambiance. Pedestrian-scale lighting complements required roadway lighting with thoughtfully designed fixtures that create an inviting environment.

Well-maintained and accessible furnishings increase the area's visual appeal, encourage walking, and support local economic activity by attracting more visitors. As the Route 57 study corridor moves into detailed design, benches, trash receptacles, bike racks, and street lighting should be incorporated to create a safe, comfortable, and engaging pedestrian environment.

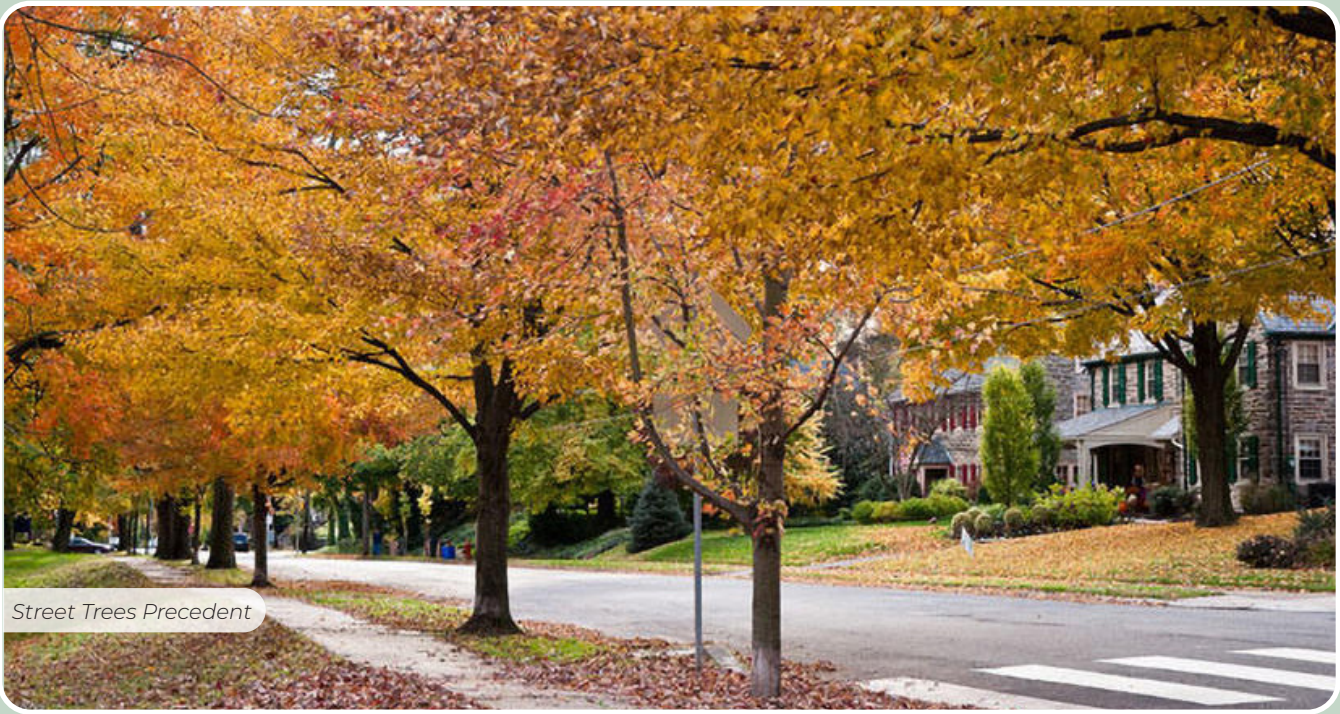
Streetscape Furnishings Precedent Images

Street Trees

Carefully situating street trees throughout the Route 57 study corridor is crucial for improving pedestrian safety and enhancing overall quality of life. When thoughtfully integrated into Complete Streets designs, street trees provide a wide range of benefits:

- **Traffic Calming** - Strategically placed trees create visual narrowing, encouraging drivers to slow down. Reduced vehicle speeds make street crossings safer and allow pedestrians more time to navigate intersections.
- **Protection from the Elements** - Trees provide shade from hot sun and shelter from rain, making walking more comfortable and supporting year-round pedestrian activity.
- **Air Quality Improvement** - Foliage absorbs carbon dioxide, releases oxygen, and traps pollutants and particulate matter, promoting cleaner air and improved respiratory health for pedestrians.
- **Aesthetic Appeal & Attraction** - Green streetscapes create visually appealing environments that encourage walking, exploration, shopping, and social interaction, enhancing community vitality.
- **Mental Health Benefits** - Exposure to greenery reduces stress and improves psychological well-being, creating a more calming and enjoyable pedestrian experience.
- **Climate Cooling** - Trees help mitigate the urban heat island effect, lowering temperatures in densely built areas and reducing heat-related risks, making outdoor activity safer and more comfortable.

Street trees are proposed on either one or both sides along the corridor to maximize shade, aesthetic quality, and environmental benefits. Placement should consider utility lines, with a recommended plant list and preferred species provided in the Appendix. Collectively, these trees enhance pedestrian safety, comfort, and connectivity while contributing to a vibrant, attractive, and environmentally sustainable streetscape.



Street Trees Precedent

5.10.3 *Greenspace Expansion Opportunities*

Greenspace along a roadway corridor hold immense importance in urban planning and design, contributing to the well-being of communities in several significant ways:

- **Break Up the Built Environment** - Provide green spaces for relaxation, recreation, and social interaction, enhancing quality of life.
- **Enhanced Aesthetics** - Transform utilitarian areas into attractive, green landscapes with vegetation, seating, and art.
- **Foster Community** - Serve as local gathering points that encourage social connections.
- **Climate Cooling** - Introduce greenery that mitigates the heat island effect, improves air quality, and supports biodiversity.
- **Pedestrian-Friendly** - Make corridors more inviting and comfortable for pedestrians by breaking up long stretches of concrete and asphalt.
- **Economic Revitalization** - Attract foot traffic, increase visibility for local businesses, and stimulate surrounding economic activity.
- **Health Benefits** - Support mental and physical well-being through access to green, active spaces.
- **Traffic Calming** - Encourage safer, slower vehicle movement, making corridors more pedestrian-friendly.

The Route 57 Corridor presents an opportunity to better utilize the vacant land west of the roadway and develop stronger connections to the Seneca River.

5.10.4 *Wayfinding Signage And Branding Opportunities*

Enhanced Gateways

Gateways act as visual and symbolic markers, signaling entry points or transitions along a corridor. Signage, landscaping, architectural features, or artwork can create a welcoming first impression and reflect community character and values. Along Route 57, cohesive corridor identity can be reinforced through site furnishings, banners, and consistent design elements that define key areas and enhance the sense of place.

Wayfinding Signage

Wayfinding signage helps residents, visitors, and commuters navigate the corridor safely and efficiently while reinforcing its identity and sense of place. Along Route 57, signage can include informational, directional, map-based, identification, interactive or digital, pedestrian, and vehicle signs, highlighting key destinations and landmarks.

Interpretive Signage

Interpretive signage combines visuals and text to share context about natural features, cultural history, art, or science. Placed strategically along Route 57, these signs could highlight the history of the Bayberry Neighborhood, the ecosystems of the Seneca River, the evolution of Route 57 in the Towns of Clay and Salina, and the role of Complete Streets design. Such signage not only educates and engages visitors but also enriches the corridor experience and strengthens community identity and pride.

Interpretive Signage Precedent Image

Interpretive Signage Precedent Image
Poughkeepsie, New York

Public Art

Public art adds culture, creativity, and visual interest to the corridor while enhancing aesthetics, calming traffic, encouraging walking, and attracting visitors. Opportunities along Route 57 include incorporating art into crosswalks to create visual landmarks that highlight key locations and support a vibrant, pedestrian-friendly environment.

Painted Crosswalk Precedent Image

5.11 Resources

AASHTO: Guide for the Planning, Design, and Operations of Pedestrian Facilities
This document is intended to present information on how to accommodate pedestrian travel and operations in (primarily) roadway environments. It is the design guidance upon which most state and local design guidelines are based. In many jurisdictions this document is considered to set the minimum values for pedestrian design.

NY Department of Transportation Highway Design Manual Chapter 18 Pedestrian Facilities Design
This document provides guidance for pedestrian facilities that are included in Department of Transportation designs. Because of the scope of this document, its design criteria, while they are relevant to local projects, are not required to be met for local projects unless Federal Transportation Funds are used.

Institute of Transportation Engineers Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
This document's development was supported by the Federal Highway Administration (FHWA). Designing Walkable Thoroughfares helps designers understand the flexibility for roadway design that is inherent in the AASHTO guide A Policy on the Geometric Design of Highways and Streets with a focus on balancing the needs of all users.

Federal Highway Administration Manual on Uniform Traffic Control Devices (MUTCD)
The MUTCD is the national standard for signing, markings, signals, and other traffic control devices. New York State has also adopted a supplement to the MUTCD that provides New York specific standards.

PART 06

NEXT STEPS

CONTENTS

NEXT STEPS

6.1 TAKING ACTION

This Study is intended to serve as a comprehensive framework for guiding the implementation of improvements along the Route 57 Corridor. By analyzing community concerns and priorities, establishing improvements for consideration, and identifying potential funding sources, the Route 57 Corridor is positioned to advance recommended initiatives that enhance safety, accessibility, and mobility for all users.

As funding becomes available, the improvements for consideration outlined should be examined for near-term advancement. General Complete Streets design methods should be carefully evaluated and integrated into the final design to ensure that corridor improvements are consistent with best practices and provide safe, accessible, and balanced accommodations for all modes of transportation. These projects should be monitored closely as they move through the phases of concept development, preliminary and detailed design, and ultimately construction.

Securing funding will be essential to realizing the vision for the Route 57 Corridor. Strategic investment can support multimodal enhancements such as expanded pedestrian and bicycle facilities, upgraded crossings, improved transit connections, and context-sensitive streetscape amenities. The Towns of Clay and Salina can also help advance these improvements by coordinating with, or requiring, private developers along Route 57 to include Complete Streets infrastructure as part of the site plan approval process. Collectively, these improvements will strengthen the function and identity of the corridor while fostering safer, more efficient travel.

Detailed funding sources to support the implementation of these recommendations are provided in the following section, along with a set of immediate next steps. It is important to emphasize that this Complete Streets Study represents an initial stage in creating a corridor that is more dynamic, accessible, and supportive of all modes of transportation. Continued commitment from municipal departments, agencies, and stakeholders will be necessary to maintain momentum, pursue supplemental studies, secure additional funding, expand public awareness and engagement, and update this document as the needs of the corridor evolve.

6.2 FUNDING SOURCES

New York Main Street Program - Geared towards Bayberry Neighborhood
Offers financial support and technical guidance to communities aimed at enhancing the economic strength of the State's historic Main Streets and neighborhoods. Provides funding to local government units and non-profit organizations dedicated to revitalizing historic downtowns, mixed-use commercial districts in neighborhoods, and village centers.

Climate Smart Communities Program
A New York State program that helps local governments take action to reduce greenhouse gas emissions and adapt to a changing climate. The program offers grants, rebates for electric vehicles, and free technical assistance.

Transportation Alternatives Program (TAP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and Carbon Reduction Program (CRP)
Federal-aid programs that expand transportation choices and support environmental goals.

- TAP funds smaller-scale projects like pedestrian and bicycle facilities, recreational trails, and safe routes to schools, aiming to improve safety, health, and accessibility.
- CMAQ targets areas struggling with air quality standards, supporting projects that reduce vehicle emissions and congestion such as transit enhancements, HOV lanes, and alternative fuel infrastructure.
- CRP, created under the Bipartisan Infrastructure Law, funds initiatives to cut greenhouse gas emissions from surface transportation, including EV charging, active transportation, and freight efficiency projects.

Safe Streets and Roads for All (SS4A)
The SS4A Grant Program provides $5 billion (2022–2026) to help local and regionalgovernments reduce roadway fatalities and serious injuries. Grants support both the development of safety action plans and the implementation of projects identified in them.

Transportation Improvements Program (TIP)
A TIP identifies transportation improvement projects designed to strengthen and enhance the transportation network. These include transit, roadway, bridge, bicycle, and pedestrian projects that utilize federal transportation funding sources and may also receive support from state and local sources. The USDOT requires that all metropolitan transportation planning processes develop a TIP as part of their ongoing planning responsibilities.

6.3 NEXT STEPS

This phased plan provides a structured approach to implementing improvements, ensuring each element is installed effectively, efficiently, and with consideration of community needs and feedback. The recommended sequence is designed to minimize disruptions and protect previously completed work, though flexibility remains important to respond to site-specific conditions or evolving project requirements.

Phase 1: Preparatory Work & Planning - Performed by a Contracted Design Consultant

Step 1: Initial Assessment and Development of Corridor Planning Study - Completed in this Complete Streets Study

1. Assessment of Current Conditions: Evaluate existing infrastructure, traffic patterns, and community needs.
2. Conceptual Design: Develop conceptual plans based on gathered data and community feedback, incorporating streetscape recommendations, including: sidewalks, lighting, signage, trees, art, and furnishings.

Step 2: Apply for Funding Sources

1. Apply for funding through State or Federal Funding Programs for Streetscape Improvements.

Step 3: Design and Approval

1. Secure Contract: Secure contract with design consultant to develop construction documents for detailed design.
2. Detailed Design: Refine the conceptual plans into detailed engineering and design documents.
3. Regulatory Compliance: Obtain necessary permits, clearances, and approvals from local authorities.
4. Right-of-Way Acquisition: Identify areas where additional property rights are required; obtain easements or acquire property.
5. Budgeting and Funding: Finalize the budget and secure construction funding from relevant sources.
6. Bidding: Prepare final bid documents. Advertise bid and review any bids received by Contractors.
7. Secure Contract: Secure contract with awarded Contractor.

Phase 2: Infrastructure Preparation & Construction - Performed by General Contractor

Step 1: Utility Assessment and Relocation

1. Initiate coordination with the Onondoga County DOT for approval and collaboration on all Corridor streetscape improvements within the Study Corridor right-of-way.
2. Utility Coordination: Assess and relocate any utilities that might interfere with the planned improvements.
3. Underground Work: Begin necessary underground work for utilities, drainage, and other infrastructure.

Step 2: Sidewalks

1. Sidewalk Construction: Start installation of new sidewalks based on the design plans.

Phase 3: Streetscape Enhancement - Performed by General Contractor

Step 1: Wayfinding Signage and Public Art

1. Wayfinding Signage: Begin installation of wayfinding signage according to the approved design.
2. Public Art Installation: Coordinate the placement/installation of selected public art pieces in designated locations.

Step 2: Street Trees and Site Furnishings

1. Tree Planting and Planted Areas: Plant and establish street trees, flowering trees, shrubs, and in specified areas to enhance aesthetics and provide shade.
2. Site Furnishings: Install benches, trash receptacles, bike racks, and other planned site furnishings as per the design.

Step 3: Crosswalk Improvements

1. Crosswalk Improvements: Install enhanced crosswalks at all intersections within the Study Corridor as per the design.

Phase 4: Finalization and Review - Performed by Contracted Design Consultant or Construction Administrator

Step 1: Quality Checks and Adjustments

1. Quality Assurance: Conduct inspections and quality checks on all installed components.
2. Adjustments: Address any issues or discrepancies found during inspections.

Step 2: Final Review

1. Evaluate the project's success against initial goals and objectives, making any necessary final adjustments.
2. Perform a construction punch list to document and address the remaining tasks and minor issues before project completion, ensuring that all aspects of the construction meet the required standards and specifications.

Phase 5: Project Completion and Maintenance

Step 1: Project Handover and Documentation - Performed by General Contractor

1. Project Handover: Officially hand over the completed project to the relevant municipal authorities or stakeholders.
2. Documentation: Prepare and submit final documentation including 'as-built' drawings, maintenance manuals, and warranties.

Step 2: Ongoing Maintenance and Monitoring

1. Maintenance Plan: Establish a maintenance schedule for ongoing care of the streetscape elements.
2. Monitoring: Regularly monitor the streetscape elements to ensure they remain in good condition.

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