

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL



CITY OF SYRACUSE

BEAR TRAP CREEK CONNECTOR STUDY

June 2026

Bear Trap Creek Connector Study

Syracuse Metropolitan Transportation Council

June 2026

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Executive Summary

The Bear Trap Creek Connector Study was completed by the Syracuse Metropolitan Transportation Council (SMTC) on behalf of the City of Syracuse.

The primary goal of this effort is to explore potential bike and pedestrian connections between the Bear Trap Creek Bikeway in Mattydale and the Regional Transportation Center/Regional Market Area/NBT Bank Stadium area, with a focus on off-road treatments. In addition, this study identified potential connections to the surrounding neighborhoods and trail network, including the existing Empire State Trail, Onondaga Creekwalk, Murphy’s Island Trail, and the anticipated final phases of the Loop-the-Lake Trail.

The SMTC worked with a Study Advisory Committee (SAC) made up of representatives from the City of Syracuse Department of Public Works (DPW) and Division of Sustainability and Planning, from Onondaga County Department of Transportation (OCDOT), Department of Planning, and Office of the Environment, from New York State Department of Transportation (NYSDOT), and from the Town of Salina. Despite the narrow scope of this study, this effort called for collaboration from numerous agencies due to the numerous road owners and the connection across municipal boundaries.

With the help of SAC members, staff developed a list of stakeholders to attend two Focus Group meetings and directly engage with those who could not attend. Based on field observations, data collection, a review of current best practices, and feedback from both SAC members and stakeholders, staff developed three potential routes to connect Mattydale to the Regional Market area. Planning level cost estimates were also calculated for the potential improvements.

One route primarily follows Ley Creek, utilizing a property owned by National Grid and funded as part of the Superfund cleanup. A second option utilizes OCDOT’s pavement project on 7th North Street to utilize both on- and off-road connections to Hiawatha

Boulevard, and then the Regional Market. A third option follows on-road down Old 7th North Street, Luther Avenue, and then utilizes I-81 right-of-way.

Each of these routes takes into consideration the numerous expected projects coming to Study Area. These include road improvements on 7th North Street and the roads immediately surrounding the Regional Market, the Superfund cleanup along Lower Ley Creek, the completion of the Loop-the-Lake trail, the reopening and expansion of the OCCRA facility, the ‘clankers’ and truck turnaround on Park Street, and draft rail improvements along the CSX rail line through the Study Area.





Project Acronyms

AADT	Annual Average Daily Traffic
ACS	American Community Survey, product of US Census
CLEAR	Crash Location & Engineering Analysis Repository
LEP	Limited English Proficiency
LEOP	Local Economic Opportunities Plan
MPA	Metropolitan Planning Area
PIN	Project Identification Number
RRFB	Rectangular Rapid Flashing Beacon
RTC	Regional Transportation Center
SAC	Study Advisory Committee
TAZ	Transportation Analysis Zone
UPWP	United Planning Work Program

Agency/Organization Acronyms

DEC	Department of Environmental Conservation (of New York State)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
NYS DOT	New York State Department of Transportation
OCCRA	Onondaga County Resource Recovery Agency
OCDOT	Onondaga County Department of Transportation
SMTc	Syracuse Metropolitan Transportation Council

Introduction



Introduction

As part of the 2025-2026 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Bear Trap Creek Connector Study on behalf of the City of Syracuse.

The Bear Trap Creek Connector Study stems from many recent SMTC planning efforts such as the RTC/Market Area Mobility Study (September 2020) and US 11 Mattydale Mobility Study (SMTC, August 2022). Public feedback from these studies as well as SMTC’s 2050 Metropolitan Transportation Plan (September 2025) shows support for connecting the City’s active transportation network to inner-ring suburbs across the City line, including connecting the Regional Transportation Center, NBT Bank Stadium, and Regional Market Area to Mattydale, Liverpool, and the rest of Syracuse via planned and existing bike corridors (Bear Trap Creek Trail, Empire State Trail, Loop-the-Lake, Onondaga Creekwalk). This study also incorporates priorities from town and county plans such as the Town of Salina Comprehensive Plan and Onondaga County’s Plan Onondaga.

There are numerous active projects on the Transportation Improvement Program within this planning effort’s Study Area. Onondaga County has two distinct projects. The **7th North Street 3R Paving Project** (PIN 3756.76) from Electronics Parkway to the CSX rail bridge and the **Canalways Trail Extension Project: Salina Extension** (PIN 3756.22 and 3757.02), connecting the final segments of the Loop-the-Lake trail. The City of Syracuse has the **RTC & Regional Market Area Mobility Improvements Project** (PIN 3757.17) expanding the City’s active transportation network to the roads directly adjacent to the Regional Market and Regional Transportation Center.

Other active projects in the Study Area include the City project to install ‘clankers’ and a truck turnaround to avoid crashes with the Park Street CSX bridge, as well as a rail improvement project throughout the entirety of this effort’s Study Area.

The Study Area for this effort was defined as the area between I-81, 7th North Street, and Hiawatha Boulevard. While this area was the primary focus throughout the planning process, this study also examined potential connections to the regional trail network outside the Study Area.

This effort’s Study Advisory Committee included representatives from the City’s Department of Public Works, City Planning, County Planning, the County Office of the Environment, County Department of Transportation, NYSDOT, and the Town of Salina.



FIGURE 1: Trails and neighborhoods surrounding Study Area

Project Purpose

The purpose of this effort builds off Onondaga County's Greenways/Blueways initiative (Plan Onondaga) and the Town of Salina's Comprehensive Plan by examining connections between the existing Bear Trap Creek Bikeway and the RTC/Regional Market Area.

The focus of this study was identifying potential off-road improvements, though many on-road improvements were also explored. In addition, this study also examined potential connections to the surrounding active transportation network including the Empire State Trail, the Loop-the-Lake trail, and the Onondaga Creekwalk. Creating these connections will expand the connectivity of the active transportation network of the region as well as increase access to employment, locally grown food, and recreation.

This effort included three Study Advisory Committee (SAC) meetings, two Focus Group meetings with stakeholders, and direct engagement with other interested parties such as property owners and the Environmental Protection Agency. Meeting minutes are included in Appendices A and B.

This study aimed to examine specific pathways and potential improvements based on data analyses and feedback from the SAC, Focus Group, and other stakeholders. Numerous photosimulations were created to illustrate these potential improvements. These can be seen in the Potential Improvements chapter of this report.

FIGURE 2: Study procedure

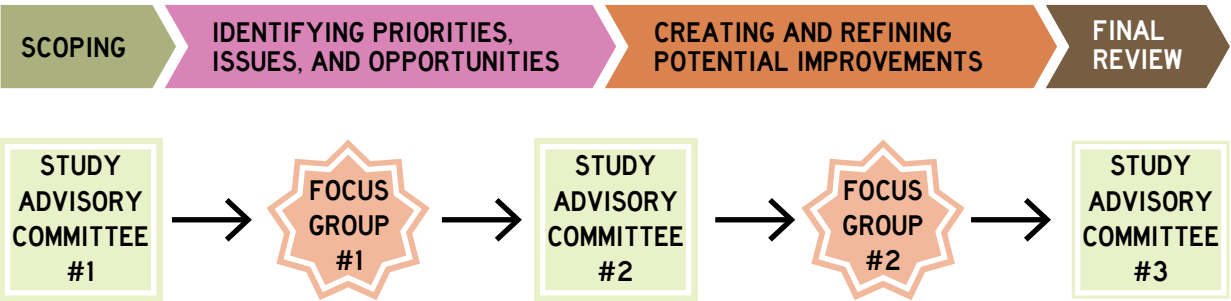


FIGURE 3: Study Area

Historical Context

As far back as at least 1926, a small neighborhood called Buckley Garden existed in what is today I-81 right-of-way south of 7th North Street. With low, flat ground and areas susceptible to flooding, some European-born families looking for work found their footing here. According to the famous 1937 redlining map of Syracuse, this neighborhood is identified as ‘yellow lined’. The map states this area, which was grouped in with Mattydale and the area around what is today Shop City, was about half foreign European born families, 0% Black, and home to laborers and factory workers. It states:

“A poor area now about 40% developed with cheap improvements. Section has dirt streets and no sewers. Many houses are shacks while others were built by owners themselves of used materials. Ground is low and flat and portions subject to sub-surface water flooding. Section has rural mail service and bus transportation.”

The western portion [meaning the part in this effort’s Study Area] is dormant and the least desirable. Area warrants only a low third class rating.”

During the late 50s, early 60s, the State built I-81 over this small community between Galeville in the Town of Salina and the Northside of the City of Syracuse.

In the late 1970s and early 1980s, New York State Department of Transportation (NYSDOT) slightly rerouted I-81 within the Study Area, softening a turn radius by creating a new bridge for I-81 as it enters Syracuse and adjusting northbound ramps to 7th North Street. Part of this construction required the creation of bikeways, which is the origin of the Bear Trap Creek Bikeway, as well as the Ley Creek Trail. After NYSDOT constructed the trails, the maintenance authority was given to Onondaga County Department of Transportation. At a point after, the Town of Salina began maintaining the Bear Trap Creek Bikeway, though the State still owns the bridge over I-90. County Parks has maintenance authority of Ley Creek Trail.



FIGURE 4:
G.M. Hopkins
& Co. Cadastral
Map, Syracuse,
New York 1924
Plate 036

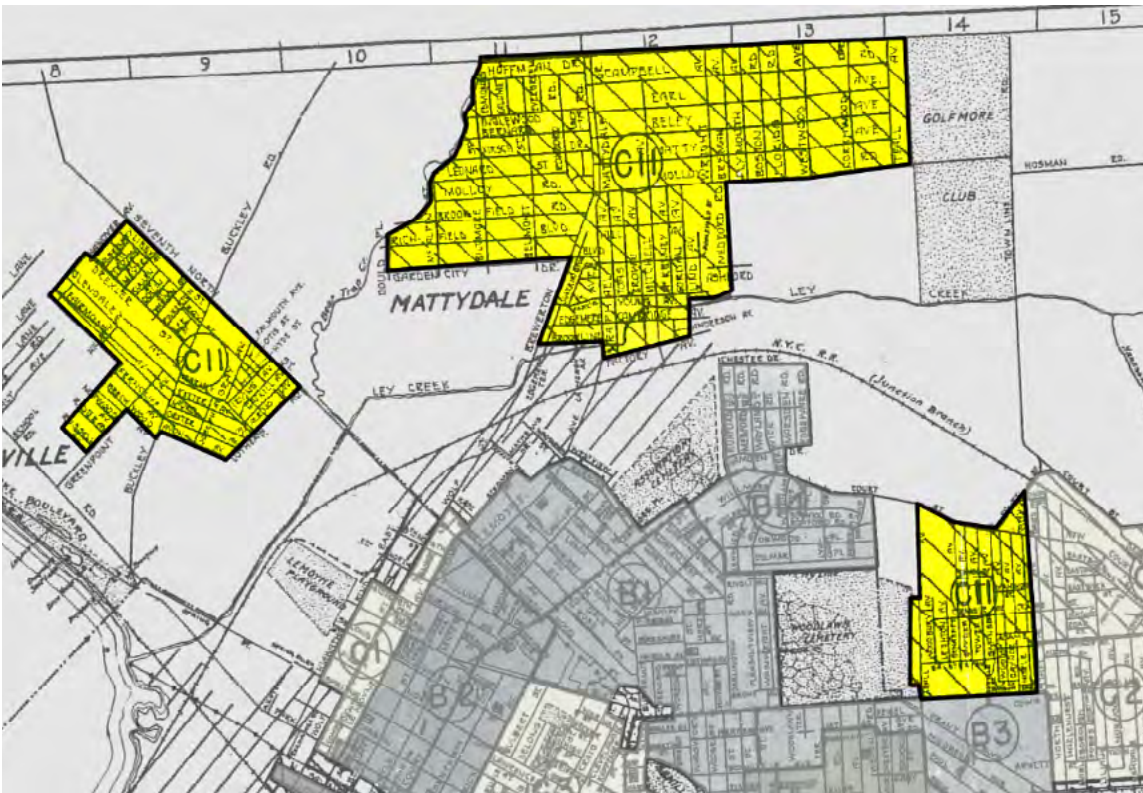
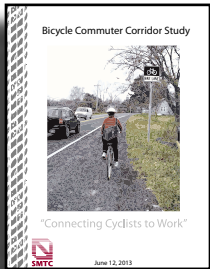


FIGURE 5:
1937 HOLC
redlined map of
Syracuse,
NY

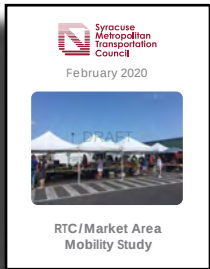
Past Planning Efforts



In 2012, Syracuse adopted the **Syracuse Bicycle Plan**, a component of Syracuse’s Comprehensive Plan 2040. This plan outlines the potential benefits of bike infrastructure in Syracuse, provides a tool kit of improvements, and outlines specific road recommendations by neighborhood. Within this effort’s Study Area, the Bike Plan recommends a neighborhood greenway along Lemoyne Ave (which has been built) sharrows along Grant Boulevard (which now has bike lanes and bike boxes at the intersection with Lemoyne) and bike lanes on Park Street within the Study Area (the City now has funding to build protected shared use path).



In June of 2013, SMT finalized the **Bicycle Commuter Corridor Study**. The purpose of this study was to identify suburban and urban corridors within the Metropolitan Planning Area and to encourage commuter cycling from the suburbs to the city,” targeting “experienced-confident riders. The study suggests bike lanes along Buckley Avenue, bike lanes on 7th North Street from the Terminal Road to the CSX rail bridge then sharrows to Lemoyne Avenue. It also points out both the 7th North Street and Park Street rail bridges as challenging crossings.

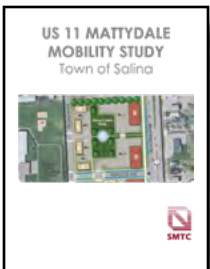


In September of 2020, SMT completed the **RTC/Market Area Mobility Study**. The primary purpose of this effort was to conduct public engagement with community members to discuss potential options for improving mobility across Hiawatha Boulevard and Park Street as well as explore big picture ideas to improve connections to Regional Market, RTC, Destiny USA. The study identified four priority crossings for improvements as well as detailed concept plans of study corridors and potential connections to surrounding trail network.

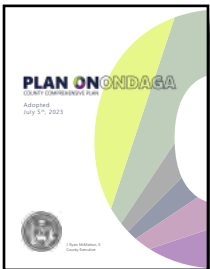


The **Onondaga County Empire State Trail Local Economic Opportunities Plan** was finalized by SMT in June 2022. Its purpose was to encourage and enable trailside and nearby municipalities in Onondaga County to capitalize on the economic potential that is the Erie Canalway and the Empire State Trail system. Within this effort’s study area, this plan suggests connecting the Bear Trap Creek Bikeway and Loop-the-Lake via 7th North Street, East Hiawatha Boulevard, and the Ley Creek Trail.

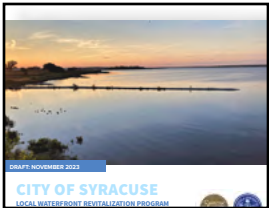
SMT completed the **US-11 Mattydale Mobility Study** in September 2022. This effort assessed the traffic impact of full build outs of underutilized areas in Mattydale. It proposed improving connectivity of the Bear Trap Creek Bikeway and pedestrian amenities in Mattydale.



Onondaga County released its comprehensive plan, **Plan Onondaga**, in July 2023. Two themes that are relevant to this study are Community Mobility and Greenways/Blueways. It states Onondaga County will enhance mobility by improving the safety, accessibility, and diversity of options for moving people within and between communities. One goal is to implement an expanded and connected network of bike lanes, trails, and multi-modal corridors with a strategy of investing in an expanded and interconnected system of bicycle corridors with dedicated bicycle infrastructure. It also states Onondaga County will protect and expand greenways and blueways to provide unique recreation and ecological health opportunities. One goal is to continue investing in the development of a countywide multi-use trail network via developing a Countywide multi-use trail and active transportation network plan building off of the LEOP.



The **Syracuse Local Waterfront Revitalization Program** by Syracuse an Onondaga County, was drafted in November 2023. It states will provide City with tools and regulatory controls to guide development on its waterfront lands. In Section IV, Project #6A outlines proposed improvements towards completing the Loop the Lake Trail and Project #6B outlines improvements that connect to Park Street, including a road diet, shared use path, and connection to Loop-the-Lake Trail.



SMT’s **Metropolitan Transportation Plan**, adopted in September 2025, outlines priority initiatives for the Planning Area including continuing to expand the regional trail network, focusing on closing gaps and increasing connectivity to the primary corridors such as the Empire State Trail, Onondaga Creekwalk, and Loop the Lake Trail. Public engagement showed community members wanted to shift 1.5-to-3-mile car trips to biking.



In 2025 while this study was being conducted, the **Town of Salina finalized their Comprehensive Plan**. This effort outlines a vision for the future of the town that includes four central themes, with goals and strategies for achieving those goals. This plan outlines a path to extend the existing Bear Trap Creek Bikeway down Terminal Road, along Ley Creek, to the existing Ley Creek Trail.



Existing Conditions



Between Communities

The Study Area for this effort straddles the city limits of Syracuse, bisected by the border of the City and the Town of Salina.

The existing Bear Trap Creek Bikeway connects the Study Area north to Mattydale. 7th North Street connects Galeville and Chestnut Hill to the west and Syracuse’s Northside neighborhood to the east.

Because of the existing land use of the Study Area, demographic analyses were not conducted for this effort; however, demographics of the adjacent Northside neighborhoods and Mattydale were reviewed using American Community Survey 5-year estimates for the years 2020-2024.

Looking at the adjacent communities in Mattydale and the Northside, some significant differences in mobility appear. The Northside has much higher percentages of car light households or households without vehicles than Mattydale and the MPA, as well as higher percentages of commuters who bike, walk, or ride transit to work. Additionally, the Northside has much higher concentrations of people with Limited English Proficiency (LEP).

All demographic estimates identified for Mattydale were similar to the MPA total with the one exemption being the percent of commuters who bike, walk, or ride transit being significantly lower than in the MPA. More demographic data is summarized in Table 1.



Image 1: Route 11 (Brewerton Road) in Mattydale, 2020

Image 2: Poor sidewalk quality on 2nd North Street looking from Hiawatha Boulevard, 2019



Image 3: No sidewalk on Hiawatha Boulevard looking south from Carbon Street, 2019



	Mattydale Census Tracts 139 & 140	Northside Census Tracts 2, 3, 4, 5.01, 6, 7, & 14	MPA total
Median Age	38	34	39
Poverty	15.4%	34.1%	13.5%
Unemployment	5.3%	7.8%	5.2%
Households without a car or with more workers than cars	14.6%	35.0%	16.5%
Commuters who bike/walk/ transit to work	1.8%	10.1%	6.5%

Table 1: Summary of demographic data of adjacent Census tracts from SMTC studies
Data Source: ACS 5-year estimates (2020-2024)

Existing Conditions

Surrounding Active Transportation Network



IMAGE 4: Bear Trap Creek Bikeway bridge over I-90



IMAGE 5: 7th North Street trailhead of the Bear Trap Creek Bikeway

The **Bear Trap Creek Bikeway** is a 1.7 mile long, eight-to-twelve-foot-wide paved shared use path (SUP), located primarily in Mattydale within the Town of Salina. Three trailheads exist along the trail, which follows I-81 for the trail's entirety. The trail runs from the Mattydale Shopping Center to the intersection of 7th North Street and Terminal Road/Ley Creek Drive, with the third trailhead at the intersection of Richfield Boulevard and Gould Place, accessible to many Mattydale residents.

This trail contains four culverts over Bear Trap Creek, one at either end and two as part of an I-81 and I-90 interchange ramp. It also contains a separated bike/pedestrian bridge over I-90. Notably, this is the only bike infrastructure in SMTC's MPA to cross over I-90, though there are a few bikeways crossing underneath. The Loop-the-Lake trail crosses under I-90 twice at either side of the lake's outlet in Long Branch Park and once as unprotected on-road bike lanes on Electronics Parkway.

Through the I-81 Viaduct Project, the State built transparent acrylic sound barriers between I-81 and the Bear Trap Creek Trail.



Image 6: Richfield Boulevard trailhead for the Bear Trap Creek Bikeway

Like the Bear Trap Creek Bikeway, the **Ley Creek Trail** was also built by the State in the early 1980s. Also called the Ley Creek Bikeway or the Park Street Bikeway, this 0.6-mile paved trail runs west from Park Street near the CSX rail bridge, crosses Ley Creek via a bike/pedestrian bridge under I-81, and dead ends at the northern side of Onondaga Lake Parkway. This trail has two unsignalized, at-grade crossings (westbound Park Street ramp to Buckley Road and westbound Park Street ramp to Old Liverpool Road) and runs under three other access ramps.

This trail sees low usage due to its poor connectivity to the surrounding bike and pedestrian network, as well as neither residential areas nor destinations. Despite this, the bike/pedestrian bridge over Ley Creek appears to be in excellent condition.

Numerous **other bike and pedestrian infrastructure** projects also intersect or come close to this effort's Study Area. In addition to the near universal sidewalk network within the City, buffered bike lanes run along Grant Boulevard and a neighborhood greenway containing speed cushions, signs, and sharrows and runs parallel to the Study Area along LeMoyne Ave. The intersection of Grant and LeMoyne also contains improved striping for bicycle crossing, including bike boxes to encourage safer left-turns.

Other nearby trails include the **Onondaga Creekwalk** and **Empire State Trail** to the south, which overlap briefly in the Inner Harbor. In addition, the nearby **Loop-the-Lake** trail currently dead ends at **Murphy's Island**.



Image 7: Bike/pedestrian bridge over Ley Creek along Ley Creek Trail under I-81 overpass

Anticipated Improvements



IMAGE 8: Clanker and turn-around concept for Park Street
SOURCE: City of Syracuse

The City of Syracuse, Onondaga County Department of Transportation, and the New York State Department of Transportation all have existing improvement projects in the Study Area, most of which include bike and pedestrian improvements at varying levels.

The City of Syracuse is conducting the RTC & Regional Market Area Mobility Improvements Project (PIN 375717) with an objective to “improve pedestrian and cyclist safety with effective infrastructure.” This project plans to construct a shared-use path along Park Street, a road diet with buffered bike lanes along NBT Bank Parkway, a shared-use path along Tex Simone Drive, and sidewalk improvements along parts of Hiawatha Boulevard as well as intersection improvements at both Park Street & NBT Bank Parkway and Hiawatha Boulevard & Park Street.

Syracuse is also planning to install ‘clankers’ along Park Street to prevent heavy vehicles from striking the low clearance CSX rail bridge. As part of this effort, a turnaround is also being planned for vehicles who hit the clankers.

OCDOT’s 7th North Street 3R Paving Project (PIN 3756.76) scopes improvements along 7th North Street from Electronics Parkway to about 100 ft beyond the rail bridge. One of the many objectives of this project is to “improve accessibility for all highway users including pedestrians, bicyclists, and bus riders.” Within this project’s Study Area, this includes removing and reconstructing/ mending pavement along road shoulders to create consistent 6-foot shoulders on either side of 7th North Street (with 2-foot shoulders under the rail bridge) and pedestrian amenities at the intersection with Terminal Road and Ley Creek Drive. These amenities include two crosswalks with countdown pedestrian traffic signals. Construction is currently planned to start in Spring 2027 and completed the same Winter.

County DOT also has acquired federal funds to complete the Loop-the-Lake trail with the two-phased Canalways Trail Extension Project: Salina Extension. Phase 1 (PIN 3756.22) proposes to extend Restoration Way in Onondaga Lake Park beyond the CSX Railroad

What was heard:

There is desire for better access management. During fieldwork along 7th North Street, a UNIFIRST business manager suggested splitting their frontage to Old 7th North Street with Sposato Floor Covering’s parking lot. This highlights the potential to improve access management and improve safety at the intersection of 7th North and Old 7th North Streets.

Bridge on Onondaga Lake Parkway. This phase is anticipated to be completed in Fall 2027. Phase 2 (PIN 3757.02) proposes continuing this trail to the existing trail on Murphy’s Island via an asphalt shared-use path, timber boardwalks at Danforth Salt Pond and Murphy’s Island, and a multi-span bridge to transverse Ley Creek and the CSX rail line. This phase is anticipated to be completed in Fall 2029.

At the time of this study, CSX and NYSDOT are developing plans to improve the CSX rail line and Syracuse Amtrak platform in the Study Area. The project will widen the Park Street rail bridge deck to accommodate additional tracks, increase the vertical clearance of the Park Street rail bridge to reduce or eliminate bridge strikes, and increase the Park Street clearance width under the bridge.

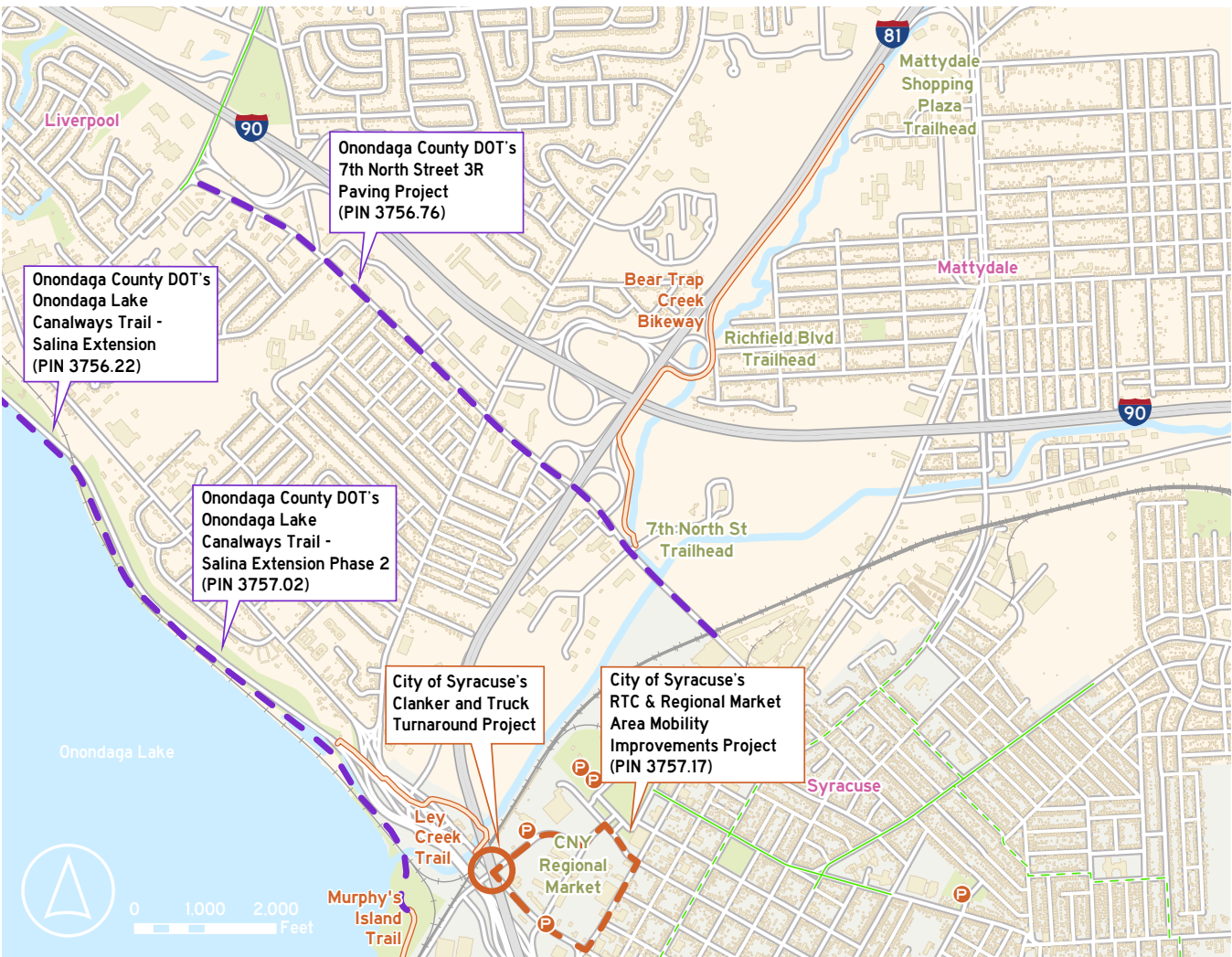


FIGURE 6: Anticipated bike and pedestrian infrastructure development near Study Area



Figure 7: National Grid property along Ley Creek
Data Source: County Planning

Existing Conditions

Road & Parcel Ownership

This effort includes many different road owners: the State owns I-81, Onondaga Lake Parkway, and many of their access ramps. Onondaga County owns 7th North Street as well as Buckley Road, Old Liverpool Road, and their intersection with Park Street and I-81 ramps. The Town of Salina owns all other roads within Salina in the Study Area, with the notable exception of Ley Creek Drive being privately owned by Destiny USA R&D Park LLC. Within Syracuse, the City owns all other roads including Hiawatha Boulevard, Park Street to the City Boundary, and Harborside Drive to the intersection with Destiny USA Drive, where it becomes privately owned.

Onondaga County parcel data show National Grid has continuous ownership of a single parcel in the Town of Salina connecting 7th North Street to just before the Ley Creek Trail. Additionally, Onondaga County owns the parcel adjacent to it. This single continuous parcel along a waterway provides an opportunity for a potential off-road connection between the existing Bear Trap Creek Bikeway's 7th North Street trailhead and the existing Ley Creek Trail in the City of Syracuse.



Figure 8: Road ownership

Existing Conditions

Zoning & Land Use

In 2023, the City of Syracuse adopted ReZone Syracuse, a multi-year initiative to update zoning laws to better reflect the City’s vision. The Town of Salina adopted a Comprehensive Plan in Fall 2025, outlining land use updates and guidance for updating zoning. This effort examined and mapped both.

Salina

The Salina side of the Study Area is zoned as either Commercial or Residential, but land use mapping highlights vacant parcels as well as four single-family residential parcels along Luther and Albion Avenues. Also, the Salina side of Ley Creek in the Study Area is owned by National Grid up until I-81.

This area of Salina contains the Pilot Travel Center, an important resource for heavy vehicles and their drivers in Central New York. Its location at the intersection of I-90 and existing I-81 makes it even more important. This resource supports nearby related enterprises such as the Allegiance Truck Center and Napa Auto Care, as well as a few hotels on the other side of I-81.

Syracuse

The area along 7th North Street within the City is zoned for Industrial use. This includes employers such as Eaton Crouse-Hinds and Midstate Spring, both with large parking lots.

The northern end of Hiawatha Boulevard is largely used for commercial and industrial uses as well, with one single-family home. The Syracuse City School District Garage exists along this corridor, with many school buses entering and exiting twice every school day. There is also an active rail stub adjacent to the road.

The Southern half of Hiawatha Boulevard contains many destinations including NBT Bank Stadium, the CNY Regional Market, and the Regional Transportation Center. Additionally, one apartment building, zoned as commercial, exists here. Finally, while there is plenty of mixed-use zoning as Hiawatha Boulevard approaches Park Street, this corridor is dominated by a large storage unit, with some small shops, homes, and auto care facilities.

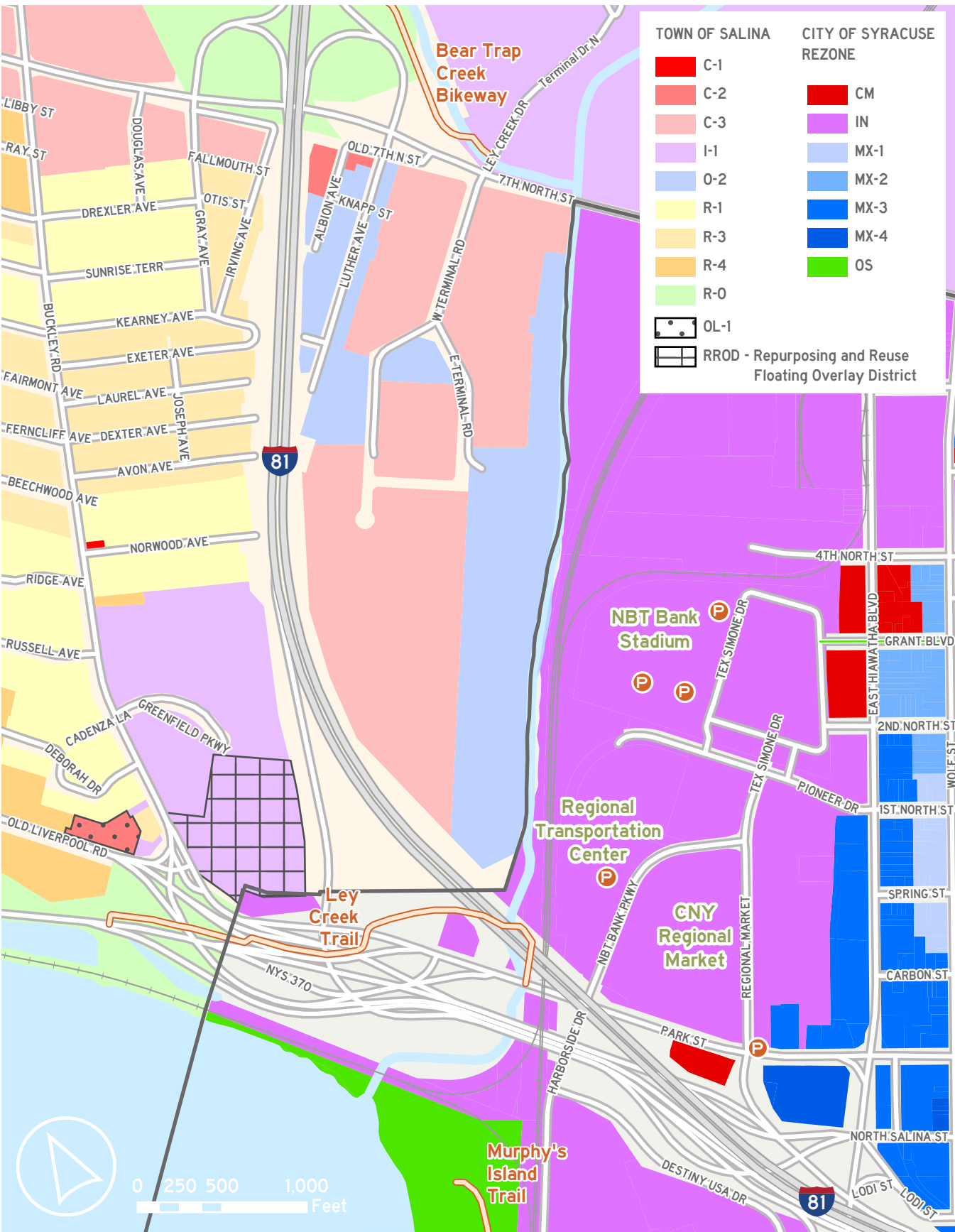


Figure 9: Syracuse and Salina Zoning maps
Data Source: Town of Salina and City of Syracuse

Existing Conditions
Zoning & Land Use

As part of the new Town of Salina Comprehensive Plan, Future Land Uses were mapped and described, translating the goals outlined in the plan into an illustrative vision aimed at guiding future decision-making, including updates to zoning. The Town's former and the City's current land use map is illustrated to the right, and the Town's updated future land use plan with the Study Area is shown below.

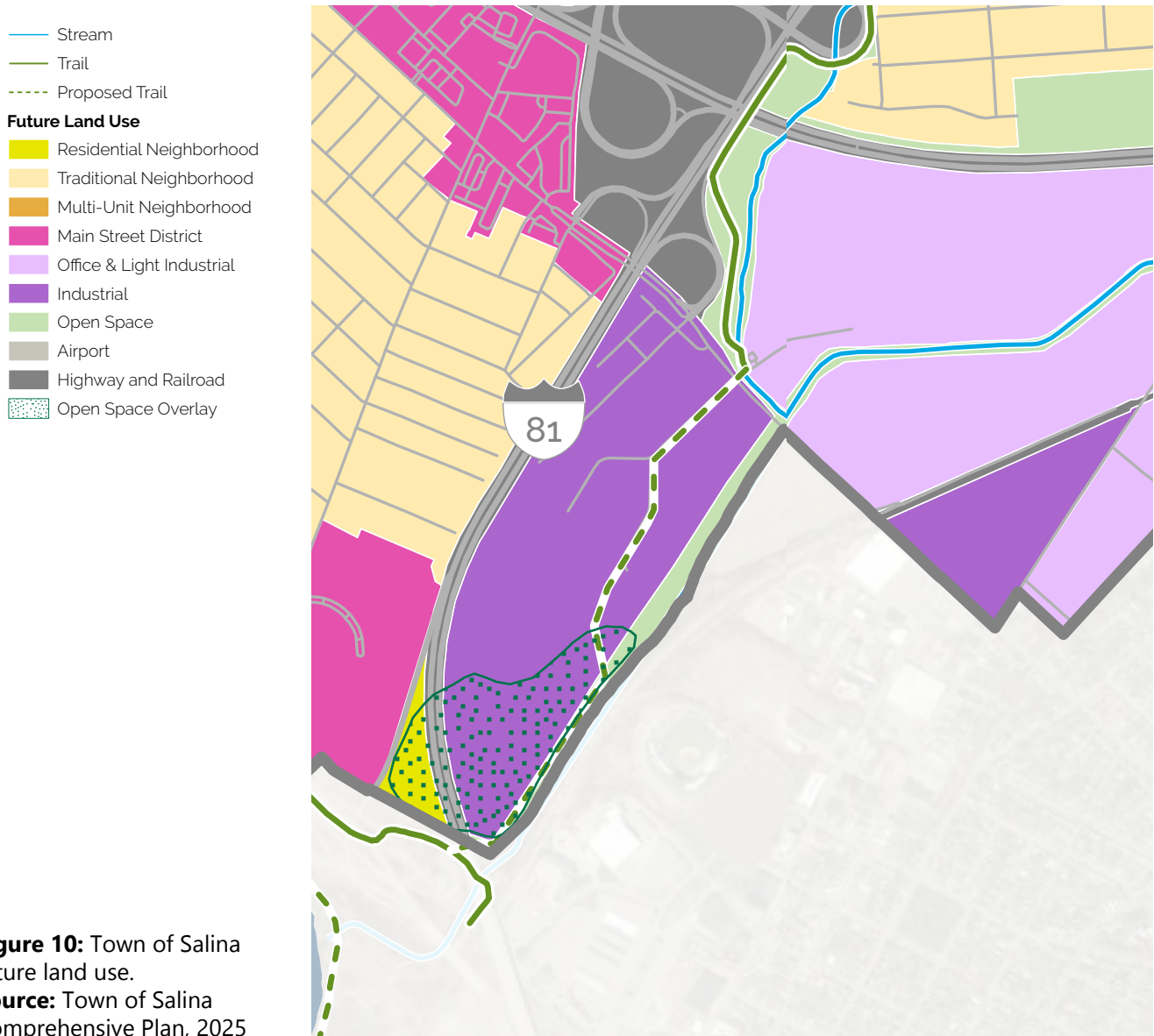


Figure 10: Town of Salina future land use.
Source: Town of Salina Comprehensive Plan, 2025

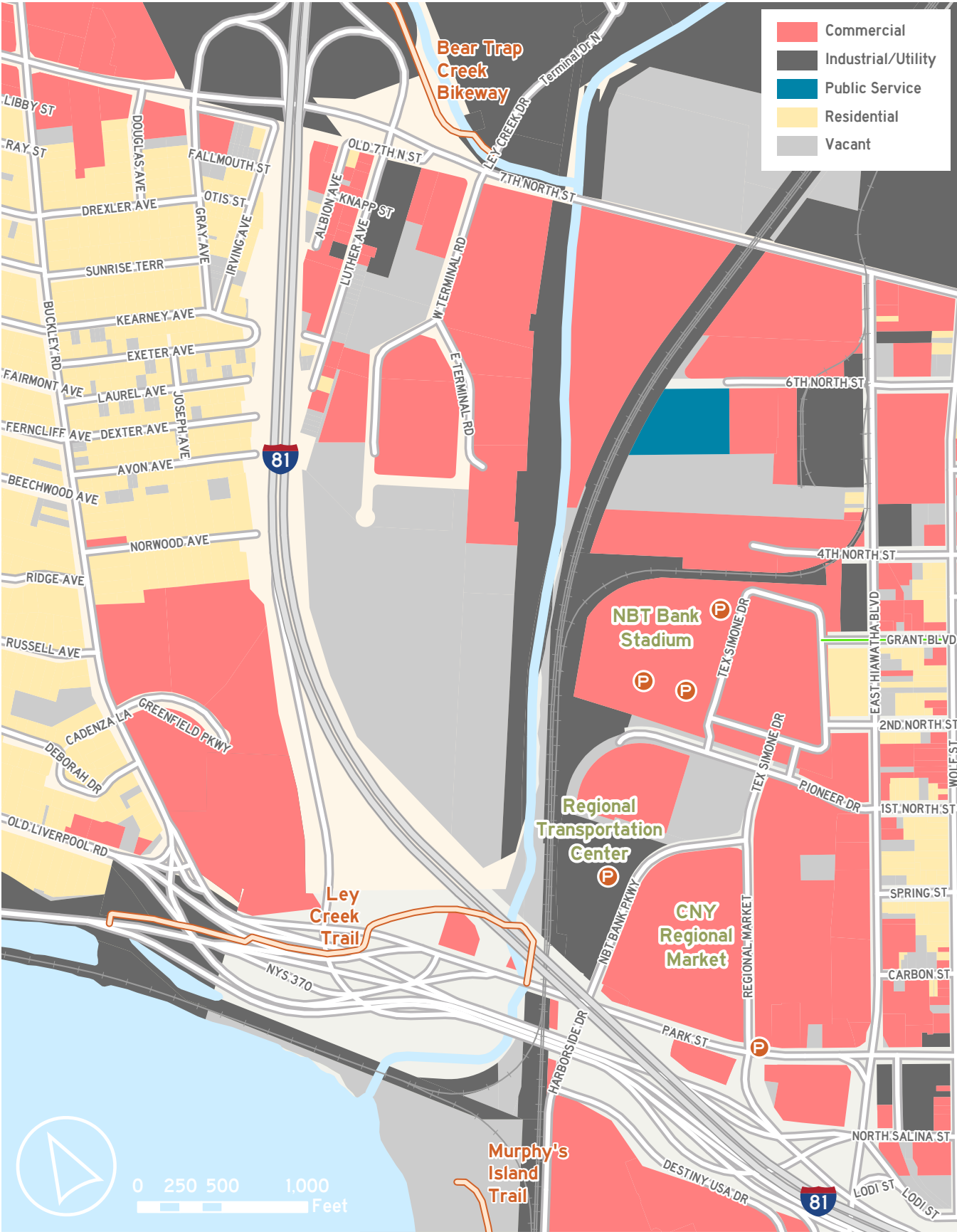


Figure 11: Syracuse and Salina land use maps
Data Source: Onondaga County Planning Department

Existing Conditions

Transit



Image 9: Bus shelter at Wolf and 7th North Street,
Source: Google Streetview, Sep 2025

Currently, many Centro routes run near the Study Area, but there are only a few stops within.

The Mattydale Airport routes (SY 84 & SY 184) travel along Wolf Street, making use of a shelter at the intersection with 7th North Street. The N. Salina Street and Buckley Road routes (SY 116, SY 216, & SY 316) travel along Buckley Road. Many routes use I-81, but only the Henry Clay Wetzel Road routes (SY 186 & SY 286) utilize the 7th North Street exit adjacent to the Study Area. Three routes (SY 57, SY 50, and SY 16) all stop at the Regional Transportation Center’s bus shelter. In addition to those three routes, two more (SY 88 and SY 48) also stop at Destiny USA.

At the time of this study’s completion, Centro is redesigning the transit system in Onondaga County, an effort called Better Bus. The current iteration of the redesign includes Move, Centro’s On-Demand service, reaching the intersection of Buckley Road and 7th North Street and extending north and west to Morgan Road.

Ridership

In 2024, the highest transit ridership in the study area was at Destiny USA with 539 factored daily boardings and alightings followed by the Regional Transportation Center with 151 factored daily boardings and alightings. After that, the only stops with more than 10 factored daily activities are the two stops along 1st North St at Wolf Street and the two stops outside Buckley Apartments near 7th North Street on Buckley Road.

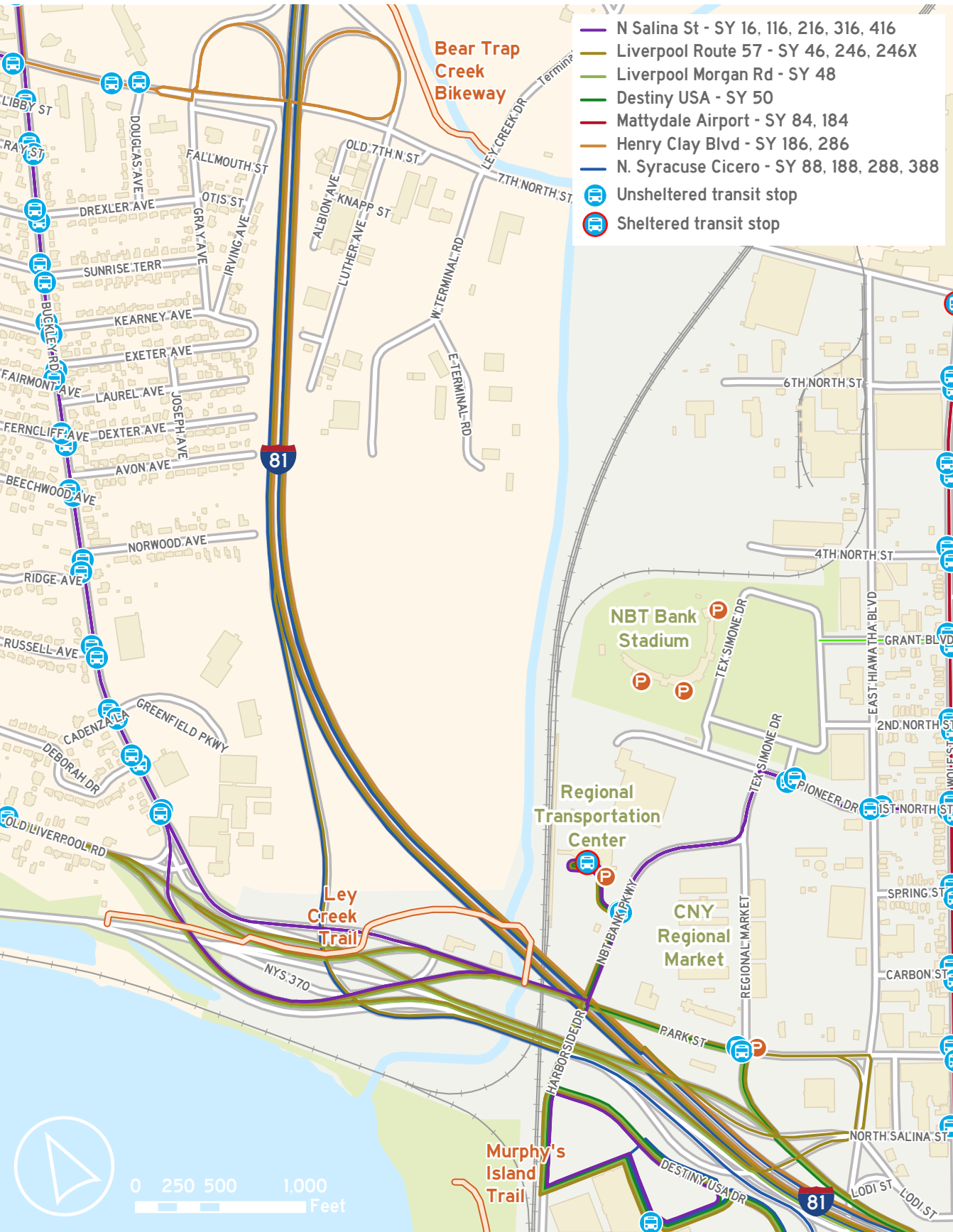


Figure 12: Centro’s pre-Better Bus transit routes
Data Source: Centro

Issues & Opportunities



Traffic Volumes



Image 10: Park Street looking east



Image 11: Hiawatha Boulevard looking north



Image 12: 7th North Street looking west

Traffic volumes in the Study Area are greatest along I-81, reaching volumes greater than 80,000 annual average daily traffic (AADT) in 2023. While volumes along 7th North Street are much lower, all traffic moving between the I-81 ramps and the Pilot Travel Center at Terminal Road are missing from the data due to the location of the traffic count station (between Douglas Ave and Buckley Road). This count station shows traffic on 7th North Street between Buckley Road and the I-81 southbound ramps to be about 18,600 AADT. Traffic volumes along 7th North Street east of Terminal Road are about 10,000 AADT on either side of the rail bridge.

Along East Hiawatha Boulevard, traffic volumes are incredibly low. The estimated volume near the intersection near 6th North Street is 3,500 AADT and 6,600 AADT near 1st North Street/Tex Simone Drive. These low volumes provide opportunities for improving the two 18-foot-wide lanes along this corridor.



Figure 13: Traffic volumes as Annual Average Daily Volume (AADT), 2023
Source: NYSDOT Traffic Data Viewer

What was seen:

Heavy vehicle traffic is a major stressor. Staff observed high volumes of heavy vehicles turning right from 7th North Street to Terminal Road and left from Terminal Road to 7th North Street. Many trucks were parked along both 7th North Street and Terminal Road, making conflicting pedestrian or bike movements very stressful.

What was heard:

Focus group members emphasized the intense demand for truck parking and services in this area, with no comparable facilities in SMTC’s planning area. Members also pointed out how the I-81 project could lessen the demand at this site as well as how vehicle electrification will shift service needs.

Heavy Vehicles

Due to their location, the traffic count stations on 7th North Street miss all vehicle movements between the I-81 ramps and the Pilot Travel Center, so Figure 15 to the right misleadingly represents lower Heavy Vehicle percentages along 7th North Street, between 3 and 5% heavy vehicles. These data also show Hiawatha Boulevard having much higher percentages with 6% heavy vehicles near 6th North Street, according to a 2022 count, and 8% near 1st North Street, according to a 2024 count.

Turning movement counts at intersections along 7th North Street reveal incredibly high volumes of heavy vehicles traveling between the I-81 ramps and Terminal Road. Figure 14 below represents volumes of heavy vehicles counted between 7 and 9 AM and 4 and 6 PM on a single day. These data show the highest volumes of heavy vehicles along 7th North Street between Luther Avenue and Terminal Road, as well as along Terminal Road itself. Percentages of heavy vehicles along 7th North Street reach as high as 13.5% at the southbound approach of the Terminal Road intersection.

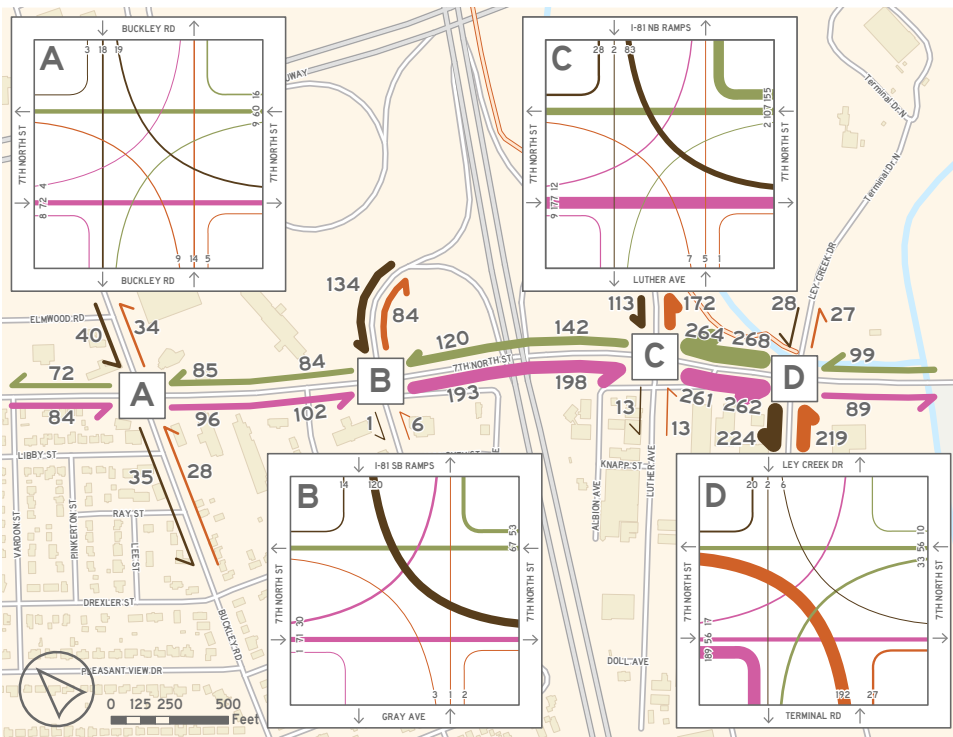


Figure 14: Turning movement counts of heavy vehicles 7-9AM and 4-6PM
Source: NYSDOT Traffic Data Viewer, 2013 and 2017

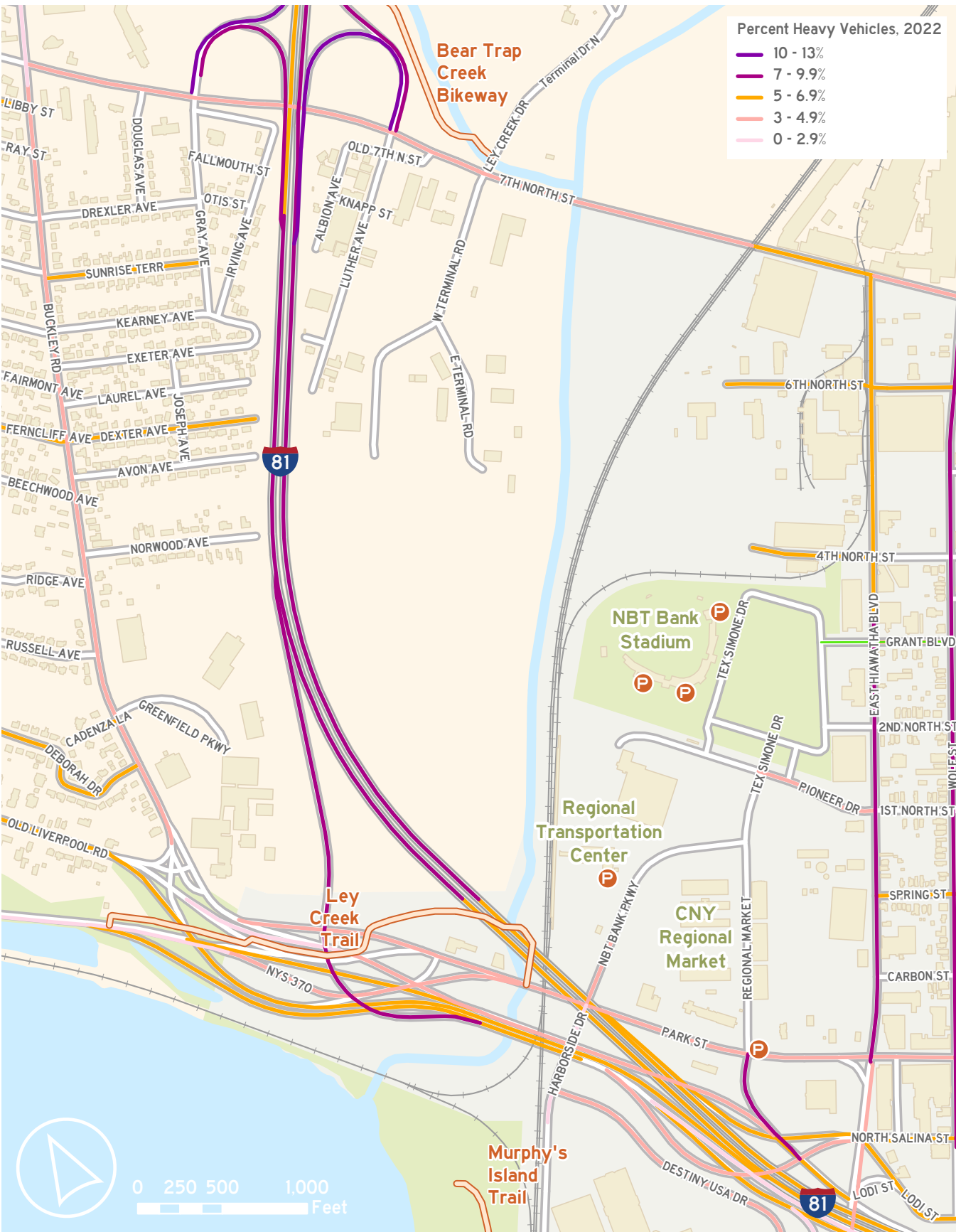


Figure 15: Heavy vehicle traffic as percent of total traffic (2022)
Source: NYSDOT Traffic Data Viewer

Existing Bike & Pedestrian Infrastructure in Study Area

What was seen:

Surprisingly high volumes of cyclist and pedestrian traffic were seen along 7th North and Park Streets. Numerous people walking and biking were observed by staff conducting fieldwork along 7th North Street near Terminal Road and near the CSX Rail Bridge as well as along Park Street near the existing Ley Creek Trail.

While there are many high-quality bike and pedestrian infrastructure elements just outside of the Study Area, there are few within. At the intersection of 7th North Street and Luther Avenue/I-81 northbound ramps, there is a crosswalk across Luther Avenue with button activated pedestrian signals and detectable warnings. (Image 17) While staff observed multiple cyclists along the corridor during fieldwork, this is the only bike or pedestrian infrastructure in this area of 7th North Street.

Along 7th North Street east of the CSX rail bridge, a faded crosswalk with button-activated pedestrian signals exists at the intersection with Hiawatha Boulevard. Between the rail bridge and this intersection, a desire path has been created along the southern side of 7th North Street. (Image 19)

Near Park Street, there is a bike/pedestrian bridge over Ley Creek along the disused Ley Creek Trail. (Image 7) Additionally, on the western side of the Park Street bridge over Ley Creek, there is a desire path running south under the access ramp towards Onondaga Lake. (Image 18)



Image 13: Eastbound cyclist on Park Street



Image 14: Cyclist turning left onto 7th North St from Bear Trap Creek Bikeway



Image 15: Person walking towards Town of Salina along Park Street



Image 16: Cyclist, pedestrian, and desire path along 7th North Street



Image 17: Pedestrian amenities at 7th North Street and Luther Avenue



Image 18: Desire path towards Onondaga Lake from Park Street



Image 19: Desire path along southern side of 7th North Street

Crashes

The crash analysis for this study looked at all reported crashes in the Study Area between January 1st of 2020 and December 31st of 2024 using NYSDOT’s Crash Location & Engineering Analysis Repository (CLEAR).

Of the total 497 crashes, there were 13 involving serious injuries and one involving a fatality. There were five crashes involving a pedestrian, three resulting in a serious injury and one resulting in the Study Area’s one fatal crash over the five-year period. This crash occurred at the intersection of 7th North Street and Terminal Road, with the pedestrian being clipped by a truck turning left out of Terminal Road as the pedestrian attempted to cross. Two people riding bicycles were also struck by vehicles, with one resulting in a serious injury.

Total crash volumes were also separated into intersection and non-intersection crashes, as well as crashes off-road within a parking lot. The highest volume of intersection crashes along Park Street occurred at NBT Bank Parkway/Harborside Drive with 48 crashes over the five-year period. The most common crash type at this intersection was Rear Ends with 13 crashes. Along 7th North Street, the intersection with Terminal Road/Ley Creek Drive experienced the most at 27 crashes, with the Sideswipes being the most common collision type.

The segment of Park Street between NBT Bank Parkway/Harborside Drive and the on ramp from Buckley Road and Old Liverpool Road, had the most non-intersection crashes in the Study Area at 42. Of these 42 crashes 32 were classified as “collisions with bridge structure.” Many crashes were reported along Terminal Road and W Terminal Road, though these crashes may be misplaced crashes which occurred within the busy Pilot parking lot. Notably, 20 crashes between heavy vehicles were pinned within the parking lot of the Pilot Travel Center, with none resulting in an injury.

Of the total 497 reported crashes, 194 (39%) involved a truck and 136 of those occurred in the area between 7th North Street, Terminal Roads, and Luther Avenue.

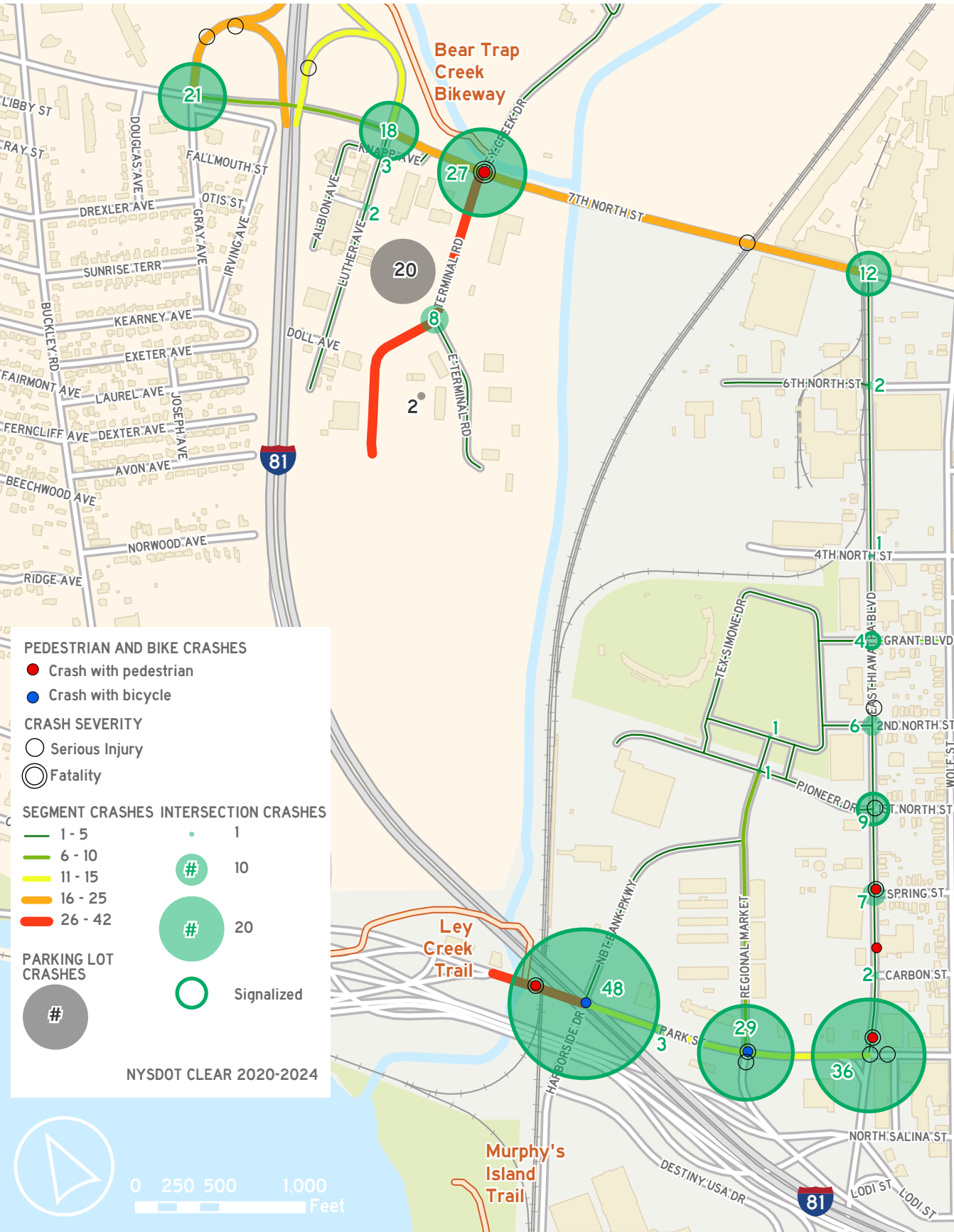


Figure 16: Reported crashes by intersection/non-intersection, severity, and involving cyclists and pedestrians
Source: NYSDOT CLEAR, from 2020-2024



Image 20: Bear Trap Creek along 7th North Street approaching Ley Creek

Water, Wetlands, and Cleanup

The New York State Department of Environmental Conservation (DEC) produces an Environmental Resource Mapper (ERM) that maps many natural elements including wetlands, showing the approximate location of the actual wetland boundary. As of January 1, 2025, the existing freshwater wetlands maps shown on the ERM are no longer regulatory but are for informational purposes only. Wetland boundaries from the ERM are illustrated in Figure 17. Additionally, a 100-foot buffer is regulated around these wetlands called the “check zone.” This is an area around the mapped wetland in which the actual wetland may occur. If a project is proposed that may encroach into this area, project managers should check with the regional DEC office to make sure where the actual wetland boundary is.

In 2017, wetlands were mapped along Ley Creek as part of the Lower Ley Creek Superfund Subsite. These maps have been included in this report in Appendix X.

The Environmental Protection Agency’s Superfund program contains a subsite of the Onondaga Lake Superfund site through this effort’s Study Area called the Lower Ley Creek Subsite OU25, also illustrated in Figure 17. This parcel is owned by National Grid, a participant in the Focus Groups for this effort. The Environmental Protection Agency is expecting to begin cleanup of the subsite in 2032, after cleanup of the upstream subsites is completed and design plans for this segment are finalized.



Image 21: Ley Creek under I-81 & Ley Creek Trail looking north from Park Street

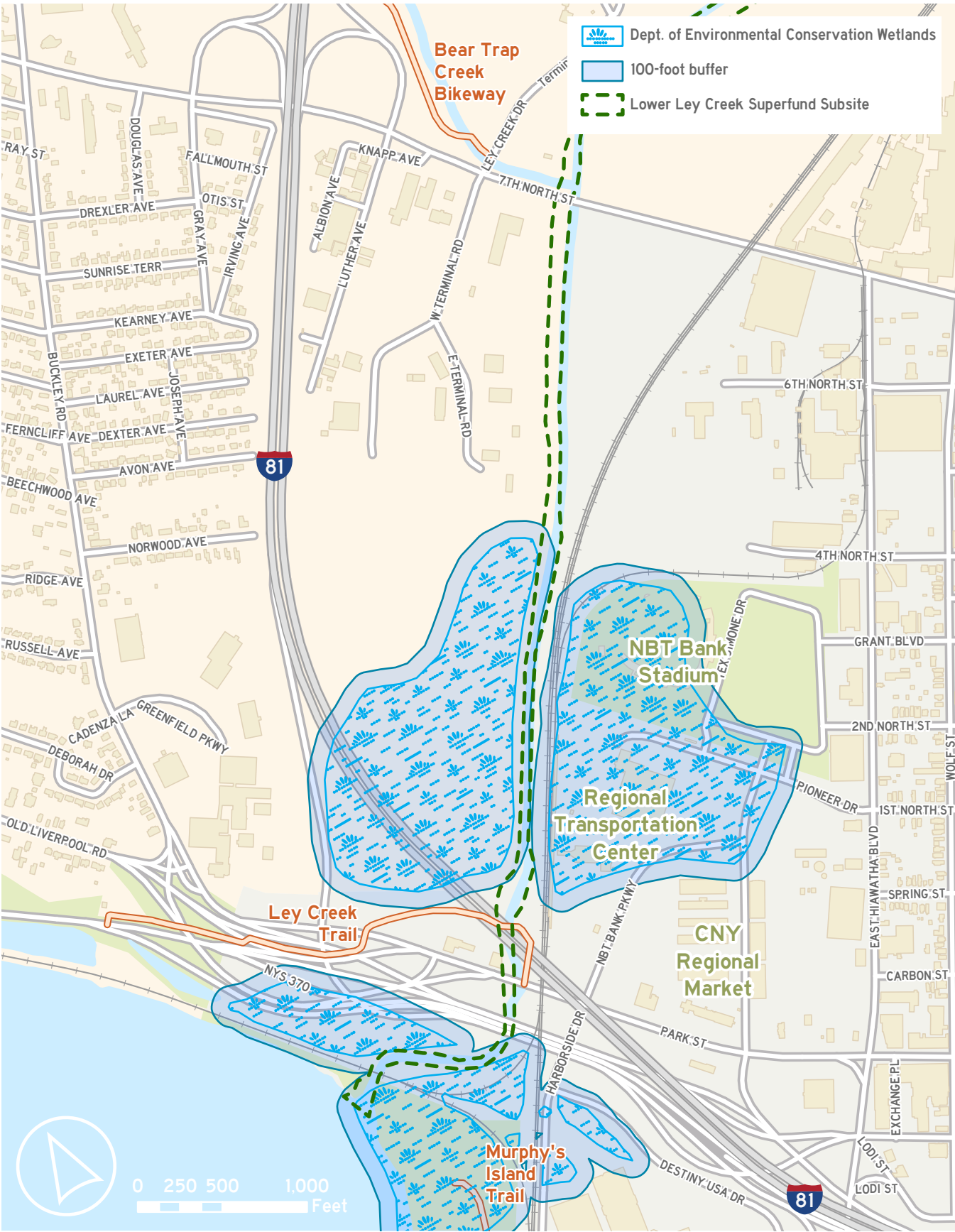


Figure 17: DEC illustrative wetlands with 100-foot buffer and Lower Ley Creek Superfund Subsite

Bike and Pedestrian Movements

What was seen:

During fieldwork along 7th North near Terminal Road, three cyclists were seen during 30-minutes of fieldwork, in addition to a Veo scooter located at the same intersection, the northern extent of the geofence. Pedestrians and cyclists were also observed traveling underneath the 7th North Street rail bridge.

Similarly, five to six pedestrians were observed along Park Street in 15 minutes of fieldwork.

Data on trip origins/destinations can be challenging to directly collect. Replica, a data platform for the built environment, provides modeled data from cell phones, Census and ACS surveys, land use, credit card payments, and ground truthing to replicate trips. This study looked at Replica to identify trips starting in the Metropolitan Planning Area and ending at the RTC/Regional Market/NBT Bank Stadium Area. The origins of these trips were broken down into traffic analysis zones (TAZs). Replica models its data for average Thursdays and Saturdays, luckily the same days the Regional Market operates.

According to Replica, there was an average of 5,685 trips to the area for a typical Saturday in the Spring of 2025. Of these trips, 7.1% were completed by walking or biking. Figure 18 shows where these bike and pedestrian trips came from. While the Northside and Inner Harbor saw the largest portions of trips to the Regional Market Area by walking and biking, trips also came from the Westside as well as Galeville/Chestnut Hill in the Town of Salina.

Figure 19 shows the percent of trips from each origin that were completed by walking or biking. The Northside, the Inner Harbor, and Galeville/Chestnut Hill were the most likely to walk or bike to the Regional Market.



Image 22: Busy day at the CNY Regional Market

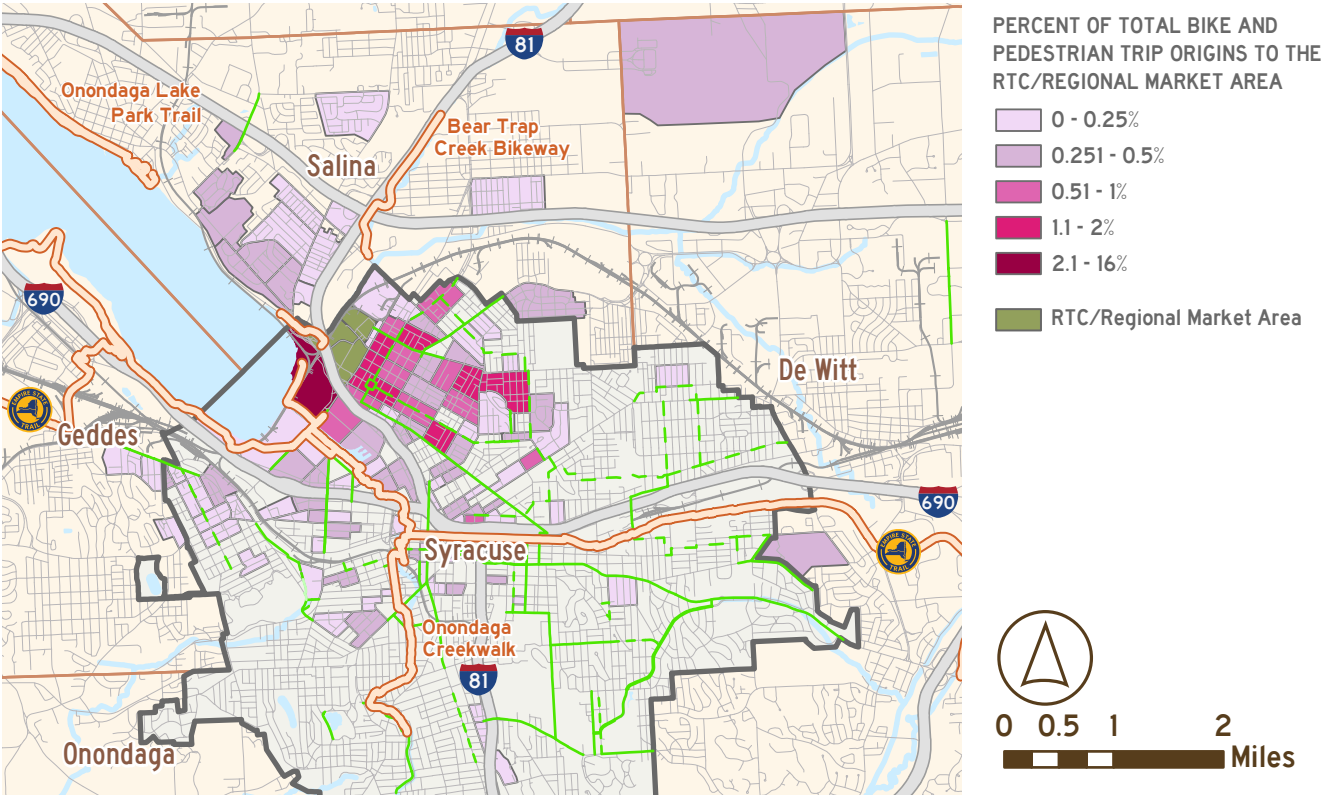


Figure 18: Percent of all bike/pedestrian trips to the RTC/Regional Market by TAZ for an average Saturday in Spring 2025 Source: Replica, 2025

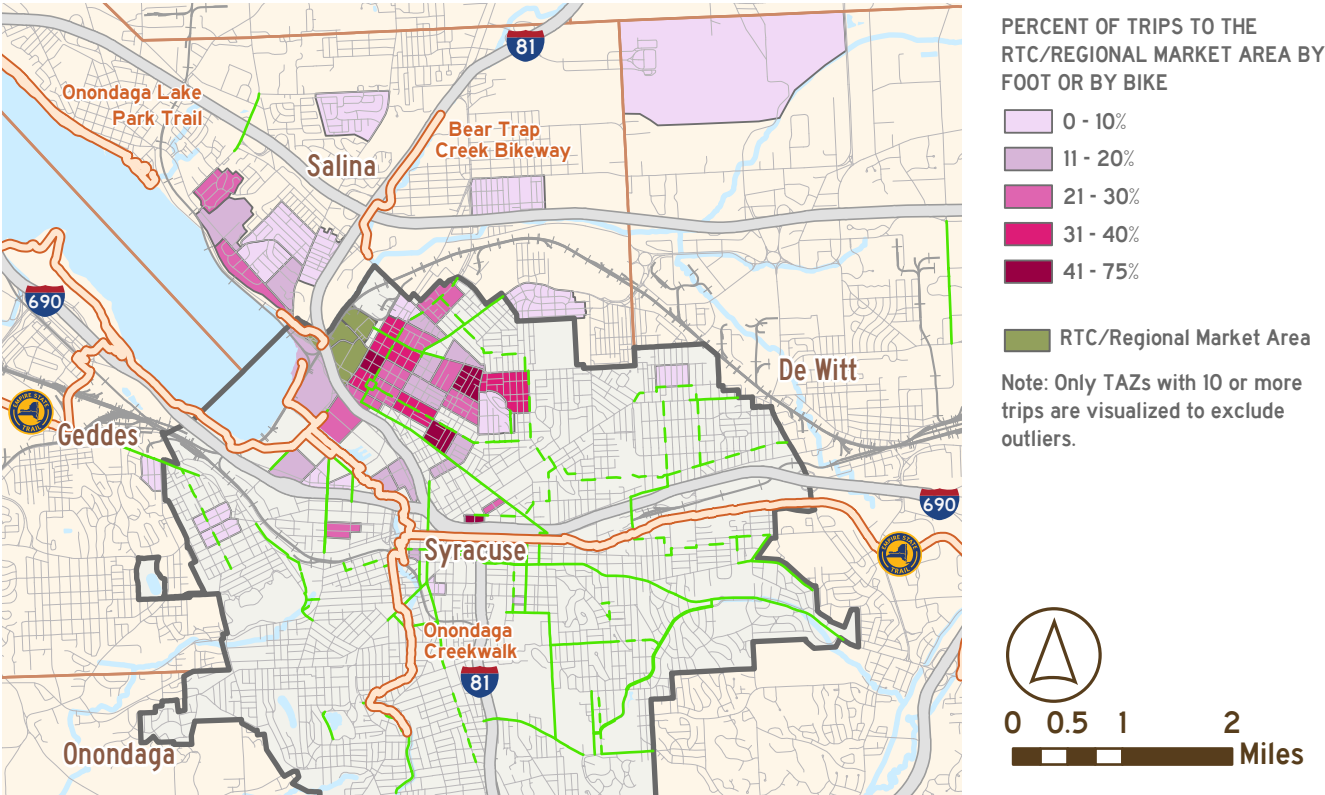


Figure 19: Percent of trips to the RTC/Regional Market from each TAZ completed by biking or walking on an average Saturday in Spring 2025 Source: Replica, 2025

Summary of Issues

Figure 20 summarizes the issues with connecting the Bear Trap Creek Bikeway and the CNY Regional Market area as identified throughout this effort.

Heavy vehicles create a lot of stress for potential cyclists and pedestrians in the Study Area. There are high volumes of heavy vehicle traffic along 7th North Street between the I-81 access ramps and Terminal Road/Ley Creek Drive as well as along the much narrower Terminal Road itself. Additionally, many truck drivers illegally park their trucks along 7th North Street between Terminal Road and the CSX rail bridge, likely due to the high demand and limited space at the Pilot Travel Center.

The geometry of existing road network limits mobility options. The Ley Creek Drive approach to the intersection with 7th North Street includes a bridge over Bear Trap Creek with only 22 feet of pavement width. With the OCCRA facility coming online in the near future, there is concern the width of this bridge will not accommodate heavy vehicle traffic in both directions. The CSX rail bridge over 7th North Street is tall enough for heavy vehicles to drive underneath but not wide enough to accommodate both cycling on the shoulder and space dedicated to pedestrians. Similarly, the CSX rail bridge over Park Street currently has narrow shoulders not suitable for bike riders and walkers. The City is anticipating putting in “clankers” to help mitigate bridge strikes by taller vehicles.

The surrounding infrastructure also limits options for potential bike and pedestrian improvements. I-81 limits mobility to neighborhoods to the west of the Study Area, such as Galeville and Liverpool. The active rail spur along the northern end of Hiawatha Boulevard limits options for improvements outside the road width. Lastly, utility lines along 7th North Street, Ley Creek, and Park Street complicate construction. The National Grid property and Superfund subsite along Ley Creek make for a clear, waterfront path, but a potentially complicated build with multiple utility lines.



Image 23: Many heavy vehicles parked and driving along Terminal Road



Image 24: CSX rail bridge over 7th North Street
Source: Google Streetview



Image 25: Active rail spur along Hiawatha Boulevard

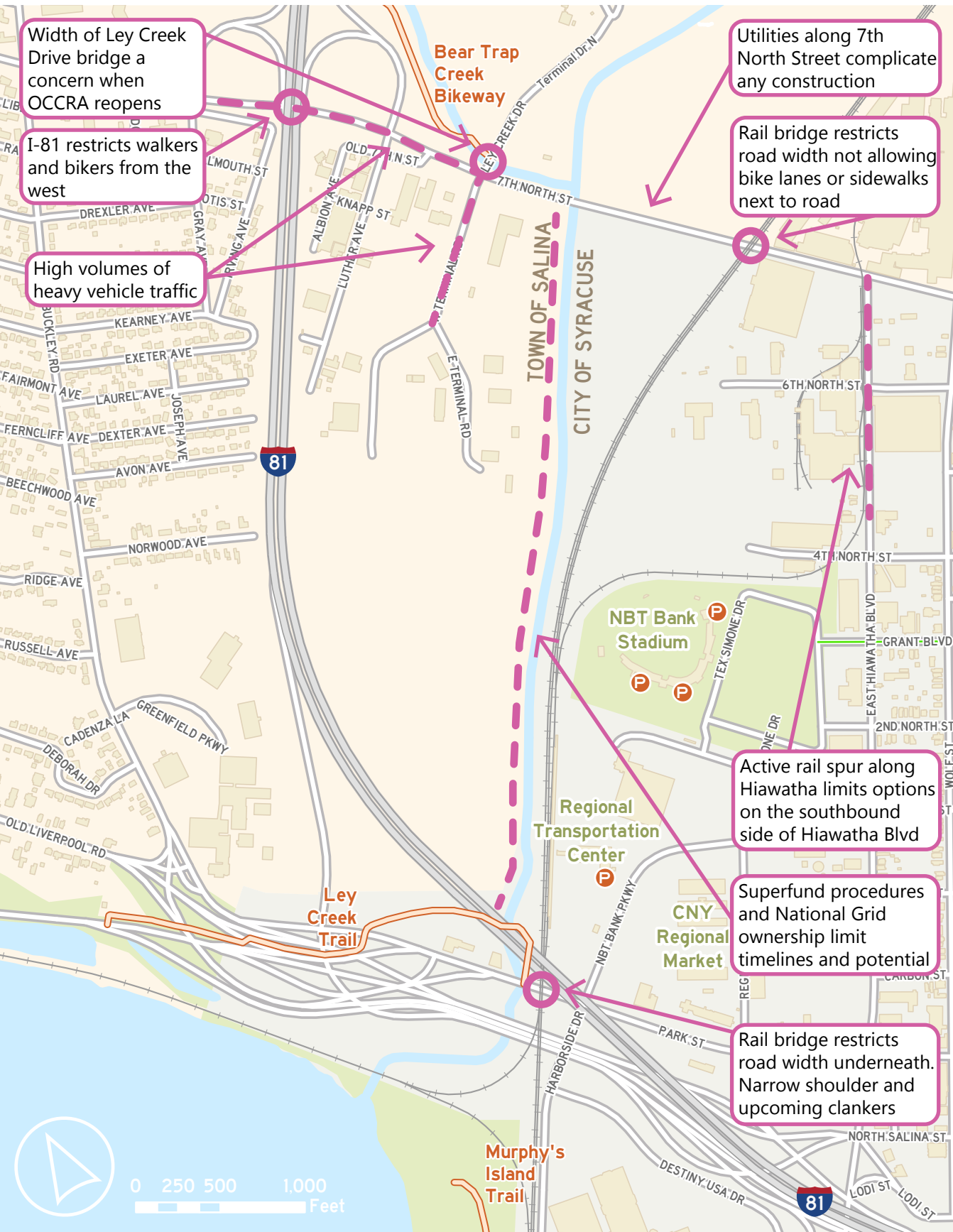


Figure 20: Summary of issues in the Study Area

Summary of Opportunities

There are numerous anticipated developments coming in the near future that this effort can build upon. Onondaga County Department of Transportation (OCDOT) has their 7th North Street Pavement Project (PIN 375676), from the CSX rail bridge to Electronics Parkway. Within the Study Area of the Bear Trap Creek Connector Study, this plan includes pedestrian improvements at the intersection with Terminal Road, 6-foot bikeable shoulders for confident cyclists, and pavement removal to minimize on-road truck parking, creating space for future separated improvements.



Image 26: Public meeting for City's RTC/Regional Market Improvements project

City Engineering's RTC/Regional Market Area Mobility Improvements Project (PIN 375717) plans to improve bike and pedestrian mobility along Park Street, NBT Bank Parkway, Tex Simone Drive, and Hiawatha Boulevard.

OCDOT's final phase of Loop-the-Lake (PINs 375622 & 375702) plans to connect the Village of Liverpool to the existing Murphy's Island Trail and therefore the greater regional trail network. This path, running along Onondaga Lake near Park Street, provides an opportunity to connect this and the existing Bear Trap Creek Bikeway to the regional trail network as well.

The Lower Ley Creek Superfund Subsite along the continuous National Grid property provides the opportunity for a direct, waterfront path paid for by the parties responsible for polluting. Similar to the paths along the southwest corner of Onondaga Lake, this is an excellent opportunity to expand our trail network.



Image 27: 18-foot lanes along East Hiawatha Boulevard

Other elements of the existing built environment present opportunities for improvements. The wide road width, no permitted parking, low traffic volumes, and low speeds along East Hiawatha Boulevard make it a suitable corridor for bike infrastructure improvements. The existing Ley Creek Trail bridge over Ley Creek provides an opportunity for crossing the Creek entirely separated from traffic. And the development of the Candle Factory Apartments at the intersection of Buckley Road and Park Street, as well as sidewalk improvements along Old Liverpool Road, increases demand for walking and biking to the CNY Regional Market, as well as the RTC and Destiny USA.

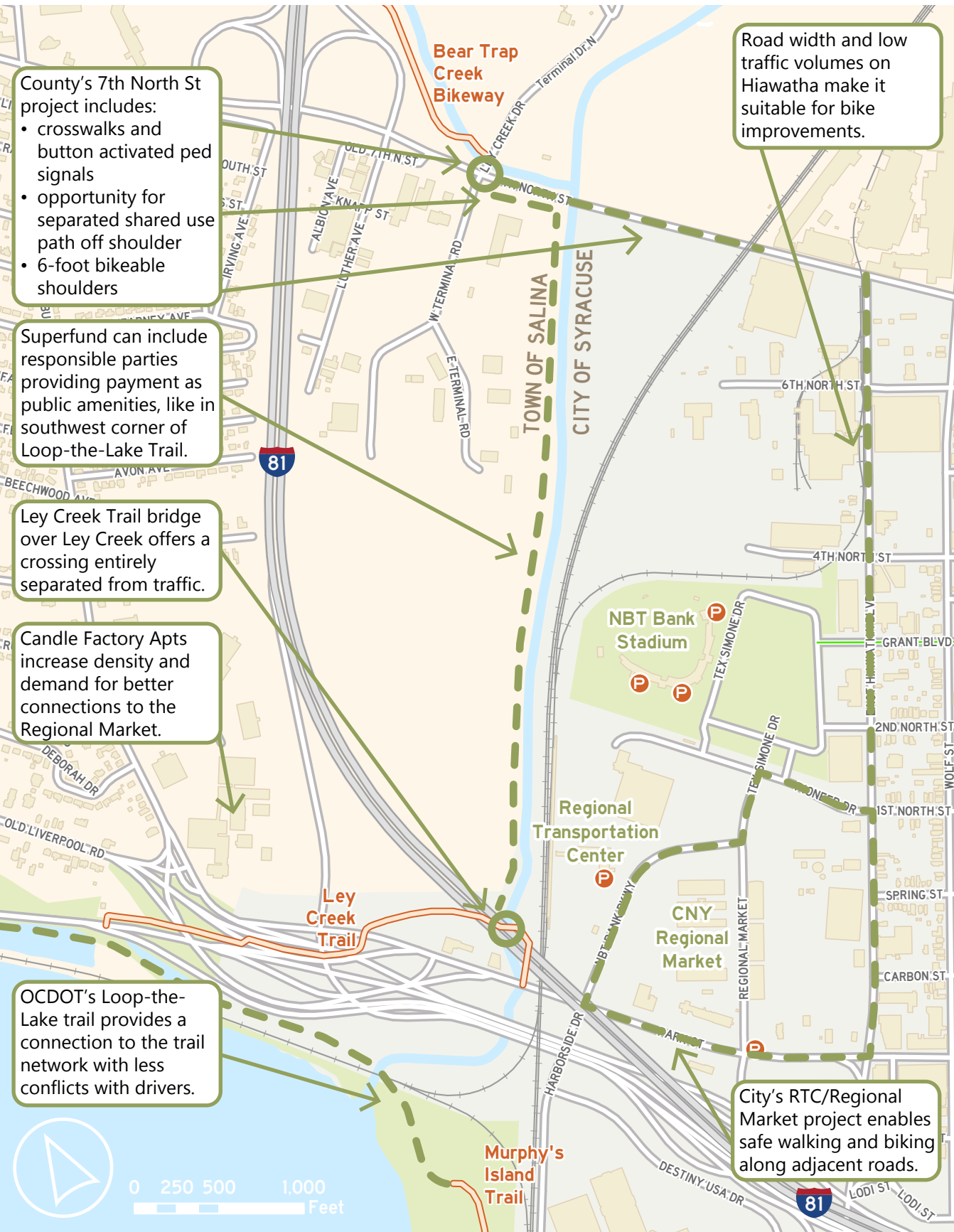


Figure 21: Summary of opportunities in the Study Area

Potential Improvements



A Good Bike Network

Despite most bike infrastructure improvements being funded and constructed piece-by-piece, building individual segments of bike and pedestrian infrastructure is only one important step of building a good bike network. What makes these elements worthwhile investments is when they work as a network.

During the first Focus Group of this effort, attending stakeholders were asked to answer the question, “what makes good (bike) infrastructure?” From this, the group created a list of five attributes they agreed make up not only good infrastructure, but contribute to a good bike network. These attributes are shown in Figure 22.

According to the Federal Highway Administration (FHWA) Bikeway Selection Guide (December 2019), effective bicycle networks lead to more people bicycling by creating routes that are efficient, seamless, and easy to use. This resource outlines seven key principles for bicycle network design, defined in Table 2. (FHWA, Bikeway Selection Guide, February 2019, p. 11)

Looking at the lists created by both the FHWA and Focus Group 1, clear overlapping themes appear. Safety and comfort for all users appear as priorities of both, as well as connectivity, meaning not only being able to reach a destination, but also having bike facilities accessible at trip origins, typically within neighborhoods.



Figure 22: Five elements of good bike infrastructure as defined by Focus Group 1



Image 28: Focus Group 1

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

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

Identifying Specific Treatments

This chapter outlines potential improvements to the bike and pedestrian network within the Study Area. These potential improvements were identified using existing conditions data, focus group and stakeholder feedback, knowledge of upcoming improvements, and the goals and priorities outlined by Onondaga County, the Town of Salina, and the City of Syracuse in their respective comprehensive plans and previous planning efforts. Lastly, recommendations were limited to what was considered achievable for responsible parties and road owners.

Figure 23 from FHWA highlights the variability of the confidence of cyclists and the relationship with stress, which increases with traffic volumes, speeds, and proximity to car and truck traffic. When exploring on-road improvements, staff frequently referred to the FHWA’s Bikeway Selection Guide. Figure 24 from that resource provides guidance for what treatments are most appropriate for various traffic volumes and speeds.

Figure 23: Bicyclist design user profiles (Note: the percentages reflect only adults who have stated an interest in bicycling)
Source: FHWA Bikeway Selection Guide

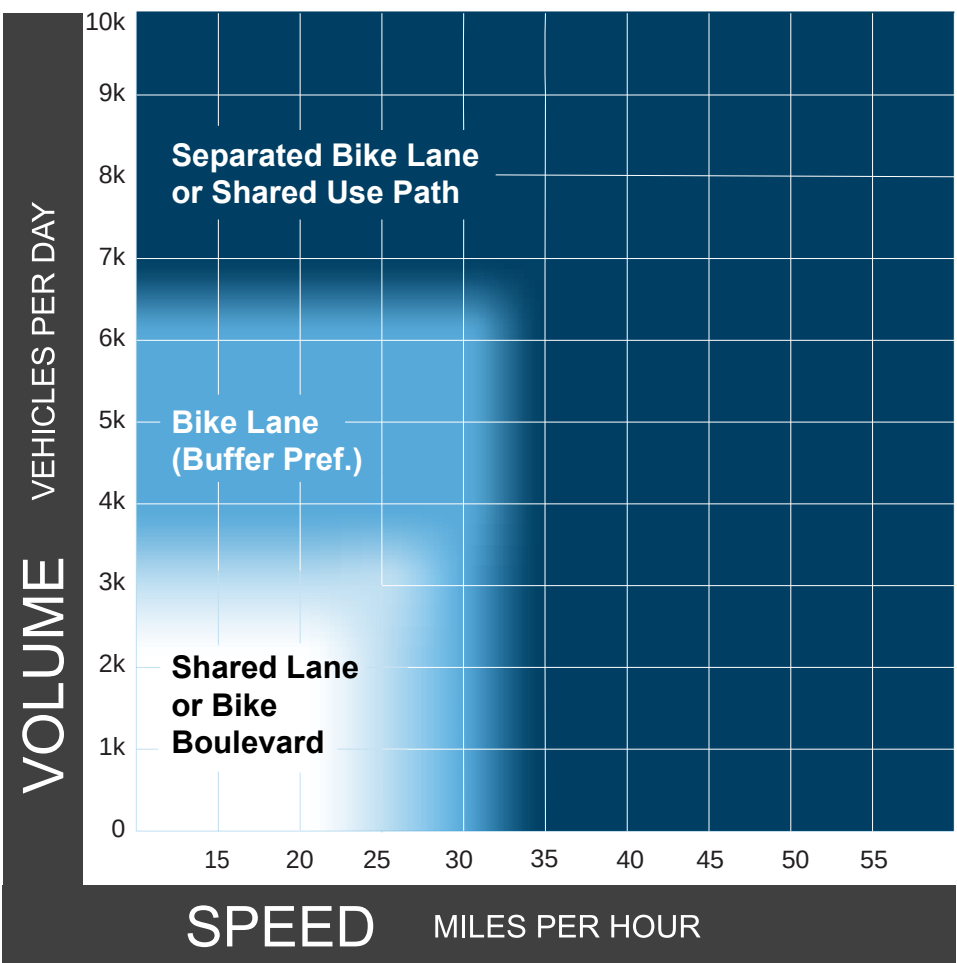
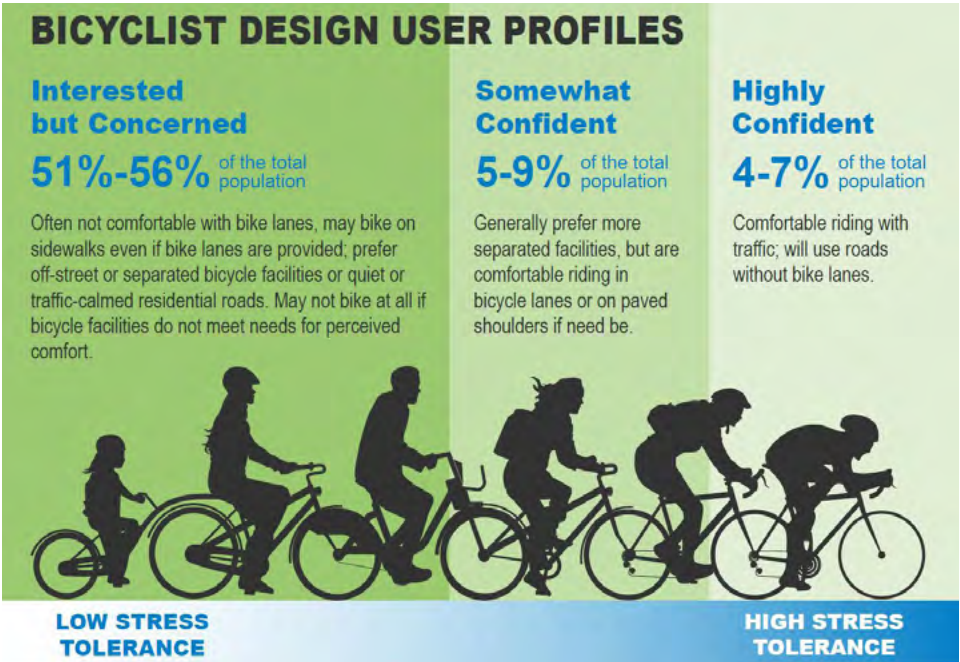


Figure 24: Preferred bikeway type for urban, urban core, suburban and rural town contexts
Source: FHWA Bikeway Selection Guide

What was heard:

Stakeholders speaking on behalf of both cyclists and truck drivers agree: physical separations between cyclists and drivers are preferred. Whether it be temporary vertical separation like flex posts or Jersey barriers, or permanent protections like a curb or a grassy median for snow storage, conversations with focus group members and property owners alike all shared strong preferences for protected bike and pedestrian facilities. Protected facilities minimize conflicts between cyclists and drivers, reducing stress for both.

Especially along corridors with higher traffic speeds and higher heavy vehicle volumes, this study suggests some form of protection from drivers. Along corridors with slower speeds and lower volumes, buffered bike lanes are preferred. Whenever possible, off-road treatments were considered.

Big-Picture Plan

Numerous existing improvements are currently planned for this area. OCDOT’s 7th North Street pavement project will add new pedestrian amenities at the intersection with Terminal Road/ Ley Creek Drive as well as bikeable 6-foot shoulders suitable for confident cyclists. OCDOT’s Loop-the-Lake project is expected to connect the Murphy’s Island Trail to Onondaga Lake Parkway via a bridge over Ley Creek and the CSX rail line. The City of Syracuse is expected to improve bike and pedestrian infrastructure along Park Street, NBT Bank Parkway, Tex Simone Drive, and Hiawatha Boulevard. NYSDOT and CSX also have plans to make improvements to the CSX rail line throughout the Study Area, including the rail bridges over 7th North Street and Park Street.

To connect the existing Bear Trap Creek Bikeway to the Regional Market area, this study proposes three potential paths, as well as connections to current improvement projects and the surrounding trail network. See Figure 25 for a map of all potential improvements.

- **The concept most preferred by the focus group utilizes the National Grid property that runs along the Town of Salina side of Ley Creek.** It suggests utilizing the signalized pedestrian crossing from the County’s pavement project, then building a ten-foot-wide paved shared use path along the southern side of 7th North Street with some physical protection such as a grassy median, curb, or flex posts, until reaching Ley Creek. From there, the paved shared use path would continue down Ley Creek to the existing Ley Creek Trail and Park Street.
- **The shorter-term plan** includes utilizing the 6-foot bikeable shoulders from the OCDOT 7th North Street pavement project to the CSX rail bridge, cleaning up the area under the bridge between the steel columns and concrete walls to create one-way shared use paths on either side, then building paved shared-use paths along 7th North Street east of the rail bridge. Pedestrian improvements are suggested at the signalized entrance to the Midstate Spring parking lot, and finally striping buffered bike lanes down Hiawatha Boulevard within existing pavement width until the City’s Regional Market project at Tex Simone Drive. See Figures 27, 28, and 29 for photosimulations of these concepts.

- **A potential third option** could be to create a shared use path up 7th North Street to Old 7th North Street. Here, traffic volumes and speeds are slow enough to warrant a neighborhood greenway treatment all the way down Luther Avenue. At the end of Luther Avenue, this path connects directly to I-81 right-of-way where a ten-foot shared use path could connect to the existing Ley Creek Trail. While it is very straight forward by primarily using existing roads and I-81 right-of-way, this option is discouraged due to crossing Terminal Road, creating a conflict with high volumes of heavy vehicles.

Additionally, this study examined connections to the surrounding active transportation network and suggests three additional elements to help connect nearby communities and trails to the potential improvements outlined above.

First, if buffered bike lanes are striped on East Hiawatha Boulevard, this study suggests one of two options for the intersection with the buffered bike lanes on Grant Boulevard: either standard bike boxes similar to those implemented nearby at the intersection of Grant and Lemoyne, or curb extensions to offer protection for cyclists waiting to cross in any direction.

Second, this study suggests restriping the one-way segment of Park Street, utilizing the wide shoulders to create a shared use path protected by flex posts, similar to the treatment in Towpath Road in DeWitt. This treatment does not reduce the number of traffic lanes.

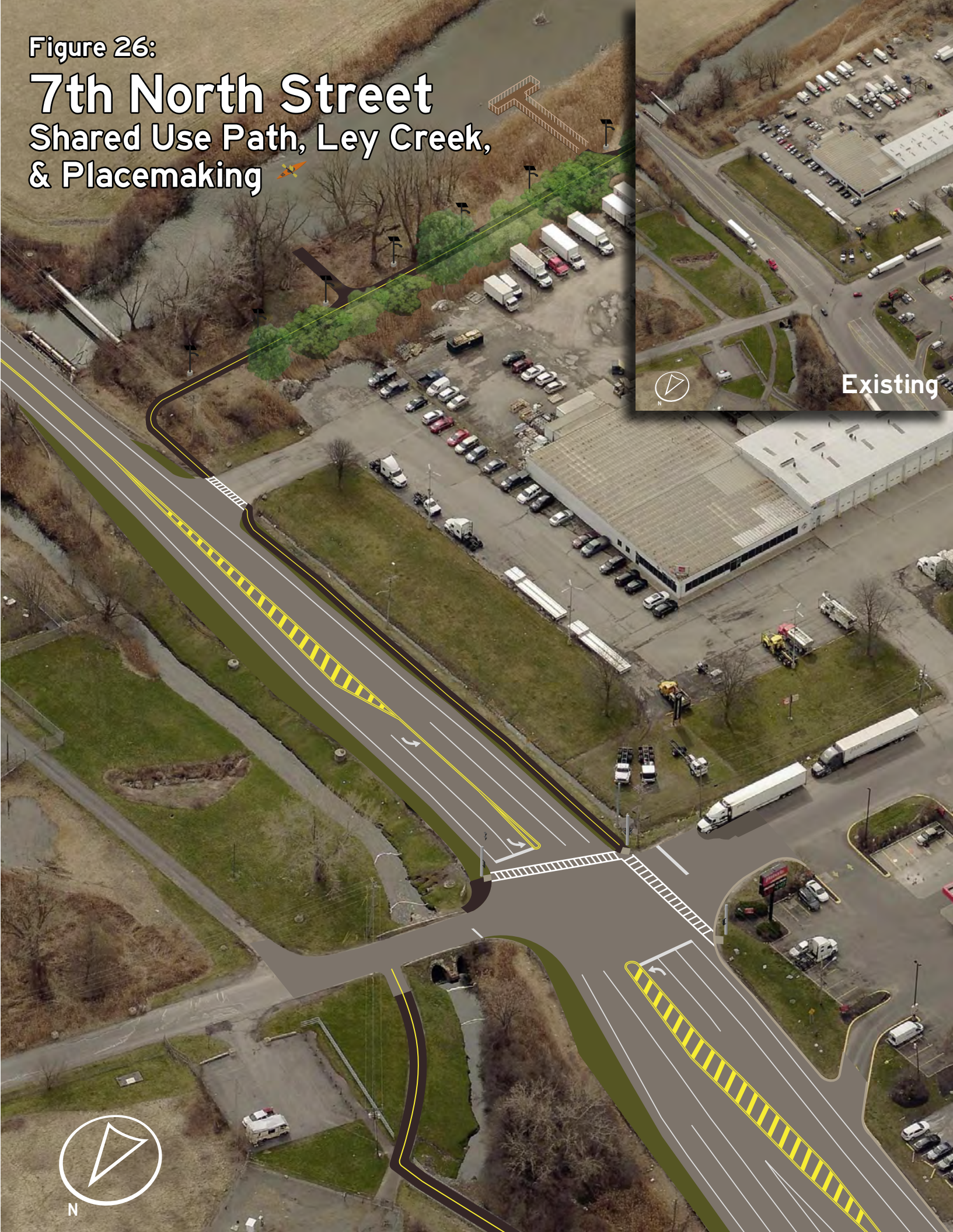
Finally, this study suggests connecting this trail to the County’s Loop-the-Lake path via a crossing over Park Street using a HAWK or RRFB, solar powered lights, and running under the access bridge. This study explicitly recommends not putting any bike or pedestrian treatments along Terminal Road. This is due to the high volume of heavy vehicle traffic, busy gas station, and numerous vehicles parking along the shoulder. Biking or walking along this road would be extremely stressful and very dangerous.

One complicated bottle-neck in this effort is the 7th North Street rail bridge. OCDOT’s pavement project includes two 11-foot lanes with the six-foot shoulders narrowing to just two feet due to the location of the bridge’s steel columns. This study suggests utilizing the space between the columns and the concrete wall to create a narrow one-way paved shared-use path on both sides of 7th North Street. This space is about 5 feet wide, so signage would need to be incorporated to tell cyclists to yield to any pedestrians, minimizing conflicts between cyclists and walkers.



Figure 25: Big picture map of potential improvements in Study Area

Figure 26:
7th North Street
Shared Use Path, Ley Creek,
& Placemaking



7th North Street

Shared Use Path, Ley Creek, & Placemaking



Image 29: MUTCD W11-15(P) sign to further indicate bike/ pedestrian crossing.

Starting from the north (bottom of the page) this concept shows a yellow line striped along the existing Bear Trap Creek Bikeway. At the 7th North Street & Terminal Road/Ley Creek Drive intersection, this concept shows a small paved, and ideally curbed, space at the northeast corner of the intersection for people using the trail to safely wait for the crossing signal to activate. This builds upon OCDOT’s planned crosswalk striping and pedestrian signals, which can be used by cyclists as well. This crossing should also be signed with MUTCD W11-15(P) signs for trail crossings.

Then crossing 7th North Street, this concept utilizes the space created by the pavement removal of OCDOT’s pavement project to create a protected 8-to-10-foot shared use path from the planned crosswalk to Ley Creek. This leaves space between the road and path for snow storage and traffic signs to create some vertical separation while discouraging on-road truck parking. While this concept illustrates the trail between the drainage ditch and the road, this trail could be built over the drainage ditch, or on the southern side of the ditch, further separating the trail from traffic.

This concepts then shows the path turning down Ley Creek towards Park Street. It includes solar powered lighting, a fishing pier, and a kayak/canoe launch as a place-making effort building upon Onondaga County’s Greenways & Blueways program. Due to the wetland and flooding concerns, timber wetland boardwalks may be necessary to include, which can increase the cost of construction.

The property along Ley Creek contains the Lower Ley Creek Superfund Subsite. This is the largest benefit and hindrance to a path along this corridor. While the Superfund program will allow community payment as amenities (such as a shared use path) meaning this would be the funding source for this path, it means the community would be dependent on the cleanup timeline.

Cost estimations for this connection from the existing Bear Trap Creek Bikeway, down Ley Creek to I-81 right-of-way can be seen in Table 3. The costs for the kayak launch does not include the estimated \$900 semiannual cost to lift it in/out every spring/fall, as well as the \$50 Canal Corp yearly fee.

Table 3: Cost estimates for path from existing Bear Trap Creek Bikeway, along 7th North to Ley Creek, then along Ley Creek to I-81 ROW

Improvement	Estimated unit cost	Unit	Cost Source	Quantity	Total Estimate
Solar Powered Lights (every 60 feet)	\$9,000	Per light	Onondaga County DOT	67	\$603,000
Kayak Launch	\$90,000	Each	Syracuse Engineering	1	\$90,000
Multiuse Asphalt Path (10' wide)	\$85	Linear feet	NYS DOT Quick Estimator	4641	\$394,000
ADA Curb Ramp	\$9,400	Each	NYS DOT Quick Estimator	2	\$19,000
Ladder Crosswalk	\$1,680	Each	NYS DOT Quick Estimator	1	\$2,000
Concrete Curbing	\$100	Linear feet	NYS DOT Quick Estimator	37	\$4,000
One Standard (4 inch wide) dashed yellow line	\$1,584	Mile	NYS DOT Quick Estimator	0.88	\$1,000
Direct cost estimate					\$1,113,000
% Work zone traffic control based on project complexity				10%	\$111,000
% for Incidentals, Inflation and Contingencies				20%	\$223,000
Total construction cost estimate =					\$1,447,000
% for Survey				10%	\$145,000
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$155,000
% for Construction Inspection (adjust for project complexity)				15%	\$217,000
Total project cost estimate =					\$1,964,000

What was heard:

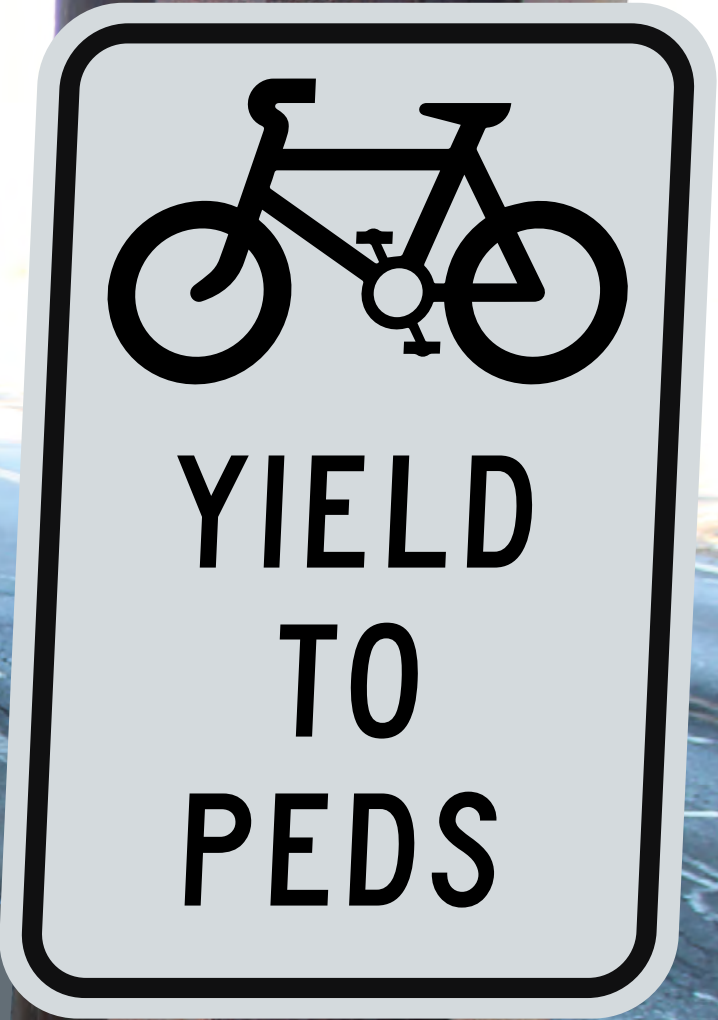
Focus group attendees and other stakeholders shared feedback about the specifics of design elements. Many shared a preference for a center-stripe along shared use paths to improve safety and accessibility.

Another preference was paths along water elements such as Ley Creek, making for a much more enjoyable and comfortable trip.

Both cycling advocates and trucking partners shared desire for vertical separation between bikes/peds and traffic, including keeping crossings away from the signalized intersection of 7th North and Terminal Road/Ley Creek Drive. This study still suggests utilizing the crossing at the intersection to better control traffic movements by including a button-activated pedestrian/cyclist only crossing signal phase.

Figure 27:
7th North Street
Paths under CSX Rail Bridge

Welcome to...
Syracuse



Existing

7th North Street
Paths under CSX Rail Bridge



Image 30: MUTCD R9-6 “Yield to Peds”

Experienced and confident cyclists will be able to safely utilize the six-foot shoulders along 7th North Street after OCDOT’s pavement project is implemented, until reaching the CSX rail bridge. Here, the road shoulders narrow to two feet due to rows of metal columns supporting the bridge. However, there is five-to-six feet of space between the columns and the concrete walls under the bridge, providing opportunities to utilize the columns as a form of protection from car traffic.

Due to the width of these spaces, bike and pedestrian traffic would have to be one-way on both sides of the road. This restricted space also means cyclists might need to dismount to avoid conflicts with pedestrians. While there is no MUTCD signage for dismounting and walking bikes, there are similar signs in Clinton Square along the Empire State Trail. Also, MUTCD R9-6 “Yield to Peds” is included in Figure 4.

One final complicating factor is the utility and billboard structures on the City side on the bridge. Off the road shoulder but within the highway boundary, there is a splintering, leaning wooden utility pole supporting cables that run under the bridge, a large metal utility structure that supports cables that run over the rail bridge, and an empty billboard. While these structures complicate the connection into 7th North Street into the City, there is space to continue the five-to-six-foot single-directional path around them.

What was heard:

Focus group members shared a strong desire to improve spaces with placemaking along trails. This could include featuring the metal lattice work under the 7th North Street rail bridge, a mural featuring the legacy of industry on the concrete walls, and enhanced pedestrian/cyclist level or decorative lighting.

Improvement	Estimated unit cost	Unit	Cost Source	Quantity	Total Estimate
Multiuse Asphalt Path (10' wide)	\$85	Linear feet	NYSDOT Quick Estimator	1,330	\$113,000
ADA Curb Ramp	\$9,400	Each	NYSDOT Quick Estimator	4	\$38,000
Ladder Crosswalk	\$1,680	Each	NYSDOT Quick Estimator	2	\$3,000
New pedestrian signal with push buttons	\$11,500	Each	NYSDOT Quick Estimator	4	\$46,000
One Standard (4 inch wide) dashed yellow line	\$1,584	Mile	NYSDOT Quick Estimator	0.072	\$1,000
Direct cost estimate					\$201,000
% Work zone traffic control based on project complexity				10%	\$20,000
% for Incidentals, Inflation and Contingencies				20%	\$40,000
Total construction cost estimate =					\$260,000
% for Survey				10%	\$26,000
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$36,000
% for Construction Inspection (adjust for project complexity)				15%	\$39,000
Total project cost estimate =					\$361,000

Table 4: Cost estimates including potential paths under CSX rail bridge and potential improvements along 7th North Street



Image 31: Utility structures and billboard at southern corner of 7th North and CSX rail bridge

Figure 28:
7th North Street
Shared Use Paths and Improved Intersection



7th North Street Shared Use Paths and Improved Intersection

What was seen:

Numerous people were observed walking and biking along this corridor during fieldwork in this area.

A desire path currently exists along the south side of 7th North Street from the rail bridge to Hiawatha Boulevard. Here, a paved eight-foot shared use path can be built and striped, formalizing this trip for the people who use it.

Intersection improvements can be implemented at the signalized entrance to Midstate Spring as well. These improvements can include a striped crosswalk with ADA compliant detectable warnings and button activated pedestrian countdown signals. The space between the Midstate Spring entrance and Hiawatha Boulevard contains three-to-four foot tall poles along the desire path. These poles can be removed to make space for a paved eight-foot shared use path.

In addition, a crosswalk across 7th North Street can be striped at the signalized entrance, connecting to a similar paved shared use path on the Eaton Crouse-Hinds side of the road. Because the city-line runs along the center of the road, this side is in the Town of Salina. The path on this side can connect the rail bridge to the existing sidewalk at the entrance to Eaton Crouse-Hinds at the intersection with Hiawatha Boulevard. Cost estimates are in Table 4.

It is important to note, not only can the pole removal increase the cost of constructing the trail on the south (City) side of 7th North Street, there are also grade concerns on the north (Salina) side of 7th North Street which can also increase construction costs.



Image 33: Pedestrian crossing 7th North Street at Eaton Crouse-Hinds



Image 34: Cyclist biking against traffic under 7th North Street rail bridge

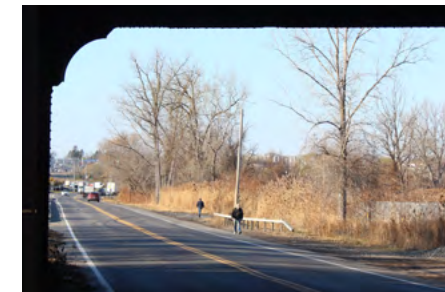


Image 35: Pedestrians walking along north side of 7th North Street



Image 36: Cyclist, pedestrian, and desire path along 7th North Street



Image 37: Dismount bike sign along Empire State Trail in Clinton Square



Image 32: Person walking towards Town of Salina along 7th North Street
Source: Google Street View, September 2025

Figure 29:
East Hiawatha Boulevard
Buffered Bike Lanes & Sidewalk Audit



East Hiawatha Boulevard
Buffered Bike Lanes

What was heard:

Focus group members preferred some form of vertical protection like constructed curbs or flex posts. Desire was shared for a 10-foot cycle track along the west side of the road with a 4 foot hardscaped curbed buffer.

East Hiawatha Boulevard provides a direct connection between the potential path along 7th North Street as outlined in this report to the City’s planned improvements around the RTC/Market area, starting at the intersection with Tex Simone Drive.

Parking along this corridor is currently not allowed and there are two 18-foot lanes for traffic. This road has low speeds at an average of just below 30MPH (NYSDOT Traffic Data Viewer, August 2025, Station 334047), and low traffic volumes at an estimated 3,420 average daily vehicles in 2025. Figure 24 from FHWA indicates these conditions make buffered bike lanes the most appropriate treatment along this corridor.

This concept illustrates five-foot bike lanes, two-foot buffers, and eleven-foot vehicle travel lanes. The width of the buffer does not warrant hashed warning stripes between the white stripes for the bike lane and the buffer. This treatment should include signs indicating bike lanes (MUTCD R3-17) as well as updating signs restricting parking (MUTCD R7-9). The concept shows the segment of the corridor along the active rail spur.

Striping buffered bike lanes along Hiawatha Boulevard from 7th North Street to Tex Simone Drive would intersect with similar buffered bike lanes along Grant Boulevard. Here, the intersection could include either standard bike boxes similar to those implemented nearby at the intersection of Grant and Lemoyne (Figure 30), or a protected intersection to offer refuge for cyclists waiting to cross in any direction (Figure 31). These curb extensions could be temporary flex-posts before being constructed as curbs.



Image 38: MUTCD R3-17



Image 39: MUTCD R7-9



Image 40: Bike box at Grant Boulevard and LeMoynes Avenue



Image 41: Children cycling
Source: Minnesota DOT

Improvement	Estimated unit cost	Unit	Cost Source	Quantity	Total Estimate
Small Single Post-Mounted Signs	\$747	Each	NYSDOT Quick Estimator	14	\$10,000
Bike box	\$13,100	Each	NYSDOT Quick Estimator	2	\$26,000
One Standard white line to delineate bike lane	\$4,752	Mile	NYSDOT Quick Estimator	2.36	\$11,000
Bicycle symbols (ONLY) no chevrons or arrows.	\$4,561.92	Mile	NYSDOT Quick Estimator	1.18	\$5,000
Arrows, used along "lane" at 250 FT spacing	\$4,561.92	Mile	NYSDOT Quick Estimator	1.18	\$5,000
Direct cost estimate					\$57,000
% Work zone traffic control based on project complexity				10%	\$6,000
% for Incidentals, Inflation and Contingencies				20%	\$11,000
Total construction cost estimate =					\$74,000
% for Survey				10%	\$7,000
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$17,000
% for Construction Inspection (adjust for project complexity)				15%	\$11,000
Total project cost estimate =					\$109,000

Table 5: Cost estimates for cyclist elements along East Hiawatha Boulevard

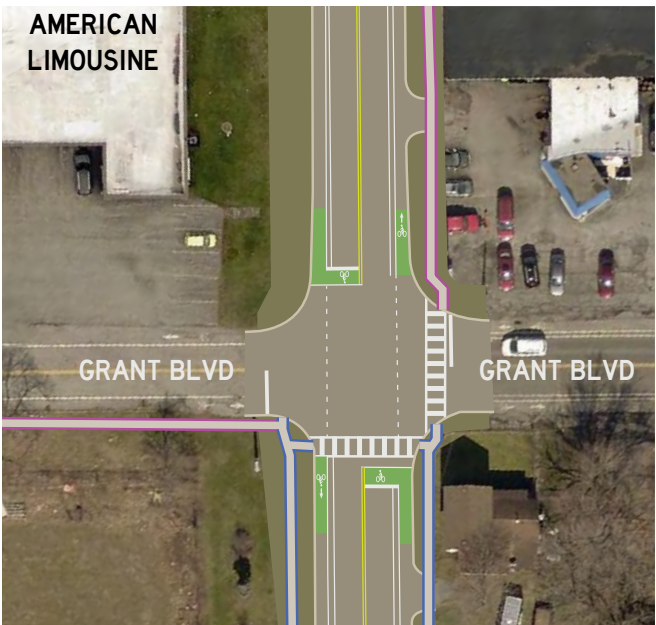


Figure 30: Bike box concept at Grant Boulevard and Hiawatha Boulevard

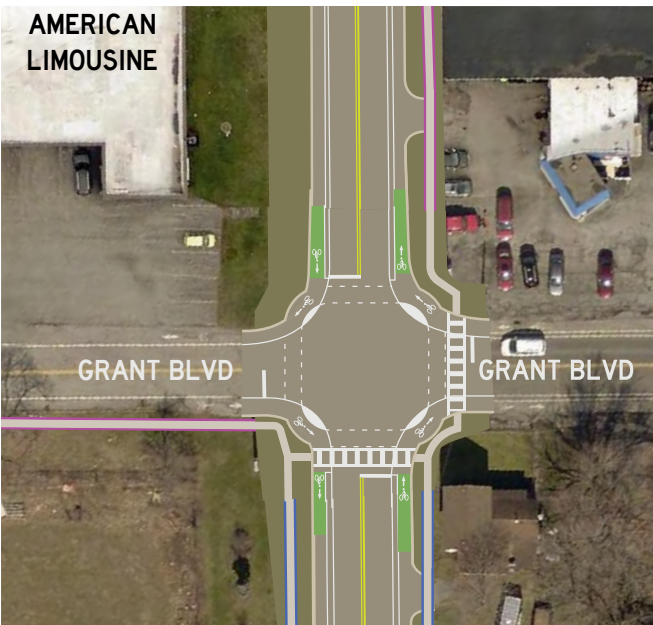


Figure 31: Protected intersection concept at Grant Boulevard and Hiawatha Boulevard

East Hiawatha Boulevard
Sidewalk Audit

In addition to bike infrastructure, this effort looked at potential improvements to pedestrian infrastructure along East Hiawatha Boulevard using a Sidewalk Audit. The presence and quality of sidewalks varies along the corridor. Barriers to implementing sidewalks exist along the corridor, such as a railroad spur directly adjacent to a segment of the road as well as numerous auto service industry businesses utilizing public right-of-way to store vehicles.

In addition, the City of Syracuse has an existing active transportation improvement project along Hiawatha Boulevard from Tex Simone Drive/1st Street to Park Street. Current plans include new sidewalks on the west side of Hiawatha.

Appendix X includes a sidewalk audit of the corridor from 7th North Street to the City’s project at Tex Simone Drive/1st Street. It notes where sidewalks exist, do not exist, or are poor-quality. Table 6 identifies the costs of these pedestrian improvements. Figures 32 and 33 below identify current and potential cross sections for the corridor.

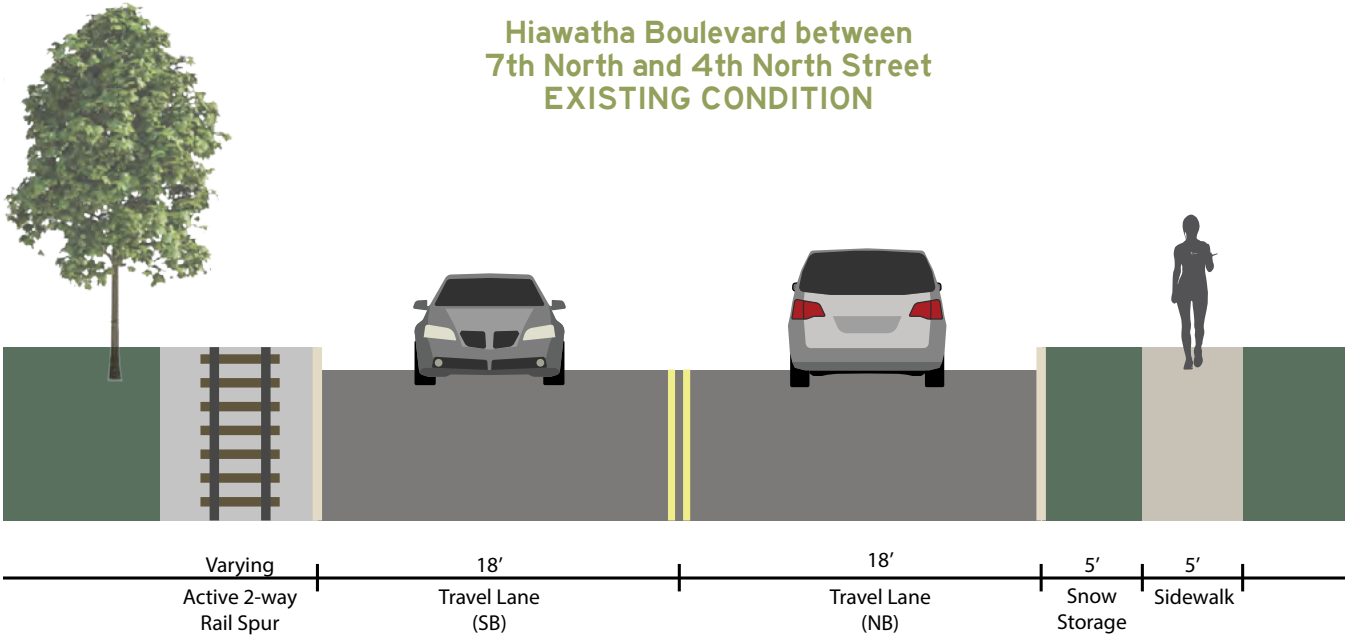


Figure 32: Existing cross section of East Hiawatha Boulevard between 7th North Street and 4th North Street

Improvement	Estimated unit cost	Unit	Cost Source	Quantity	Total Estimate
Concrete Sidewalk (4" thick, 5' wide)	\$175	Linear feet	NYS DOT Quick Estimator	3134	\$548,000
ADA Curb Ramp	\$9,400	Each	NYS DOT Quick Estimator	8	\$75,000
Ladder Crosswalk	\$1,680	Each	NYS DOT Quick Estimator	7	\$12,000
New pedestrian signal with push buttons	\$11,500	Each	NYS DOT Quick Estimator	6	\$69,000
Direct cost estimate					\$704,000
% Work zone traffic control based on project complexity				10%	\$70,000
% for Incidentals, Inflation and Contingencies				20%	\$141,000
Total construction cost estimate =					\$915,000
% for Survey				10%	\$92,000
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$102,000
% for Construction Inspection (adjust for project complexity)				15%	\$137,000
Total project cost estimate =					\$1,246,000

Table 6: Cost estimates for pedestrian elements along East Hiawatha Boulevard

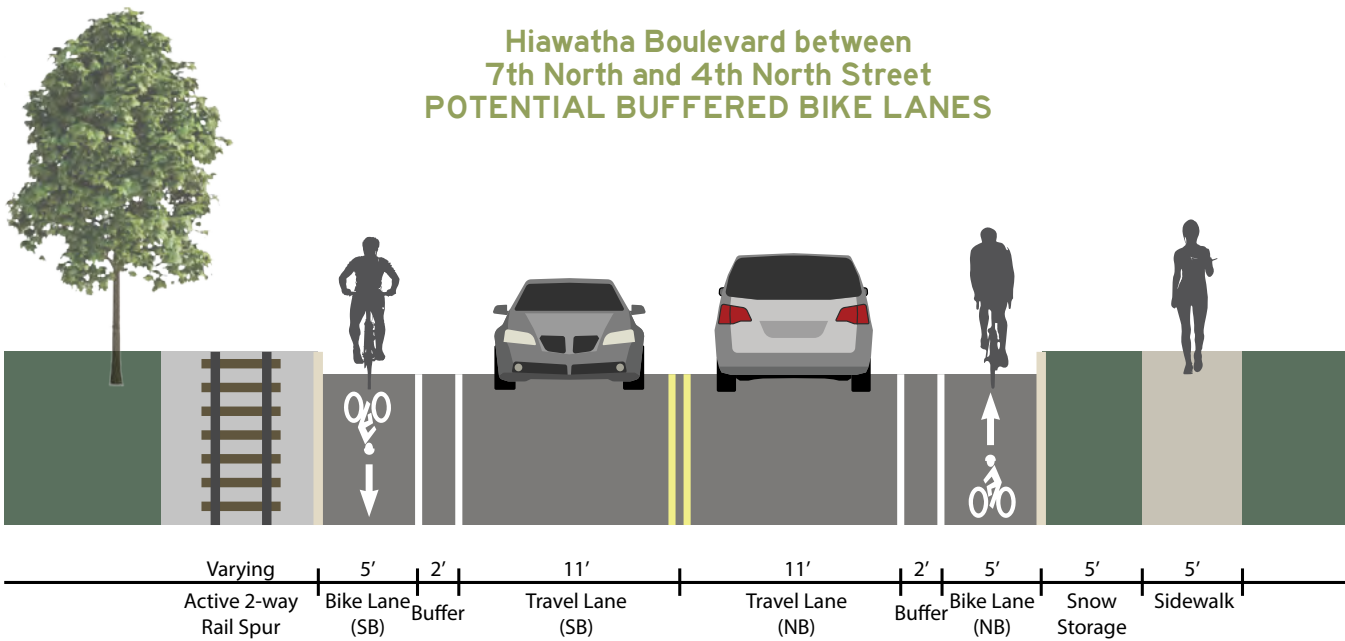


Figure 33: Potential cross section of East Hiawatha Boulevard between 7th North Street and 4th North Street

Figure 34:

Park Street Connections to Trail Network, Neighborhoods, and Destinations



to Candle Factory Apartments

to 7th North Street

Existing Ley Creek Trail

This slip ramp is a safety concern for the potential crosswalk. Consider closing this ramp and directing traffic to the existing traffic signal.

to connect to final phase of Loop-the-Lake

to Regional Market, Regional Transportation Center, and NBT Bank Stadium

Existing

Park Street

Connections to Trail Network, Neighborhoods, & Destinations

This concept is intended to highlight the potential connectivity of this area, to neighborhoods like Galeville and the Candle Factory Apartments, to destinations like the Regional Market and Destiny USA, and to the greater regional trail network, through the future Loop-the-Lake trail.

A paved shared use path striped within existing road widths connects north to communities as well as the existing sidewalk infrastructure along Old Liverpool Road. A concrete shared use path along the frontage of existing businesses increases safety of walkers, bikers, and drivers as well as formalizes parking for businesses and their patrons. This also outlines access management of the area and protects a hydrant from being hit.

The path coming from the north can utilize the existing bridge along Ley Creek Trail to create a safe, off-road crossing over the water feature.

A road diet underneath the CSX rail bridge would enable a wider curbed path for pedestrians and cyclists to connect to the City’s work, increasing accessibility to the Regional Market, NBT Bank Stadium, the Regional Transportation Center, and Destiny USA. This road diet could also shorten the distance of a crosswalk across Park Street.

Table 7 identifies all costs for potential improvements along and connecting to this corridor, except the cost of restriping the road for cars in a potential road diet.

Improvement	Estimated unit cost	Unit	Cost Source	Quantity	Total Estimate
Solar powerd lights (ev- ery 60 feet)	\$9,000	Per light	Onondaga County DOT	37	\$333,000
Concrete (4" thick)	\$35	Square foot	NYSDOT Quick Estimator	8540	\$299,000
Multiuse Asphalt Path (10' wide)	\$85	Linear feet	NYSDOT Quick Estimator	3345	\$284,000
ADA Curb Ramp	\$9,400	Each	NYSDOT Quick Estimator	4	\$38,000
Ladder Crosswalk	\$1,680	Each	NYSDOT Quick Estimator	2	\$3,000
Concrete Curbing	\$100	Linear feet	NYSDOT Quick Estimator	241	\$24,000
Landscape Development (Establishing turf)	\$13	Square yard	NYSDOT Quick Estimator	152	\$2,000
Flexible delineator post	\$156	Each	NYSDOT Quick Estimator	143	\$22,000
Rectangular rapid flash- ing beacon (RRFB)	\$15,100	Each	NYSDOT Quick Estimator	3	\$45,000
One standard (4 inch wide) white line	\$4,750	Mile	NYSDOT Quick Estimator	1.08	\$5,000
One standard (4 inch wide) dashed yellow line	\$1,584	Mile	NYSDOT Quick Estimator	0.63	\$1,000
Direct cost estimate					\$1,056,000
% Work zone traffic control based on project complexity				10%	\$106,000
% for Incidentals, Inflation and Contingencies				20%	\$211,000
Total construction cost estimate =					\$1,373,000
% for Survey				10%	\$137,000
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$147,000
% for Construction Inspection (adjust for project complexity)				15%	\$206,000
Total project cost estimate =					\$1,863,000

Table 7: Cost estimates for potential bike/pedestrian treatments along Park Street

Figure 35:
Park Street
Shared Use Path to Buckley Road



Existing

Park Street
Shared Use Path

The pavement width of the one-way, one lane segment of Park Street varies from about 24-feet to 26-feet. This is ample space for improving bike and pedestrian infrastructure without reducing vehicular capacity. This concept shows an eight-to-ten-foot shared use path with a three-foot buffer that includes flex posts. The traffic lane is eleven feet wide with 1-foot shoulders on either side of the road.

The flex posts increase safety and accessibility by creating a vertical separation, reducing stress for both cyclists and drivers. The path builds connections to the newly opened Candle Factory Apartments as well as the newly built sidewalks along Old Liverpool Road. Formalizing this movement will increase safety for those currently using this as a pedestrian corridor and encourage others to walk as well.

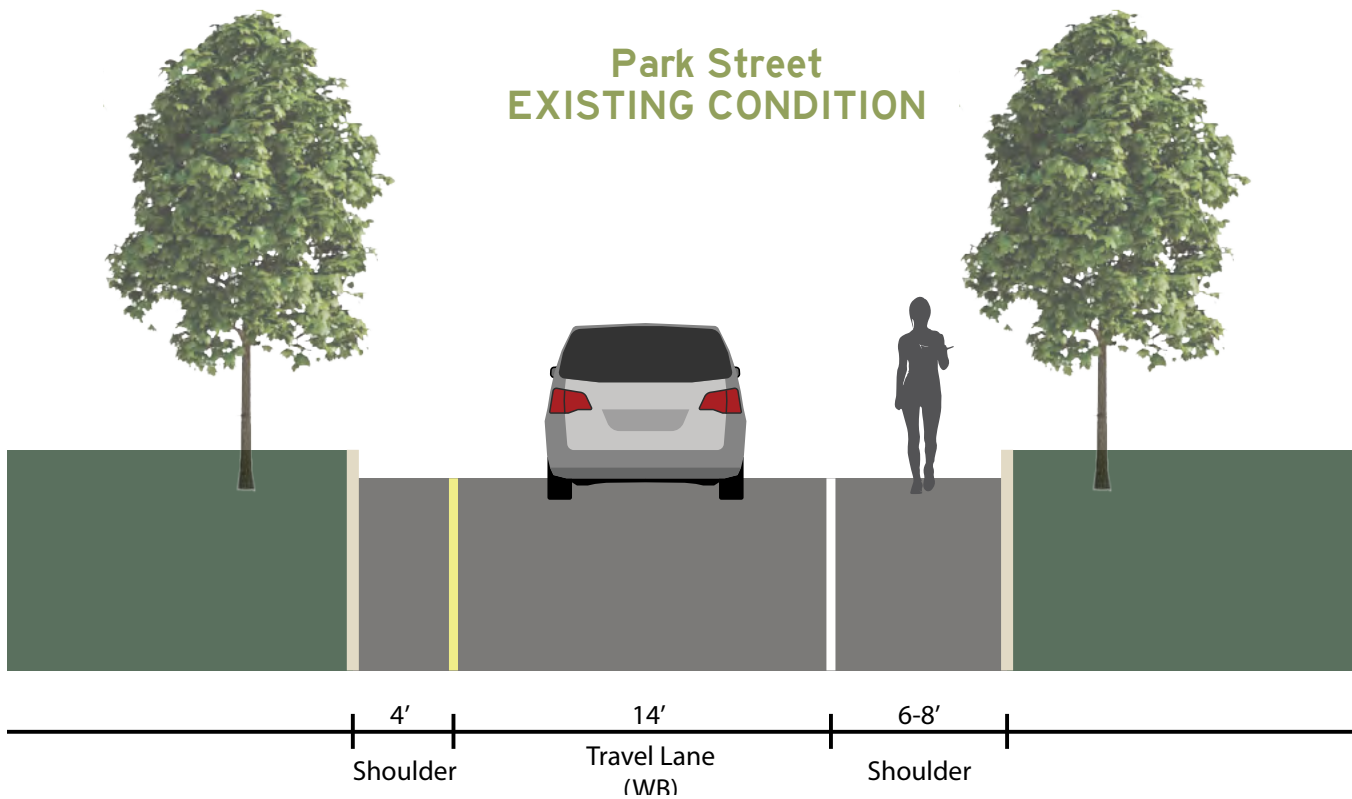


Figure 36: Existing cross section of Park Street between Candle Factory and 4Ever Nails



Image 42: Pedestrian walking along Park Street towards Candle Factory

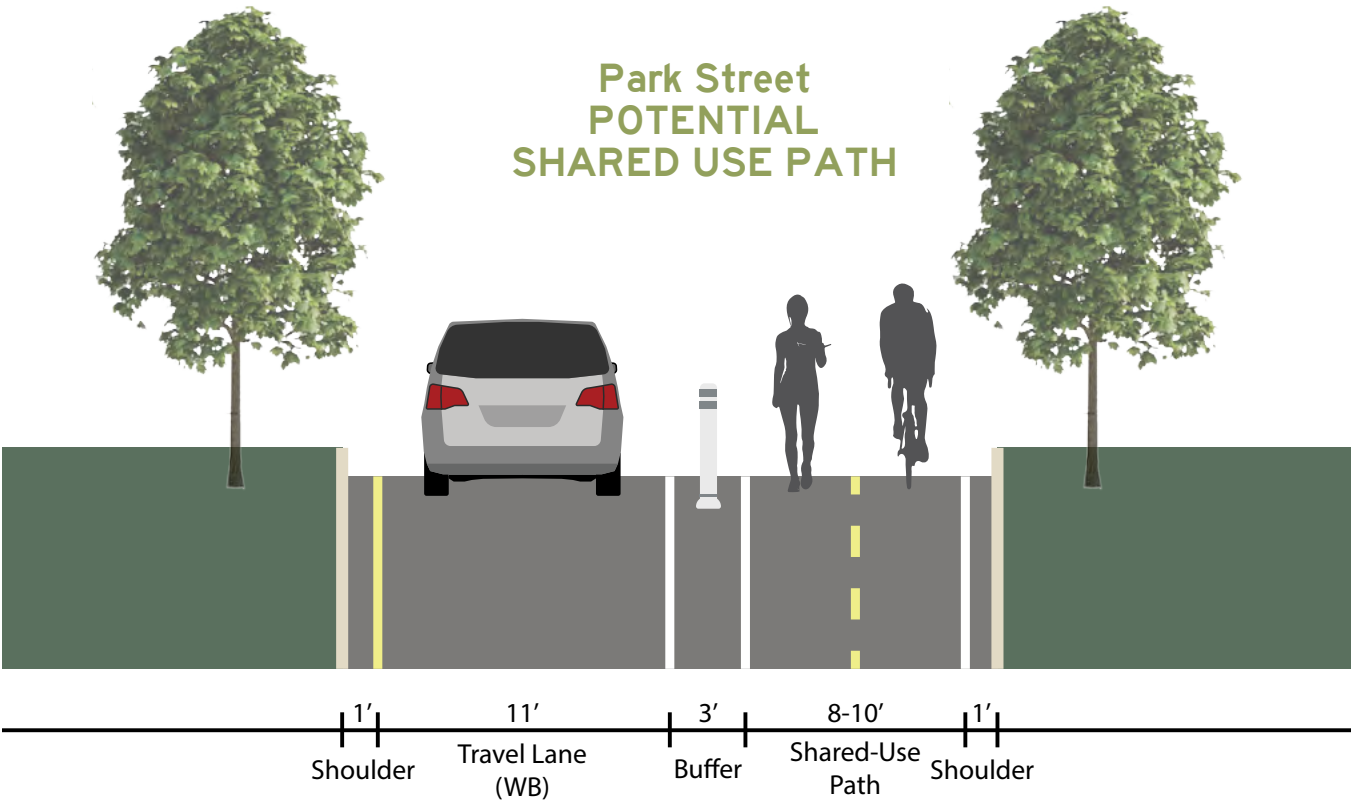


Figure 37: Potential cross section of Park Street between Candle Factory and 4Ever Nails

Figure 38:
Park Street
Improved Crossing and Sidewalk



Park Street
Potential Road Diet

What was seen:

During fieldwork, a desire path was seen at the opposite side of this proposed crossing, connecting under an access ramp and towards Onondaga Lake.

The number and location of traffic counts in this area do not allow for adequate analyses of the suitability of a road diet along this segment of Park Street, but a turning movement count conducted in November 2018 at Park Street and NBT Bank Parkway/Harborside Drive provides evidence of a road diet being suitable northwest up Park Street from this intersection. It estimates about 13,000 daily vehicles entering and exiting the northwest leg of Park Street, well below the suggested 20,000 daily traffic volume measure for a road diet.

This concept looks southeast down Park Street towards the CSX rail bridge and the intersection of NBT Bank Parkway/Harborside Drive. It shows reducing the two westbound lanes to one, creating a widened center striped double yellow line as well as a widened concrete shared use path along the north side of Park Street.

This concept also shows a potential crossing to the south side of Park Street, which could follow an existing desire path towards the the final phase of the Loop-the-Lake trail. This crossing is illustrated with rapid rectangular flashing beacons (RRFBs) or preferably a HAWK signal to stop traffic, similar to the recent improvement on Old Liverpool Road. The striping includes shark teeth to add further warnings for drivers to generally calm traffic, and stop for anyone utilizing the crossing.



Image 43: Desire path south of Park Street, towards future Loop-the-Lake trail



Image 44: HAWK signal on Old Liverpool Road
Source: Google Street View Sep 2025

What was seen:

During fieldwork, many pedestrians were seen utilizing this segment of Park Street. This observation is further supported by Replica data suggesting many walking and biking trips originate in Galeville/Chestnut Hill.

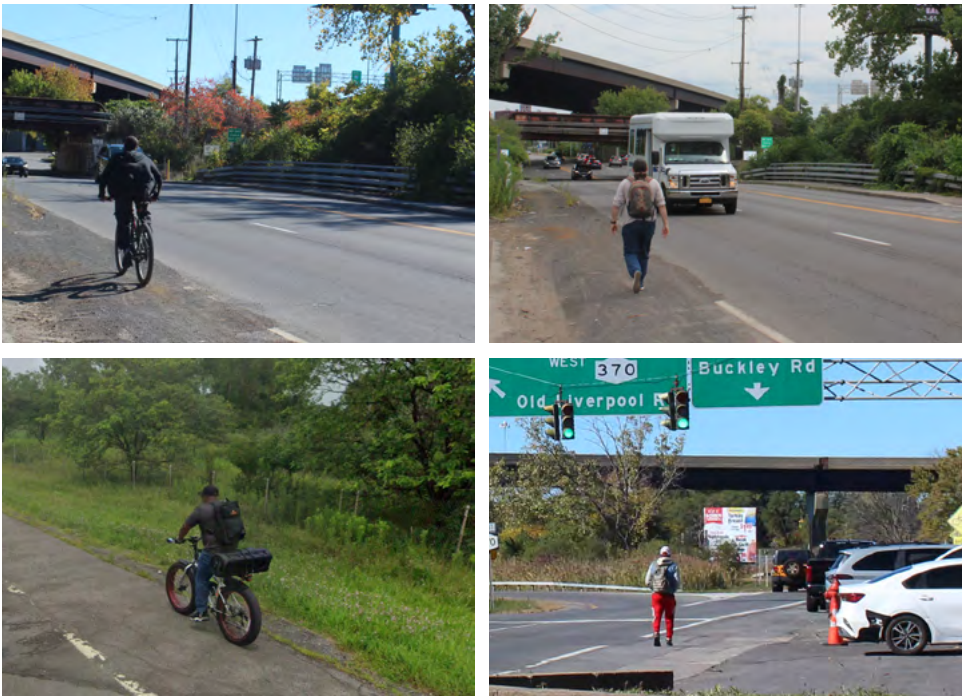


Image 45-48: Pedestrians and cyclists along Park Street

Other Potential Improvements

There are a few other ideas not explored in photo-simulations that could increase the connectivity and accessibility of the existing Bear Trap Creek Bikeway. First, creating a direct connection to the trail from Roxboro Circle and The Orchard at Solo apartment complex could give access to the trail to the existing community without having to travel along Route 11/Brewerton Road. It also provides easier access to Roxboro Road Elementary/Middle for students and staff who may be walking or biking to school.

Also, there is the option of utilizing Luther Avenue and I-81 right-of-way to connect the 7th North Street trailhead to Park Street and the Regional Market. This option utilizes the low traffic volumes on Luther Avenue and Old 7th North Street to create low-cost on road treatments. This neighborhood greenway treatment would include “sharrow” striping, bikeway signage, and perhaps speed cushions along Luther Avenue. At the end of Luther Avenue, this would connect to an eight-to-ten foot shared use path along I-81, similar to the rest of the Bear Trap Creek Bikeway.

This connection via Luther Avenue would include a major conflict between heavy vehicles and walkers/cyclists at the 7th North Street and Terminal Road intersection, the location of a fatal pedestrian crash in 2020. This routing would also require construction of a short shared use path from this intersection to Old 7th North Street.

Even still, this option has many benefits. It avoids the need to collaborate with Superfund cleanup along Ley Creek. The segment along Luther Avenue would be cost effective due to the lower impact neighborhood greenway treatments. The majority of the path would be within NYSDOT right-of-way, meaning one public owner that continues the character of the rest of the Bear Trap Creek Bikeway through Mattydale.

Table 8: Cost estimates for potential bike/pedestrian treatments from 7th North Street and Terminal Road, down Old 7th North Street, down Luther Ave, and along I-81 right-of-way

Improvement	Estimated unit cost	Unit	Cost Source	Quantity	Total Estimate
Multiuse Asphalt Path (10' wide)	\$85	Linear feet	NYSDOT Quick Estimator	3644	\$310,000
ADA Curb Ramp	\$9,400	Each	NYSDOT Quick Estimator	3	\$28,000
Ladder Crosswalk	\$1,680	Each	NYSDOT Quick Estimator	1	\$2,000
Small Single Post-Mounted Signs	\$747	Each	NYSDOT Quick Estimator	6	\$4,000
"Sharrow" striping	\$4,828.03	Mile	NYSDOT Quick Estimator	0.35	\$2,000
One Standard (4 inch wide) dashed yellow line	\$1,584	Mile	NYSDOT Quick Estimator	0.65	\$1,000
Direct cost estimate					\$347,000
% Work zone traffic control based on project complexity				10%	\$35,000
% for Incidentals, Inflation and Contingencies				20%	\$69,000
Total construction cost estimate =					\$451,000
% for Survey				10%	\$45,000
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$55,000
% for Construction Inspection (adjust for project complexity)				15%	\$68,000
Total project cost estimate =					\$619,000



Image 49: End of Luther Avenue connecting to I-81 right-of-way
Source: Eagleview, 2024

Next Steps

Connecting the existing Bear Trap Creek Bikeway to the Regional Market Area will need deep collaboration between numerous organizations and all levels of government (Town, City, County, State, and Federal via EPA). Fortunately, all agencies have identified this kind of connection as a priority: in the Town of Salina Comprehensive Plan, in the City's Bike Plan, in the County's Greenways and Blueways program, in the State's investment in the Empire State Trail, the FHWA's Bike Network Guidebook, and the EPA's Superfund program. Not only this, but representatives of both cyclists and heavy vehicle operators have shared strong preferences for an off-road trail treatment for cyclists, citing reduced stress for both cyclists and motorists. This study outlines three options to make this connection, while also planning connections to the surrounding regional trail network. Order-of-magnitude planning level cost estimates are also provided for these potential improvements.

Due to multiple ongoing efforts between Study Advisory Committee members, such as OCDOT and the Syracuse Engineering department, as well as other government organizations, such as the EPA and OCRRA, deep levels of coordination will be required to connect the Bear Trap Creek Bikeway to the Regional Market area.

The City of Syracuse, Onondaga County, DEC, and the Town of Salina must coordinate with the EPA and National Grid to solidify plans for the riparian cleanup and potential implementation of a shared-use path along Ley Creek. As OCRRA finishes plans to reopen and expand their facility on Ley Creek Drive, they must coordinate with OCDOT and the Town of Salina regarding potential expansion to accommodate heavy vehicles. Finally, as OCDOT finalizes plans for the Loop-the-Lake bridge connecting the Murphy's Island trail over Ley Creek and the CSX rail line to Onondaga Lake Parkway, the County and City must coordinate on how to connect this path to the RTC/Regional Market area.

