

MIDLER AVE / NEW COURT AVE

MULTI-MODAL STUDY



XXX 2026

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Midler Ave / New Court Ave Multi-Modal Study

Syracuse Metropolitan Transportation Council

XXXX 2026

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This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

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INTRODUCTION

1.1 Overview and Study Area

1.2 Study Process

Bicycle and pedestrian connectivity across municipal boundaries is vital to creating a cohesive and useful network that improves mobility for all users.

1.1

Overview and Study Area

As part of the 2025-2026 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Midler Ave / New Court Ave Multimodal Study for the City of Syracuse.

Bicycle and pedestrian connectivity across municipal boundaries is vital to creating a cohesive and useful network that improves mobility for all users. Planning and implementing improvements across these lines presents both challenges and opportunities in terms of coordination and consistency of design. Along the northern edges of the City of Syracuse, the Court Street / New Court Ave / Midler Ave corridor functions as a singular route connecting the City's Northside, the hamlet of Lyncourt in the Town of Salina, the New Court Ave neighborhood in the Town of DeWitt, and the City's Eastwood neighborhood, eventually leading to the Empire State Trail. This corridor provides connections to nearby schools, service providers, employment centers, and recreational spaces, but is currently lacking bike infrastructure and a consistent sidewalk network.

The City of Syracuse recently restriped Court St from Grant Blvd to Darlington Rd to include on-road bike lanes. This study identifies opportunities to continue bicycle and pedestrian improvements across municipal lines to connect City and Town residents to employment opportunities and services and provide direct access to the larger regional trail network. This will include an operational analysis of a road diet through the hamlet of Lyncourt.

This study aims to identify improvements that will:

- Increase pedestrian and bicycle trips,
- Reduce vehicle miles traveled / personal vehicle trips,
- Improve pedestrian and bicycle safety along the corridor,
- Improve accessibility and mobility for all road users, and
- Preserve existing infrastructure and focus investment in areas already served by significant infrastructure investments.

As shown in Figure 1.1, the study corridor for this analysis includes Court St (Grant Blvd east to Townline Rd), New Court Ave (Townline Rd east to N Midler Ave), and Midler Ave (New Court Ave south to Burnet Ave).

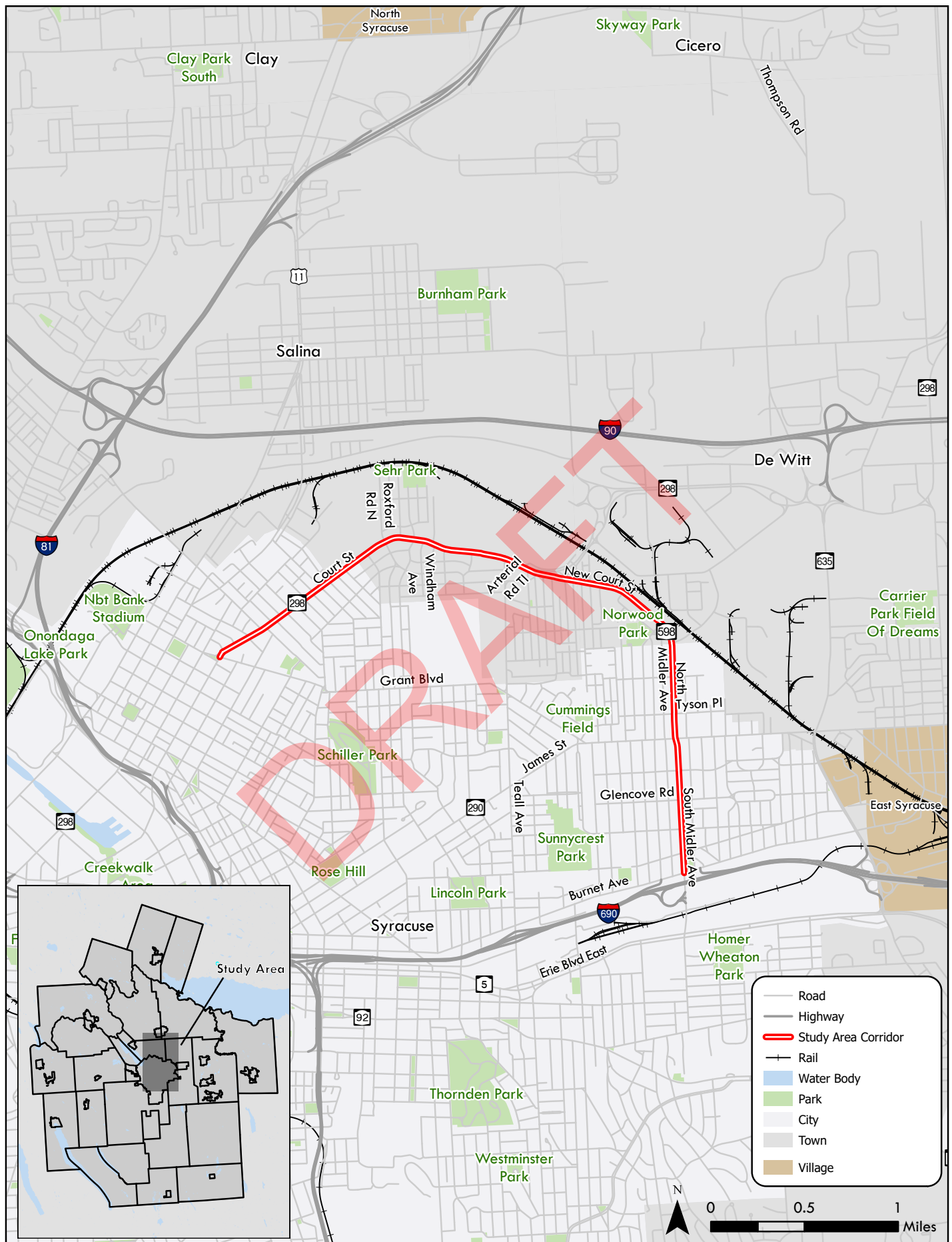


Figure 1.1 Study Area

1.2 *Study Process*

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which met several times over the course of the study. The SAC consisted of:

- City of Syracuse,
 - Department of Public Works; Neighborhood and Business Development; Department of Planning and Sustainability;
- New York State Department of Transportation,
- Town of Salina, and
- Town of DeWitt,

A Public Involvement Plan (PIP) was created for the project which guides the process for reaching out to and including the public in the planning process (see Appendix A). Two public engagement opportunities were included:

1. A public survey for neighborhood residents and business owners aimed at understanding access and mobility issues along the corridor, and
2. An in-person public meeting aimed at garnering input on proposed recommendations that result from the study.

A detailed breakdown of both the public survey and the public meeting can be found in Appendix X.

In addition to the public engagement opportunities, SMTC staff conducted extensive fieldwork within the study area throughout the process. This included evaluating traffic counts captured by Miovision cameras along with field observations on foot, to better understand the experience of each mode of travel through the area.



From Top: Housing along Court St in the City of Syracuse.; SMTC staff presenting concepts at a public meeting in June 2026; Commercial businesses along Court St within Lyncourt.

2





LOCAL PLANNING STUDIES AND INITIATIVES

- 2.1 Recently Completed & On-Going Projects
- 2.2 City of Syracuse Comprehensive Plan
- 2.3 Other City of Syracuse Plans
- 2.4 Town of Salina Comprehensive Plan
- 2.5 Town of DeWitt Comprehensive Plan
- 2.6 Other Regional Planning Efforts

**When taken together,
existing planning
initiatives illustrate
a desire and need for
more walkable and
rollable environments
within the study area.**

2.1

Recently Completed & On-Going Projects

As this study began in 2025, two related projects were in the works: a paving and striping plan along Court St within the City of Syracuse, including the addition of bicycle facilities, and a complete streets project along Teall Ave, spearheaded by Onondaga County Department of Transportation (OCDOT), which would bring improved pedestrian and bicycle facilities that will connect directly to the study corridor.

City of Syracuse Paving and Striping Project – Court St

Court St, from Grant Blvd to Darlington Rd, was reconstructed in 2025, including the addition of buffered bike lanes along the corridor. The newly reconstructed street is now signed for a speed limit of 25 mph, down from 30 mph. Beginning at Grant Blvd, bike boxes at the intersection now allow cyclists to position themselves ahead of vehicular traffic in order to turn. This intersection is one of the first in the City of Syracuse to have bike boxes on all four approaches. An additional southbound bike lane is striped along the Court St slip lane to Grant

Blvd, providing westbound cyclists an opportunity to bypass the main intersection.

From Grant Blvd north to 7th North St, both buffered bike lanes, north and southbound, run alongside the curb, with “No Parking” signage placed along the route. North of 7th North St, the southbound bike lane shifts away from the curb to allow for a designated parking lane. The buffers are removed to accommodate this additional use of space. Both lanes continue until Darlington Rd, near the City line.

All intersections along the corridor utilize crossbikes, or bike lane extensions, demarcating the path of cyclists as they travel across side streets. Several busier intersections also include green paint both leading up to the intersection and within the crossbikes.

Throughout the corridor, dedicated bicycle and pedestrian wayfinding signage has been installed, highlighting the distance to key destinations throughout the neighborhood.



Freshly painted bike lanes along Court St within the City of Syracuse.

Onondaga County Complete Streets Project – Teall Ave

Initial design documents for the Teall Avenue Pedestrian and Safety Improvement Project were released to the public in November 2025. The project includes Teall Ave from Grant Blvd to Court St, located within the City of Syracuse and Town of Salina. The project will maintain the existing roadway's 45 mph design speed and 35 mph speed limit while improving accessibility for people walking and biking. The designs aim to improve bicycle and pedestrian safety and connectivity through the introduction of new dedicated facilities and a reduction in travel lanes.

Currently, Teall Ave, north of Grant Blvd, consists of four travel lanes, with two in each direction. There are no bicycle facilities along the corridor and sporadically placed sidewalks.

The improvement project will reduce Teall Ave to three lanes, one in each direction with a center two-way turning lane. Five-foot-wide directional bike lanes will run along the curb lines. A five-foot-wide sidewalk will be installed along the eastern side of the road, within the existing right-of-way.

At the Grant Blvd / Teall Ave intersection, east and westbound approaches will be reduced to two lanes, with a dedicated left turn lane and thru-right lane. North and southbound approaches will also be reconfigured to include one thru lane and a left-only lane. Slip lanes from the north and southbound approaches will remain.

The Court St / Teall Ave intersection will see the addition of directional bike lanes along either curb, but will largely remain unchanged from present day conditions.



Court St / Teall Ave intersection looking south.

2.2

City of Syracuse Comprehensive Plan

A multi-year update to the City of Syracuse's comprehensive plan began in 2025, completing its first phase in November of 2025. Phase 1 includes a community profile and highlights the progress made on several key goals and initiatives laid out in the Syracuse Comprehensive Plan 2040, emerging goals and ideas, and an outline of next steps.

The community profile identifies both opportunities and concerns for the City of Syracuse. The City's infrastructure was built for a community whose population peaked in 1950 at around 220,000 residents but must now be maintained by a community 35 percent smaller. While the City's population has stabilized in recent years, much of that is a result of international immigration and refugee resettlement. Recent changes to immigration and refugee policies may negatively impact the growth of the City. At the same time, incoming investments across the region offer an opportunity for substantial growth to take hold, if the City can position itself as a desirable place to live. The comprehensive plan update will look to address strategies to improve infrastructure with a tight budget while addressing social needs. These strategies will require luring incoming investments while supporting existing residents.

The Syracuse Comprehensive Plan 2040 Audit focused on goals and objectives that have made significant progress since the adoption of the plan in 2012. In 2023, the City of Syracuse updated its zoning ordinance for the first time since 1967. The new zoning ordinance aims to streamline requirements and regulations while promoting improved quality of developments, including expanding housing opportunities. The new plan is likely to emphasize the need for strategic investments and market incentives to promote new infill and development required to achieve the goals identified in the new zoning ordinance.

Strategic investments include improvements within the Syracuse City School District (SCSD), such as building infrastructure and safe routes to school programs. The school district is seen as vital to the future of the City and will continue to be a focus of the plan update, including support for concentrating neighborhood infrastructure investments around schools as neighborhood centers.

Improving connectivity is tied closely to these residential investments and land use developments, with a focus on encouraging transit-oriented development near incoming bus rapid transit (BRT) stations and the continued expansion of the regional trail network. The City continues to encourage the expansion of complete streets techniques aimed at providing safe, accessible routes for all road users across the City. This connection between land use and mobility is highlighted as part of an emerging goal which focuses on preserving and expanding access to affordable housing and employment opportunities. Promoting mixed-use development within neighborhood centers and improving connectivity between residential neighborhoods and key commercial districts, including Downtown, University Hill, and Lakefront, is seen as vital to the future success of the City.

Phase 1 emphasizes the transition of the City into a more confident position, where developments and investments must meet the needs and visions of the community before receiving approval. The City will aim to reduce negative externalities that result from development while ensuring projects address and achieve the goals identified in the comprehensive plan update. The update will continue through 2026 with its completion expected in 2027.



From Top: Looking north on N Midler Ave towards the Town of DeWitt; Complete streets treatments in Downtown Syracuse; Looking west on Court St near 7th North St.

2.3 Other City of Syracuse Plans

Syracuse Bicycle Plan 2040 (2012)

The City of Syracuse is currently undertaking an update to the Bicycle Plan adopted in 2012. Since its adoption, bicycle infrastructure has expanded considerably throughout the City, including several buffered facilities, neighborhood greenways, extensions of the Onondaga Creekwalk, and the completion of the Empire State Trail. The existing plan does not identify Court St or Midler Ave as priority bicycle routes, rating the streets as average and poor, respectively.¹

On the Northside, Lemoyne Ave is identified as the preferred parallel route through the neighborhood, with a focus on implementing neighborhood greenway techniques.² Sharrows and crossbikes have been installed along Lemoyne Ave, with speed cushions near Washington Square Park.

In Eastwood, Nichols Ave is identified as the preferred north-south route through the neighborhood, also utilizing neighborhood greenway techniques.³ To date, this has not been implemented.

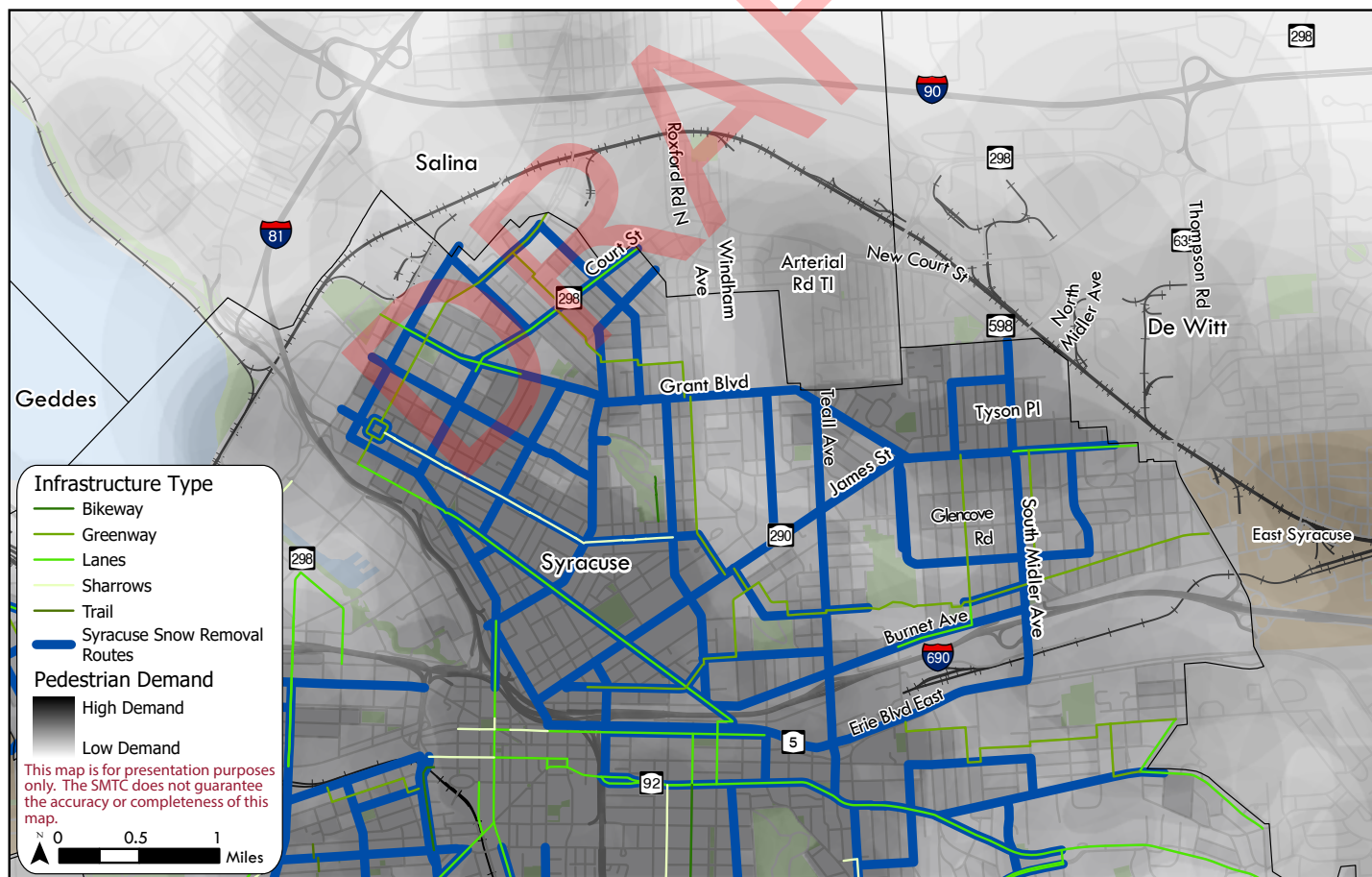


Figure 2.1 Pedestrian and Bicycle Planning Activities

1 City of Syracuse, Syracuse Bicycle Plan 2040 (2012), pg. 25-26

2 Ibid., pg. 82

3 Ibid., pg. 77

City of Syracuse Sidewalk Assessment Technical Memorandum (2020)

City of Syracuse Snow Clearing (2018)

Prior to the City of Syracuse adopting its Municipal Sidewalk Program (MSP), the SMTC developed a memorandum that identified ways to prioritize sidewalk replacement based on several key factors related to pedestrian demand. Due to a lack of pedestrian counts across the Syracuse region, the SMTC determined it needed a more uniform approach to identifying pedestrian demand. The SMTC first developed a pedestrian demand model (PDM) in 2013 based on a combination of 18 factors, including proximity to schools, parks, and grocery stores, along with population and employment densities. In 2020, the pedestrian demand model was updated, removing municipal buildings from the calculation and introducing medical facilities,⁴ places of worship, and senior housing facilities. Each factor was weighted based on proximity to the anchor destination or its ranking when compared to the City overall. PDM results were combined with traffic volumes and the routes from the Snow Removal Pilot program to determine a sidewalk priority score.⁵

Priority scores ranged from 1-10, with an additional 10 points being given to corridors covered by the Snow Removal Pilot program. Court St, from Grant Blvd to the City line, is rated primarily as 5-6 with intermittent blocks of 3-4. N Midler Ave, from the City line to James St, is rated primarily as 9-10. S Midler Ave, from James St to Burnet Ave, is rated 11+ due to its inclusion on the initial snow removal routes.⁶

Property owners within the City of Syracuse are responsible for the removal of snow and ice from sidewalks adjacent to their properties. In 2018, the City requested SMTC to explore the creation of a sidewalk snow removal pilot program that would assist property owners in high traffic areas during larger snow events. The selection of 20 miles of priority routes was based on roadway functional class, traffic volume, and access to destinations, including schools and grocery stores. Additional routes that provide direct access to schools and parks were included.

Since 2018, the Snow Removal Pilot has expanded to include 145 miles of sidewalks.⁷ Court St, from N Salina St to the City line, and Midler Ave, from New Court Ave to Erie Blvd E, are both snow removal routes.



Sidewalk snow clearing efforts.

⁴ Syracuse Metropolitan Transportation Council, City Sidewalk Maintenance Prioritization (2020), pg. 7-9

⁵ Ibid., pg. 20-22

⁶ Ibid., Figures 9-10

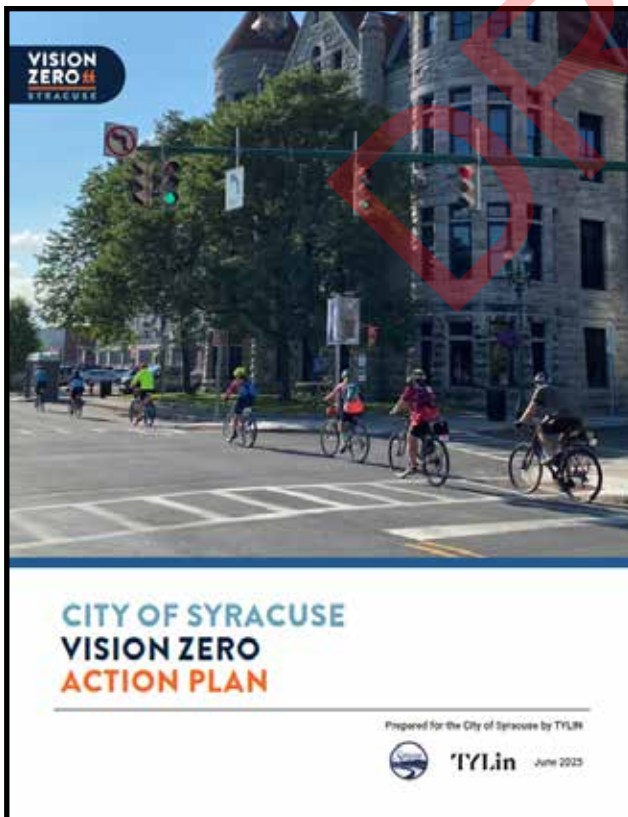
⁷ "Sidewalks in Winter," City of Syracuse, <https://www.syr.gov/Living/Winter/Sidewalks>, Accessed on August 7, 2025.

Vision Zero Action Plan (2025)

In 2025, the City of Syracuse adopted the Vision Zero Action Plan which, “identifies where and why fatal and serious injury crashes occur within the City of Syracuse and sets out a corresponding comprehensive, data-driven course to eliminate them by 2055.” The plan emphasizes three broad themes focused on reducing fatal and serious injury crashes, including:

- Slow vehicle speeds,
- Design safe streets for people walking, rolling, and biking, and
- Promote a culture of safety.

Each theme includes specific strategies to achieve the overall goal, incorporating a combination of changes to physical infrastructure, policies that target high-risk streets and intersections, and educational material. The plan also adheres to the Safe Systems approach which emphasizes safe land use planning, safer people, safer roads, safer vehicles, safer speeds, and post-crash care. Both sets of strategies aim to build off one another to reduce the number and severity of crashes in a community.



The Action Plan developed a list of street segments and intersections which account for 50 percent of all crashes that result in death or serious injuries. The network includes only 25 road miles (6 percent of the City’s total network) and 25 intersections (1 percent of the City’s total number of intersections). Two sections of the study area are highlighted within the Action Plan as part of the high injury network (HIN); Court St, from Grant Blvd to Hood Ave, and the James St / Midler Ave intersection.

The strategies laid out within the Plan place an extra focus on the HIN while encouraging the implementation of complete streets policies on all streets. Strategies include the widespread use of temporary traffic calming measures, street designs that reflect the signed speed limit, improved pedestrian and bike crossings at intersections, and educational campaigns for City leaders, staff, and the general public.

A complete streets toolkit is included within the larger Action Plan, highlighting specific interventions that should be considered along different street typologies. Court St and Midler Ave would be classified as “connectors,” which are characterized by “mixed-use, lower density commercial, residential” that experience high levels of non-vehicle usage and medium traffic volumes.⁸ Connectors are encouraged to utilize several different treatments ranging from the addition of street trees and improved street lighting to turn restrictions, leading pedestrian and bicycle intervals, and raised intersections.⁹

⁸ TYLIN, City of Syracuse Vision Zero Action Plan (2025), pg. 64

⁹ Ibid., pg. 66-68

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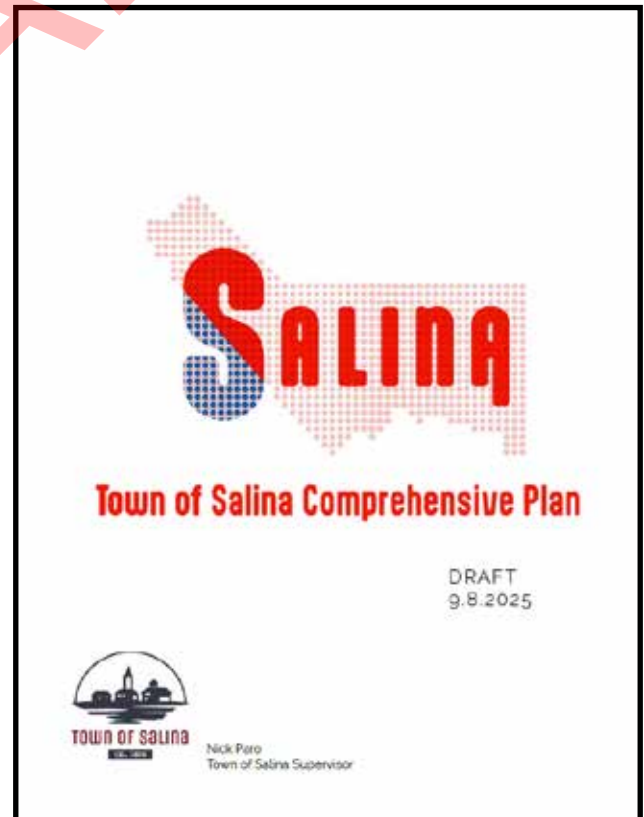
Town of Salina Comprehensive Plan

In 2025, the Town of Salina published a draft of their new comprehensive plan, focused around four major themes; strong centers, housing and neighborhoods, community mobility, and greenways and blueways. These themes build off Plan Onondaga, the county's comprehensive plan published in 2023. In preparation for incoming growth as a result of large-scale investments in our region, the new comprehensive plan aims to ensure the Town stays competitive in attracting new development, while expanding its tax base and offering a high quality of life for residents.¹⁰

Connectivity and expanded mobility choice are recurring ideas throughout the new plan, with residents signaling strong support for improved sidewalks, trails, and transit infrastructure as well as more amenities within walking distance.

Under the Strong Centers theme, the Plan highlights residents' belief that the Town's commercial areas are not inviting places to be and lack the daily amenities other communities benefit from.¹¹ Creating more mixed-use areas and improving pedestrian access and connectivity are seen as vital to addressing these concerns. Under Community Mobility the Plan notes that nearly two-thirds of residents identify safety concerns as a significant challenge for them when it comes to walking or riding a bike in Town. According to the Plan, a disproportionate share of serious injury and fatal crashes involve people walking and biking, given the low rates of travel by those modes within the Town.¹²

To combat these safety issues and improve connectivity between residential neighborhoods and commercial centers, the Plan aims to encourage more dense, mixed-use development, develop and implement a complete streets policy framework, and install traffic calming measures throughout the Town.¹³ Court St is identified as a future Main Street District, which allows for development in line with more historic village centers; mixed-use buildings with commercial spaces on the ground floor and residential above, small apartment buildings, townhomes, attached and semi-detached single-family homes, and a focus on bringing building frontages to main street while moving parking to the rear of the building.¹⁴



10 Town of Salina, Town of Salina Comprehensive Plan (2025), pg. 4

11 Ibid., pg. 26-27

12 Ibid., pg. 66

13 Ibid., pg. 42-43, 74-77

14 Ibid., pg. 104

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Town of DeWitt Comprehensive Plan

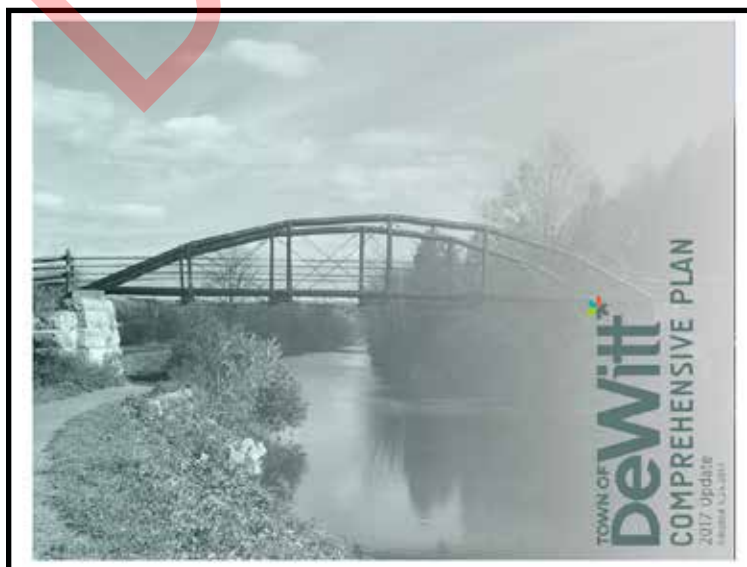
The goals and strategies laid out within the Comprehensive Plan envision a community with mobility options.

In 2017, the Town of DeWitt adopted an update to their comprehensive plan for the first time since 2002. The plan identifies strengths (ex. central location and good transportation system, high level of public services, good value in home prices, etc.) and weaknesses (ex. arterials dividing the community, limited bike and pedestrian infrastructure, park accessibility, etc.) that the Town is currently experiencing and uses them as guides when developing their overall goals and strategies.

Interstate highways and regionally significant arterials divide up the Town of DeWitt, siloing many of its residential neighborhoods while providing easy access for industrial and commercial businesses. The comprehensive plan identifies several goals aimed at improving connectivity between its residential neighborhoods and commercial centers, including a “long-range plan for an interconnected

system of pedestrian and bikeways.”¹⁵ The plan also encourages the potential use of traffic calming techniques through residential neighborhoods and the implementation of complete streets projects to improve mobility options, including walking, biking, and riding transit.¹⁶ Ultimately the plan identifies eight implementation actions related to transportation aimed at standardizing practices and expanding mobility choice.¹⁷

In addition, the plan proposes specific land use character areas which helped to inform zoning changes made within the Town. The New Court Ave neighborhood is seen as primarily industrial in use, but includes a small pocket of “traditional residential” which is characterized by relatively dense single-family homes with a more urban feel. The traditional residential neighborhood is focused along the Town of Salina border, south of New Court Ave. The existing mobile home community, just north of the railroad tracks, is grouped in with the more industrial uses that currently surround it.¹⁸



¹⁵ Town of DeWitt, Town of DeWitt Comprehensive Plan (2017), pg. 19

¹⁶ Ibid, pg. 20

¹⁷ Ibid, pg. 31

¹⁸ Ibid, pg. 21-24

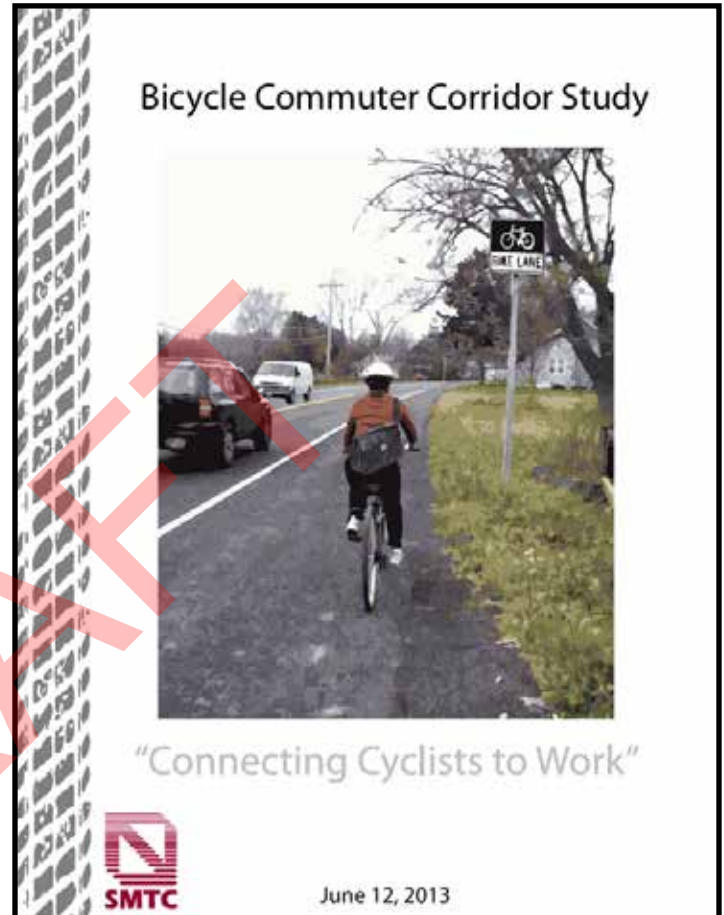
2.6

Other Regional Planning Efforts

Beyond the local comprehensive plans, other more regionally-minded plans and projects have also focused on improving bicycle and pedestrian connections across municipal lines.

Bicycle Commuter Corridor Study (2013)

In 2013, the SMTC identified routes within the metropolitan planning area that were suitable for maintaining “high average cycling speeds to encourage commuter cycling from the suburbs to the city.”¹⁹ While the study corridor was not identified as a commuter route, 7th North St, which intersects with Court St, is identified as an important connection for commuters from the Mattydale area. The 7th North St segment runs from the Bear Trap Creek Trail to LeMoyne Ave within the City of Syracuse. Bike lanes are suggested between Bear Trap Creek and the railroad bridge, with sharrows covering the remaining distance. Further connections into the City’s Northside are not identified.²⁰



19 Syracuse Metropolitan Transportation Council, Bicycle Commuter Corridor Study (2013), pg. i

20 Ibid, Map 21: Suggested Corridor Improvements: North Detail

SMTC Bike Suitability Map (2023 Update)

In 2019, SMTC staff updated bicycle suitability ratings for roads throughout the greater Syracuse area on a scale of Poor to Excellent. Ratings were based on field observations which considered traffic volumes, available space, and visual obstructions that may impact the safety of riders along each corridor. The map was updated in 2023 to account for the expansion of bicycle facilities throughout the urban area. Study area corridors have been rated as follows:

- Court St (Grant Blvd to Teall Ave): Fair
- Court St / New Court Ave (Teall Ave to Noble Ave): Poor
- New Court Ave (Noble Ave to Midler): Good
- Midler Ave (New Court Ave to Tyson Pl): Good
- Midler Ave (Tyson Pl to Caleb Ave): Fair
- Midler Ave (Caleb Ave to Erie Blvd): Poor

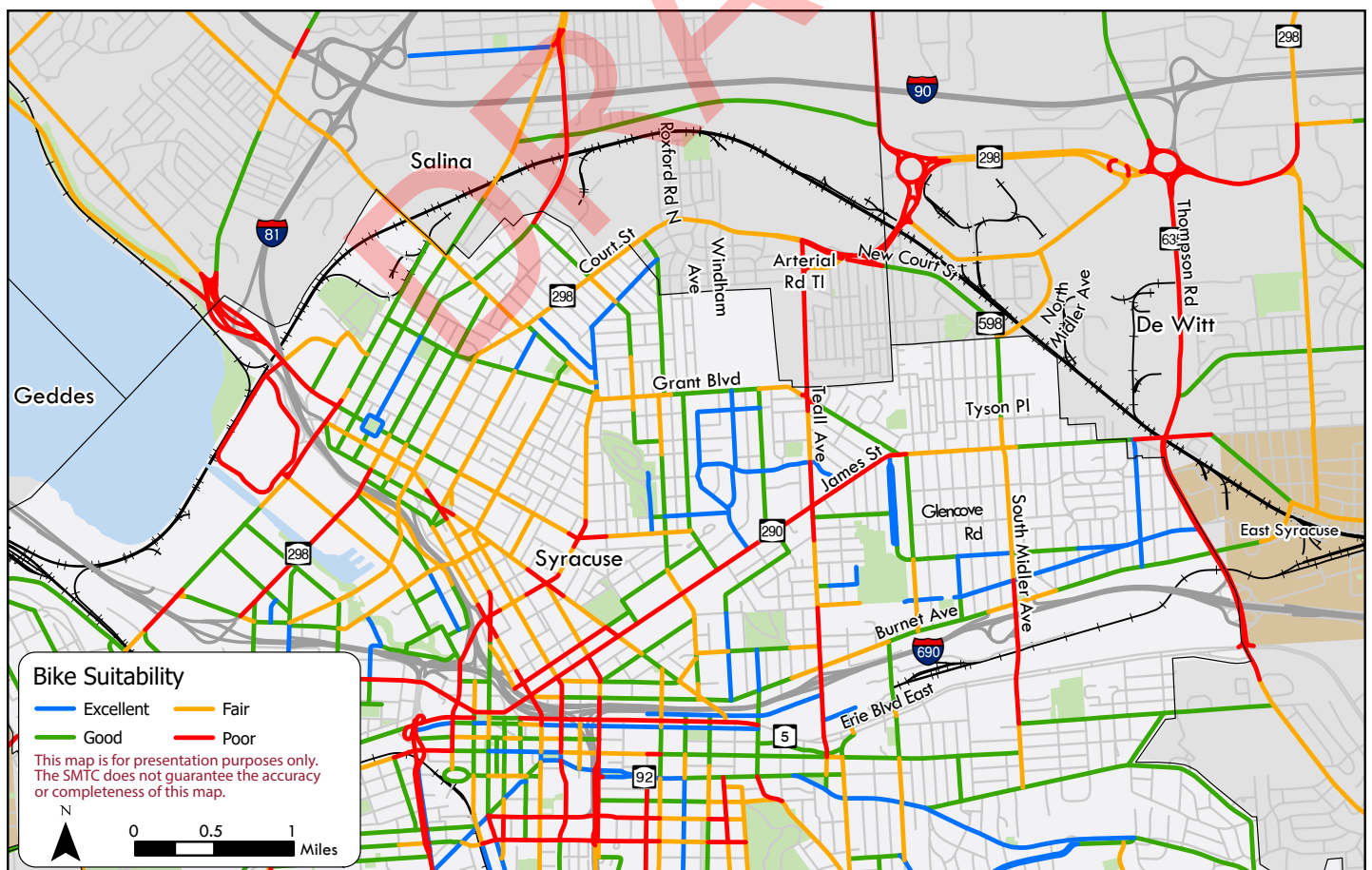


Figure 2.2 Bike Suitability (2023)

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EXISTING CONDITIONS

- 3.1 Demographics
- 3.2 Land Use and Zoning
- 3.3 Roadway Conditions
- 3.4 Transit
- 3.5 Pedestrian Facilities
- 3.6 Bicycle Facilities
- 3.7 Vehicular Traffic
- 3.8 Pedestrian and Bicycle Traffic
- 3.9 Parking and Truck Restrictions
- 3.10 Crashes

The study corridor cuts through residential, commercial, and industrial areas, increasing its importance to connectivity across municipal lines.

3.1 *Demographics*

The study corridor for this analysis includes Court St (Grant Blvd to Townline Rd), New Court Ave (Townline Rd to N Midler Ave), and Midler Ave (New Court Ave to Burnet Ave). This corridor passes through several neighborhoods within the City of Syracuse (Northside, Court-Woodlawn, and Eastwood), as well as the hamlet of Lyncourt in the Town of Salina and the New Court Ave neighborhood of the Town of DeWitt. As a result, the corridor connects residents from across municipalities to employment centers, service providers, and other daily needs.

SMTc staff reviewed demographic data for all Census tracts that directly abut the study corridor to form the primary study area, including tracts 2, 3, 4, 10, 18, and 19 within the City of Syracuse, tract 142 in the Town of Salina, and tract 144 in the Town of DeWitt. A secondary study area of nearby Census tracts included tracts 6, 7, 8, 9, 17.02, 36.01, and 36.02 within the City of Syracuse, and tracts 139 and 140 in the Town of Salina. Both study areas

represent a reasonable “catchment area” based on their distance and likelihood of daily use of the study corridor.

Demographic data is based on the 2020 Decennial Census and the 2023 American Community Survey (ACS) 5-year estimates, unless otherwise noted. It is important to note, ACS datasets may have higher-than-expected margins of error at the tract level, especially in low-population tracts.

Race and Ethnicity

In general, the racial/ethnic makeup of the primary study area and overall study area (which includes the primary and secondary study areas) are less diverse than the City of Syracuse, but more diverse than Onondaga County. The largest portion of residents in both study area extents identified as white, but at lower rates than Onondaga County as a whole. The City of Syracuse, as of 2020, is a minority-majority municipality. The primary study area has a smaller percentage of Black or African American residents than the overall study area and the City of Syracuse.

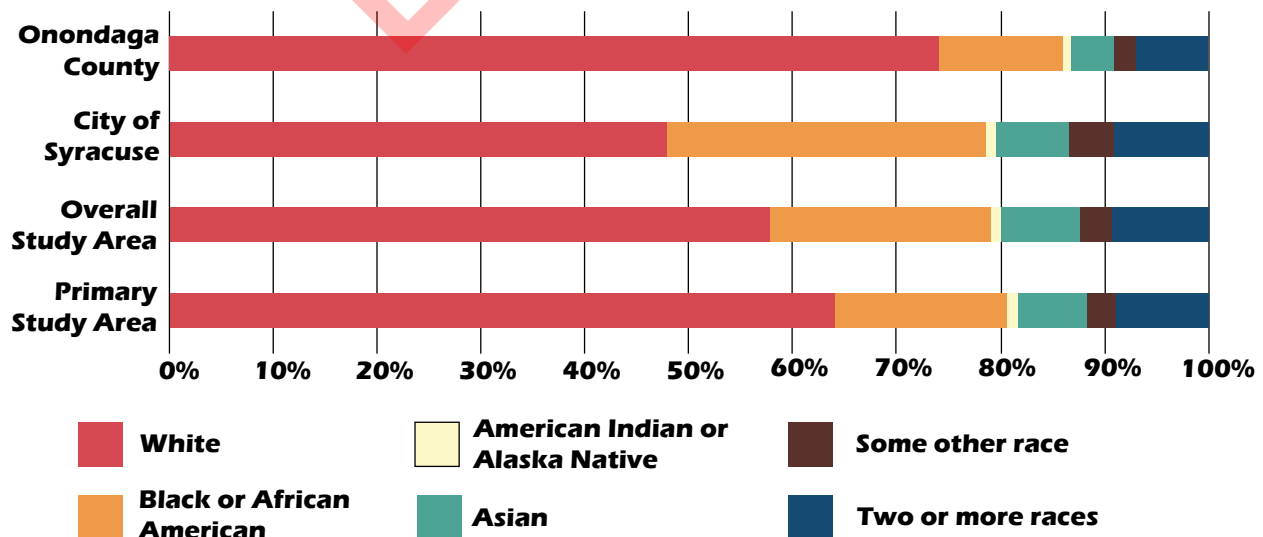


Figure 3.1 Study Area Racial Make-up

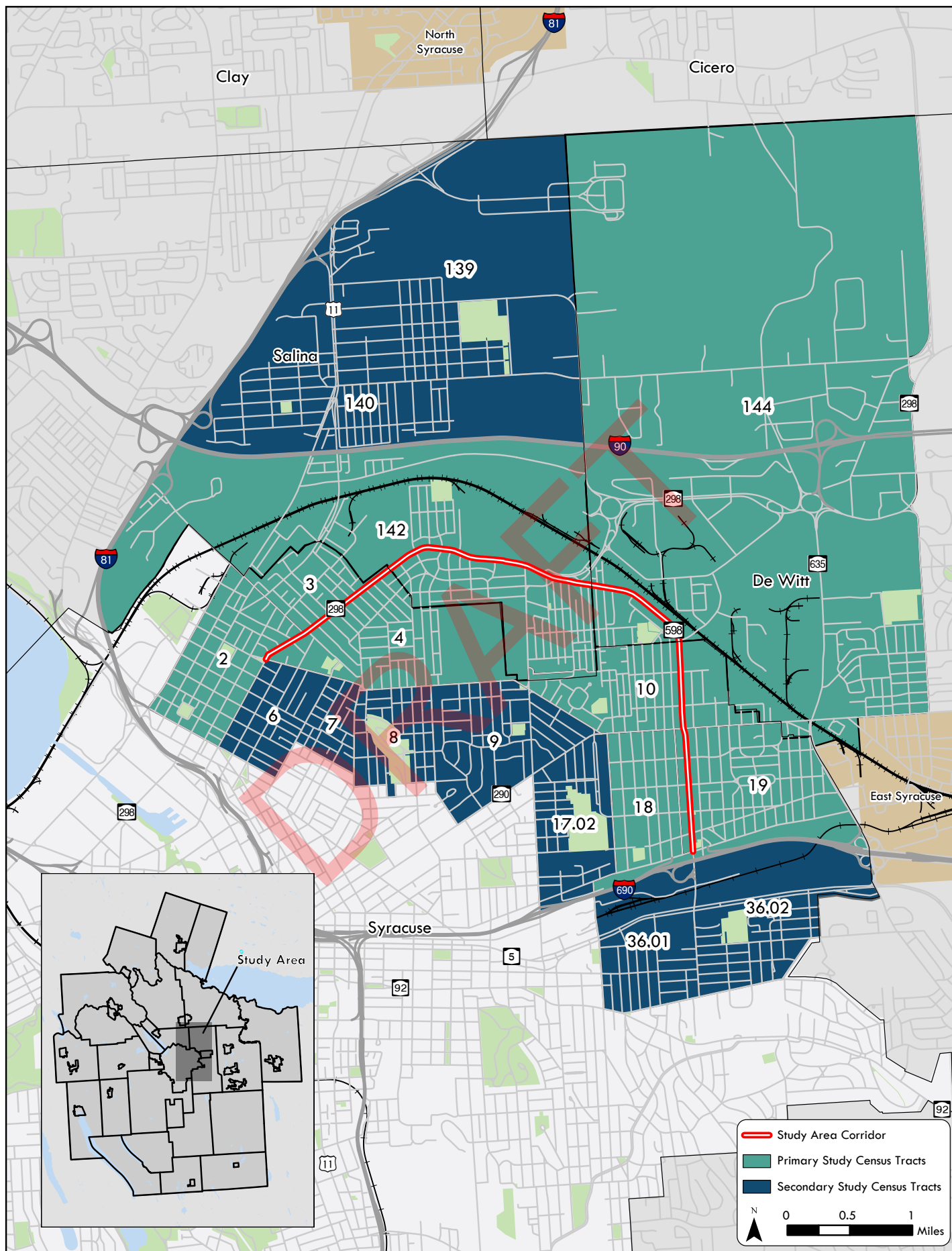


Figure 3.2 Study Area Census Tracts

Population and Population Density

According to 2023 American Community Survey 5-year estimates, approximately 27,100 people live within the primary study area. This number increases to 51,700 people when you include the secondary study area's Census Tracts. This represents a 3.3 percent and a 2.5 percent increase from the 2018 ACS 5-year estimates, respectively.

Figure 3.3 shows the population density, in persons per square mile, for Census blocks within the study area. Residential development is concentrated south of the study area corridor, with industrial and commercial uses to the north. The Northside neighborhood within the City of Syracuse includes the densest residential communities within the study area, reaching over 15,000 people per square mile on some blocks south of Grant Blvd. Pockets of density, between 10,000 and 15,000 people per square mile, can be seen along Court St between Hood Ave and Wadsworth St, and near the James St / Midler Ave intersection in Eastwood. Population densities within Lyncourt are fairly consistent, between 2,500 and 5,000 people per square mile, south of Court St.

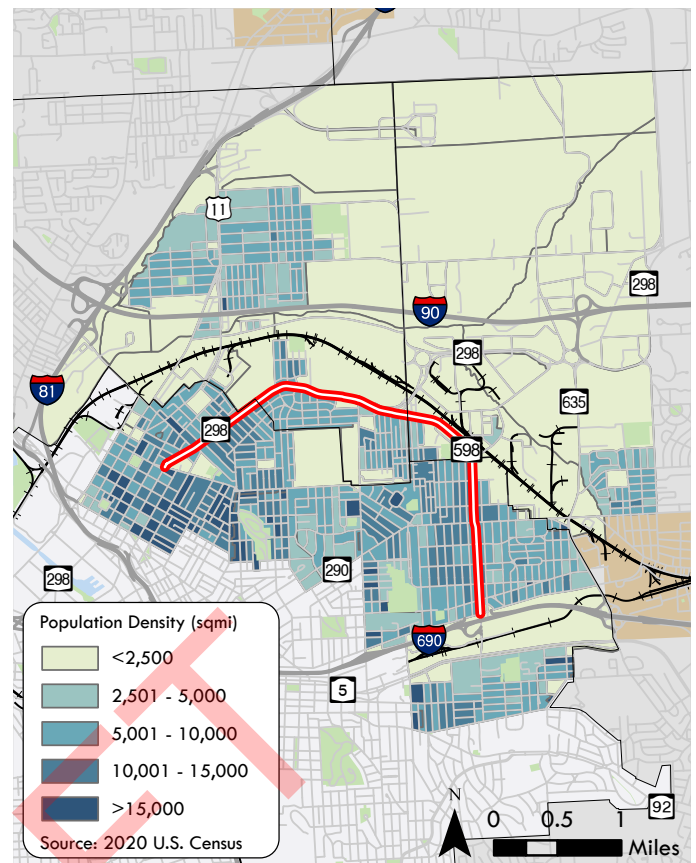


Figure 3.3 Population Density

Employment Density

Industrial and commercial land uses are concentrated north of the study area, primarily within Lyncourt and the Town of DeWitt. Access CNY, one of the region's largest employers, has its headquarters on Court St on the Northside of Syracuse. While the majority of their employees work throughout the region, there is still a concentration of activity near this facility. Within Lyncourt, Southern Wine & Spirits sits next to the former Syracuse China factory, which now houses several smaller industrial and commercial uses. New Court Ave, within the Town of DeWitt, is surrounded by small scale industrial and commercial uses, with several larger industrial uses located north of the railroad tracks. This area north of the railroad tracks in northern DeWitt is one of the largest employment clusters in the region.

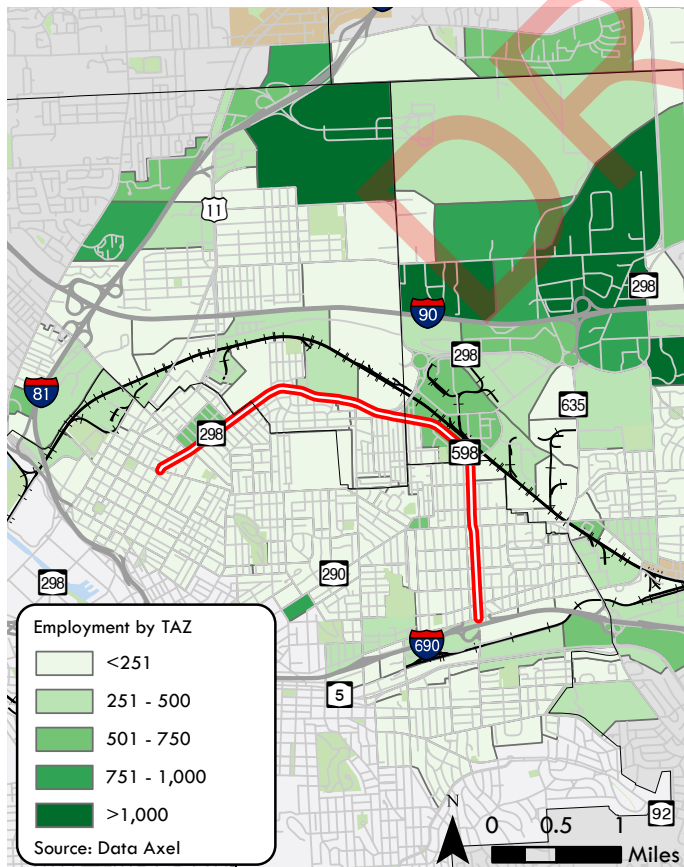


Figure 3.4 Employment by TAZ

Further south, the James St business district is filled with local businesses, bank branches, and office employees. The final employment cluster sits just south of the study area along Erie Blvd E. While this area is on the edge of the study corridor, it acts as a vital destination for both workers and customers of the commercial businesses located there.

Income Levels and Poverty

As shown in Figure 3.5, most Census tracts within the overall study area have a median household income between \$50,000 and \$65,000. This falls below the median household incomes for both Towns and Onondaga County as a whole, but is comparable to the City of Syracuse. The highest median household income is found within the Sedgewick neighborhood of the City of Syracuse (\$95,800), south of the primary study area, while the lowest is found on the Northside near the Washington Square neighborhood (\$11,900). The next three Census tracts with the lowest median incomes also border this part of the Northside, abutting the Sedgewick neighborhood. For comparison, Table 3.1 highlights the median household income for the local jurisdictions.

Table 3.1 Economic Highlights

Jurisdiction	Median Household Income	Poverty Rate
City of Syracuse	\$51,800	26%
Town of DeWitt	\$90,300	8%
Town of Salina	\$70,500	11%
Onondaga County	\$78,400	12.5%

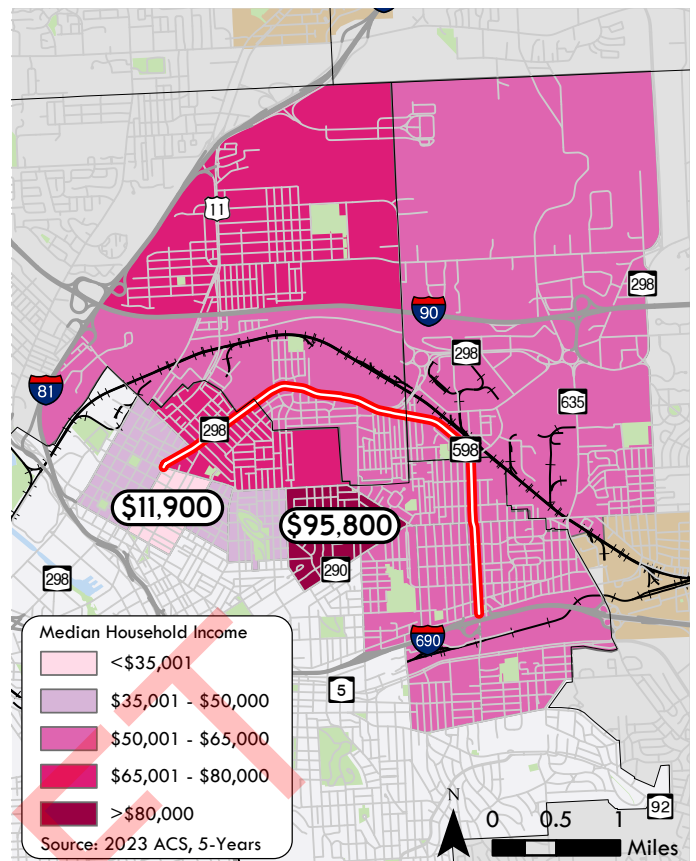


Figure 3.5 Median Household Income

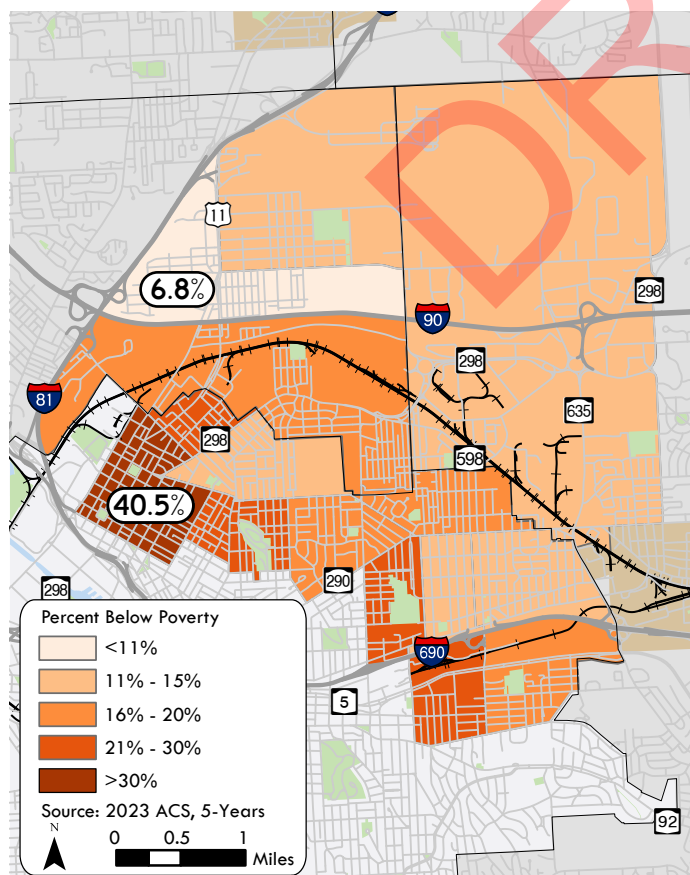


Figure 3.6 Percent Below Poverty

Poverty rates are highest where the median household income is lowest. Two Census tracts that border the Court St / Grant Blvd intersection on the City's Northside have poverty rates over 30 percent, which is higher than the citywide poverty rate of 26 percent. The lowest poverty rate can be found just north of I-90 in the hamlet of Mattydale, at 6.8 percent, which is lower than both the Town of Salina and Onondaga County's rate. Table 3.1 shows the poverty rates of each local jurisdiction. Improving access along the study corridor will help connect residents of higher poverty neighborhoods with opportunities and services.

Housing

Most housing units within the study area are single family homes. Multi-family housing is concentrated around Washington Square on the Northside, with some Census tracts having over 50 percent of all housing units in multi-unit structures. Eastwood has pockets of multi-family housing dispersed throughout the neighborhood, with concentrations along N Midler Ave and west of Teall Ave.

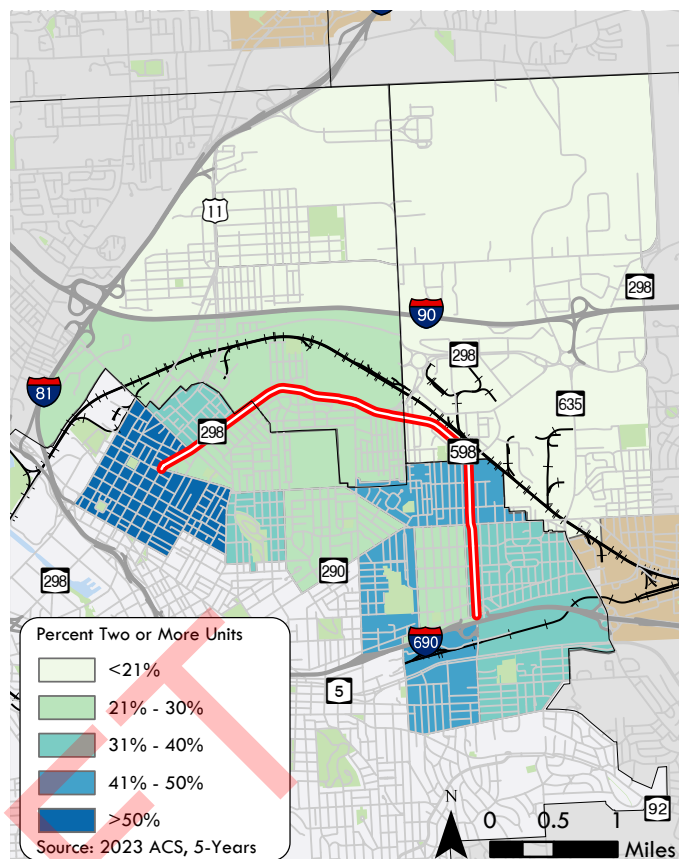
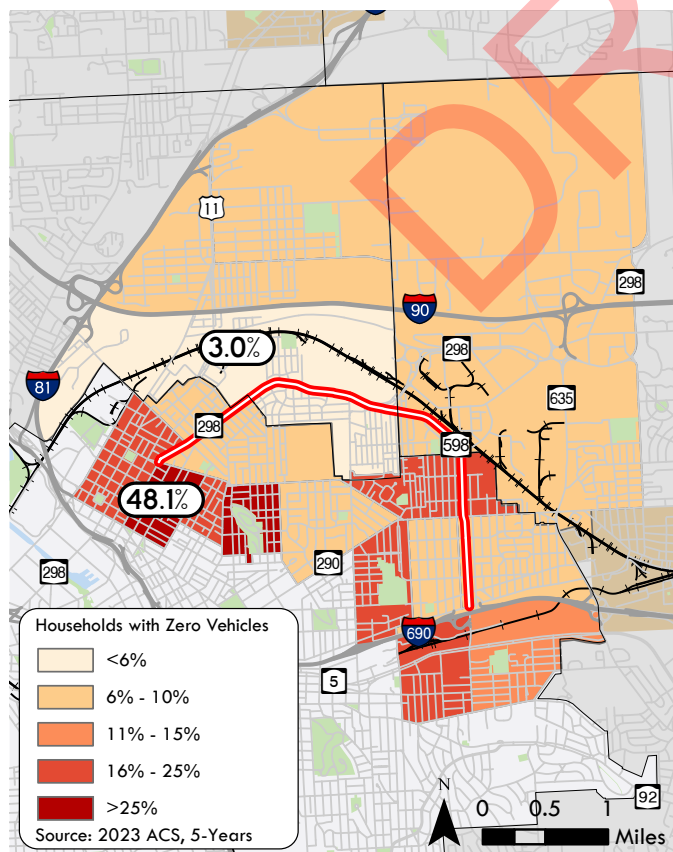


Figure 3.7 Percent of Structures with Two or More Housing Units



No Vehicles

One quarter of households within the City of Syracuse do not have access to a vehicle. Overall, the study area Census tracts have far lower rates of zero car households than that City, with many closer to the Onondaga County rate of 12 percent. The highest concentration of zero car households can be found near the Washington Square neighborhood on the Northside, where nearly 50 percent of households do not have a car.

Table 3.2 Zero Vehicle Households

Jurisdiction	Percent of Household with Zero Vehicles
City of Syracuse	25%
Town of DeWitt	9%
Town of Salina	8%
Onondaga County	12%

Figure 3.8 Households with Zero Vehicles

Transit, Bike, and Walking Commuters

The vast majority of residents within the study area commute to work via their personal vehicle. Alternative modes of transportation, including walking, biking, and taking transit, are most prevalent within the City of Syracuse, south of the study area corridor. Washington Square and the Eastside neighborhoods around Erie Blvd E have the highest share of commuters taking alternative transportation options, with 20 percent and 15 percent of commuters, respectively.

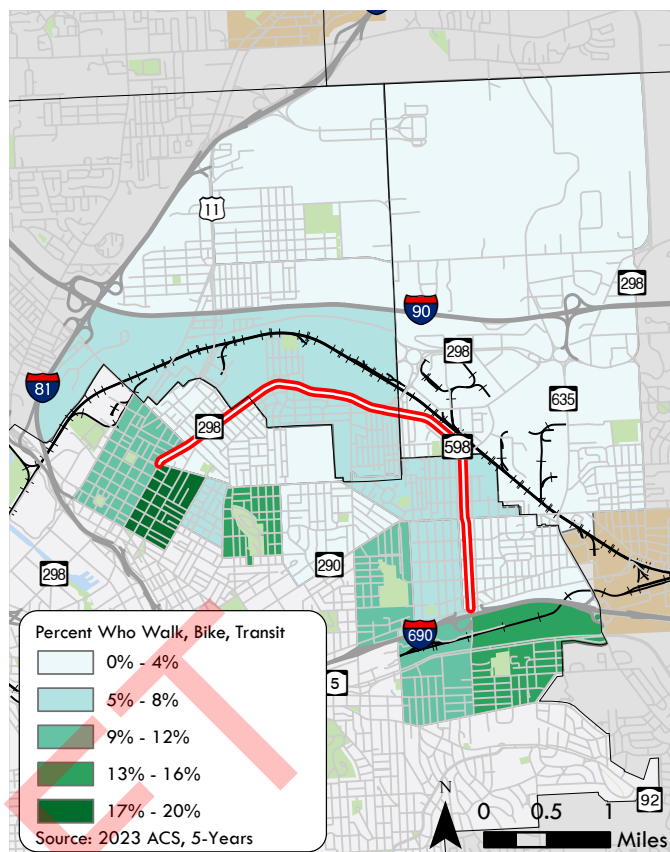


Figure 3.9 Percent Who Walk, Bike, or Take Transit

Age

The median age within the study area ranges from a low of 32.4 to 46.3. The Census tracts with older median ages are also home to senior housing facilities, including St. Joseph Manor on Tyson Pl, which impact the mobility needs of the residents. Comparatively, the study area is generally older than the City of Syracuse (32.4 years) and more similar to Onondaga County (40.3 years). The areas within the Town of Salina and Town of DeWitt are generally younger than those towns overall, 42.5 and 42.6 years, respectively.

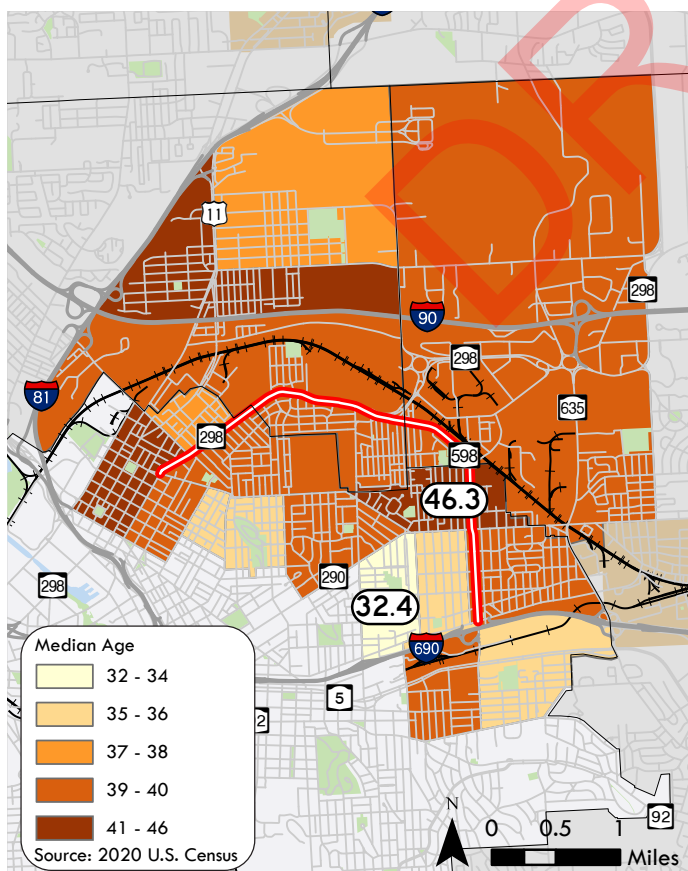


Figure 3.10 Median Age



From Top: Fruit stand at the corner of James St and S Midler Ave; PEACE, Inc. at the corner of S Midler Ave and Sunnycrest Rd; Multi-family housing along Court St in the City of Syracuse.

Over the four-mile study corridor demographics and community characteristics vary. The western end of the corridor is characterized by higher density residential development and a concentration of lower income households. This neighborhood centered around Washington Square sees high levels of poverty and a large share of households without access to a vehicle. As a result, residents in this neighborhood are highly dependent on alternative modes of transportation, with larger shares of people who walk and take transit to work.

As you move east along the study corridor, residential development is generally less dense with higher household incomes. Overall incomes within the study area remain lower than the towns and County as a whole, but on par with the City's median income.

Employment is clustered north of the study area, with a mix of commercial and industrial uses primarily within the northern portion of the Town of DeWitt. At the same time, small businesses are scattered along the study corridor, but not in a well developed cluster. As a result, improving mobility and accessibility between the higher density residential areas south of the study corridor and the employment clusters to the north is an important regional goal.

DRAFT

3.2 *Land Use and Zoning*

The study area corridor stretches over four miles, connecting several different neighborhoods which are characterized by a variety of land uses. Beginning on the western side of the study area, Court St, within the City of Syracuse is primarily a residential neighborhood made up of one- and two-family homes with several small commercial businesses scattered throughout. As you enter the Town of Salina, small-scale commercial properties line the southern side of the corridor, mixed in with some residential properties. On the north side of the street, a residential neighborhood is located between Assumption Cemetery and the Lyncourt School. Industrial and commercial uses characterize the properties east of Pottery Rd.

Court St, east of Teall Ave, and New Court Ave, within the Town of DeWitt, are primarily characterized by a mixture of commercial and light industrial

properties. A residential neighborhood stretches south from the study area corridor. North of the railroad tracks, industrial uses dominate the area, with a small pocket of residential properties, primarily mobile homes, close to N Midler Ave.

Midler Ave, within the City of Syracuse, is primarily residential in use, with a mixture of one- and two-family homes and a couple small apartment buildings. Nodes of commercial uses can be found near the intersections with New Court Ave, James St, and Burnet Ave. Since the study area corridor crosses municipal boundaries, there is no uniform zoning code governing development.



Looking north along Midler Ave during the construction of I-690 in the 1960s.

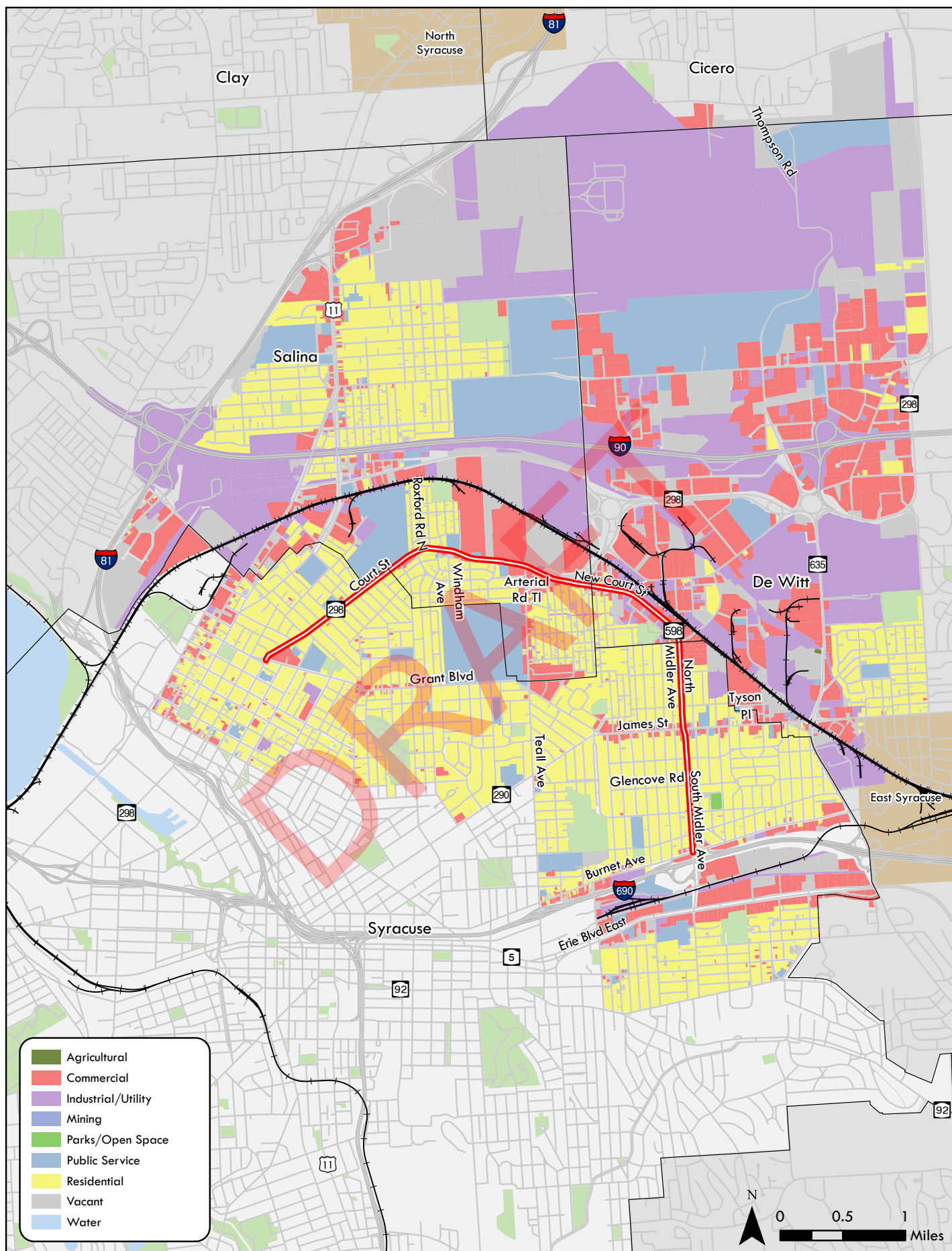


Figure 3.11 Study Area Land Use

City of Syracuse

In 2023, the City of Syracuse updated its zoning code through an effort titled, “Rezone Syracuse.” As a result of this effort, zoning along this corridor, through the Northside and Eastwood, has been updated to include various residential districts and new mixed-use centers.

The majority of lots along Court St and throughout the Northside are zoned as R-2 (Low Density Residential), which also allows for single-family detached and attached homes, as well as two-family homes. Structures are only allowed to cover 30 percent of the lot, with up to an additional 30 percent used for parking/driveway and other non-natural surfaces.²¹

Along Midler Ave, and throughout most of Eastwood, most properties are zoned as R-1 (Single-Unit Residential), which primarily allows for detached single-family homes, but can also accommodate attached units, such as townhouses, and accessory dwelling units. Structures are only allowed to cover 30 percent of the lot, with up to an additional 30 percent used for parking/driveway and other non-natural surfaces.²²

New mixed-use zoning can be found at the former Maria Regina College site at the Grant Blvd / Court St

intersection and along James St. The former College is zoned as MX-3 (Transition Mixed Use). MX-3 aims to produce “pedestrian-friendly, transit-supportive areas,” through higher density developments near major arterials and collector streets. The zoning district requires a minimum of two stories and has a maximum of six, with an additional story allowed on larger parcels that locate parking within the building. Lot coverage allowances vary depending on the use of the lot, ranging from single-unit and two-unit dwellings allowing up to 70 percent coverage up to mixed income, mixed-use developments allowing up to 95 percent coverage.²³ James St is characterized by MX-2 (Neighborhood Center). MX-2 encourages building structures up to the street to help maintain the street wall, while allowing lot coverage of up to 85 percent for mixed-use, mixed income buildings. Standard MX-2 developments must have a minimum of two floors with a maximum of three. Mixed-income developments are allowed an additional floor (a fourth floor), with one more additional floor (a fifth floor) available for larger lots that locate parking within the building.²⁴

Just south of the study area corridor, along Erie Blvd E, commercial zoning can be found. Commercial districts provide a great deal of flexibility for developers, with no minimum or maximum height limits, lot coverage, or setbacks. The districts are primarily reserved for commercial and service uses “characterized by frequent visits of customers and clients in high volumes.”²⁵



Multi-family housing on N Midler Ave.



Multi-family housing and mixed use on Court St.

21 City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 2: Zoning Districts (2025), pg. 20

22 City of Syracuse, Rezone Syracuse: A Citywide Zoning Update, Article 2: Zoning Districts (2025), pg. 16

23 Ibid., pg. 29 - 30

24 Ibid, pg. 27 - 28

25 Ibid., pg. 34

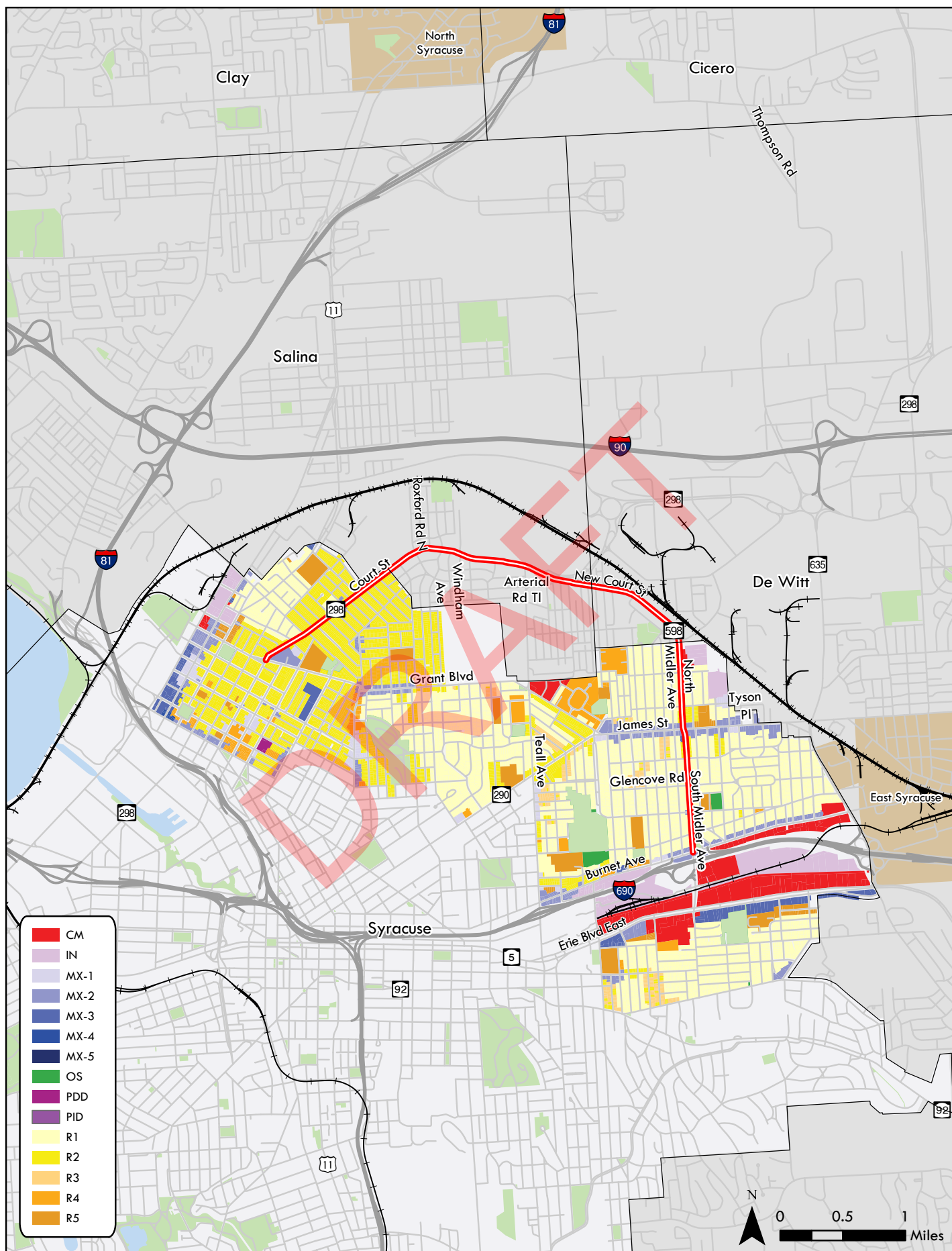


Figure 3.12 City of Syracuse Study Area Zoning

Town of Salina

Zoning districts within the hamlet of Lyncourt are split primarily between residential and industrial uses, with small commercial zones, between Darlington Rd E and Roxford Rd, and office use, near the Teall Ave intersection.

R-3 (One- and Two-Family Residential) encompasses the entirety of the residential neighborhoods within Lyncourt, allowing one- and two-family residential units on “smaller-sized lots and at greater density,” than allowable in other residential zones. While the majority of units are detached homes, townhouses are also allowable uses within the district. Structures are allowed to cover up to 40 percent of the parcel.²⁶

Two parking spaces are required for each dwelling unit.²⁷

The I-1 zoning district (Industrial) characterizes the land occupied by Southern Wine and Spirits and the former Syracuse China facility. The district is “designed to handle large traffic volumes for industrial, heavy commercial, and other uses.” Structures are permitted to cover up to 50 percent of the lot and allows uses such as auto repair and service shops, slaughterhouses, rendering plants, landfills, and other industrial uses.²⁸ Off-street parking requirements vary by use with warehouses and other freight terminals requiring one space for each employee, based on the maximum employment on a single shift, plus one space for each business vehicle.²⁹

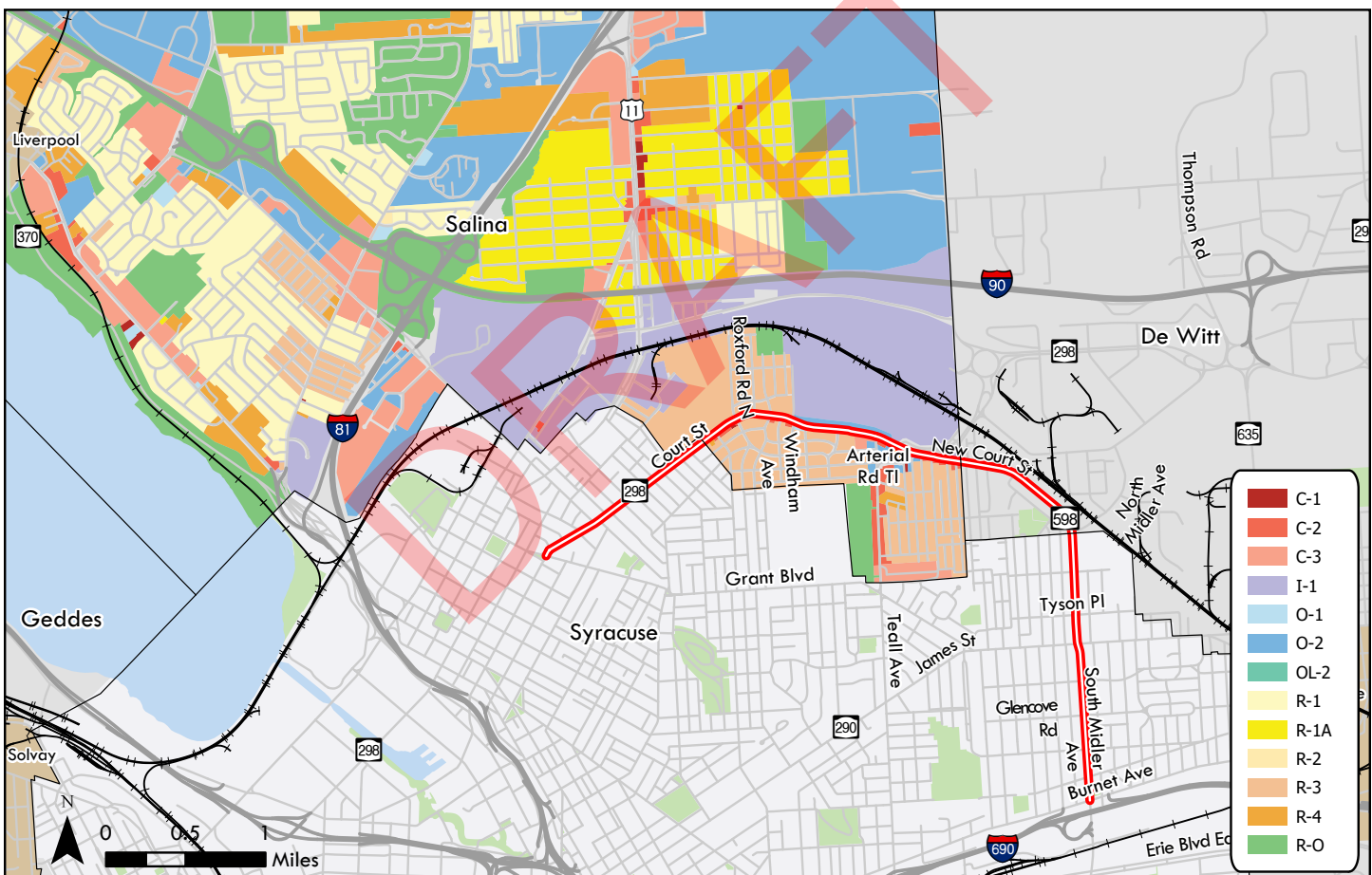


Figure 3.13 Town of Salina Study Area Zoning

26 “Town of Salina: Pat II General Legislation: Chapter 235 Zoning: Article III District Regulations: R-3 Districts: One- and Two-Family Residential District,” Town of Salina, <https://ecode360.com/11093504#11093504>. Accessed December 1, 2025.

27 “Town of Salina: Pat II General Legislation: Chapter 235 Zoning: Article IV Supplemental Regulations: Off-street parking and loading requirements,” Town of Salina, <https://ecode360.com/11093788#11093886>. Accessed December 1, 2025.

28 “Town of Salina: Pat II General Legislation: Chapter 235 Zoning: Article III District Regulations: I-1 Districts: Industrial District,” Town of Salina, <https://ecode360.com/11093504#11093721>. Accessed December 1, 2025.

29 “Town of Salina: Pat II General Legislation: Chapter 235 Zoning: Article IV Supplemental Regulations: Off-street parking and loading requirements,” Town of Salina, <https://ecode360.com/11093788#11093886>. Accessed December 1, 2025.

Town of DeWitt

Parcels along New Court Ave are primarily zoned for industrial purposes, with a small residential district south of the corridor.

Industrial District zoning allows for a variety of uses ranging from public utilities, manufacturing, warehousing, and emergency services to cafes, day-care centers, funeral homes, and education facilities. Mobile home parks, similar to the one located on N Midler Ave, are also permitted after the issuance of a specific use permit. Structures within these districts may cover up to 50 percent of the lot area, with a maximum of 80 percent of the lot being covered by impermeable surfaces.³⁰ Off-street

parking requirements vary by use. For example, industrial and manufacturing facilities require one space for every 500 square feet of gross floor area while warehousing requires two spaces for every employee.³¹

Residential R-3 districts primarily allow for single-family homes, along with some in-home businesses such as a day-care facility or group-home. Two-family and multi-family units may be authorized upon the issuance of a permit. Structures may only cover up to 25 percent of the lot, with up to 50 percent being impermeable surfaces.³² Residential properties require two parking spaces for each dwelling unit.³³

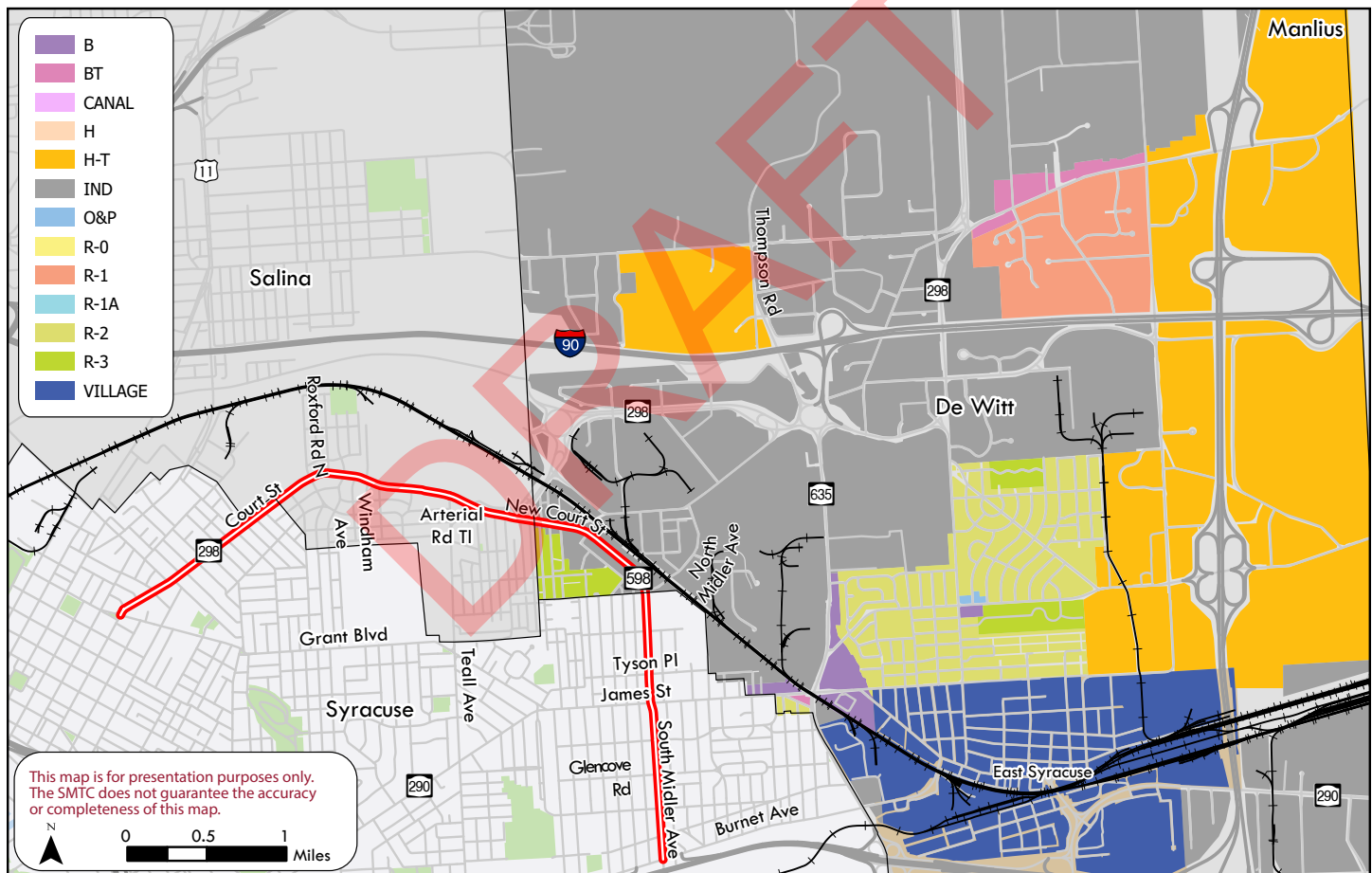


Figure 3.14 Town of DeWitt Study Area Zoning

30 "Town of DeWitt: Part II General Legislation: Chapter 192 Zoning: Article XIV Industrial District," Town of DeWitt, <https://ecode360.com/6815356#6815540>. Accessed December 1, 2025.

31 "Town of DeWitt: Part II General Legislation: Chapter 192 Zoning: Article XVII Standards and Requirements Applying to All Districts – Off-street parking," Town of DeWitt, <https://ecode360.com/6815511#7962392>. Accessed December 1, 2025.

32 "Town of DeWitt: Part II General Legislation: Chapter 192 Zoning: Article VIII Residential R-3 Districts," Town of DeWitt, <https://ecode360.com/6815268>. Accessed December 1, 2025

33 "Town of DeWitt: Part II General Legislation: Chapter 192 Zoning: Article XVII Standards and Requirements Applying to All Districts – Off-street parking," Town of DeWitt, <https://ecode360.com/6815511#7962392>. Accessed December 1, 2025.

3.3

Roadway Conditions

SMTC staff inventoried the study area corridor, which includes three separate streets and distinct changes to its character; 0.8 miles of the Court St in the City of Syracuse from Grant Blvd to Darlington Rd; the 0.8 miles of Court St in the hamlet of Lyncourt from Darlington Rd to Teall Ave; 0.4 miles of Court St from Teall Ave to Townline Rd; 0.6 miles of New Court Ave in the Town of DeWitt from Townline Rd to N Midler Ave; and 1.2 miles of Midler Ave from New Court Ave to Burnet Ave.

Lane configuration, road width, and speed limit

Court St – City of Syracuse

Court St is 36 ft wide from Grant Blvd to the City line, where it begins to widen within the Town of Salina. Court St has one travel lane in each direction, measuring 10.5 ft wide. From Grant Blvd to 7th North St, directional bike lanes, measuring 5 ft wide, run along each curb, with a 2 ft painted buffer. East of 7th North St, the painted buffers drop as the southbound bike lane shifts away from the curb to accommodate a parking lane.

Traffic signals control the intersections at Grant Blvd, Hood Ave and 7th North St, Loma Ave, and Wadsworth St. All other intersections are controlled by stop signs on the cross streets. All signalized intersections prohibit right turns on red.



Crossbikes crossing a side street intersection with Court St.

Court St – Town of Salina

East of the City line, the cross-section of Court Street widens, reaching 48 feet in width at Darlington Rd East. Between the City line and Roxford Rd, Court Street consists of two westbound travel lanes, one eastbound travel lane, and a parking lane adjacent to the eastbound travel lane. East of Roxford Road, there are two travel lanes in each direction and no parking lane, although there is a short pick-up/drop-off area adjacent to the westbound travel lane in front of Lyncourt School. The travel lanes are 12 feet wide. There are no bike lanes in this section.

Traffic signals control the intersections at Roxford Rd, Windham Ave (across from Lyncourt School), and Teall Ave. All other intersections are controlled by stop signs on the cross streets. An additional signal head is positioned outside of the Lyncourt Fire Department, which flashes yellow unless used in an emergency.



Court St / Windham Ave intersection near Lyncourt School.

East of Teall Ave, Court St continues to widen to 60 ft across, including a 6 ft painted median and an 8 ft shoulder on the westbound side. The painted median gradually transitions to a wider grass median near the Old Court St / Schaffer Ave / Court St intersection. The median continues to widen as Court St transitions into a six-lane separated highway east of Arterial Rd. At Swansea Ave, the outer eastbound lane widens to allow traffic to either continue north on Rt 298 or east on Court St to New Court Ave. Westbound travelers on New Court Ave are diverted near Gaynor Ave to a signal allowing them to either cross Rt 298 and continue onto Court St or continue north onto Rt 298.



Court St heading east towards Rt 298.

New Court Ave – Town of DeWitt

Between Townline Rd and E Hampton Pl, New Court Ave consists of one 12-ft travel lane in each direction, with 8-ft shoulders on each side for a total width of 40 ft.

As New Court Ave turns south, the roadway expands to 48 ft in width with one travel lane in each direction, a southbound left turn lane and a northbound receiving lane from the DeWitt portion of N Midler Ave.

The New Court Ave / N Midler Ave intersection includes a three lane eastern leg of N Midler, including a westbound right turn lane and left turn slip lane, and an eastbound lane. The southern leg of N Midler Ave includes one southbound lane and a northbound thru and right turn lane.



New Court Ave / N Midler Ave intersection.

Midler Ave – City of Syracuse

Midler Ave within the study area (south of New Court Ave) has a notably different design than the rest of the study area segments. Generally, there is no striping on North Midler Ave (north of James St) to delineate travel lanes between the major intersections. The full pavement width is 38 feet and functions as one travel lane in each direction with odd/even on-street parking (with some additional



N Midler Ave / Tyson Pl intersection, looking north.



James St / Midler Ave intersection.

auxiliary lanes at intersections). South of James St, Midler Ave has a double yellow centerline and functions as one travel lane in each direction with odd/even on-street parking. The full pavement width is 35 feet.

The N Midler Ave / Coughlin Ave intersection is controlled by a flashing traffic signal; flashing yellow on N Midler Ave and flashing red on Coughlin Ave. The N Midler Ave / Tyson Pl intersection is controlled by a standard traffic signal.

The James St / Midler Ave intersection is the busiest intersection within the study area. Beginning approximately 315 ft north of the intersection, a southbound left turn lane begins. At the intersection, southbound N Midler measures approximately 36 ft across with both the through lanes (north and southbound) and the left turn lane measuring roughly 12 ft. The left turn lane is set back 12 ft from the through lane.

On the northbound side, the northbound and southbound through lanes measure around 12.5 ft, with a 11 ft northbound left turn lane. The left turn lane is set back 25 feet from the through lane. At the intersection. The through lane widens substantially to accommodate wide turning vehicles, resulting in a crosswalk length of 78 ft. The crosswalks across James St are both skewed at an angle, increasing the walking distance for pedestrians.

South of James St, S Midler Ave regains a double yellow center line, maintaining one 17 ft lane in each direction. The Northcliffe Rd, Glen Cove Rd, and Caleb Ave intersections are all controlled by stop signs on the intersecting street. The S Midler Ave / Sunnycrest Rd intersection is controlled by a standard traffic signal with one lane in each direction on all approaches. Further south, at the S Midler Ave / Burnet Ave intersection, S Midler Ave widens to 48 ft in width, with three southbound lanes, including a left turn only lane, and one northbound lane. All approaches have four lanes, two lanes in each direction for the eastbound and northbound approaches, and three westbound lanes, including a left turn only lane, and one eastbound lane for the westbound approach. Each approach is approximately 48 ft wide.



S Midler Ave, looking north.

3.3.2 Functional Classification and Ownership

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

[Principal Arterials] serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways

to specific parcels and at-grade intersections with other roadways.

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

Functional classification is directly related to federal aid-eligibility, which determines if a road can receive federal transportation funding. Federal-aid eligible status is given to those roads that provide critical connections within or between communities.

As seen in Figure 3.15, Court St, from Grant Blvd to Teall Ave, is classified as a minor arterial. From Teall Ave west to its transition to New Court Ave, Court St is classified as principal arterial. This stretch of roadway provides a direct connection to Military Circle to the north, with a more limited connection westward to New Court Ave. New Court Ave and

Midler Ave are both classified as minor arterials.

Several major collectors intersect with the study area corridor, including 7th North St, Wadsworth St, and N Midler Ave in the Town of DeWitt. Teall Ave, classified as a principal arterial, and Arterial Rd, classified as a minor arterial, also intersect with the study area corridor. All other intersecting streets are classified as local.

Within the Towns of Salina and DeWitt, Court St and New Court Ave are owned and operated by NYSDOT. Court St and Midler Ave within the City of Syracuse are owned by the City. All intersecting streets, outside of Teall Ave and Arterial Rd which are controlled by OCDOT and NYSDOT, respectively, are owned by the local municipality.

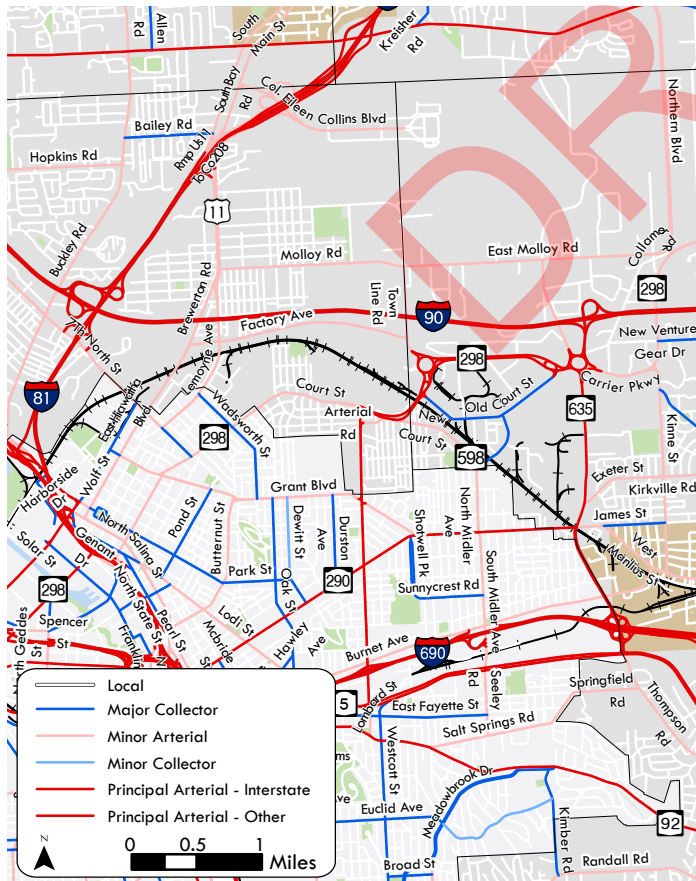


Figure 3.15 Functional Classification

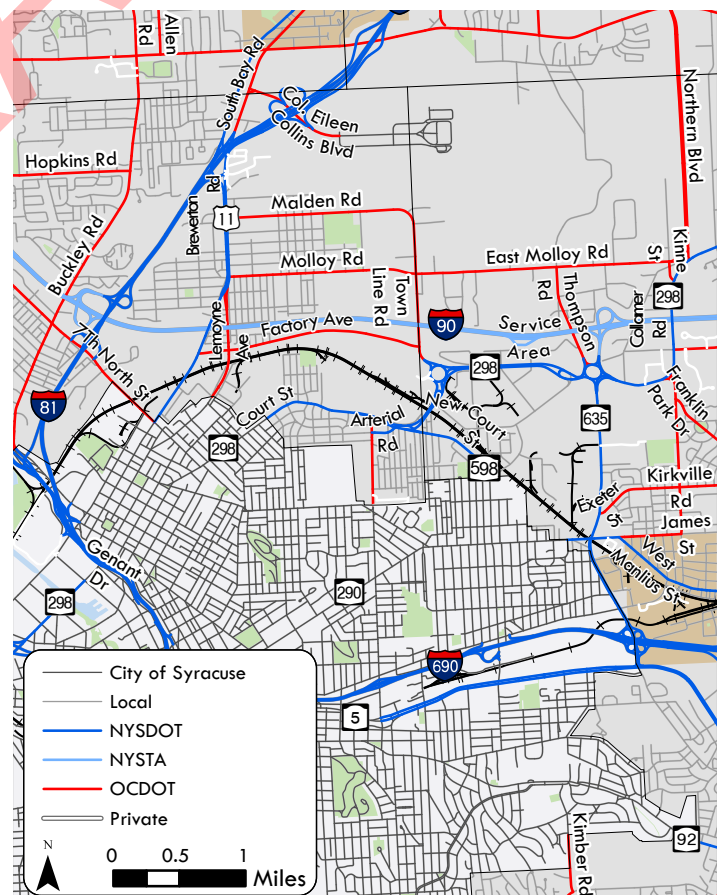


Figure 3.16 Road Ownership

3.4 *Transit*

Centro Bus Service

Centro runs two fixed-route bus lines through the study area: Routes 52 and 120.

Route 52 runs from Downtown Syracuse to Shop City, utilizing Court St from Grant Blvd to Teall Ave, before heading south to Shop City. Headways for inbound (to Downtown) and outbound (to Lyncourt) buses average about 40 minutes during the morning commute period. During off peak periods wait times can be as long as 80 minutes between buses, with a low of 20 minutes during the early afternoon. This route operates from 4:55 am to 12:10 am.

Route 120, part of the Route 20 line, runs from Downtown Syracuse to East Syracuse along James St. Route 120 diverges from Route 20 to provide access to N Midler Ave and New Court Ave. The route only operates three times per day, Monday through Friday; two runs in the morning, inbound at 6:14 am and 8:12 am and outbound at 5:27 am and 7:25am, and one run in the afternoon, inbound at 5:32 pm and outbound at 4:45 pm.

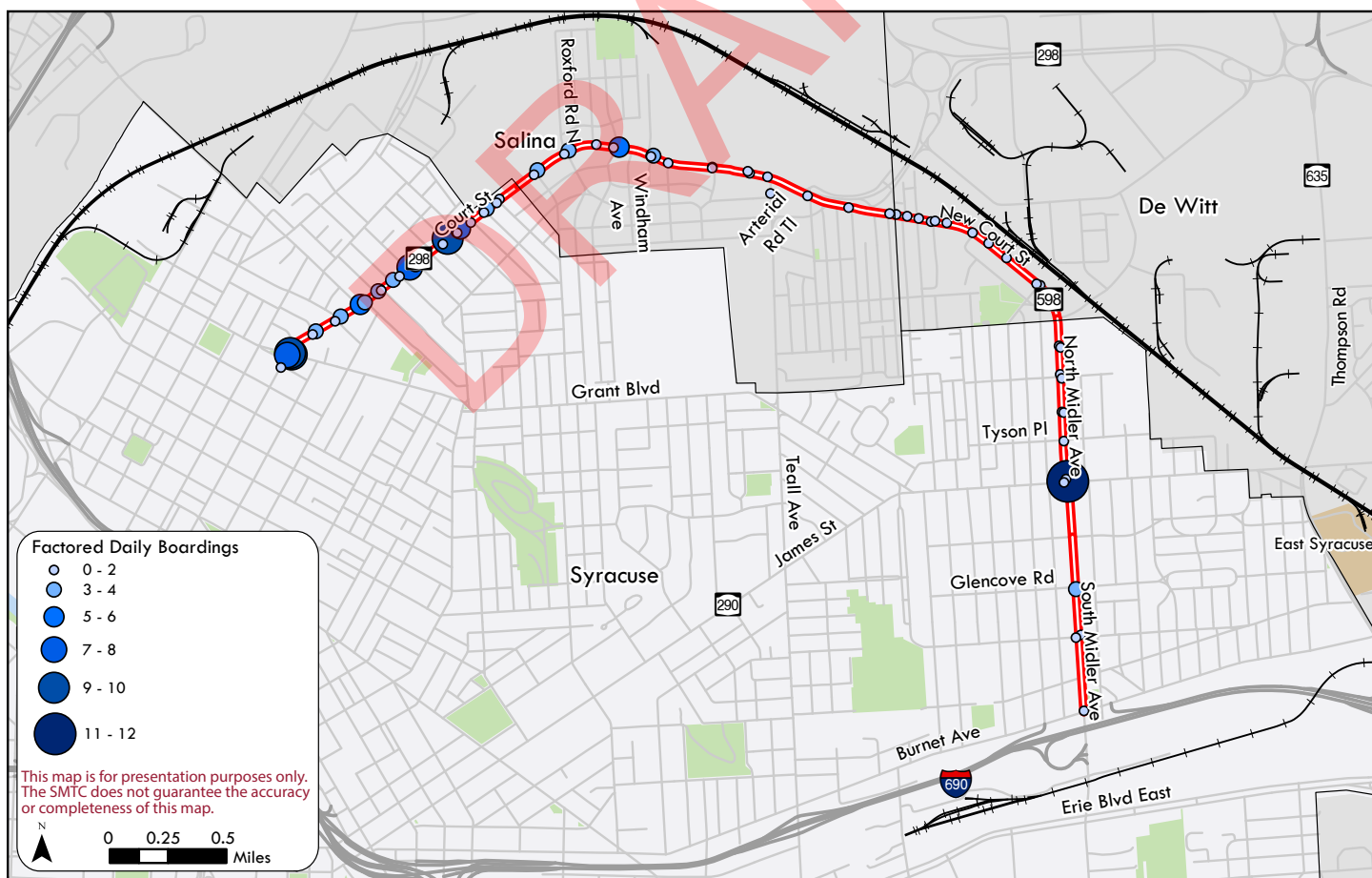


Figure 3.17 Stop Level Transit Ridership

Boarding and Alighting Data

Centro provided boarding (getting on the bus) and alighting (getting off the bus) data by bus stop, with approximate weekday averages for the number of people boarding and alighting at each stop in 2024.

The most used bus stop in the study area is the N Midler Ave / James St stop (Stop #8537). This stop has an average daily activity of 12.74 boardings and alightings. The bus stop with the highest factored daily boardings (FDB) was also N Midler Ave / James St (11.03 FDB). The bus stop with the highest factored daily alightings (FDA) was Court St / Kuhl Ave (9.03 FDA).

Eleven of the bus stops within the study area have FDB activity that is within the top 25 percent (>2.7 FDB) of all stops in the Syracuse area, only one stop in the top 10 percent (>9.67 FDB), and none in the top 5 percent (>18.68 FDB).

Centro examines bus stops that have an average of at least 50 riders boarding daily to determine if they are eligible for a bus shelter. No stops within the study area meet the activity threshold to qualify for a shelter. Comparatively, three percent of stops in the entire Syracuse area qualify for a bus shelter. One percent of all bus stops in the Syracuse area have a bus shelter. Currently one bus stop, westbound Court St / Knoll Pl (stop 6235), has a bus shelter although it does not reach the ridership threshold, likely due to higher ridership in the past.

Table 3.3 Study Area Transit Stops in Centro's Top 25 Percent, Based on Factored Daily Boardings

Stop Name	Factored Estimated Boardings / Day	Factored Estimated Alightings / Day	Rank
N Midler Ave / James St (Westbound)	11.03	1.71	258
Court St / Malverne Dr (Eastbound)	8.47	3.48	330
Court St / Englert Ave (Westbound)	7.92	1.47	349
Grant Blvd / Court St (Eastbound)	6.19	4.45	417
Court St / N Berwick St (Westbound)	4.93	0.58	498
Court St / 7th North St (Westbound)	4.21	4.86	551
Court St / Wadsworth St (Westbound)	4.21	3.21	551
Court St / Hood Ave (Eastbound)	3.84	4.16	577
Court St / Kuhl Ave (Eastbound)	3.29	9.03	645
Court St / Burdick Ave (Eastbound)	3.00	5.00	684
Court St / Knoll Pl (Westbound)	2.72	0.34	731

3.5 *Pedestrian Facilities*

Sidewalks exist on both sides of Court St from Grant Blvd to Teall Ave. East of Teall Ave, sidewalks continue along the southern curbline until the New Court Ave / N Midler Ave intersection. South of this intersection, sidewalks are present on both sides of the street once again. This continues until the S Midler Ave / Burnet Ave intersection.

Within the City of Syracuse, nearly every intersecting street, with the exception of Englert Ave, has sidewalks that connect to the study corridor. Sidewalks are present on most intersecting streets within the hamlet of Lyncourt, although several streets only have sidewalks on one side. No intersecting streets within the Town of DeWitt currently have sidewalks.



Crosswalks at the Court St / Rocford Rd intersection.

Table 3.4 Pedestrian Amenities at Signalized Intersections

Signalized Intersection	Crosswalks	Pedestrian Signals	Countdown Timers	Curb Ramps	Detectable Warnings
Court St - Grant Blvd	●	●	●	●	●
Court St - 7th North St - Hood Ave	●	●	●	●	●
Court St - Loma Ave	●	●	●	●	●
Court St - Wadsworth St	●	●	●	●	●
Court St - Roxford Rd	●	●	●	●	●
Court St - Windham Ave	●	●	●	●	●
Court St - Teall Ave	●	●	●	●	●
Court St - Arterial Rd	●	●	●	●	●
Court St - Rt 298	●	●	●	●	●
New Court Ave - N Midler Ave	●	●	●	●	●
N Midler Ave - Tyson Pl	●	●	●	●	●
Midler Ave - James St	●	●	●	●	●
S Midler Ave - Sunnycrest Rd	●	●	●	●	●
S Midler Ave - Burnet Ave	●	●	●	●	●
All approaches:	●	Some approaches:	●	No approaches:	●

3.6

Bicycle Facilities

The City installed bike lanes on Court St from Grant Blvd to Darlington Rd in 2025. Bike lanes along Grant Blvd intersect with the Court St lanes, with all four approaches including bike boxes at the Grant Blvd / Court St intersection.

An additional bike lane along James St begins at the James St / Midler Ave intersection and continues east to the City line, just west of Leo Ave for westbound riders and at Ridgewood Dr for eastbound riders. The eastbound lane begins as a buffered lane at James St before shifting away from the curb to

allow for curbside parking for the two blocks, then shifting back towards the curb with a 2 ft buffer for the remainder of its length. The westbound lane, beginning at Laurie Ave, operates as a buffered bike lane until dropping the buffer as it approaches the Midler Ave intersection.

Only four bike racks exist along the study area corridor, all at the Midler Ave / James St intersection; three at Kinney Drugs and one at the Dunkin' / Papa John's.

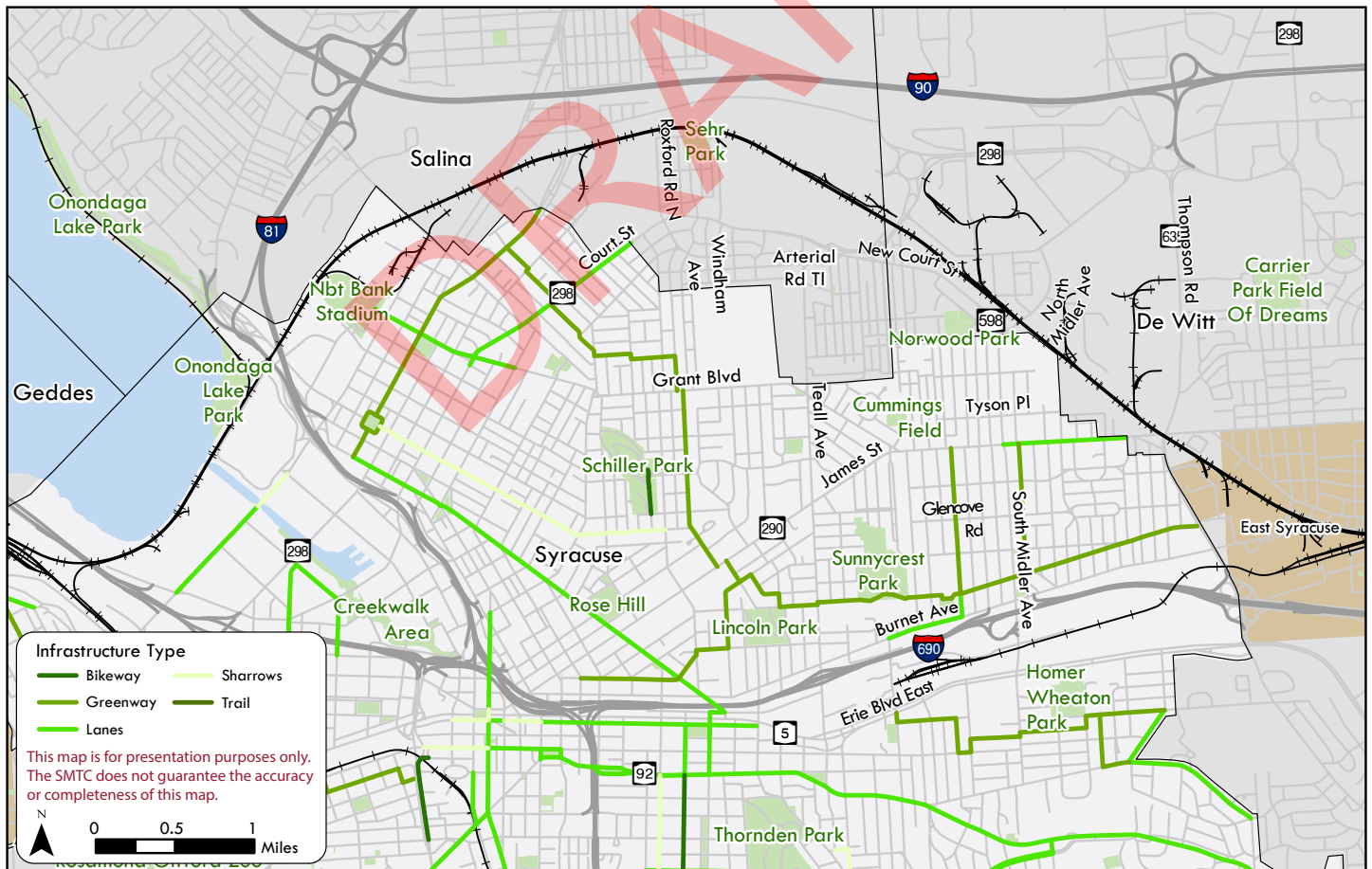


Figure 3.18 Existing Bike Infrastructure

3.7

Vehicular Traffic Volumes

SMTC staff reviewed available traffic data for the study area from a 25-year period (2000 - 2025), including turning movement counts captured through Miovision cameras along the study corridor.

Court St – City of Syracuse

Traffic volumes have declined significantly over the past 25 years, from a high of over 10,200 vehicles per day in 2003 to just over 6,100 vehicles per day in 2023, representing a 36 percent decline. Since 2006, volumes have held relatively steady between 6,000 and 8,000 vehicles per day. Overall, the volume of heavy vehicles along this corridor is fairly low, at around 3 percent.

Traffic along this stretch of roadway peaks in the afternoon, with just under 600 vehicles in the 4-5pm hour.

When traffic data was collected, the posted speed limit was 30 mph. The 85th percentile speed, the speed on which speed limits are often based, was around 34 mph northbound and 33 mph southbound. The average speed along the corridor was 27 mph. In 2025, as part of a traffic calming and striping project, the posted speed limit was reduced to 25 mph.

Court St – Town of Salina

Traffic volumes have steadily decreased along Court St through Lyncourt over the last 20 years, from approximately 11,500 in 2005 to approximately 9,000 in 2025. Data from 2023 does show a brief spike in volumes, up to 13,000, but that appears to be anomalous. Freight traffic accounts for just under 5 percent of the total volume.

Traffic volumes increase throughout the day, peaking in the afternoon at approximately 800 vehicles in the 4-5pm hour.

The posted speed limit along Court St is 30 mph. A school speed zone of 20 mph is in effect 7am to 6pm on school days, from Wayland Rd east to Lyncourt Dr, just west of the count location. The 85th percentile speed was measured at 41 mph eastbound and 40 mph westbound. The average speed along the corridor was 35 mph.

East of Teall Ave, the corridor splits, with Rt 298 continuing north towards Military Circle and New Court Ave continuing east. Rt 298 has seen relatively stable traffic volumes between 10,000 and 11,000 vehicles per day. Due to the industrial land uses that surround it, the corridor sees a fairly high rate of freight vehicles, accounting for 13 percent of all vehicles. The posted speed limit increases to 40 mph east of Teall Ave before further increasing to 55 mph as you approach Military Circle.

New Court Ave – Town of DeWitt

Traffic volumes along New Court Ave have remained fairly stable, around 7,000 vehicles per day over the last 25 years, with a brief increase to over 10,000 vehicles per day in 2009. Freight traffic remains fairly low along the corridor, at around 4 percent.

Traffic peaks in the afternoon with around 600 vehicles in the 4-5pm hour. On a typical weekday, traffic continues to increase from 7am to 5pm.

New Court Ave has a posted speed limit of 35 mph, with an 85th percentile speed of 40 mph eastbound and 38 mph westbound.

Midler Ave – City of Syracuse

Traffic volumes on N Midler Ave, from New Court Ave to James St, have declined by 25 percent from a high of nearly 12,500 vehicles per day in 2007 to approximately 9,300 in 2023. Heavy vehicle movements account for approximately 5 percent of vehicles along this portion of the corridor. S Midler Ave, from James St to Burnet Ave, has experience more stability in its traffic volumes, around 12,000 vehicles per day. Freight movements account for approximately 4 percent of vehicles.

Traffic along N Midler Ave peaks at 4-5pm with nearly 900 vehicles per hour; while S Midler's peak comes at 5-6pm with nearly 1,000 vehicles.

The posted speed limit along the corridor is 30 mph. The 85th percentile speeds on N Midler Ave at 40 mph northbound and 36 mph southbound, while S Midler Ave see 37 mph northbound and 38 mph southbound.

Overall, traffic volumes have declined along most of the corridor over the past 25 years, with a peak hour that generally occurs 4-5pm. Volumes are highest near major freight corridors, including S Midler Ave as it approaches I-690 and Court St as it connects to Rt 298 and the circles north of the study area. Volumes are lowest along Court St within the City of Syracuse, where its more residential in character. Speed limits along the corridor range from 25 to 35 mph, with school zone speeds of 20 mph near Lyncourt School.

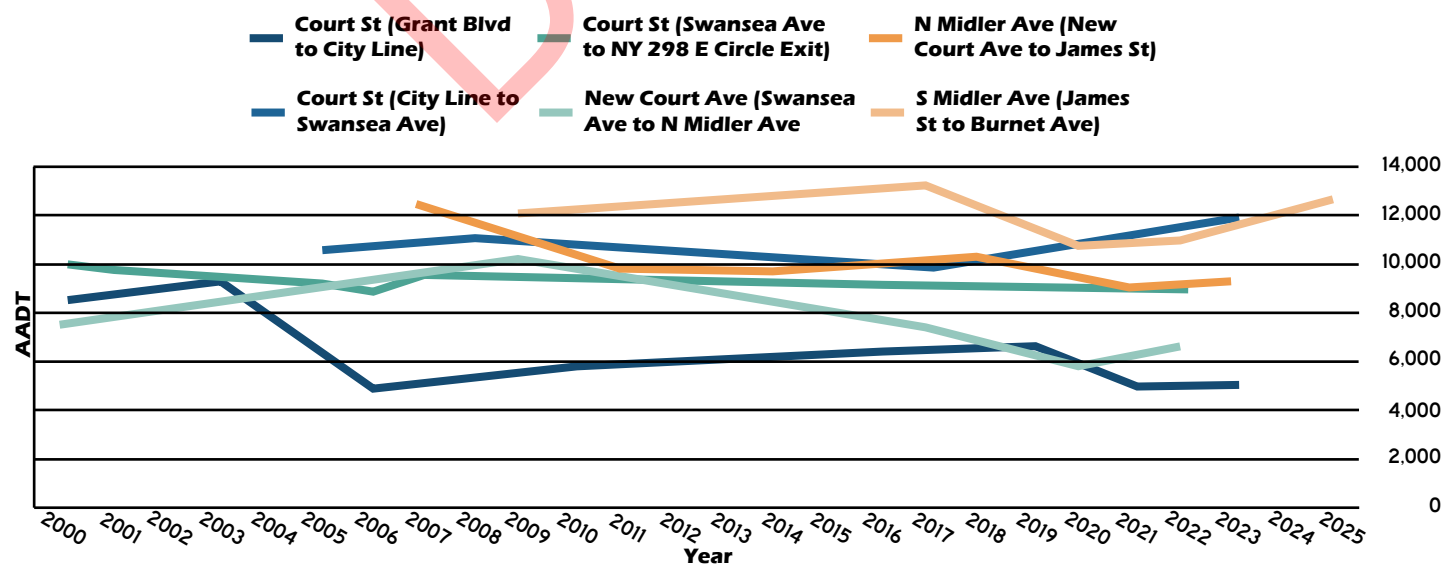


Figure 3.19 Study Corridor Average Annual Daily Traffic (AADT) History

3.8

Pedestrian and Bicycle Traffic

Utilizing Replica, a data platform for the built environment, SMTC staff identified trends in trip distances for individuals living within the study area that use the corridor. When compared to the SMTC's planning area as a whole, fewer trips within the study area are below two miles in length (26 percent compared to 30 percent, respectively), but a larger share of trips fall within the two to eight mile range (57 percent compared to 39 percent, respectively), with a median trip length of around 3.5 miles. This indicates that residents within the study area are relatively close to many of their daily needs, and some of those trips may be able to utilize alternative modes of transportation to achieve. Walking trips make up six percent of all trips within this study area but approximately 20 percent of trips when you focus on distances under two miles. Bicycle activity is still very low at all distances, which may be a result of a lack of infrastructure.

SMTC staff further evaluated bicycle and pedestrian activity within the study area for a simulated Thursday in the fall of 2024. The analysis identified a handful of hotspots along the corridor around key destinations.

High activity levels around the Court St / 7th North St / Hood Ave intersection, continuing south along Kirkpatrick St to Grant Middle School, which is home to around 1,000 students in 6th – 8th grade, is likely a major source of this activity.

The Court St / Wadsworth St intersection also sees elevated activity levels as the last signalized intersection within the City and the closest one to the entrance to Assumption Cemetery. Activity near this intersection can be traced up towards LeMoyne Ave, towards Mattydale.

Pedestrian and bicycle activity through Lyncourt is focused most heavily near the school and the Windham Ave intersection. Overall bike and pedestrian activity is higher east of the school.

The last major hot spot of bicycle and pedestrian activity can be found near the N Midler Ave / New Court Ave intersection, with bicycle and pedestrian trips continuing northeast out of the City of Syracuse towards the industrial and commercial businesses located along N Midler Ave in the Town of DeWitt. A pinch point under the elevated railroad tracks on N Midler Ave forces people walking and riding bikes into the roadway due to a lack of sidewalks, potentially creating conflicts with vehicles.

Outside of the above mentioned hot spots, general bicycle and pedestrian activity is concentrated on routes towards commercial and public destinations, including the businesses at the James St / Midler Ave intersection.

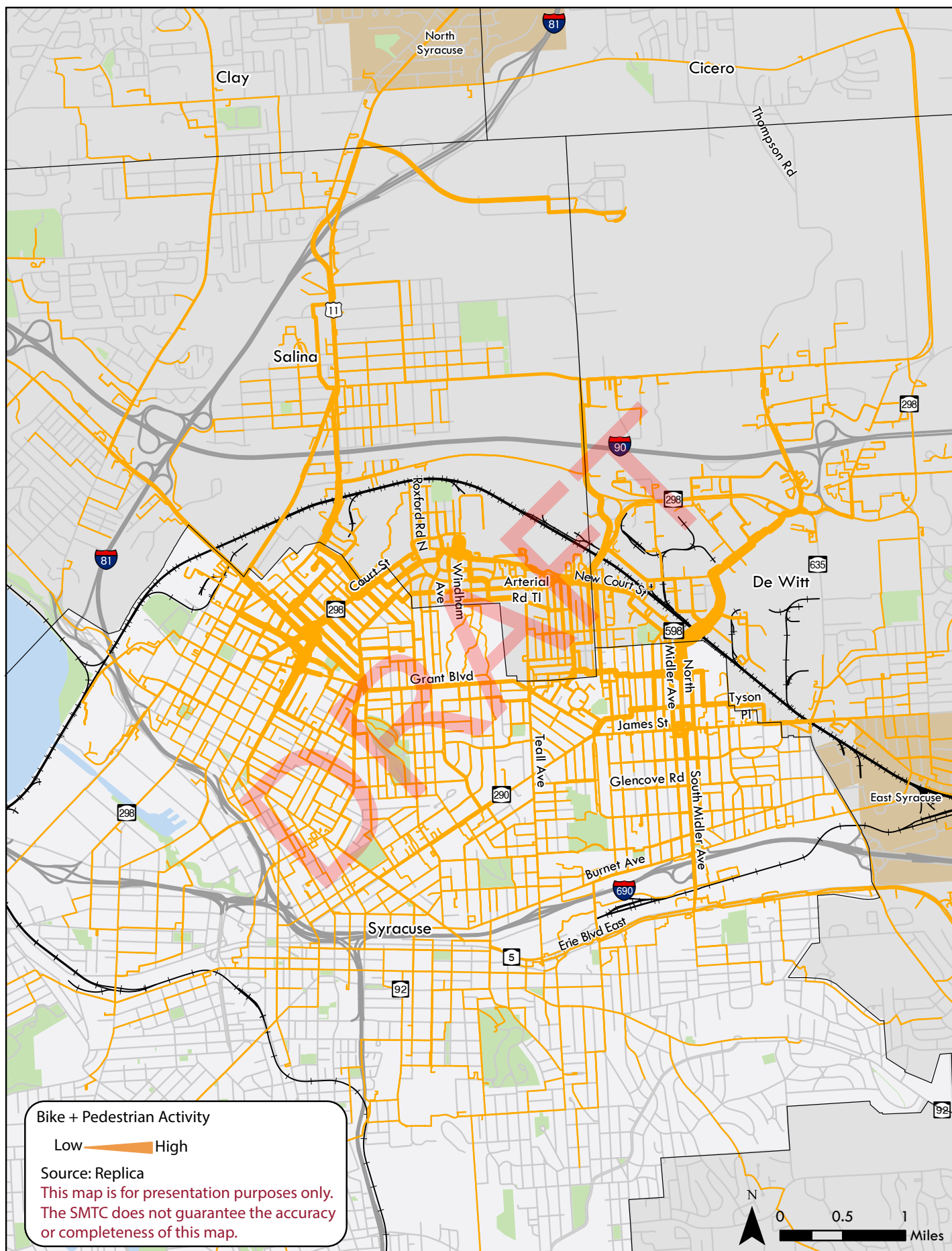


Figure 3.20 Modeled Bicycle and Pedestrian Hot Spots from Replica

3.9

Parking and Truck Restrictions

Parking

Residential properties within the study area are primarily served by private driveways, with some small parking lots utilized by multi-family properties. The majority of commercial properties along the corridor provide off-street parking for employees and customers. Customers patronizing businesses along Court St in Lyncourt, between Darlington Rd E and Roxford Rd, often utilize on-street parking along the southern curb line for their visits.

On-street parking has been removed along Court St, from Grant Blvd to 7th North St, to accommodate buffered bike lanes. As the southbound bike lane moves away from the curb, a parking lane begins and continues to the City line.

Through Lyncourt, a dedicated on-street parking lane exists from Darling Rd E east to Roxford Rd. Signage dictates zones for one hour parking and 15 minute parking, from 8 am to 7 pm on weekdays. Parking signage is scarce east of Roxford Rd, but is generally allowed up until Teall Ave.

On-street parking is restricted along New Court Ave through the Town of DeWitt. Businesses along this corridor provide off-street parking facilities and loading areas for their own use.

On-street parking returns on Midler Ave, within the City of Syracuse, which utilizes “Odd-Even” parking regulations, allowing vehicles to park from 6:00pm one day to 6:00pm the next before switching. Street sides are dictated by the calendar date.

Truck Restrictions

Court St is considered an access highway, designated NY 298. As an access highway, all trucks are allowed to utilize the corridor. New Court Ave and Midler Ave are designated state touring routes, NY 598, and also do not have any truck restrictions. Within the City of Syracuse and Town of Salina, trucks over five tons are restricted on all roadways outside of designated routes.



Freight movements at the N Midler Ave / New Court Ave intersection.

3.10 Crashes

NYSDOT maintains a database known as the CLEAR (Crash Location & Engineering Analysis & Reporting) Crash Data Viewer (previously ALIS (Accident Location information System)), granting authorized users NYS crash data for visualization, query, and analysis. The SMTC used the CLEAR database to examine the crash history for a five-year period from February 28, 2020, to February 28, 2025.

The SMTC summarized crash data for the study area corridor that stretches along Court St from the intersection with Grant Blvd, east through New Court Ave, and south along Midler Ave, ending at the Burnet Ave intersection.

Number of Crashes

Within the study area, there were 501 crashes examined during this period. The following table breaks down the 501 crashes by year and municipality.

Table 3.5 Number of Study Area Crashes by Municipality

Year	DeWitt	Salina	Syracuse	Unknown	Total
2020	1	6	57	0	64
2021	7	16	96	0	119
2022	4	16	100	1	123
2023	7	20	59	3	89
2024	7	22	62	0	91
2025	1	5	9	0	15
Total	27	87	383	4	501

Intersection and Segment Crashes

Intersections were defined automatically through CLEAR as within 100 feet from the center of the intersection. Of the 501 crashes, 94 were segment crashes and 407 were intersection crashes. Table X shows intersections with at least 20 crashes occurring during the examined 5-year period. Within this 5-year period, 81 percent of crashes occurred at intersections. This is a slight increase from the 77 percent of crashes identified within the Vision Zero Action Plan.

Table 3.6 Number of Crashes at Study Area Intersections

Location	James / Midler	Burnet / Midler	Grant / Court	Wadsworth / Court
Total Crashes	78	62	21	20
Motor Vehicles	70	55	19	18
With Bicyclists	2	3	1	0
With Pedestrians	2	0	0	0
Other	4	4	1	2

Maximum Injury and Crash Rate

SMTC staff focused the analysis on the 118 crashes that resulted in at least an injury, including one fatality. 103 injury crashes occurred at intersections, accounting for nearly 90 percent of injury crashes, while 15 occurred along road segments. It is important to note that on the City's Northside, offset intersections along Court St result in nearly the entirety of the corridor being classified as an intersection. This is a unique result of two development grids abutting one another along this corridor, which may be a contributing factor in driver safety. S Midler Ave, from James St to Burnet Ave, has the highest crash rate along the study area corridor. This segment includes both the James St and Burnet Ave intersections.

Overall, this crash analysis is consistent with existing crash assessments completed at the city-wide level, such as the City of Syracuse's Vision Zero Action Plan. The Action Plan's High Injury Network includes the segment of Court Street (from Hood Ave to Bear St), which is listed as one of the 25 corridors with the highest number of crashes that result in deaths and serious injuries. Similarly, the James St / Midler Ave intersection is listed as one of the most problematic intersections in the City of Syracuse. Additionally, the Burnet Ave / S Midler Ave intersection is the northern terminus of an HIN corridor that runs along S Midler Ave / Seeley Rd from Burnet Ave south to E Fayette St.

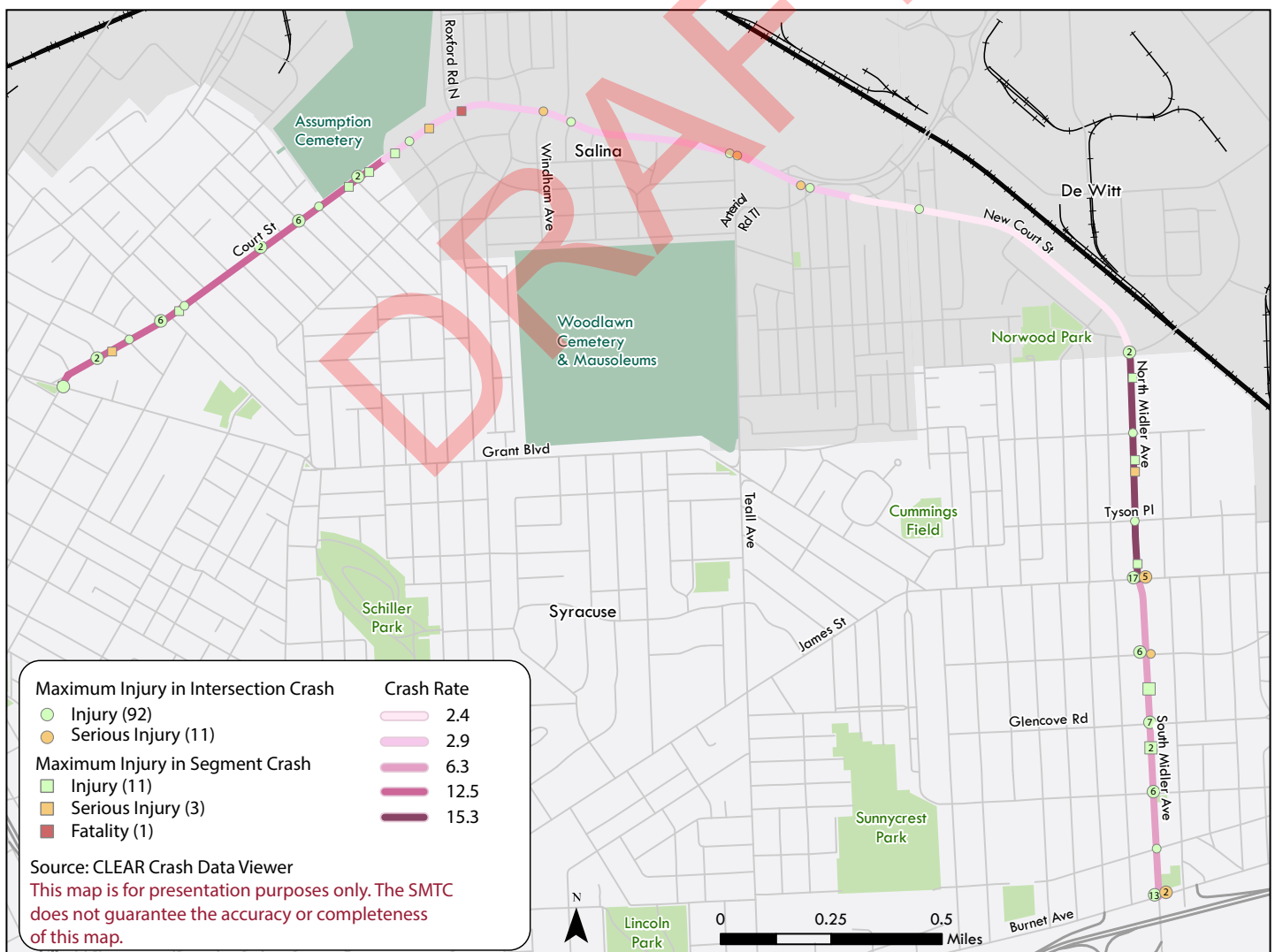


Figure 3.21 Study Area Crashes

Crashes Involving a Bicyclist or a Pedestrian

Along the study corridor, there were 9 crashes that involved pedestrians and 11 crashes that involved cyclists. For all the pedestrian and bicyclist crashes, 2 resulted in property damage, while the remaining 18 crashes resulted in an injury. When considering the general crash rate alongside bicyclist and pedestrian crashes, the leading segment of Court Street (Grant Boulevard to Darlington Road) and the last segment of South Midler Avenue (James Street to Burnet Ave) stand out as priorities for bike and pedestrian facility improvements.



Bike and pedestrian infrastructure at the Grant Blvd / Court St intersection.



Figure 3.22 Study Area Bike and Pedestrian Crashes

James St / Midler Ave Intersection Discussion

As the only intersection within the study area on the Vision Zero High Injury Network, SMTTC staff reviewed crashes at the James St / Midler Ave intersection in more detail. The analysis focused on 39 of the 78 total crashes at the intersection that were categorized as head on, left turn, overtaking, and right angle. Of the 39 specified collision type crashes at this intersection in the five-year period, 12 of the crashes involved parking lots and their driveways. Additionally, right angle crashes involving a southbound through on Midler Ave and a westbound through on James St resulted in four crashes, the highest of all movement categories. Right angle crashes are the most frequent crash type as 15 of the 78 total crashes, or 19 percent, were due to right angle crashes.

This pattern is similar to the pattern noted in with Vision Zero Syracuse, which highlights that 23 percent of all crashes are right-angled crashes, including 27 percent of fatal and serious injury motorist crashes.

Table 3.7 James St / Midler Ave Intersection Crashes by Type

Crash Type	Count	Conflicting Movements or Additional Details (Count)
Head On	3	WB through + SB through (1) SB left + NB through (1) (Big Mikes) Parking lot (1)
Left Turn	8	(Dunkin) Parking lot(3) SB through + SB left (1) WB through + EB left (1) SB through + NB left (1) Non-descript / wrong intersection (2)
Overtaking	13	SB through + SB through (2) NB left + NB through (2) EB right + EB through (1) NB through + NB through (2) WB through + WB through (2) EB right + EB right (1) Parking Lot / Parked (2) Non-descript (1)
Right Angle	15	EB left + WB through (1) SB through + WB through (4) SB through + SB left (1) NB through + SB left (1) NB through + EB through (1) Midler Market Parking Lot (2) Dunkin Parking Lot (3) Kinney Drugs (1) Non-Descript (1)
TOTAL	39	



Southbound movements on N Midler Ave experience some visibility impairments.

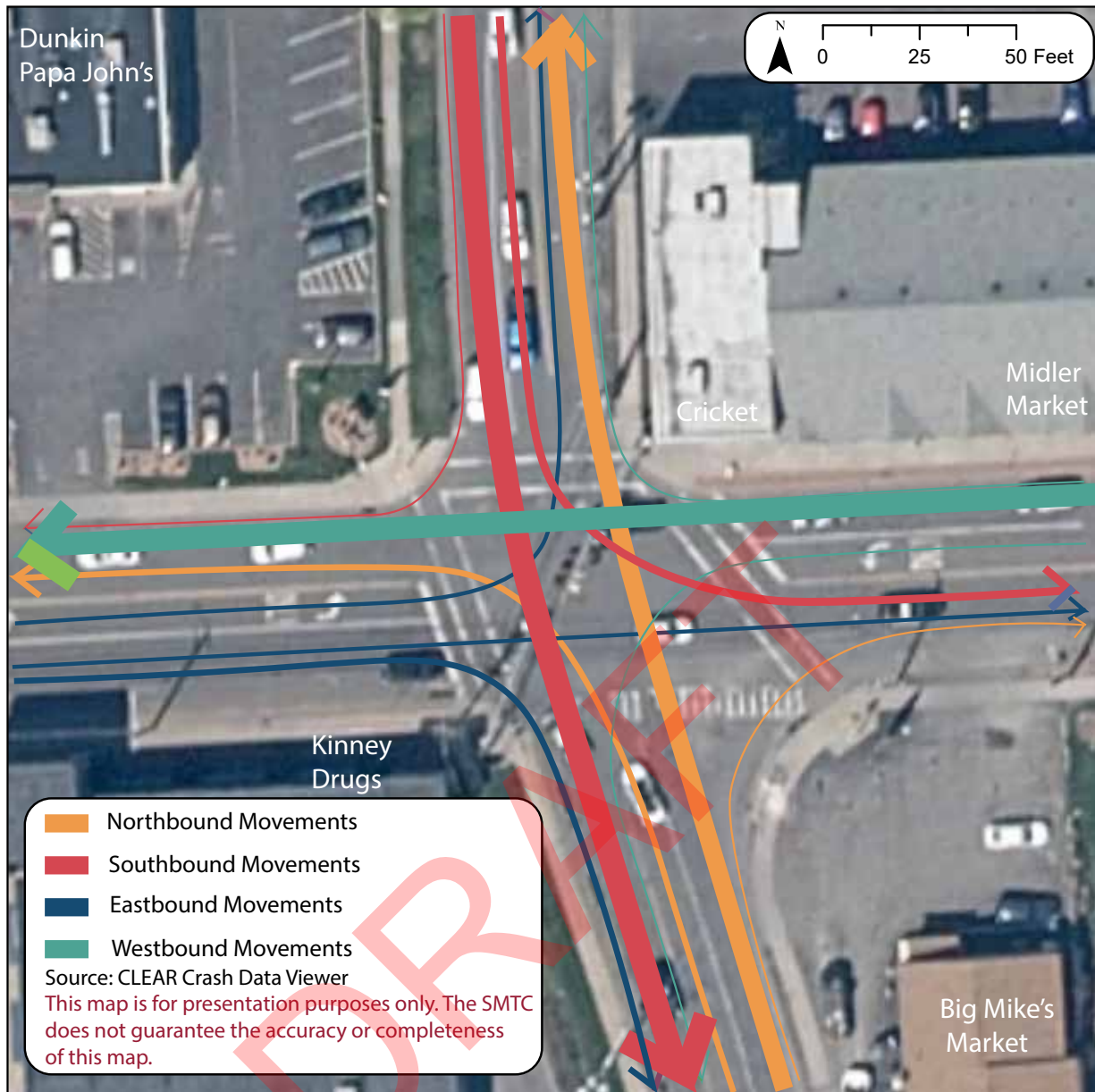


Figure 3.23 James St / Midler Ave Conflicting Movements

4





Mobility Issues Assessment

- 4.1 Public Survey Summary
- 4.2 Mobility Issues Assessment
- 4.3 Key Techniques to Consider

Addressing concerns related to safety and comfort are vital in creating a connected network across municipal lines. Design elements must feel unified while also reflecting the character of the road segment.

4.1

Public Survey Summary

A public survey was developed at the beginning of this planning effort, focused on understanding the perceived comfort and safety of all roadway users along the study area corridor, to ensure the concepts developed reflected the needs and desires of the community. The survey asked respondents to identify issues that reduced their feelings of comfort and safety while driving and walking / cycling along segments of the corridor, as well as provide feedback on preferred infrastructure improvements.

The survey was open from October 15, 2025 to November 15, 2025 and received 226 responses. The survey was promoted through social media (Facebook and Instagram), hard-copy postal mailing of the SMTC's newsletter in November 2025, and email outreach to community organizations, schools, and local elected officials. SMTC staff also attended the Northside and Eastwood Tomorrow's Neighborhoods Today (TNT) meetings to promote the survey, answer questions about the planning effort, and pass out flyers with a QR code linked to the study's webpage. The webpage included a brief description of the study's purpose along with a PDF guide to the study area.

The survey broke the corridor into three segments, where the character of the corridor dramatically changes. Respondents were only asked questions about corridor segments on which they travel regularly.

Driver Comfort



Pedestrian / Cyclist Comfort



Court St (Grant Blvd to Teall Ave)

Respondents were asked to rate how comfortable they were driving or walking and cycling along this corridor segment, from 1 (not comfortable) to 5 (very comfortable). Respondents overwhelmingly felt comfortable driving along this segment, with 61 percent of respondents rating the experience as a 4 or 5. In contrast, 54 percent of respondents rated the segment as a 1 or 2 when describing walking or cycling.

Vehicle speeds are a significant safety concern for individuals driving, walking, and cycling on this segment of the corridor, with a focus on the area near Lyncourt School. Survey respondents emphasized difficulties crossing Court St and believe driver behavior is a key reason more pedestrian and cycling activity is not seen.

Several survey responses pointed to the “car centric” design of the corridor, including wide travel lanes and minimal crossing opportunities, as barriers to using active transportation modes. Drivers highlighted concerns regarding the behavior of individuals riding bikes, believing they are not properly following the law.

While the survey was out for public input, the City of Syracuse completed a striping project along Court St, from Grant Blvd to the City line. Many respondents

voiced concern over the newly narrowed roadway and found the placement of the bike lanes confusing, especially the westbound lane that is removed from the curb to provide on-street parking.

Drivers also highlighted confusion and frustration over parking regulations along this segment, including the parking lane from Darlington Rd E to Roxford Rd.



Court St / New Court Ave (Teall Ave to N Midler Ave)

Similar to the previous segment, the majority of respondents felt comfortable driving along this segment, with 59 percent of respondents rating the experience as a 4 or 5. In contrast, 56 percent of respondents rated the segment as a 1 or 2 when describing walking or cycling.

Speed, once again, was the top concern for respondents. This concern was primarily highlighted along Court St, from Teall Ave to Swansea Ave, as the roadway transitions into a highway-esque design and heads north towards Military Circle. Respondents noted the lane configuration can cause confusion as you determine your route.

Many respondents believe the existing roadway design is not safe for individuals outside of vehicles, with some stating that they would not ride there. The quality of sidewalks was also noted, as the sidewalk network on Court St runs flush with the roadway, creating uncomfortable experiences near high speed traffic.

Issues with distracted driving were the second most common complaint for both driver and active transportation comfort.

Midler Ave (New Court Ave to Burnet Ave)

Rounding out the study are corridor, respondents found similar levels of comfort along Midler Ave as they had along the previous roadway segments, with 59 percent of respondents rating the driving experience as a 4 or 5 while 56 percent rated the segment as a 1 or 2 when describing walking or cycling.

Distracted driving and speeding continue to be leading issues along the roadway segment for both drivers and people walking and cycling.

On-street parking, especially when vehicles are parked on both sides of the street, is noted as a recurring issue. Parked vehicles narrow the roadway making it difficult for drivers to navigate and occupy space cyclists may be able to use to avoid conflicts with other vehicles. Parked vehicles are also noted for limiting visibility for people looking to cross Midler Ave, both as drivers and as a pedestrian or cyclist. Some respondents did note that parked cars have led to slower, more reasonable speeds.

The James St / Midler Ave intersection was highlighted as a significant conflict point. Drivers noted visibility issues when turning and concerns about drivers attempting to beat the light. Additional concerns were identified related to pedestrian visibility, with many drivers focusing on other vehicles instead of looking for pedestrians.

Community Preferences

When asked to rank potential improvements for the study area corridor, pedestrian improvements, such as lighting, enhanced crossings, and street trees, ranked at the top. Support for dedicated bicycle infrastructure was more divided, with a slight preference towards separated facilities over on-street bike lanes.

When asked for any other thoughts or suggestions for the corridor, the focus returned to addressing speeding concerns near schools and public spaces.

A complete summary of the survey can be found in Appendix B.

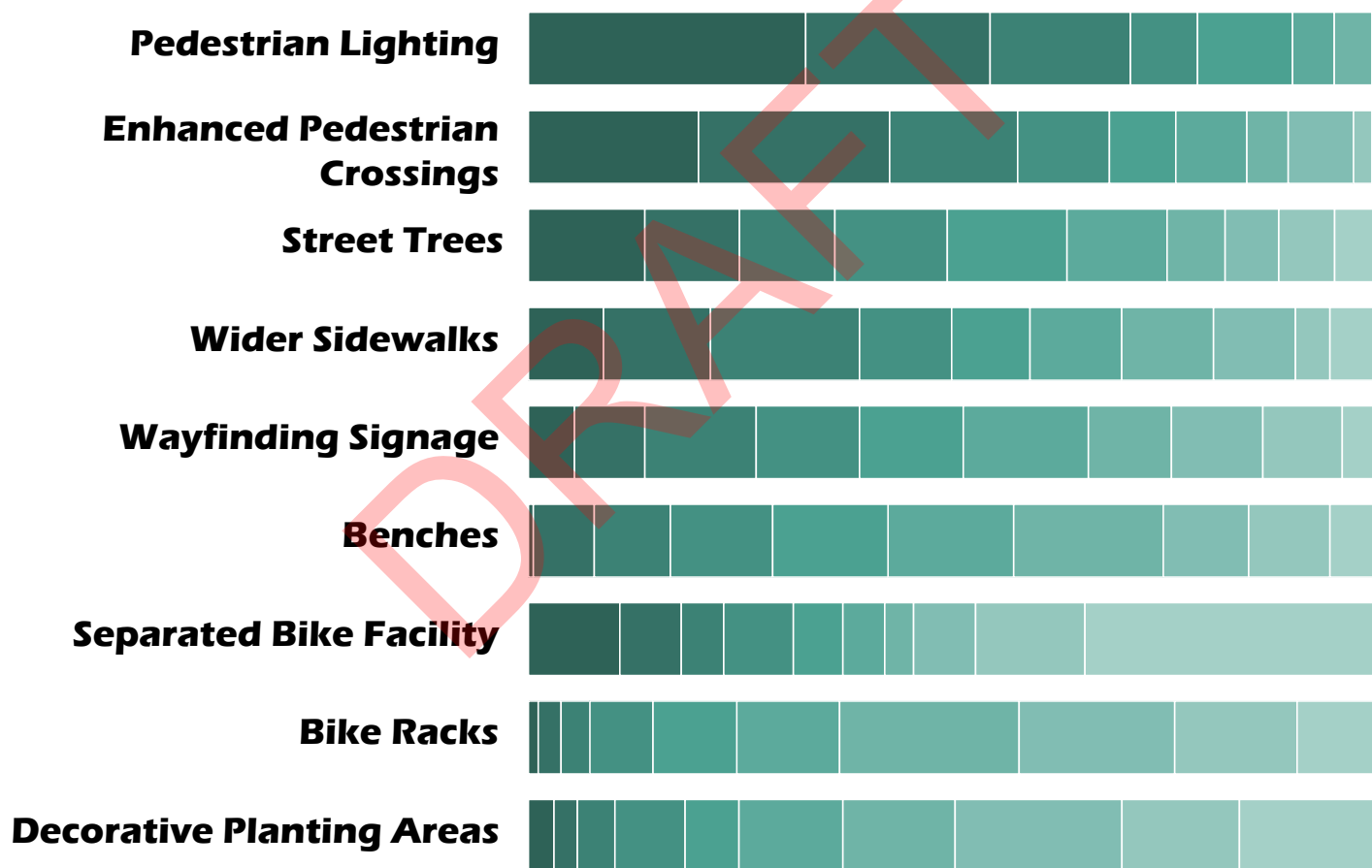


Figure 4.1 Infrastructure Preferences Based on Survey Responses

4.2 *Mobility Issues Assessment*

Improving accessibility and mobility for all road users along the study area corridor will require finding opportunities to provide dedicated facilities for people walking and cycling. The corridor has historically been designed to accommodate vehicular mobility, including heavy vehicle traffic associated with industrial developments along Court St and New Court Ave. As a result, many survey responses highlighted the feeling of discomfort while walking or cycling along the corridor, often identifying speeds and street design as the reason.

Issues related to accessibility and mobility were discussed with the study advisory committee (SAC) and were the focus on the public survey. SMTc staff reviewed the survey results along with other data

collection efforts to identify recurring themes and opportunities to address the concerns discussed throughout the study process.

The issues that were identified through this review are summarized here by location, from west to east, on Figures 4.2 to 4.4. This issues assessment formed the basis for recommendations, which were reviewed with the SAC and the public, as described in the next chapter.



Caleb Ave Greenway crossing S Midler Ave.

Court St (Grant Blvd to Teall Ave)

In 2025, the City of Syracuse installed bike lanes along Court St from Grant Blvd east to the City line, including bike boxes on all four approaches to the Court St / Grant Blvd intersection. Road users need time to adjust to the new street configuration and determine if any striping changes are warranted within the City. Building off these recent changes, there is an opportunity to continue bicycle infrastructure across municipal lines to improve connectivity and accessibility through consistent design and implementation. Directional bike lanes and two-way cycle tracks both offer advantages and disadvantages depending on the corridor context, including the potential removal of parking lanes.

Where parking is desired, including in front of the commercial properties from Darling Rd E to Roxford Rd, there is an opportunity to better define the parking lane. This may include striping dedicated spaces or using curb extensions to prevent vehicles from encroaching on intersections or driveways.

Improving pedestrian safety near Lyncourt School is a priority for many community members. Discussions with the school district's superintendent, along with the public survey results, indicated that speeding near the school is a major concern that needs to be addressed. Traffic data collected just east of the school zone measured 85th percentile speeds of 41 mph eastbound and 40 mph westbound, with average speeds of 35 mph. To reinforce the lower school zone speed limit of 20 mph, traffic calming measures should be considered as you approach the pedestrian crossing at Windham Ave. Additionally, the school district is exploring the use of speed zone cameras to better enforce the posted speed limits during school days.



Buffered bike lane along Court St in Syracuse.



Lyncourt Plaza along Court St in the Town of Salina.

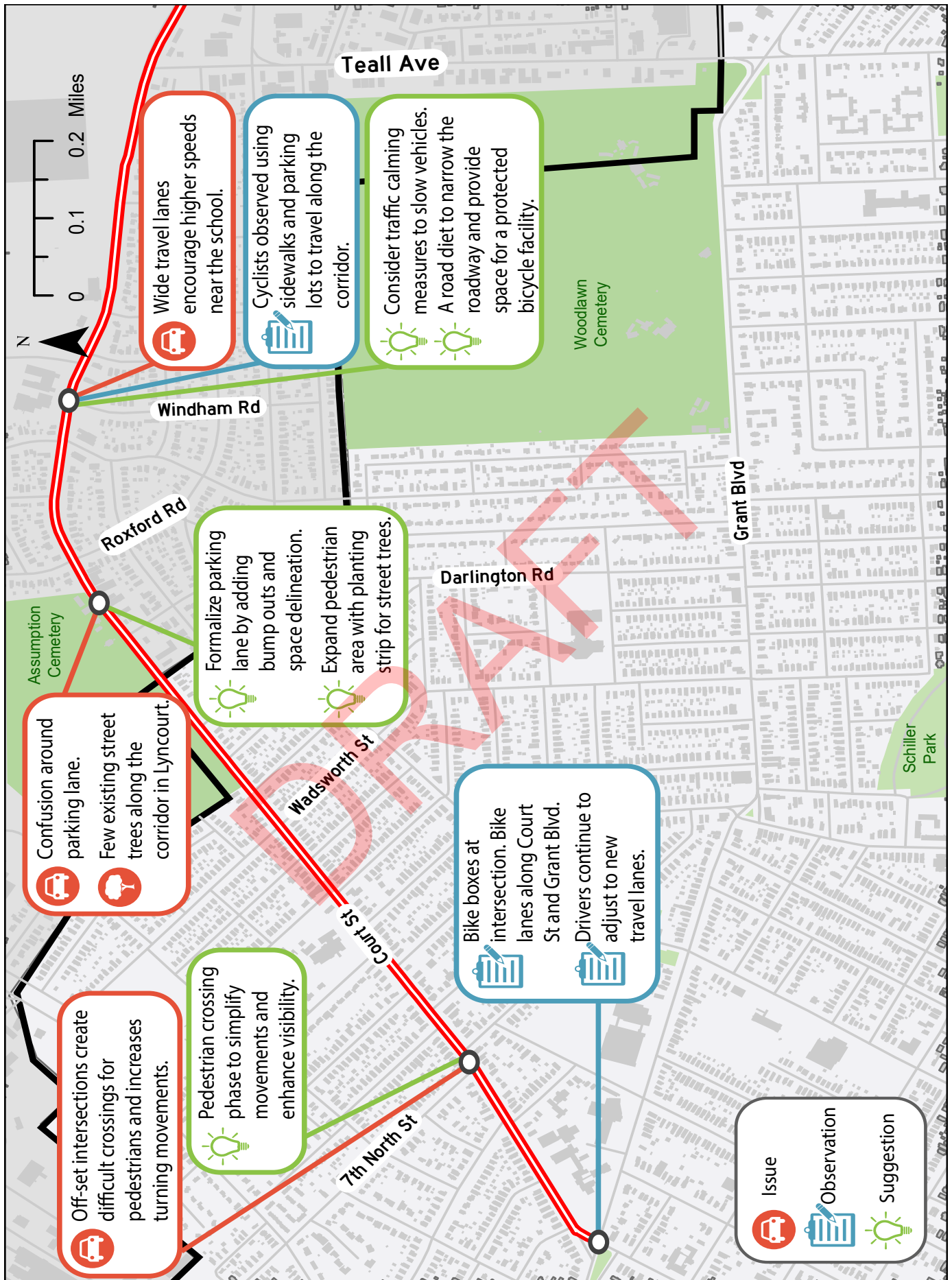


Figure 4.2 Court St (Grant Blvd to Teall Ave) Issues and Opportunities

Court St / New Court Ave (Teall Ave to N Midler Ave)

East of Teall Ave, Court St widens into a separated highway with a grassy median. This roadway design encourages faster speeds as the speed limit increases to 40 mph. In contrast, the sidewalk network, while complete, offers minimal separation between pedestrians and vehicles. No bicycle infrastructure currently exists. Onondaga County's planned complete streets project on Teall Ave will see bicycle lanes from Court St south to Grant Blvd, but no infrastructure is planned on Court St itself.

Reducing the number of travel lanes and narrowing the overall roadway could provide additional space for dedicated bicycle infrastructure while improving comfort levels for pedestrians by providing additional buffer space.

Intersections along Court St are complex and prioritize vehicular movements. Survey respondents noted confusion as they approach the intersections, while others believe the space is not safe for anyone outside of a vehicle. Better defining

intersection crossings and providing protection for individuals outside of a vehicle may help improve connectivity and encourage the use of other modes of transportation.

Beyond the feeling of safety, the pedestrian experience is often uncomfortable due to the lack of street trees. Without protection from environmental elements, such as the sun and rain, walking along Court St and New Court Ave is unpleasant.

Pedestrian connections near the New Court Ave / N Midler Ave intersection are lacking. Modeled data from Replica, along with community discussions, point to a high number of pedestrian trips utilizing N Midler Ave as it passes beneath the railroad bridge. Due to the bridge, the roadway narrows and does not provide a sidewalk or path for people outside of vehicles to use. While off the main study area corridor, improving pedestrian connections underneath the railroad bridge is important to the community.



Cyclists using the shoulder on New Court Ave in the Town of DeWitt.



Sidewalks without street trees along New Court Ave.

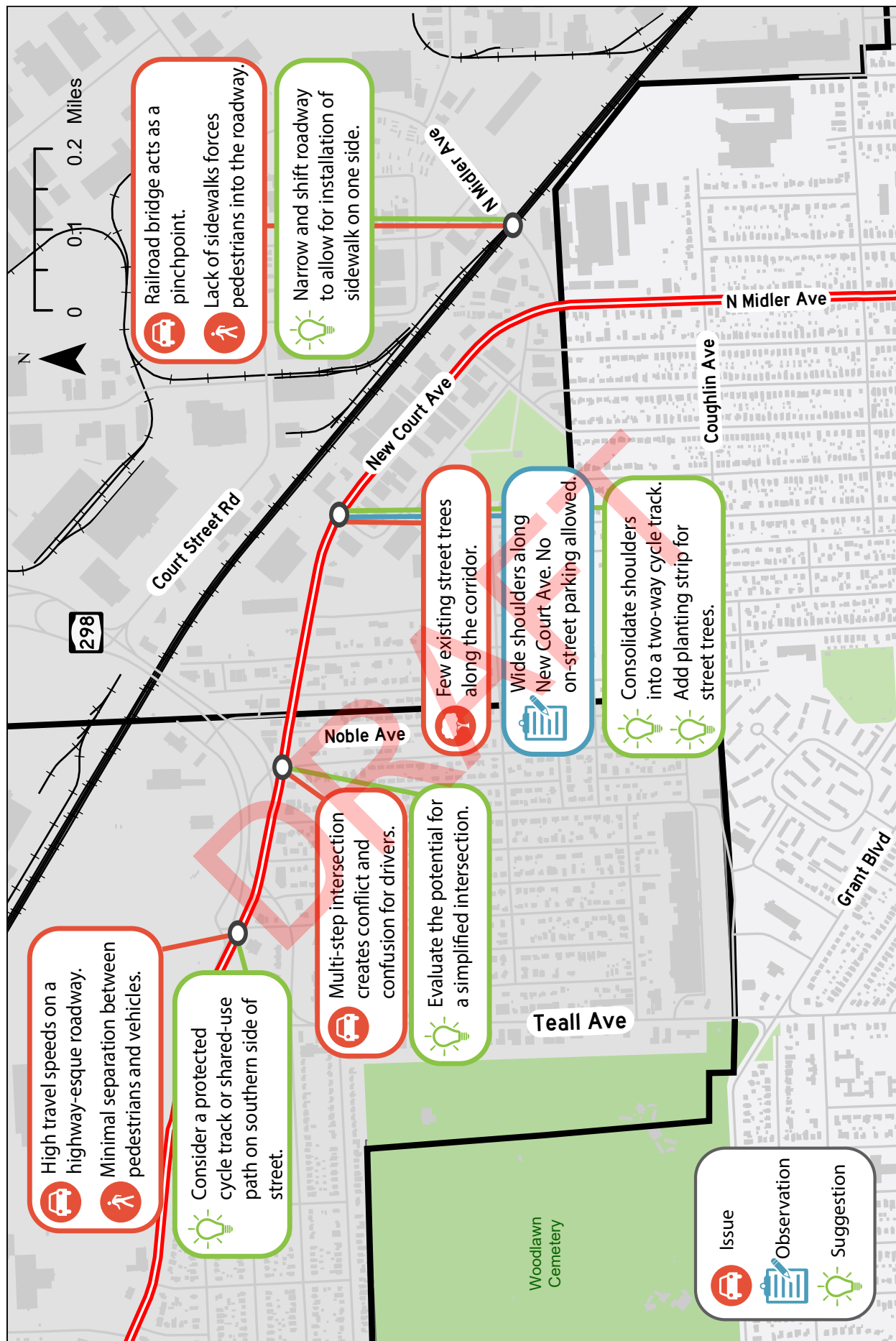


Figure 4.3 Court St / New Court Ave (Teall Ave to N Midler Ave) Issues and Opportunities

Midler Ave (New Court Ave to Burnet Ave)

The James St / Midler Ave intersection is included on the City of Syracuse's Vision Zero Action Plan's high injury network. Survey respondents identified visibility issues as a major concern, creating unsafe conditions for both drivers and pedestrians. Crash data reviewed by SMTC staff reveals conflicts between southbound and westbound through movements as the most common crash type. Both pedestrian involved crashes at the intersection involve turning vehicles, likely due to poor visibility and driver focus on other vehicle movements. The high number of turning vehicles makes it difficult for pedestrians and cyclists to cross the intersection in all directions. Improving visibility and creating more time for pedestrians to cross the intersection may help address some of the safety concerns identified by survey respondents and crash data.

South of James St, few pedestrian crossing opportunities exist, with the next signalized crossing approximately 1/3 of a mile south at Sunnycrest Rd. Community members noted that it is difficult to cross Midler Ave due to visibility issues and fast moving vehicles. Utilizing traffic calming techniques and proper signage at a designated crossing location may help improve connectivity across Midler Ave.

No bicycle infrastructure currently exists along Midler Ave. Existing and planned bike lanes and greenways, along James St, Tyson Pl, Nichols Ave, and Caleb Ave offer opportunities to provide bicycle connections and improve accessibility without needing a dedicated facility on most of Midler Ave. Connecting to these facilities will help ensure safer routes for cyclists while allowing improvements along Midler Ave to focus on improved pedestrian safety and connectivity.



Multi-family housing on N Midler Ave.



Commercial plaza along N Midler Ave.

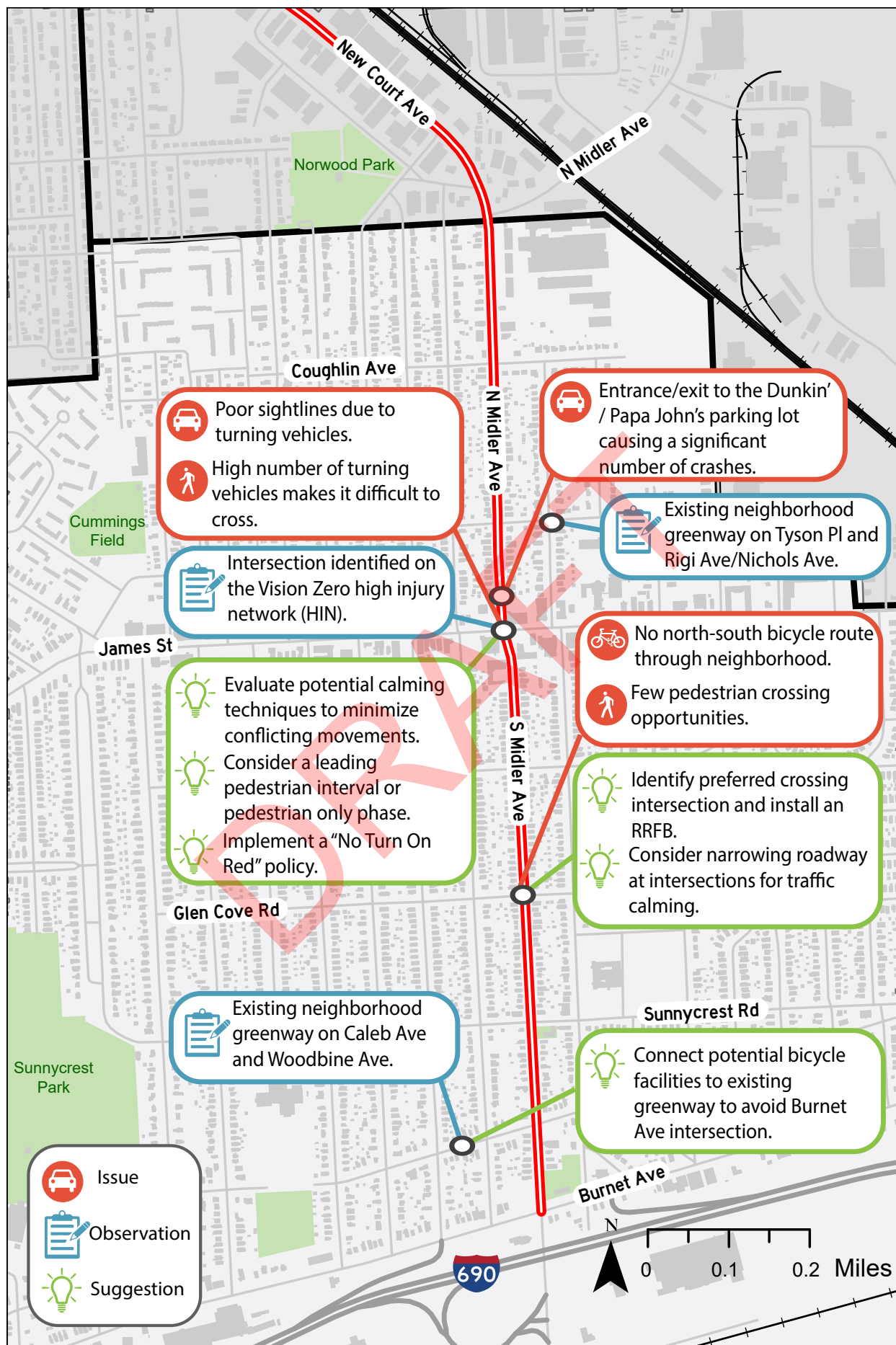


Figure 4.4 Midler Ave (New Court Ave to Burnet Ave) Issues and Opportunities

4.3

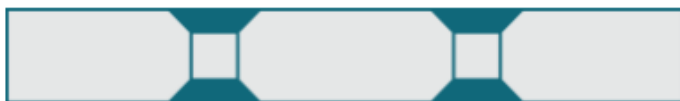
Key Techniques to Consider

Many of the concerns and issues identified from this study revolve around the speeds of vehicles and the need for improved access for people walking and biking along the corridor. Traffic calming measures will be a key component of all suggested concepts as they help address both issues.

Traffic calming, through the use of speed reduction mechanisms, can be utilized to slow vehicles down while providing safer spaces for people to walk or ride bikes. They are often grouped into two main categories: vertical deflection and horizontal deflection. An additional third category, visual narrowing, can also be utilized. The below graphics are from the NACTO guide on speed reduction mechanisms.³⁴

Vertical Deflection

Vertical deflection at its core, moves vehicles in a vertical direction, forcing them to slow down or potentially harm their vehicles. Common techniques include speed humps, speed cushions, and raised crosswalks. Vertical deflection measures are often implemented as part of a series, where the same technique is implemented multiple times along a single corridor to reinforce the desired speeds. Some techniques, including raised intersections, may only be deployed as a “spot” treatment, or used only once along a corridor.



Speed Hump / Cushions

Speed humps and cushions are raised sections of roadway. Vehicles must slow down as they traverse the hump or risk damaging their vehicle. Humps

and cushions are encouraged to be used in a series, with placements 150 to 300 feet apart. Speed cushions, unlike speed humps, have gaps designed to accommodate the wheels of emergency vehicles,



Raised crosswalk in Cincinnati, OH

such as fire trucks and ambulances, so not to impede their arrival at emergency locations.

Raised Crosswalk

Raised crosswalks are similar to speed humps, with the added purpose of improving visibility for pedestrians as they cross the street. Additionally, they improve accessibility for pedestrians by raising the crossing to the level of the curb, removing the need for a curb ramp. Raised crosswalks are often

34 NACTO, “Speed Reduction Mechanism,” <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/speed-reduction-mechanisms/>. Accessed January, 16, 2026



Raised intersection in Fayetteville, NY

implemented at mid-block locations to draw the attention of drivers to the crossing location.

Raised Intersection

Similar to raised crosswalks, raised intersections can improve visibility for pedestrians at an intersection, while slowing vehicles. Raised intersections raise vehicles up to curb height as they approach, signaling to drivers that they are entering a different environment. Crosswalks are typically included within the raised portion of the intersection, providing the same visibility and accessibility improvements as raised crosswalks. Raised intersections are often used as “gateway” treatments for this reason.

Due to Court St, New Court Ave, and Midler Ave being classified as arterial roadways, vertical deflections may not be appropriate. Guidance from the Federal Highway Administration (FHWA) notes that raised crosswalks and intersections, “should generally be avoided on truck routes, emergency routes, and arterial streets.”

Horizontal Deflection

Horizontal deflections force vehicles to deviate from their straightforward path by placing an obstacle in their path. Common techniques include pinchpoints and chicanes. Pinchpoints are often deployed at key locations along a corridor and may act as the site for



a mid-block crossing. Meanwhile chicanes can be installed continuously along a corridor.

Pinchpoint

Pinchpoints, or chokers, are a pair of midblock curb extensions which narrow the roadway at key locations, slowing vehicles as they approach as drivers adjust to this change in their path. Pinchpoints can also be used as part of a midblock crossing, at times combined with a raised crosswalk,



Pinchpoint at a midblock crossing in Syracuse, NY



providing improved visibility for pedestrians as they look to cross.

Median

Medians, including median islands and pedestrian refuge islands, can also act as a pinchpoint by



narrowing the travel lanes on either side. Medians help to reduce crossing distances, both for midblock crossings and at intersections.

Lane Shift

A lane shift, similar to a chicane, deflects vehicles from their straightforward path, typically using



striping, curb extensions, or parked vehicles to enforce the shift.

Chicane

Chicanes slow drivers by alternating parking or curb extensions along the corridor. By alternating sides, vehicles are forced to alter their path continuously,



Chicane, utilizing planters and flex posts, in New York City



which requires drivers to be alert and engaged with their surroundings.

On-Street Parking

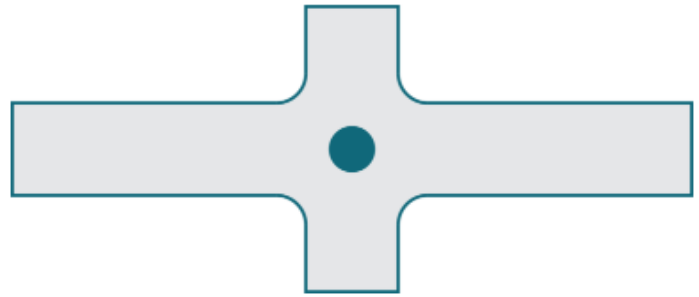
On-street parking helps to narrow streets and slow



traffic by creating friction and conflict for the moving vehicles. On-street parking can be utilized as part of the above techniques.

Divorter

Diverters are utilized at intersections, restricting the movements of vehicles by breaking up the street



grid. Diverters typically still allow pedestrians and cyclists to move through them, while forcing vehicles to turn.

Roundabouts

Roundabouts reduce traffic speeds at intersections by requiring motorists to yield to circulating traffic that is already in the roundabout and forcing drivers to make a lateral movement to enter the roundabout. Roundabouts also reduce the number of conflict points at an intersection by removing left-turns. Roundabouts may have a larger footprint than a typical intersection, which may result in impacts to adjacent properties. However, mini-roundabouts may be a feasible option on low-volume streets in residential neighborhoods to minimize property impacts.

In order to improve visibility and safety around crossing points, curb extensions and medians may be some of the preferred infrastructure interventions along this corridor. On-street parking, where it exists and where community members determine it is desired, may also contribute to traffic calming efforts.

Visual Narrowing

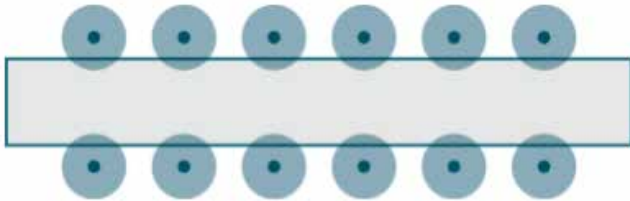
Visual narrowing does not require physical changes to the traveled way but instead relies on the built environment surrounding the corridor. Highways encourage faster speeds through wider lanes and wide-open sightlines. To slow speeds, it is encouraged to bring elements such as trees and buildings closer to the roadway, constraining sightlines and focusing drivers on the task at hand.



Additionally, creating the potential for conflict on the street, by introducing two-way traffic, can keep drivers more alert.

Building Lines

A dense built environment where buildings have minimal setbacks, and potentially form a connected street wall, helps to constrain sightlines. This



encourages drivers to be more alert and aware of their surroundings.

Street Trees

Trees help to narrow a driver's visual field, making the roadway feel more constrained than it is. This helps to encourage slower speeds.

The Town of Salina has indicated an interest in promoting development that forms a street wall in their draft comprehensive plan, while street trees have been identified as a preferred treatment from public survey respondents. Encouraging the implementation of both strategies may help signal to drivers the importance of this corridor as a neighborhood "Main Street" for several communities.

Pedestrian Enhancements

Improving pedestrian access and mobility, especially near intersections, should build off the

traffic calming measures and emphasize improving visibility.

Encouraging the installation of pedestrian scale lighting may make people walking feel more comfortable in the morning and evening hours. Pedestrian scale lighting is typically lower to the ground and focused above the sidewalk and at



Pedestrian scale lighting in Downtown Syracuse.

crosswalks, leaving fewer dark patches between them.

Enhanced pedestrian crossings may look to incorporate high visibility crosswalks, including using alternative geometric patterns and MUTCD compliant colors. Incorporating dedicated pedestrian crossing intervals, either leading pedestrian intervals (LPIs) or all-cross signal phases, would provide pedestrians improved visibility and cut down the time they spend in potential conflict zones with vehicles. Where crossings occur without



Enhanced crosswalk in Downtown Syracuse that mimics a brick pattern to stand out from the pavement.

a traffic signal, rectangular rapid flashing beacons (RRFBs) may be considered.

Bicycle Facilities

The expansion of bicycle facilities can be contentious at times, with survey respondents voicing strong opinions both for and against their use on the study area corridor. It should be noted that bicycle facilities are most impactful when they are part of an overall network that is well connected. The City of Syracuse continues to expand its bicycle network, including the bike lanes on Court St, while Onondaga County is proposing a similar expansion along Teall Ave. Connecting facilities across municipal lines can be difficult as it requires multiple entities to agree on overall designs and coordinate implementation.

Two bicycle facilities that are increasingly used throughout the region, and should be considered along this corridor, are directional bike lanes and two-way cycle tracks.

Directional Bike Lanes

Directional bike lanes are typically found along the curbline or running parallel to a parking lane, following the same direction of travel as motorized vehicles. These lanes improve the visibility and predictability of bicycle movements while providing cyclists with direct access to both sides of the street. NACTO recommends that striped bike lanes should be at least 6 ft wide and include a buffer wherever possible. Providing additional protection through



Directional bike lanes on Court St.

vertical delineation is preferred but may not be feasible where vehicles are expected to cross.

Two-way Cycle Track

Two-way cycle tracks accommodate cyclists moving in both directions on one side of the street, typically along the curbline. By shifting both lanes to one side, less space is required for a dedicated buffer and cyclists can utilize the full lane when there are no riders in the other direction. Two-way cycle tracks do create challenges at intersections where drivers may not be expecting cyclists approaching from the opposite direction, but proper signage and traffic control can reduce the likelihood of conflict. Winter maintenance of two-way cycle tracks can often be easier due to their width and the ability of plow trucks to enter the facility.



Two-way cycle track in Downtown Pittsburgh, PA.

4.4 *Public Meeting June 2026*

On June 16, 2026, SMTC staff hosted a public meeting at Lyncourt School within the Town of Salina which presented draft concepts aimed at improving mobility along Court St, New Court Ave, and Midler Ave. A pre-recorded presentation and PDFs of display boards were posted online a week prior to the meeting as a supplement to the in-person meeting for individuals who could either not attend or would like to know more information before attending. SMTC staff presented a condensed version of the presentation at the in-person meeting followed by discussions around the display boards. A full review of the public meeting can be found in Appendix C.

Attendees were primarily from the Lyncourt area, focusing discussion along the Court St section of the plan. Conversations were split on the bike lane proposals, with some attendees voicing support for improving access to the area around the school while others voicing concern about emergency vehicle access. SMTC staff explained the benefits of the two-way cycle track, including providing additional space for cyclists to move away from traffic when necessary, improving predictability of bike movements, and the ease of clearing them during winter months. Staff

took note of the emergency vehicle concerns, with a focus on potential reductions in driveway access.

The pedestrian island concept near the school also drew mixed responses, with attendees with ties to the school supporting the idea as a way to slow speeds and reduce crossing distances while attendees with ties to the local fire department voicing concern over emergency vehicle access as it would remove space for their vehicles to get maneuver around traffic. SMTC staff noted that the island would be relatively short and should not cause bottleneck issues, but will update the graphic to better illustrate its potential size.

Attendees overall supported many of the pedestrian improvements, including the pedestrian all-cross at the James St / Midler Ave intersection, with one attendee recommending the inclusion of that technique at the Court St / Windham Ave intersection near Lyncourt School. Concepts showing a potential sidewalk underneath the railroad bridge on N Midler Ave sparked conversation about space underneath the bridge. Staff noted that there is space available to fit a sidewalk and that they will include further graphics and documentation to help demonstrate.



Display boards at the public meeting held at Lyncourt School.

5





RECOMMENDATIONS

5.1 Court St - City/Town Line to Teall Ave

5.2 Court St/New Court Ave - Teall Ave to N Midler Ave

5.3 Midler Ave - New Court Ave to Burnet Ave

5.4 Cost Estimates and Implementation

Concepts presented here aim to create a cohesive and unified active transportation network across neighborhoods of varying characteristics and needs to improve connectivity and accessibility for all road users.

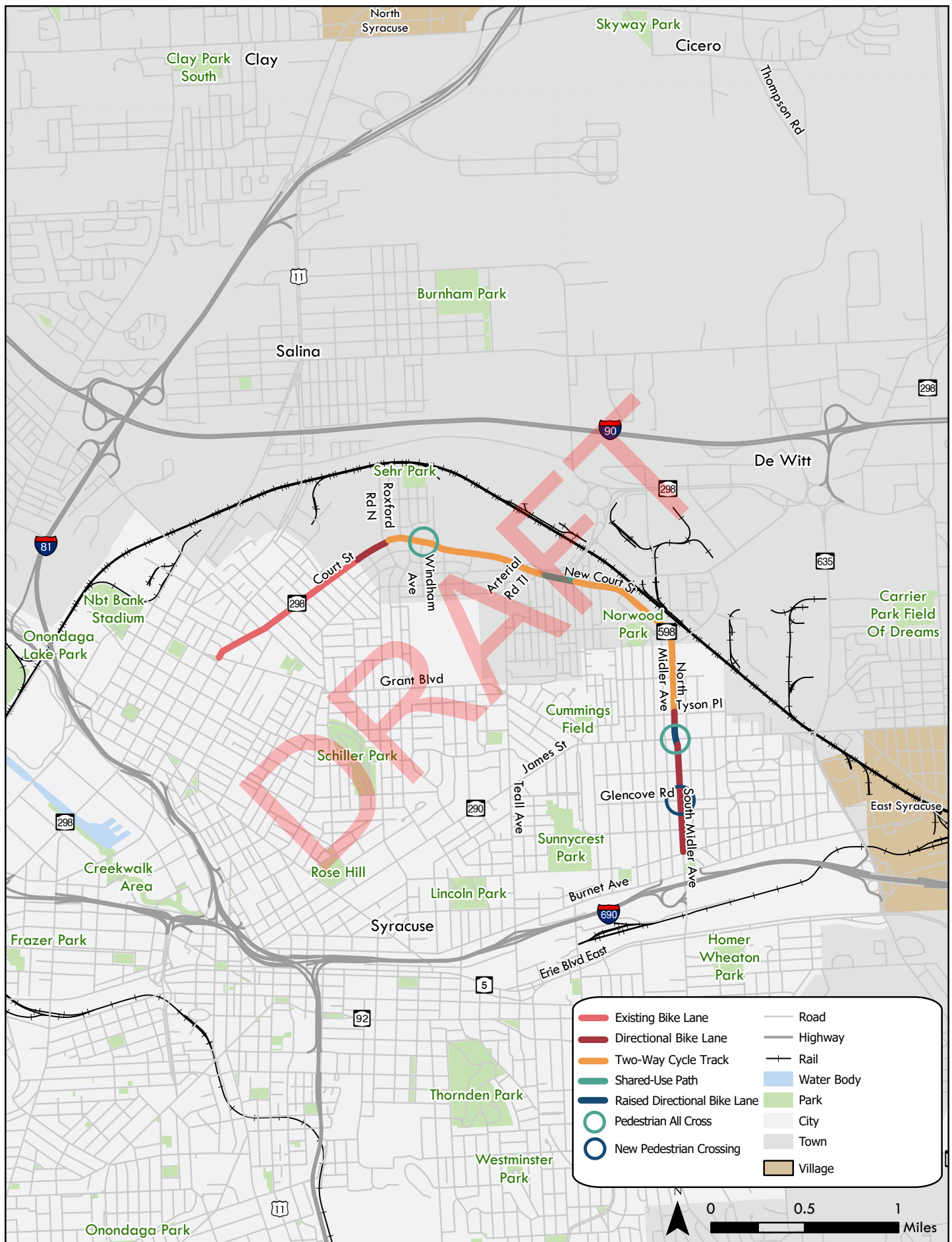


Figure 5.1: Study Area Recommendations

5.1 *Court St - City/Town Line to Teall Ave*

Functioning as the “Main Street” for the Lyncourt area, this stretch of Court St connects several residential neighborhoods with local businesses, community organizations, and the Lyncourt School. Existing bike lanes within the City of Syracuse end at the City/Town line, leaving cyclists to merge back in with vehicular traffic. Concepts for this portion of the study corridor aim to extend the bike lanes into the Town of Salina, preserve on-street parking where necessary, and narrow the roadway to improve pedestrian connections across it.

Court St / Roxford Rd intersection

To accommodate new bicycle infrastructure from the City Line to Roxford Rd, Court St must reduce westbound travel from two lanes down to one. This additional space allows room for 6 ft directional bike lanes with a 2 ft painted buffer. The westbound bike lane would shift against the curb while the eastbound bike lane shifts away from the curb to maintain an 8 ft parking lane in front of the businesses located between Darlington Rd E and Roxford Rd. In addition to providing improved connectivity and access for

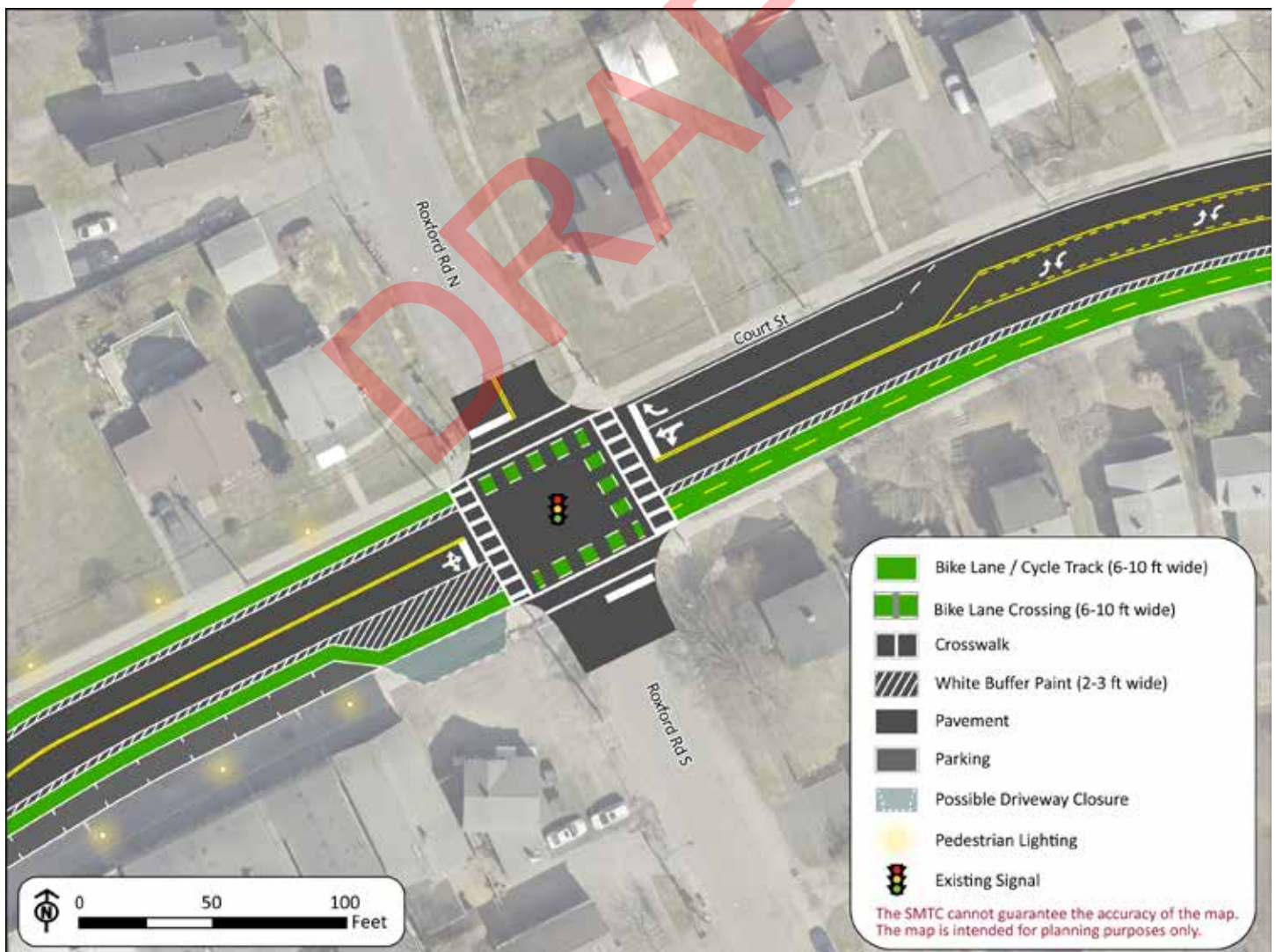


Figure 5.2: Court St / Roxford Rd Concept

cyclists, the bike lane helps to define the parking lane, which has been noted as confusing to drivers along the corridor.

At the Roxford Rd intersection, the directional bike lanes transition to a two-way cycle track. To accommodate this transition, cross bikes should be installed across the northbound, southbound, and westbound approaches.

East of Roxford Rd, Court St would be reduced from four travel lanes (two in each direction) to three (one in each direction and a center/alternating turn lane). At the Court St / Roxford Rd intersection, the westbound through lane shifts towards the center, becoming a through / left-turn lane, while providing a right-turn only lane. This allows the through movement to line up with its receiving lane. A 10 ft wide, two-way cycle track would run parallel to the eastbound travel lane, separated by a 2 ft painted buffer. Within the painted buffer, plastic delineators

will help to visually define the separation for drivers and cyclists.

To accommodate the cycle track, on-street parking would be removed east of Roxford Rd. All properties along Court St have off-street parking available to them, as well as on-street parking on side streets. Concerns were raised about access for delivery drivers and work vehicles, including during home renovations and construction. To access residential properties, delivery drivers are allowed to utilize existing driveways and off-street parking options, as well as on-street parking available on side streets. Currently, many USPS deliveries occur after a postal service employee parks on the side street and walks the block with their parcels. Contractors utilizing work vehicles, which may require close proximity to the location of their work, would be eligible to apply for permits to work within the street, including the cycle track, as necessary.



Figure 5.3: Court St / Roxford Rd Photo Simulation

Court St / Windham Ave intersection

Improving pedestrian safety near Lyncourt School has been identified by the community as a top priority. Continuing the road diet, which reduces travel lanes from four down to three, can visually narrow the roadway, encouraging slower movements through the corridor.

To further reduce the roadway width and improve pedestrian accessibility, a pedestrian refuge island should be considered at the Court St / Windham Ave intersection. The three leg intersection does not allow for an eastbound left turn to occur, reducing the need for a turn lane at the intersection. Constructing a curbed refuge island would act as a pinch point,

indicating to drivers to travel slower through the intersection, while allowing pedestrians, including students and families, to cross one travel lane at a time.

Keeping the refuge island short, similar to the island at the N Salina St / Hiawatha Blvd intersection, would minimize any impacts on emergency vehicle access by ensuring the center turn lane is easily accessible for the vast majority of the corridor. Additionally, in some scenarios, emergency vehicles could opt to utilize the cycle track for their movements.

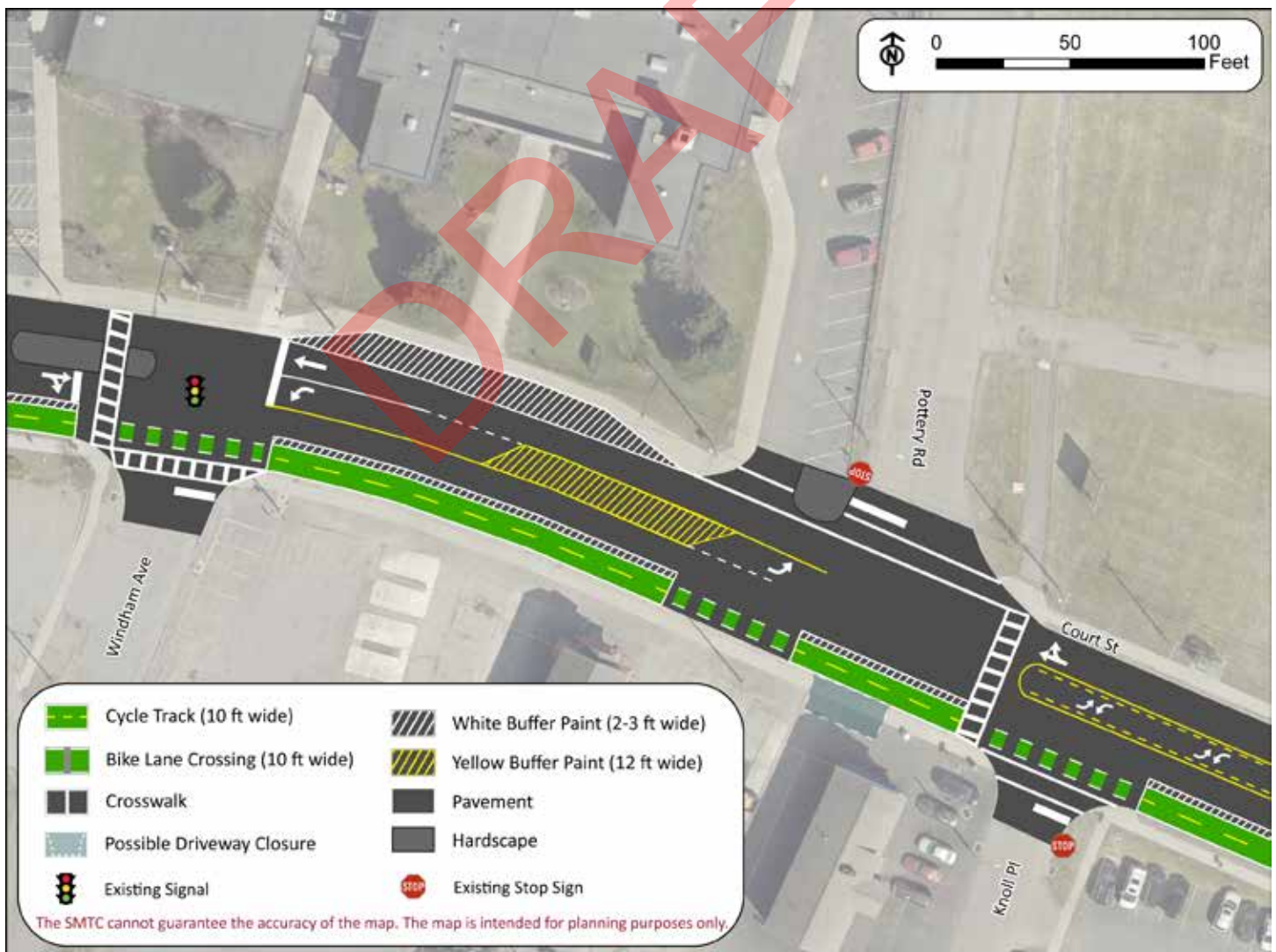


Figure 5.4: Court St / Windham Ave Concept

School Zone Speed Cameras

All speed zone camera programs within New York State must result from enabling legislation passed by the State legislature and signed by the Governor. Camera programs must follow all requirements outlined in the New York State Code VAT – Vehicle & Traffic – Title 8 – Respective Powers of State and Local Authorities – Article 41 – Regulation of Traffic by Towns (Section 1660-1660E).

Each speed zone camera program must be passed individually and are considered “Home Rule” bills. Bills of this type first begin at the local level, with a letter from a municipal leader indicating interest in the bill and their intent on approving a Home Rule Message at the appropriate time. A Home Rule Message simply states that the municipality would like the State Legislature to pass the Home Rule bill it is considering on their behalf. The municipality must identify specific issues the speed zone camera program will address, including safety concerns. Once the message is drafted, municipal leaders must work with their State representatives on drafting a bill that meets the requirements of both legislative chambers. The bill **must** identify where the traffic violations will be adjudicated and how/long the information captured by the cameras will be stored. Once the bill is introduced to the Legislature, the municipality will be asked to approve the Home Rule Message. Once passed, the town clerk must file state forms and return them to the Legislature, at which point the bill will begin moving through the State Legislature. From here, the bill follows normal legislative procedure, as shown in Figure 5.5

Speed zone camera programs are all approved on a pilot basis with an expiration date. For example, the City of Syracuse has their program approved through the end of 2028 and will need to seek a renewal of the program at that time. While not required, it is highly recommended that programs utilize a warning period to help get the community more familiar with the program and encourage slower driving before tickets begin to be issued. All violations must be reviewed and signed off on by a trained staff person.

When installing the cameras, access to power will dictate camera placement. Municipalities should identify power sources under their control, whether it's from the streetlights or nearby facilities. Additionally, the road owner must be involved throughout this process. Review maintenance agreements between the road owner and municipality to ensure the municipality has the right to install and maintain the cameras throughout the duration of the program.

Additional signage will be necessary to inform all road users that they are entering a camera enforced zone. This includes signage on side streets that connect to the corridor and warning signs ahead of the speed limit change.

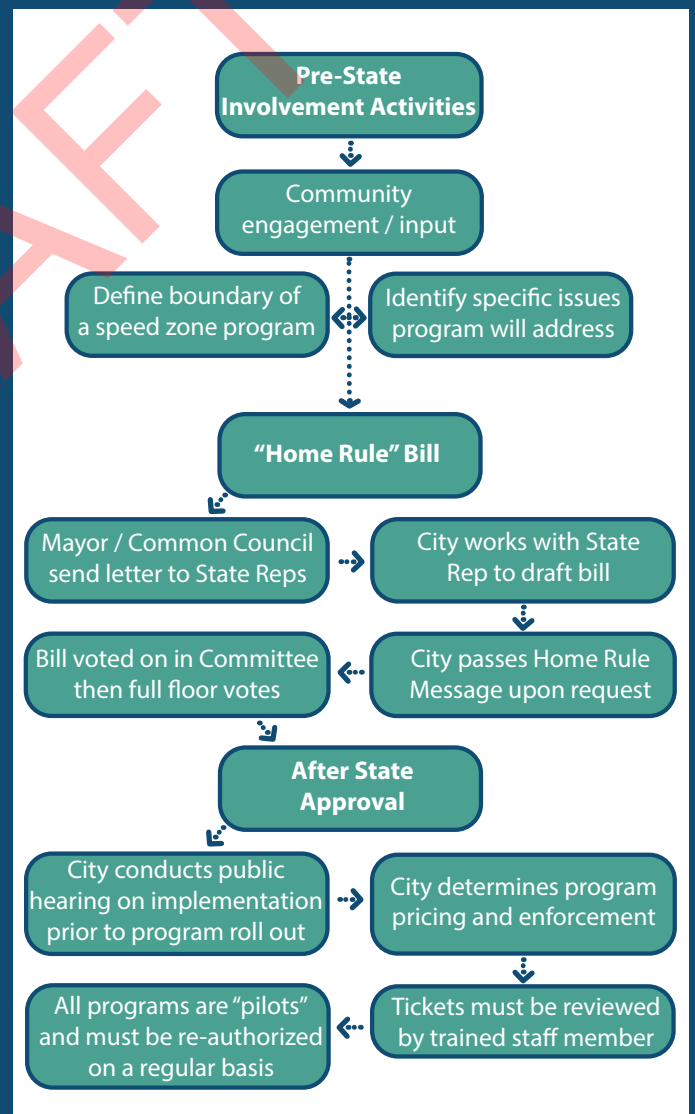


Figure 5.5: Speed Camera Legislative Process

To help reduce conflict points with the cycle track and sidewalk, redundant driveways should be reviewed for potential closure or reduction in size. Frequent curb cuts make vehicle movements less predictable and introduce additional conflicts, especially when located close to intersections.

The Town of Salina and the Lyncourt School District have both expressed interest in pursuing a school zone speed camera program, similar to the one that began in the City of Syracuse in 2025. A more detailed description of the necessary steps can be found in the side panel. With or without a school zone speed camera program, adjustments should be made to the existing school zone. The existing zone has inconsistent beginning and ending points, creating confusion for drivers. Based on guidance from New York State, school zones have a maximum length of 1,320 ft. Centering the school within the zone, the school zone should begin at Wayland Rd and continue east to Lyncourt Dr. In addition to the updated signage, the Town can work with NYSDOT on installing a programmable driver feedback sign.



Programmable driver feedback sign on Grant Blvd.

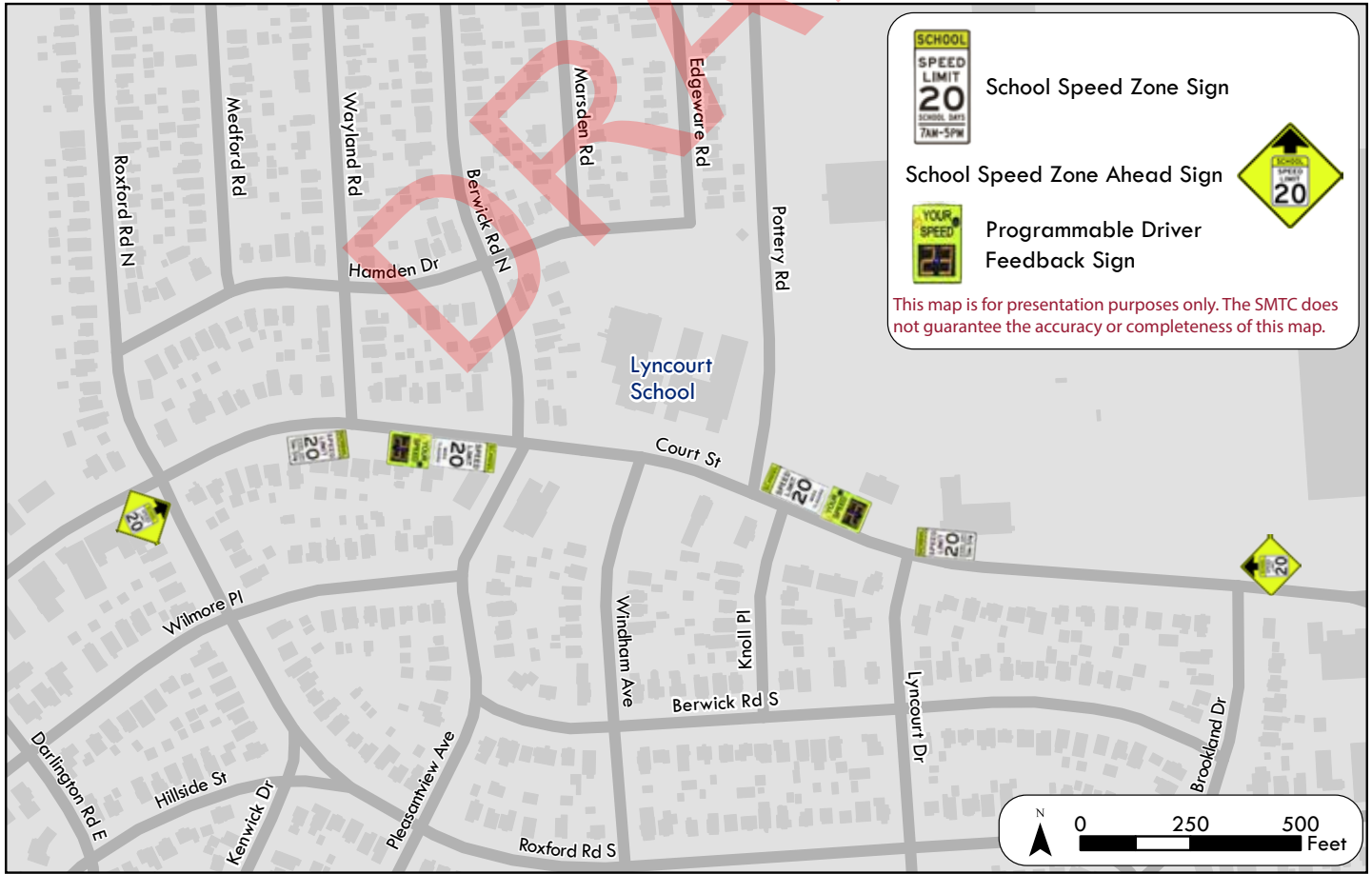


Figure 5.6: School Zone Adjustments

These signs inform drivers of their speeds, which can help encourage safer speeds. If the signs are not used for law enforcement purposes, they are eligible for CHIPS and/or EWR funds.

In addition to adjusting the school zone and utilizing programmable driver feedback signs, it is recommended to adjust the existing signal times to allow for a pedestrian all-cross phase upon activation. By requiring all vehicles to stop, pedestrians, in this case students, are more visible to drivers, making it safer to cross knowing that there should not be any conflicting movements.



Figure 5.7: Court St / Windham Ave Photo Simulation

Court St / Teall Ave intersection

Teall Ave marks where the corridor transitions from the hamlet's "Main St" into a true access road for industrial and commercial uses. While the context changes dramatically, it is important to continue key elements of the roadway design to remain cohesive and predictable for active transportation users. This begins with maintaining the road diet through the intersection, reducing the number of eastbound lanes east of Teall Ave from two to one, and maintaining the two-way cycle track.

To better connect in to the Onondaga County Department of Transportation (OCDOT) complete streets project, which will install bike lanes along Teall Ave, it is recommended to add a bike box on the northbound approach. This allows cyclists to position themselves in front of vehicles before turning onto Court St. This increases their visibility and improves their ability to turn left onto the cycle track.

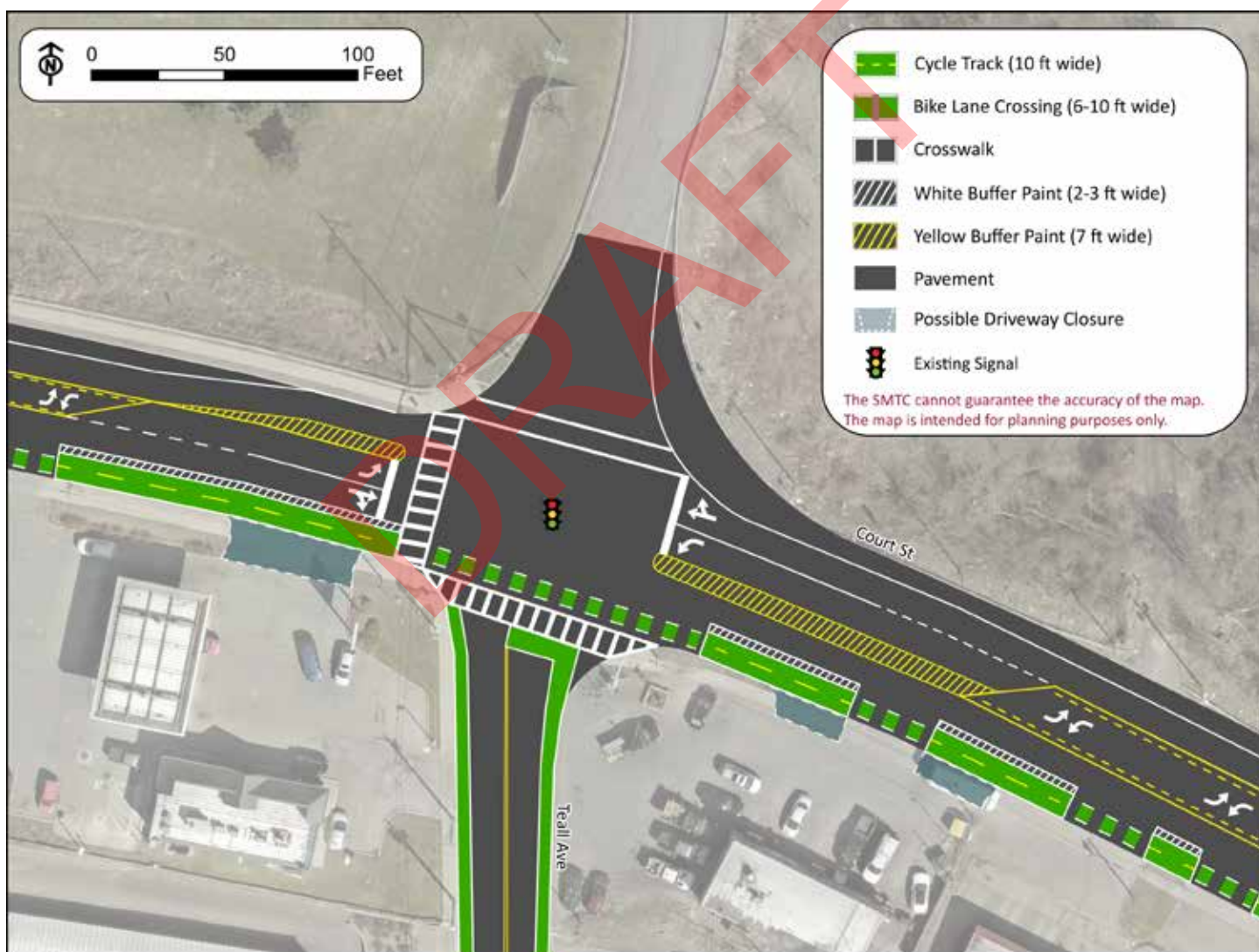


Figure 5.8: Court St / Teall Ave Concept

It is also recommended to continue to reduce the number and size of curb cuts along the corridor, including the potential closure of the Speedway driveway on Court St closest to the intersection. The gas station is currently served by three driveways, including two on Court St and one on Teall Ave. As previously noted, reducing the number of driveways reduces potential conflict points. The Lyncourt Fire Department noted a concern about accessing the fire hydrant located at the southwest corner of the Court St / Teall Ave intersection. Even with the driveway closure, emergency vehicles will maintain access to the fire hydrant, both from the street and within the gas station's parking lot.



Figure 5.9: Court St / Teall Ave Photo Simulation

5.2 *Court St/New Court Ave - Teall Ave to N Midler Ave*

The highway-like design and industrial uses that surround Court St and New Court Ave east of Teall Ave create challenging experiences for pedestrians and cyclists. Due to right-of-way constraints, the recommended bike and pedestrian facilities shift throughout this section of the corridor. A combination of a two-way cycle track and a raised shared use path will allow for continuous connectivity that is easy to follow. Encouraging the planting of street trees, including assisting property owners in planting on

trees near the sidewalk to provide shade, will help improve the pedestrian experience both visually and physically.

Court St / Arterial Rd intersection

Reducing eastbound travel lanes from two to one west of Arterial Rd and from three to two east of the intersection, allows for the two-way cycle track to continue unimpeded. A designated bicycle signal,

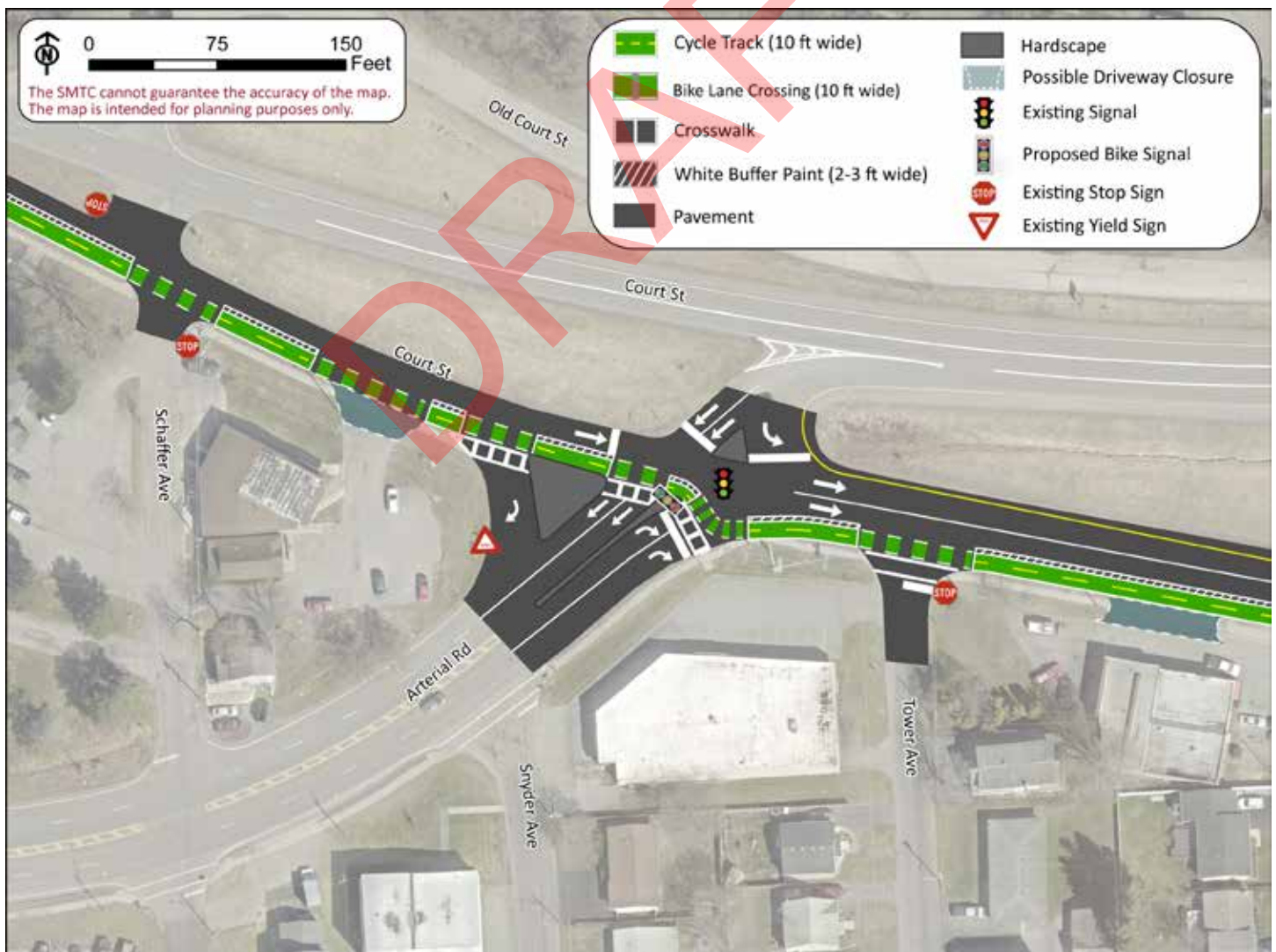


Figure 5.10: Court St / Arterial Rd Concept

installed on the median island, would be required to ensure cyclists are provided clear signals when it is safe for them to travel through the intersection in both directions.

An intersection capacity analysis based on existing traffic volumes captured by Miovision cameras along the corridor demonstrates that the lane reductions should have minimal to no impact on the level of service (LOS) for each intersection. Table 5.1 documents the level of service for each intersection, with the full analysis available in Appendix D. Some specific movements, including the northbound right turn from Arterial Rd, see a slight decrease in LOS but still well within an acceptable range.



Bicycle signal along the Empire State Trail in Downtown Syracuse.



Figure 5.11: Court St / Arterial Rd Photo Simulation

Table 5.1: Intersection Capacity Analysis

Geometric Make-Up		Existing Conditions			Road Diet Scenario			Road Diet Scenario - Future		
Intersection	Approach	Configuration	Level of Service (Delay)		Configuration	Level of Service (Delay)		Configuration	Level of Service (Delay)	
			AM	PM		AM	PM		AM	PM
Court St / Roxford Rd	Eastbound	Left/thru/right	A (8)	A (9)	Left/thru/right	A (8)	A (9)	Left/thru/right	A (8)	A (9)
	Westbound	Left/thru	A (6)	A (6)	Left/thru	A (7)	A (8)	Left/thru	A (7)	A (8)
		Thru/right			Right	A (0)	A (2)	Right	A (0)	A (2)
	Northbound	Left/thru/right	A (9)	B (11)	Left/thru/right	A (9)	B(11)	Left/thru/right	A (9)	B (11)
	Southbound	Left/thru/right	A (7)	A (8)	Left/thru/right	A (7)	A (8)	Left/thru/right	A (7)	A (8)
OVERALL			A (8)	A (7)		A (8)	A (8)		A (8)	A (8)
Court St / Windham Ave	Eastbound	Thru	A (5)	A (5)	Thru/right	A (7)	A (5)	Thru/right	A (7)	A (5)
		Thru/right								
	Westbound	Left/thru	A (5)	A (5)	Left	A (8)	A (6)	Left	A (8)	A (6)
		Thru			Thru	A (7)	A (5)	Thru	A (7)	A (5)
	Northbound	Left/right	A (4)	A (5)	Left/right	A (5)	A (7)	Left/right	A (5)	A (7)
OVERALL			A (5)	A (5)		A (7)	A (5)		A (7)	A (5)
Court St / Teall Ave	Eastbound	Left/trhu	A (5)	A (6)	Left	A (7)	A (7)	Left	A (7)	A (7)
		Thru/right			Thru/right	A (7)	A (9)	Thru/right	A (7)	A (9)
	Westbound	Left/thru	A (6)	A (8)	Left	A (8)	A (8)	Left	A (8)	A (8)
		Thru/right			Thru/right	A (7)	A (9)	Thru/right	A (7)	A (9)
	Northbound	Left/thru/right	A (9)	A (11)	Left/thru/right	A (9)	B (11)	Left/thru/right	A (9)	B (11)
	Southbound	Left/thru/right	A (9)	A (9)	Left/thru/right	A (9)	A (10)	Left/thru/right	A (9)	A (10)
OVERALL			A (6)	A (8)		A (8)	A (9)		A (8)	A (9)
Court St / Arterial Rd	Eastbound	Thru	B (13)	B (14)	Thru/right	B (17)	B (19)	Thru/right	B (19)	B (19)
		Thru/right								
	Northbound	Right	B (16)	B (17)	Right	B (18)	C (20)	Right	B (20)	C (21)
		Right			Right			Right		
	Southbound	Left	A (7)	A (7)	Left	A (8)	A (9)	Left	A (9)	A (9)
		Thru	A (7)	A (7)	Thru	A (8)	A (10)	Thru	A (9)	A (10)
Thru		Thru			Thru					
OVERALL			B (12)	B (12)		B (15)	B (16)		B (16)	B (16)
New Court Ave / N Midler Ave	Westbound	Left	B (16)	B (19)	Left	A (8)	B (11)	Left	A (9)	B (12)
		Right	-	-	Right	-	-	Right	-	-
	Northbound	Thru	B (13)	B (16)	Thru/right	A (5)	A (9)	Thru/right	A (5)	A (9)
		Right	A (4)	A (4)						
	Southbound	Left	A (5)	A (5)	Left/thru	A (5)	A (9)	Left/thru	A (5)	A (9)
		Thru	A (6)	A (7)						
OVERALL			A (8)	B (12)		A (5)	A (9)		A (5)	A (9)

Court St / New Court Ave intersection

As Court St shifts north towards Military Circle, New Court Ave continues east. During this transition, eastbound travel narrows to one lane, reducing the available space to accommodate cyclists. To provide space for cyclists and pedestrians, the two-way cycle track would shift onto an expanded sidewalk that operates as a two-way shared-use path at Swansea Ave. The expanded sidewalk would be between 8-10 ft wide, staying within the existing right-of-

way. While this is narrow for a shared-use path, the overall volume of people walking and biking along this portion of the corridor is fairly low, meaning conflicts between modes are unlikely to occur.

As the roadway widens, cyclists would shift back onto the road into a two-way cycle track east of Noble Ave. To accommodate the cycle track, existing travel lanes would need to shift northward by 4 ft, while maintaining their existing widths of 12 ft.

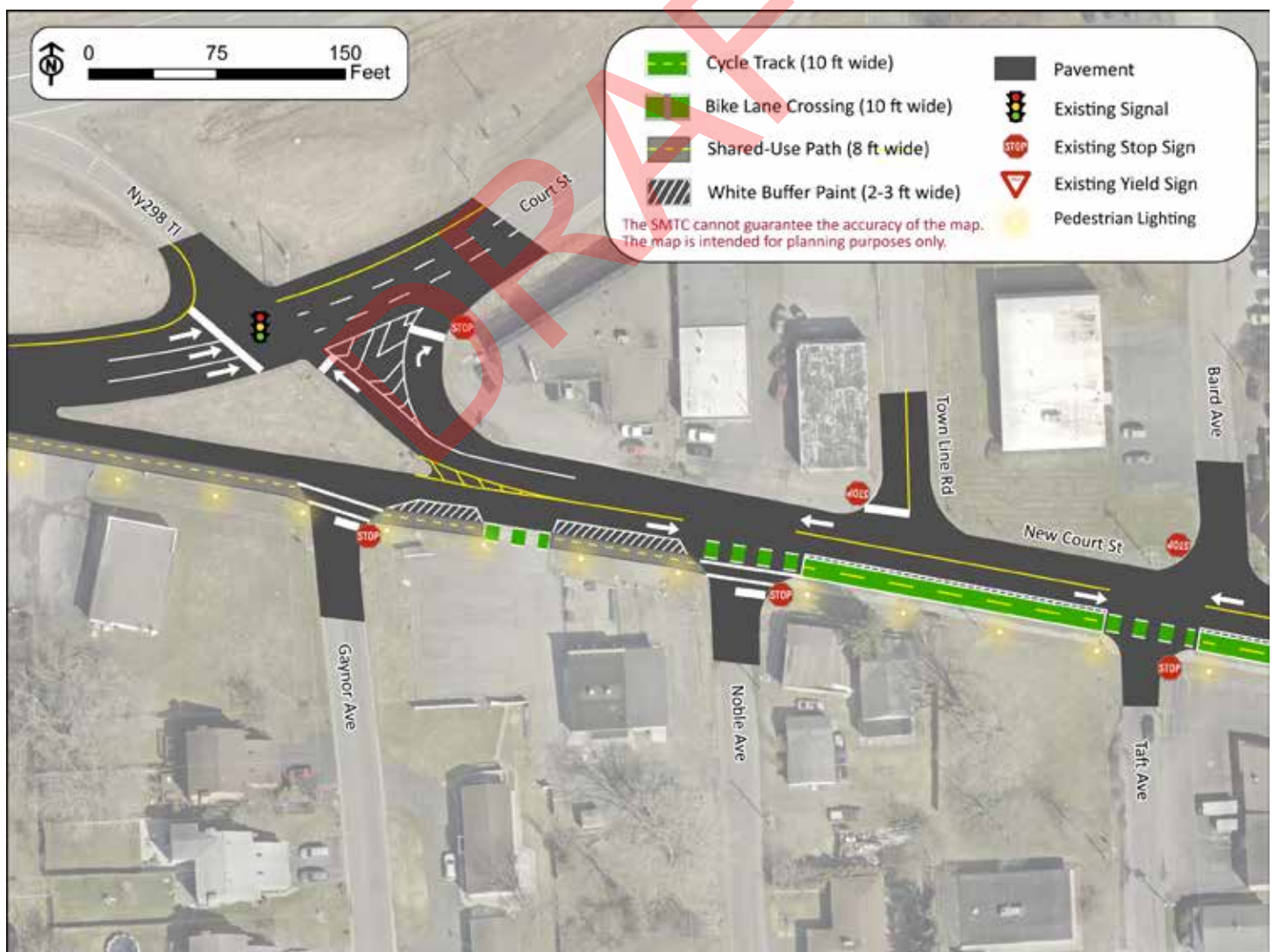


Figure 5.12: Court St / New Court Ave Concept

While New Court Ave has an existing sidewalk, the lack of tree cover can often make the walk unpleasant. Narrow planting strips between the sidewalk and curb line are not suitable for tree plantings, so the Town of DeWitt is encouraged to work with property owners to plant appropriate trees near the sidewalk to enhance the experience of road users. Additionally, an expansion of pedestrian scale lighting should be considered. Existing street lights emphasize lighting for vehicles on the road, but do not offer consistent lighting for people walking. Instead of adding more traditional street lights, supplementing the existing lights with solar powered lights, similar to those seen on the West Shore Trail along Onondaga Lake, may provide more flexibility in terms of placement and speed up installation. There should be no more than 60 ft between light fixtures.



Solar powered lights on the West Shore Trail around Onondaga Lake.

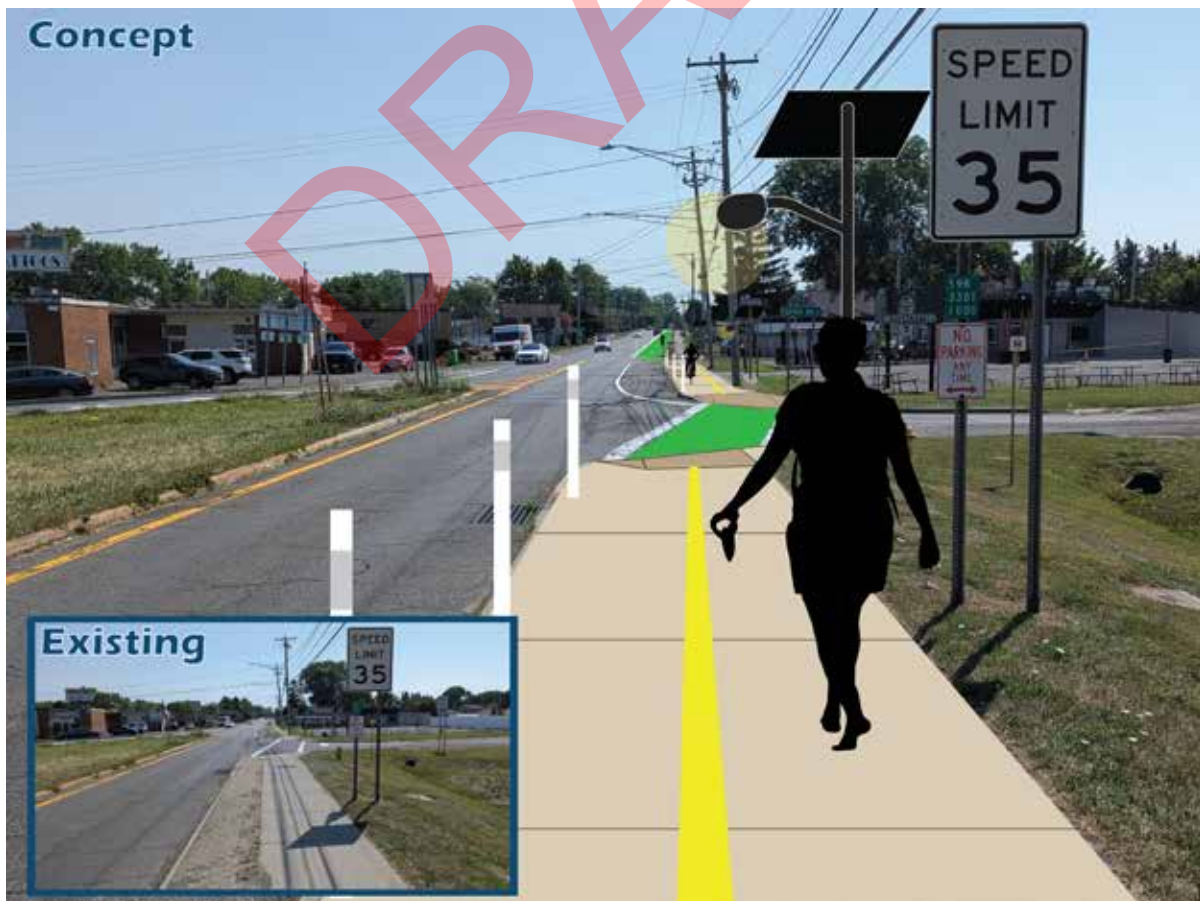


Figure 5.13: New Court Ave Photo Simulation

New Court Ave / N Midler Ave intersection

As the cycle track approaches the New Court Ave / N Midler Ave intersection, adjustments must be made to accommodate the bicycle facility, including the removal of the dedicated left-turn lane on the southbound approach and the dedicated right-turn lane on the northbound approach. Based on the intersection capacity analysis, highlighted in Table 5.1, the removal of the turn lanes should not negatively impact mobility through the intersection. As the cycle track continues south, the facility will narrow from 10 ft to 8 ft, still with a 2 ft buffer, in order to accommodate an on-street parking lane along the eastern curb.

Survey responses, both for this study and the 2050 Metropolitan Transportation Plan (MTP), indicated a need for pedestrian infrastructure that connects the neighborhood north of the railroad to the City of Syracuse and the New Court Ave commercial district. As noted in section 3.8, modeled data from Replica indicates heavy pedestrian and bicycle activity along this portion of N Midler Ave. Public meeting attendees also noted safety concerns related to people walking and cycling underneath the railroad bridge as the existing layout does not provide space for their movements.

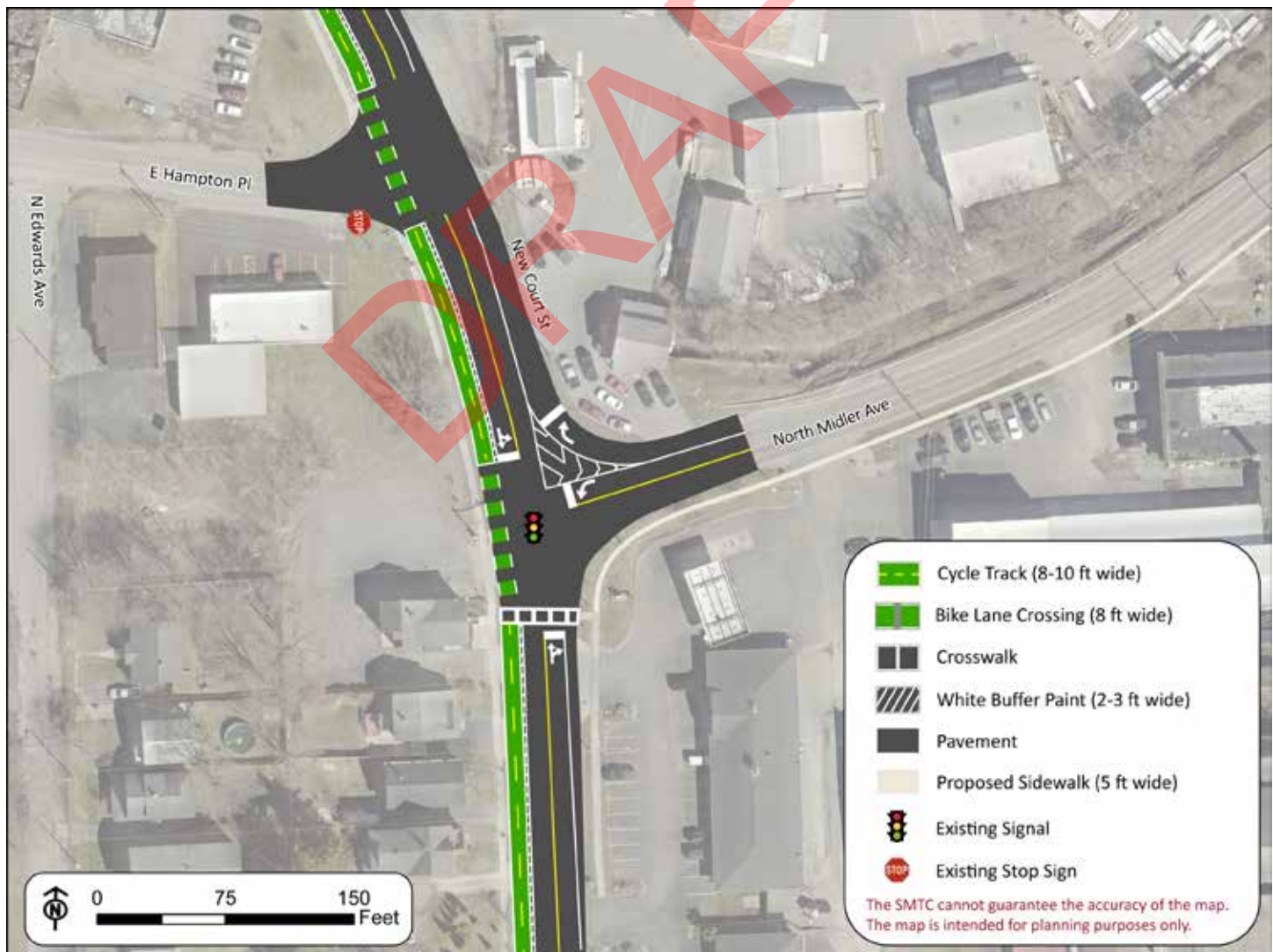


Figure 5.14: New Court Ave / N Midler Ave Concept

At its narrowest, the bridge is approximately 33 ft wide, with 10.5 ft travel lanes, and shoulders ranging from 2 ft – 9 ft wide. To accommodate pedestrian movements underneath the bridge, the roadway alignment must shift slightly away from the southern wall to accommodate a 5 ft sidewalk. This would allow for the roadway to maintain 10.5 ft travel lanes and still provide 2 ft shoulders on either side. The sidewalk should connect the New Court Ave / N Midler Ave intersection to the N Midler Ave / Wavel St intersection.



Veo scooter parked near N Midler Ave train bridge.



Figure 5.15: N Midler Ave Railroad Bridge Concept

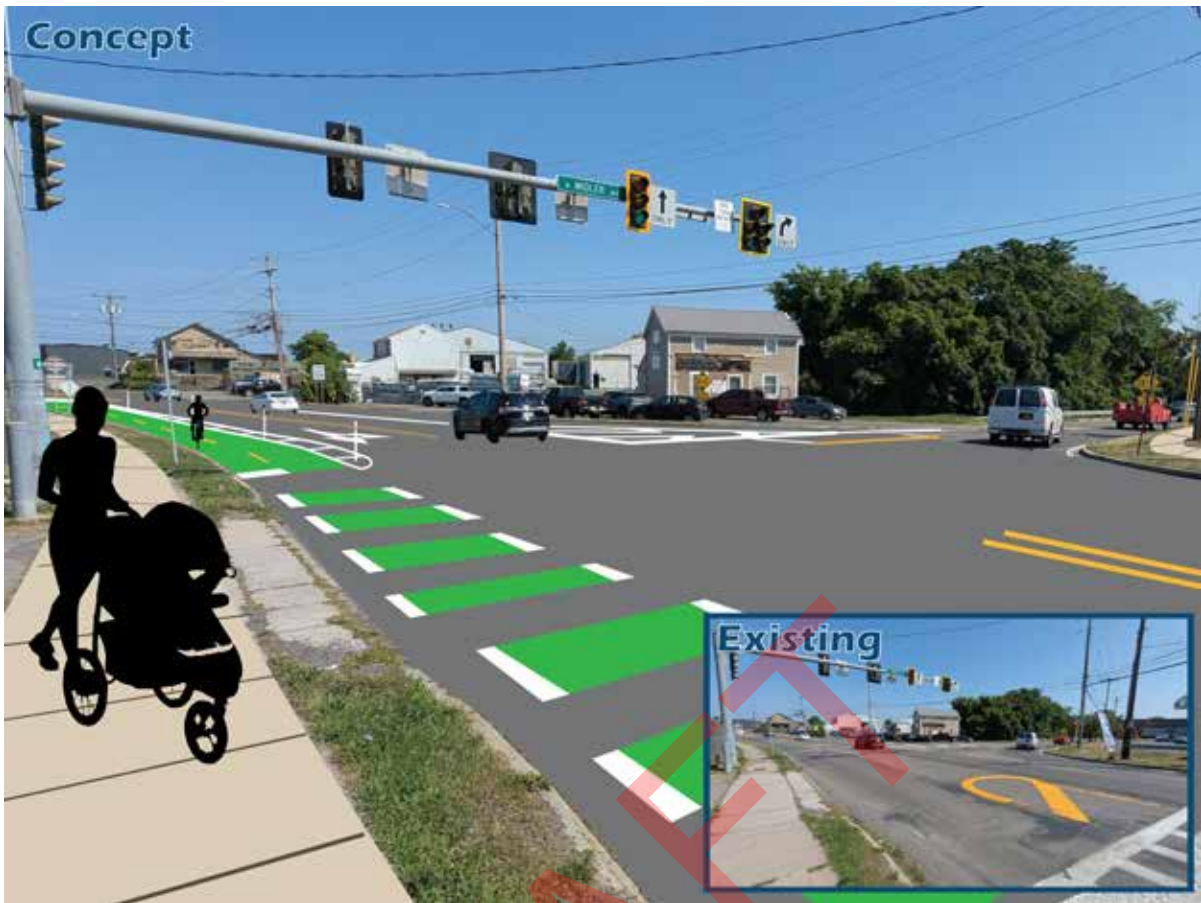


Figure 5.16: New Court Ave / N Midler Ave Photo Simulation



Figure 5.17: N Midler Ave Railroad Bridge Photo Simulation

5.3

Midler Ave - New Court Ave to Burnet Ave

Midler Ave is the main north-south thoroughfare for Eastwood, connecting the neighborhood directly to I-690 and Erie Blvd to the south. Due to its important connectivity role, the City and members of the public voiced interest and support in accommodating bicycles and pedestrians along its entire length. The narrow roadway requires the bicycle facilities to shift along the route to ensure all road users are provided safe space to travel. As a result, the bicycle facility switches from a two-way cycle track to

directional on-street lanes to off-street facilities and then back to directional on-street lanes.

N Midler Ave / Tyson Pl intersection

The narrowed cycle track, 8 ft wide with 2 ft buffer, should continue along the western curblane, maintaining space for a parking lane along the eastern curblane. At Tyson Pl, the cycle track would expand out into a bike box to allow cyclists a chance

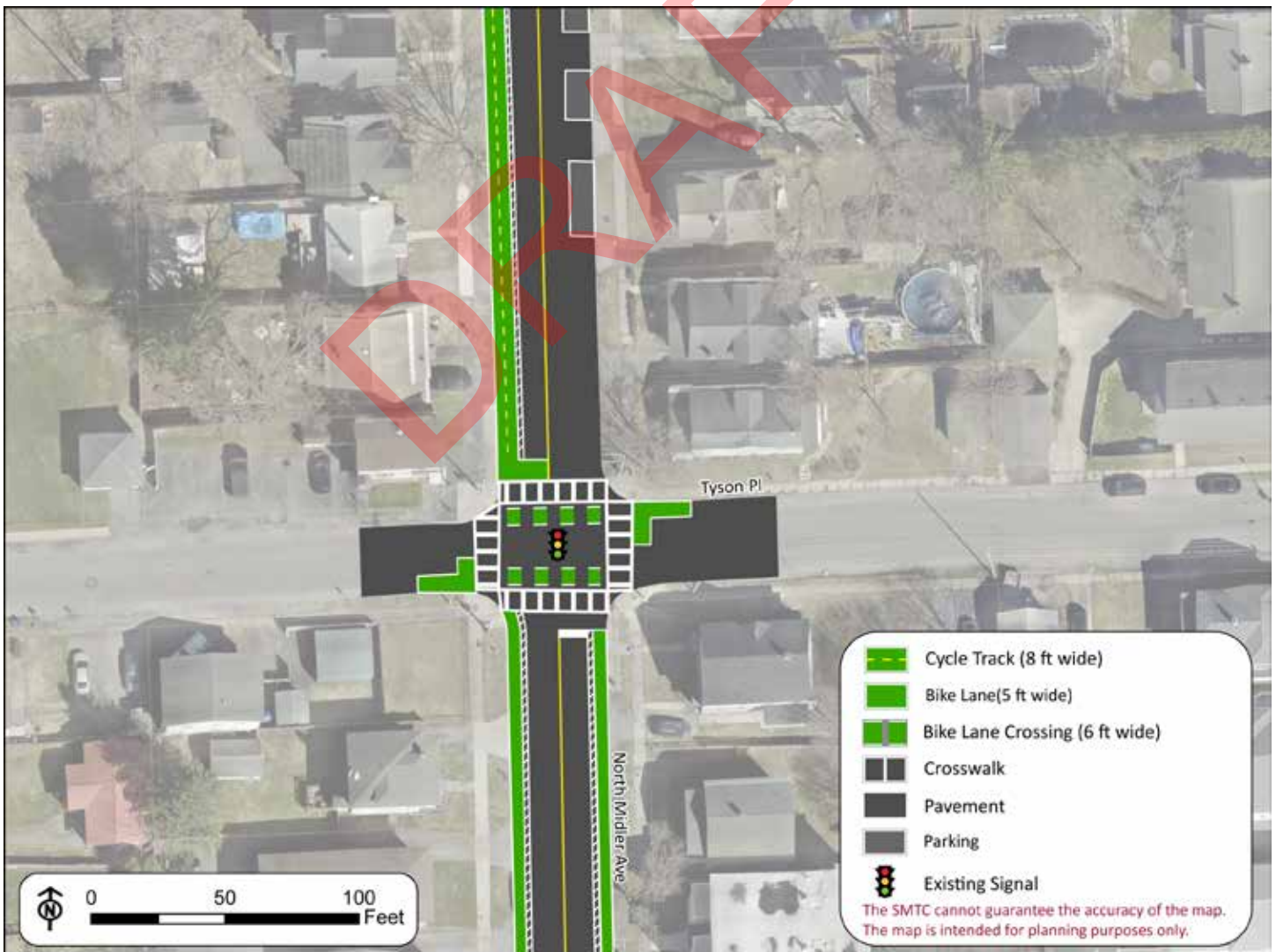


Figure 5.18: N Midler Ave / Tyson Pl Concept

to turn on to the Tyson Pl greenway, which was installed in 2026. The greenway utilizes traffic calming techniques alongside shared lane markings to create a low-stress street for cyclists to travel east-west through the northern part of the neighborhood. Bike boxes would also be installed on Tyson Pl to encourage safer turns onto N Midler Ave.

South of Tyson Pl, the bike facilities shift into two directional on-street bike lanes. This would require the removal of on-street parking. The bike lanes would be 5 ft wide with 2 ft buffers.



Figure 5.19: N Midler Ave / Tyson Pl Photo Simulation

Midler Ave / James St intersection

Designated a high injury network intersection within the Vision Zero Action Plan, the Midler Ave / James St intersection must accommodate high volumes of cars, pedestrians, and cyclists within a fairly tight intersection. Due to these space constraints, it is recommended to shift the directional bike lanes onto the curb approximately 300 ft north of the intersection. On the western curb, there is space to accommodate a raised directional bike lane that runs parallel to the existing sidewalk. This creates a separation of modes that improves comfort for all users. On the eastern curb, utility poles narrow the available space and restrict the ability to provide separated facilities. Instead an 8 ft wide, shared-

use path can accommodate northbound bikes and pedestrians, before cyclists shift back onto the street.

At the intersection, green painted crosswalks, similar to those found on the Empire State Trail along Erie Blvd E, indicate to road users that both cyclists and pedestrians will be crossing James St in those locations. A push activated pedestrian all cross phase should be considered at this intersection. While it may delay traffic, pedestrian visibility is often limited and turning vehicle drivers are often focused on finding a gap in traffic instead of looking for people crossing. By stopping all drivers, pedestrians and cyclists are provided a safer crossing opportunity.



Figure 5.20: Midler Ave / James St Concept

In addition to pedestrian all cross phase, it is recommended to narrow the northbound approach by reducing the flared southeast corner. Under current conditions, many vehicles are seen using this extra space as an additional travel lane, looking for gaps in traffic to take a right on red. With the installation of “No Turn On Red” signage, removing this additional space will reduce illegal turns, force slower, more controlled turning movements, and reduce crossing distances for pedestrians. While physical curb extensions are ideal, painted curb extensions are a viable alternative in the short-term.

South of the intersection, cyclists and pedestrians continue on raised directional shared-use paths. Pedestrians will be able to move in both directions, while cyclists will travel in the same direction as traffic. Approximately 150-200 ft south of the intersection, cyclists transition back to directional on-street bike lanes.



Raised directional bike lane in Minneapolis, MN.



Figure 5.21: Midler Ave / James St Photo Simulation

S Midler Ave / Glencove Rd intersection

Directional bike lanes continue south of James St before ending at the Caleb Ave greenway, which provides a connection to the Empire State Trail. The buffered bike lanes would remove on-street parking for the length of the corridor. Based on aerial imagery and field observations, all residential properties along S Midler Ave have off-street parking available to them. While the number of driveways prevents the use of flex posts along the majority of the corridor, it is recommended to install 2-4 flex posts at each intersection corner to help reinforce the prohibition on parking while also ensuring drivers are taking safer turns. Green paint shown in the graphics below are for illustrative purpose only. Green paint should be reserved for conflict zones near intersections to help reduce costs and simplify installation.



Facing east on Glencove Rd towards S Midler Ave.

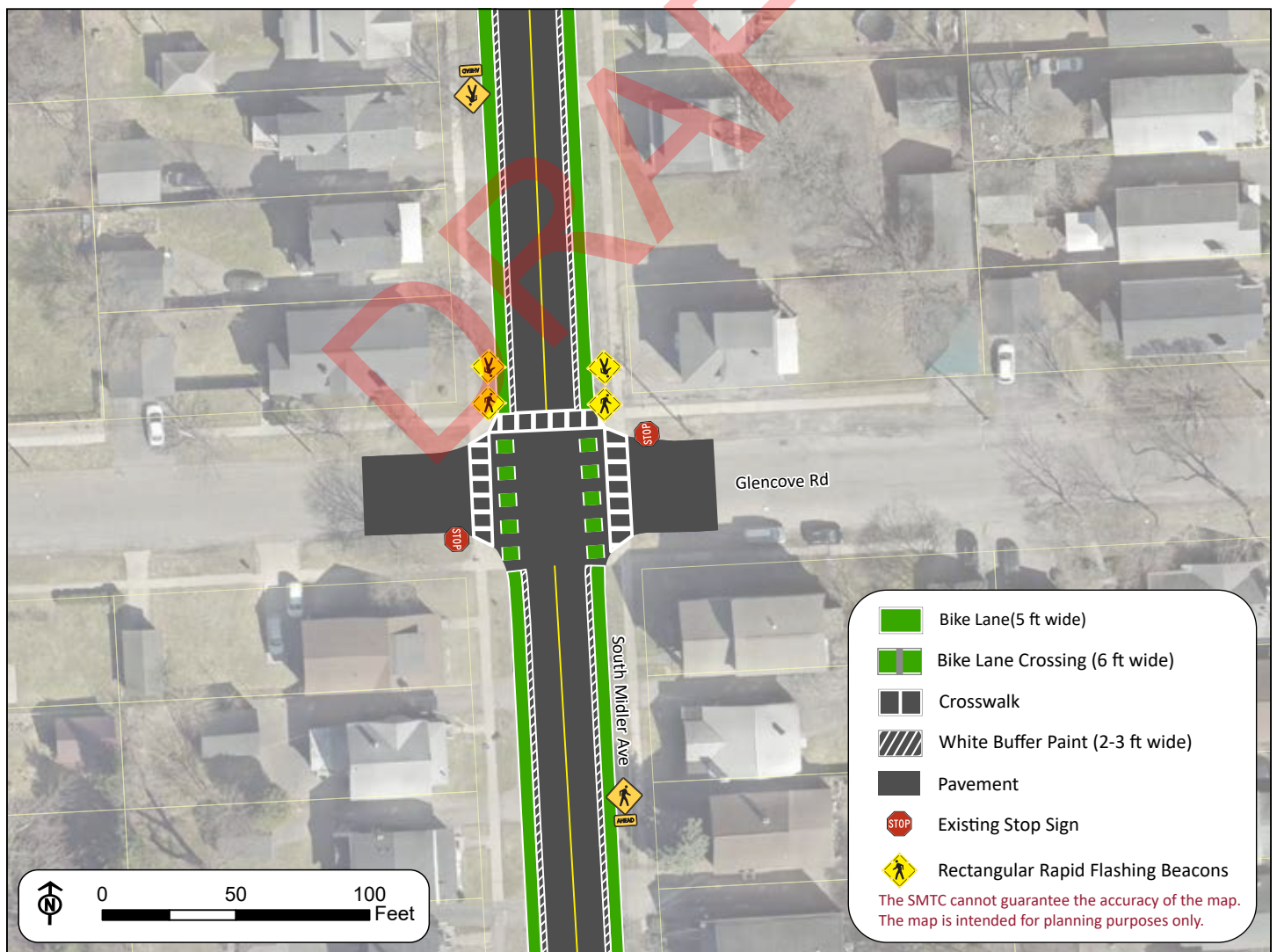


Figure 5.22: S Midler Ave / Glencove Rd Concept

As noted in Chapter 4, there are few crossing opportunities for pedestrians along S Midler Ave. To improve connectivity and accessibility, it is recommended to install a crosswalk with rectangular rapid flashing beacons (RRFBs) at the S Midler Ave / Glencove Rd intersection. RRFBs light up when activated, drawing the attention of drivers as a pedestrian enters the crosswalk, improving visibility and compliance with existing right-of-way law, which prioritizes pedestrians in crosswalks. The location of the crosswalk both cuts down on distances people must walk in order to cross at a signalized intersection and connects directly to a new bakery that recently opened on the northeastern corner of the intersection.



Flex post protected bike lane in Mesa, AZ.



Figure 5.23: S Midler Ave / Glencove Rd Photo Simulation

5.4

Cost Estimates and Implementation

Table 5.2 provides an order of magnitude cost estimate for the recommendations identified within this report. These estimates are for planning purposes only. Many factors, including the variability of material and labor costs, and any potential right-of-way impacts, can influence these costs. Due to varying ownership of the facilities examined, no one entity will be able to implement all the recommendations identified. A further breakdown of cost estimates, based on different segments of the corridor, can be found in Appendix E.

A few notes on the cost estimates:

- 'Standard 4" line' is used for double yellow center lines, white edge lines, and striping for the center turn lanes;
- 'MMA color surface treatment – green' is estimated based on 50' segments leading up to signalized intersections and for crossbikes at all intersections and commercial driveways;
 - The concept designs presented in the report use green paint for all on-street bike infrastructure for illustrative purposes only.
- 'Small single post-mounted signs' used for both bike lane and school zone signage;
 - Bike lane signage estimated placement near most intersections, including every signalized intersection.
- 'Flexible delineator post' estimates based on 30' spacing;
- 'Pavement markings, singular' only used for the northbound approach at the New Court Ave / N Midler Ave intersection. Other markings, including center turn lane markings, utilized 'Pavement markings, longer distances;'
- Where 8' wide sidewalks or shared-use paths are recommended, lengths for 'Concrete sidewalk (4" thick, 5' wide)' was multiplied by 1.6;

- 'Street lighting' was estimated based on 60' spacing; and
- NYSDOT Quick Estimator Tool, 2025 cost inflation adjustments were increased from 20 percent to 30 percent to accommodate the 7.4 percent inflation increase on construction costs from July 2025 to July 2026.³⁵

NYSDOT has indicated that there is no imminent capital project planned for the Court St corridor. Should the Towns of DeWitt and Salina be interested in pursuing implementation of these recommendations, they are encouraged to pursue grant and transportation alternatives program (TAP) funding that can be used by NYSDOT through their betterment process.

All facilities included in the study corridor are either classified as a principal arterial or minor arterial, meaning they are federal aid eligible roadways. As a result, future projects on these roads may be candidates for federal fund sources that are included in the SMTC's Transportation Improvement Program (TIP).

35 Sebastian Obando, "Construction costs rose 7.4% annually in July," Construction Dive, August 14, 2026. <https://www.constructiondive.com/news/construction-costs-producer-price-index-july/827933/>

Table 5.2: Cost Estimates

	Item	Unit	Unit Price	Quantity	Subtotal (nearest \$100)	Source
Pavement Markings	Bike lane, using hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$20,000	2.97	\$59,400	NYSDOT Quick Estimator Tool, 2025
	MMA color surface treatment - green	SF	\$35	18,255	\$639,000	B&L estimate, City of Syracuse
	Bike box	EA	\$13,100	8	\$104,800	NYSDOT Quick Estimator Tool, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$4,600	2.97	\$13,700	NYSDOT Quick Estimator Tool, 2025
	Standard 4" line	Mile	\$4,750	3.17	\$15,100	NYSDOT Quick Estimator Tool, 2025
	Dashed yellow line	Mile	\$1,600	2.08	\$3,400	NYSDOT Quick Estimator Tool, 2025
	Pavement symbols, singular	EA	\$260	2	\$600	City of Syracuse
	Pavement markings, longer distances	Mile	\$5,000	1.56	\$7,800	NYSDOT Quick Estimator Tool, 2025
	Crosswalks, ladder style	EA	\$1,700	3	\$5,100	NYSDOT Quick Estimator Tool, 2025
	Painted curb extensions / medians	SF	\$22	4,255	\$93,700	NYSDOT Quick Estimator Tool, 2025
Delineators	Flexible delineator post	EA	\$160	198	\$31,700	NYSDOT Quick Estimator Tool, 2025
Signals and Signs	Bike signal	EA	\$300	6	\$1,800	NYSDOT Quick Estimator Tool, 2025
	Rectangular rapid flashing beacon (RRFB)	EA	\$15,100	2	\$30,200	NYSDOT Quick Estimator Tool, 2025
	Solar powered radar speed sign - SRTS	EA	\$10,800	2	\$21,600	NYSDOT Quick Estimator Tool, 2025
	Small single post-mounted sign	EA	\$750	39	\$29,300	NYSDOT Quick Estimator Tool, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$175	3,025	\$529,400	NYSDOT Quick Estimator Tool, 2025
	Pedestrian refuge island / median	SF	\$50	660	\$33,000	NYSDOT Quick Estimator Tool, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$12	1,405	\$16,900	NYSDOT Quick Estimator Tool, 2025
Other	Street lighting	EA	\$12,000	68	\$816,000	NYSDOT Quick Estimator Tool, 2025
Original Estimates=					\$2,452,500	
% WZTC based on project complexity				10%	\$245,250	
% for incidentals, inflation, and contingencies				30%	\$735,750	
Total Construction Cost =					\$3,433,500	
% for Survey				10%	\$343,350	
\$10,000 + 10% for Design (adjust for project complexity)				10%	\$353,350	
% for Construction inspection (adjust for project complexity)				15%	\$515,025	
Total Project Cost =					\$4,645,225	