

The Appendices

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Appendix *A*

Public Involvement Plan

DRAFT

Midler Ave / New Court Ave Multi-Modal Study

Public Involvement Plan

September 2025

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I. Introduction

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

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

The SMTC will work with the Study Advisory Committee (SAC) to determine whether in person or virtual public engagement efforts will be utilized. A combination of approaches will likely be used as the study progresses to ensure residents have a variety of ways to engage with the planning process.

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

II. Goals

The intent of the Public Involvement Plan (PIP) for the **Midler Ave / New Court Ave Multi-Modal Study** is to:

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

III. Study Advisory Committee

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

- City of Syracuse
 - Department of Public Works (DPW); Neighborhood and Business Development;
- New York State Department of Transportation
- Town of DeWitt
- Town of Salina

The SAC will meet regularly with the SMTC to assist in managing the project. SAC meetings may take place in person or by way of a virtual meeting platform (such as Zoom's online video conferencing). The SAC's role will be to advise the SMTC on the technical content of deliverables and to provide needed input and guidance throughout the project.

SMTC anticipates holding as many as four SAC meetings over the course of this study, as shown below.

SAC meeting no.	Anticipated purpose
1	Kickoff: confirm study purpose, goals, objectives, schedule, PIP, discuss community survey
2	Review collected data, discuss issues and opportunities, review survey results
3	Review preliminary recommendations, prepare for public review of draft recommendations
4	Review results of the public meeting, review draft report

Setting up SAC meetings, whether virtual or in person, announcing meetings through mail/e-mail, conducting SAC meetings (including preparation of agenda, materials, presentations, etc.), and preparing the minutes from each meeting will be the responsibility of the SMTC.

IV. Public Outreach

The SMTC anticipates two public engagement opportunities including: an online survey for residents and businesses within the study area aimed at understanding access and mobility issues along the corridor, and; an in-person meeting aimed at garnering input on proposed recommendations that result from the study.

The survey will likely utilize Microsoft Forms. The in-person meeting location will be determined through discussions with the SAC. The meeting will likely include:

- A presentation, either virtual or in person, discussing the concepts developed as part of this planning effort,
- Project visualizations, such as planning-level sketches of possible improvements, and
- Online/ hard copy surveys or other tools for ensuring that members of the public can provide comments and input on the study.

The SMTC will be responsible for issuing press releases, creating materials, mailing and/or e-mailing fliers, running each session, and preparing a summary of the engagements, as needed. The SMTC will work with the SAC to develop a strategy for notifying the public of the engagement opportunities. This may include press releases,

distribution of fliers at key locations within the study area, web and social media postings, and coordination with existing community groups. The SMTC will also ask SAC members and stakeholders to assist with outreach prior to the public engagement opportunities.

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

V. Additional public outreach

Stakeholders list

Stakeholders are those individuals that have a significant personal or professional interest in the study. Early in the study, SMTC will work with the SAC to compile an initial list of stakeholders based on staff and SAC members' knowledge of the community. Additional stakeholders will be added continuously throughout the study at the request of the SAC or any community member. The SMTC will provide stakeholders with pertinent study information, keep them apprised of significant study developments, ensure that they are notified of the public engagement opportunities, and encourage them to provide feedback and comment regarding the **Midler Ave / New Court Ave Multi-Modal Study**.

Coordination with business and community groups

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

Distribution of study materials

If deemed necessary by the SAC and SMTC staff, a study-specific page within the SMTC's website will be created to act as a repository of information for the study. This page will be used to announce public engagement opportunities, and as a place for the public to access study materials such as presentation slides and/or recordings, relevant maps and data, Frequently Asked Questions, interim reports or memos, draft concept plans or other graphics, an online survey/questionnaire, or online comment form. The study's draft final report will be posted to this page for public review and comment. SMTC will encourage municipal partners / SAC members to post links on their own websites and/or social media accounts to the study-specific webpage.

Approved documents, such as the study's Final Report, may be made available in a hard copy format. News releases may be produced to announce the availability of such items

and to invite written comments to be submitted to the SMTC prior to finalizing a document.

Public comment

All interested individuals are encouraged to submit comments to the SMTC at any time. This message will be publicized and made clear throughout the study, verbally and on all study material and publications. The public is also welcome to attend any of the SMTC's Executive, Planning, and Policy Committee meetings. Findings from the **Midler Ave / New Court Ave Multi-Modal Study** will be presented to both the Planning and Policy Committees upon completion.

Limited English Proficiency

Individuals that report speaking English "less than very well" on Census surveys are considered to have a limited proficiency in English – a segment of the population referred to collectively as the "limited English proficiency" or LEP population. Ensuring that the LEP population affected by a project has opportunities for meaningful participation requires careful consideration and planning. The SMTC's LEP Plan is based largely on the NYSDOT's Office of Civil Rights Draft LEP Toolkit. This toolkit provides guidance on a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5% or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'"^{1,2}

The SMTC has examined the 2018-2022 American Community Survey data for LEP populations in Census tracts throughout our planning area. Eight Census tracts within the SMTC's planning area were identified as meeting the "safe harbor" LEP population threshold of at least 5 percent, seven of which are located within the City of Syracuse and one in the Village of Solvay.

While the primary study area does not include safe harbor tracts, Census Tract 8, which falls within the secondary study area, does qualify as a safe harbor tract. Although LEP provisions are not required, SMTC staff will work with the City and SAC to determine if specific outreach within this community may be warranted. (Note: SMTC always indicates on meeting fliers that American Sign Language interpretation will be provided – with prior notice – for public and/or SAC meetings if necessary.)

VI. Press releases and media coverage

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

All media inquiries should be directed to the SMTC staff director or project manager. However, this is not always possible. If you (e.g. SMTC committee members, SAC members, and/or interested stakeholders associated with the study) are interviewed by

the media, please limit your comments to your respective agency's opinion or involvement in the study. Speaking to the media on specific issues and questions regarding the **Midler Ave / New Court Ave Multi-Modal Study**, including its progress and development, is the exclusive responsibility of the SMTC.

VII. SMTC publications

The SMTC publishes a newsletter, DIRECTIONS, that offers news about its activities and studies. This newsletter is distributed to over 5,000 individuals, as well as to the media, agency representatives, municipal officials, elected leaders, and community agencies.

It is anticipated that articles on the **Midler Ave / New Court Ave Multi-Modal Study** (e.g. study development issues) will be published in future issues of DIRECTIONS. Should the need arise for the production of a separate newsletter/flyer/report to convey a timely study development, the SMTC staff is prepared to perform this additional task. It is also important to note that the mailing list of the SMTC newsletter, DIRECTIONS, will be updated to include all members of the SAC, stakeholders, and others interested or involved in the **Midler Ave / New Court Ave Multi-Modal Study**.

The SMTC web site (www.smtcmpo.org) will also serve as a resource for general information about the SMTC, the **Midler Ave / New Court Ave Multi-Modal Study**, and any final approved reports.

VIII. Conclusion

It is important for the SMTC to understand public attitudes and values throughout the development of the **Midler Ave / New Court Ave Multi-Modal Study**. This study will identify 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. The participation of the people who live and work in this area is crucial to the study's success.

Appendix *B*

Public Survey Summary

DRAFT

Syracuse Metropolitan Transportation Council

Midler Ave / New Court Ave Multi-Modal Study – Survey Results Summary

About the survey

The Midler Ave / New Court Ave Multi-Modal Study Survey was open for one month, from October 15 to November 15, 2025. A total of 226 surveys were submitted.

The survey was available online in English with a survey link prominently displayed at the top of the Midler Ave / New Court Ave Multi-Modal Study page of the SMTC's website (smtcmpo.org/midlerstudy/). 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, which can be seen in Attachment H.

About the results

"Respondents" are the number of people that answered a specific question (i.e. the number of surveys that included a response to that question). Some questions allowed respondents to indicate more than one answer; therefore, some questions have more "responses" than "respondents."

Question 2, 8, and 14 were required questions that branched into specific questions about corridor segments based on the indicated response. As a result, questions about each corridor segment have different response totals. "No response" indicates that a survey did not include an answer to that particular question. The number of respondents plus the number of "no responses" totals to the number of surveys received.

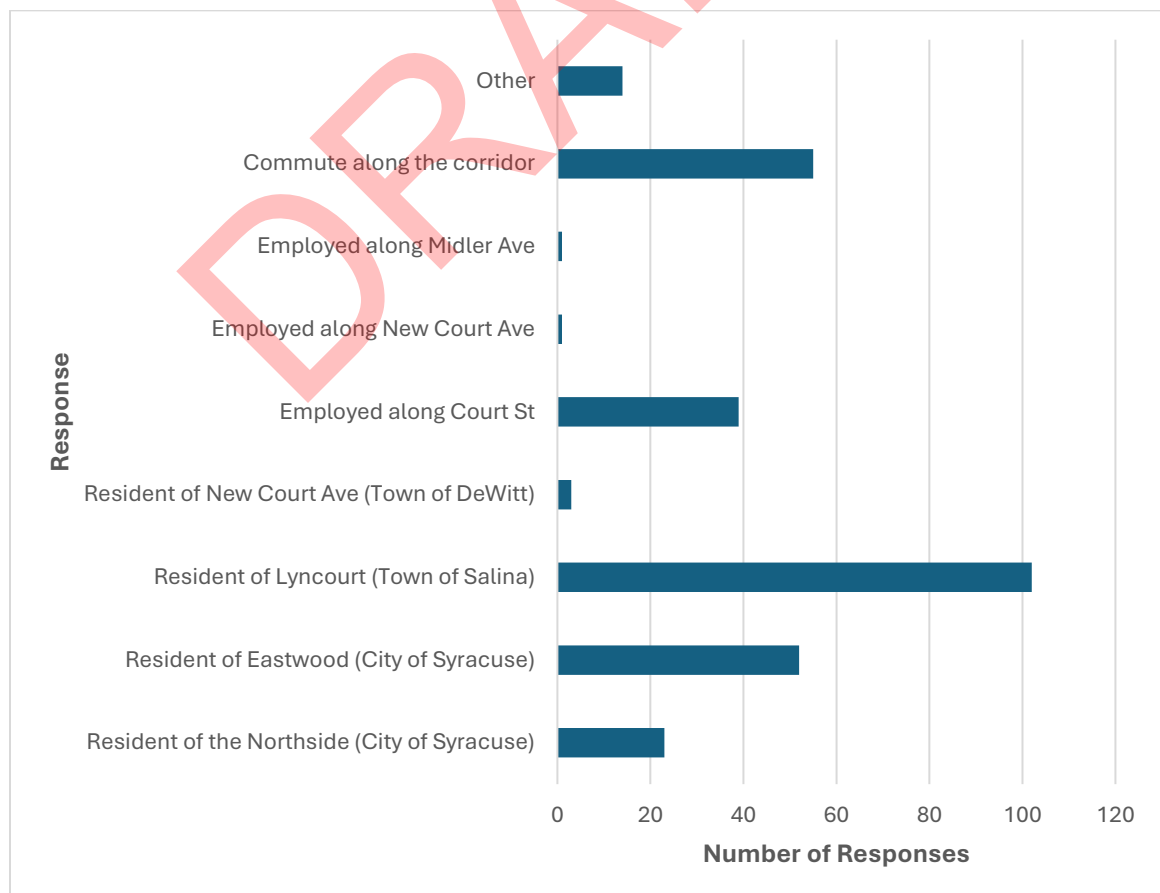
SECTION 1 – EXISTING CORRIDOR

Q1: Why are you interested in the Midler Ave/ New Court Ave Multi-Modal Study? (Check all that apply)

This question provided a list of 8 possible connections to the study area plus an “Other” option. Respondents could select multiple options.

Response	Number of Responses	Percent of Respondents
Resident of the Northside (City of Syracuse)	23	10%
Resident of Eastwood (City of Syracuse)	52	23%
Resident of Lyncourt (Town of Salina)	102	45%
Resident of New Court Ave (Town of DeWitt)	3	1%
Employed along Court St	39	17%
Employed along New Court Ave	1	>1%
Employed along Midler Ave	1	>1%
Commute along the corridor	55	24%
Other	14	6%
Total Responses	290	

Why respondents are interested in the study

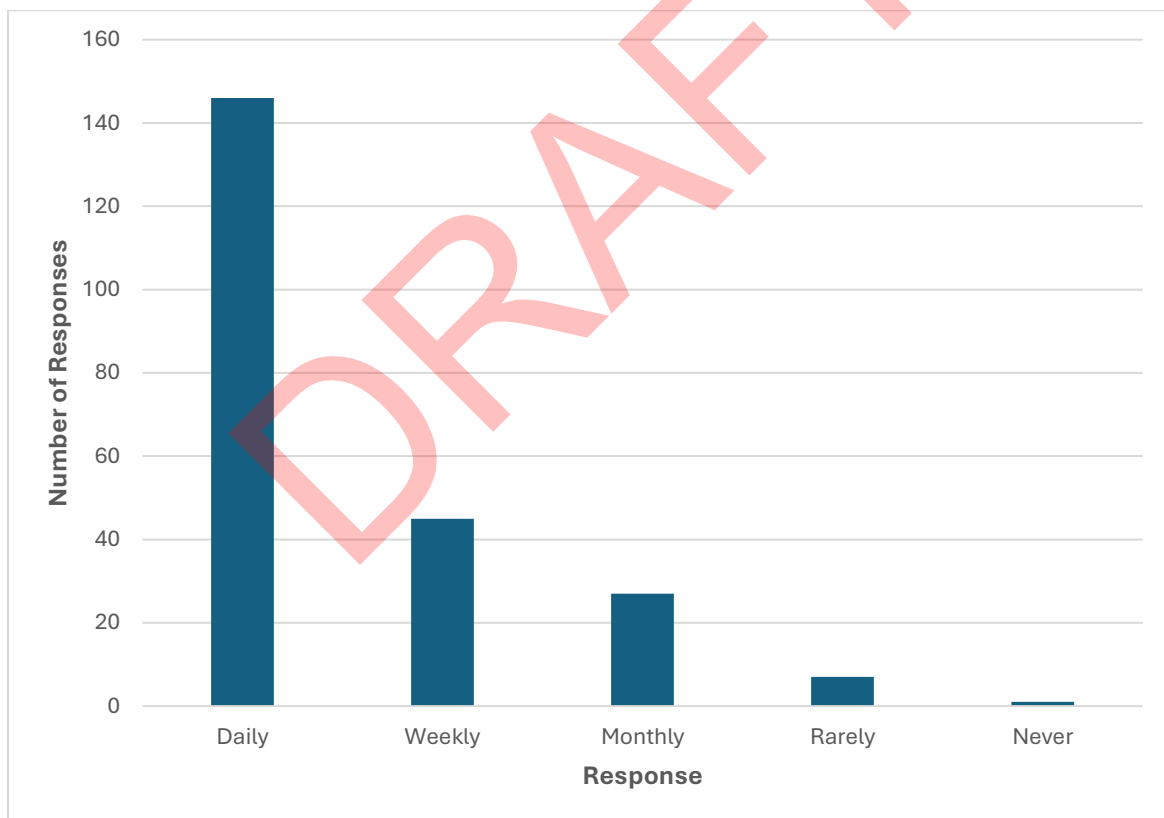


Q2: How often do you use Court St? (from Grant Blvd to Teall Ave)

This was a required question and limited to a single response. If a respondent chose “Rarely” or “Never” they were taken directly to Question 8.

Response	Number of Responses	Percent of Respondents
Daily	146	65%
Weekly	45	20%
Monthly	27	12%
Rarely	7	3%
Never	1	>1%
Total Responses	226	

How often respondents use Court St (from Grant Blvd to Teall Ave)

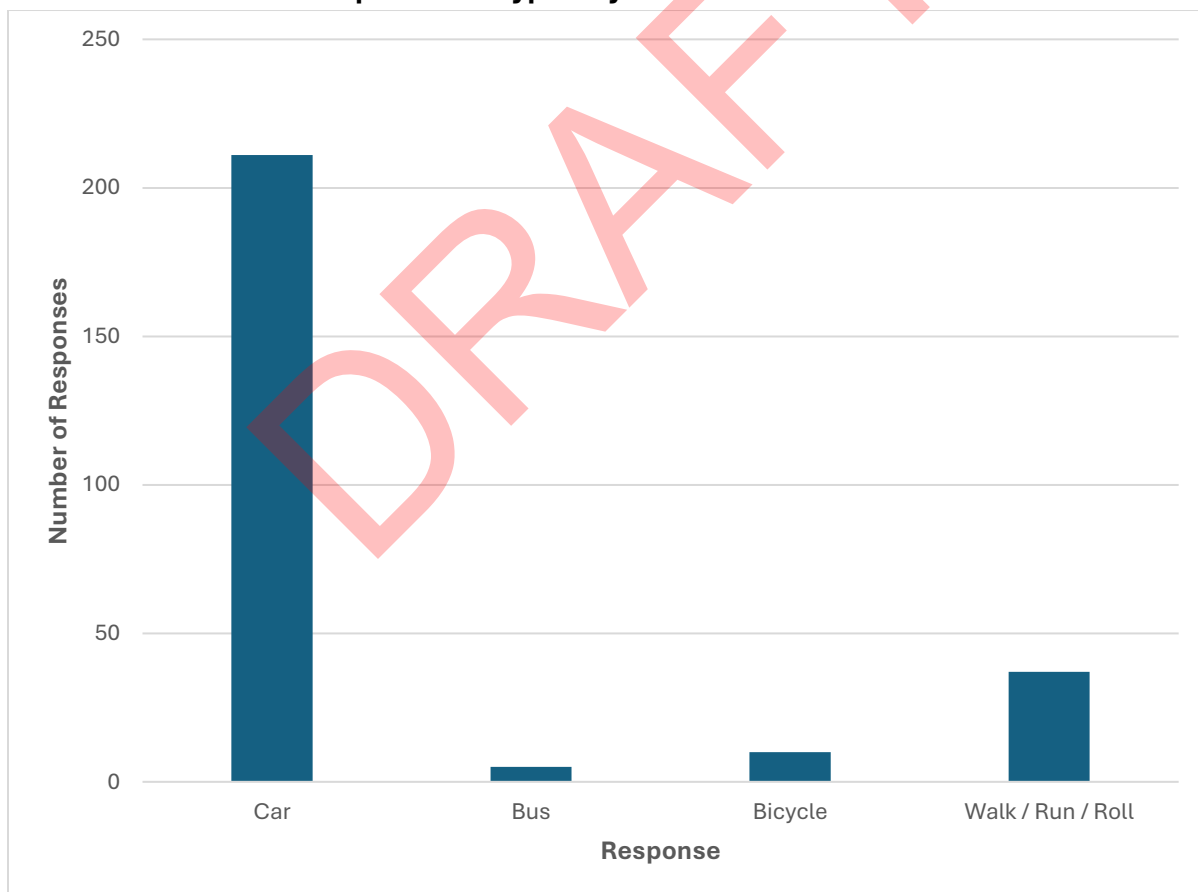


Q3: How do you typically travel on Court St? (Choose all that apply)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 2 (8 respondents) were sent directly to Question 8. Therefore, there were only 218 respondents to this question.

Response	Number of Responses	Percent of Respondents
Car	211	97%
Bus	5	2%
Bicycle	10	5%
Walk / Run / Roll	37	17%
Total Responses	263	
No Response	8	

How respondents typically travel on Court St

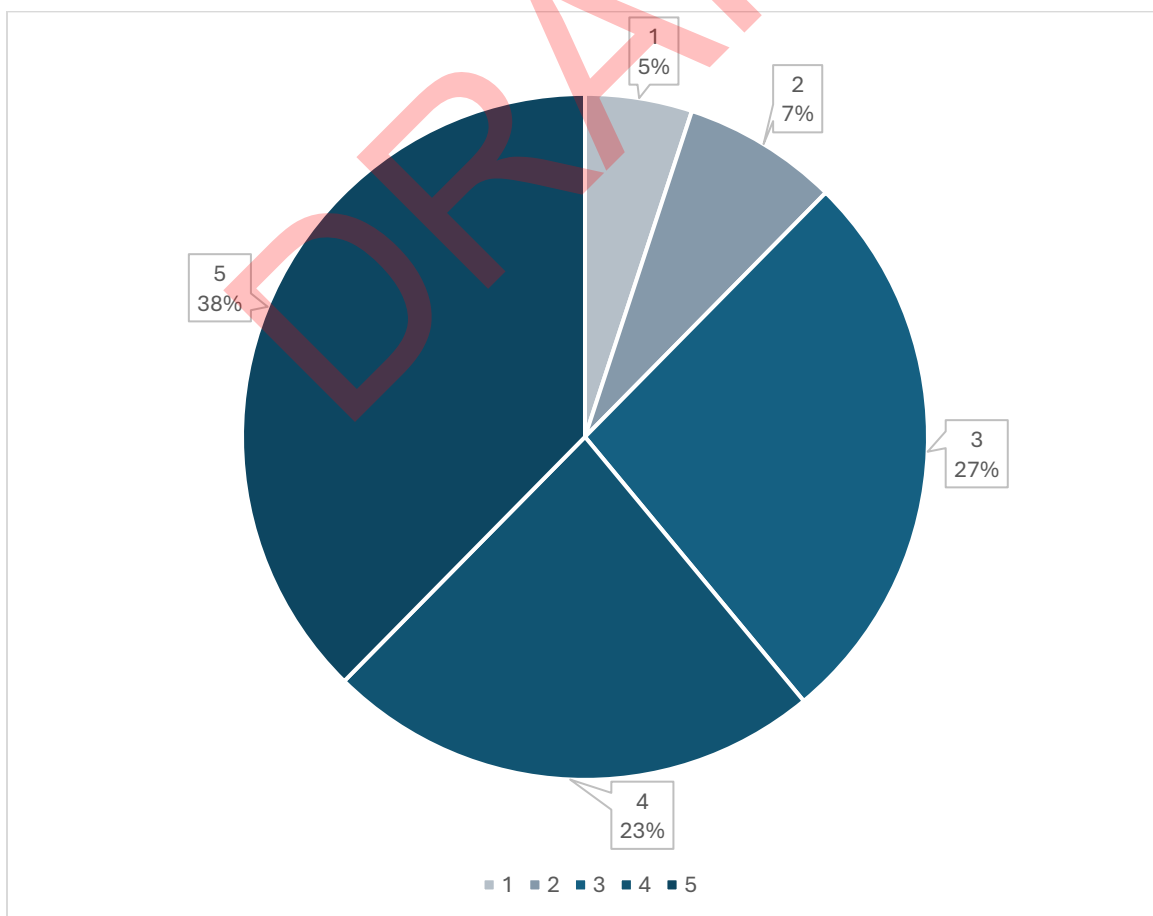


Q4: How comfortable are you driving on Court St? (1 is “not comfortable” and 5 is “very comfortable”)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 2 (8 respondents) were sent directly to Question 8. Therefore, there were only 218 respondents to this question. Respondents were asked to select a star rating between 1 and 5, with 1 being “not comfortable” and 5 being “very comfortable.”

Response	Number of Responses	Percent of Respondents
1	11	5%
2	16	7%
3	58	27%
4	51	23%
5	82	38%
Total Responses	218	
No Response	8	

How comfortable respondents feel driving on Court St from 1 – “not comfortable” to 5 – “very comfortable”

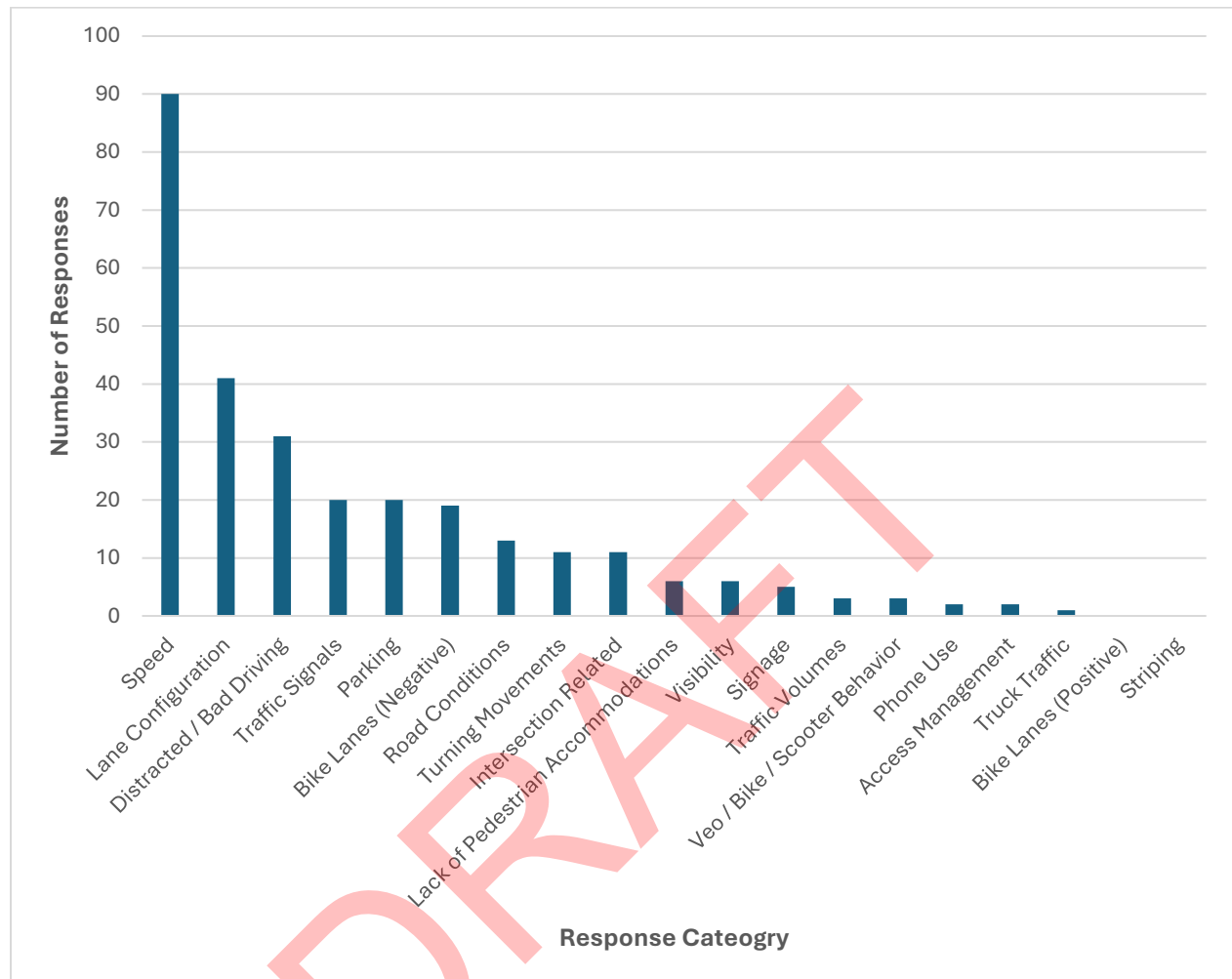


Q5: What issues have you noticed for drivers that reduce comfort or the feeling of safety?

This was an open-ended question. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment A for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speed	90	53%
Lane Configuration	41	24%
Distracted / Bad Driving	31	18%
Traffic Signals	20	12%
Parking	20	12%
Bike Lanes (Negative)	19	11%
Road Conditions	13	8%
Turning Movements	11	6%
Intersection Related	11	6%
Lack of Pedestrian Accommodations	6	4%
Visibility	6	4%
Signage	5	3%
Traffic Volumes	3	2%
Veo / Bike / Scooter Behavior	3	2%
Phone Use	2	1%
Access Management	2	1%
Truck Traffic	1	1%
Bike Lanes (Positive)	0	0%
Striping	0	0%
Total Responses	284	
No Response	55	

Number of respondents that suggested various categories of issues along Court St for drivers

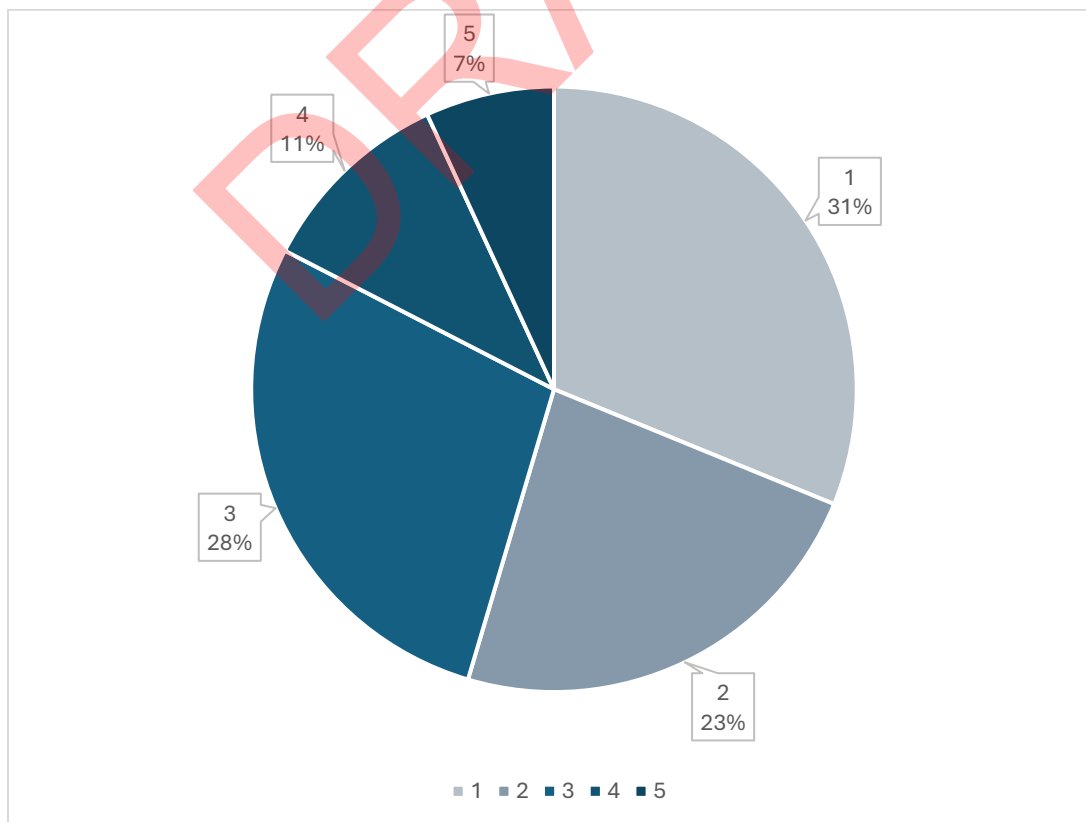


Q6: How comfortable are you walking or riding a bicycle on Court St? (1 is “not comfortable” and 5 is “very comfortable”)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 2 (8 respondents) were sent directly to Question 8. Therefore, there were only 218 respondents to this question. Respondents were asked to select a star rating between 1 and 5, with 1 being “not comfortable” and 5 being “very comfortable.”

Response	Number of Responses	Percent of Respondents
1	68	31%
2	51	23%
3	61	28%
4	23	11%
5	15	7%
Total Responses	218	
No Response	8	

How comfortable respondents feel walking or riding a bicycle on Court St from 1 – “not comfortable” to 5 – “very comfortable”

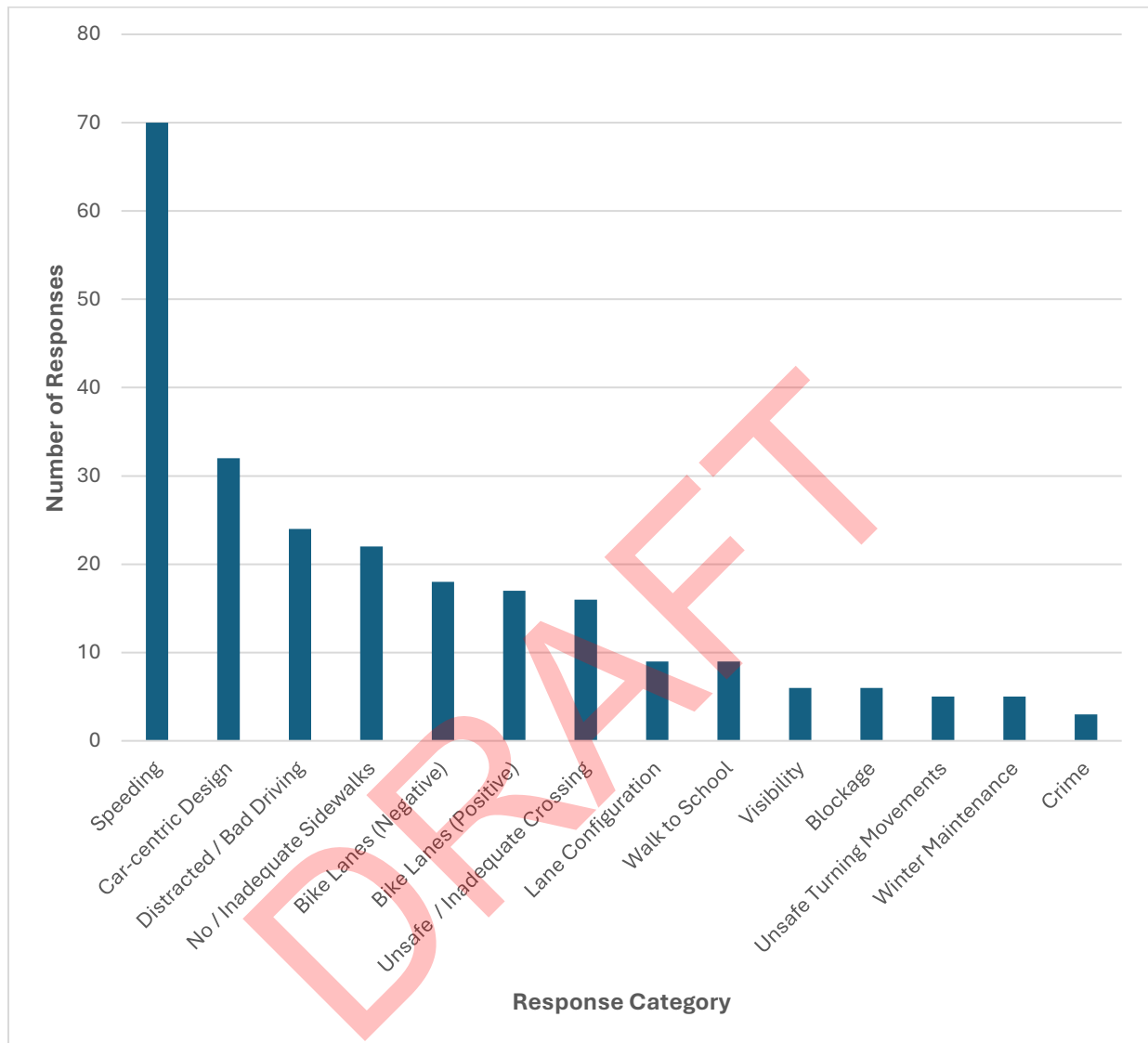


Q7: What issues have you noticed for people walking or biking that reduce comfort or the feeling of safety?

This was an open-ended question. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment B for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speeding	70	40%
Car-centric Design	32	18%
Distracted / Bad Driving	24	14%
No / Inadequate Sidewalks	22	12%
Bike Lanes (Negative)	18	10%
Bike Lanes (Positive)	17	10%
Unsafe / Inadequate Crossing	16	9%
Lane Configuration	9	5%
Walk to School	9	5%
Visibility	6	3%
Blockage	6	3%
Unsafe Turning Movements	5	3%
Winter Maintenance	5	3%
Crime	3	2%
Total Responses	242	
No Response	49	

Number of respondents that suggested various categories of issues along Court St for people walking and biking

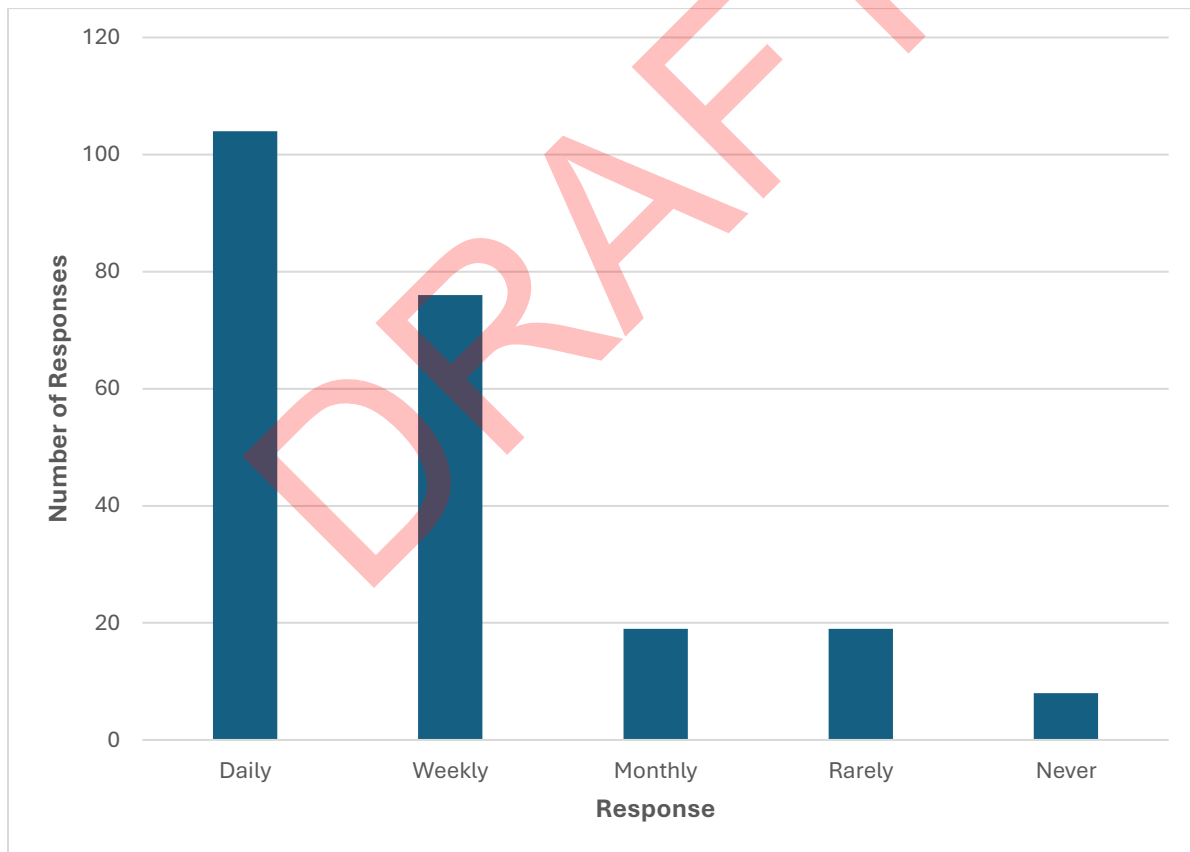


Q8: How often do you use Court St / New Court Ave? (from Teall Ave to N Midler)

This was a required question and limited to a single response. If a respondent chose “Rarely” or “Never” they were taken directly to Question 14.

Response	Number of Responses	Percent of Respondents
Daily	104	46%
Weekly	76	34%
Monthly	19	8%
Rarely	19	8%
Never	8	4%
Total Responses	226	

How often respondents use Court St / New Court Ave (from Teall Ave to N Midler)

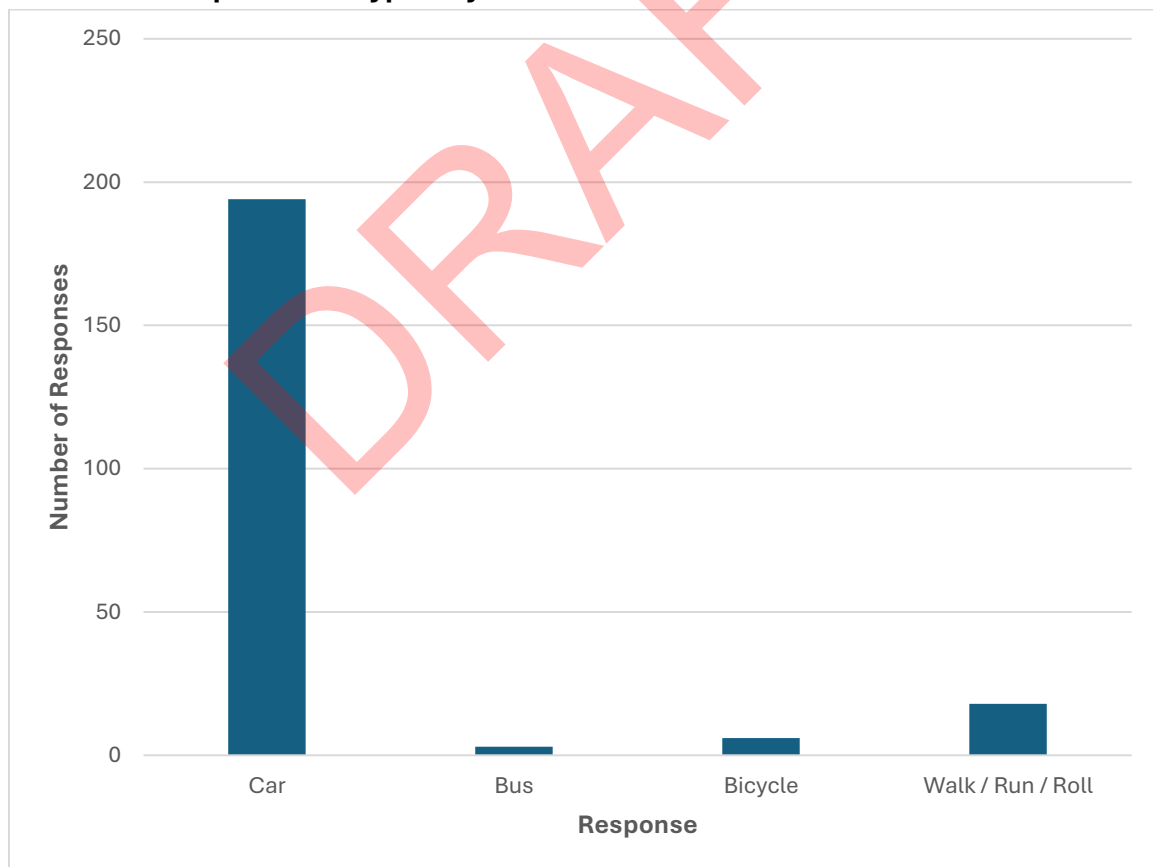


Q9: How do you typically travel on Court St / New Court Ave? (Choose all that apply)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 8 (27 respondents) were sent directly to Question 14. Therefore, there were only 199 respondents to this question.

Response	Number of Responses	Percent of Respondents
Car	194	97%
Bus	3	2%
Bicycle	6	3%
Walk / Run / Roll	18	9%
Total Responses	221	
No Response	27	

How respondents typically travel on Court St / New Court Ave

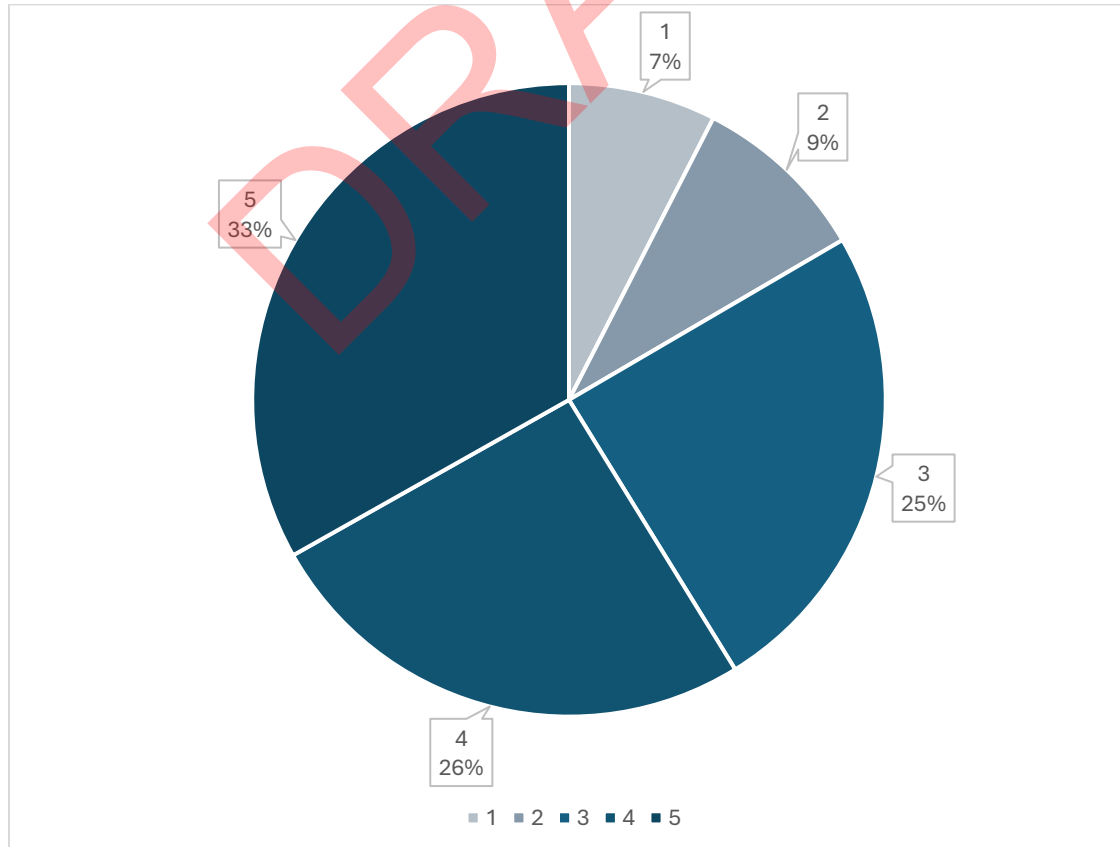


Q10: How comfortable are you driving on Court St / New Court Ave? (1 is “not comfortable” and 5 is “very comfortable”)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 8 (8 respondents) were sent directly to Question 14. Therefore, there were only 218 respondents to this question. Respondents were asked to select a star rating between 1 and 5, with 1 being “not comfortable” and 5 being “very comfortable.”

Response	Number of Responses	Percent of Respondents
1	15	8%
2	18	9%
3	49	25%
4	51	26%
5	66	33%
Total Responses	199	
No Response	27	

How comfortable respondents feel driving on Court St / New Court Ave from 1 – “not comfortable” to 5 – “very comfortable”

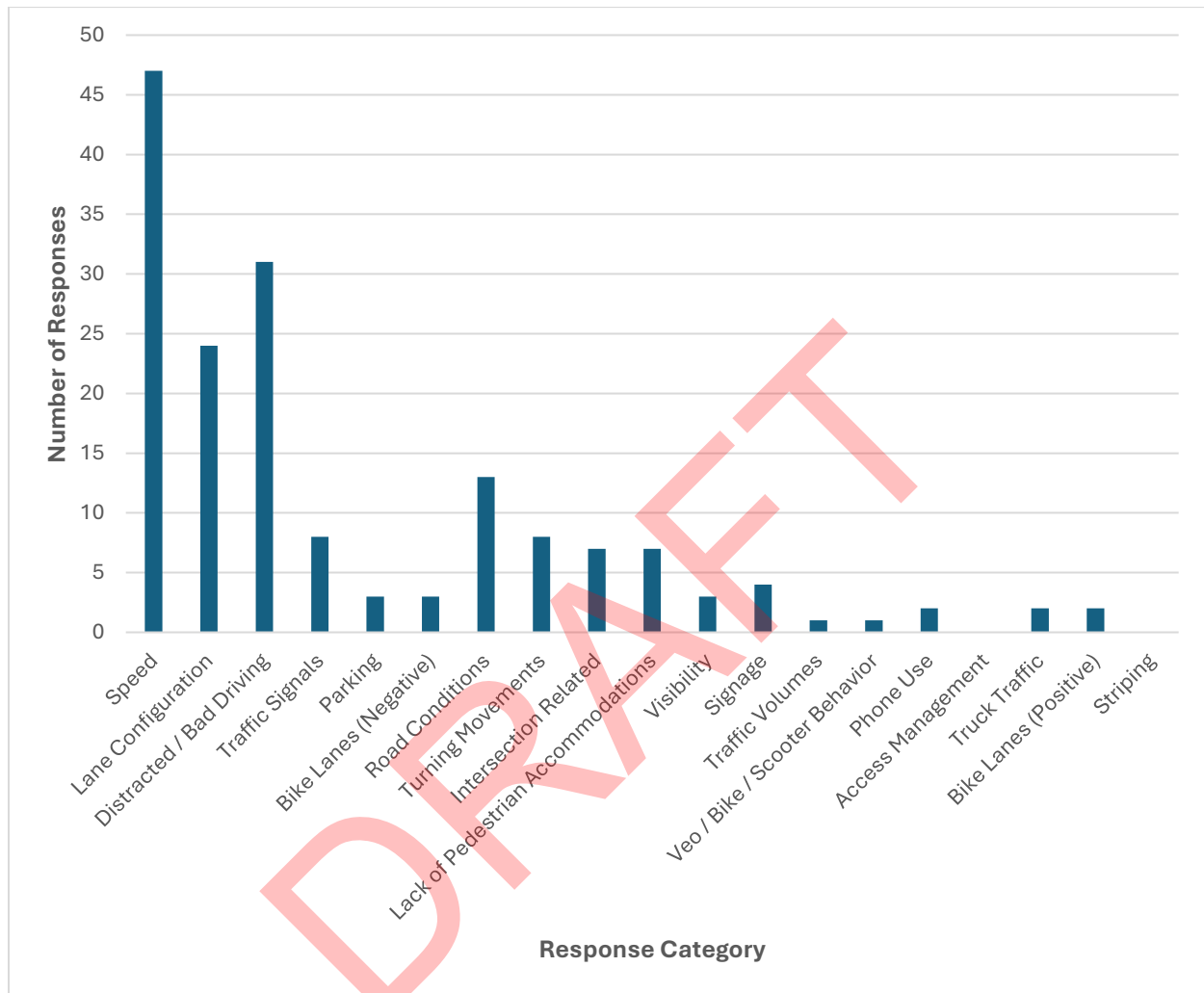


Q11: What issues have you noticed for drivers that reduce comfort or the feeling of safety?

This was an open-ended question. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment C for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speed	47	39%
Lane Configuration	24	20%
Distracted / Bad Driving	31	26%
Traffic Signals	8	7%
Parking	3	2%
Bike Lanes (Negative)	3	2%
Road Conditions	13	11%
Turning Movements	8	7%
Intersection Related	7	6%
Lack of Pedestrian Accommodations	7	6%
Visibility	3	2%
Signage	4	3%
Traffic Volumes	1	1%
Veo / Bike / Scooter Behavior	1	1%
Phone Use	2	2%
Access Management	0	0%
Truck Traffic	2	2%
Bike Lanes (Positive)	2	2%
Striping	0	0%
Total Responses	166	
No Response	105	

Number of respondents that suggested various categories of issues along Court St / New Court Ave for drivers

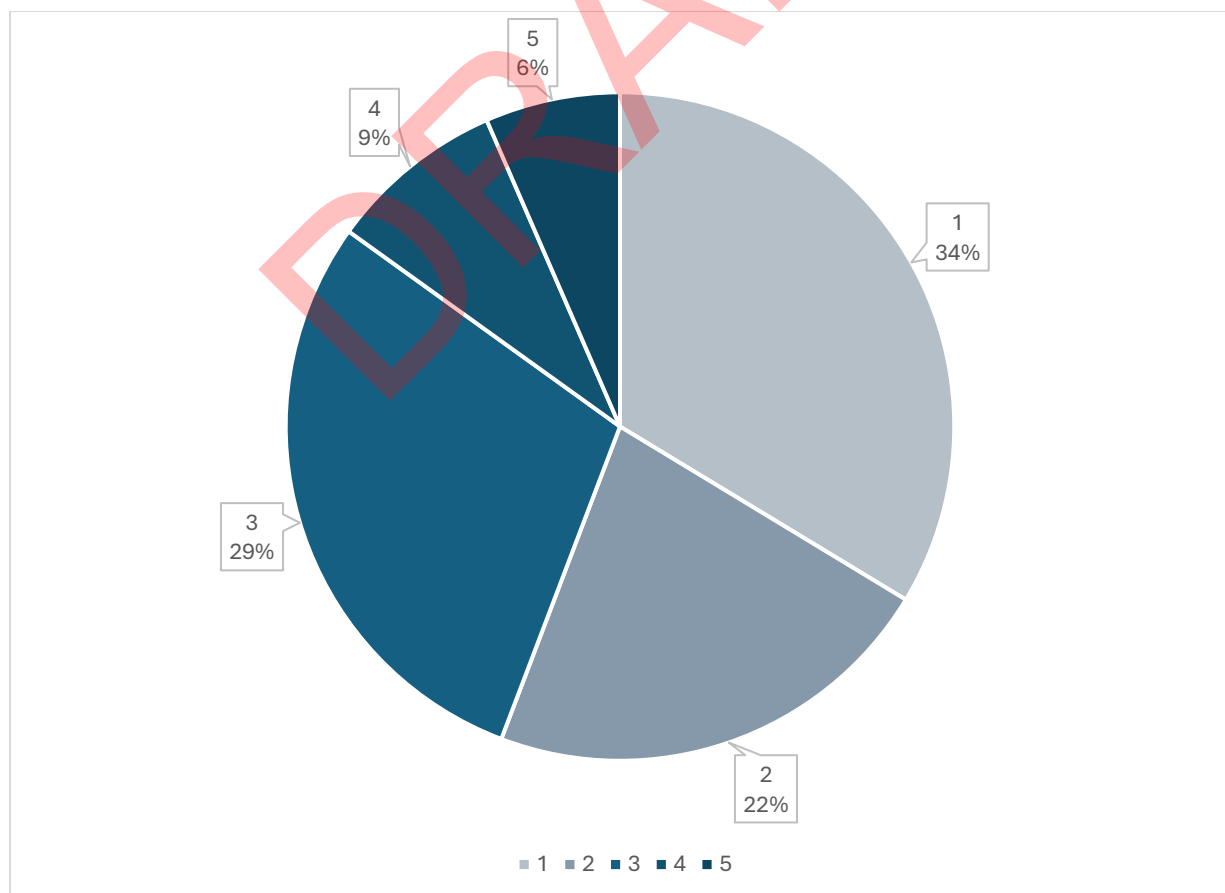


Q12: How comfortable are you walking or riding a bicycle on Court St / New Court Ave? (1 is “not comfortable” and 5 is “very comfortable”)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 8 (27 respondents) were sent directly to Question 14. Therefore, there were only 218 respondents to this question. Respondents were asked to select a star rating between 1 and 5, with 1 being “not comfortable” and 5 being “very comfortable.”

Response	Number of Responses	Percent of Respondents
1	67	34%
2	44	22%
3	58	29%
4	17	9%
5	13	7%
Total Responses	199	
No Response	27	

How comfortable respondents feel walking or riding a bicycle on Court St / New Court Ave from 1 – “not comfortable” to 5 – “very comfortable”

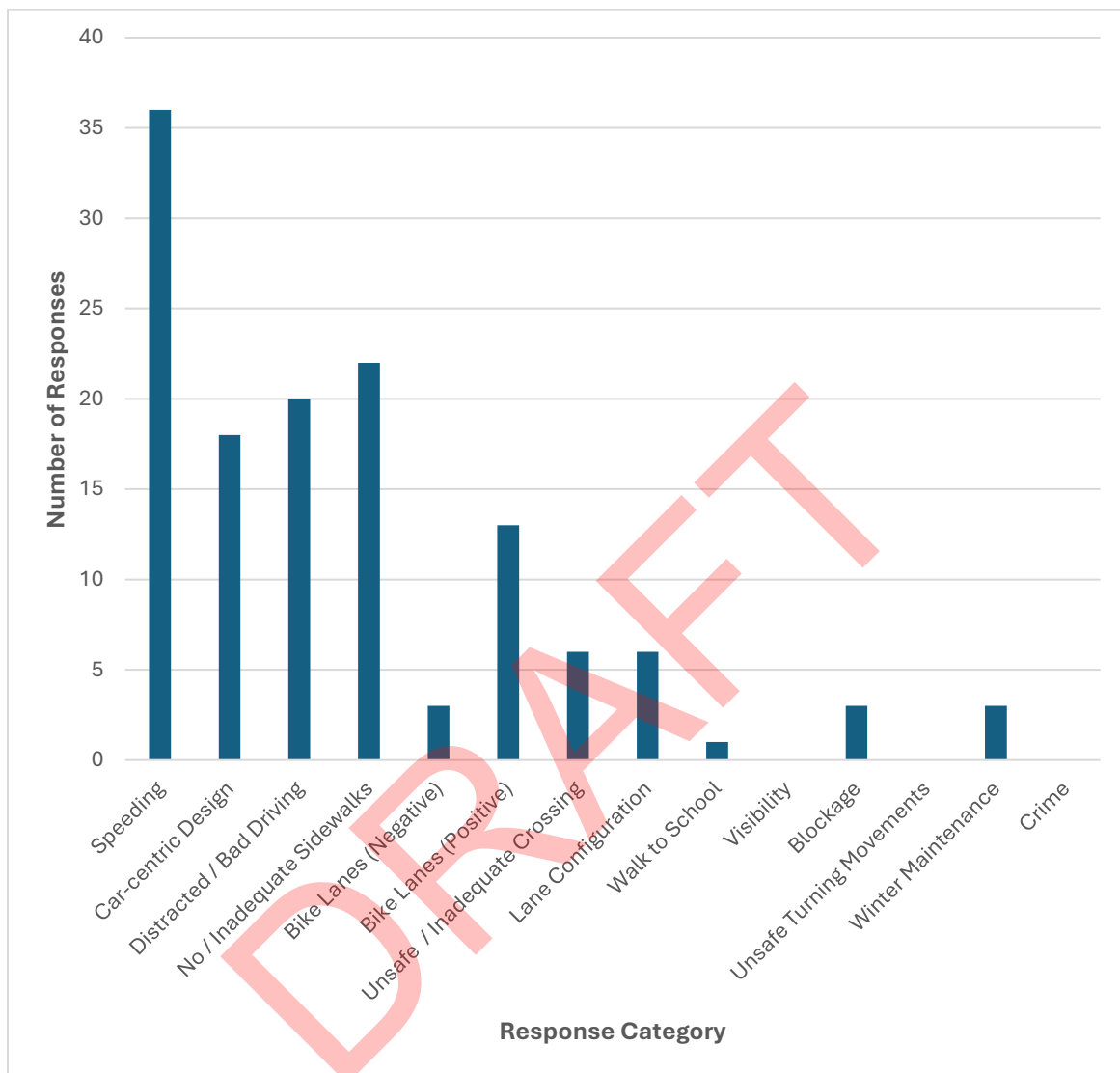


Q13: What issues have you noticed for people walking or biking that reduce comfort or the feeling of safety?

This was an open-ended question. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment D for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speeding	36	28%
Car-centric Design	18	14%
Distracted / Bad Driving	20	16%
No / Inadequate Sidewalks	22	17%
Bike Lanes (Negative)	3	2%
Bike Lanes (Positive)	13	10%
Unsafe / Inadequate Crossing	6	5%
Lane Configuration	6	5%
Walk to School	1	1%
Visibility	0	0%
Blockage	3	2%
Unsafe Turning Movements	0	0%
Winter Maintenance	3	2%
Crime	0	0%
Total Responses	131	
No Response	98	

**Number of respondents that suggested various categories of issues along Court St /
New Court Ave for people walking and biking**

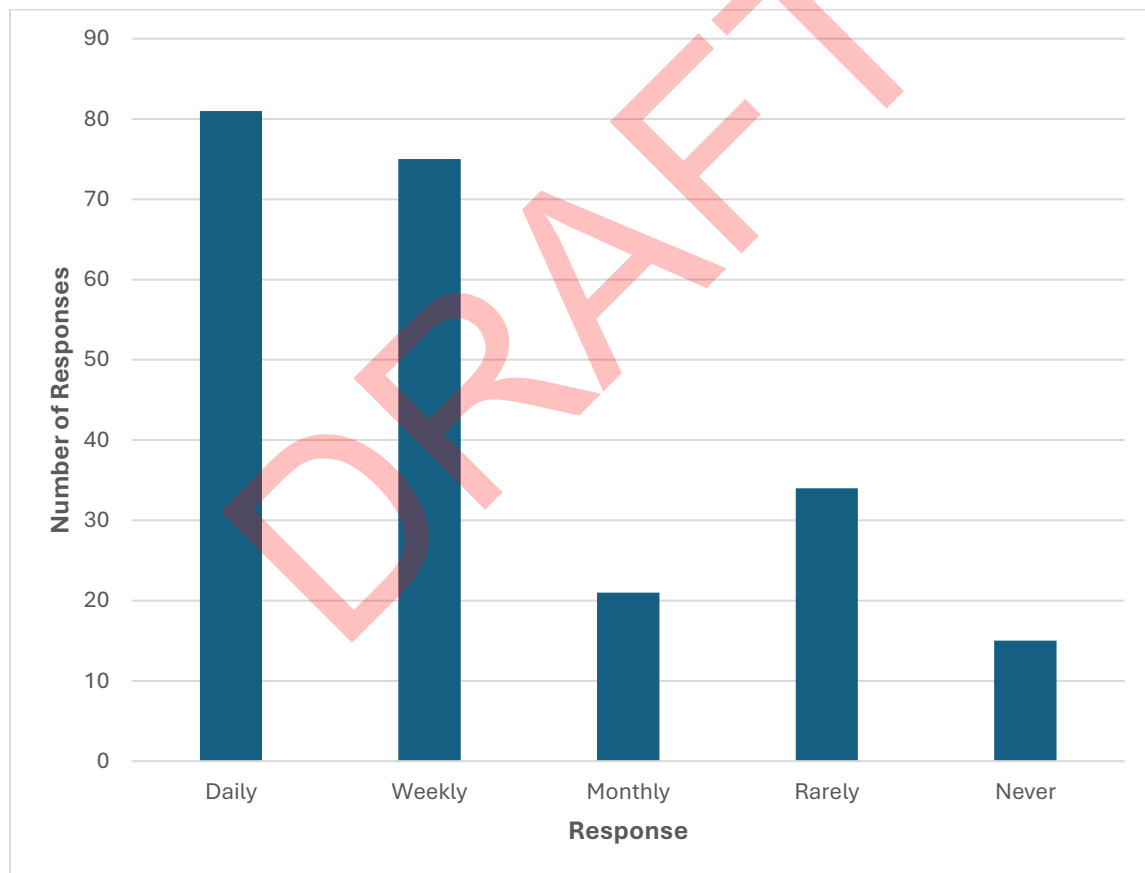


Q14: How often do you use Midler Ave? (from New Court Ave to Burnet Ave)

This was a required question and limited to a single response. If a respondent chose “Rarely” or “Never” they were taken directly to Question 20.

Response	Number of Responses	Percent of Respondents
Daily	81	36%
Weekly	75	33%
Monthly	21	9%
Rarely	34	15%
Never	15	7%
Total Responses	226	

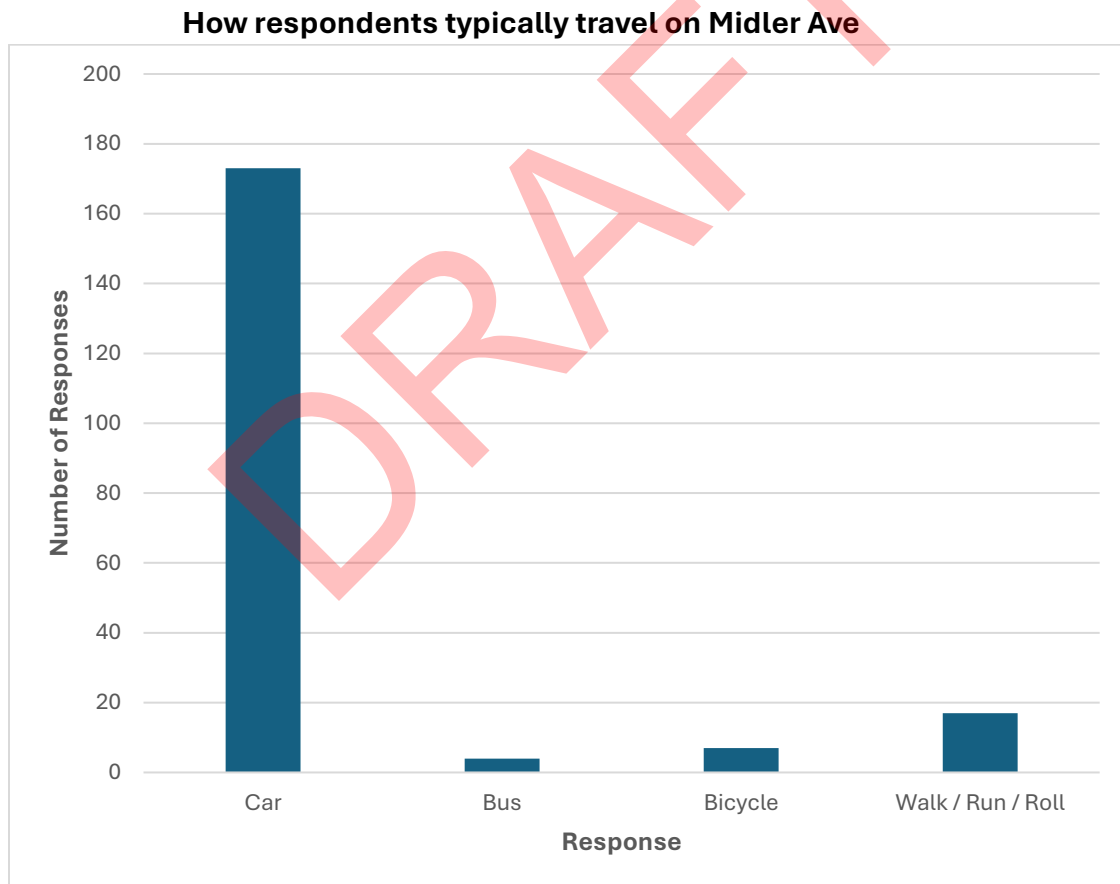
How often respondents use Midler Ave (from New Court Ave to Burnet Ave)



Q15: How do you typically travel on Midler Ave? (Choose all that apply)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 14 (49 respondents) were sent directly to Question 20. Therefore, there were only 177 respondents to this question.

Response	Number of Responses	Percent of Respondents
Car	173	98%
Bus	4	2%
Bicycle	7	4%
Walk / Run / Roll	17	10%
Total Responses	201	
No Response	49	

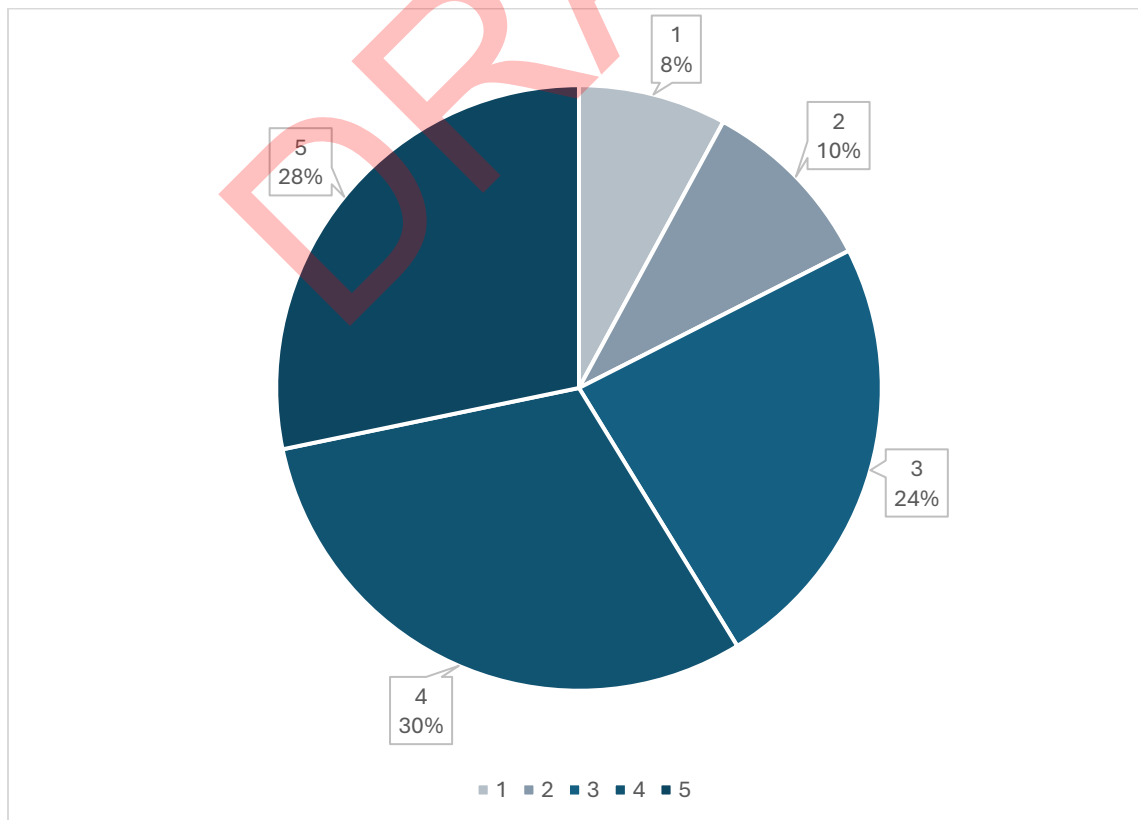


Q16: How comfortable are you driving on Midler Ave? (1 is “not comfortable” and 5 is “very comfortable”)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 14 (49 respondents) were sent directly to Question 20. Therefore, there were only 218 respondents to this question. Respondents were asked to select a star rating between 1 and 5, with 1 being “not comfortable” and 5 being “very comfortable.”

Response	Number of Responses	Percent of Respondents
1	14	8%
2	17	10%
3	42	24%
4	54	31%
5	50	28%
Total Responses	177	
No Response	49	

How comfortable respondents feel driving on Midler Ave from 1 – “not comfortable” to 5 – “very comfortable”

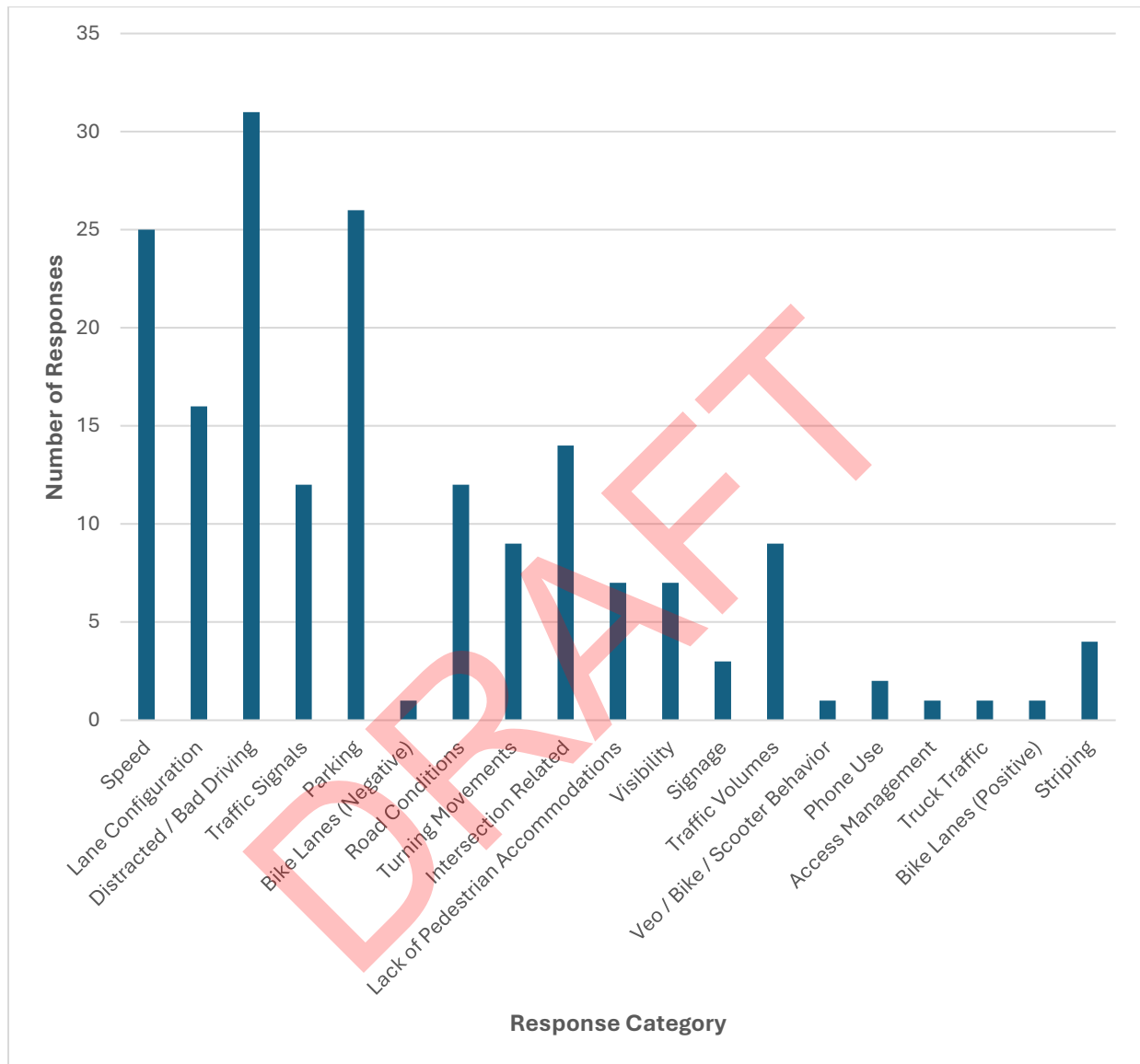


Q17: What issues have you noticed for drivers that reduce comfort or the feeling of safety?

This was an open-ended question. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment E for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speed	25	23%
Lane Configuration	16	15%
Distracted / Bad Driving	31	28%
Traffic Signals	12	11%
Parking	26	24%
Bike Lanes (Negative)	1	1%
Road Conditions	12	11%
Turning Movements	9	8%
Intersection Related	14	13%
Lack of Pedestrian Accommodations	7	6%
Visibility	7	6%
Signage	3	3%
Traffic Volumes	9	8%
Veio / Bike / Scooter Behavior	1	1%
Phone Use	2	2%
Access Management	1	1%
Truck Traffic	1	1%
Bike Lanes (Positive)	1	1%
Striping	4	4%
Total Responses	182	
No Response	117	

**Number of respondents that suggested various categories of issues along Midler Ave
for drivers**

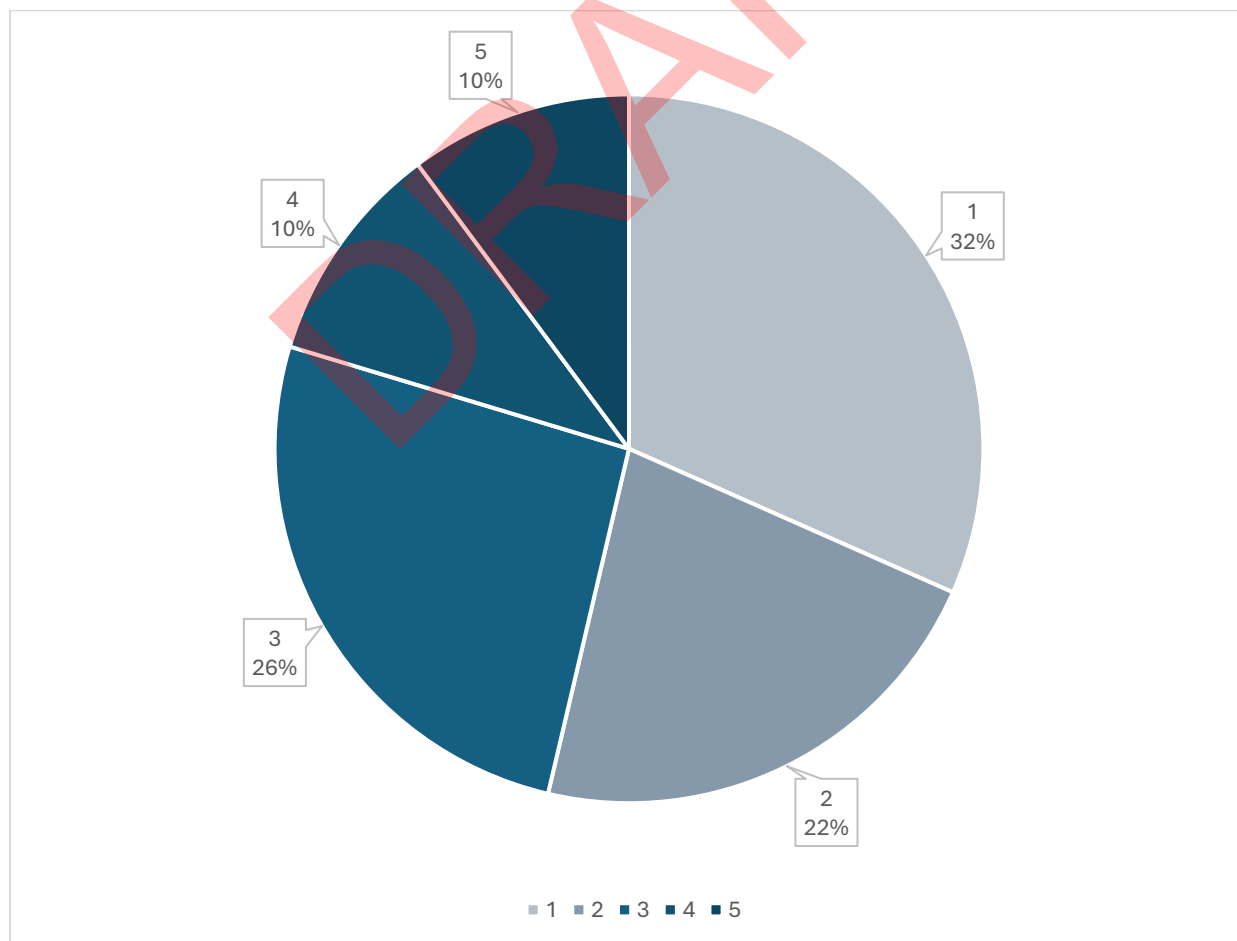


Q18: How comfortable are you walking or riding a bicycle on Midler Ave? (1 is “not comfortable” and 5 is “very comfortable”)

This was a required question; however, respondents that answer “Rarely” or “Never” for Question 2 (8 respondents) were sent directly to Question 8. Therefore, there were only 218 respondents to this question. Respondents were asked to select a star rating between 1 and 5, with 1 being “not comfortable” and 5 being “very comfortable.”

Response	Number of Responses	Percent of Respondents
1	56	32%
2	39	22%
3	46	26%
4	18	10%
5	18	10%
Total Responses	177	
No Response	49	

How comfortable respondents feel walking or riding a bicycle on Midler Ave from 1 – “not comfortable” to 5 – “very comfortable”

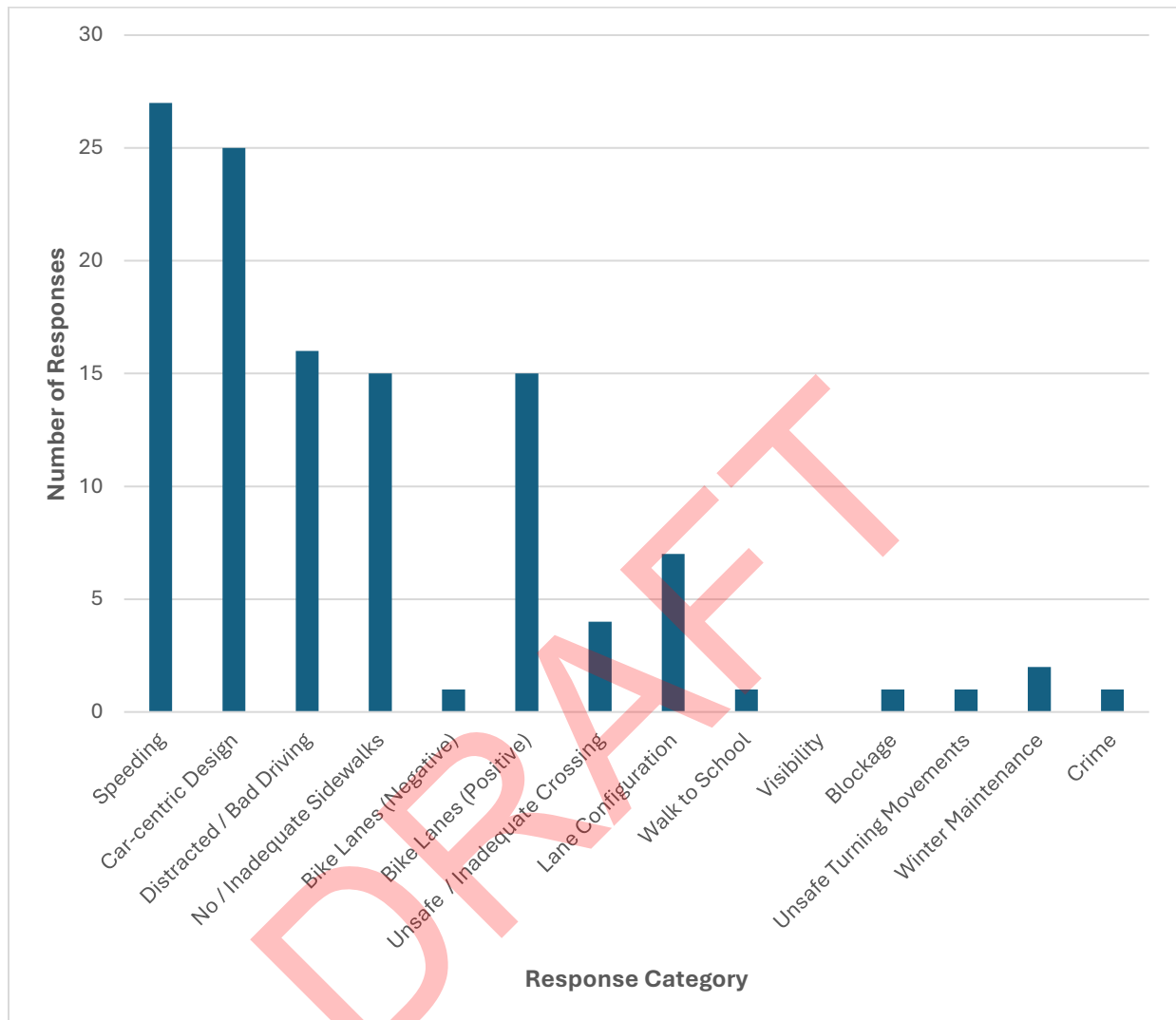


Q19: What issues have you noticed for people walking or biking that reduce comfort or the feeling of safety?

This was an open-ended question. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment F for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speeding	27	26%
Car-centric Design	25	24%
Distracted / Bad Driving	16	15%
No / Inadequate Sidewalks	15	14%
Bike Lanes (Negative)	1	1%
Bike Lanes (Positive)	15	14%
Unsafe / Inadequate Crossing	4	4%
Lane Configuration	7	7%
Walk to School	1	1%
Visibility	0	0%
Blockage	1	1%
Unsafe Turning Movements	1	1%
Winter Maintenance	2	2%
Crime	1	1%
Total Responses	116	
No Response	121	

**Number of respondents that suggested various categories of issues along Midler Ave
for people walking and biking**



SECTION 2 – COMMUNITY PREFERENCES

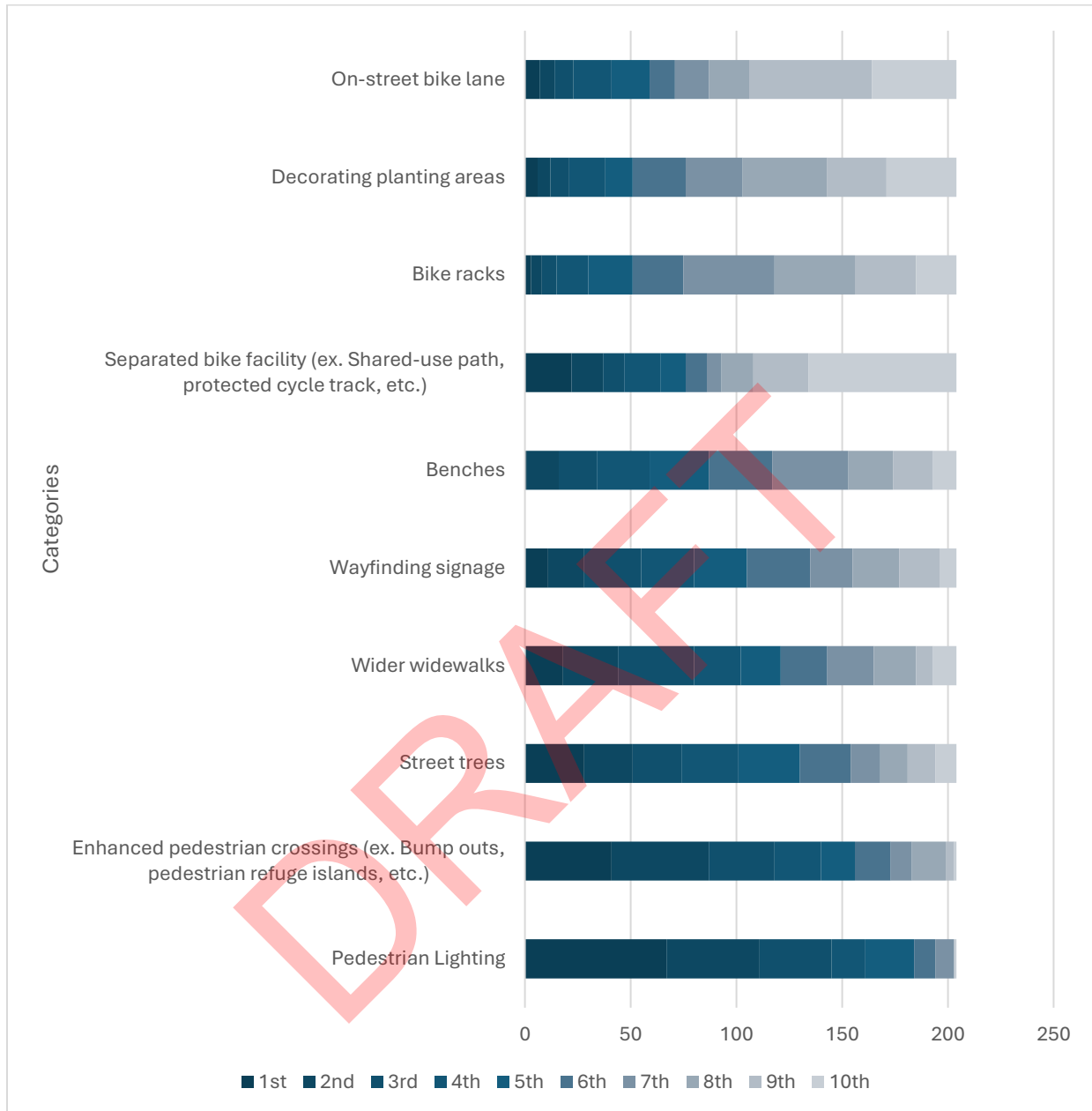
The online survey included the following statement prior to the Community Preferences questions:
“The Court St / New Court Ave / Midler Ave corridor functions as a vital link between neighborhoods within the City of Syracuse and Towns of Salina and DeWitt. As such, we want to ensure any future vision for this corridor reflects the priorities and desires of those who use it most.”

Q20: What improvements would you like to see in this corridor? Please rank in order of preference.

In the online survey, each possible response was listed and respondents could drag the improvement up or down to indicate their ranking. This question was not required. If a respondent did not interact with the question (i.e. drag and drop one or more improvement) a response was not documented. As a result, there were 204 responses to this question.

	Rank									
	Most Important			4th	5th	6th	7th	Least Important		
	1st	2nd	3rd					8th	9th	10th
Pedestrian Lighting	67	44	34	16	23	10	9	0	0	1
Enhanced pedestrian crossings (ex. Bump outs, pedestrian refuge islands, etc.)	41	46	31	22	16	17	10	16	4	1
Street trees	28	23	23	27	29	24	14	13	13	10
Wider sidewalks	18	26	36	22	19	22	22	20	8	11
Wayfinding signage	11	17	27	25	25	30	20	22	19	8
Benches	1	15	18	25	28	30	36	21	19	11
Separated bike facility (ex. Shared-use path, protected cycle track, etc.)	22	15	10	17	12	10	7	15	26	70
Bike racks	3	5	7	15	21	24	43	38	29	19
Decorating planting areas	6	6	9	17	13	25	27	40	28	33
On-street bike lane	7	7	9	18	18	12	16	19	58	40

Preferred improvements along the study area corridor

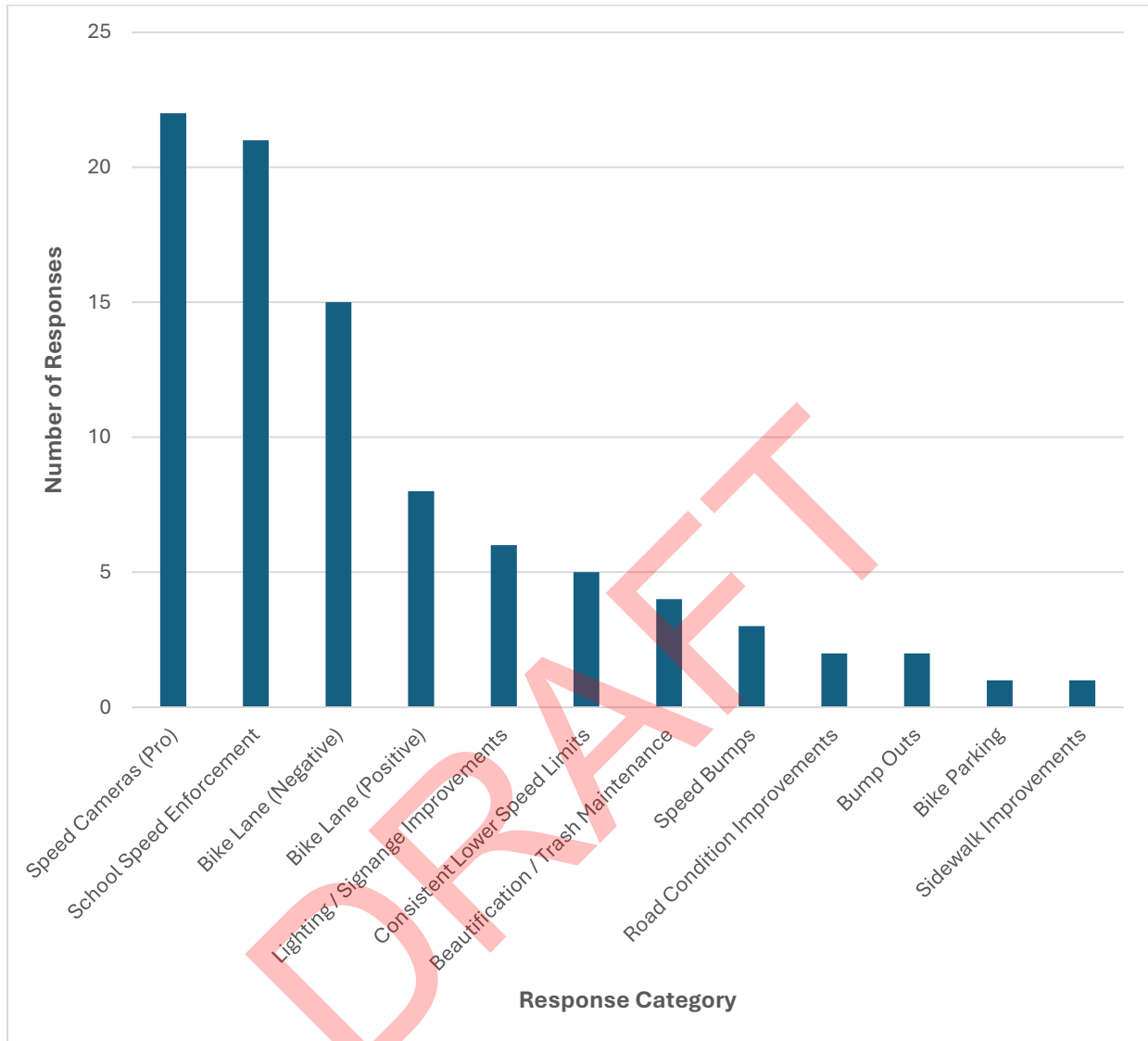


Q21: Any other thoughts or suggestions you would like to share about this corridor?

This was an open-ended question and was not required. As a result 93 respondents provided an answer, with 82 identifying specific improvements. SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment G for a full list of all responses to this question.

Response Category	Number of Responses	Percent of Respondents
Speed Cameras (Pro)	22	27%
School Speed Enforcement	21	26%
Bike Lane (Negative)	15	18%
Bike Lane (Positive)	8	10%
Lighting / Signage Improvements	6	7%
Consistent Lower Speed Limits	5	6%
Beautification / Trash Maintenance	4	5%
Speed Bumps	3	4%
Road Condition Improvements	2	2%
Bump Outs	2	2%
Bike Parking	1	1%
Sidewalk Improvements	1	1%
Total Responses	90	
No Response	144	

Additional thoughts respondents had on the study area corridor



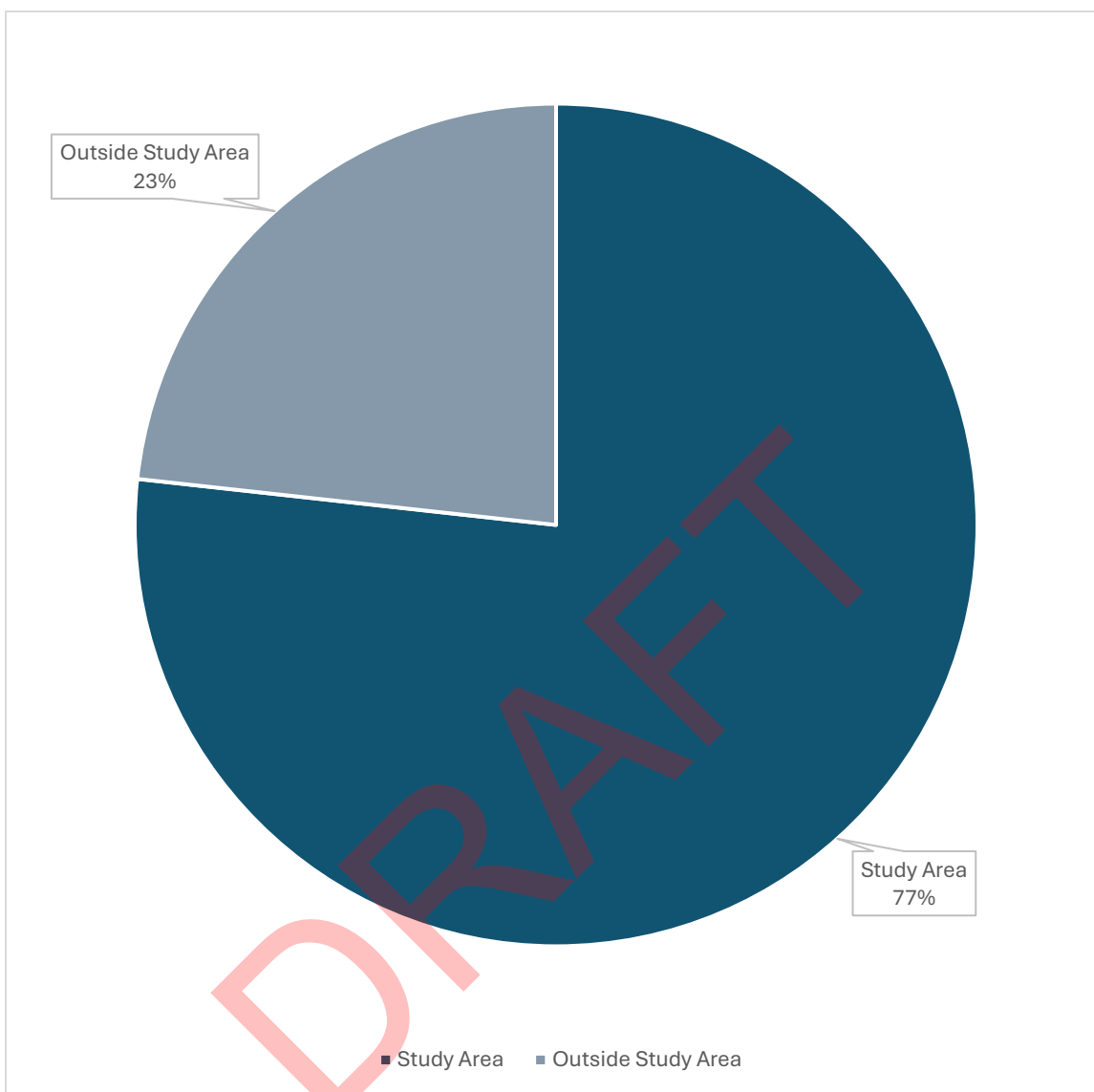
SECTION 3 – DEMOGRAPHICS

The online survey included the following statement before the demographic questions: *“It is important to us that all voices in the community are represented in the results of this outreach effort. Your answers to the following demographic questions will help us determine whether we are achieving that goal. These questions are all optional.”*

Question 22: Home Zip Code

Zip Code	Inside / Outside Study Area	Number of Responses	Percent of Respondents
13208	Study Area	97	45%
13206	Study Area	68	32%
13203	Outside Study Area	8	4%
13057	Outside Study Area	4	2%
13210	Outside Study Area	4	2%
13090	Outside Study Area	4	2%
13214	Outside Study Area	4	2%
13219	Outside Study Area	2	1%
13224	Outside Study Area	2	1%
13088	Outside Study Area	2	1%
13031	Outside Study Area	2	1%
13204	Outside Study Area	2	1%
13308	Outside Study Area	1	0%
13039	Outside Study Area	1	0%
13211	Outside Study Area	1	0%
13063	Outside Study Area	1	0%
13108	Outside Study Area	1	0%
12308	Outside Study Area	1	0%
13142	Outside Study Area	1	0%
13205	Outside Study Area	1	0%
13212	Outside Study Area	1	0%
13066	Outside Study Area	1	0%
13215	Outside Study Area	1	0%
13207	Outside Study Area	1	0%
13114	Outside Study Area	1	0%
13080	Outside Study Area	1	0%
13208-3307	Outside Study Area	1	0%
13041	Outside Study Area	1	0%
Total Responses		215	
No Response		11	

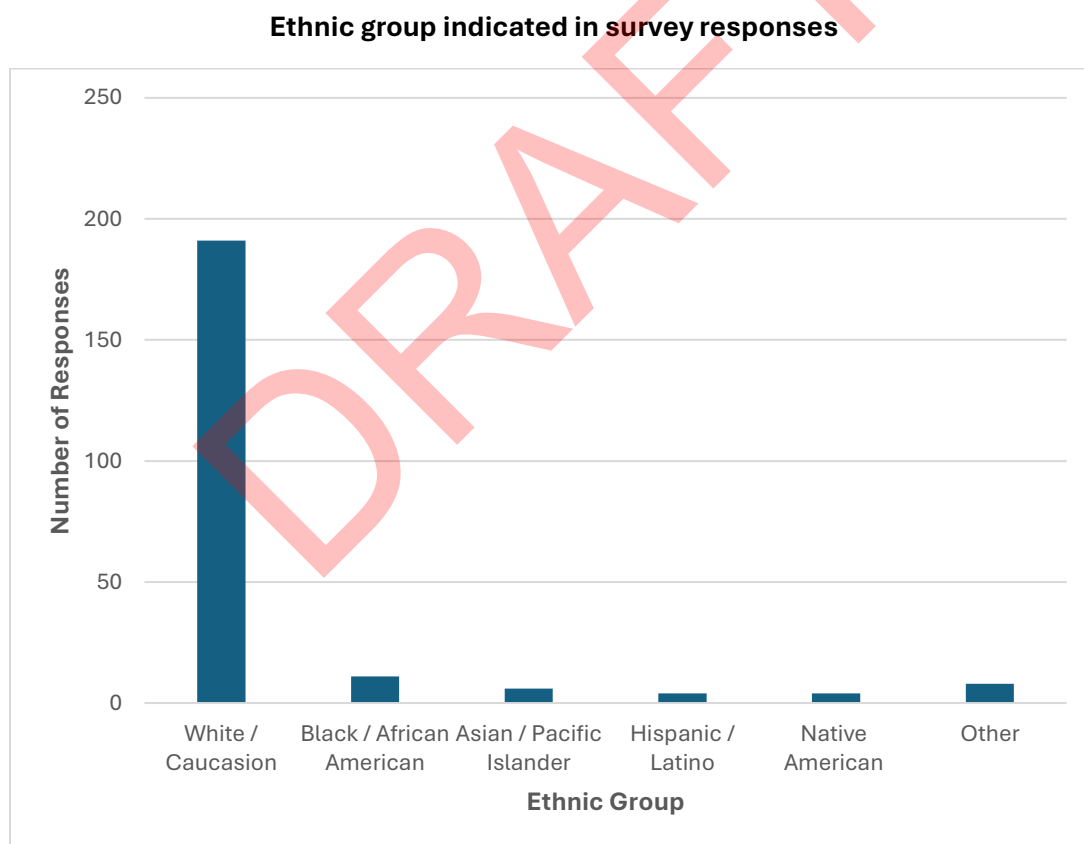
Survey respondents by ZIP codes inside or outside the study area



Question 23: Ethnic Group (Check all that apply)

Ethnic Group	Number of Responses	Percent of Respondents
White / Caucasian	191	88%
Black / African American	11	5%
Asian / Pacific Islander	6	3%
Hispanic / Latino	4	2%
Native American	4	2%
Other	8	4%
Total Responses	224	
No Response	2	

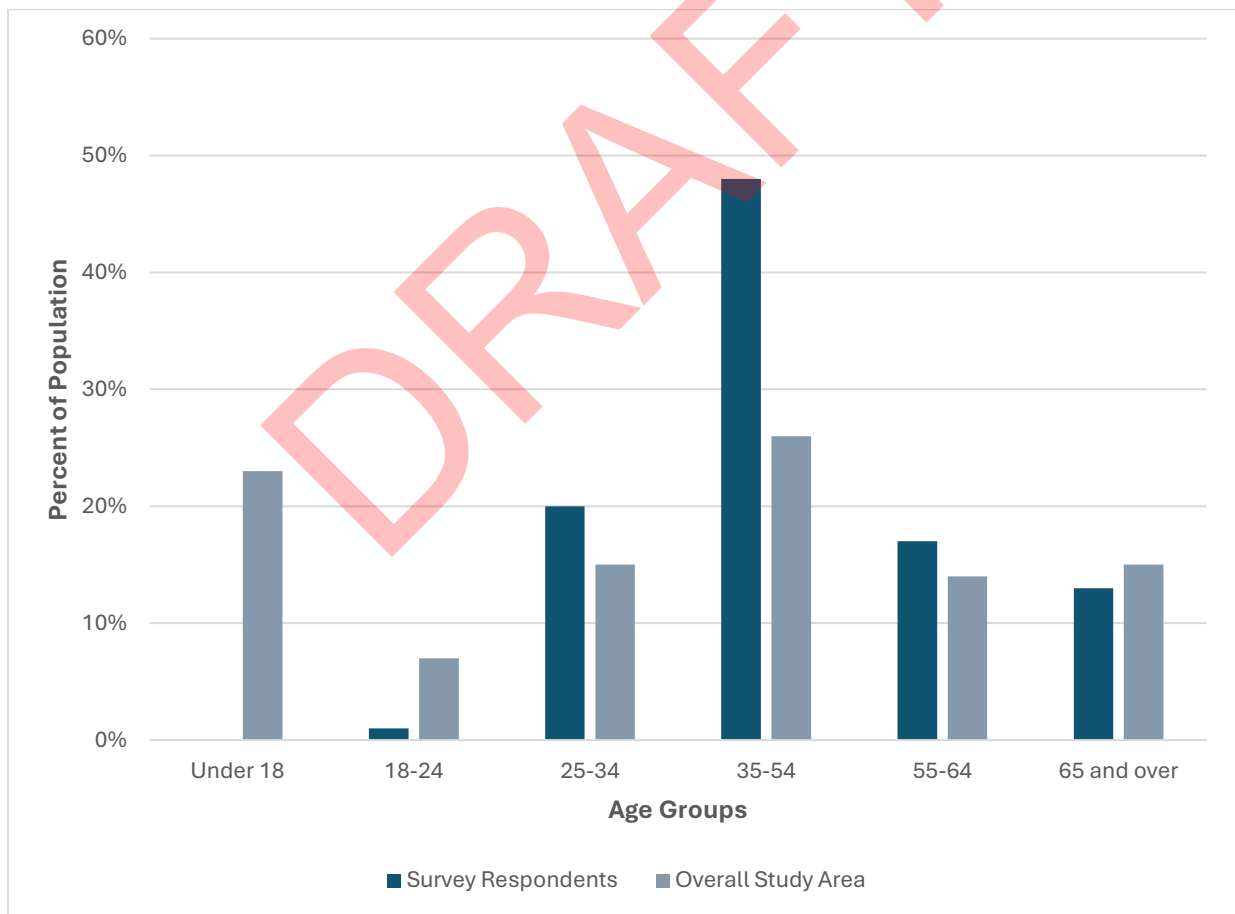
Note: Respondents could choose multiple answers, including an “other” option.



Question 24: Age

Age Group	Number of Responses	Percent of Respondents
Under 18	1	0%
18-24	3	1%
25-34	43	20%
35-54	104	48%
55-64	37	17%
65 and over	29	13%
Total Responses	217	
No Response	9	

Age of survey respondents compared to overall Study Area



Question 25: Total household income

Household Income	Number of Responses	Percent of Respondents
Less than \$15,000	2	1%
\$15,000 to \$34,999	12	6%
\$35,000 to \$49,999	23	11%
\$50,000 to \$74,999	37	18%
\$75,000 to \$99,999	39	19%
\$100,000 to \$149,999	50	24%
\$150,000 to \$199,999	26	13%
\$200,000 or more	17	8%
Total Responses	206	
No Response	20	

Total household income of survey respondents



Question 26: Gender Identity (Check all that apply)

Gender Identity	Number of Responses	Percent of Respondents
Woman	146	67%
Man	61	28%
Non-binary	1	0%
Transgender	2	1%
Additional category / identity not listed	0	0%
Prefer not to answer	11	5%
Total Responses	221	
No Response	9	

DRAFT

ATTACHMENT A

Question 5 – all responses

Comment Number	What issues have you noticed for drivers that reduce comfort or the feeling of safety? (Court St)
1	Speed can be high, extra trucks and side traffic
2	Cars slam on breaks at court st / Midler transition light as they come around the bend and not notice it
3	The construction on it currently is making things complicated. But the streets feel narrow
4	Wildly delayed construction, poor communication with residents regarding construction, poor signage, major delays due to poor signage, inaccessible sidewalks, incomplete roadway projects leaving gaping holes in sidewalks, crosswalks, and street.
5	Lots of construction.
6	For context, I use this section of road to take my son to and from daycare in Lyncourt, typically at peak traffic times. Drivers often don't abide by the rules. At the intersection of James St and Midler Ave, drivers often turn left, after the left arrows have already turned off. In the same intersection, drivers pulling out of the parking lot behind the building on the north west corner can sometimes block traffic when trying to turn left on Midler heading south. I don't know for sure whether there is a no left turn sign posted, but it might be one option to consider. Cars parked on the side of the road on the North Midler section definitely make me drive slower as the road is narrowed, but most other cars still speed through there, weaving in and out when cars are in their way. The cars are sometimes not parked well. Having lines painted on this section would help to distinguish what areas of the road are intended for (parking, northbound traffic, south bound traffic). More enforcement of the school speed limit is necessary outside of Lyncourt Elementary. I also feel that the interchange between Court St and New Court Ave is extremely over built. I wouldn't want to see money spent on adjusting it at this time unless it is part of a bigger project.
7	Speeding, running red lights and stop signs constantly ignoring no turn on red signs and cross walks
8	Have no issues to report
9	You can't correct stupid drivers or driving too fast.
10	Merge lanes, traffic control (lights), people going too fast and the lanes don't seem wide enough when cars are parked
11	Two lanes reduced to one lane by Assumption Cemetary

12	No turn arrow court/wadsworth on court st. No arrow on court turning on to teal. 2 lanes merge into one on court near cemetery people spread. No turn lane on court to wadsworth right and people make two lanes or expect you to.
13	The roads becoming more narrow over the years, creating less space/lanes
14	None
15	Parking in front of the convenience store on Loma (both sides, jaywalkers)
16	I work at Lyncourt school and people speed past the school zone. I also wait till the light has been green for a little before I make a left turn from teal onto court st. As people tend to run the red light on court st. At that intersection.
17	Speeding. Not stopping at stop signs
18	Badly parked cars
19	Not many, only times I'm feeling a little uncomfortable is when the roads are single lane each direction with cars parked on both sides with opposing traffic, as it gets a little tight.
20	Wide lanes encourage excessive speed.
21	Wide lanes lead to people driving faster than they should.
22	The corner of Court St and Roxford Rd S can be tricky. The markings in front of the businesses in front of assumption are not clear. Is it for parking or is it a driving lane? If cars are not parked out front, it's used as a driving lane. This can pose a problem for drivers if both left lanes are being occupied by a turning vehicle. Other vehicles behind the turning vehicle will exit their lane and abruptly pass in the questionable lane, risking collision with a vehicle the opposite left hand lane attempting to make a left handed turn.
23	Cars regularly speed through the school zone on Court St and Orwood Pl which drivers routinely use to bypass the school zone.
24	Speeding
25	Up till now nothing but the middle of the road bike lane is pretty ridiculous. It should be along the curb not middle of the road making the road way smaller
26	Drivers not obeying speeds and running red lights along with texting and driving and swerving all over the road.
27	Speeding
28	Spewding
29	Most of the time since it's a long straight away people try to race down to road and never a cop in sight to stop racers
30	The new bike lane lines are not consistent and interrupting the flow of traffic. Also there is not a STOP here line at the intersection of 7th north and court st. Many cars pull too far ahead.
31	Speed
32	The merge between New Court and Court Street is tricky.
33	The new bike lane put in from Assumption Cemetery to Seventh North Street is an accident waiting to happen. Nobody knows where to go, especially when turning right onto Wadsworth going out of Lyncourt. Other than that things are fine as is.
34	Lane reduction/ expansion area with drivers speeding.
35	too slow in some sections and too large in others
36	None

37	manholes; new bike lane on the north side of court street should be against the curb; very little room for error with the narrowed lanes where bike lanes are on both sides; not enough room to go around parked cars from the cemetery to Michaels Ave.
38	Heavy traffic
39	Various lane changes, especially in Lyncourt.
40	Court Street is one of the safer feeling streets to drive on the Northside, however, it does not feel safe for pedestrians or cyclists with little to no street calming elements.
41	Speed
42	The street has inconsistent speed limits, poor marking, poor quality of road, inconsistently enforced street parking (making driving in your lane difficult) and narrows and widens inconsistently.
43	Not yielding properly
44	It's pretty straight forward but the road design can feel tight and/or too fast for what the road is. I want to drive it faster than I should and there will unexpectedly be parked cars.
45	The street lights are offset in several places so it's hard to tell which side of traffic will be going next. It's also a small road so it would be helpful to have a better line of sight when driving where there are a lot of pedestrians.
46	Construction without flaggers. Street repair without flaggers.
47	Drivers driving at erratic, unpredictable speed
48	Condition of roads, weird traffic patterns
49	Speeding, other drivers seem uncertain of lights/sign guidance, and parking/double-parking in street
50	Texting / general distracted driving
51	Mostly people speeding or running red lights
52	Excessive speeds, no room for turning vehicles. Aggressive drivers going around turning vehicles
53	Excessive speeding
54	The new bike lanes and green paint are awful and restrict the flow of traffic. For years we could take a right on red at multiple points along court st and now we cant because of these wasteful additions
55	People speeding in school zone, changing lanes without looking
56	The new bike lane is in the middle of the street. An accident waiting to happen.
57	speeding, not paying attention to road signs or pedestrians
58	Speeding
59	There are many parked cars along Court Street. These create obstacles that bikers must go around, causing the bikers to go into traffic. Also, people go very fast down Court Street, especially after it turns from the City of Syracuse to the Town of Salina. Cars do not even slow down for the school zone on Court Street.
60	Speeding
61	A lot of people speed through, don't yield when they're coming onto court street from New court street (past military circle), as well as, depending on what time of day it is, court street is VERY busy. That makes it hard to make a left hand turn onto court street from some side Lyncourt roads.
62	None

63	Street parking makes it hard to pass by safely sometimes. Half the road is on ok condition the other half is in terrible condition. There are lights in some places and stop signs in others which makes it confusing.
64	None
65	Roads and sidewalks are dilapidated
66	A lot of young adults on those veos drive carelessly & wrecklessly & many of them don't have any protective gear on like pads & helmets. They make sudden turns in front of vehicles & cross a busy road with maybe so much as a quick glance.
67	Some motorists are confused regarding the marked parking lane and travel through in it. At Roxford Road the parking lane drops and becomes a through lane, EB
68	Distracted & aggressive driving, speed, the merge at the town line road spur confuses people for some reason
69	Too many parked cars, not enough space to drive.
70	Cars parked along the road where they shouldn't be limiting visibility for cars coming down side streets onto Court St
71	Speeding
72	none
73	Some drivers do not obey traffic laws.
74	People drive too fast, especially passing the school zone
75	Definitely people speeding, especially headed toward Syracuse
76	Speeding. Especially through the school zone is a major problem.
77	Speeding - Especially in the school zone
78	There are many cars that speed through the area.
79	Drivers frequently speed through the Lyncourt School zone without regard to students or safety.
80	stoplights and no turn on reds
81	I do not like the new bike lanes Better police presence needed in front of Lyncourt school for speeding traffic and people who blow light in front of school
82	Lots of speeding through the school zone every day both morning and afternoon.
83	The new bike lanes that were installed in front of the cemetery seem to be too far over which narrowed the driving lanes considerably. When turning off Court Street onto Wadsworth St, some cars are coming up the bike lane to turn.
84	Passing on the left in the bike lane, running stop signs and lights and speeding.
85	Travelers do not abide by the speed limits or the street signs.
86	People not following school speed limit
87	Drivers tend to go over the speed limit
88	The bicycle lane in the middle of court Street is going to cause someone to get seriously hurt. That is an absolute terrible design and had no interest of the people. I also think the light at the corner of factory and court is a cluster and should be a round about
89	They FLY
90	Drivers don't pay attention.
91	Reducing to one lane is very annoying. Putting a bike lane down the middle of the road is ridiculous. I have never in 30 years seen a single bike rider. Not being able to be in

	the left lane to make turns is also extremely annoying. Whom ever drew this plan up is crazy. Sorry for the negativity but it needs to be said.
92	speed in front of the school is so dangerous. 4 lane highway with cars speeding and going 55. It is not safe for students.
93	With the revised road map, the bike lane causes car traffic to be very close to middle yellow line - not a good set up for icy roads and bad weather situations - My comfort was 5 starts prior to the changes made on the road
94	Too many cars speeding along the road. This is a problem especially on the mornings when the sun is partially blocking our view.
95	Drivers go through the red light on Court Street in front of Lyncourt School constantly. They also go way faster than they should. My wife walks across Court Street to Lyncourt School every day and she has almost been hit by drivers going through the red light multiple times.
96	People pulling up in front of the school and turning around in a 4 lane street to go the opposite way. People disregard cones and barriers
97	None
98	No one respects the school zone and speeds up and/or makes it difficult to do drop offs for our children.
99	Speeding near the school. Lots of little kids walking. Also the overall aesthetic looks run-down, a face lift will be great.
100	Speeding
101	Court Street widening at Roxford Rd South to two lanes increases the speed of traffic approaching Lyncourt School from the West. School speed zone is largely ignored. Not enough Sheriff presence to discourage speeding.
102	Speeding
103	Some drivers are speeding and passing other cars recklessly along Court Street.
104	The road is very narrow with the new bike lanes. Sometimes pedestrians are in the road rather than being on the sidewalk
105	Speeding and constant construction. Lots of businesses with limited parking.
106	people on phones &/or speeding. illegally parking-why don't Syracuse people know how to park-they drive usafely onto wrong side of road to "chat" or park their car facing wrong direction so when the driver leaves again they are unsafely on the wrong side of road until the vehicle is switch to proper lane-this is so confusing for pedestrians & vehicles. it's also lazy. in broome county they'd have a ticket pronto if a police car saw them park like this but up here it's like no one knows or they just don't want to obey the laws.
107	Speeding especially in the school zone in front of lyncourt elementary
108	Speeding
109	Speeding and reckless driving. Court is the Audubon. Don't stop at stop signs. Run lights, don't use turn signals
110	Speeding, parking on side of street in travel lanes, lack of cars obeying school speed limits
111	Speeding through Lyncourt on Court St through a school zone.
112	The speeding through the school zone and aggravation of drivers when someone slows down to the speed limit
113	New bike lanes are making driving dangerous!

114	Having drivers really close on my bumper when driving in the school zone.
115	Cars parked on the street by St Daniel's. The lane is not wide enough for traffic to get by them and traffic is forced into the next lane.
116	Cars go over the speed and always speeding in school zone .. just last week the cats walk lady almost got hit ..and the run the red light in front of the school
117	Cars do not follow the speed limit!
118	Taking a left from the old Syracuse China road is hard and a light would be great
119	Drivers are not paying attention and driving too fast.
120	The new green paint job doesn't seem like it was necessary and takes up more than it needs to
121	Put a camera up by the school like the city has so people will abide by the 20 mile an hour speed limit once they get a ticket things will slow down
122	Cars are going too fast and they zip around you as you are going the speed limit.
123	Speeding cars. Potholes and unsafe roads
124	Speed is often an issue, however the new "school zone" program should help that .
125	Lack of clear signs of school zone, pedestrian walkaways, and roads are not kept. Needs more lights at night.
126	Potholes
127	The bike lane practically in the middle of the road. It causes drivers to become so close especially if centro is at a stop. Its more of an inconvenience having to take turns to go around other forms of transportation. Let's be honest, there's a sidewalk, the bike lane could be closer to curb, its Syracuse and only have about 3 months of good weather. Definitely not looking forward to it since winter is close. If I were a biker, I would not feel comfortable riding so far from the curb and so close to 30mph traffic.
128	Speeding
129	I do not have a problem with feeling safe
130	Speeding in school zone
131	Speed can escalate easily
132	Pot holes
133	Cars speeding
134	Staying the speed limit
135	The cameras, this America! Not communist dictatorship North Korea. Instead of Cameras have crossing guards.
136	Running red lights in front of the school even with a crosswalk attendant standing in the street with a stop sign
137	Driving fast through school zones, bike lane takes up a land for driving (stupid move, doesn't match the other side)
138	The new bike lanes are dangerous to both drivers and bikers. And they are confusing to most people.
139	Cars speeding through the school zone
140	Speeding seems to be a huge issue. My children attend Lyncourt School and I watch MANY vehicles pass the school going above the posted limits.
141	Drivers are flying by Lyncourt School during school hours....going maybe 45 when they should be driving 20.
142	Huge pot holes

143	People Running red lights
144	I'm concerned that there is a new parking lane in a stretch that's across the street from any residences, that may become a hazard in winter. I've nearly been hit several times by cars pulling u- turns in front of the school during drop-off/pick up times, plus drivers in general are driving too quickly through the school zone on a regular basis.
145	Manhole covers are noticeably lower than the surface of the road.
146	Mostly from the e-bike traffic ..they do not pay attention to the rules .
147	Many drivers seem to think they're the only drivers on the road. Entering Shop City can be difficult.
148	Narrow streets, poor visibility
149	Merging onto court off a new court. And condition of the roads
150	Speeding, school zone infractions
151	They speed. especially in the Lyncourt school zone
152	Road isn't in great shape and the traffic lights seem to be on timers. Most of the time when the light is red, there's no traffic coming in the other direction.
153	They drive crazy and speed I live on court st. Someone is going to get hurt with these bike lanes
154	Reckless drivers
155	Speeding in front of school. Running light and ignoring crossing guard!
156	a needed traffic light at Pottery Rd. and Court Street, drivers going too fast though the school zone
157	You basically put it a bike lane for e-bikes slowing any and stopping traffic for straight for passing non local traffic
158	speed
159	ROAD NEEDS REPAIR
160	The new bike lane is wider than the car lane
161	Confusing if it's one or two lanes
162	Other drivers going way too fast, especially during school zone hours. Other cars not using their turn signals
163	Running the red light in front of Lyncourt school blatantly well after the light changes either intentionally or just completely not paying attention. Also speeding in the school zone. This needs a red light camera and automatic tickets for speeding in the school zone. Also church attendees that park in the road on Court Street between the school and Teall causing drivers to have to switch lanes. There should be no parking signs there especially considering the size of the available parking lot. People are just lazy and it is very inconvenient. It's usually only 2 or 3 cars
164	There is some confusion as to where a bike is safest to ride.
165	Drivers often speed near Lyncourt school.
166	Current location of bike lane markings seem to be quite far from edges and in driving lanes, turn lanes not well marked/defined
167	Unpredictable road construction
168	Drivers running red lights
169	Speed to fast by others.

170	When incidents happen pertaining to women being harassed, many drivers are silent about it until it gets physical.
171	A lot of times the two lanes merging into one by the cemetery is unsafe because cars try to race ahead instead of using the zipper method.

DRAFT

ATTACHMENT B

Question 7 – all responses

Comment Number	What issues have you noticed for people walking and biking that reduce comfort or the feeling of safety? (Court St)
1	car centric design leads to high speeds and disregard for people walking
2	No room, high speeds, lots of trucks and turning vehicles.
3	Sidewalks are rough in some areas.
4	Needs a flashing crosswalk light at crosswalk just after the firehouse. (not the crosswalk at the traffic light)
5	Sidewalks are really tough over here and not a lot of good places to cross the busiest streets
6	Lack of sidewalks, unkempt sidewalks. Aggressive drivers.
7	Inaccessible bike lanes and sidewalks. Downed poles across sidewalks and bike lane. Erratic driving from vehicles seemingly due to frustration about road traffic and construction, making walking in the street when sidewalks are unavailable and biking in the road very dangerous.
8	Sidewalks are bad or end, intersections are hard to cross on foot
9	Don't utilize. Unsure. Sidewalks are good.
10	My response to #6 should not be considered. I have never walked or biked there as it is more of a pass through zone for me. A response is required to that question so I put 3 stars. Sidewalks are needed and ideally a bike path/lane on the New Court Ave section. Pedestrians and bicycles are often forced to walk/ride in the shoulder and cars often go 42-45 MPH. There should be more crosswalks with beacons as well in the New Court Ave/eastern Court St section. At the very least, one near the dollar general should be considered as I have seen more people crossing in that section of the road since it opened. Pedestrians should be given a higher priority at the traffic signal on the corner of James and Midler.
11	Speeding , running red lights and stop signs ignoring no turn on red signs and cross walks
12	Speed of cars
13	Peeps on Bikes or E bikes love to use the road as their travel path. Growing up, we stayed on sidewalks.
14	Not applicable
15	They ride in the street blocking traffic
16	Side walks have been dug up forever
17	The roads becoming more narrow over the years, creating less space/lanes
18	I'd never bike here as it is currently designed, there's no protection and cars drive too fast. This is part of why I don't go here often even though I like businesses located here.

19	Sidewalks very close to road. Not great crosswalks
20	Not very wide
21	I've never walked the route but I do bike occasion. No dedicated or protected cycle lanes, cars passing too closely, and excess speed of cars.
22	Lanes are too wide so drivers go too fast.
23	Car speed, wide lanes
24	I've never walked or biked over there
25	There's no dedicated bike line in front of Assumption. I wouldn't consider the 2 lanes each way in front of Assumption Cemetery during the busy hours bike safe. I would personally bike on the sidewalk to avoid traffic.
26	Bicyclists do not stay next to the curb, and even in areas where there are bicycle lanes, bicyclists do not always stay within the lane. One problem with bicycle lanes in Central New York is, everyone wants to put them in but once they are in, they are never kept up often enough to make it safe. To keep bicycle lanes safe, they must be cleaned with a street sweeper often to pick up dirt and debris that gets blown off to the side from vehicle traffic. Nobody, including the City, State, and County, maintains these bicycle lanes like they should once their up.
27	Walking is fine but no one rides a bike in the middle of the road
28	Drivers not obeying speeds and running red lights along with texting and driving and swerving all over the road.
29	Traffic
30	None
31	Sidewalks are well maintained and bikes usually follow the street laws. Mostly cars speeding up and down the road
32	Most people don't utilize the sidewalk. The sidewalks are in good condition therefore people can walk and bike if they use the sidewalk as advertised.
33	Sidewalks are uneven not safe nor defined in areas
34	Speed
35	During school hours very few vehicles obey the reduced school zone speed limit around Lyncourt School. That is definitely not safe for the parents and students walking to and from school.
36	It's not for pedestrians
37	no bike lanes
38	Pedestrians can walk on the sidewalks; I don't recall ever seeing a bike on Court St
39	Too much traffic and people drive too fast. Drivers don't obey signs.
40	N/A
41	Insufficient bike lanes
42	No room for bikes, walking on sidewalks is fine except crossing at the bigger intersections can be a bit hairy.
43	Corners that make it hard to see and seems isolated for walking
44	Traffic is able to move quickly with little to no street calming measures.
45	Visibility

46	I am always worried about someone running into the road. It's not pedestrian/bicyclist friendly. There's a lot of kids living along this road, and there needs to be additional safety measures to protect them from traffic.
47	Speeding
48	A lot of cars!
49	None Bike lanes would be good except if they hindered parking
50	Traffic flow that is unpredictable
51	No dedicated bike lane
52	Visibility, no bike lane.
53	Unclear bike lanes, pedestrians not using sidewalk (maybe due to sidewalks being uneven)
54	Just the overall behavior of drivers towards pedestrians/bicyclists. Y'all really need to be installing PROTECTED bike lines so people aren't inches from erratic drivers. A little green lane isn't enough.
55	Same driving issues but unprotected and inconsistent sidewalks. More daylighting for crosswalks. Drivers coming out of their driveways too fast or pulling in too quickly
56	There are sidewalks so there shouldn't ever really be an issue
57	Drivers not paying attention
58	Again, bike lane is in the middle of the street. An absolute ridiculous concept.
59	People go too fast and don't pay attention to other cars on the road or pedestrians, let alone bikes
60	No designated bike lane. Cars do tend to move faster on Court St
61	Traffic is too fast, multi lane, no protections for bicycles.
62	It is a busy road
63	There is a lot of traffic and parked cars. That makes it difficult for bikers. Sidewalks are not shoveled in winter, so pedestrians must walk in the street. People drive too fast on Court Street for the amount of traffic, vehicular/bicycle/and pedestrian.
64	They don't pay attention
65	Sidewalks are not maintained properly/are uneven. Safety of neighbors, etc.
66	I never see bikes on court street.
67	Speed of vehicles.
68	They don't pay attention
69	Maybe better after projects complete
70	Sidewalks not accessible for mobility scooters/electric wheelchairs and sidewalks are dilapidated
71	The residents there, especially the unaccompanied minors. When I did ride my bike through there I would get rocks & plastic bottles thrown at me by a group of middle schoolers... I rode faster to get away, I don't know what their intentions were, to rob me or to steal my bike... or both... everytime I walk there, I make sure to walk with nothing of value on my persons in case of getting mugged. So, I'd rather drive through there...

72	If the pedestrian signal is not called (push button) motorists at times almost run you over, not yielding to pedestrians
73	Speed and aggressive driving near the town line road spur
74	Not enough space to ride bikes in the road, there's not even enough space for cars to drive up and down Court St between Lyncourt and Salina St.
75	Bike lanes are incomplete and inconsistent
76	Speeding
77	none
78	Cars frequently go through a RED light in front of the school. I use the crosswalk Monday through Friday and worry for my own safety frequently.
79	Again, speeding
80	Cars speeding going through red light in front of Lyncourt school that has a crosswalk
81	Speeding - Especially in the school zone
82	For people who walk or bike, there are many cars that speed through the area, making it uncomfortable.
83	Walkers and bikers must be careful crossing the street due to speeding cars and lack of signaling at crossing and street intersections.
84	not enough crosswalks
85	Occasionally walk to Assumption Cemetery and cars do drive quickly through the area. I don't see bikers. Many people walking. Speeding is the issue.
86	You have 2 lanes of traffic which narrow into one lane plus on street parking. Drivers don't follow speed limits.
87	Walking in the winter is terrible because people do not clear their sidewalks. Other than that there is plenty of room on the side to walk and ride. I feel a lane for bikes in not needed as they are supposed to follow the same rules as a automobile.
88	Travelers do not abide by the speed limits or the street signs.
89	It's not safe for kids to walk to school
90	You're going to get hit. Bike lane is in the middle of the road on court Street. It's like the city wants someone to get hurt
91	For myself I have to turn off my headphones when I'm running.
92	No one pays attention
93	No one is biking and there are sidewalks for walking. This plan is just plan stupid!
94	speeding
95	The speed of the traffic
96	I would walk on the sidewalks - have not seen more than one biker on Court St for the past 5 years
97	Nothing.
98	Drivers go through the red light on Court Street in front of Lyncourt School constantly. They also go way faster than they should. My wife walks across Court Street to Lyncourt School every day and she has almost been hit by drivers going through the red light multiple times.
99	I worry about cars not slowing down and beating lights
100	None

101	There is only a sidewalk on one side of the street and there is no sidewalk on one side that leads up to the school. No one respects the school zone. There is NO parking for the school that is appropriate for that area, meaning parking for parents.
102	Speeding
103	Speeding
104	Speed on Court St is always above the posted speed limit - including through the school zone!
105	Speeding cars
106	Some drivers are speeding through the School Zone, even when kids are walking on their way to and from school. I would not be comfortable riding a bike on that street.
107	pedestrians are sometimes in the road
108	N/A
109	it is also hard for buses & vehicles to get through the berwick rd n/court st/berwick rd south intersection-there is no traffic light-there are bus stops on either side of court st-before my health went down & can't cross those streets anymore-i remember what it was like-a nightmare-trying to get across safely-especially if you have grocery or kids with you.
110	Speeding
111	Cars speeding
112	Speeding and reckless driving. Don't stop at stop signs, run lights. Don't use turn signals
113	Same issues as driving
114	Speeding on Court St through a school zone.
115	Speeding cars- not paying attention
116	Bike lanes are narrowing the driving lanes causing a great deal of confusion.
117	No one slows down or move over for the bikers/walkers.
118	I think all pedestrians (walking or on bikes) should be on the sidewalk and not on the road.
119	Cars go to fast always speeding
120	Cars drive to fast on this street.
121	Cars are not moving over if they are able to.
122	No
123	Keep the speed limit at 30 instead of 40 at the New court then down to 30 then down to 20. Just make it 30 and then 20 at the school.
124	People drive too fast and they run the red light in front of the school often
125	Very unsafe sidewalks roads and traffic to walk at all. Garbage and debris all over the place broken glass bottles. Homeless people showing their private areas.
126	My answer applies primarily to wintertime. I find it totally irresponsible and possibly illegal that side walks are not cleared. Some places are TOTALLY impassable. That is dangerous.
127	Too many cars that are not yielding at the pedestrian signs.not a safe place to walk for school without a cross guard. Needs more stop lights and stop signs by the school. Needs better lighting at night.
128	Some crime such as people robbing stores/other people.

129	First off, let's compare bikers to vehicle drivers there's way more who drive cars, mopeds, or catch the bus. I notice cars weaving in and out of the other lane to avoid traveling in the bike lane. It has caused more issues, this should have been up for discussion before they committed to it. If you don't drive it daily, you don't see it. It's going to end up with many accidents. Cars park on both side of court street so what happens when cars are parked on both sides? So as a main road at 30mph you think cars are going to stop and wait to take turns to travel down the road
130	There are too many cars and many times people are speeding
131	Crossing court street at Lyncourt school is very unsafe. People drive at high speed.
132	Near misses by cars in school zone
133	It's just too busy of a road
134	Los carros no respetan van rápido y no respetan la luz roja
135	Bike riders not following rules of road
136	Please no bike lanes. It's already confusing with the lanes in the city
137	Just ppm not really watching pedestrians , or not going the speed limit
138	None. Stop imposing government will upon the people. This is not a communist dictatorship.
139	The effort should not be focused on bikes or walkers as sidewalks already exist.
140	Bike lane takes up a lane for driving, so the east and west lanes are too closes
141	Cars taking a right from Court St. to Wadsworth St. from the one narrow car lane and cutting in front of cars taking a right from near the curb like it used to be. Accidents waiting to happen. I have a neighbor who is a biker of many years that tells me he would never ride in that bike lane. He would ride near the curb as he has always done without any problems.
142	I haven't noticed any safety issues
143	Safety. Drivers do pay attention.
144	Sidewalks are not shoveled or plowed in the winter causing pedestrians to have to walk in the road. The eye doctor does not plow their sidewalk in front of the bus stop. The liquor warehouse does not plow their sidewalk. The opposite side of the street the residents do not plow the sidewalks causing it to be impossible for the children who live on that side of Lyncourt accross Court Street to not be able to walk to school even though there is no bussing provided for residents who live on that side. Cars speeding past school in school zone.
145	People are driving way too fast.
146	Cars run lights and turn right on red
147	In the winter, it can be hard to find sidewalks in the snow. During the rest of the year, they're often covered in garbage.
148	It is a very busy road and cars are regularly parked along the side of the road, reducing the margins of safety between cars and cyclists/ walkers.
149	Mostly people not paying attention
150	Some drivers that passes are too fast. Not safe for kids.
151	Too easy to get hit by a car or get a flat tire on bike.
152	There is no safety

153	Erratic driving
154	Speeding, not stopping at the red lights or stop signs
155	I don't walk or ride a bike on Court Street.
156	People speed along Court St
157	It's ok when on a sidewalk. But these bike lanes are so dangerous
158	Scary
159	None
160	drivers going to fast through the school zone and traffic cutting through the rear parking lot behind Lyncourt School
161	You will have people waking in the road in the winter and summer months when there was already a sidewalk.
162	Speed
163	BIKE PATH IN MIDDLE OF THE ROAD
164	n/a
165	The amount of traffic durign peak times.
166	None
167	Cars always speed, they never slow down when they see people trying to cross so the people crossing run sometimes
168	I ride a bike on the sidewalk because I don't trust drivers. I know this isn't ideal but I wouldn't feel safe riding it on the road.
169	Street parking and shifting lanes.
170	People speed near the school and it makes me uncomfortable to have my children walk next to me.
171	Previously bike lanes not well marked/defined, currently they are set out away from the edges of the road and seem like they're in the driving lanes, turn lanes not well defined, drivers not abiding by school zone speed limits in near Lyncourt school.
172	When I walk across the street at the cross walk across from Lyncourt School, there are cars that drive right through the red light when I have the walk sign. I have almost gotten hit before when crossing the street.
173	Not ne
174	Haven't noticed alot of biking.
175	The city just finished a bike improvements along this first stretch of court st. It is great. However as the road becomes more highway like (~north/east of Darlington rd). We need to transition the bicycles fully off the asphalt so we can safely bike on an off-road path along the stretches that are not residential like and higher volume. Any stretch with enough vehicular volume to justify two lanes of cars in a direction should really get the bikes off the asphalt or on a separated bike path.
176	Usually at night when I walk or bike so not that great for visibility
177	The construction has made it very difficult for bikers because they have a small gap to travel through.

ATTACHMENT C

Question 11 – all responses

Comment Number	What issues have you noticed for drivers that reduce comfort or the feeling of safety? (Court St / New Court Ave)
1	Speed, turning vehicles, trucks
2	Same issues as previous section of road, though this section is slightly less of “a mess.”
3	Same. Faster traffic
4	This is a repeat question.
5	Speeding, running red lights and stop signs
6	Occasional tailgating or speeding
7	Drivers that don't obey speed limits, etc
8	Not following Merge and yield sign. Turning left at the no turn left light at the one way.
9	Intersection at James and Miller can be dicey, also, traffic backs up quite a bit during rush hours
10	nothing. this stretch of road is literally perfect, do nothing to it. for the love of god.
11	Large vehicles parking on the road blocking traffic.
12	Confused driving
13	Road condition is a little rough
14	Surface age
15	same as above
16	Nothing besides potholes
17	Drivers not obeying speeds and running red lights along with texting and driving and swerving all over the road.
18	Transition from business to residential
19	Speed
20	Same notes as above in reference to the new bike lanes.
21	Speed
22	Speed
23	Coming off New Court Ave onto Court St after the stop light then having a yield to get onto Court is a joke. Nobody yields and when you are coming from Court to Arterial to get to Teall Ave you end up being the one to have to yield to them or they will hit you. It should be a stop sign or the whole thing should be redesigned.
24	Lacking crosswalks.
25	Clarity on lanes, speed limit, lots of detours and closures in the last year
26	None
27	Pot holes; Townline Road closure; merging from New Court to Court St, heading northwest, has a bad angle viewing on coming traffic
28	N/A
29	Insufficient bike lanes

30	A lot of confusing and chaotic intersections
31	Narrow streets, inconsistent speed limits, confusing signage for the interchange to 298 to leave and return to Eastwood
32	Drivers start speeding the closer they get to Middler ave
33	None. Bikers and walkers are at best a minimum
34	High speed and erratic driving
35	The way that court st branches in all those weird directions at 298 is wild. Great spot for a roundabout.
36	Unattended drivers
37	Speeding, other drivers seem uncertain of lights/sign guidance, and parking/double-parking in street
38	Mostly running red lights and driving erratically.
39	Gradual turn with limited visibility for driveways, aggressive drivers, slow turning vehicles
40	No adherence to traffic lights.
41	Speeding, people not paying attention to traffic or pedestrians
42	Congested
43	Cars go too fast.
44	Speeding
45	They do not yield from new court to court street. I have been almost sideswiped 10 times in the last 4 months at that place on court street, and it hasn't been a pleasant experience.
46	None
47	Road conditions.
48	None
49	None besides getting back on court from new court bad intersection
50	Road is dilapidated
51	Same as above
52	Speed,, aggressive driving not respecting the school speedlimit
53	speeding
54	Drivers do not always obey the traffic laws.
55	Soeeding
56	There are many cars that speed through the area.
57	Drivers speeding and passing other cars without regard to the speed limit or walkers and bikers.
58	The new bike lanes Better police added
59	I don't see bikers. Many people walking. Speeding is the issue.
60	Drivers not knowing what lane to be in.
61	Tailgating, speeding and running lights.
62	Travelers do not abide by the speed limits or the street signs.
63	Drivers who go over the speed limit and don't stop for people walking
64	Merger heading west from new court to court street can be stressful

65	Needs a round about
66	People not obeying the lights, school zones.
67	They don't pay attention.
68	If you put a bike lane down the middle of the street that would be ridiculous.
69	traffic speed
70	A lot going on with lights, merges etc.
71	They do not slow down
72	It's a little confusing.
73	See above answers
74	Speeding
75	Speeding
76	Some drivers are driving faster than they should.
77	distracted driving-c phone, drinking, smoking. driving carelessly, road rage speeding. tailgating. similar to court st from grand blvd to teal ave.
78	Retarded drivers
79	Speeding
80	Same issues as stated above for court st
81	Lanes merging with lack of notice
82	Speeding and not using traffic lights and signs properly.
83	The road needs repaving from lyncourt school to james street.
84	Cars parked in front of St Daniel's on the road. They take up the whole lane forcing traffic into the next lane.
85	Speeding cars
86	N/A
87	People get over at the last second and don't notice if someone is there.
88	All
89	Again, occasional speeding
90	Not much
91	None
92	Merge front new court to court is deadly because of eight lines
93	No respetan a los peatones
94	Road conditions/ construction
95	Speeders
96	Stopping abruptly
97	Again the communist dictatorship cameras, that is the issue
98	None
99	Open the street that takes you to court st
100	Exceeding speed limit
101	Speeding. Vehicles are always speeding coming off Court onto New Court. We live on Gaynor. Another issue are the vehicles that cut the corner from New Court to turn onto our street.

102	The traffic patterns are terrible with the circle by Swansea Avenue. It causes people to yield and many crashes happen. Residents have to go around a circle and wait at a light to get to their house it's completely unnecessary. Sidewalks are not plowed causing pedestrians to have to walk in the street. No crosswalk from Swansea Avenue to the other side of Court Street. There is no way to walk to businesses through the median which is huge weeds and a big ditch.
103	Kids not looking both ways, assuming people will stop
104	Someone needs to figure out who's responsible for that small bit of Townline. It's impacting commutes and frankly looks poorly on the head of every DOT involved.
105	The intersection with Route 298 can be confusing to people unfamiliar with the area.
106	No sidewalks
107	Poor traffic patterns when traveling in from the area of the traffic circle to get towards Midler. Drivers coming in at high speeds when trying to turn on to new court
108	Road conditions
109	There are no sidewalks
110	Not safe at all
111	N/A
112	None
113	Road rage, You will have people waking in the road in the winter and summer months when there was already a sidewalk.
114	speed
115	ROAD REPAIR
116	Other cars speed and forget to use turn signals. Cars also sometimes just break check people behind them
117	No designated bike lanes or clear lanes.
118	Speeding near the school is the main issue.
119	Crossing at N. Miller where 298 splits is dangerous. Crossing at 298 and Teall can be dangerous.
120	Speed again
121	It is sometimes difficult to see oncoming traffic when turning off of North Ave due to block and brew pedestrians.

ATTACHMENT D

Question 13 – all responses

Comment Number	What issues have you noticed for people walking and biking that reduce comfort or the feeling of safety? (Court St / New Court Ave)
1	Cars move pretty fast
2	Speeding cars
3	Again very few places to cross streets just not a pedestrian friendly area
4	Traffic moved too fast no bike path
5	NA
6	Speed of vehicles
7	Walking or biking in the road
8	It feels like a highway
9	Crossing at James and Midler
10	I've noticed this simply is not an area to be commuting by bike or foot. that doesn't mean it needs to change.
11	I haven't noticed sidewalks, and road is narrower than court St
12	Uneven sidewalks or no sidewalk
13	Extra traffic because the State and Salina are having a pissing contest over a stretch of road Increased traffic to go around. Bad bad bad
14	Lack of protected bike lanes, excess car speed, cars pass too closely to bikes.
15	Wide lanes, traffic too fast for bicycling comfort
16	I don't walk or ride a bike over there
17	same as above
18	Nothing
19	Drivers not obeying speeds and running red lights along with texting and driving and swerving all over the road.
20	No bike lane
21	Not enough sidewalk on News court
22	Same as above.
23	Speed
24	I have seen people walking and it looks like New Court could use sidewalks
25	Its not for pedestrians
26	No bike lane. Speeding vehicles.
27	No shoulder to ride or walk
28	Drivers don't follow signs.
29	N/A
30	Insufficient bike lanes

31	Heavier industrial traffic - it's an industrial space and so it's got few sidewalks and safe bike lanes.
32	Lack of sidewalks/bike lanes
33	Speed and lack of space for bikes, lack of awareness for bikes, a road designed for cars. Walking- there's NO SHADE at all on that stretch. It would utterly suck in the summer.
34	Speeding plus not great area to walk. Sidewalks can be improved especially around the triangle that connects to middler
35	Lanes are tight
36	Few bikers in the area
37	Poor and limited sidewalks. No dedicated bike lane.
38	Unattended drivers.
39	Poor sidewalks and no biking infrastructure
40	Just the overall behavior of drivers towards pedestrians/bicyclists. Y'all really need to be installing PROTECTED bike lines so people aren't inches from erratic drivers. A little green lane isn't enough.
41	Lack of sidewalks, competing with bicyclists, aggressive drivers
42	I have witnessed several close calls for pedestrians as well as bike traffic with motor vehicles because people DO NOT PAY ATTENTION. This will not help the situation.
43	Traffic is too fast, intersections are too dangerous for bicycles.
44	A lot of traffic
45	Same as for Court Street.
46	They don't pay attention
47	General safety/not feeling comfortable walking.
48	I rarely see bikes and if I do, they are on the sidewalk.
49	Road conditions and sidewalk conditions
50	They don't pay attention many bikers especially the e-bikes do not follow traffic laws
51	Na
52	Sidewalks and roads are dilapidated.
53	Same as above
54	Since there are few bikes and peds, it is very dangerous, at times
55	Lots of traffic pulling in and out of parking lots, distracted/aggressive driving, not respecting the school speed limit
56	speeding
57	There are often vehicles blocking sidewalks.
58	Speed
59	Speeding
60	There are many cars that speed through the area.
61	Walkers and bikers must be careful crossing the street due to speeding cars and lack of signaling at crossing and street intersections.
62	The parked cars associated to the houses ... in the street There doesn't seem to be places for these people to park on the road Some houses have on street parking
63	I don't see bikers. Many people walking. Speeding is the issue.

64	Travelers do not abide by the speed limits or the street signs.
65	Same answer as above
66	Same area heading west
67	Needs a round about
68	Same as above
69	TheyDON'T pay attention
70	Never see anyone doing either
71	NA
72	There are no sidewalks for walking - not sure a bike lane is necessary
73	I don't see many people doing this as I imagine it's not the best place to be on a bike or walking.
74	I haven't noticed.
75	See above
76	Speeding
77	Speeding cars
78	There are some sidewalks that make it safer for pedestrians, but I would not feel comfortable riding a bike.
79	No sidewalks in some areas
80	sometimes they biking or walkers don't pay attention & go out into traffic so isn't always drivers fault if they get hit. also can be hard for them to cross just like at berwick rd n/court st/berwick rd s intersection.
81	Retarded drivers
82	Speeding
83	Same as stated above for court st
84	Merging lanes and lack of cross walks
85	Speeding not using traffics lights and signs properly.
86	People don't slow down or move over for walkers/bikers
87	Everyone would be perfectly safe on the nice sidewalks. I don't think any pedestrians (walking or on bikes) should be on the road at all.
88	Speeding cars
89	N/A
90	By the factories? I would not walk
91	People are going too fast. There isn't a safe place to walk or bike
92	All
93	Ice and snow
94	Not always the safest areas at night.
95	None
96	Again speeding and people paying attention.
97	It's just not a road that is conducive to riding a bike or walking. No sidewalks, driving speed.
98	No es seguro

99	Cars parked on road
100	Please no bike lanes they are awful
101	Ppl not stoping for them
102	The cameras that illegally target people license plates on their vehicles. AGAIN this is America, not a government controlled communists dictatorship
103	There are no sidewalks.
104	Safety
105	Loitering in front of the shop next to the cemetary, cars parked with hazard lights on running in and out of store.
106	Same as above
107	I've never tried, but I see people walking in the road. Are there sidewalks?
108	Very little room outside of the driving lanes for cyclists/ walkers.
109	Again people not paying attention
110	I don'[t think there's a safe walk way.
111	No safety
112	No sidewalks
113	Drivers speed
114	Not safe on the road
115	M/A
116	None
117	No bike lane across 3 lane road
118	There will be accidents and fatalities road rage b/c people don't care and are in a rush you need to step up patrols or police presence, You will have people waking in the road in the winter and summer months when there was already a sidewalks.
119	speed
120	Some of the areas may not be the most appealing for multiple reasons, decreasing a sense of comfort and safety.
121	None
122	I dont walk over there so I wouldn't know
123	no designated bike lanes
124	Speeding near the school.
125	Not safe. No bike lane and a lot of traffic.
126	Speed or cars just going where they want. Regardless of lines or postings.
127	This is the most highway like stretch where we really need to get bikes onto their own separated path and away from the cars for safe bike transit. I'm imagining a two way separated bike path on the southern side of court st from darlington rd. to east of rt. 298.
128	None

ATTACHMENT E

Question 17 – all responses

Comment Number	What issues have you noticed for drivers that reduce comfort or the feeling of safety? (Midler Ave)
1	Speed, parked vehicles on road, turning vehicles, backing up at traffic light at burnet and traffic light at James. James street light very dangerous with turning vehicles.
2	Blinking light on midler between new court and James confuses some cars. Would like to see this turned into a standard traffic light. Would like a no turn on red going from james heading east, turning right into midler heading towards Burnett. Cars take that turn on red often without looking for oncoming traffic or pedestrians
3	Midler Ave's construction is also an on-again, off-again issue with construction materials blocking roadways and sidewalks frequently.
4	Traffic is slower but still too fast and feels like a highway
5	See above answers
6	Occasionally speeding or tailgating
7	Drivers don't obey traffic laws.
8	Congestion. Limited sight coming up the hill.
9	This is a busy area, many side streets, cars often parked on both sides
10	Cars are flying down the stretch that includes two school zones. The roads becoming more narrow over the years, creating less space/lanes.
11	running red lights/stop signs, occasional tailgating
12	A lot of construction 25 minutes
13	Speeding
14	Parked cars encourage reasonable speeds.
15	The street is narrow and many people park in the street making travel difficult
16	same as above
17	Nothing besides potholes
18	Drivers not obeying speeds and running red lights along with texting and driving and swerving all over the road.
19	Speeding, on street parking, ineffective traffic lights
20	Cars running light on midler and burnet
21	No issues.
22	Wish there was something better that could be done to facilitate better traffic flow at the intersection with James Street.
23	need a turn lane on midler and sunny crest, need better or more responsive signals and midler and james. the turn only lane on midler and james is too long
24	So many stop lights that seem to not be on the same system (often get stopped at four separate lights in about a half mile), lane confusion for turn lanes, etc. and blind entry and exit spaces
25	None
26	Speeding; right on red despite the signs; cars regularly push the envelope when lights change to red; cars parked on both sides of the street

27	Congestion at the N. Midler and James St. intersection is compounded when cars are parked or there are large commercial vehicles.
28	Heavy traffic
29	The intersection with James Street is scary and chaotic - people don't yield, there's pedestrians walking around, it's hard to see.
30	I primarily drive in a car on Burnet, James, and Midler and access the Midler/Burnet intersection, the Midler/Sunnycrest intersection, and the Midler/James St intersection. I appreciate the light at Midler/Sunnycrest because otherwise it is very hard to turn left onto Midler Ave. However, I've seen traffic back up at this light when a car on Midler wants to turn left (from either direction) onto Sunnycrest. I'm happy about the left turn signal on James St onto S. Midler. The worst part of S. Midler when on foot or bicycle is crossing 690 because the sidewalk is narrow (I know that's not included here in the study - but it's scary enough I'd like to point it out). Walk to Fifi's (Midler/James) it is difficult to cross these roads at that intersection - very busy.
31	Parking
32	Very busy, not well regulated with the side streets, inconsistently signed and enforced school zone speeds, hills are not well salted in the winter, narrow shoulders that don't permit drivers to safely pull off to the side or park cars.
33	Reckless drivers
34	The curve and parked cars in the 100 block of S Midler. I live on the block and I've seen 7 crashes in 3.5 years, with two or three of the crashes involving parked cars. The street is not actually wide enough to comfortably have street parked cars and people drive it TOO fast. Or they try to "jump" across Northcliffe when people are already going 40+ and accidents happen that way. The speed and width are a major issue and the street is easily reduced to a single or lane and a half if there are vehicles parked on the road. I'm concerned I may be rear ended pulling into my driveway, or that I might get t-boned when I back out.
35	Speeding and inconsistent speed limits can be confusing
36	None
37	Drivers don't always feel safe. Traffic is unpredictable
38	The midler/james intersection is terrible in every aspect.
39	Lack of a middle line to divide street allows drivers to take up whole road. Also people parking on both sides of the street across from the other car reduces the amount of room for passing cars.
40	Turning lights would be great at most of the intersections.
41	Unsafe parking/double parking, cars drive through red lights on midler
42	Street parking plus erratic drivers. You often have to drive into oncoming traffic because people are bad at parking or bad at handling how to go around a parked car.
43	The Midler/James intersection can be difficult to see pedestrians and cars coming from the east on James St or from the North on N Midler.
44	Excessive speed north/south on Midler. Drivers turning on red at the James St intersection. James St needs to be expanded with higher sidewalks to discourage drivers from jumping the curb.

45	No adherence to traffic lights.
46	Lanes not clearly defined near Coughlin Ave
47	Maybe crossing James because of the traffic but relatively comfortable otherwise
48	Drivers do not follow the rules of the road
49	There needs to be more room for the left hand turning lane where Jams Street intersects with Midler. The corner is very tight, and cars waiting at the light on Midler going towards Erie Blvd. Can get hit cars turning right onto Midler from James. It also is hard to see some of the pedestrians crossing.
50	Speeding
51	Midler can sometimes get confusing as far as which lane you should be in at some of the junctures (like the 690 west interchange/etc). Maybe some paint on the actual roads to tell you which lane to get into would be helpful.
52	None
53	Road conditions. Cars parked on the side of the road making it hard to safely pass by.
54	None
55	Honestly the speed of cars on the side streets in Eastwood off midler is my largest concern they are flying and I have kids in these neighborhoods
56	Construction, streets are poor
57	Same as above
58	Many driveways make it difficult
59	The road is extremely wide and one lane, there's no or extremely faded lines, people are aggressive, distracted and stupid and need those lines
60	Too many parked cars in road
61	Parking on the sides of the road decrease the driving width of the road. You must drive closer to oncoming traffic.
62	Multiple cars parked, no middle line on Midler
63	There are many cars that speed through the area.
64	This is a very congested area and when drivers are turning left, it often creates a back-up of the cars behind them because of lack of left turn signals or turn signals moving too quickly.
65	No issues in this area
66	Same answer no one pays attention.
67	The fact that on a regular basis traffic goes through the red light at Midler. It is a regular occurrence no matter the time of day. My daughter has been in 2 rear end accidents there, non being her fault.
68	People trying to get around at lights.
69	Speeding
70	Speeding
71	similar to above with distract driving, speeding. this yr it's been construction area they trying to fix up sidewalks (which when done are beautiful) but not all drivers are being careful to keep the construction area people & vehicles safe. there's nothing important that people can't slow down & be more aware to keep everyone safe. people keep complain about construction-we'd be in a heap of mess without it-road repair is a fact of life & necessity.
72	Same as above

73	Same info as stated above for court and New court
74	Road is in disrepair, parking is not great.
75	Road is poor condition
76	Cars parked on the road by the intersection of N. Midler and Tyson.
77	People going too fast
78	All
79	Tight road, inadequate sidewalks causing people in the road
80	Bad drivers
81	None
82	Cars not following rules of road
83	Speed
84	Just cars going fast around the bend
85	I've made my point
86	None
87	Speeding and poorly lite.
88	The traffic patterns are terrible with the circle by Swansea Avenue. It causes people to yeild and many crashes happen. Residents have to go around a circle and wait at a light to get to their house it's completely unnessesary. Sidewalks are not plowed causing pedestrians to have to walk in the street. No crosswalk from Swansea Avenue to the other side of Court Street. There is no way to walk to businesses through the median which is huge weeds and a big ditch.
89	Pot holes
90	Running of red lights
91	Parked cars can make the road feel narrow and cars coming out of businesses near James St. can cause confusion.
92	No sidewalks
93	Crazy drivers
94	Drivers are constantly running the red light at Sunnycrest and Midler. Drivers are often pulling out of side streets or driveways without regard for oncoming traffic. Cars are parked on both sides of the street often reducing visibility and the width of the street for safety when passing other cars.
95	Cars parked on both sides of thw road make it difficult to drive
96	Many drivers run stop signs on cross streets
97	Today's people are on phones and smoking pot they don't pay attention
98	None
99	narrow areas with on street parking. the turn lane at James St. is too short and traffic gets backed up
100	There will be accidents and fatalities road rage b/c people don't care and are in a rush you need to step up patrols or police presence, You will have people waking in the road in the winter and summer months when there was already a sidewalks.
101	Speed
102	PARKING ON BOTH SIDES OF THE ROAD TIGHT FIT
103	Dense traffic at times.

104	no designated bike lanes
105	Construction areas with improperly parked vehicles encroaching on driving lanes, drivers improperly crossing center lines to get through tight areas
106	Seems tight at times when cars are parked in street
107	People not following posted signs.
108	None
109	I'm from the NYC area, and local drivers don't realize that I'm not inconsiderately cutting them off when I make a left turn in front of them, but that I'd have to make that turn with much <i>*less*</i> leeway downstate. So <i>*I'm*</i> comfortable, but <i>*they're*</i> not.

DRAFT

ATTACHMENT F

Question 19 – all responses

Comment Number	What issues have you noticed for people walking and biking that reduce comfort or the feeling of safety? (Midler Ave)
1	Turning vehicles, speed of traffic. Trucks.
2	Horrible to cross midler, in general not enough sidewalks
3	Due to the amount of sections of closed sidewalks at any given time since about June, I wouldn't walk here to avoid walking in the street.
4	See above answers
5	Speeding or tailgating
6	Cars and people don't mix using the same lanes
7	None. it's a walkable and bike-able. THAT DOESNT MEAN IT NEED PAINTED LANES!!! THERES ALREADY NO ROOM AS IT IS!!
8	walking is fine on sidewalk, road too narrow for biking
9	Unkept sidewalk
10	Innate driving
11	Lack of protected cycle lanes, some areas where there is zero shoulder forcing bikes into the lane causing cars to either slow down dramatically or pass the bikes too close
12	Parked cars make it feel unsafe to ride among the traffic.
13	Speed
14	Just a busy street but otherwise seems safe when I'm out walking
15	hard to bike on the road when cars are parked.
16	same as above
17	Nothing
18	Drivers not obeying speeds and running red lights along with texting and driving and swerving all over the road.
19	Neighbors
20	People walk and bike in the road instead of the sidewalk. It doesn't make sense and interrupts the flow of traffic. The flow of traffic and lights is very consistent and an easy pattern to follow. Perhaps survey the sidewalks but they look fine and useable.
21	NA
22	Lots of traffic and parking on both sides of the street.
23	Not sure, out of my comfort zone.
24	Its not for pedestrians
25	No bike lane. No crosswalks.
26	people race down midler
27	sidewalks are incomplete or inaccessible
28	Sidewalks are available for pedestrians; bike riders weave in and out and don't stop at red lights

29	Trying to cross the Midler/James intersection feels unsafe. It feels like there isn't enough time to cross the street and you have race traffic.
30	Insufficient bike lanes
31	Road traffic is fast and there are many other great alternatives. If we want to travel north/south we will take another road that is parallel to Midler. However, in the Eastwood neighborhood not all intersections have 4 way stops and I've accidentally stopped when I shouldn't or driven when I should have stopped. So, I'm always a little on edge at each intersection to make sure the car will stop - when there is a stop.
32	Poorly maintained sidewalks, heavy traffic
33	More designated bike space
34	Drivers go too fast, I have to veer for parked cars, there's a lack of shade from trees, the sidewalks are in rough shape in certain spots. Would be nice to have some benches along the street but it's all private property.
35	Needs better sidewalks. It would be a great place to run a loop to Eastwood if the sidewalks were better.
36	When bikers are traveling in the wrong direction
37	Too busy of a street for me to be comfortable walking or biking it
38	Don't see a great deal of walking or biking in the area compared to other neighborhoods. I worked off of Court Street for 5 years and assigned to do a lot of home nursing visits having to frequently access the area
39	At least there are sidewalks for walking, but the lack of trees or other barriers in parts make it not very comfortable or safe to walk. No dedicated bike lanes
40	Same reason as above.
41	Veo scooters about run me over walking home from work
42	The sidewalks are not in good shape, cars are driving fast, and there is no bike lane.
43	Too busy, lack of consistent, safe sidewalks.
44	Biking lanes non-existent
45	Street parking plus erratic drivers. You often have to go into oncoming traffic because people are bad at parking or bad at handling how to go around a parked car. That plus the general driver behavior towards bicyclists seems like a nightmare.
46	As someone who has walked with my daughters and watched people walk. There seems to be a constant hesitation due to unknowns such as drivers being aware of pedestrians. This may be because the intersection gives a high speed feel that reduces the drivers awareness/sensitivity of pedestrians.
47	Excessive speeding vehicles, accidents regularly. Sidewalks are better here but could be wider or more protected from the curb and driveways
48	No adherence to traffic lights.
49	Cars move faster on midler. No designated bike lanes
50	Heavy traffic.
51	Not too many for people on foot... see more issues here first drivers
52	There is more pedestrian and bicycle traffic on Midler Ave, but the cars go fast. Put speed bumps in on Court/ New Court/ and Midler Ave.

53	They don't pay attention
54	General safety.
55	There are rarely bikes here and I see one it's on the sidewalk.
56	Same as noted above
57	SPEED ON EASTWOOD SIDE STREETS CARS are flying put a hump on every street esp Eastwood woodbine ave 300s
58	Same as above
59	Biking around parked vehicles can be difficult.
60	Same as above, more businesses and less residential so I wouldn't want to walk there
61	Too many parked cars in road.
62	Multiple cars parked, no middle line on Midler
63	There are many cars that speed through the area.
64	This is a very congested and busy area for all walkers and bikers. I would never consider walking or biking in this area.
65	I don't see bikers. Many people walking. Speeding is the issue.
66	Road is to narrow. Drivers need to watch out for bikes since cars clog up the side of the roadways
67	They don't pay attention.
68	Drivers do not pay attention or are speeding
69	There are more options for walking in this area.
70	Speeding
71	No bike lanes or road markings. Speeding cars
72	if they're on their cphones or head phones not pay attention & veer out into traffic. vehicles park on both sides of street leaving them not much space to try to bike or walk safely. or like our side streets in lyncourt-they are too small for parking on both sides of st-ambulances, buses, cars, delivery vehicles, firetruck, trucks, etc-can't make it through between them making it a safety hazard. sadly many of the vehicles in the street-have driveways & garages but don't use them for their vehicles like they should. another being that in lyncourt it is against town code to have basketball hoop on curb or roadside with kids playing in st. when mark nicotra was supervisor he would remind everyone on fb as well as other issues (power down, water breaks, etc) & have code checking but now the town doesn't even maintain the fb pg & there's kids unsafely playing basketball all over lyncourt in the street-they in the way of vehicles & so few stop at red lights/stop signs that they could easily get hit by one of the lawbreakers & speeders.
73	Same as above
74	Same issues as stated above for court and new court
75	Sidewalks are garbage, odd even parking not used properly,
76	Pedestrians (walking or biking) should stay on the nice sidewalks.
77	Road on Midler is always road construction and too narrow for cars to get by. It's a nightmare.
78	There isn't a safe place to ride a bike

79	All
80	Tight areas approaching James St
81	Reflectors would be great! Better streets for walking and designated bike area would be perfect
82	More crime/sketchy people for sure
83	None
84	Sidewalks are properly maintained, narrow roadway
85	Pedestrians and bicycles not following rules of road. People crossing against lights.
86	Please no bike lanes They slow the flow of traffic
87	Use common sense
88	None. Midler has sidewalks.
89	Safety
90	Sidewalks are not shoveled or plowed in the winter causing pedestrians to have to walk in the road. The eye doctor does not plow their sidewalk in front of the bus stop. The liquor warehouse does not plow their sidewalk. The opposite side of the street the residents do not plow the sidewalks causing it to be impossible for the children who live on that side of Lyncourt accross Court Street to not be able to walk to school even though there is no bussing provided for residents who live on that side. Cars speeding past school in school zone.
91	Cars run the lights
92	Many side streets and businesses with parking lot entrances can potentially cause accidents.
93	People not paying attention
94	Too many cars on road
95	People running stop signs & speeding
96	None
97	There will be accidents and fatalities road rage b/c people don't care and are in a rush you need to step up patrols or police presence, You will have people waking in the road in the winter and summer months when there was already a sidewalks.
98	Speed
99	NA
100	no designated bike lanes
101	Sidewalks being torn up/closed and people walking in the street.
102	A lot of traffic and no bike lane.
103	Haven't noticed alot of biking.
104	None
105	Bikers riding the wrong way (facing traffic) or *on* the sidewalk.

ATTACHMENT G

Question 21 – all responses

Comment Number	Any other thoughts or suggestions you would like to share about this corridor?
1	More bike racks and bike friendly riding
2	While I don't live in this community, I simply pass through, I am not of the opinion that the people in the community should be heard and driving the feedback, though I do appreciate the change to participate. Although I do use this corridor on my commute, I see the need for traffic to move faster than it already does, though if that is what the community would like, that should be a valid consideration. I believe that this is an extremely important corridor for the Northside. Enhancing pedestrian and cycling safety and slowing cars should be a top priority, in my opinion. Though, slowing cars may be difficult if similar efforts aren't taken in surrounding areas. In many areas along this corridor, it is not clear what the intended use each part of the road is as I mentioned above. As is typical in the US, there is (sometimes) a line painted down the middle of the road and that is seen as sufficient. Note that in parts of this corridor, for example North Midler, there isn't even a line down the middle. Without clear instructions on how the road should be used and what the intended uses are for each part of the road, there will continue to be conflict for drivers, pedestrians and cyclists alike. Street parking seems to be key, at least along the eastern portion of this corridor that I use most. It would be helpful to ensure that that parking is being used to buffer cyclists/pedestrians where possible. Community building and accountability for slowing things down may be critical to making this effective. It often feels that the roads are too wide, especially if there are no cars parked on the side. Bump-outs, protected intersections, etc. should be considered to combat this. Determining the intended use for each inch of the road and ensuring that the features put in place are ideal for the intended use will be very important. I think this corridor could be a shining example of prioritizing pedestrians, cyclists and community in Syracuse if the community chooses to make that happen.
3	Maybe grants could be found for seniors looking to repair or upgrade the older homes. I feel we get overlooked in this corridor
4	No additional suggestions at this time
5	Keep bicycles and walkers out of the roads. Sidewalks would be the improvement
6	Standardize the speed limits. Bike lanes have been narrowing the streets and causing more traffic back up. The larger sidewalks are doing the same.
7	As a S Midler Ave resident, we are begging you to not put bike lanes down midler. Plowing and street parking are already disasters within themselves.

8	Biking into Eastwood is very difficult because of the steep grades on so many routes. Midler is the flattest North/South street coming off Burnet and so should be the best bike route, but the street's design is awful for biking because it's so busy with cars and because of the highway traffic. It needs protected bike infrastructure (both on Midler and connecting onto Burnet) to really connect Eastwood to the rest of the City.
9	Multi-use paths are excellent, especially if they parallel the main street, so bicycles and pedestrians do not need to worry about cars and trucks.
10	Do not allow people to park their cars in the DRIVING LANE of Court Street, between Roxford Rd S and Teall Ave. Allowing people to park their cars right in the middle of a driving lane in front of St. Daniel Church is wild!
11	Please don't add the bike lane in middle of lane like the city did, I would make sidewalks wider for the kids and make one lane driving to reduce the speeding by the school
12	N/a
13	As of this week (10/20) I don't understand the gap between the newly painted bike lane from the curb. From Assumption Cemetery up to Wadsworth street it is right up against the curb but then past Loma Ave there about a 2-3 foot gap between the bike lane and curb. Why is it like this!? It makes the cars have to drive closer together and people are still parking on the street on the new bike lanes having us all to move over and avoid each other. That part of the bike should be repainted to the curb like the other bike lanes. It's unsafe for drivers and that 2-3 foot gap is just wasted since no one will be using that part of the road.
14	It will take some time to adjust to the new flow of traffic in reference to the new bike lanes. I have no recommendations for traffic lights or stop signs as I feel them are all perfectly placed and aid the flow of car traffic.
15	It's a good area.
16	Lyncourt School is very close to Court Street so you should not be doing anything that would bring any traffic closer to it. If anything the no parking area in front of it needs to be revamped.
17	Not enough people in Syracuse use bikes. Use the money for something else.
18	Bump outs are very annoying and dangerous
19	It is a busy corridor and should be kept uncluttered - no bike lane; keep pedestrians on the sidewalks; regular cleaning of streets and gutters
20	It's kind of unattractive. It would be nice to see some beautification done and some pedestrian safety measures added.
21	Trash cans that are regularly emptied would be very nice. And maybe dog poop collection stations.
22	The corridor has space to work with to make it more multi-modal, so I hope we will do so!
23	I love all of those ideas above!
24	This corridor goes from residential area to industrial area to residential area, but none of the corridor is user-friendly for those who live there. People ignore this corridor because much of it goes through poorer neighborhoods or industrial spaces.

25	For the love of bob, please make it illegal for people to park on street on north or south Midler and make it a bike lane.
26	It's safe. Keep it safe
27	Wide the streets to allow for on street parking because people can't follow the rules on alternate parking.
28	When I think about making Midler and New Court Ave more bicycle friendly, it's hard for me to imagine slowing cars enough for it to feel safe. Therefore, I would suggest to make streets parallel to Midler/ New Court be the bicycle pathway (add speed bumps and signage where needed).
29	Focus needs based on area. ie Lyncourt around the school and Midler from burnet to start of new court needs more traffic calming for walkers and more narrow lanes/neighborhood feel. New court from Teall to N Midler may need more focus on bike lanes and some street design but may not need the intensity the others need.
30	Seasonal bike lanes would be a good idea for warmer months, but better to enhance this section for pedestrians first. Large number of families in the area.
31	Traffic light cameras
32	The bike lanes are going to be empty likely 99 percent of the time. You've damaged the flow of traffic instead of fixing anything and on top of it all you've wasted tax dollars doing something nobody actually asked for. This was probably some crooked kick back thing like most of the projects around here (harbor apartments)
33	The new bike lanes are horrendous and should be reconfigured. The construction to redo these was an absolute drawn out nightmare and extremely mismanaged, and the end result is not on par with the ridiculous amount of money, time, and inconvenience spent.
34	This entire thing is a waste of taxpayer money
35	Lower the speed and also put speed bumps on Orwood place near Teall Ave. cars race down Orwood Place to beat the light. This block part of Orwood (700 block) has no sidewalks, so pedestrians must walk in the street with cars racing down to make the light.
36	Put cameras in front on Lyncourt school.
37	This might have nothing to do with the corridor itself, but it's worth noting. From New court to Tealle, and from Orwood place to Tealle, there is no signage that says "no turn on red," despite there being a left hand arrow at both sides of the intersection. This is incredibly dangerous for residents, as well as visitors— and needs to be addressed immediately.
38	Do not take away traffic lanes
39	It's off consider but speeds on off streets (Lyncourt and Eastwood side streets are outrageous) kids are playing and vehicles are bypassing the coorisors flying down side streets
40	Definitely no enhanced pedestrian crossings or benches. Unfortunately, it encourages pan-handlers as we have seen on erie blvd & on 298/bridge st. & they are a safety hazard. They stumble in front of vehicles or just waltz right up as your driving past them. Always afraid they're gonna get knicked by my sideview mirror

41	I dont want the area to become appealing to homeless or vagrants or drug users
42	Speed light sensor in front of the school
43	I don't understand why part of the bike lane is not adjacent to the sidewalk.
44	There needs to be better protection for those crossing the street in front of the school.
45	Traffic camera to help with speeding through school zone
46	My main concern is with the school zone - people are constantly speeding and running the traffic light. Also, the warning lights do not flash through the entirety of the reduced speed times.
47	There should be a sign that monitors the car's speed, so drivers are aware of how fast they are driving.
48	There should be speed cameras placed in front of Lyncourt School similar to the Syracuse City Schools that now have them.
49	I would like speed camera in front of Lyncourt school. The speeding through the school zone both morning and afternoon/early evenings has been out of control for the 10 years that I've lived in this area.
50	Keep the roads for cars and the sidewalks for people walking. There is no need for another lane for the bikes. Pave the roads as they are and stop wasting taxpayers money. They have been fine the way they are for many years.
51	Make sure the school zone warning lights are only on when the school zone is actually in effect
52	Awful bike design
53	Nope
54	DO NOT PUT A BIKE LANE DOWN THE MIDDLE OF THE ROAD!!!!!!
55	Please think about the school it is so dangerous for students
56	sections of roads need street lights
57	I would love to see a red light camera at the stop light on Court Street in front of Lyncourt School. Hundreds of kids and adults cross there every day and drivers fly through that stop light constantly.
58	#1 We need speed enforcement in front of Lyncourt School. #2 Residents and commerical properties need to be sure that the sidewalks are shoveled along Court Street so kids can walk to school without going in the road. Maybe this can be enforced with consequences like a ticket. #3 Also, please do not put in the bike lanes like they did further down Court Street.
59	SPEED BUMPS THROUGHOUT THE AREA! CAMERAS AT THE SCHOOL!
60	Cameras for speeding cars in front of Lyncourt school
61	trees are good - but, only if the proper type of tree is planted & far enough away so not to do damage. the root systems run deep & wide - so you don't want big maple or pine/spruce trees, etc.. those roots will destroy & uproot - driveways, house foundations, roadways, sidewalks, etc.. as well as cause problems with power lines.
62	Speed cameras in front of lyncourt elementary
63	More patrols. Speed camera in front school from court/roxford all the way down past Lyncourt fire dept.

64	Remove the drop off area in front of lyncourt school, parents block street and crosswalk. Increase school zone signage and have police for visibility once in a while! Perhaps add speed cameras especially in front of school!
65	None of these improvements will help. The only improvements that are needed are related to enforcing the speed limits up and down court street especially in front of Lyncourt school. The Onondaga county Sheriffs are a joke. Not only do they ignore this problem but they are the biggest culprits of speeding through a school zone.
66	The bike lanes are ridiculous, the pattern keeps changing and is going to cause a major accident.
67	Traffic Cameras
68	I don't care for the bike lane on the road. We have nice sidewalks that keep pedestrians away from traffic and that's what they should be used for. I don't want to worry about driving next to someone with no helmet on riding an e-bike and running through intersections because they think they have the right of way or just don't care. The e-bikes now go almost 30mph and I don't want to encourage more integration of them on the roads, especially when anyone can just grab one and go (Vevo rentals). I have seen people on them with young children on their laps, neither with helmets, blasting through stop signs without a glance at traffic. This needs to be discouraged, not enabled with bike lanes.
69	We should have the camera like the city does in the school zone .. it is getting bad with the cars speeding and running the red light
70	No
71	Fix our sidewalks due to tree roots that belong to the town of Salina
72	The entrance to Lyncourt on Court St Rd. Is embarrassing. We have brought this up on numerous occasions. We get mowed (sloppily) 2x a year. While the entrance to Mattydale is grimes like a golf course. This is unacceptable. I do Appreciate the opportunity to give input.
73	Not at this timw
74	I believe there should be traffic cameras in front of Lyncourt School in order to get drivers to slow down. There have been numerous occasions when I am picking up my child, and a car runs a light as we are about to cross; even with the crossing guard there. I believe it would help people slow down during that stretch of road.
75	Poner cámaras de seguridad como están en Syracuse
76	Large vehicles not turning safely from james onto midler
77	Please No Bike lanes
78	Signed that say this is America not communist cameras and signs that say use common sense
79	Red light cameras in front of lyncourt school.
80	Just feels like the area is and has been neglected.. also we need the ramp that is closed to reopen ..I know it's a joint issue between Dewitt and Salina but it needs to be open
81	Better and safer for kids

82	No
83	enforced speed in school zone, traffic light for left-hand turns off of Pottery Road onto Court Street
84	We don't need it and it's a waste of money. Fix the road and don't change them. You just slowing the commute. There will be accidents and fatalities road rage b/c people don't care and are in a rush you need to step up patrols or police presence, You will have people waking in the road in the winter and summer months when there was already a sidewalk.
85	Speed cameras
86	FIX THE ROAD
87	I hope this project is supported thoroughly and not forgotten, leaving the community with a half-finished project. This is a great start to becoming a bike and pedestrian-friendly area. Being such a dense city, this is an area of opportunity for all areas of Syracuse.
88	I think special bike lanes are a waste of time. I see very few bikes along this corridor.
89	No
90	Just the ones stated above
91	better signage, more designated bike lanes, better lighting
92	The Syracuse bus network would really benefit and become a lot more useful with a loop route. This loop of Court St. to Midler would be an excellent path for it on the north side. This corridor is currently served by two separate bus routes. But you cannot travel from one end to the other without a transfer or three.
93	I hadn't really thought about it much, since I tend to only regularly be on Midler between James and Erie...in a car.

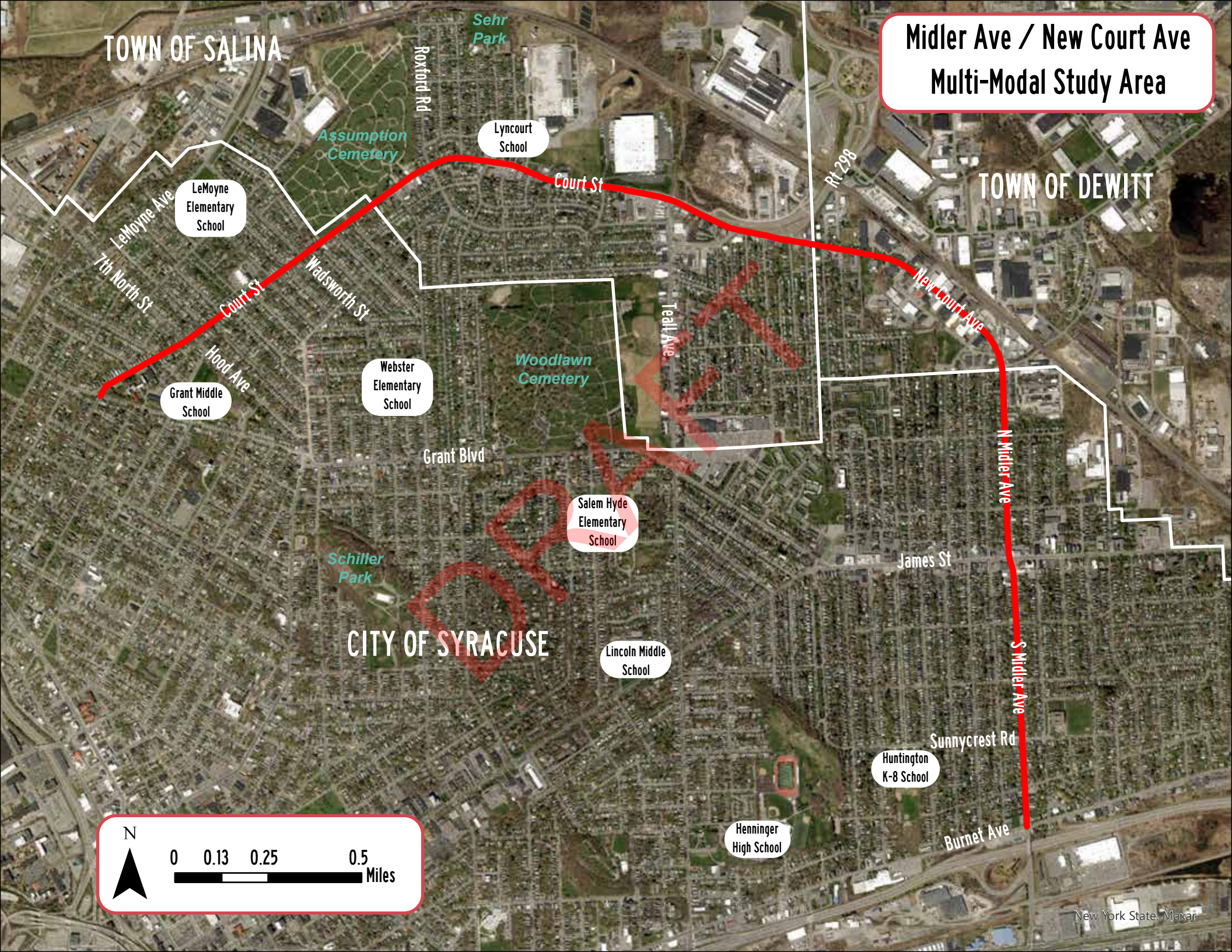
MIDLER AVE / NEW COURT AVE

MULTI-MODAL STUDY



Study Area Guide

Midler Ave / New Court Ave
Multi-Modal Study Area



TOWN OF SALINA

TOWN OF DEWITT

CITY OF SYRACUSE



Court St - New Court Ave - Midler Ave

Study Purpose

The Midler Ave / New Court Ave Multi-Modal Study is focused on improving and expanding bicycle and pedestrian connections across municipal lines. 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 along Erie Blvd E. This planning effort 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.



**Midler Ave / New Court Ave
Multi-Modal Study Area:
Section 1 - Grant Blvd to Teall Ave**



TOWN OF SALINA

Assumption
Cemetery

Lyncourt
School

Court St

LeMoyne
Elementary
School

LeMoyne Ave

7th North St

Court St

Wadsworth St

Darlington Rd

Webster
Elementary
School

Woodlawn
Cemetery

Teall Ave

Hood Ave

Grant Middle
School

Butternut St

Grant Blvd

CITY OF SYRACUSE

Salem Hyde
Elementary
School

New York State, Maxar



0 0.07 0.15 0.3 Miles

Schiller
Park

Court St: Grant Blvd to Teall Ave

Court St - Grant Blvd to City/Town Line

Municipality: City of Syracuse

Owner: City of Syracuse

Length: 0.9 miles

of Lanes: 2 (1 in each direction)

Daily Traffic Volume: 6,000

Character: Primarily a residential neighborhood with small scale retail scattered along the corridor.



Court St - City/Town Line to Teall Ave

Municipality: Town of Salina

Owner: NYSDOT

Length: 0.9 miles

of Lanes: 4 (2 in each direction)

Daily Traffic Volume: 13,000

Character: Mixed-use. Small-scale retail along most of the corridor with small pockets of residential development. Community uses, including a school and multiple churches. Light industrial uses closer to Teall Ave.



Midler Ave / New Court Ave
Multi-Modal Study Area:
Section 2 - Teall Ave to N Midler Ave



TOWN OF DEWITT

TOWN OF SALINA

CITY OF SYRACUSE



0 0.05 0.1 0.2 Miles

Court St / New Court Ave: Teall Ave to N Midler Ave

Court St - Teall Ave to Swansea Ave

Municipality: Town of Salina

Owner: NYSDOT

Length: 0.3 miles

of Lanes: 4 - 6 (2 - 3 in each direction)

Daily Traffic Volume: 10,000

Character: Commercial and industrial uses directly on the corridor with residential properties nearby. Primarily acts as an on-ramp to Rt 298 towards Military Circle.



New Court Ave - Swansea Ave to N Midler Ave

Municipality: Town of DeWitt

Owner: NYSDOT

Length: 0.7 miles

of Lanes: 2 (1 in each direction)

Daily Traffic Volume: 6,500

Character: Commercial and light-industrial uses.



**Midler Ave / New Court Ave
Multi-Modal Study Area:
Section 3 - New Court Ave to
Burnet Ave**

TOWN OF DEWITT

CITY OF SYRACUSE

N Midler Ave

S Midler Ave

Coughlin Ave

Tyson Pl

James St

Forest Hill Dr

Northcliffe Rd

Nichols Ave

Glencove Rd

Sunnycrest Rd

Huntington
K-8 School

Burnet Ave



0 0.05 0.1 0.2
Miles

Midler Ave:

New Court Ave to Burnet Ave

N Midler Ave - New Court Ave to James St

Municipality: City of Syracuse

Owner: City of Syracuse

Length: 0.5 miles

of Lanes: 2 (1 in each direction)

Daily Traffic Volume: 9,000

Character: Primarily a residential neighborhood with small scale retail near the New Court Ave and James St intersections.



S Midler Ave - James St to Burnet Ave

Municipality: City of Syracuse

Owner: City of Syracuse

Length: 0.7 miles

of Lanes: 2 (1 in each direction)

Daily Traffic Volume: 12,500

Character: Primarily residential uses along the corridor with retail and other commercial uses sprinkled throughout. A concentration of commercial uses found near the James St and Burnet Ave intersections.



Appendix *C*

Public Meeting Summary

DRAFT

Midler Ave / New Court Ave Multi-Modal Study Public Meeting – June 16, 2026

PUBLIC MEETING – JUNE 16TH AT LYNCCOURT SCHOOL

Midler/New Court Ave Multi-Modal Study



Study Overview

The Midler Ave / New Court Ave Multi-Modal Study is focused on improving and expanding bicycle and pedestrian connections across municipal lines. 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 along Erie Blvd East. This planning effort 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.

— Public Meeting - June 16th



A public meeting presenting the draft concepts aimed at improving mobility and connectivity for people outside of vehicles will be held on **June 16th from 5:00pm to 7:00pm in the Lyncourt School auditorium**. A short intro presentation will be followed by an open house where community members can drop in at any time to review the materials, ask questions, and provide comment.

Lyncourt School
2707 Court St
Syracuse, NY 13208

Unable to attend or want to know more before you go? Please watch the presentation above which provides a brief summary of the study and introduces the draft concepts that will be on display and discussed at the public meeting. A PDF version of the meeting boards can be found below.

[June 16 – Public Engagement Materials](#)

A recorded summary presentation was made available on the SMTC's website and YouTube channel starting on June 9, 2026, with an invitation to attend a public workshop on June 16, 2026. The presentation provided a brief overview of the SMTC, the overall goals of the study, summarized the results of the public survey, and described the draft mobility concepts that were developed based on the data collected as part of this study. The summary video was intended to provide information to individuals who could either not attend the public workshop or would like additional information before attending.

YOU'RE INVITED!

Public Meeting

Midler Ave /
New Court Ave
Multi-Modal Study

**Tuesday,
June 16th**

Drop in anytime
between
5:00 - 7:00 p.m.
in the **Lyncourt
School Auditorium**
at
**2707 Court St,
Syracuse, NY**



**Syracuse
Metropolitan
Transportation
Council**

Meeting Purpose:

- To learn more about this project, hear results of the project survey, and review concepts aimed at improving bicycling and walking along the study corridor.

Meeting Format:

- Drop-in meeting with concept boards 5-7pm
- Brief presentation will be given at 5:15pm
- Meeting materials and summary video will be made available on the website below.

smtcmpo.org/midlerstudy



A flyer announcing the public workshop was sent to members of the Study Advisory Committee (SAC), the Lyncourt School District, two Syracuse City School District schools within the study area (Grant Middle School and Webster Elementary School), along with several community organizations within the study area. Additionally, the SMTC posted the announcement on its Facebook and Instagram pages on two occasions. Collectively, all posts were shared 26 times. The summary video was viewed 13 times by the date of the workshop and 39 times overall.



Syracuse Metropolitan Transportation Council

June 15 at 1:00 PM · 🌐

TOMORROW NIGHT: Stop by anytime between 5 - 7 PM (brief presentation at 5:15 PM) at the Public Meeting for our Midler Ave / New Court Ave Multi-Modal Study.

Tuesday, June 16, 5-7 PM at the Lyncourt School Auditorium

The meeting facility is ADA accessible.

Unable to attend or want to know more before you go? Watch the video presentation on our website <https://smtcmpo.org/midlerstudy/> See less

YOU'RE INVITED!

Public Meeting

Midler Ave /
New Court Ave
Multi-Modal Study

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smtcmpo.org/midlerstudy





Syracuse Metropolitan Transportation Council

June 8 at 4:30 PM · 🌐

...

We will be hosting a public meeting for our Midler Ave / New Court Ave Multi-Modal Study on Tuesday, June 16, 5-7 p.m. at Lyncourt School. Please stop by!

Unable to attend or want to know more before you go? Watch the video presentation on our website <https://smtcmpo.org/midlerstudy/>

Meeting facility is ADA accessible. To request special accommodations, please contact the SMTC at contactus@smtcmpo.org or call 315.422.5716 by Friday, June 12th at noon. [See less](#)

YOU'RE INVITED!

Public Meeting

Midler Ave /
New Court Ave
Multi-Modal Study

**Tuesday,
June 16th**

Drop in anytime
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smtcmpo.org/midlerstudy





Syracuse
Metropolitan
Transportation
Council

On June 16, 2026, SMTC staff hosted the public workshop at Lyncourt School, utilizing the facility's auditorium. In total, 15 individuals signed in at the meeting, including one member of the SAC. Six attendees were members of the Lyncourt Volunteer Fire Department and three were affiliated with the Lyncourt School District.

The meeting included a summary station describing the SMTC, the genesis for the study, and a summary of the public survey from the fall of 2025. Beyond the summary station, three

groupings of concept boards were spaced around the auditorium based on geographic locations; Court St from the City/Town Line to Teall Ave, Court St / New Court Ave from Teall Ave to N Midler Ave, and Midler Ave from New Court Ave to Burnet Ave. The boards included plan view images of the concepts along with point-of-view (POV) visualizations. SMTC staff began the meeting with a brief presentation highlighting the thinking behind the concepts presented and walking through three example concepts. Following the presentation, staff answered questions and encouraged attendees to review the boards around the room. SMTC staff were stationed at the three geographic groupings to discuss specific ideas and address questions from attendees.



Introductory Station

Upon entry to the meeting, a table with SMTC informational material, including a brochure, recent newsletters, and core documents, greeted attendees. Additionally, two meeting specific boards provided a summary of the study process and the results of the public survey from the fall of 2025.

Court St – City/Town Line to Teall Ave

Three concept boards depicted potential improvements to the Court St / Roxford Rd, Court St / Windham Ave, and Court St / Teall Ave intersections. The concepts displayed directional bike lanes, two-way cycle tracks, pedestrian improvements at intersections, and potential closures/reductions in commercial driveways aimed at reducing conflict points.

Opinions voiced by attendees were greatly influenced by their affiliations. Attendees with close ties to the school district were supportive of ideas aimed at slowing vehicles in front

of the school building, including the pedestrian refuge island, narrowed crossing distances, and the cycle track as students and staff both often cross Court St. Attendees from the fire department voiced concern about emergency vehicle access near the pedestrian refuge island and potential reduction in curb access as a result of the cycle track. Staff noted that vehicles would have space to pull off around the pedestrian island, including into the cycle track if needed.

Support for the cycle track came from attendees who noted that they bike in the area and would like to have more separated facilities to help them feel safer. Firefighters questioned whether the flex posts would impede access to the curb. Staff noted that firetrucks could easily run over the posts if necessary to reach the curb in an emergency, but they allow cyclists of different abilities to feel more comfortable and ride further away from traffic. Some questioned whether e-bikes would be allowed to use the lanes. Staff noted that all legal bikes would be able to use any proposed facilities but acknowledged that many illegal bikes are also on the streets, which is an enforcement issue. Additional questions focused on pedestrian use of the cycle track during winter if the sidewalks were not cleared of snow. Staff noted that pedestrians would likely use the cycle tracks, mentioning that pedestrians currently walk in the road when sidewalks remain uncleared. While less than ideal, the cycle track does provide a safer space for pedestrians than vehicular travel lanes. Staff also highlighted that cycle tracks can typically be cleared by a standard truck with a plow due to their width.

Concepts including the reduction of commercial driveways also sparked concern related to access for emergency vehicles. Staff discussed the safety issues, related to frequent curb cuts, especially near intersections, including increased conflict points between modes, but noted that access to fire hydrants will be noted within the final report.

Attendees noted that the existing school speed zone is confusing and has inconsistent sign placement along the corridor. Staff agreed that the signage would need to be updated if the district pursues the use of speed zone cameras. Additional safety concerns arose when discussing lane reductions, with attendees believing the reductions may push vehicles onto side streets where they have seen drivers blowing through stop signs to cut through at faster speeds. Staff noted that Court St would still have enough capacity for existing and future traffic volumes but will note within the report that traffic calming treatments may be worth exploring within the neighborhood.

One attendee asked about the bike lane striping within the City of Syracuse and their confusion about the bike lane “floating” in the roadway. Staff noted that the bike lane is away from the curbline to allow for on-street parking. A similar concept was shown west of Roxford Rd in order to preserve on-street parking for the commercial businesses.



Court St / New Court Ave – Teall Ave to N Midler Ave

Three concept boards depicted potential improvements to the Court St / Arterial Rd, New Court Ave / Noble Ave, and New Court Ave / N Midler Ave intersections. The concepts included a continuation of the two-way cycle track, a shared-use path, and sidewalk extensions under the N Midler Ave railroad bridge.

Conversations focused around the New Court Ave / N Midler Ave intersection. With the reduction of travel lanes, an attendee noted a concern that southbound vehicles turning left may hold up traffic now that there would no longer be a dedicated turning lane. Staff informed the attendee that existing turning movement data does not see a heavy use of the left turn movement, but the team would look to do an intersection capacity analysis to confirm any potential reductions in service level.

Under the railroad bridge, an attendee voiced concern that there is not enough space to fit a sidewalk. They mentioned a recent trip under the bridge where they had to wait for a person walking as there was no available space to move around them without hitting an oncoming vehicle. Others mentioned seeing people walking underneath the bridge and hoped that there would be space to improve their safety. Staff noted that at the tightest point there is over 30 ft between the railroad bridge walls, which is plenty of space to provide a dedicated sidewalk. Travel lanes would need to be shifted slightly to accommodate the new sidewalk.

A larger question about the cost and benefit of bicycle infrastructure was voiced by one attendee. They believe that no one is riding bikes and that bike lanes are being forced upon the community. Staff noted that ridership requires better connectivity. The existing bike

network does not interconnect in most places, which makes cycling a less attractive mode of transportation. Expanding the network and improving connectivity is one way to encourage higher adoption of cycling in communities.

Midler Ave – New Court Ave to Burnet Ave

Three concept boards depicted potential improvements to the N Midler Ave / Tyson Pl, Midler Ave / James St, and S Midler Ave / Glencove Rd intersections. The concepts included transitions from the two-way cycle track to directional bike lanes, off-street bicycle infrastructure, an unsignalized pedestrian crossing, and connections to the City's neighborhood greenway network.

No immediate concerns about the proposals were raised. Interest was expressed in the pedestrian all-cross phase proposed at the James St / Midler Ave intersection. Additionally the bike connections across the intersection were seen as important additions.

An attendee asked where flex posts are recommended versus where bike lanes only receive painted buffers. Staff highlighted the S Midler Ave / Glencove Ave intersection concept as a good example. The concept recommends flex posts near the corners to ensure daylighting and force safer turning movements. Beyond the corner there are far too many residential driveways to use flex posts as there would be very few places that a flex post can be installed.

Public Comments – E-Mail

Date: June 29, 2026

Comment:

I was at the Lyncourt school bike lane presentation. I asked what the Bike Lane stats were for Court street and other bike lanes in the area? Can you send them to me, not sure if you have them by the day, week, month, and/or year?

I am still working on my concerns for the bike lane install. Is there a deadline when you need them?

SMTC response: Thank you for attending our public meeting at Lyncourt School and for being part of the discussion on improving mobility along the corridor.

Attached, please find a PDF with some data related to bike and pedestrian activity along the corridor. Below are a few brief notes related to the data:

- *This study utilized a modeled data set from Replica to better understand bike and pedestrian movements along the study corridor.*
 - *Unlike vehicular volumes, which are counted along the corridor on a regular basis, there are no standard counts for bike and pedestrian movements.*
 - *Replica data utilizes existing vehicle counts along with other data sources, including cell phone and GPS data, to estimate the number of trips taken by other modes of transportation. As a result, we do not include the number of trips, as we do not view them as reliable, but instead use them as a heat map to indicate higher levels of activity.*
- *Bike suitability ratings were based on visual observations by SMTC staff and interns and were conducted prior to the Court St bike lane installation.*
 - *Traffic volumes and speeds were considered as part of the rating, with a focus on space between riders and vehicles.*
- *Crash history was examined for the last 5 years of available data, from February 28, 2020 to February 28, 2025.*
- *I have included maps of employment and residential densities to help illustrate the areas the concepts are looking to better connect.*

Thank you again for your interest in this study. If you have any questions related to the data being shared, please let us know and we would be happy to discuss them further with you.

DRAFT

MIDLER AVE/ NEW COURT AVE

MULTI-MODAL STUDY

Bicycle and Pedestrian Data

DRAFT



STUDY PURPOSE AND OBJECTIVES

Study requested by the City of Syracuse.

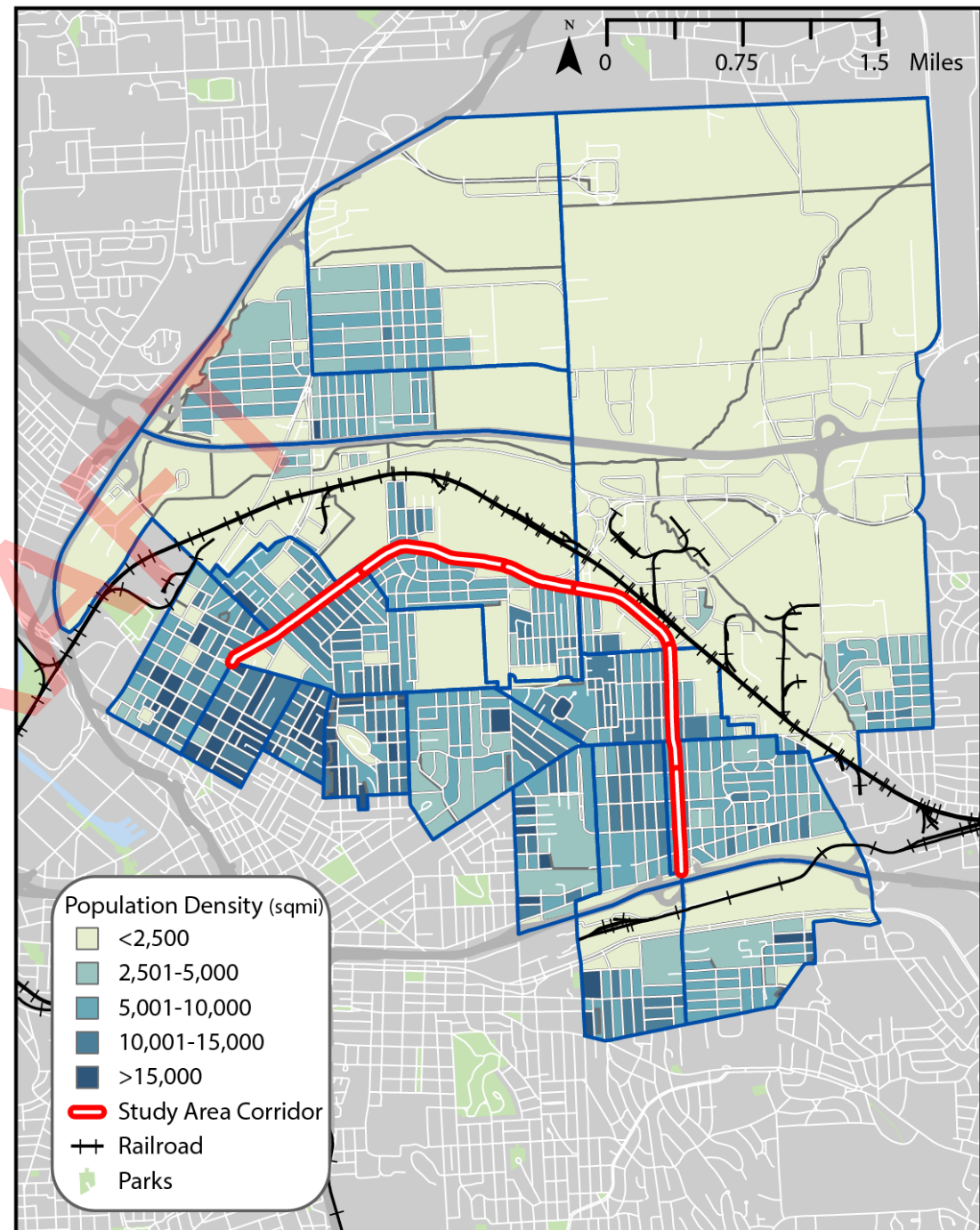
This study aims to identify improvements that will:

- 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.



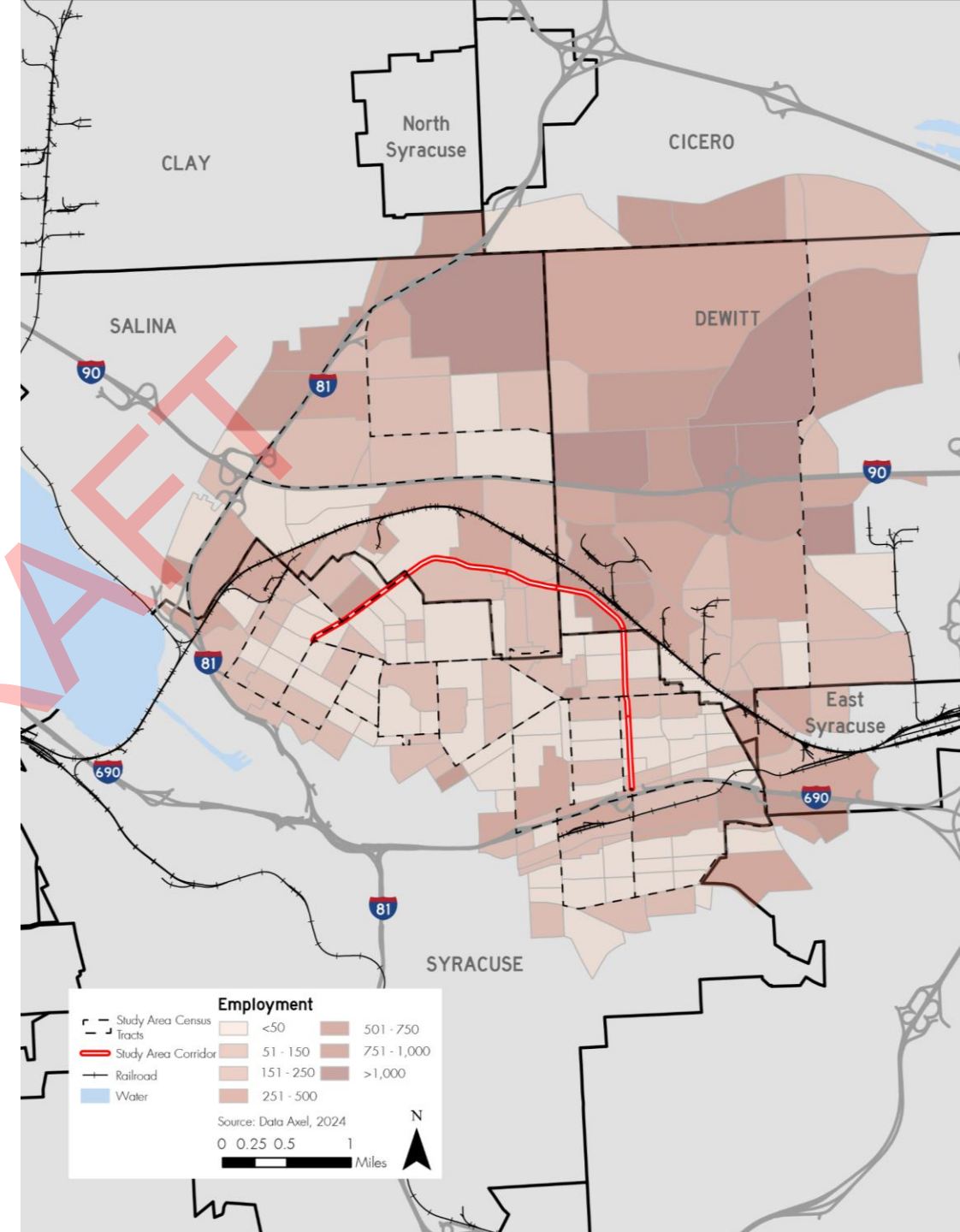
Population Density

- Densest residential areas primarily south of the study area
- Medium densities continue from the Northside through Lyncourt
- North of the study area is primarily commercial / industrial land



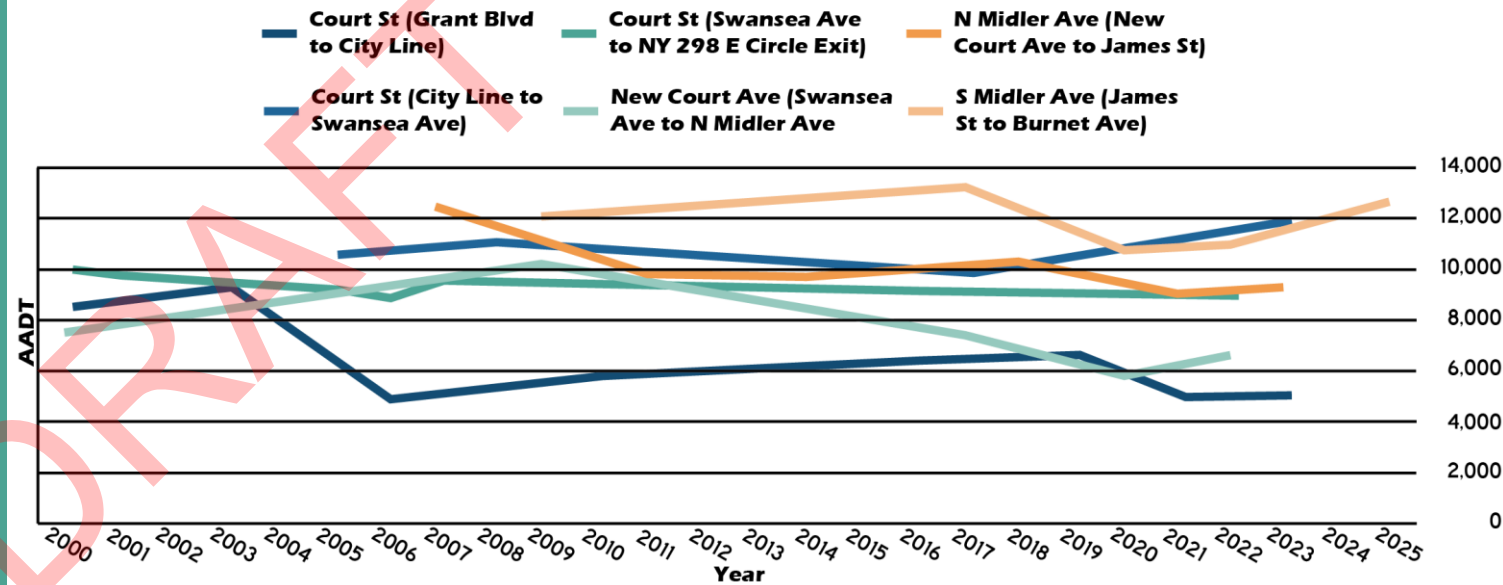
Employment Centers

- Access CNY headquarters on Court St
 - Lemoyne Elementary nearby
- Southern Wine & Spirits and other industrial/commercial properties make up a small cluster in Lyncourt
- Large industrial center north of corridor is a major employment draw in DeWitt
- James St business district is an active pull
- Erie Blvd E, just south of study corridor, is both a shopping and employment center



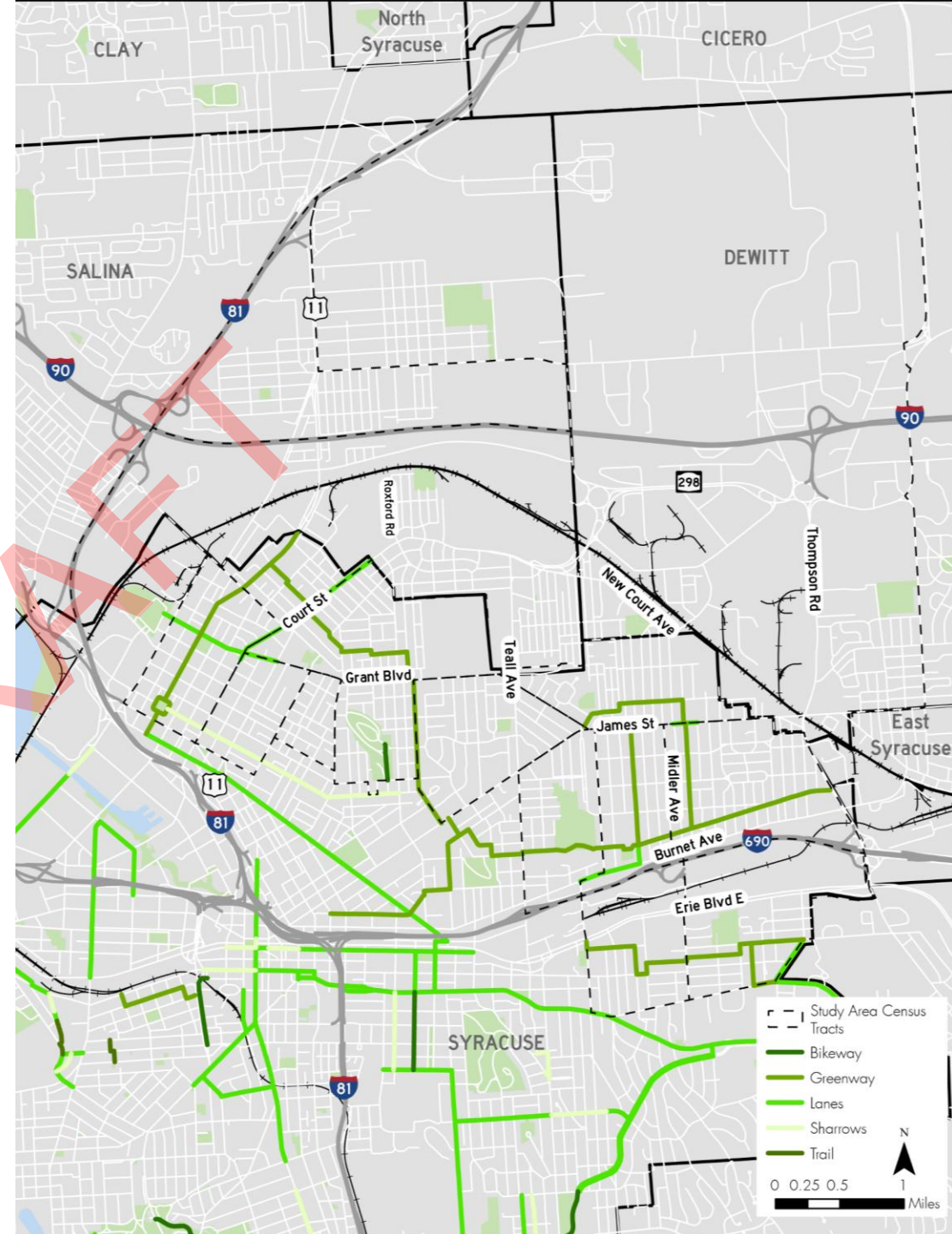
Annual Average Daily Traffic

- Volumes range from 6,000 to 13,000 vehicles per day
- Court St (Lyncourt) – volumes bounced back higher after pandemic
 - Still low enough to consider a road diet
- NY 298 (Out to Circles) – potentially low enough to reduce travel lanes



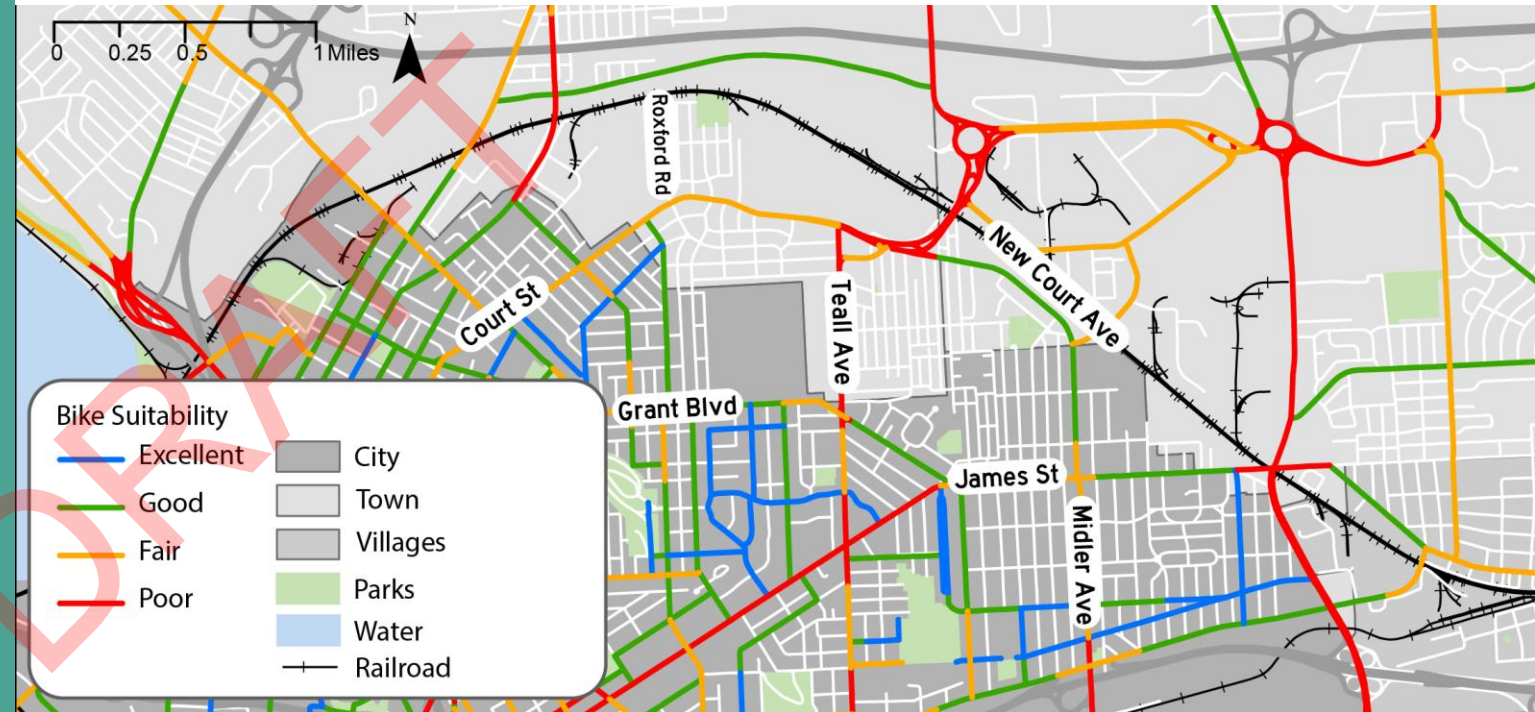
Bike Infrastructure

- New bike lanes will soon be completed along Court St from Grant Blvd to City Line
- Greenways along Nichols Ave offers up a potential alternative to S Midler Ave
- New Northside Greenway also a potential key connection point



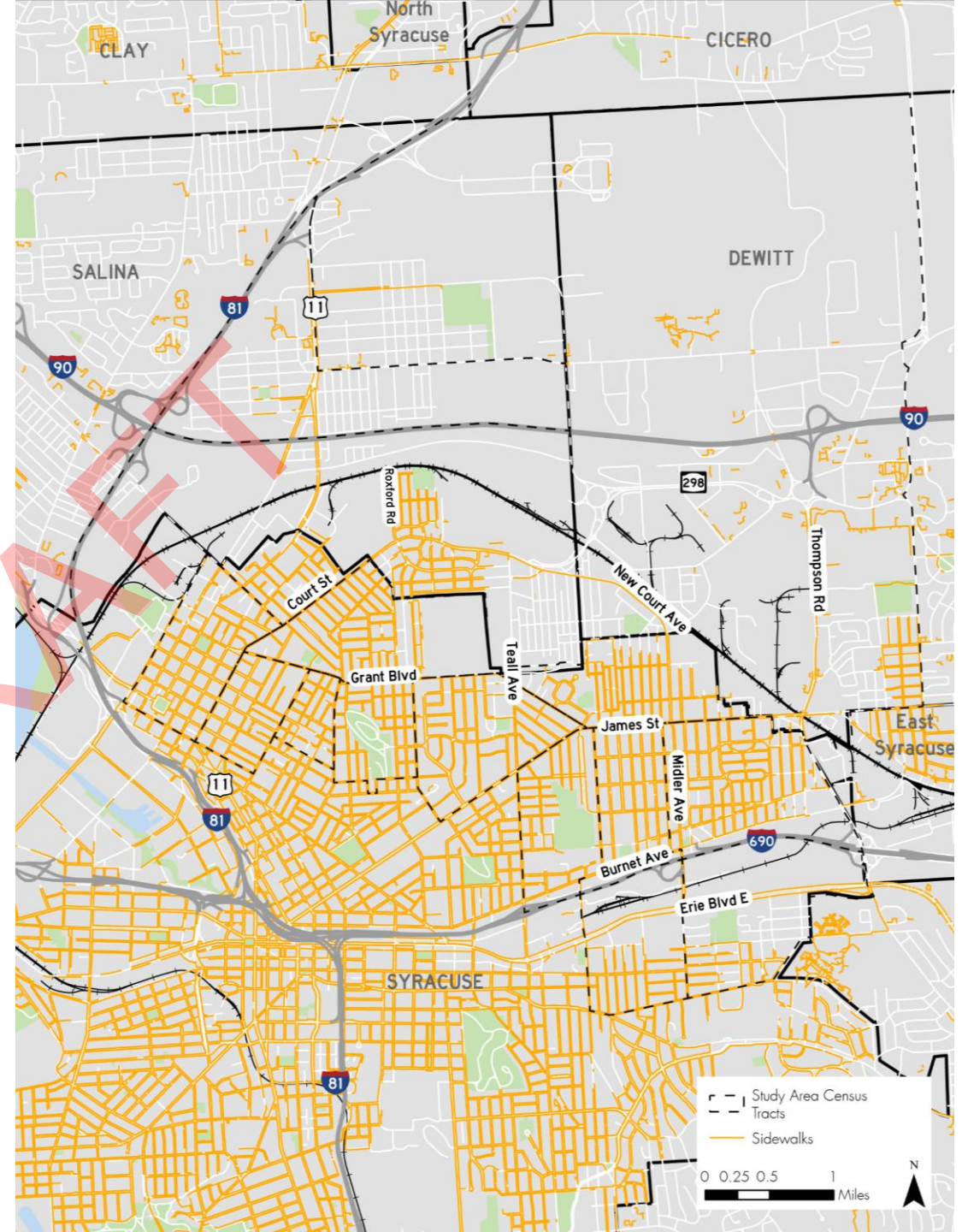
Bike Suitability

- Bike suitability is based on the perceived comfort of riders along specified corridors
- Court St is rated Fair for most of its length, with the segment east of Teall Ave rating as Poor
- New Court Ave, with its wide shoulders, sees the highest rating along the corridor at Good



Sidewalks

- Sidewalks exist along the entire study corridor
- Some neighborhoods in Salina and DeWitt do not provide full coverage or connections



Bike / Pedestrian Activity

Court St – Grant to Teall

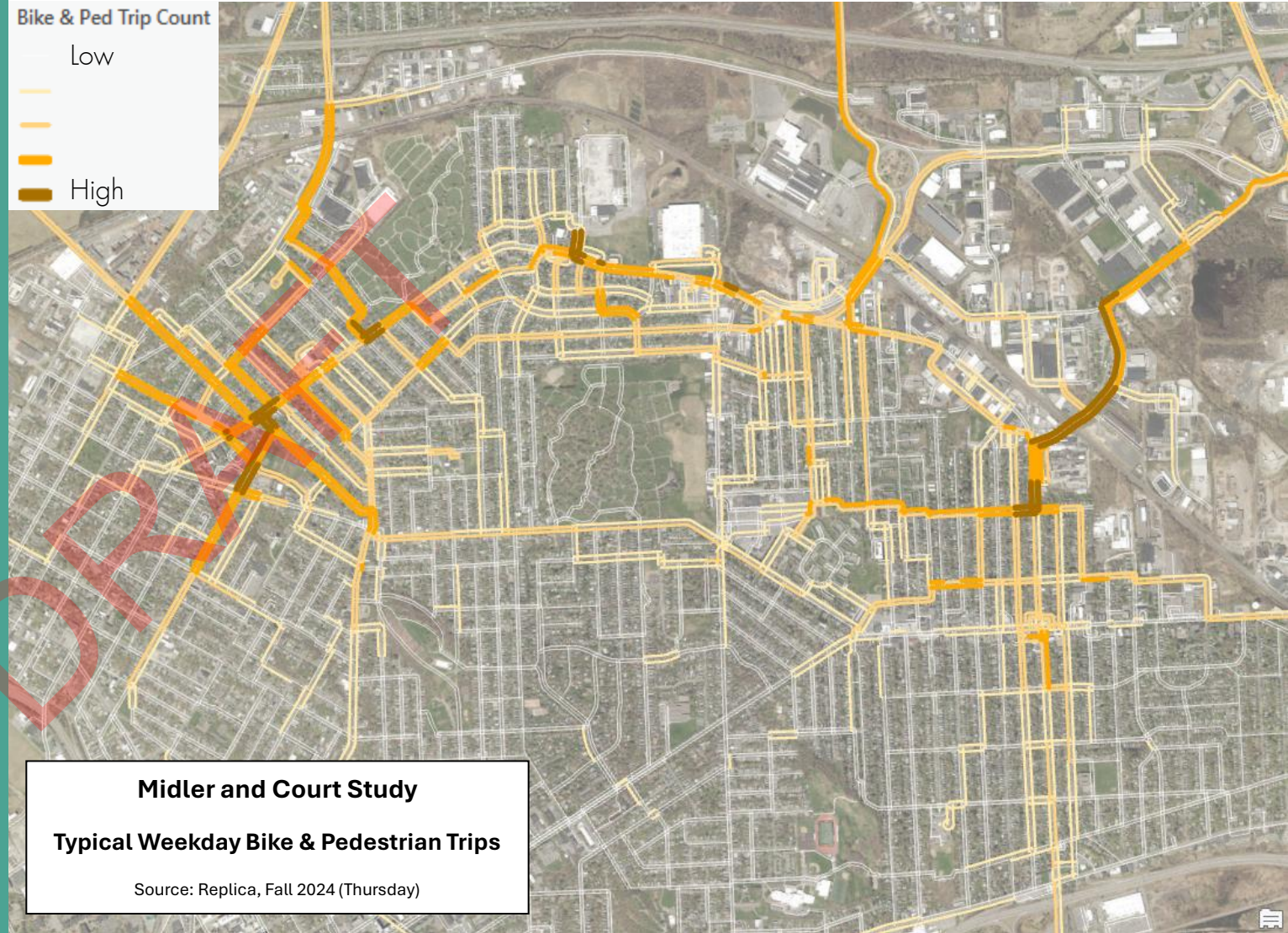
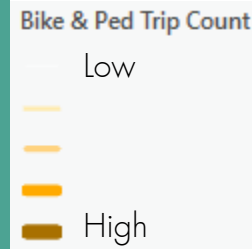
- Significant modeled activity near major intersections and schools
- 7th North, Wadsworth (leading towards Lemoyne Elementary), near Lyncourt School, connections to Grant Middle School

Court St / New Court Ave – Teall to N Midler

- Overall lower pedestrian / bike activity
- High speeds and unfriendly roads may play a role
- Note activity heading north on Rt 298

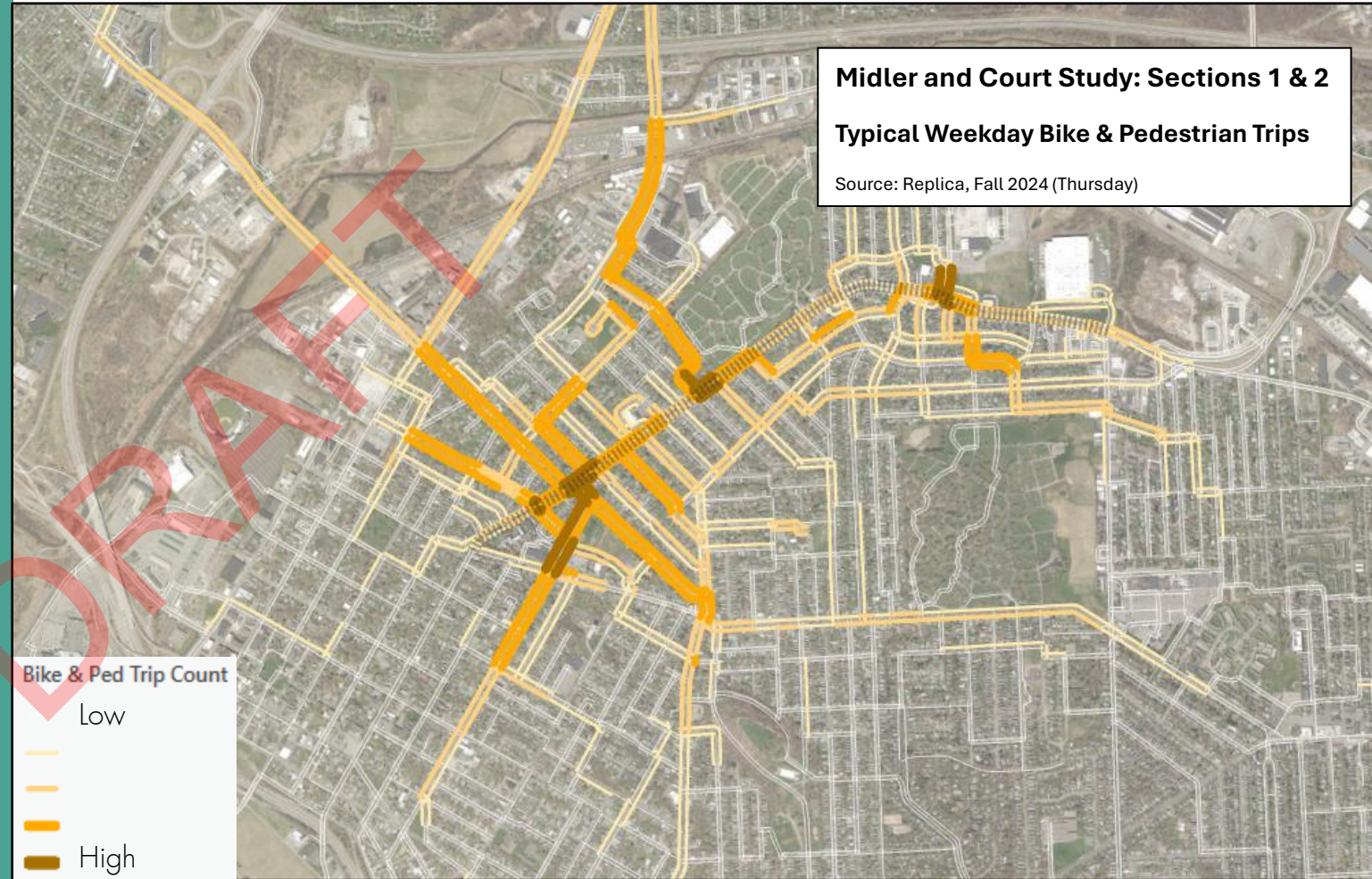
Midler Ave – New Court Ave to Burnet

- Significant activity heading north into the industrial areas of DeWitt
- Choke point under the existing railroad bridge



Bike / Pedestrian Activity

- Significant modeled activity near major intersections and schools
- 7th North, Wadsworth (leading towards Lemoyne Elementary), near Lyncourt School, connections to Grant Middle School



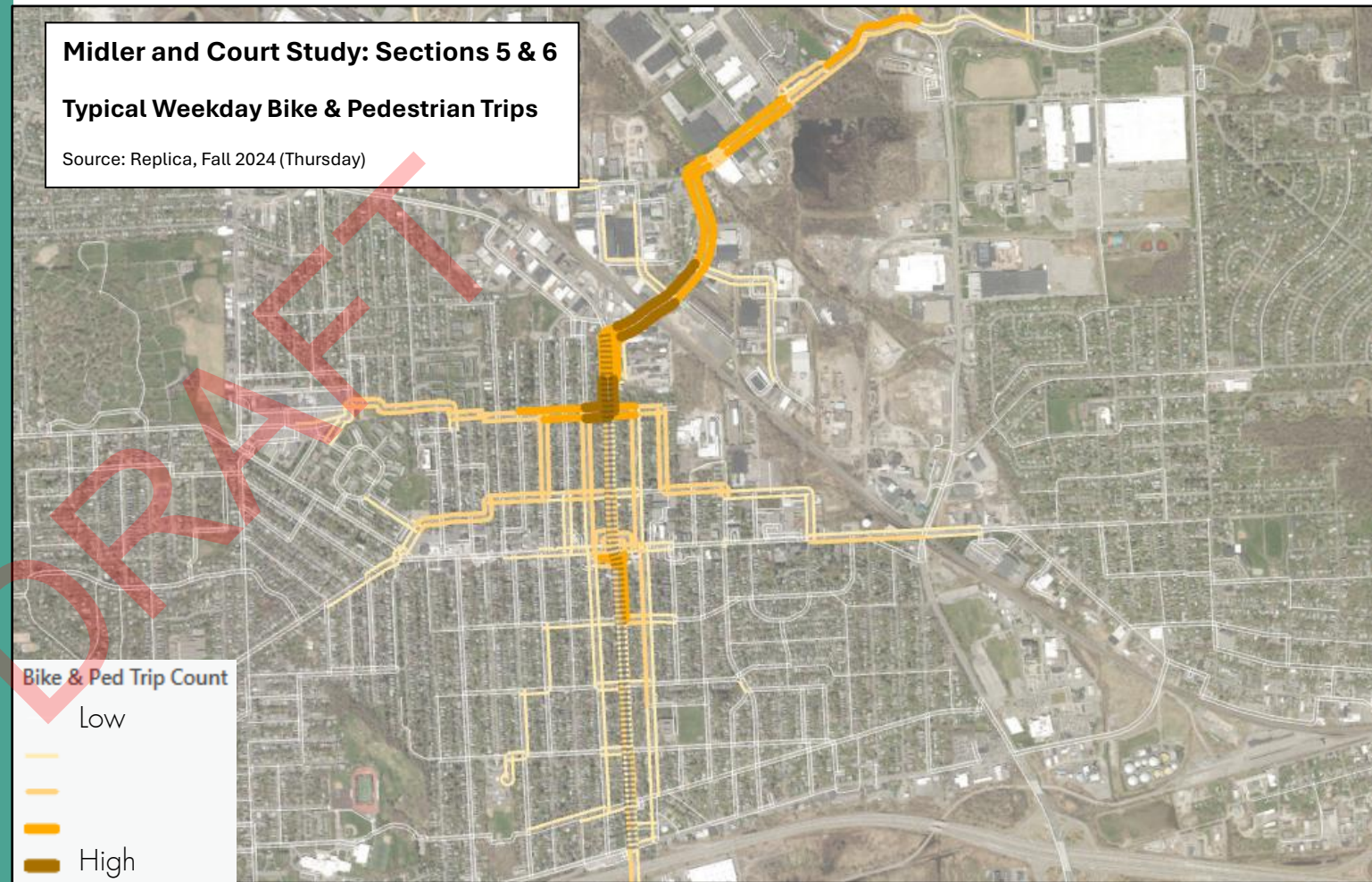
Bike / Pedestrian Activity

- Overall lower pedestrian / bike activity
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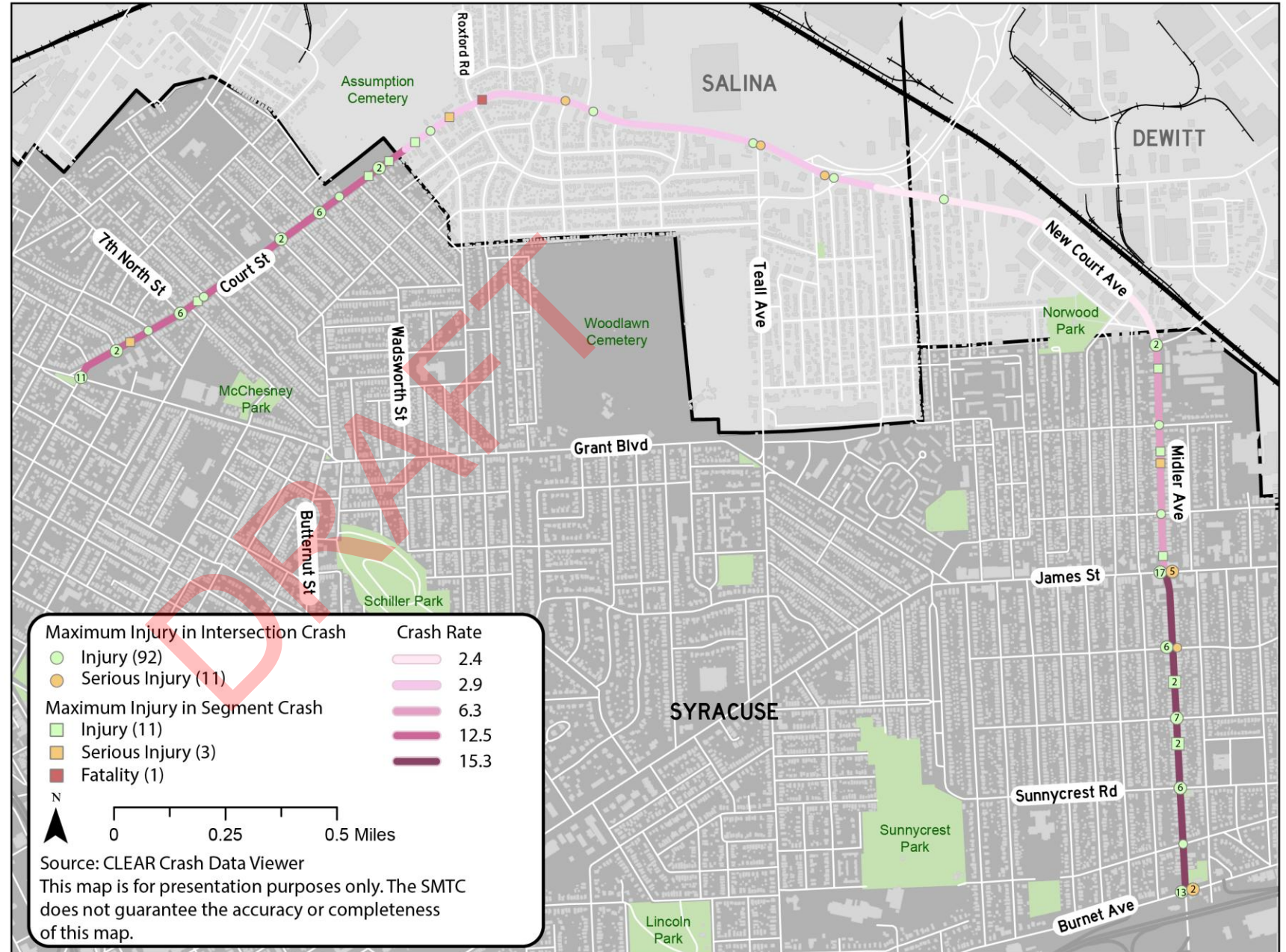
Bike / Pedestrian Activity

- Significant activity heading north into the industrial areas of DeWitt
- Choke point under the existing railroad bridge



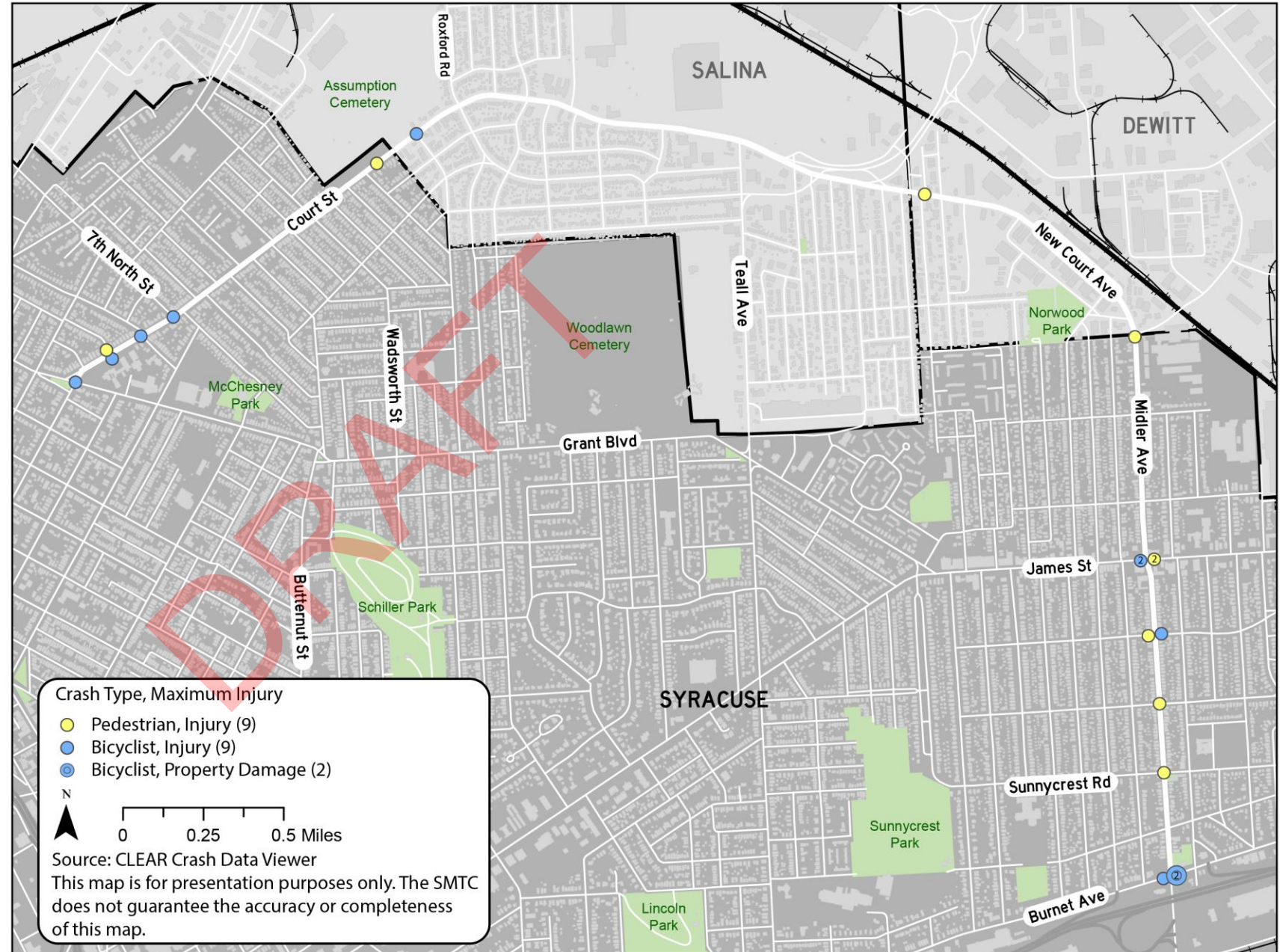
Crash Data

- Of the 118 crashes that resulted in injury:
 - 103 occurred at intersections
 - 15 occurred along segments
- James St and Burnet Ave intersections saw the highest number of crashes
 - Consistent with Vision Zero High Injury Network findings



Bike and Ped Crashes

- 9 pedestrian crashes
- 11 bicycle crashes
- 18 out of 20 crashes resulted in injury
- Primarily occurring at or near intersections



Date: July 15, 2026

Comment:

Here is the last of the concerns of a bike lane listed below. I also attached a pdf of what I sent with the additions listed below. If you have any questions or need me explain anything feel free to call my cell: [redacted].

Rush Hour:

During rush hour Court Street is very busy morning/afternoon rush hour, during the school year. Many parents drop off their children at Lyncourt. I really don't want to turn Lyncourt in a mess like James St./Midler Ave. during rush hour that intersection is very bad.

I would hate the traffic jams to happen to the Lyncourt Community. Especially when I see people cutting through the neighborhood of Eastwood so they don't have to wait for the light. I have been in the lines on James Street and waiting multiple lights just to cut through the side streets. People cut through our side streets already, going from 4 to 2 lanes it will send more and put the kids on bikes at risk.

Pulling out from a side street:

Pulling out from a side street will be almost impossible if it goes to 2 lanes. James Street between Midler and Thompson is one of the worst roads to pull out on during rush hour. Trying to take a left on James is completely impossible, with the 4 lanes it allows traffic not to bunch up and people can flow better.

Talking to the community:

Has anyone spoken to the court street residence and asked how they like/dislike the bike lane?

Thinking ahead:

With Micron starting up in CNY, that means more drivers in the area. The cars traveling on the road is going to increase. They should have turned court street into a 4 lane highway for the ominously increasing population traveling in the next 10 years.

Bike Lanes not used:

Many people who ride E-Bikes and/or regular bikes won't use the bike lane; they will cut through our neighborhood like they currently do. There's less traffic in the neighborhoods and that makes it safer for kids and adults. Many people don't want to use the bike lanes because it's not safe because of the high amounts of cars (which from your stats support).

Work Vehicles:

With the bike lanes there the occasional work truck that needs to park in the road because there isn't parking in the driveway. It doesn't happen all the time but it does happen from time to time. It might say no stopping or parking but we house repairs need to be done they take priority. (I purposely blocked out the license plates because I don't want anyone getting in trouble)



Stopping:

You're not supposed to stop but today's society has deliveries many times a week and the delivery people drop off packages and even door dash. Pulling into someone driveway is not an option and/or not a good idea to be safe. I have watched people put up Infront of houses to deliver food and they look nervous.



Medians:

Installing medians would slow people down but they are a bad option. To many people don't know how to drive around them. Every median I have seen has the sign removed by vehicles, every sign has been ran over because the vehicle goes over the median.

Below is East Syracuse in front of Vitos restaurant:



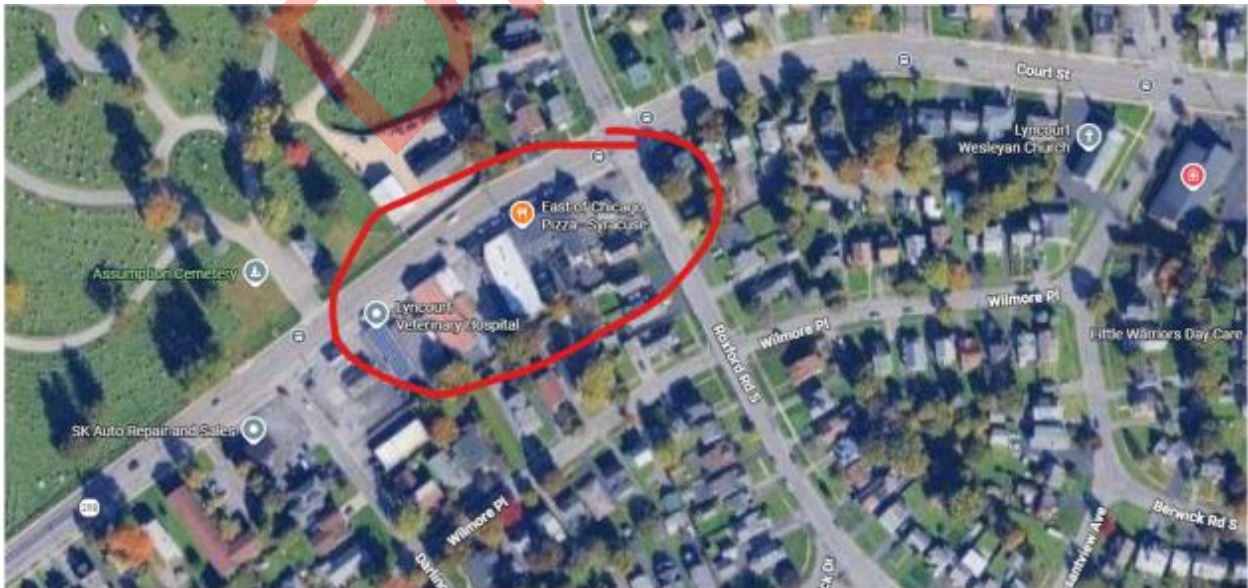
Below is in front of Lucky Sevens, which before the winter they had an orange barricade in front of the sign and still was ran into:



Also Carrier circle has a sign that was ran over during the winter as well.

Park:

The parking spots in front of the business's circled in red can't be touched because these businesses depend on the parking spots:



SMTC response: Thank you for your thoughtful comments and engagement with this planning effort. Our team will take your comments into consideration as we finalize our recommendations and draft the final report. Below are some responses to a few of your key comments:

Rush Hour

An intersection capacity analysis was conducted for four intersections along Court St all of which indicate that they will remain operating at a level of service of A, indicating free flowing traffic, during peak periods.

Pulling out from a side street

While pulling out of a side street from an unsignalized intersection can be tough at times, the traffic volumes should be low enough to easily accommodate most turns. Traffic volumes along Court St are around 60% of the volumes on James St.

Talking to the community

A public survey was conducted in the fall of 2025 with promotional assistance from the Lyncourt School District along with direct contact with several community organizations along the study corridor. Community members are encouraged to engage with the material on the study website and provide feedback. Should this project advance from a planning study to a capital project, NYSDOT would do further community engagement prior to any finalized designs.

Thinking ahead

All traffic analysis was conducted using both existing traffic volume data as well as the SMTC's 2050 traffic demand model to account for estimated increased traffic as a result of incoming investments.

Bike lanes not used

Your comment is noted.

Work vehicles / stopping

Curb management and access is a key component to all transportation studies. We will look to address these concerns within the final report.

Medians

Maintenance of medians can be uneven and will need to be considered should any of the recommendations within the final report move towards implementation.

Parking

The draft concepts have been designed to preserve the on-street parking in front of the businesses located west of Roxford Rd.

Thank you again for your interest in and engagement with this planning effort.

DRAFT

Appendix *D*

Intersection Capacity Analysis

DRAFT

AM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-63 -- 298 (Court) @ Roxford

Intersection ID: NA

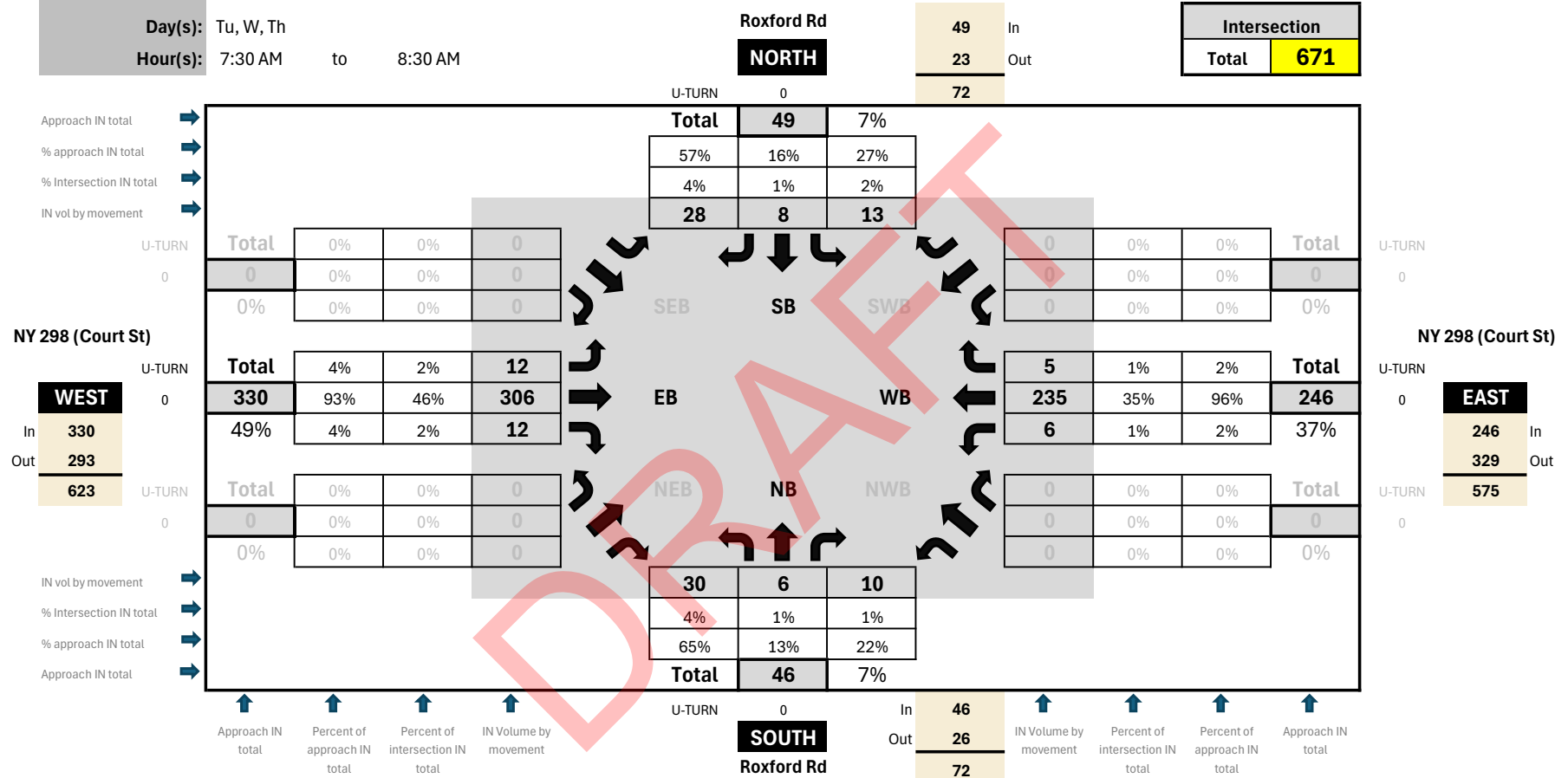
Source & Date(s): Miovision (2025-03-18 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 7:30 AM to 8:30 AM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus



PM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-63 -- 298 (Court) @ Roxford

Intersection ID: NA

Source & Date(s): Miovision (2025-03-18 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 4:15 PM to 5:15 PM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus

Intersection	
Total	994

Roxford Rd	44	In
NORTH	58	Out
0	102	

U-TURN	0	
Total	44	4%
66%	9%	25%
3%	0%	1%
29	4	11

Approach IN total

% approach IN total

% Intersection IN total

IN vol by movement

U-TURN0

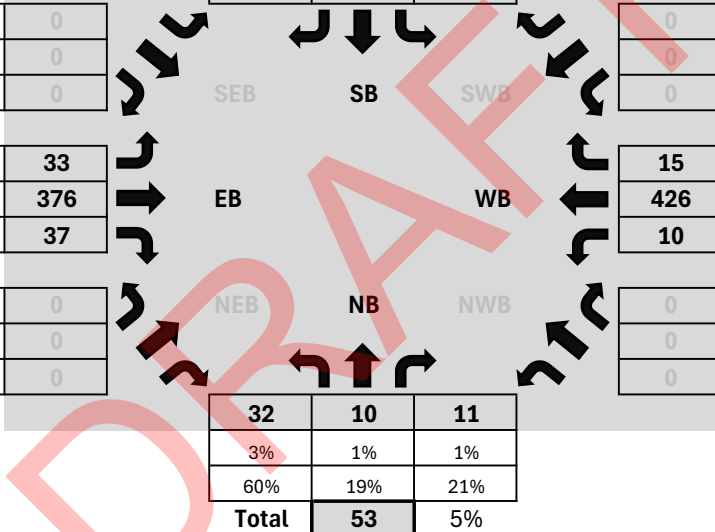
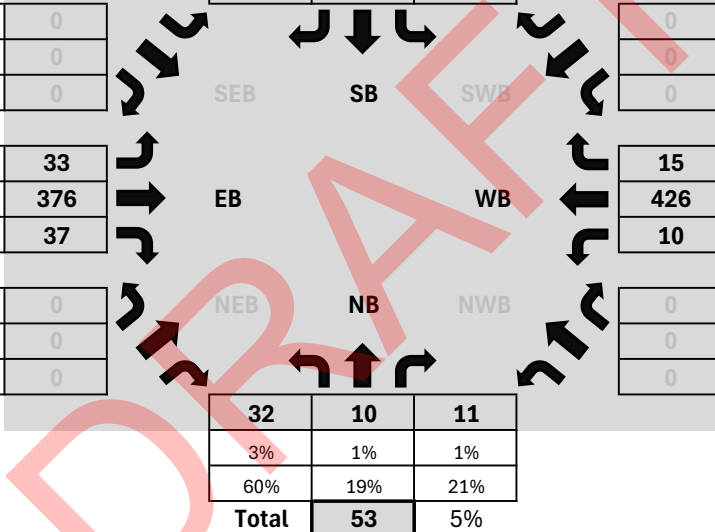
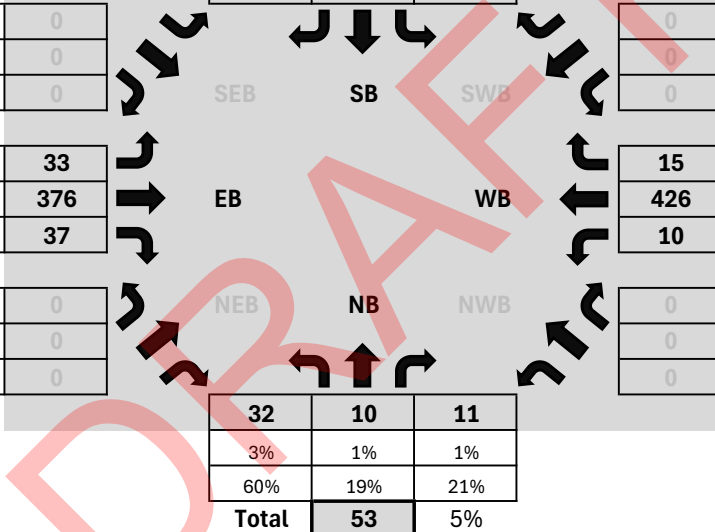
64)

U-TURN

0

1

el

Total	0%	0%	0		0	0%	0%	Total	
0	0%	0%	0		0	0%	0%	0	
0%	0%	0%	0		0	0%	0%	0%	
Total	7%	3%	33		15	2%	3%	Total	
446	84%	38%	376		426	43%	94%	451	
45%	8%	4%	37		10	1%	2%	45%	
Total	0%	0%	0		0	0%	0%	Total	
0	0%	0%	0		0	0%	0%	0	
0%	0%	0%	0		0	0%	0%	0%	
				32	10	11			
				3%	1%	1%			
				60%	19%	21%			
				Total	53	5%			

U-TURN0

N

U-TURN0

U-TURN 0 In
SOUTH Out
Roxford Rd

IN Volume by movement	Percent of intersection IN total	Percent of approach IN total	Approach IN total
100	100	100	100

AM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-39 -- 298 (Court) @ Windham Ave

Intersection ID: NA

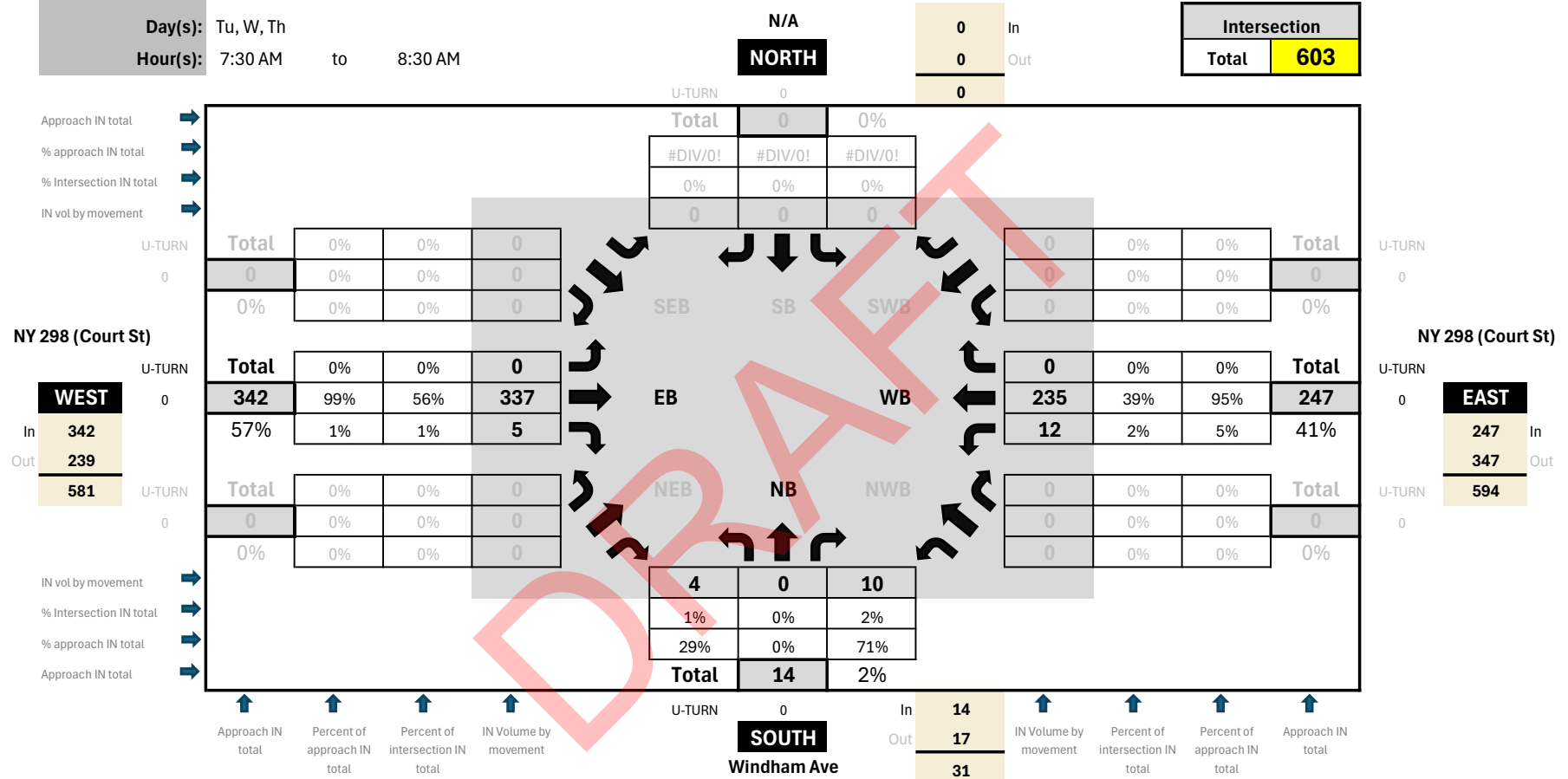
Source & Date(s): Miovision (2025-04-01 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 7:30 AM to 8:30 AM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus



PM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-39 -- 298 (Court) @ Windham Ave

Intersection ID: NA

Source & Date(s): Miovision (2025-04-01 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 4:30 PM to 5:30 PM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus

N/A

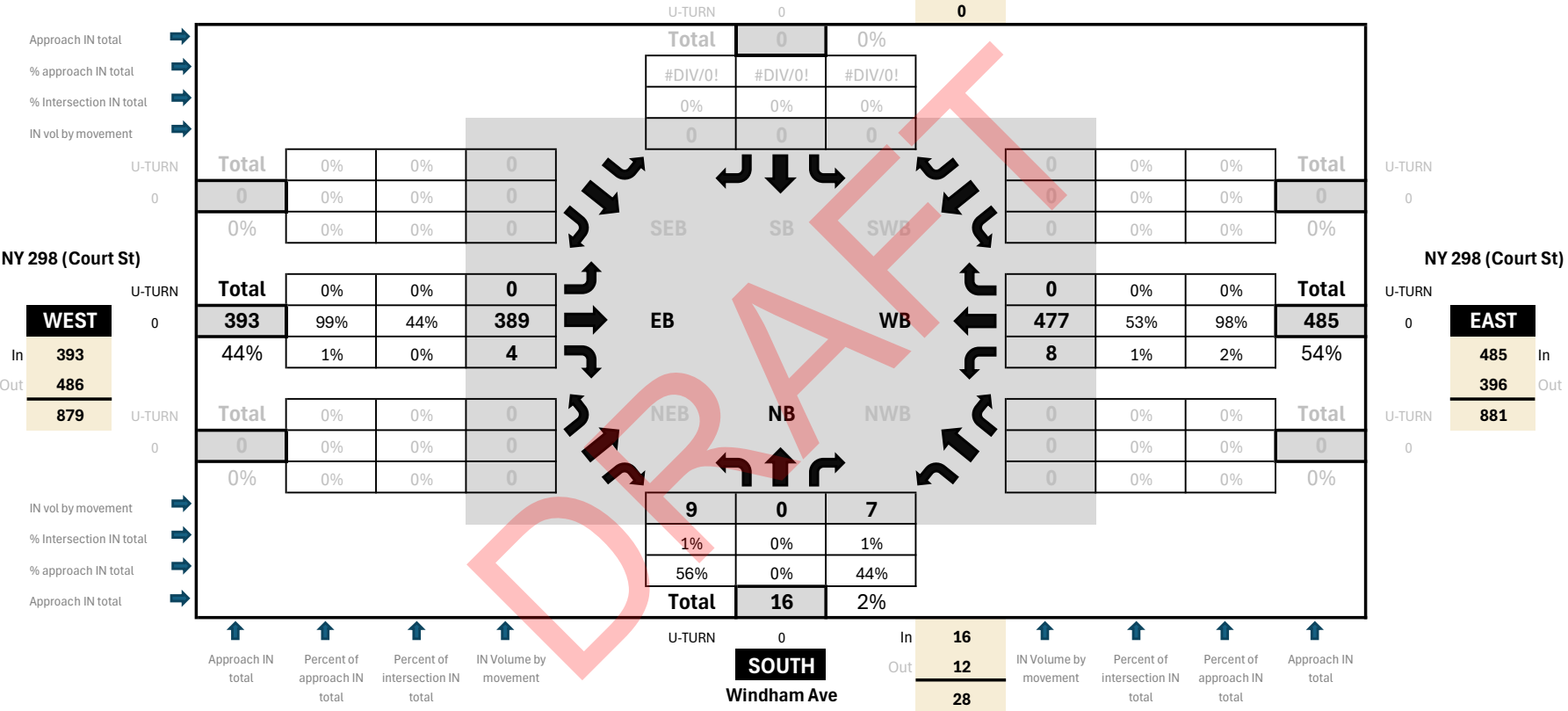
0 In

0 Out

0

Intersection

Total894



AM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-126 -- NY 298 (Court) @ Teall

Intersection ID: NA

Source & Date(s): Miovision (2025-04-01 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 7:30 AM to 8:30 AM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus

Intersection	
Total	711

Teall Avenue

NORTH

14	In
30	Out
44	

U-TURN	0	
Total	14	2%
21%	21%	57%
0%	0%	1%
3	3	8

Approach IN total
% approach IN total
% Intersection IN total
IN vol by movement

U-TURN

0

NY 298 (Court St)

WEST

In	350
Out	263
	613

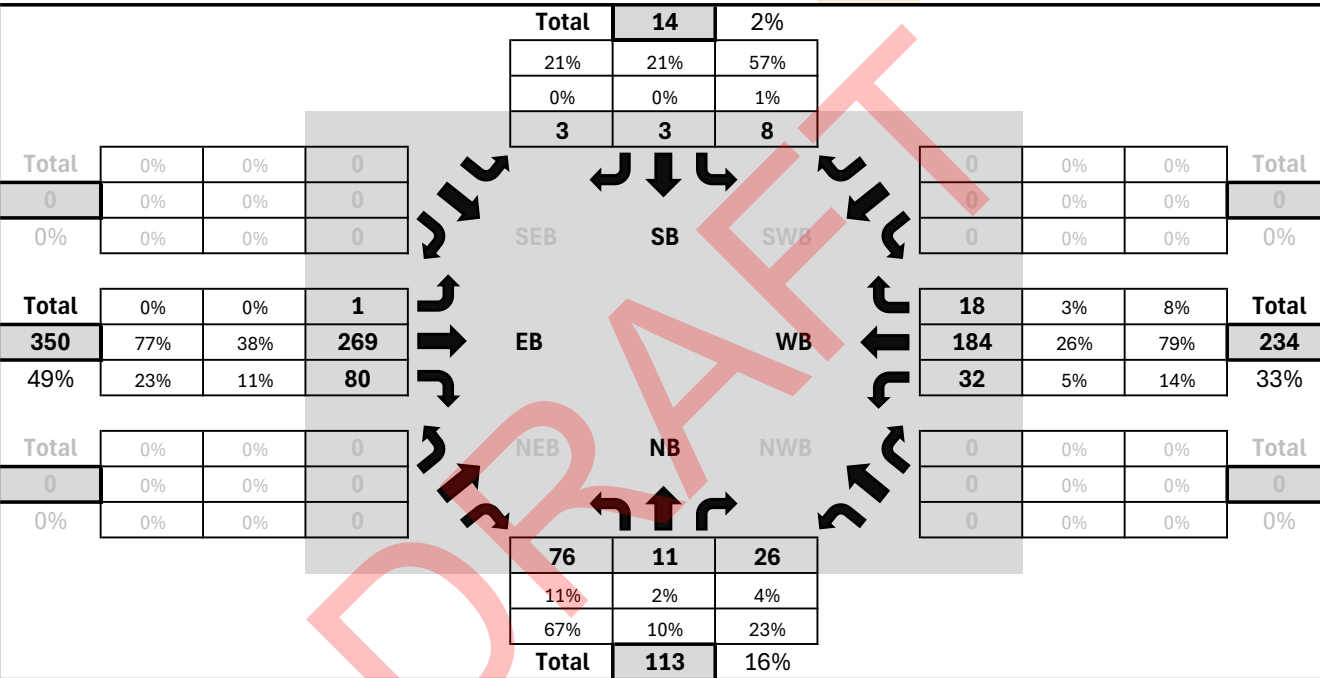
U-TURN

0

U-TURN

0

IN vol by movement
% Intersection IN total
% approach IN total
Approach IN total



Approach IN total	Percent of approach IN total	Percent of intersection IN total	IN Volume by movement	U-TURN	0	In	113	IN Volume by movement	Percent of intersection IN total	Percent of approach IN total	Approach IN total
						Out	115				
							228				

SOUTH

Teall Avenue

NY 298 (Court St)

EAST

In	234
Out	303
	537

U-TURN

0

PM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-126 -- NY 298 (Court) @ Teall

Intersection ID: NA

Source & Date(s): Miovision (2025-04-01 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 4:30 PM to 5:30 PM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus

Intersection	
Total	1006

Teall Avenue

NORTH

45

In

10

Out

55

U-TURN 0

Total	45	4%
16%	27%	58%
1%	1%	3%
7	12	26

Approach IN total
% approach IN total
% Intersection IN total
IN vol by movement

U-TURN

0

Total	0%	0%	0
0	0%	0%	0
0%	0%	0%	0

NY 298 (Court St)

U-TURN

0

Total	0%	0%	1
417	75%	31%	311
41%	25%	10%	105

WEST	
In	417
Out	467
	884

U-TURN

0

Total	0%	0%	0
0	0%	0%	0
0%	0%	0%	0

IN vol by movement
% Intersection IN total
% approach IN total
Approach IN total

117	2	24
12%	0%	2%
82%	1%	17%
Total	143	14%

U-TURN 0

SOUTH

Teall Avenue

143

In

168

Out

311

IN Volume by movement

Percent of intersection IN total

Percent of approach IN total

Approach IN total

U-TURN

0

Total	0%	0%	0
0	0%	0%	0
0%	0%	0%	0

NY 298 (Court St)

U-TURN

0

Total	7	1%	2%
343	34%	86%	401
51	5%	13%	40%

EAST	
In	401
Out	361
	762

U-TURN

0

Total	0%	0%	0
0	0%	0%	0
0%	0%	0%	0

AM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-89 -- NY 298 (Court) @ Arterial

Intersection ID: NA

Source & Date(s): Miovision (2025-04-01 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 7:30 AM to 8:30 AM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus

Intersection	
Total	955

Arterial Rd	415	In
NORTH	0	Out
0	415	

U-TURN 0		
Total	415	43%
47%	34%	20%
20%	15%	8%
193	141	81

Approach IN total

% approach IN total

% Intersection IN total

IN vol by movement

U-TURN02

U-TURN

0

...

al

100

[illegible]U-TURN0U-TURN0

U-TURN 0 In
SOUTH
Arterial Rd Out

In	245
Out	142
	387

IN Volume by movement Percent of intersection IN total Percent of approach IN total Approach IN total

PM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)

Intersection: 03-33-89 -- NY 298 (Court) @ Arterial

Intersection ID: NA

Source & Date(s): Miovision (2025-04-01 - 2026-01-06)

Day(s): Tu, W, Th

Hour(s): 4:15 PM to 5:15 PM

Vehicle Class(es): Cars & Heavy Vehicles

Heavy Vehicle = Articulated Truck, Single Unit Truck, Bus

Intersection	
Total	1282

Arterial Rd

NORTH

690

In

0

Out

690

U-TURN 0

Total	690	54%
47%	36%	16%
25%	20%	9%
326	251	113

Approach IN total
% approach IN total
% Intersection IN total
IN vol by movement

U-TURN

0

298 (Court)

WEST

In	364
Out	326
	690

U-TURN

0

U-TURN

0

IN vol by movement
% Intersection IN total
% approach IN total
Approach IN total

Approach IN total
Percent of approach IN total
Percent of intersection IN total
IN Volume by movement

U-TURN 0

SOUTH

Arterial Rd

In

228

Out

255

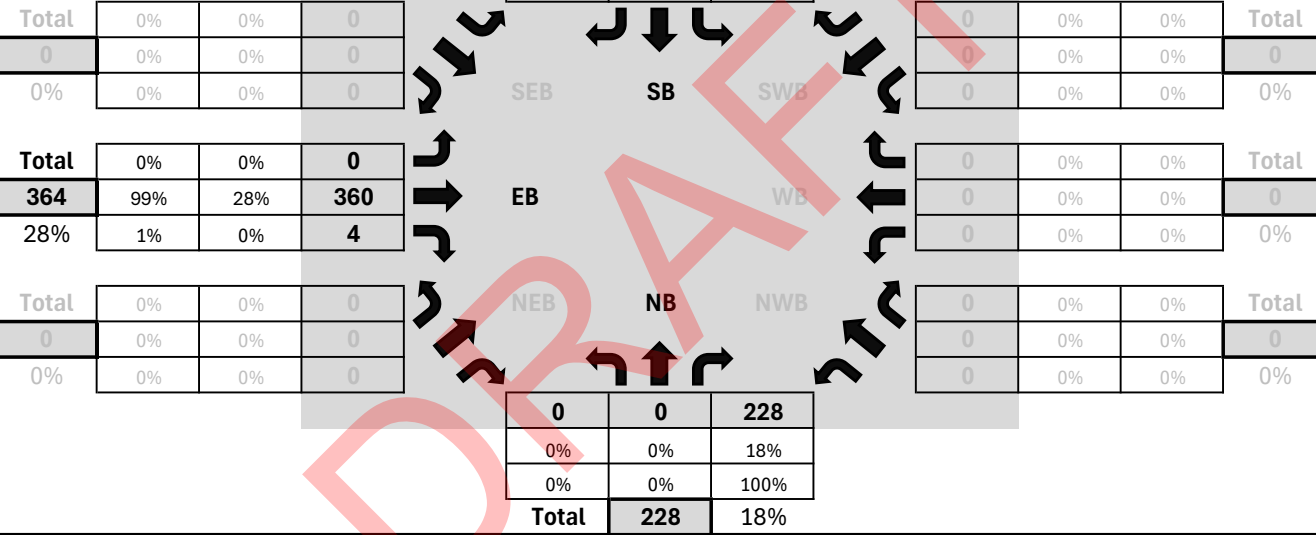
483

IN Volume by movement

Percent of intersection IN total

Percent of approach IN total

Approach IN total



U-TURN

0

N/A

U-TURN

0

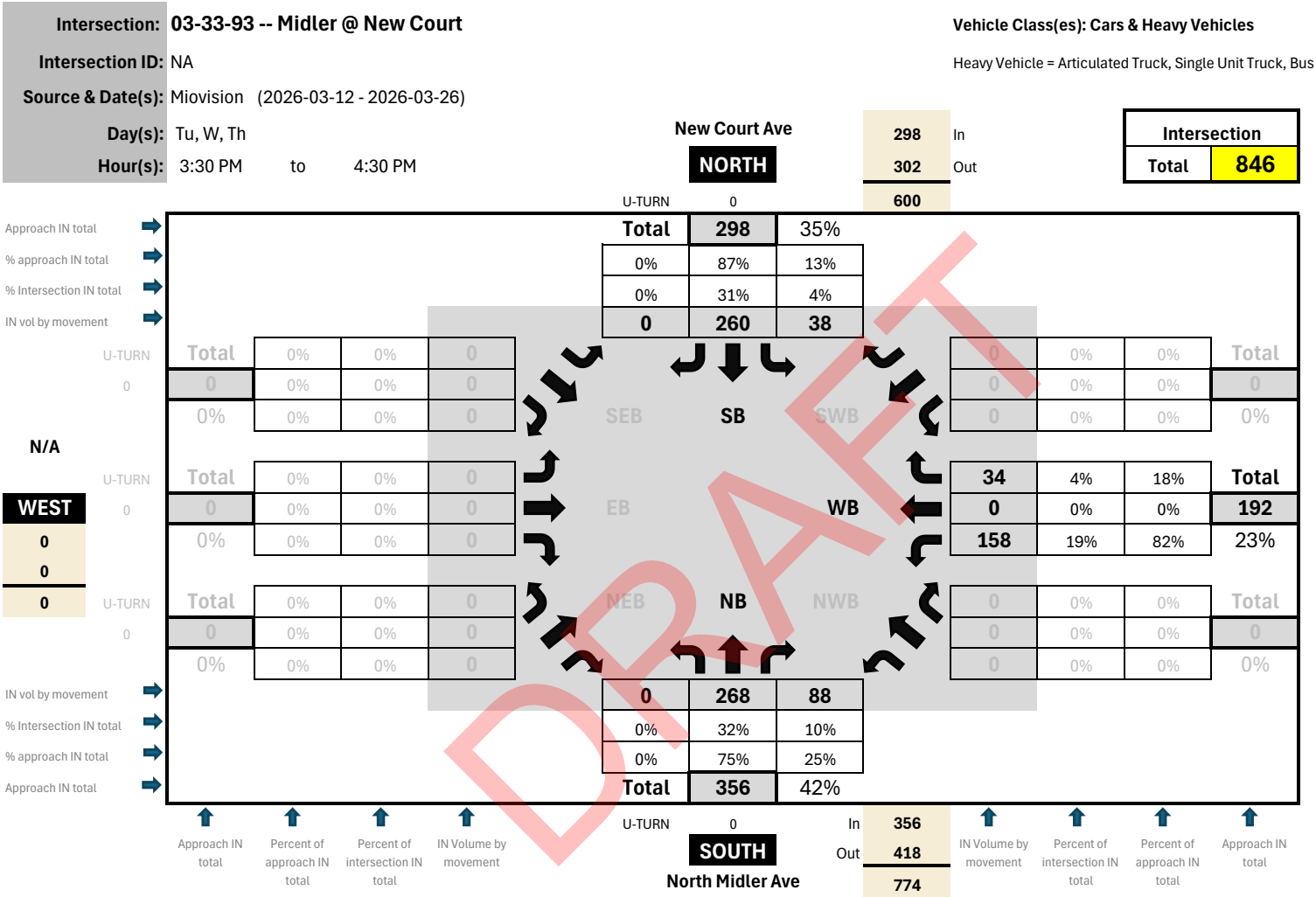
EAST

In	0
Out	701
	701

U-TURN

0

PM PEAK AVERAGE DAILY ENTERING VEHICLES (DEV)



Appendix *E*

Cost Estimates

DRAFT

Court St - City Line to Roxford Rd						
	Item	Unit	Unit Price	Quantity	Subtotal	Source
Pavement Markings	Standard 4" line	Mile	\$ 4,750.00	0.5	\$ 2,375.00	NYSDOT Quick Estimator, 2025
	MMA color surface treatment - green	SF	\$ 35.00	650	\$ 22,750.00	B&L estimate, City of Syracuse
	Painted curb extensions/medians	SF	\$ 22.00	450	\$ 9,900.00	NYSDOT Quick Estimator, 2025
	Bike lane, using a hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$ 20,000.00	0.34	\$ 6,800.00	NYSDOT Quick Estimator, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$ 4,600.00	0.34	\$ 1,564.00	NYSDOT Quick Estimator, 2025
	Crosswalks, ladder style	EA	\$ 1,700.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement markings, longer distances	Mile	\$ 5,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Bike Box	EA	\$ 13,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement symbols, singular	EA	\$ 260.00		\$ -	City of Syracuse
	Dashed yellow line	Mile	\$ 1,600.00			NYSDOT Quick Estimator, 2025
Delineators	Flexible delineator post	EA	\$ 160.00		\$ -	NYSDOT Quick Estimator, 2025
Signals and Signs	Bike signal	EA	\$ 300.00		\$ -	NYSDOT Quick Estimator, 2025
	Rectangular Rapid Flashing Beacon (RRFB)	EA	\$ 15,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Small single post-mounted sign	EA	\$ 750.00	1	\$ 750.00	NYSDOT Quick Estimator, 2025
	Solar powered radar speed sign - SRTS	EA	\$ 10,800.00			NYSDOT Quick Estimator, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$ 175.00		\$ -	NYSDOT Quick Estimator, 2025
	Pedestrian Refuge Island / Median	SF	\$ 50.00		\$ -	NYSDOT Quick Estimator, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$ 12.00	125	\$ 1,500.00	NYSDOT Quick Estimator, 2025
Other	Street lighting	EA	\$ 12,000.00	8	\$ 96,000.00	NYSDOT Quick Estimator, 2025
	Original Estimates =				\$ 141,639.00	
	% WZTC based on project complexity			10%	\$ 14,163.90	
	% for incidentals, inflation, and contingencies			30%	\$ 42,491.70	
	Total Construction Cost =				\$ 198,294.60	
	% for Survey			10%	\$ 19,829.46	
	\$10,000 + 10% for Design (adjust for project complexity)			10%	\$ 29,829.46	
	% for Construction inspection (adjust for project complexity)			15%	\$ 29,744.19	
	Total Project Cost =				\$ 277,697.71	

Court St - Roxford Rd to Windham Ave						
	Item	Unit	Unit Price	Quantity	Subtotal	Source
Pavement Markings	Standard 4" line	Mile	\$ 4,750.00	0.63	\$ 2,992.50	NYSDOT Quick Estimator, 2025
	MMA color surface treatment - green	SF	\$ 35.00	1725	\$ 60,375.00	B&L estimate, City of Syracuse
	Painted curb extensions/medians	SF	\$ 22.00		\$ -	NYSDOT Quick Estimator, 2025
	Bike lane, using a hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$ 20,000.00	0.21	\$ 4,200.00	NYSDOT Quick Estimator, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$ 4,600.00	0.21	\$ 966.00	NYSDOT Quick Estimator, 2025
	Crosswalks, ladder style	EA	\$ 1,700.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement markings, longer distances	Mile	\$ 5,000.00	0.21	\$ 1,050.00	NYSDOT Quick Estimator, 2025
	Bike Box	EA	\$ 13,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement symbols, singular	EA	\$ 260.00		\$ -	City of Syracuse
	Dashed yellow line	Mile	\$ 1,600.00	0.21	\$ 336.00	NYSDOT Quick Estimator, 2025
Delineators	Flexible delineator post	EA	\$ 160.00	40	\$ 6,400.00	NYSDOT Quick Estimator, 2025
Signals and Signs	Bike signal	EA	\$ 300.00		\$ -	NYSDOT Quick Estimator, 2025
	Rectangular Rapid Flashing Beacon (RRFB)	EA	\$ 15,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Small single post-mounted sign	EA	\$ 750.00	3	\$ 2,250.00	NYSDOT Quick Estimator, 2025
	Solar powered radar speed sign - SRTS	EA	\$ 10,800.00	1	\$ 10,800.00	NYSDOT Quick Estimator, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$ 175.00		\$ -	NYSDOT Quick Estimator, 2025
	Pedestrian Refuge Island / Median	SF	\$ 50.00	660	\$ 33,000.00	NYSDOT Quick Estimator, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$ 12.00		\$ -	NYSDOT Quick Estimator, 2025
Other	Street lighting	EA	\$ 12,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Original Estimates =				\$ 122,369.50	
	% WZTC based on project complexity			10%	\$ 12,236.95	
	% for incidentals, inflation, and contingencies			30%	\$ 36,710.85	
	Total Construction Cost =				\$ 171,317.30	
	% for Survey			10%	\$ 17,131.73	
	\$10,000 + 10% for Design (adjust for project complexity)			10%	\$ 27,131.73	
	% for Construction inspection (adjust for project complexity)			15%	\$ 25,697.60	
	Total Project Cost =				\$ 241,278.36	

Court St - Windham Ave to Teall Ave						
	Item	Unit	Unit Price	Quantity	Subtotal	Source
Pavement Markings	Standard 4" line	Mile	\$ 4,750.00	1.35	\$ 6,412.50	NYSDOT Quick Estimator, 2025
	MMA color surface treatment - green	SF	\$ 35.00	2700	\$ 94,500.00	B&L estimate, City of Syracuse
	Painted curb extensions/medians	SF	\$ 22.00	2075	\$ 45,650.00	NYSDOT Quick Estimator, 2025
	Bike lane, using a hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$ 20,000.00	0.45	\$ 9,000.00	NYSDOT Quick Estimator, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$ 4,600.00	0.45	\$ 2,070.00	NYSDOT Quick Estimator, 2025
	Crosswalks, ladder style	EA	\$ 1,700.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement markings, longer distances	Mile	\$ 5,000.00	0.45	\$ 2,250.00	NYSDOT Quick Estimator, 2025
	Bike Box	EA	\$ 13,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement symbols, singular	EA	\$ 260.00		\$ -	City of Syracuse
	Dashed yellow line	Mile	\$ 1,600.00	0.45	\$ 720.00	NYSDOT Quick Estimator, 2025
Delineators	Flexible delineator post	EA	\$ 160.00	30	\$ 4,800.00	NYSDOT Quick Estimator, 2025
Signals and Signs	Bike signal	EA	\$ 300.00		\$ -	NYSDOT Quick Estimator, 2025
	Rectangular Rapid Flashing Beacon (RRFB)	EA	\$ 15,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Small single post-mounted sign	EA	\$ 750.00	9	\$ 6,750.00	NYSDOT Quick Estimator, 2025
	Solar powered radar speed sign - SRTS	EA	\$ 10,800.00	1	\$ 10,800.00	NYSDOT Quick Estimator, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$ 175.00		\$ -	NYSDOT Quick Estimator, 2025
	Pedestrian Refuge Island / Median	SF	\$ 50.00		\$ -	NYSDOT Quick Estimator, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$ 12.00	530	\$ 6,360.00	NYSDOT Quick Estimator, 2025
Other	Street lighting	EA	\$ 12,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Original Estimates =				\$ 189,312.50	
	% WZTC based on project complexity			10%	\$ 18,931.25	
	% for incidentals, inflation, and contingencies			30%	\$ 56,793.75	
	Total Construction Cost =				\$ 265,037.50	
	% for Survey			10%	\$ 26,503.75	
	\$10,000 + 10% for Design (adjust for project complexity)			10%	\$ 36,503.75	
	% for Construction inspection (adjust for project complexity)			15%	\$ 39,755.63	
	Total Project Cost =				\$ 367,800.63	

Court St / New Court Ave - Teall Ave to N Midler Ave						
	Item	Unit	Unit Price	Quantity	Subtotal	Source
Pavement Markings	Standard 4" line	Mile	\$ 4,750.00	0.1	\$ 475.00	NYSDOT Quick Estimator, 2025
	MMA color surface treatment - green	SF	\$ 35.00	10030	\$ 351,050.00	B&L estimate, City of Syracuse
	Painted curb extensions/medians	SF	\$ 22.00	980	\$ 21,560.00	NYSDOT Quick Estimator, 2025
	Bike lane, using a hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$ 20,000.00	0.9	\$ 18,000.00	NYSDOT Quick Estimator, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$ 4,600.00	0.9	\$ 4,140.00	NYSDOT Quick Estimator, 2025
	Crosswalks, ladder style	EA	\$ 1,700.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement markings, longer distances	Mile	\$ 5,000.00	0.9	\$ 4,500.00	NYSDOT Quick Estimator, 2025
	Bike Box	EA	\$ 13,100.00	1	\$ 13,100.00	NYSDOT Quick Estimator, 2025
	Pavement symbols, singular	EA	\$ 260.00		\$ -	City of Syracuse
	Dashed yellow line	Mile	\$ 1,600.00	1.05	\$ 1,680.00	NYSDOT Quick Estimator, 2025
Delineators	Flexible delineator post	EA	\$ 160.00	92	\$ 14,720.00	NYSDOT Quick Estimator, 2025
Signals and Signs	Bike signal	EA	\$ 300.00	4	\$ 1,200.00	NYSDOT Quick Estimator, 2025
	Rectangular Rapid Flashing Beacon (RRFB)	EA	\$ 15,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Small single post-mounted sign	EA	\$ 750.00	11	\$ 8,250.00	NYSDOT Quick Estimator, 2025
	Solar powered radar speed sign - SRTS	EA	\$ 10,800.00			NYSDOT Quick Estimator, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$ 175.00	850	\$ 148,750.00	NYSDOT Quick Estimator, 2025
	Pedestrian Refuge Island / Median	SF	\$ 50.00		\$ -	NYSDOT Quick Estimator, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$ 12.00	750	\$ 9,000.00	NYSDOT Quick Estimator, 2025
Other	Street lighting	EA	\$ 12,000.00	60	\$ 720,000.00	NYSDOT Quick Estimator, 2025
	Original Estimates =				\$ 1,316,425.00	
	% WZTC based on project complexity			10%	\$ 131,642.50	
	% for incidentals, inflation, and contingencies			30%	\$ 394,927.50	
	Total Construction Cost =				\$ 1,842,995.00	
	% for Survey			10%	\$ 184,299.50	
	\$10,000 + 10% for Design (adjust for project complexity)			10%	\$ 194,299.50	
	% for Construction inspection (adjust for project complexity)			15%	\$ 276,449.25	
	Total Project Cost =				\$ 2,498,043.25	

N Midler Ave - New Court Ave to James St						
	Item	Unit	Unit Price	Quantity	Subtotal	Source
Pavement Markings	Standard 4" line	Mile	\$ 4,750.00	0.59	\$ 2,802.50	NYSDOT Quick Estimator, 2025
	MMA color surface treatment - green	SF	\$ 35.00	1500	\$ 52,500.00	B&L estimate, City of Syracuse
	Painted curb extensions/medians	SF	\$ 22.00		\$ -	NYSDOT Quick Estimator, 2025
	Bike lane, using a hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$ 20,000.00	0.5	\$ 10,000.00	NYSDOT Quick Estimator, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$ 4,600.00	0.5	\$ 2,300.00	NYSDOT Quick Estimator, 2025
	Crosswalks, ladder style	EA	\$ 1,700.00		\$ -	NYSDOT Quick Estimator, 2025
	Pavement markings, longer distances	Mile	\$ 5,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Bike Box	EA	\$ 13,100.00	4	\$ 52,400.00	NYSDOT Quick Estimator, 2025
	Pavement symbols, singular	EA	\$ 260.00	2	\$ 520.00	City of Syracuse
	Dashed yellow line	Mile	\$ 1,600.00	0.37	\$ 592.00	NYSDOT Quick Estimator, 2025
Delineators	Flexible delineator post	EA	\$ 160.00	9	\$ 1,440.00	NYSDOT Quick Estimator, 2025
Signals and Signs	Bike signal	EA	\$ 300.00		\$ -	NYSDOT Quick Estimator, 2025
	Rectangular Rapid Flashing Beacon (RRFB)	EA	\$ 15,100.00		\$ -	NYSDOT Quick Estimator, 2025
	Small single post-mounted sign	EA	\$ 750.00	7	\$ 5,250.00	NYSDOT Quick Estimator, 2025
	Solar powered radar speed sign - SRTS	EA	\$ 10,800.00			NYSDOT Quick Estimator, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$ 175.00	1575	\$ 275,625.00	NYSDOT Quick Estimator, 2025
	Pedestrian Refuge Island / Median	SF	\$ 50.00		\$ -	NYSDOT Quick Estimator, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$ 12.00		\$ -	NYSDOT Quick Estimator, 2025
Other	Street lighting	EA	\$ 12,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Original Estimates =				\$ 403,429.50	
	% WZTC based on project complexity			10%	\$ 40,342.95	
	% for incidentals, inflation, and contingencies			30%	\$ 121,028.85	
	Total Construction Cost =				\$ 564,801.30	
	% for Survey			10%	\$ 56,480.13	
	\$10,000 + 10% for Design (adjust for project complexity)			10%	\$ 66,480.13	
	% for Construction inspection (adjust for project complexity)			15%	\$ 84,720.20	
	Total Project Cost =				\$ 772,481.76	

S Midler Ave - James St to Burnet Ave						
	Item	Unit	Unit Price	Quantity	Subtotal	Source
Pavement Markings	Standard 4" line	Mile	\$ 4,750.00		\$ -	NYSDOT Quick Estimator, 2025
	MMA color surface treatment - green	SF	\$ 35.00	1650	\$ 57,750.00	B&L estimate, City of Syracuse
	Painted curb extensions/medians	SF	\$ 22.00	750	\$ 16,500.00	NYSDOT Quick Estimator, 2025
	Bike lane, using a hatched buffer zone (2' wide) and a 6" white stripe	Mile	\$ 20,000.00	0.57	\$ 11,400.00	NYSDOT Quick Estimator, 2025
	Bicycle symbols, no chevrons or arrows	Mile	\$ 4,600.00	0.57	\$ 2,622.00	NYSDOT Quick Estimator, 2025
	Crosswalks, ladder style	EA	\$ 1,700.00	3	\$ 5,100.00	NYSDOT Quick Estimator, 2025
	Pavement markings, longer distances	Mile	\$ 5,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Bike Box	EA	\$ 13,100.00	3	\$ 39,300.00	NYSDOT Quick Estimator, 2025
	Pavement symbols, singular	EA	\$ 260.00		\$ -	City of Syracuse
	Dashed yellow line	Mile	\$ 1,600.00		\$ -	NYSDOT Quick Estimator, 2025
Delineators	Flexible delineator post	EA	\$ 160.00	27	\$ 4,320.00	NYSDOT Quick Estimator, 2025
Signals and Signs	Bike signal	EA	\$ 300.00	2	\$ 600.00	NYSDOT Quick Estimator, 2025
	Rectangular Rapid Flashing Beacon (RRFB)	EA	\$ 15,100.00	2	\$ 30,200.00	NYSDOT Quick Estimator, 2025
	Small single post-mounted sign	EA	\$ 750.00	8	\$ 6,000.00	NYSDOT Quick Estimator, 2025
	Solar powered radar speed sign - SRTS	EA	\$ 10,800.00			NYSDOT Quick Estimator, 2025
Hardscape	Concrete sidewalk (4" thick, 5' wide)	LF	\$ 175.00	600	\$ 105,000.00	NYSDOT Quick Estimator, 2025
	Pedestrian Refuge Island / Median	SF	\$ 50.00		\$ -	NYSDOT Quick Estimator, 2025
	Closing and replacing a driveway with permeable pavement	SF	\$ 12.00		\$ -	NYSDOT Quick Estimator, 2025
Other	Street lighting	EA	\$ 12,000.00		\$ -	NYSDOT Quick Estimator, 2025
	Original Estimates =				\$ 278,792.00	
	% WZTC based on project complexity			10%	\$ 27,879.20	
	% for incidentals, inflation, and contingencies			30%	\$ 83,637.60	
	Total Construction Cost =				\$ 390,308.80	
	% for Survey			10%	\$ 39,030.88	
	\$10,000 + 10% for Design (adjust for project complexity)			10%	\$ 49,030.88	
	% for Construction inspection (adjust for project complexity)			15%	\$ 58,546.32	
	Total Project Cost =				\$ 536,916.88	

Appendix *F*

Study Advisory Committee Meeting Minutes

DRAFT



Syracuse Metropolitan Transportation Council

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Meeting Summary

MIDLER AVE / NEW COURT AVE MULTIMODAL STUDY

Study Advisory Committee Meeting (SAC) #1

September 22nd, 2025

11:00a.m.-12:00p.m.

Attendees

Thomas Bardenett, SMTC (Project Manager)
Meghan Vitale, SMTC
Jade Nguyen, SMTC
George Lynch, City of Syracuse
Kevan Busa, City of Syracuse

Julie Baldwin, NYSDOT
David Carnie, Town of Salina
Ilana Cantrell, Town of De Witt
Kim Gosselin, NYSDOT

Meeting Agenda

Mr. Thomas Bardenett opened the kickoff SAC meeting for the *Midler Ave / New Court Ave Multimodal Study* at 11:00 am by asking study advisory committee (SAC) members and SMTC staff to introduce themselves. Mr. Bardenett briefly reviewed the agenda for the meeting,

Demographics / Existing Conditions

Mr. Bardenett opened the presentation with overviewing the study area, population density, employment centers, median age, median income, poverty status, and households without vehicles. Next, he reviewed the annual average daily traffic (AADT) values, road ownership, and land use breakdown of the study area. Mr. Bardenett then highlighted the zoning breakdown of each respective town in the study area (City of Syracuse, Town of Salina, and Town of De Witt). He discussed the existing and planned bike and sidewalk infrastructure and highlighted potential connection points. Going off that, Mr. Bardenett overviewed the existing bike and pedestrian activity along the study corridor, discussing level of service through a Replica model depicting “Typical Weekday Bike & Pedestrian Trips”. After that, Mr. Bardenett updated the SAC members on proposed bus route changes that run along the study area corridors (SY52, SY120, and City Loop). He continued the transit overview by sharing a ridership data table and corresponding map.

Public Involvement Plan (PIP)

Mr. Bardenett overviewed the PIP along with the projected timeline for this study. A survey is planned to be shared with the public this fall to receive issues and opportunities. A public meeting next spring

or summer will be held to receive feedback for concept designs. The study is expected to take about a year to complete.

Ms. Vitale asks the SAC if they are aware of any local or neighborhood groups that exist to better distribute the survey, especially in Salina and DeWitt since staff are already aware of City TNT groups for Eastwood and Northside. Mr. Carnie and Ms. Cantrell both said that they can help connect with some online neighbors groups for the survey distribution, and possibly some businesses as well.

Mr. Bardenett then reviewed the draft online survey for SAC feedback on the survey questions and structure. Mr. Lynch suggested adding detail about time of day people use the corridor. Ms. Cantrell recommended adding employment to list of land uses. Mr. Lynch asked about connectivity (how is it defined?) and also about accessibility and wheelchair access along these corridors. Mr. Bardenett answered that there were ADA compliant curb ramps throughout the study corridor, but highlighted the need to consider accessibility for all as this project progresses. Ms. Baldwin suggested rephrasing the question about land use to reflect uses that already exist in the study corridor rather than new businesses/services. There was some discussion about the intent of this question, as part of a transportation study. Ms. Vitale asked if the Town of Salina had asked a similar question in any of the public engagement for their comprehensive plan update; Mr. Carnie replied that yes, they had asked about land uses and that the draft comp plan should be available later this month.

Mr. Busa suggested a question that would ask: what is the one thing you would change about the corridor? This would help pinpoint what people want to see, rather than just people complaining about issues. There was a discussion about the value of providing respondents with a set list of issues versus write-in responses. Mr. Bardenett said that leaving the issues question open-ended allows people more freedom to identify specific issues, even though this will create more work for SMTC staff on the back end.

Mr. Lynch asked how connectivity is defined in the context of this study. Mr. Bardenett noted that vehicle connectivity in this corridor is quite good, but that connectivity for other modes is challenging due to the environment.

Mr. Carnie noted that the survey should ask people where they live, so that we know if people live in the study area or just pass through. Mr. Bardenett noted that the first question asks why people are interested in the study, and from that we'll have information on where people live, work, etc. to provide context for their other answers.

Ms. Baldwin suggested changing "amenities" to "improvements" in the survey.

Next Steps

Mr. Bardenett listed next steps: to create the study website, post and distribute the online survey, continue data collection efforts, and begin evaluating issues and opportunities. He informed the room that the next SAC meeting will be in early December or mid-January. He will revise the survey and send to the SAC for review before distributing.



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Meeting Summary

MIDLER AVE / NEW COURT AVE MULTIMODAL STUDY

Study Advisory Committee Meeting (SAC) #2

February 3rd, 2026

1:30-3:00 p.m.

Attendees

Thomas Bardenett, SMTC (Project Manager)
Jade Nguyen, SMTC
Kevan Busa, City of Syracuse
Julie Baldwin, NYSDOT

Ilana Cantrell, Town of De Witt
Eliza Driscoll, Town of Salina
Kim Gosselin, NYSDOT
Raul Huerta, Town of Salina

Meeting Agenda

Mr. Thomas Bardenett opened the meeting at 1:30 p.m. He started the meeting with a brief round of introductions. He overviewed the agenda points of survey results, crash analysis, issues and opportunities, potential interventions and infrastructure, and next steps.

Survey Summary

Mr. Bardenett began by overviewing the segment of Court St from Grant Blvd to Teall Ave. He pointed out the standout driver safety concerns included vehicle speed, new bike lane striping, and parking regulation. For walking and biking along this same stretch, primary concerns include vehicle speed, visibility issues, and car-centric design. He highlighted field observations of cyclists along this corridor segment while he and Ms. Jade Nguyen took lane measurements. Cyclists were seen riding through parking lots and on sidewalks, avoiding the roadway.

Next, Mr. Bardenett moved on to the survey results for Court St / New Court Ave from Teall Ave to N Midler Ave. For driver safety issues, he mentioned speeding issues, lane configuration, and distracted driving as key concerns. For walking and biking safety issues, key concerns indicated by the survey included poor infrastructure, and drivers not looking out for walker and cyclists.

Following that, Mr. Bardenett moved on to survey results for Midler Ave from New Court Ave to Burnet Ave. The most apparent concerns included distracted driving especially near intersections, and parking. For walkers and cyclists, the primary safety concerns were high speeds and difficulty crossing Midler. Mr. Bardenett asked if the survey results resonated with the SAC. Mr. Huerta asked if the survey discussed Townline Road much. Mr. Bardenett responded that there were a few responses complaining about its need for repair and issues with its closing. Mr. Huerta told to SAC they have

CHIPS money to repair it now, especially for the fire department to utilize. There were 1-2 calls per day coming in for this road to be reopened.

Mr. Bardenett moved on to the community preferences section on the survey, which indicated that pedestrian focused improvements were ranked highest. Additionally, dedicated cycling facilities was the most polarized in responses with there being strong support and opposition for bike infrastructure. Ultimately speed control measures were the primary recommendation across the board. Mr. Huerta commented that the fire department also calls him with complaints of potholes in front of the fire house.

Crash Analysis

Mr. Bardenett transitioned to recapping the crash data. He outlined the 501 crashes, with 118 resulting in at least an injury. He outlined how of the 118 injury crashes, 103 occurred at intersections and 15 occurred along segments. He pointed out that this large discrepancy of intersection versus segment crashes may be partly due to how most crashes along Court St are automatically categorized as intersections because the streets are offset and CLEAR detects intersections as 100 feet from the center of the intersection.

He mentioned that the James / Midler and Burnet / Midler intersections saw the highest number of crashes, which is consistent with the Vision Zero High Injury Network findings. Following that, he recapped the bike and ped crash map. Then, he zoomed in on the James / Midler intersection to break down the type of conflicting movements to trace patterns of most problematic movements. He moved on to the graphic showing the conflicting movement patterns by weight, visualizing the most problematic movements. Mr. Huerta asked if there is data on the weather and light conditions, to which Mr. Bardenett shared that most accidents occurred during daylight in sunny or cloudy conditions, indicating conditions are not the issue.

Julie Baldwin asked which driveway at the James / Midler intersection was the issue. Mr. Bardenett replied that it was just outside the extent of the graphic. Kevan Busa added that it is a sight line issue and the City will be implementing no turn on red signage.

Issues and Opportunities

Mr. Bardenett moved forward to present the initial issues and opportunities graphics for each segment of the study corridor. He went through key issues, observations, and suggestions for each road segment based on the survey responses and data collection efforts. For New Court Ave, he suggested improvements such as adding street trees, consolidating shoulders, and adding pedestrian access underneath the bridge. For the Midler Ave segment, he highlighted the key issues of poor sight lines and high numbers of turning vehicles making it difficult to cross. He added that this intersection might be too tight for a roundabout, so a no turn on red policy and implementing a pedestrian-only interval cycle based on push button activation would be more feasible. Another issue underlined was the long gap without a pedestrian crossing opportunity from James St to Sunnycrest Rd along Midler Ave. Some suggestions for improvement include parking restrictions with curb extensions and bike infrastructure, along with a new pedestrian crossing with a Rectangular Rapid Flashing Beacon (RRFB)

between James and Sunnycrest. A lack of crossing opportunities along James St and the topography of some neighborhood streets makes Midler Ave a prime candidate for bike connectivity, but it does come with complications including the potential loss of parking. Following that, Mr. Kevan Busa shared that the City has been focusing on making greenway connections for bicyclists to go through neighborhood roads instead of main roads. The City is planning to make more greenways like the one on Caleb Ave through Eastwood. Additionally, there is a preliminary engineering project to connect bicyclists from Grant Blvd to downtown. Mr. Busa strongly recommended syncing bicyclist recommendations to support greenways in neighborhoods and promote increased signage, sharrows, speed humps, and green paint for visibility. The stretch from Grant Blvd to Midler Ave is the hardest gap to close due to its tight right of way and need for parking on both sides.

Potential Interventions and Infrastructure

Next, Mr. Bardenett overviewed intervention and infrastructure recommendations that may be considered for this study such as road diets, raised intersections in front of the school for pedestrians, two-way cycle tracks for flexible maneuvering, RRFBs on Midler Ave, pedestrian all cross phases, and curb extensions. Discussion ensued on the feasibility of pedestrian all cross phasing. Mr. Busa commented that the City would likely not take on another pilot program at this time with a lot of new things being introduced to the public right now. However, it can be suggested as an improvement in the future. Mr. Busa asked if the SMTC has pedestrian counts for the James / Midler intersection, to which Mr. Bardenett replied we do not. It may be worthwhile to look into to estimate the value and feasibility of push activation pedestrian-only interval. Ms. Julie Baldwin wondered if a raised intersection would be permissible on an arterial road. Mr. Bardenett agreed to look into the restrictions on different traffic calming techniques.

Next Steps

Mr. Bardenett indicated that the next step for the study would be to consider SAC feedback, survey results, and data collection to create draft designs and concepts. Ideally, there would be a SAC meeting to review the concepts in early May with a public meeting following in late May or early June.

Ms. Baldwin requested a copy of the issues and opportunities maps so she can find out which recommendations may be preferable to the State. Mr. Huerta requested a copy of the presentation to share with the rest of the board. Mr. Bardenett confirmed that the meeting slides and minutes would be sent by the end of the week. The meeting closed around 2:45 p.m..



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Meeting Summary

MIDLER AVE / NEW COURT AVE MULTIMODAL STUDY

Study Advisory Committee Meeting (SAC) #3

April 27th, 2026

10:00-11:30 a.m.

Attendees

Thomas Bardenett, SMTC (Project Manager)
Mario Colone, SMTC
Jason Deshaies, SMTC
Jade Nguyen, SMTC

Julie Baldwin, NYSDOT
Ilana Cantrell, Town of De Witt
Eliza Driscoll, Town of Salina
Kim Gosselin, NYSDOT

Meeting Agenda

Mr. Thomas Bardenett opened the meeting at 10:05 a.m.. He overviewed the agenda points of reviewing draft chapters, draft concepts, intersection capacity analysis, and public engagement planning.

Draft Chapters

Mr. Bardenett began by asking the SAC to review the chapters so far and provide feedback as needed.

Draft Concepts

Mr. Bardenett presented a map showing overarching recommendations of the study corridor. This map highlighted the existing and proposed conditions of bike facilities, showing where the amenities transition from directional lanes to two-way cycle tracks to shared-use paths. He also mentioned how these recommendations consider the City's greenways plans and how to connect into those bike networks.

He then displayed the first concept at Court and Roxford St, and asked for any feedback. Ms. Baldwin mentioned there would not be a breakdown area, but maybe it is not needed since it is more of a neighborhood area. Next, Mr. Bardenett presented the Court and Windham Ave concept, and conversation about speed arose. Ms. Driscoll mentioned interest in connecting with the City regarding school speed cameras. Mr. Bardenett offered assistance in making that connection. Ms. Baldwin asked about the white buffer in front of the school, to which Mr. Bardenett clarified the superintendent feels that pull-off spot is important for non-peak pick-ups, drop-offs, and deliveries. For the Court and Teall Ave concept, Mr. Bardenett went over the proposed changes, and explained the rationale for curb cuts. Ms. Baldwin shared out that there is difficulty in curb cuts related to capital projects compared

to the simplicity of striping changes. For the Court and Arterial concept, Mr. Bardenett explained the recommended lane changes to add the cycle track. He also explained that this section fell into the L.O.S. "B" ranking for capacity flows. For the Court and New Court Ave concept, Mr. Bardenett analyzed the recommended changes to include the bike facilities, which shifted lanes without altering their width. Ms. Baldwin expressed concern of tightness in the 8-ft sidewalk paths. Next, Mr. Bardenett reviewed the New Court and N Midler Ave concept. He mentioned the Miovision data which revealed minimal heavy vehicle turns occurring at the intersection. He noted that the team will go back and figure out how to add a sidewalk down N Midler to provide protected pedestrian facilities. Following that, he went over the N Midler and Tyson Pl concept. For James and Midler Ave, he highlighted how it would be worthwhile to consider a pedestrian only crossing phase with push activation. Additionally, he mentioned the benefit of adding centerline hardening, which would prevent tight, last-minute turns. For the Midler and Glencove Rd concept, he proposed a mid-block crossing with RRFB and painted curb extension with flex posts to narrow the roadway at the intersection.

Ms. Baldwin asked if we were still considering raised crosswalks on Court St, to which Mr. Bardenett replied we are not because the FWHA recommends not to have them on arterials.

Intersection Capacity Analysis

Mr. Bardenett moved forward to present the Intersection Capacity table, showing capacity at its existing level, road diet scenario, and future road diet scenario. Ms. Baldwin commented the capacity levels look good, as they are mostly in the A to B range.

Public Engagement Planning

Next, Mr. Bardenett discussed hosting a public meeting at either Magnarelli Community Center or Lyncourt School sometime in June. Ms. Driscoll added that the superintendent would definitely support hosting at the school. Mr. Bardenett overviewed what objectives and components would be present at the public meeting. Ms. Driscoll asked about the process of implementation, to which Ms. Baldwin explained it depended on capital funding opportunities at the DOT, but would most likely be a precursor for when the road is next paved and can be restriped at the same time. Mr. Colone asked if there would be an implementation section in the report, which Mr. Bardenett confirmed.

Takeaways

- Consider Sidewalk Master Plan – investigate sidewalks on N Midler, especially under bridge.
- Connect Ms. Driscoll with Neil at the City.

Next Steps

Mr. Bardenett indicated that the next steps for the study would be to schedule the public meeting, schedule a tentative SAC following the public meeting, continue drafting the report, and have a draft document for review by August. The study is intended to be wrapped up by the end of August. The meeting wrapped up by 11:30 a.m..



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Meeting Summary

MIDLER AVE / NEW COURT AVE MULTIMODAL STUDY

Study Advisory Committee Meeting (SAC) #4

August 5th, 2026

2:00-3:00 p.m.

Attendees

Thomas Bardenett, SMTC (Project Manager)
Jade Nguyen, SMTC

Kevan Busa, City of Syracuse
Kym Gosselin, NYSDOT

Meeting Agenda

Mr. Thomas Bardenett opened the meeting at 2:00 p.m. He overviewed the agenda which included reviewing public meeting feedback, identifying how to address the feedback, and outlining how the study will be completed.

Public Meeting Recap

Mr. Bardenett began by overviewing the format and attendance of the June 16th public meeting. Mr. Bardenett went over the support and concerns from the public regarding the suggested improvements. Key elements supported were prioritizing speed reduction by Lyncourt School, improved pedestrian and bike connectivity, and a pedestrian all cross phase. Key concerns expressed regarded access for emergency vehicles, cut through traffic increasing, bike usage prevalence, winter maintenance, N Midler Ave bridge concept, intersection operations, and school zone parameters. Additional feedback over email included comments on rush hour traffic, access from side streets, regional growth, lack of bike lane usage, delivery vehicle needs, median maintenance, parking, and community involvement.

Addressing Comments

Mr. Bardenett highlighted how the identified concerns will be addressed in the report. The report will acknowledge concerns about potential impacts to emergency vehicle access but also identify safety improvements and additional access points for vehicles. Delivery and work vehicle access are allowed to utilize private driveways and side streets, similar to how USPS currently accesses properties. Additionally, roadway capacity will not see any significant impacts based on existing and future volume projections.