

## SMTC's Forum on Active Transportation | August 31, 2022

### Additional questions/comments

Note: Most of the questions that were submitted prior to and during the meeting were answered live by SMTC and member agency staff. A recording of first half of the meeting is available on our YouTube channel at [www.smtcmpo.org/watch](http://www.smtcmpo.org/watch). We apologize for the poor sound quality due to technical difficulties with the recording. We will continue to consider options for streaming/recording future FOAT meetings.

The second half of the meeting was conducted outside as we had a demonstration of Veo's micromobility options (stand up and sit-down scooters).

Some questions required additional follow-up information, and these questions are summarized here.

Participant comments/questions in *italics*, SMTC staff responses follow.

*I would like to hear what the planned opening date is for the Murphy Island mixed use path is and do they really plan to close it for the winter months? If so from when and until when? Is there plan in the works to build "Amphitheatre bypass" off road shared use path for the West Shore Trail so people can use it without interruption on the day of and the day before Amphitheatre shows? Who is responsible for and are there plans to maintain or fix the Beartrap Creek path from Mattydale to Park Street.*

**SMTC staff response:** We are not aware of a planned opening date for the Murphy Island path however we will continue to monitor progress on that front. Per Onondaga County, the County Parks Department has no plans to improve the existing trail system in this location (West Shore Trail). Per NYSDOT, the Town of Salina has maintenance responsibility for the Bear Trap Creek Bikeway, including the bridge over the Thruway. According to record plans, it was per a Town resolution dated October 2, 1978.

*Unimproved roads without sidewalks should have stripes on side for pedestrian/bike safety.*

**SMTC staff response:** Per the City of Syracuse, this is not a viable pavement marking strategy due to several factors including the width of the unimproved road, design standards for travel lanes and shoulder areas in urban locations, and best practices of pedestrian facility design.

*The one that's on top of mind right now is the intersection of So Salina and Spaulding, including the So Salina St context. I have grandchildren who cross Salina at Spaulding, either on foot or on bike, all of the time. It's a big concern for me and for their parents because drivers on Salina run the red light all the time. Also, drivers turn without looking for walkers or bike riders. The crosswalks that were painted after Salina was milled and paved last fall faded within weeks, so there have been no visible crosswalks for months. What can be done to make that intersection safe for all users? Just yesterday, 8/1/2022, an 11-year-old boy was hit by a car while riding his bike with the right-of-way across Salina on Spaulding. His leg was broken. I would think part of the answer to making that intersection safer would be in making Salina St calmer and safer in general.*

**SMTC staff response:** Per the City of Syracuse, this request has already been posed to and addressed by the Commissioner of DPW. In addition, many ped signals were set to "recall" to cycle automatically during the first two years of COVID to allow pedestrians to avoid pressing the buttons. Many remain on

recall, but a number of signals along arterials were reverted back to “standard” operation. DPW will monitor the situation. Additionally, the SMTC’s Coldbrook Creek Trail study (just getting underway) will be looking at creating safe crossings at key intersections along South Salina Street. We know students use the trail to get to school (as neighbors have mentioned) so we will include some intersections, like Spaulding, which leads to Meachem, as part of the study.

*Will the city of Syracuse lower the Speed limit on city streets to 25 mph.*

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fspectrumlocalnews.com%2Fnys%2Fhudson-valley%2Fny-state-of-politics%2F2022%2F08%2F12%2Flocal-governments-in-new-york-could-lower-speed-limit-to-25-mph&data=05%7C01%7C> *Who is responsible for maintaining the bike trail under the I-81 bridges east of Park Stand North of the Transportation Center? It is a mess. For the new I-690 Crouse Irving interchange, it appears that Crouse and Irving will not have bike lanes. Does that meet Complete Street requirements?*

**SMTC staff response:** Per the City of Syracuse, the potential to lower the City-wide speed limit is a topic that the city administration is open to evaluating, but this type of change requires significant research and tailoring regarding the necessary changes to municipal law and signage/related items. OCDOT stated that this trail piece was built in the early 1980s and has been largely unused for years. This route has several road crossings with NYS 370 (high speed), which is not desirable. Currently, they are not planning on improving this route, nor encouraging folks to use it. Per NYSDOT, they believe the Crouse/Irving area does comply with Complete Streets requirements, and shared the following links to graphics:

Bicycle Facility Enhancements and I-81 Community Grid:

[https://webapps.dot.ny.gov/system/files/documents/2022/02/23-bike-ped-cg-lo\\_0.pdf](https://webapps.dot.ny.gov/system/files/documents/2022/02/23-bike-ped-cg-lo_0.pdf)

Infographic and renderings of Crouse and Irving:

<https://webapps.dot.ny.gov/system/files/documents/2022/02/19-crouse-irving-lo-reduced-.pdf>

Sample plan sheets for Community Grid: [Appendix A-1: Plans and Sections, Part 2 of 3 \(parsonsecmpublic.s3.amazonaws.com\)](#) – around page 700.