

# SOUTH GEDDES ST. and WEST FAYETTE ST. COMPLETE STREETS REVIEW

## PUBLIC MEETING

Syracuse Metropolitan  
Transportation Council



February 6, 2020

# MEETING AGENDA

- ▶ Presentation
- ▶ Brief Q & A
- ▶ Project boards & feedback



# WHAT IS A METROPOLITAN PLANNING ORGANIZATION (MPO)?

- ▶ A Metropolitan Planning Organization, or MPO, is a transportation policy-making and planning body made up of representatives of local, state, and federal government and transportation authorities.
- ▶ The Policy Committee is the designated MPO.
- ▶ The MPO is charged with the comprehensive, cooperative & continuous transportation planning process for a metropolitan area.



# WHERE IS THE SMTC'S PLANNING AREA?

- ▶ All of Onondaga County
- ▶ Town of Sullivan in Madison County
- ▶ Towns of West Monroe, Hastings, Schroepfel, and small portion of Town of Granby in Oswego County



# WHO IS THE MPO?

## Member Agencies

Central New York Regional Transportation Authority (Centro)

Central New York Regional Planning & Development Board

City of Syracuse:

Mayor	Common Council	Department of Public Works
Planning Commission		Planning & Sustainability

CenterState Corporation for Economic Opportunity

New York State:

Department of Environmental Conservation	Department of Transportation
Empire State Development Corporation	Thruway Authority

Onondaga County:

County Executive	Department of Transportation
County Legislature	Syracuse Onondaga County Planning Agency
Planning Board	



Director

Planners

Technical staff

# COMPREHENSIVE TRANSPORTATION PLANNING



Transit



Road Network



Freight



Walking



Bicycling

# COOPERATIVE TRANSPORTATION PLANNING



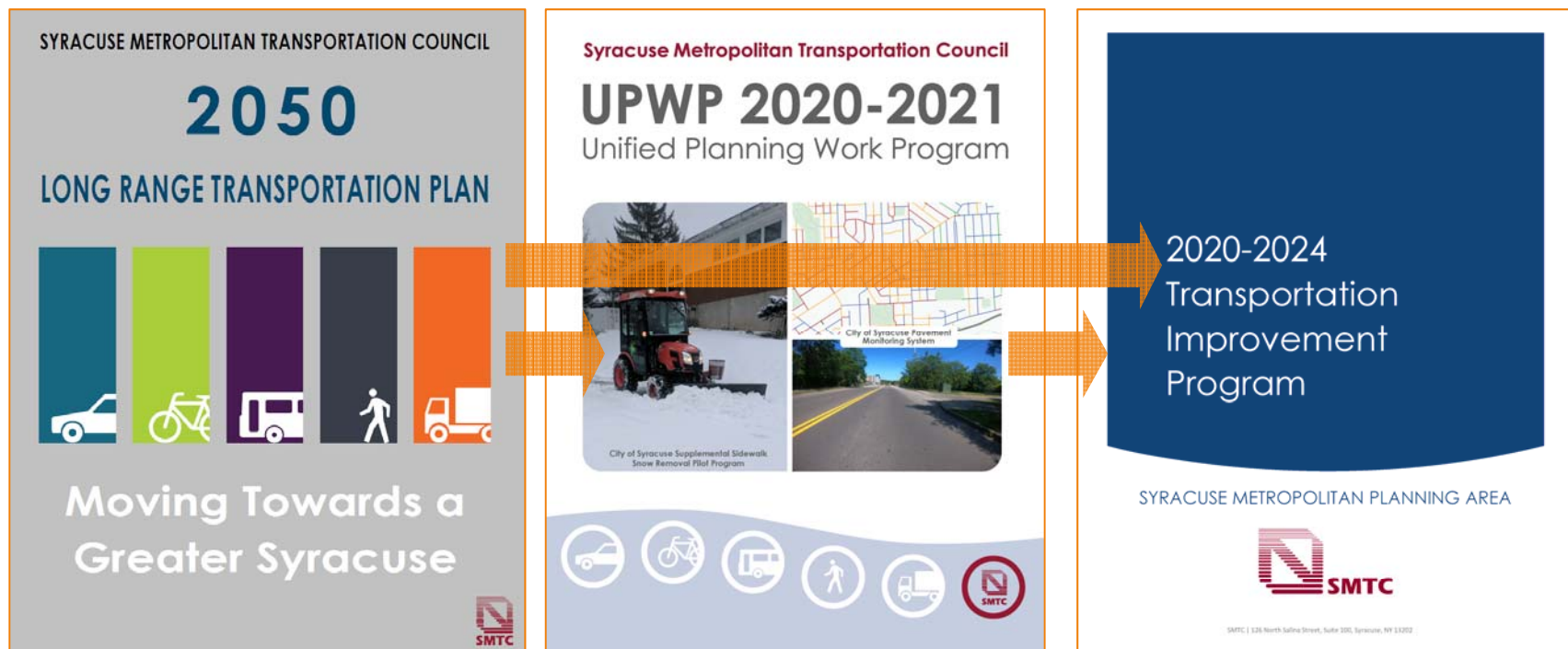
- ▶ Coordinate with federal, state, & local agencies to develop transportation plans and programs



- ▶ Provide an opportunity for citizens to participate in planning



# CONTINUOUS TRANSPORTATION PLANNING



Regional transportation  
vision

Specific transportation  
studies and plans

Federal funding  
program



# WHY AN MPO PROCESS?

- ▶ Examine the region's future and investment alternatives
- ▶ Facilitate the collaboration of governments, interested parties, and the public
- ▶ Prioritize transportation needs
- ▶ Invest funds appropriately
- ▶ Plan to reflect the region's vision
- ▶ Balance needs versus limited funding
- ▶ Express the consensus of the community through member agencies and elected officials

# WHY DID WE UNDERTAKE THIS STUDY?

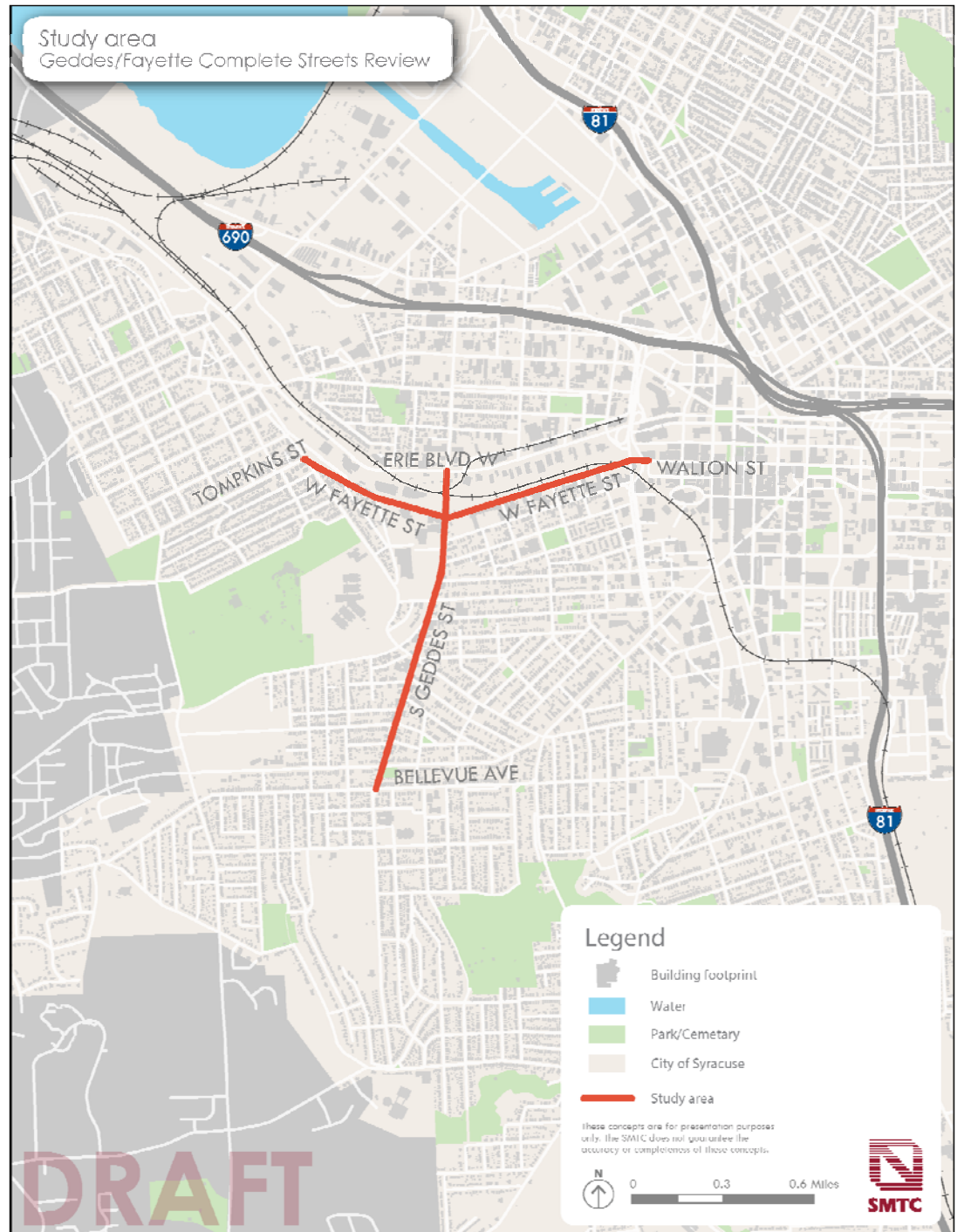
## OVERALL GOAL:

Help the City identify opportunities to add/improve bicycle, pedestrian, and transit facilities w/in existing ROW

- Increase safety
- Increase the viability of transit, bicycle, and pedestrian use
- Provide connections



# STUDY AREA



# OUR PROCESS

## Existing conditions inventory

- Demographics
- Land use
- Infrastructure (roads, bike/ped facilities)
- Traffic volumes, bike and ped activity
- Queuing observations
- Parking regulations and counts
- Crash data

## Analysis

- Traffic operations assessment (Geddes St)
- Crash analysis
- Road diet

## Initial concepts/design ideas



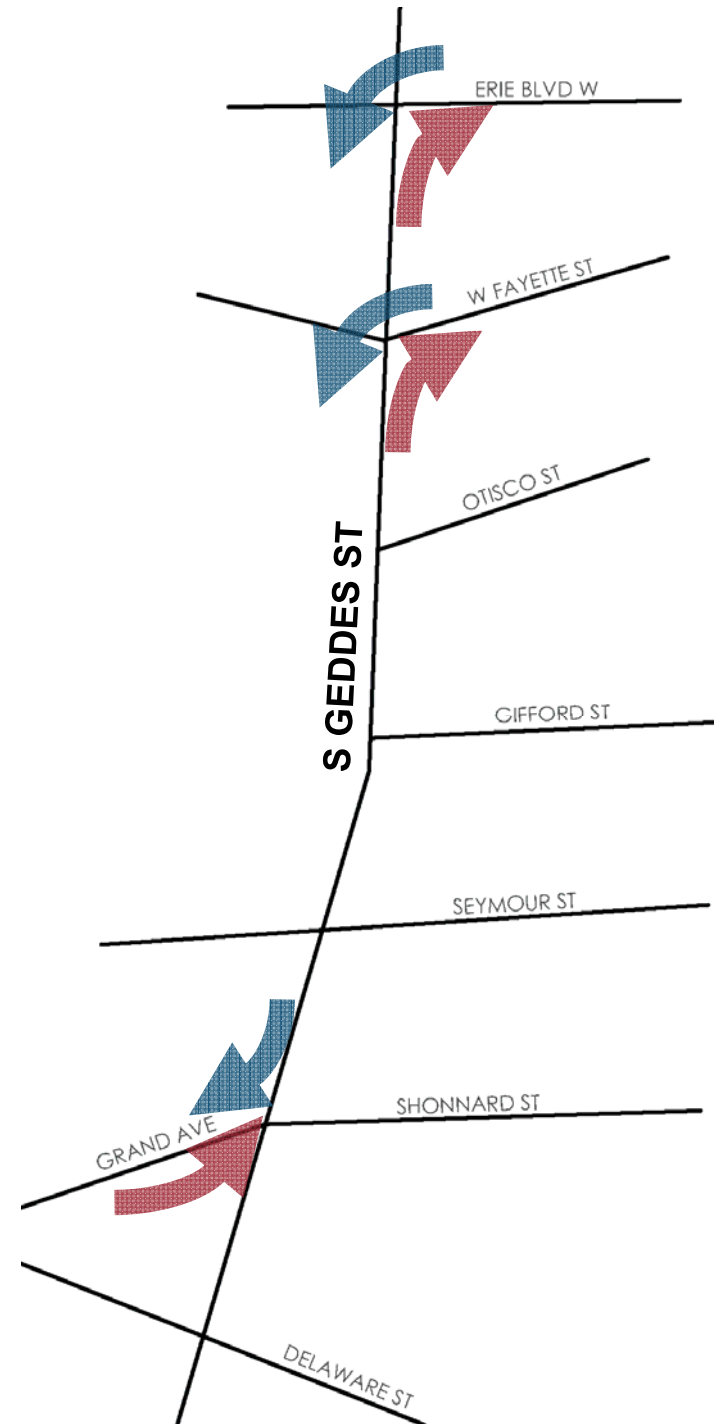
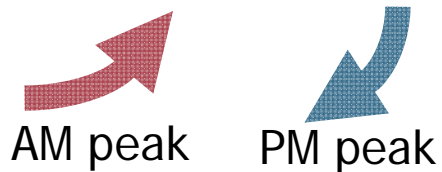
# TRAFFIC DATA



- AADT estimates on Fayette Street (2016): 12,896 vehicles per day (vpd)
- AADT estimates on Geddes (2015):
  - 8,075 vpd (Grand Ave to Erie Blvd)
  - 7,525 vpd (Glenwood Ave to Grand Ave)
- Focused on Geddes St (Delaware to Erie Blvd - 7 signalized intersections) - turning movement counts

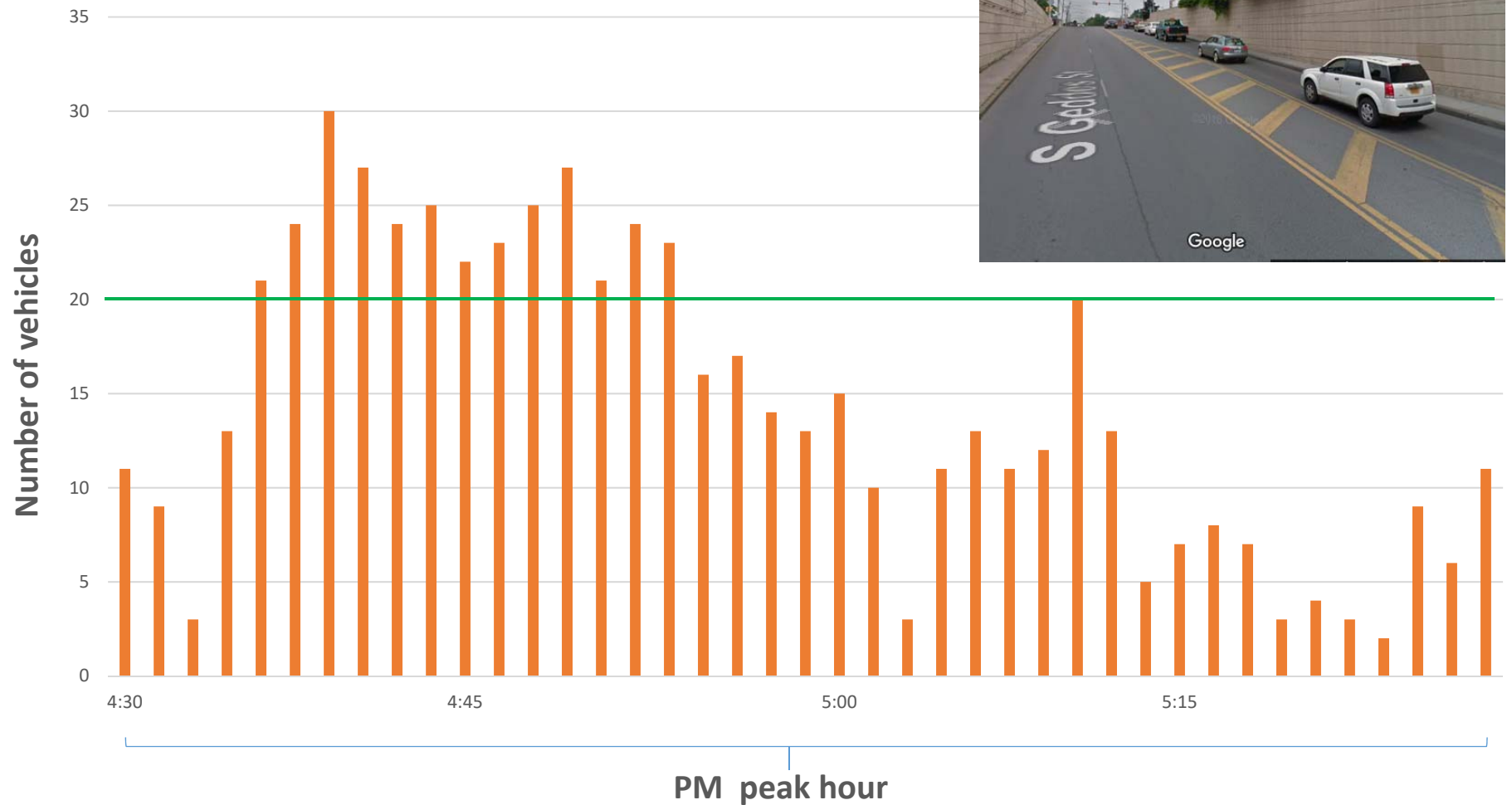
# TRAFFIC DATA: GEDDES ST

- AM Peak Hour 7:30-8:30 a.m.
- PM Peak Hour 4:30-5:30 p.m.
- More traffic during PM peak than AM peak
- Highest volumes between Fayette and Grand/Shonnard
  - 1,700 in AM peak
  - 2,000 in PM peak
- LOS C or better during both peaks



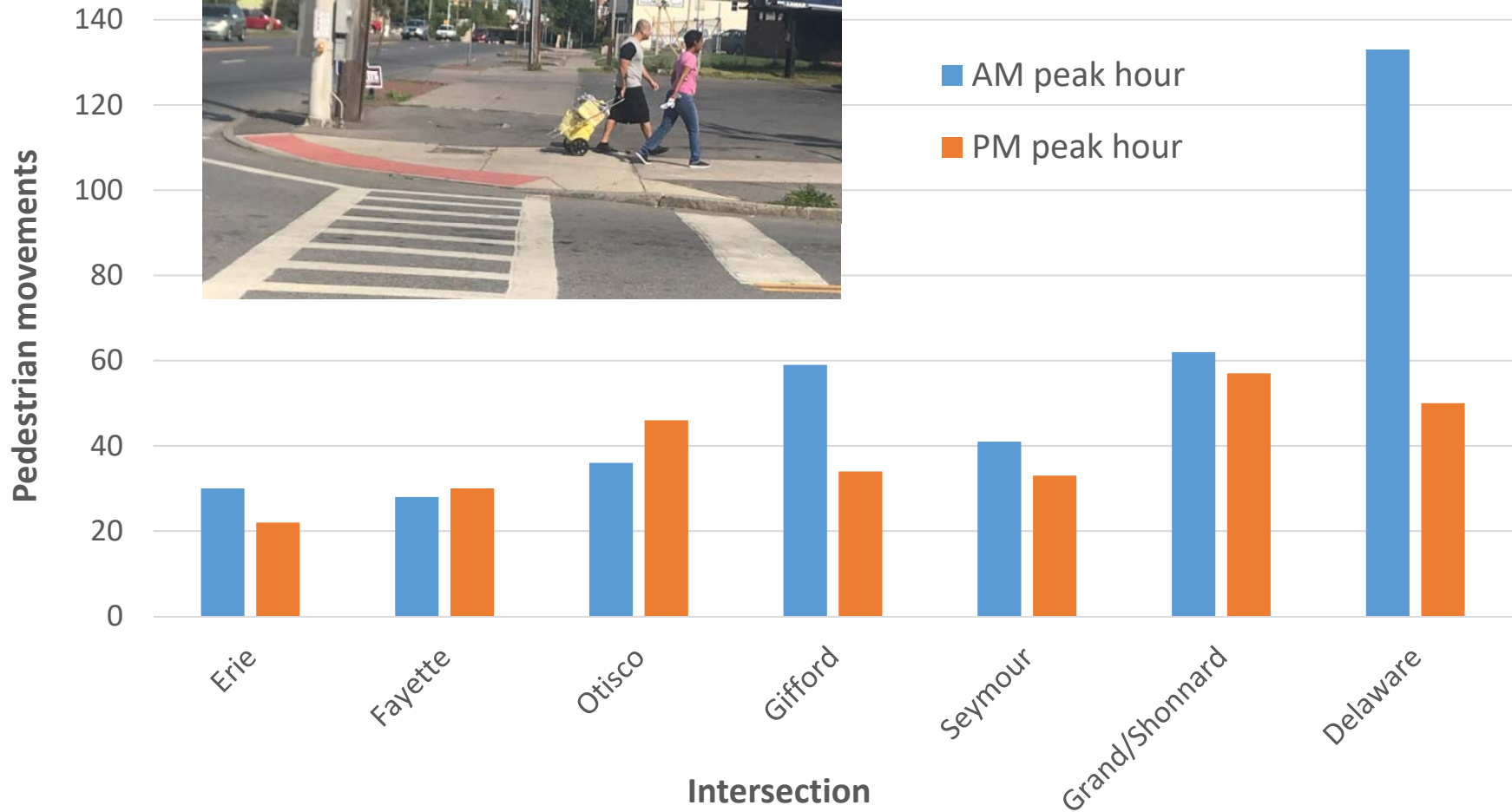
# QUEUING

Geddes St NB at Erie Blvd  
PM peak



# PEDESTRIANS

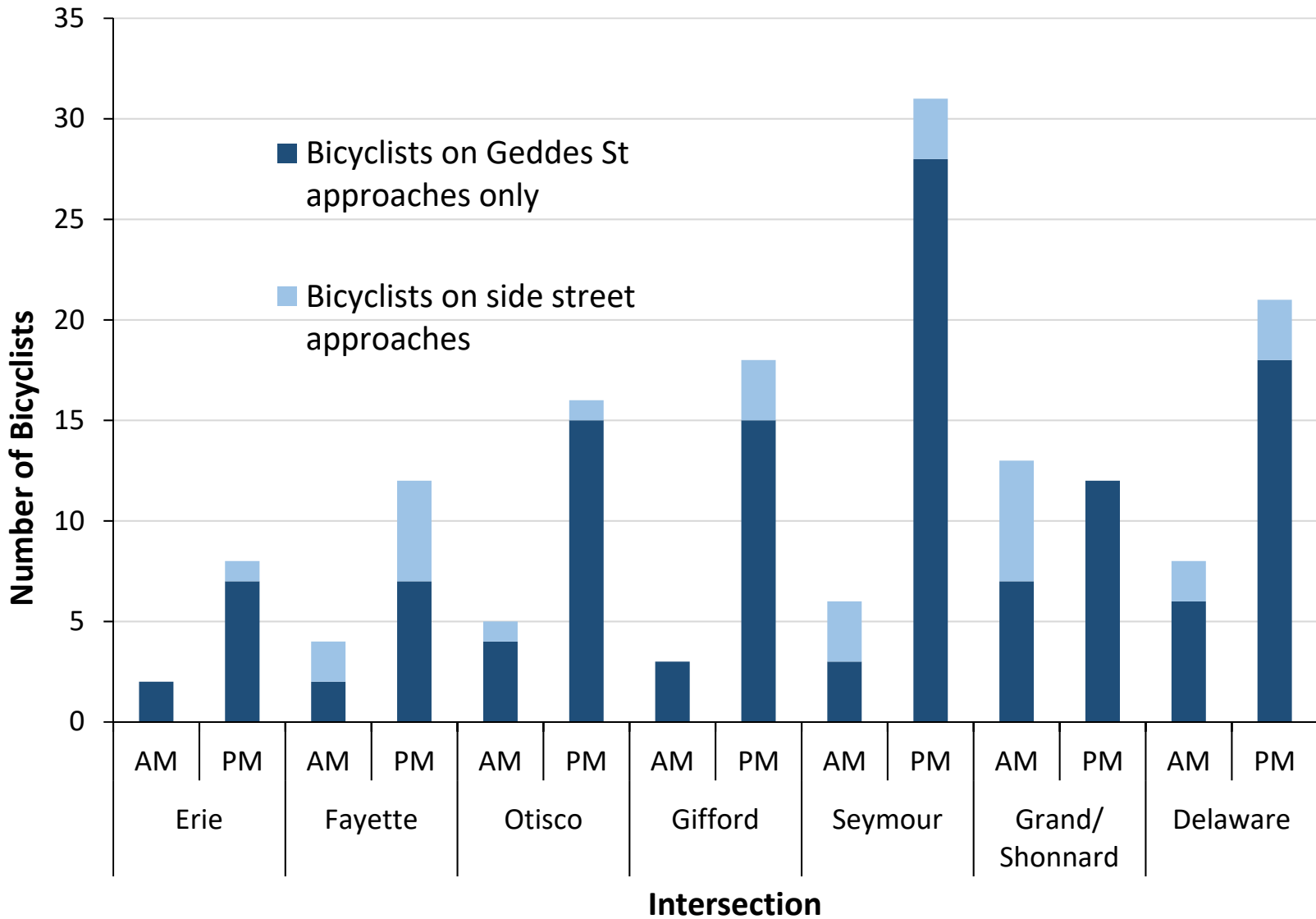
Ped movements at 7  
Geddes intersections  
AM and PM peak hours





# BICYCLISTS

Bicycle movements at 7  
Geddes intersections  
AM and PM peak hours



# PARKING: GEDDES ST

Block	Side of Street	No. of Parked Cars Observed*		
		Minimum	Maximum	Average
Shonnard/Grand to Merriman	East	0	11	3
	West	0	0	0
Merriman to Delaware	East	0	2	< 1
	West	0	1	< 1
Delaware to Fitch	East	0	4	< 1
	West	0	14	8
Fitch to Putnam	East	0	2	< 1
	West	0	1	< 1
Putnam to Hartson	East	0	1	< 1
	West	0	2	< 1
Hartson to Rowland	East	0	1	< 1
	West	0	1	< 1
Rowland to Elliott	East	0	2	< 1
	West	0	1	< 1

Green shading indicates where parking IS permitted (and where cars were observed) along Geddes St

# PARKING: FAYETTE ST



Block	Side of Street	No. of Parked Cars Observed*		
		Minimum	Maximum	Average
Tennyson/Wilbur to Nelson	North	1	9	3
	South	2	7	4
S Geddes to Seneca	North	0	0	0
	South	0	1	<1

Green shading indicates where parking IS permitted (and where cars were observed) along Fayette St

# SAFETY/CRASH DATA & ANALYSIS

## Overall Crashes

- ▶ Analyzed crashes  
1/1/13 - 12/31/17
  - ▶ GEDDES ST (Erie Blvd to Bellevue Ave)
  - ▶ FAYETTE ST (Tompkins St to Walton St)
- ▶ TOTAL of 1,055 crashes
  - ▶ Overtaking, Rear-end, Right angle
- ▶ 1 fatality  
(Geddes/Fayette)

## Bike & Pedestrian Crashes

- ▶ GEDDES ST
  - ▶ 4% pedestrian/vehicle
  - ▶ 2% bicycle/vehicle
- ▶ FAYETTE ST
  - ▶ <1% pedestrian/vehicle
  - ▶ 1.5% bicycle/vehicle

# TRANSIT CONCERNS

- ▶ Handful of bus stops with no concrete landing pad
- ▶ Some missing signage indicating where the bus stop is
- ▶ Looking for additional feedback



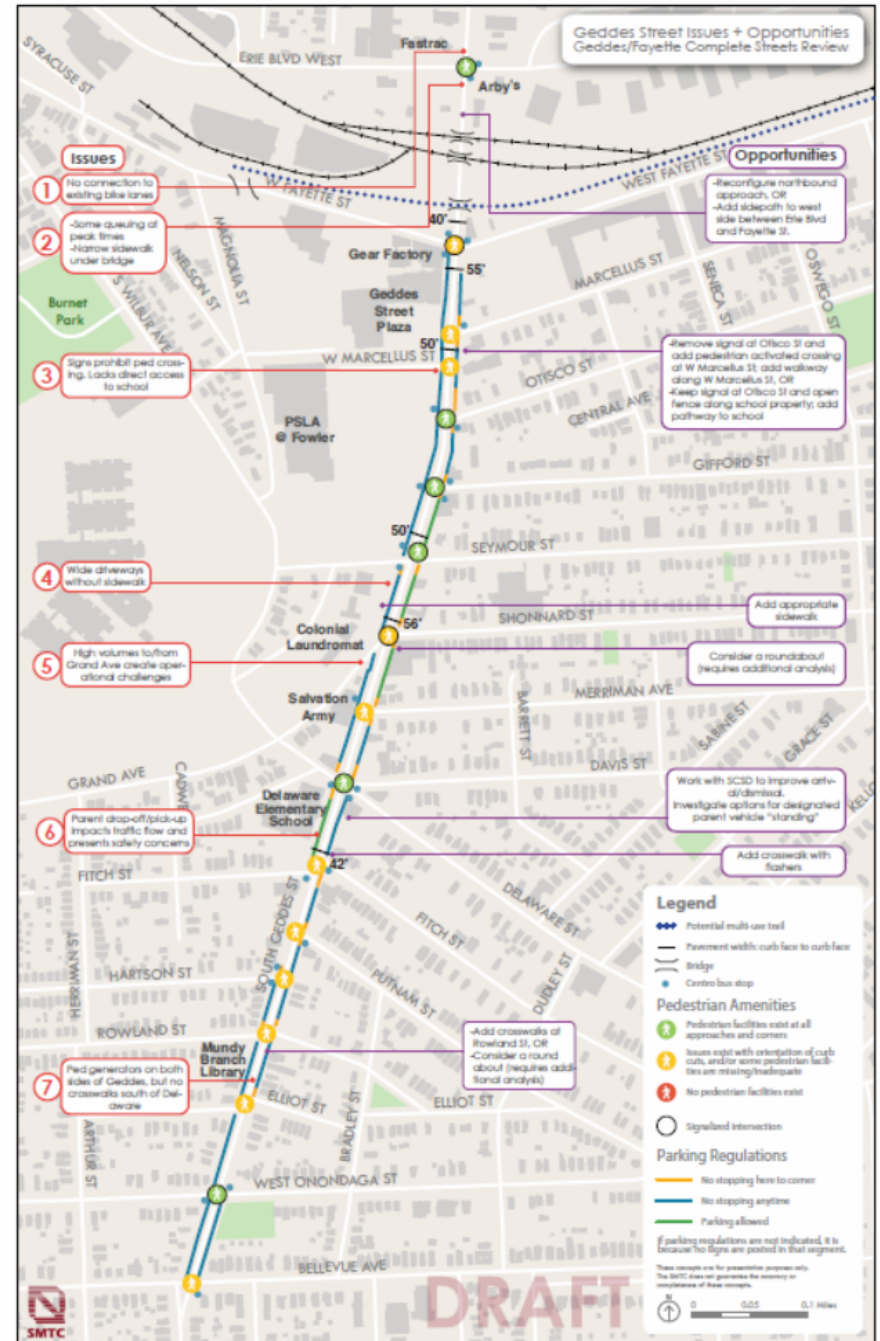
# BICYCLIST CONCERNS

- ▶ No connections to existing bike lanes north of Erie Blvd
- ▶ No bicycle accommodations in either corridor

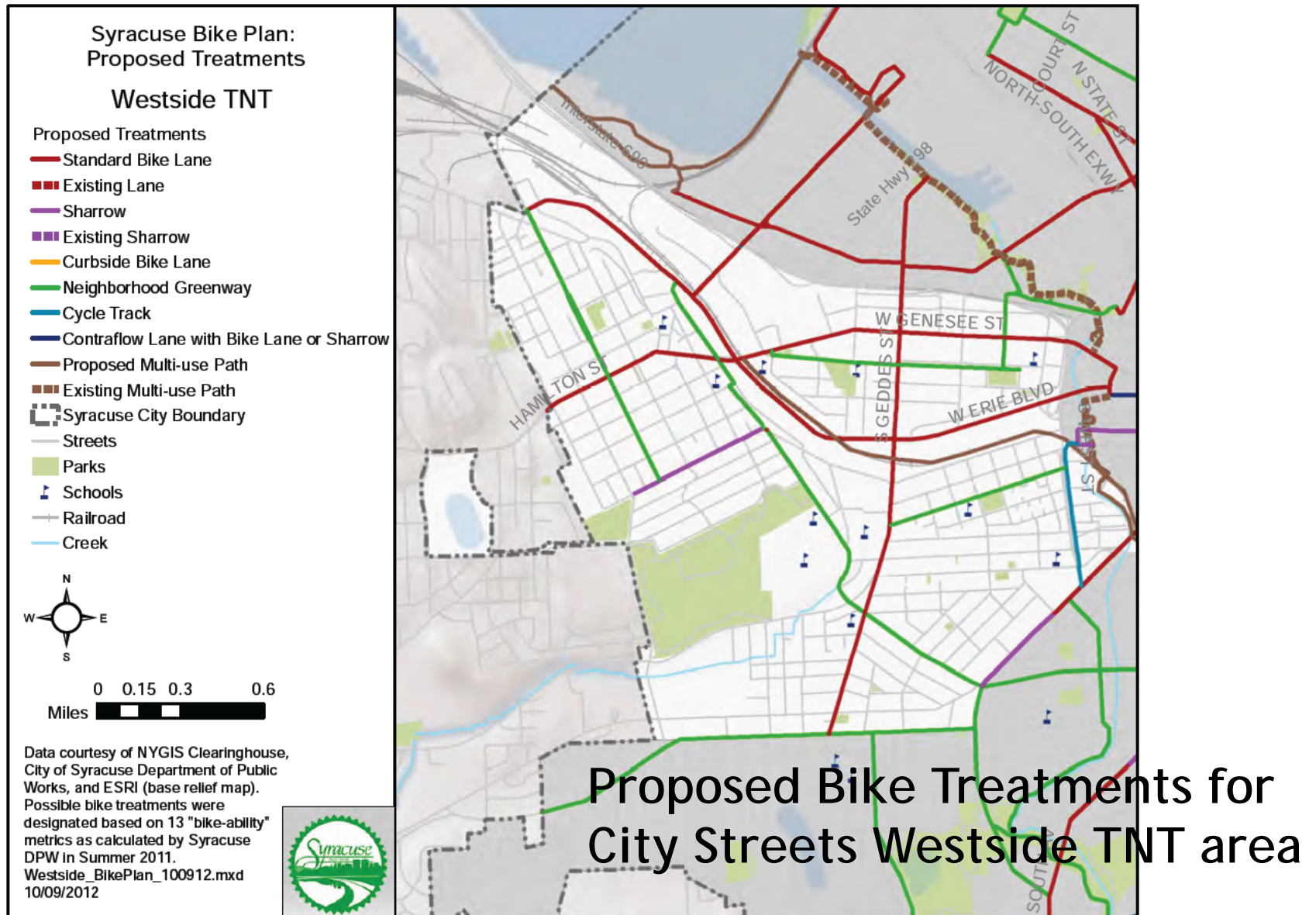


# GEDDES ST ISSUES & OPPORTUNITIES

- ▶ Pedestrian experience under RR bridge (Fayette to Erie)
- ▶ Crossing Geddes St
- ▶ Traffic
- ▶ 2 schools (drop off/pick up)
- ▶ Boards



# POTENTIAL FOR BIKE LANES





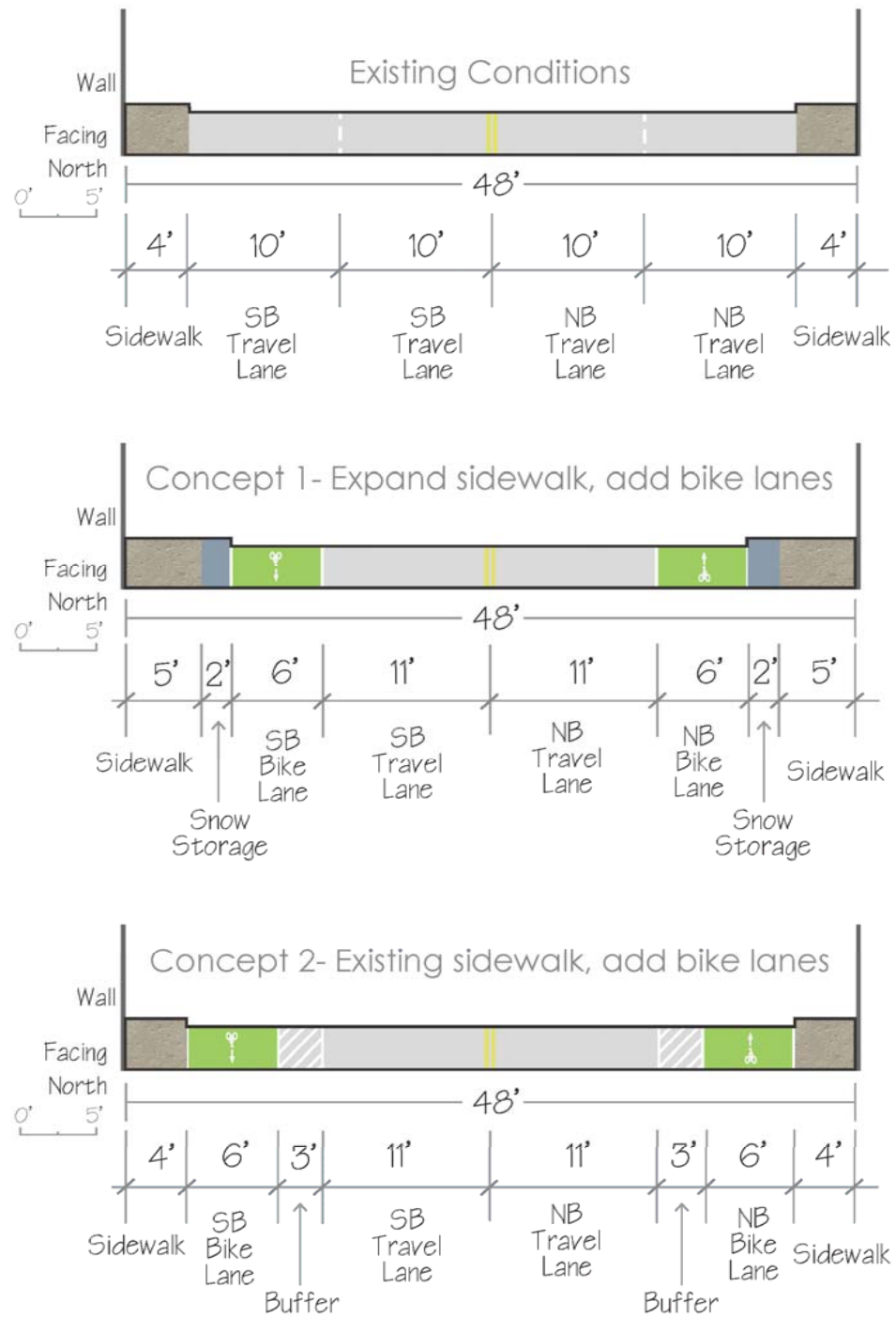
# POTENTIAL FOR BIKE LANES



- ▶ City asked us to examine traffic calming, on-road bike infrastructure
- ▶ Current pavement width in some segments is not wide enough to keep the existing lane configuration
- ▶ Road diet
  - ▶ Traffic volumes (Grand Ave traffic)
  - ▶ Merge points (possibly remove signal to accommodate)
  - ▶ Parking impacts
- ▶ Ultimately - the potential for bike lanes exists via a road diet, but it would result in additional travel delay

# DRAFT BIKE LANE DESIGN CONCEPTS

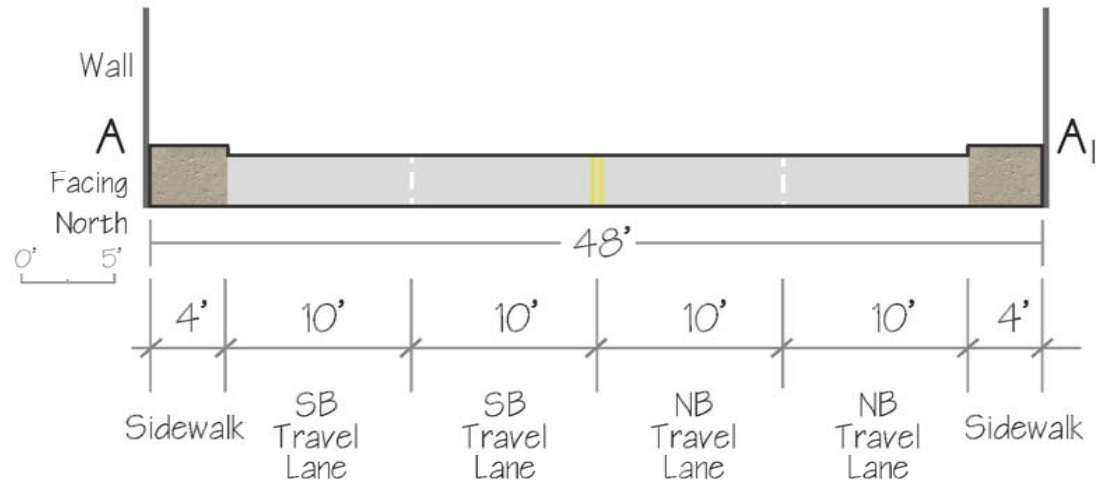
## Geddes St & Erie Blvd



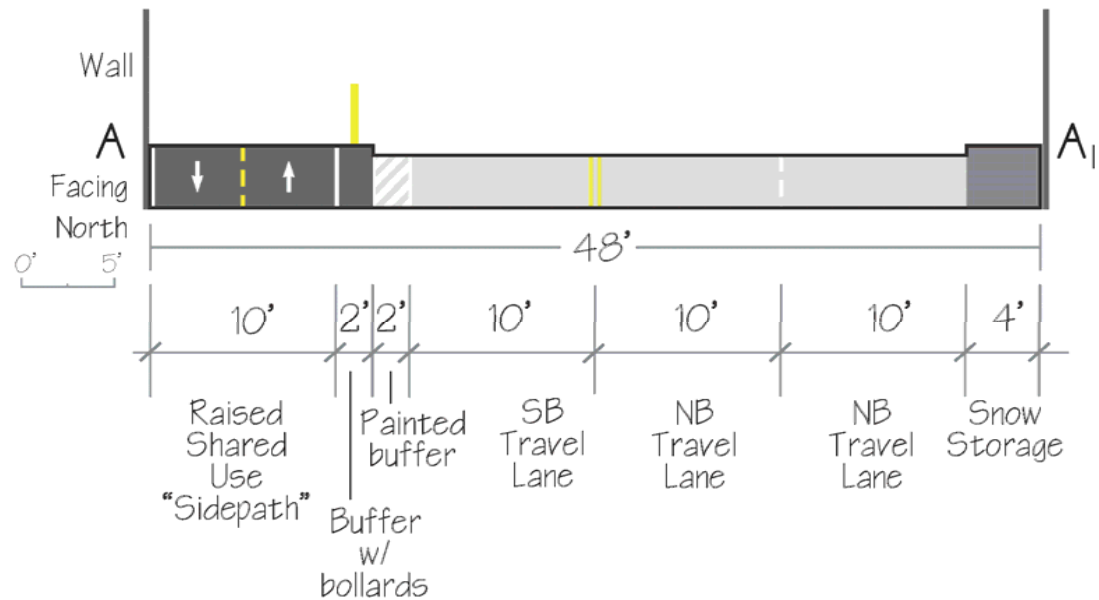
DRAFT  
SIDE PATH  
DESIGN  
CONCEPT

Geddes St &  
Erie Blvd

Existing Conditions

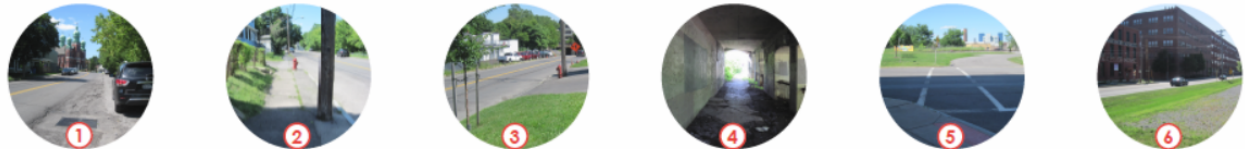
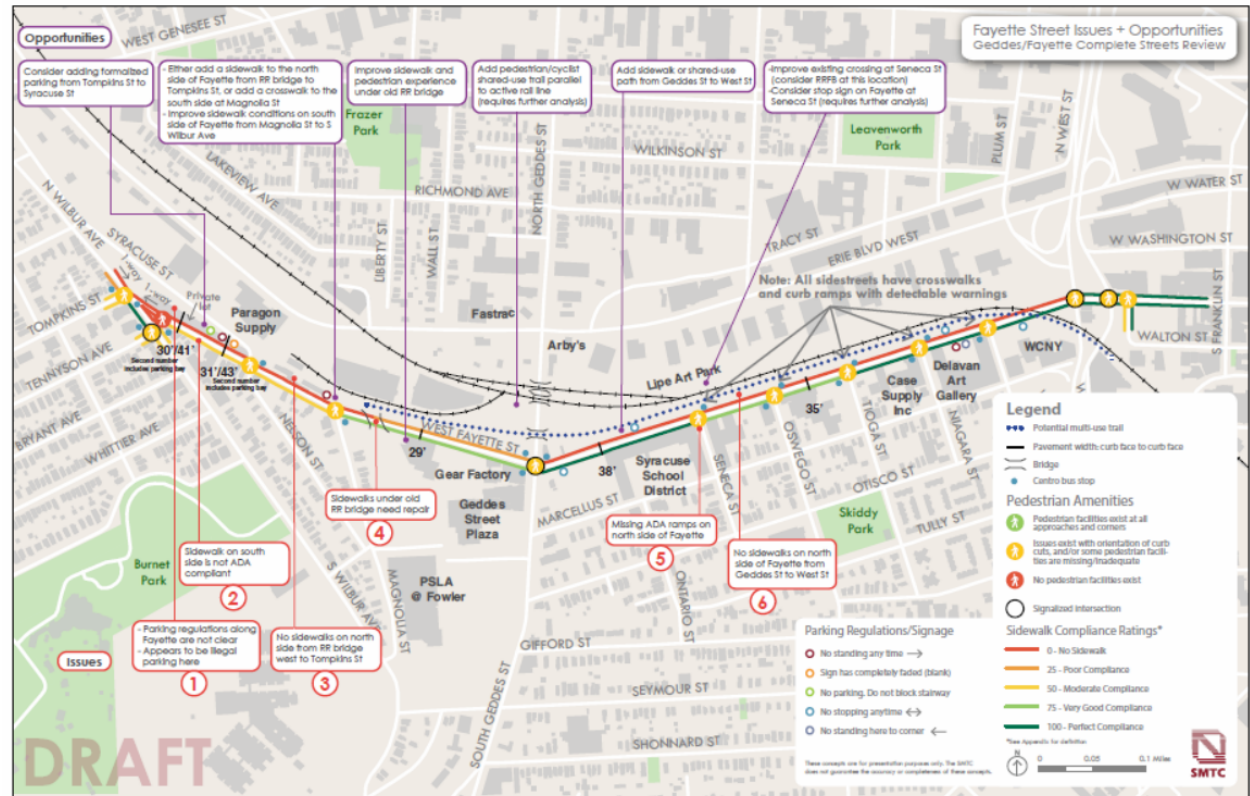


Concept 3- Sidepath for Bikes & Pedestrians



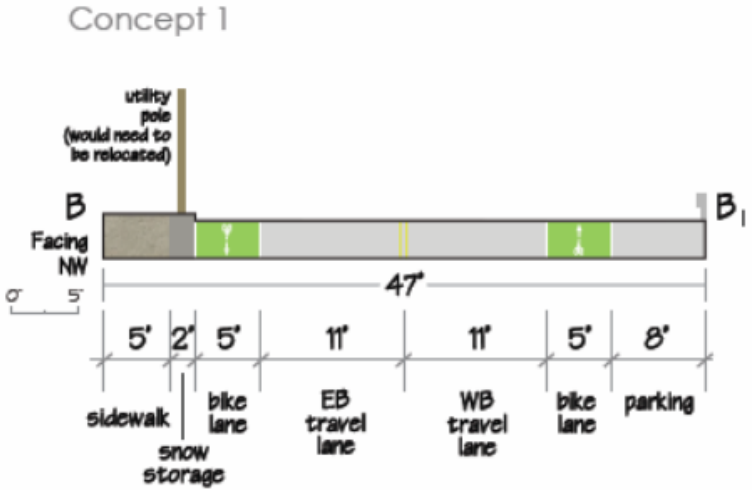
# FAYETTE ST ISSUES & OPPORTUNITIES

- ▶ Non-compliant sidewalks/ramps
- ▶ Limited ped accommodations on north side
- ▶ Sidewalks under RR bridge in disrepair
- ▶ Boards



# DRAFT **PARKING** DESIGN CONCEPTS

## Fayette St: Wilbur Ave to Nelson St



DRAFT  
**WALKWAY**  
**ENHANCEMENT**  
DESIGN  
CONCEPT

Fayette St RR  
bridge, west of  
Geddes St

EXISTING



PROPOSED



# 3 STATIONS

1. Geddes St
2. Fayette St
3. Trails
  - ▶ Where do you want to see bike/pedestrian connections made to these corridors? Share your ideas
  - ▶ Questionnaire on how you use the corridors
  - ▶ Comment sheets



# THANK YOU

- ▶ Brief Q & A
- ▶ Stations
- ▶ Comment sheets (return by Feb 20)
- ▶ Contact me:

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