

# ONONDAGA CREEKWALK PHASE II

Public Information Meeting

Series 1



- ▶ Andrew Maxwell – Director, Syracuse-Onondaga County Planning Agency
- ▶ Owen Kerney – Assistant Director for City Planning
- ▶ Russell Houck, PE – City of Syracuse
- ▶ Charles Stanton, PE – C&S Engineers, Inc.

## INTRODUCTIONS – PROJECT TEAM



- ▶ Background – What is the Onondaga Creekwalk?
- ▶ Describe Public Input Process
- ▶ Describe Public Input Approach
- ▶ Describe Overall Project and Progress to Date
- ▶ Describe Project Specifics within this Section
  - ▶ Feasible Alternative #1
  - ▶ Feasible Alternative #2
- ▶ Next Steps
- ▶ Questions/Comments

## GOALS



- ▶ Vision: Trail that runs from Onondaga Lake to Dorwin Avenue
- ▶ Where possible, follows Onondaga Creek
- ▶ Three phases
  - ▶ Phase I – Onondaga Lake to Armory Square – COMPLETE
  - ▶ Phase II – Armory Square to Kirk Park – CURRENT
  - ▶ Phase III – Kirk Park to Dorwin Avenue - FUTURE
- ▶ Forms the backbone of a future interconnected trail system
- ▶ Emphasis on connection with neighborhoods

## BACKGROUND – WHAT IS THE ONONDAGA CREEKWALK?



- ▶ Why?
- ▶ Part of all projects receiving Federal money
- ▶ Review of project plan and project impacts
- ▶ Designed to allow public to voice their opinion
- ▶ Structured to allow comments to be incorporated into design

## PUBLIC INPUT PROCESS - 1



- ▶ How?
- ▶ All comments are welcome
- ▶ Mail provided form or email to [comments@onondagacreekwalk.com](mailto:comments@onondagacreekwalk.com)
- ▶ Approximate 2 week comment period

## PUBLIC INPUT PROCESS - 2



- ▶ **Comments will be evaluated on:**
  - ▶ Do they fit within the Project goals?
  - ▶ Do they fit within the funding criteria?
  - ▶ Feasibility of suggestion
  - ▶ Engineering review
  - ▶ Practicality
  - ▶ Project budget

## PUBLIC INPUT PROCESS - 3



- ▶ For public input, the project has been divided into 3 sections
- ▶ Sections are based loosely on land use
  - ▶ 1 – Kirk Park/Colvin Street to Midland Avenue (Bellevue Avenue/Blaine Street)
  - ▶ 2 – Midland Avenue to Seymour/Adams Streets
  - ▶ 3 - Seymour/Adams Streets to MOST

## PUBLIC INPUT APPROACH - 1



- ▶ Public input process has been further divided into 3 steps
  - ▶ 1 – Presentation of 2008 study alternatives
  - ▶ 2 – Presentation of revised alternatives incorporating public comments
  - ▶ 3 – Presentation of preferred alternative
- ▶ Three meetings for each section, total of nine meetings

## PUBLIC INPUT APPROACH - 2



- ▶ Onondaga Creekwalk Phase II
- ▶ Continuation of “Phase I” – MOST/Armory Square to Onondaga Lake
- ▶ Current concept plans are a result of a study completed in 2008
- ▶ Encompasses area from Colvin Street to MOST/West Jefferson Street

## PROJECT AND PROGRESS - 1



- ▶ Onondaga Creekwalk Phase II Timeline
- ▶ Mid 2015 - Second series of meetings
- ▶ Late 2015 – Third series of meetings
- ▶ Late 2015 – Survey and mapping
- ▶ Early 2016 – Design report
- ▶ Mid 2016 – Start of final design
- ▶ 2017 to 2018 - Construction

## PROJECT AND PROGRESS - 2



- ▶ Overall Goals
- ▶ Construct continuous pedestrian and bicycle trail
- ▶ Approximately 2.2 miles long
- ▶ GENERALLY following Onondaga Creek – “Onondaga Creek Corridor”
- ▶ Provide access to City neighborhoods
- ▶ Possible opportunities for trailheads/nodes/parks along trail

## PROJECT AND PROGRESS - 3



- ▶ **Design Considerations**
- ▶ Where practical, dedicated trail with a desirable 13 foot wide path for bicycles and pedestrians, if cannot meet allows minimum 8-10 foot wide
- ▶ Where dedicated trail is not practical, utilize streets for bicycles and sidewalks for pedestrians
- ▶ ADA upgrades – sidewalk ramps, detectable warnings
- ▶ Public safety – dedicated street crossings, lighting, visibility

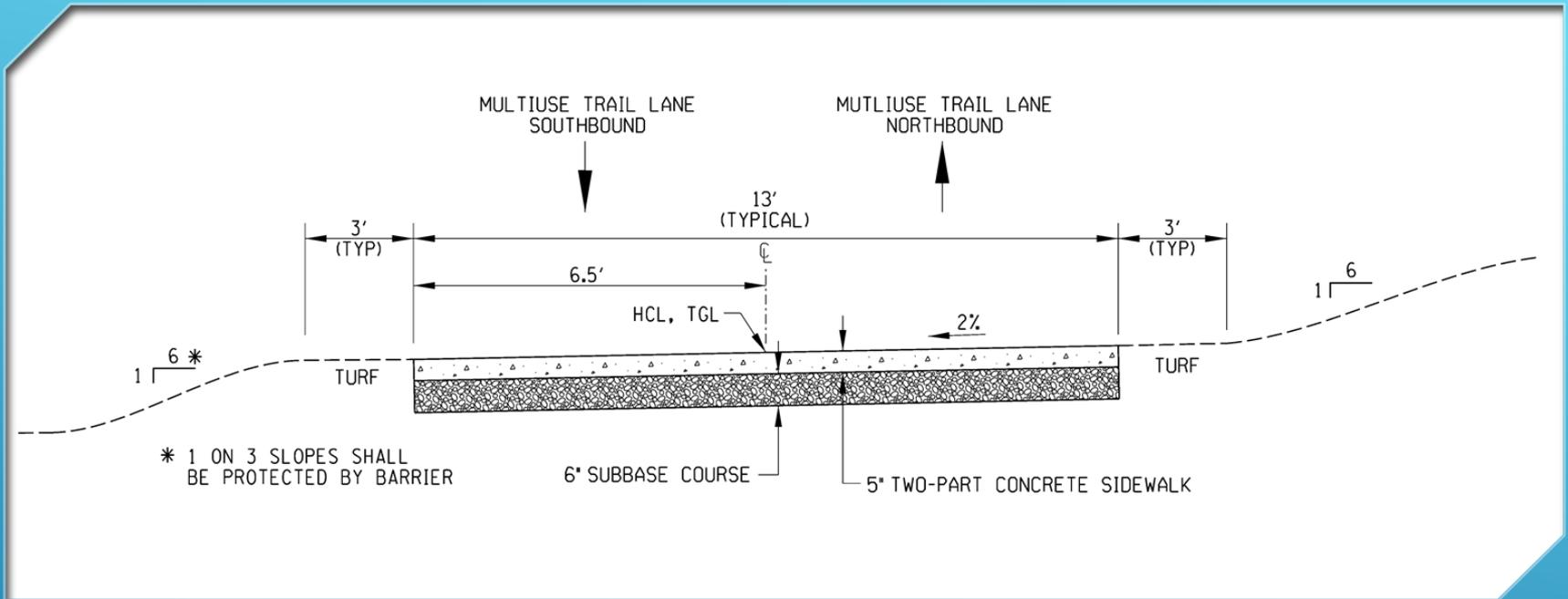
## PROJECT AND PROGRESS - 4



- ▶ Before we begin - basic terms
- ▶ Trail = path
- ▶ “Shared use path”, “Dedicated path” = path constructed separate from roadway that can convey bicycles and pedestrians
- ▶ “Rim” = Street level
- ▶ “Shelf” = Creek level
- ▶ “Trailhead” = Point of access to trail, can include parking, park/grassed area, etc.

## PROJECT SPECIFICS - 1

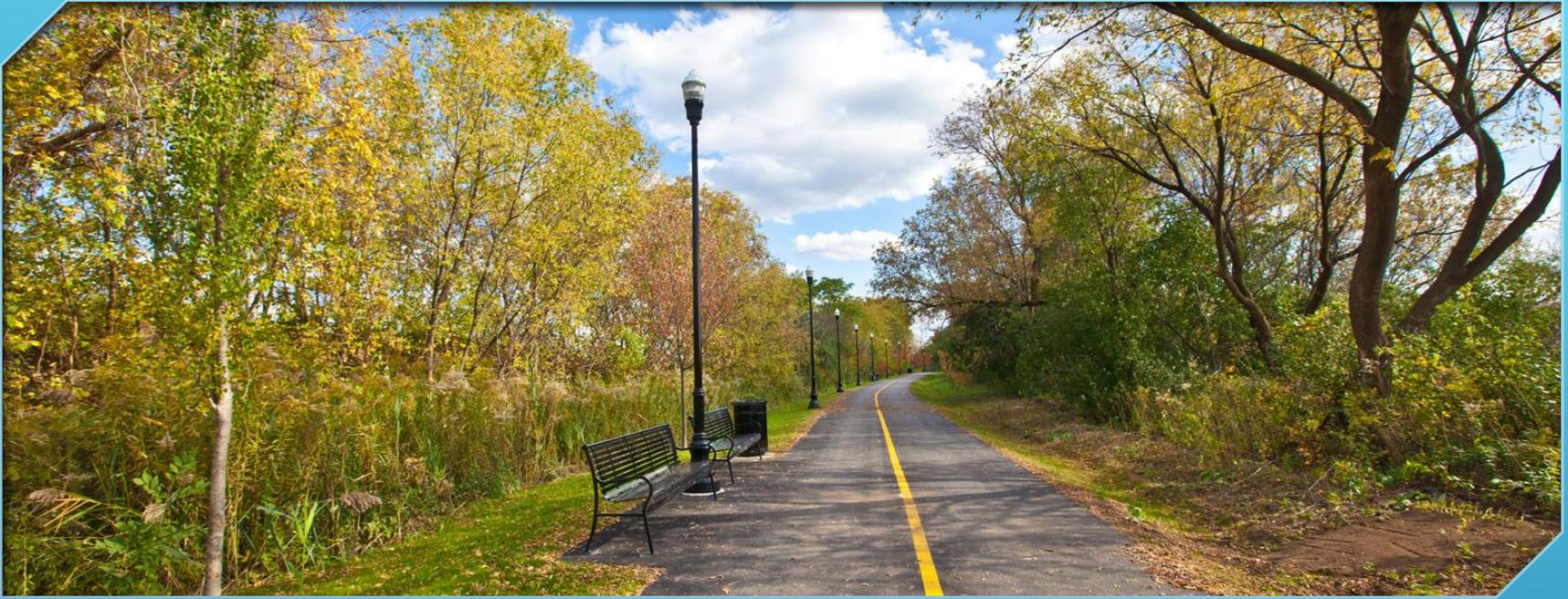




DEDICATED TRAIL IN KIRK PARK – CONCRETE SHOWN, ASPHALT OPTIONAL

# PROJECT SPECIFICS - 2





ASPHALT DEDICATED TRAIL

# PROJECT SPECIFICS – 2A

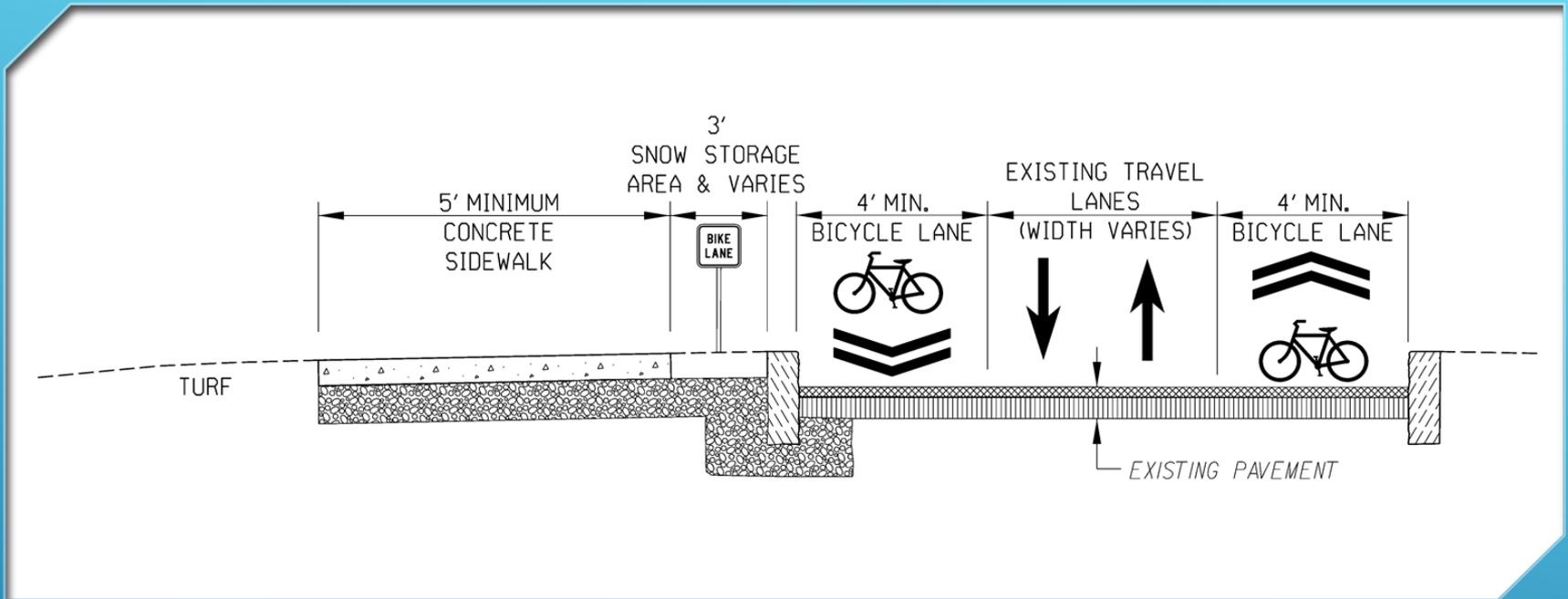




CONCRETE DEDICATED TRAIL, ALSO SHOWS TRAILHEAD

## PROJECT SPECIFICS – 2B





REHABILITATED CONCRETE SIDEWALK AND DEDICATED BICYCLE LANES

PROJECT SPECIFICS - 3

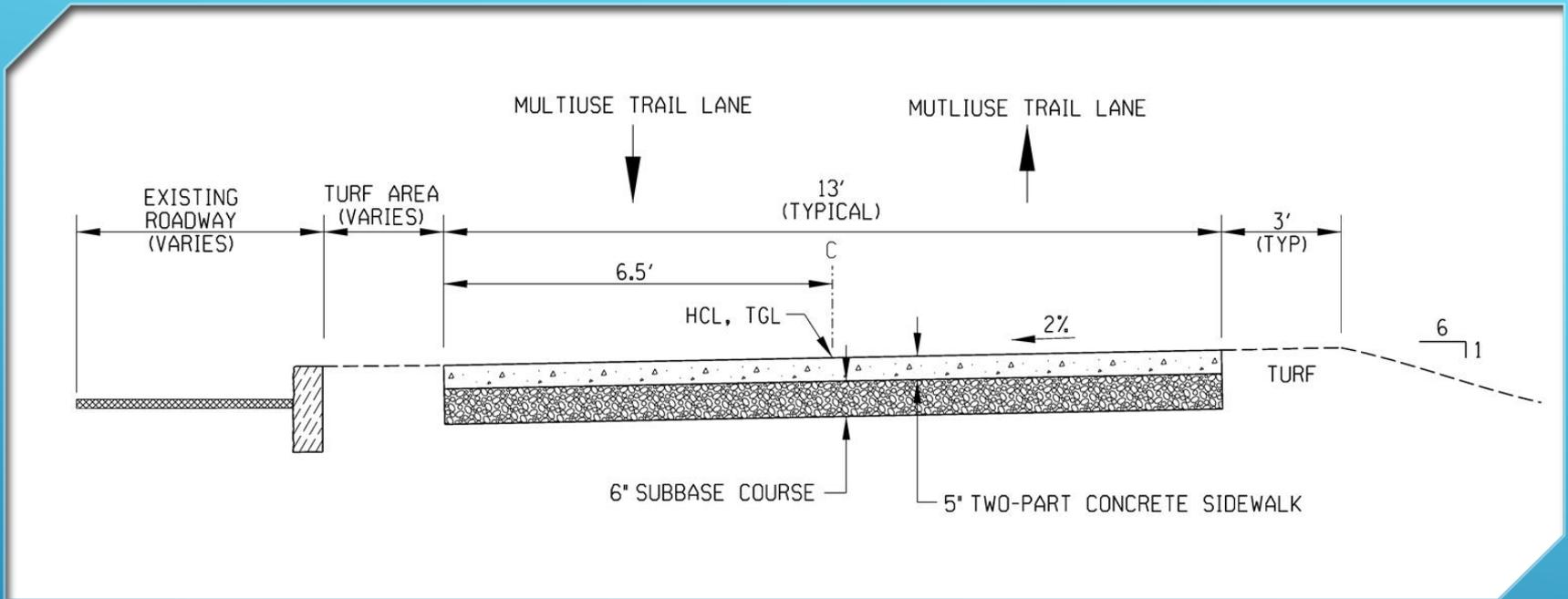




REHABILITATED CONCRETE SIDEWALK AND DEDICATED BICYCLE LANES

## PROJECT SPECIFICS – 3A





DEDICATED TRAIL ADJACENT TO ROADWAY- CONCRETE SHOWN, ASPHALT OPTIONAL

## PROJECT SPECIFICS - 4

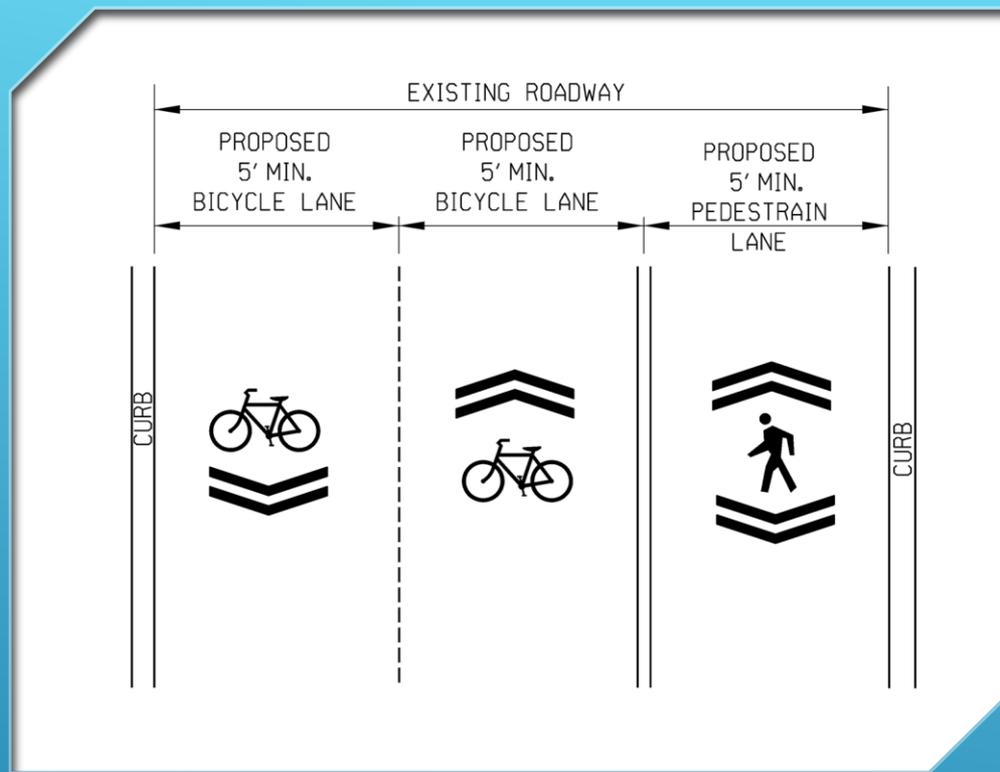




CONCRETE DEDICATED TRAIL ADJACENT TO ROADWAY

# PROJECT SPECIFICS – 4A





"REPURPOSED ROADWAY" – EXISTING ROADWAY CONVERTED FOR TRAIL

# PROJECT SPECIFICS - 5





“REPURPOSED ROADWAY” – Photo courtesy of [marilynch.com](http://marilynch.com)

## PROJECT SPECIFICS – 5A



- ▶ 2008 Feasibility Study
- ▶ Reviewed available space, multiple routes
- ▶ Identified two feasible alternatives:
- ▶ Feasible alternative #1 – Starts on west side of Creek in Kirk Park, quickly moves to east side of Creek, returns to west side at Onondaga St, crosses Creek at Trolley Lot and joins Phase I at MOST
- ▶ Feasible alternative #2 - Starts on west side of Creek in Kirk Park, continues on west side until Onondaga St, crosses Creek at Onondaga St and joins Phase I at MOST

## PROJECT SPECIFICS - 6



- ▶ **Preliminary cost estimate**
- ▶ Current preliminary scoping identifies a need for \$7.0 to \$9.6 million for construction and inspection
- ▶ Estimated Federal funds of up to \$7.7 million, or 80%
- ▶ City responsible for remaining \$1.9 million, or \$0.20 per dollar spent
- ▶ In comparison, Phase I was approximately \$7.2 million for construction and inspection

## PROJECT SPECIFICS - 7



- ▶ Contracting goals
- ▶ Design phase (NOW)
  - ▶ 20% Disadvantaged Business Enterprise (DBE) goal – exceeded at 32.7%
  - ▶ Currently survey, mapping, environmental professional services
- ▶ Construction phase (future)
  - ▶ 6.9% Female workforce Equal Employment Opportunity (EEO) goal
  - ▶ 3.8% Minority workforce EEO goal
  - ▶ 12% DBE goal

JUMP TO:  
[SECTION 1](#)  
[SECTION 2](#)  
[SECTION 3](#)

## PROJECT SPECIFICS - 8





FEASIBLE ALTERNATIVE #1



- ▶ Feasible Alternative #1 – Colvin to Rich St
- ▶ Dedicated trail
- ▶ Follows Creek along rim
  - ▶ Kirk Park has space, allows view of Creek
- ▶ Crosses under South Ave with new box culvert
  - ▶ Expense, closure of South Ave to construct

OR

- ▶ Transitions to shelf and crosses under South Ave Bridge

## PROJECT SPECIFICS – 9

### SECTION 1 – COLVIN STREET TO MIDLAND AVENUE



- ▶ Feasible Alternative #1 – Colvin to Rich St
- ▶ Closes Creekside Park Road
  - ▶ Onondaga Creek Blvd still accessible through Lower Onondaga Park
- ▶ Coordination with adjacent projects
  - ▶ Ongoing Park improvements (East side)
  - ▶ Arboretum
  - ▶ West side pedestrian and Park upgrades
  - ▶ Projects shown on presentation maps

## PROJECT SPECIFICS – 10

### SECTION 1 – COLVIN STREET TO MIDLAND AVENUE



- ▶ Feasible Alternative #1 – Rich St to Midland Ave
- ▶ Crosses Creek at Rich St Bridge
- ▶ Potential trailhead at Rich St and Hudson St
- ▶ Dedicated trail desired along Castle St
- ▶ From Dearborn Pl to Midland Ave, provide upgrades to existing trail constructed during development of Midland RTF

## PROJECT SPECIFICS – 11

### SECTION 1 – COLVIN STREET TO MIDLAND AVENUE



- ▶ Feasible Alternative #1 – Midland Ave to Tallman St
- ▶ Cross Midland, continue on east side of Creek
- ▶ Pass between Midland RTF and Creek
  - ▶ Midland RTF blocks path – Trail not feasible now
  - ▶ Note – Midland RTF did not block trail at time of 2008 study
- ▶ Trail behind Byrne Dairy and CNY Regional Transportation Center not feasible due to restriction at Midland RTF
- ▶ Revert to Feasible Alternative #2 (Midland Avenue)

## PROJECT SPECIFICS – 12

### SECTION 2 –MIDLAND AVENUE TO SEYMOUR/ADAMS STREETS



- ▶ Feasible Alternative #1 –Tallman St to Temple St
- ▶ Cross Creek at Tallman, continue on east side of Creek
- ▶ Trail continues behind Byrne Dairy, adjacent to parking lot, extends behind Atlas Health Linen
  - ▶ Potentially negative impacts to existing businesses, reduction of parking, interference with operations
- ▶ Cross Creek at W Taylor, continue on west side
- ▶ Potential trailhead at Midland and Taylor Sts
- ▶ Continue on east rim until Temple St
  - ▶ Trail will be between private residence and Creek at Temple St

## PROJECT SPECIFICS – 13

### SECTION 2 –MIDLAND AVENUE TO SEYMOUR/ADAMS STREETS



- ▶ Feasible Alternative #1 –Temple to Seymour/Adams Sts
- ▶ Cross Creek at Temple St, continue trail on east rim
- ▶ Trail will continue on east rim behind existing businesses including Byrne Dairy
  - ▶ Potentially negative impacts to existing businesses, reduction of parking, interference with operations
- ▶ Cross Creek via new pedestrian bridge south of Adams St
  - ▶ New bridge carries some additional costs to the project, potential takings to allow construction

## PROJECT SPECIFICS – 14

### SECTION 2 –MIDLAND AVENUE TO SEYMOUR/ADAMS STREETS



- ▶ Feasible Alternative #1 –Seymour/Adams to Dickerson
- ▶ Cross Onondaga St prior to Gifford St, remain on west rim
  - ▶ Mid-block crossing
- ▶ Potential trailhead at Onondaga St and Gifford St
  - ▶ Requires acquisition from Rescue Mission
- ▶ Cross Gifford St and continue on west rim until Dickerson St
  - ▶ Requires additional acquisition from Rescue Mission
  - ▶ Mid-block crossing

## PROJECT SPECIFICS – 15

### SECTION 3 – SEYMOUR/ADAMS STREETS TO W JEFFERSON STREET



- ▶ Feasible Alternative #1 –Dickerson to West Jefferson St
- ▶ Cross Dickerson St and continue on west rim until Fabius St
  - ▶ Requires additional acquisition from Rescue Mission
  - ▶ Mid-block crossing
- ▶ Cross Creek with new pedestrian bridge
  - ▶ New bridge carries some additional costs to the project, potential takings to allow construction

## PROJECT SPECIFICS – 16

### SECTION 3 – SEYMOUR/ADAMS STREETS TO W JEFFERSON STREET



- ▶ Feasible Alternative #1 –Dickerson to West Jefferson St
- ▶ Cross Trolley Lot, through railroad tunnel to W Jefferson and continue to Phase I trailhead
  - ▶ Upgrade existing facilities in Trolley Lot
  - ▶ Reconfigure striping through tunnel
  - ▶ Possible bike lanes and upgraded sidewalk on W Jefferson St

## PROJECT SPECIFICS – 17

### SECTION 3 – SEYMOUR/ADAMS STREETS TO W JEFFERSON STREET





START OF FEASIBLE ALTERNATIVE #2



- ▶ Feasible Alternative #2 – Colvin to Rich St
- ▶ Dedicated trail
- ▶ Follows Onondaga Creek Blvd
  - ▶ Kirk Park has space, but separated from Creek
- ▶ Crosses South Ave at intersection
  - ▶ Lower expense, ties into existing neighborhood
- ▶ Widen Onondaga Creek Blvd and provide shared use
- ▶ Closes Creekside Park Road
  - ▶ Onondaga Creek Blvd still accessible through Lower Onondaga Park

## PROJECT SPECIFICS – 18

### SECTION 1 – COLVIN STREET TO MIDLAND AVENUE



- ▶ Feasible Alternative #2 –Rich St to Midland Ave
- ▶ Provide combination of sidewalks and widened road for bicycles on Marginal St and Hovey St
  - ▶ Limited width
  - ▶ Road in poor condition

## PROJECT SPECIFICS – 19

### SECTION 1 – COLVIN STREET TO MIDLAND AVENUE



- ▶ Feasible Alternative #2 – Midland Ave to Tallman St
- ▶ Use existing street network - Midland Ave until approximate mid-block of Bellevue Ave and Tallman St
  - ▶ Midland Ave has room, sidewalks can be upgraded/widened
- ▶ At mid-block of Bellevue Ave and Tallman St
  - ▶ Potential tie-in to Southwest Community Center
  - ▶ Property acquisition of vacant lot to allow trail to return to Creek
- ▶ Trail will continue on west rim until Tallman St
- ▶ Same route for Alternative #1 as Midland RTF blocks

## PROJECT SPECIFICS – 20

### SECTION 2 –MIDLAND AVENUE TO SEYMOUR/ADAMS STREETS



- ▶ Feasible Alternative #2 – Tallman St to Temple St
- ▶ Use west rim until Temple St
  - ▶ Possible multiple acquisitions from private owners between Tallman and West Taylor St
  - ▶ Trail in back and side yards
- ▶ Potential trailhead at W Taylor St and Midland Ave
- ▶ Trail continues on west rim between Creek and private residence at Temple St

## PROJECT SPECIFICS – 21

### SECTION 2 – MIDLAND AVENUE TO SEYMOUR/ADAMS STREETS



- ▶ Feasible Alternative #2 – Temple to Seymour/Adams Sts
- ▶ Cross Temple St on west Rim
- ▶ Acquire abandoned street “Onondaga Place” to allow transition to Onondaga St
- ▶ Use existing street network on Onondaga St to continue to Seymour/Adams Sts
  - ▶ Existing bicycle accommodations already in place
  - ▶ Sidewalks exist and are adequate
  - ▶ Mid-block crossing

## PROJECT SPECIFICS – 22

### SECTION 2 – MIDLAND AVENUE TO SEYMOUR/ADAMS STREETS



- ▶ Feasible Alternative #2 – Seymour/Adams to Dickerson
- ▶ Potential trailhead at Onondaga St and Gifford St
  - ▶ Requires acquisition from Rescue Mission
- ▶ Continue on Onondaga St to intersection with Gifford St, crossing Creek, and continue on east rim
  - ▶ No mid-block crossing, upgrade existing crossing
- ▶ Cross Gifford St and continue on west rim until Dickerson St
  - ▶ Potential taking from existing parking lot

## PROJECT SPECIFICS – 23

### SECTION 3 – SEYMOUR/ADAMS STREETS TO W JEFFERSON STREET



- ▶ Feasible Alternative #1 –Dickerson to West Jefferson St
- ▶ Cross Trolley Lot, through railroad tunnel to W Jefferson and continue to Phase I trailhead
  - ▶ Upgrade existing facilities in Trolley Lot
  - ▶ Reconfigure striping through tunnel
  - ▶ Possible bike lanes and upgraded sidewalk on W Jefferson St

## PROJECT SPECIFICS – 24

### SECTION 3 – SEYMOUR/ADAMS STREETS TO W JEFFERSON STREET





END OF FEASIBLE ALTERNATIVE #2



- ▶ After meeting, presentation boards and people will be available to discuss
- ▶ Comment forms available also, two week response timeframe
- ▶ Don't forget subsequent meetings – two left in this section
  - ▶ Meeting 2 – Present alternatives with revisions based on comments
  - ▶ Meeting 3 – Present preferred alternative

## NEXT STEPS





QUESTIONS/COMMENTS?

THANK YOU!

