



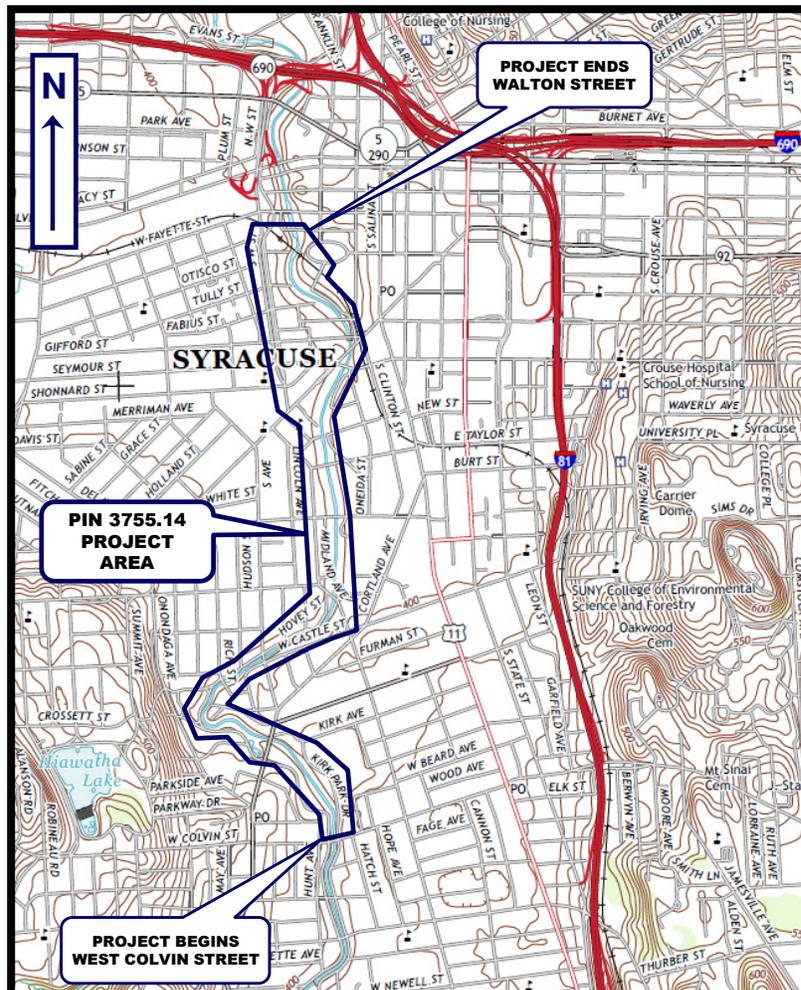
DESIGN PUBLIC HEARING



Phase II PIN 3755.14

City of Syracuse
Onondaga County

Tuesday, July 26, 2016 at 7:00 P.M.
Southwest Community Center
401 South Avenue, Syracuse, NY





DESIGN PUBLIC HEARING



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Onondaga County**

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PROGRAM

Registration	6:00 p.m. to 7:00 p.m.
Informal Question & Answer Period	6:00 p.m. to 7:00 p.m. and following the Hearing
Design Public Hearing	7:00 p.m. to Adjournment
Russell Houck <i>Syracuse Dept. of Engineering</i>	Call to Order and Introduction, Purpose and Format of Hearing
Chuck Stanton <i>C&S Engineers, Inc.</i>	Project Background & Update Discussion of Design Alternatives
Eileen Moore <i>NYS Department of Transportation</i>	Right of Way Acquisition and Relocation Discussion
	SHORT BREAK
Russell Houck <i>Syracuse Dept. of Engineering</i>	Presentation of Public Comments Closing Statements and Adjournment

PURPOSE OF HEARING

This Design Public Hearing is being held in accordance with the provisions of Article 2 of the Eminent Domain Procedure Law (EDPL). The purpose of this Design Public Hearing is to provide an opportunity for interested individuals, groups, officials and agencies to become acquainted with and express comments on the city's proposal to extend the Creekwalk from Armory Square to Colvin Street.

Oral or written statements and comments on the project may be made at this hearing. Oral Statements will be recorded and made part of the hearing record. Persons wishing to make a statement should indicate "yes" on a registration card available at the sign-in table. Written comments may be introduced at the hearing or presented to the city no later than August 9, 2016 and will become part of the official record. All comments will receive careful consideration and will be used to assist in the final routing of the preferred alternative.

Written comments should be forwarded to:

Mr. Russell Houck
Project Manager
City of Syracuse Engineering Department
233 East Washington Street,
401 City Hall
Syracuse, NY 13202

Information on property acquisition and relocation assistance procedures for this project is available at the hearing or from:

Ms. Eileen Moore
Regional Real Estate Officer
NYS Department of Transportation
109 South Warren Street
Syracuse, NY 13202

PROJECT BACKGROUND

This project will extend the existing Creekwalk bicycle/pedestrian facility which provides a main north-south connecting route through the city by which pedestrians and bicyclists can travel from multiple origins to many destinations in a safe, efficient, and aesthetically pleasing manner. This is the second phase of a three phase overall plan to complete this main route from the southern corporation limit of the city, north to Onondaga Lake, connecting to the trail that will ultimately encircle Onondaga Lake. It also connects to the major east-west bicycle/pedestrian route across the state, the Canalway trail.

PROJECT OBJECTIVES

The primary objective of this project is to extend the existing Creekwalk bicycle/pedestrian facility so that it will serve as a spine through the city by which pedestrians and bicyclists can travel from multiple origins to many destinations in a safe, efficient, and aesthetically pleasing manner.

Specific objectives of this project are:

- To transport non-motorized travelers along a scenic bicycle/pedestrian route to various destinations along the Onondaga Creek corridor between West Jefferson Street and West Colvin Street in an efficient, cost effective, continuous and safe manner.
- To serve the transportation needs of non-motorized travelers of all ages and abilities including joggers, bicyclists, skaters and people with disabilities by providing facilities and amenities that make the trail available for all.
- To stimulate interest in alternative modes of transportation to motor vehicles for local short distance commuting in order to reduce automobile traffic volume on surrounding roadways and to improve air quality through reduction of hydrocarbon emissions.
- To create a permanent bicycle/pedestrian trail link between the existing Creekwalk

Phase I section and Kirk Park/West Colvin Street.

- To expand the regional bicycle/pedestrian transportation capability by expanding links from the south side of the City of Syracuse to Onondaga Lake and the statewide Canalway Trail system.
- To act as a catalyst for economic development, stimulating growth along the Creekwalk corridor, taking full advantage of the Onondaga Creek dynamics without adversely affecting the hydraulic capacity, the environment or cultural resources.
- To create a bicycle/pedestrian link that will facilitate future extension of the Creekwalk to the City's Onondaga Valley area.
- To integrate the trail into the surroundings while preserving the integrity of historical and cultural elements.

DESIGN ALTERNATIVES

Various design alternatives have been evaluated, reviewed and discussed to determine if they meet the project objectives. The alternatives considered were narrowed to three as follows:

The No Build or “Null” Alternative. The null alternative does not meet any of the project objectives and therefore is not considered a feasible alternative.

Alternative 1: Alternative 1 starts off in Kirk Park and runs along the west side of Onondaga Creek through the park and continues into Lower Onondaga Park near the creek. At Rich Street, Alternative 1 crosses over the Rich Street Bridge and continues along the creek on the east side through public right-of-way (ROW) to Midland Avenue.

Alternative 1 then crosses the Midland Avenue Bridge over Onondaga Creek and then runs along the west rim of the creek behind several Midland Avenue commercial and residential properties and

several ROW fee acquisitions will be necessary. Alternative 1 leaves the rim of the creek just north of Temple Street, and heads toward West Onondaga Street.

At this point, Alternative 1 crosses West Onondaga Street and runs down West Street, making use of a recently completed cycle track along this corridor as part of the Creekwalk. Alternative 1 continues northward along West Street until passing under the NY Susquehanna and Western Railroad, immediately after which it makes a short diversion over to Walton Street where it then runs along existing sidewalk to meet with Creekwalk Phase I.

Alternative 1 meets the project objectives and is therefore considered a feasible alternative.

Alternative 2: Alternative 2 likewise starts off in Kirk Park on the west side of Onondaga Creek, but instead of running along the creek, it runs along existing Onondaga Creek Boulevard which the City has plans to convert to a bicycle/pedestrian greenway, but which will still need to provide vehicular access in some areas. Alternative 2 continues into Lower Onondaga Park along the Centennial Drive and Onondaga Park Drive until reaching Rich Street.

At Rich Street, Alternative 2 stays on the west side of the creek and runs along Marginal and Hovey Streets. Along Hovey Street, Alternative 2 drops down to the creek shelf for approximately 1000 feet, ramping back up to street level near Midland Avenue.

At Midland Avenue, Alternative 2 runs along the west side of Midland to the intersection of Midland and Bellevue where it then crosses Midland and runs along the east side of Midland Avenue to West Taylor Street, essentially in the same location as the existing sidewalk. At West Taylor Street, Alternative 2 joins the Alternative 1 alignment until reaching West Onondaga Street.

At West Onondaga, Alternative 2 runs eastward along the West Onondaga sidewalk, crosses West Adams and West Onondaga Streets, and then continues to the intersection of West Onondaga and Gifford Streets. At Gifford Street, Alternative 2 routes through the Trolley Lot and under the NY Susquehanna and Western Railroad via a narrow underpass and runs along West Jefferson Street to meet the terminus of Creekwalk Phase I.

Alternative 2 meets the project objectives and is therefore considered a feasible alternative.

PREFERRED ALTERNATIVE

The feasible and prudent alternative that best meets the project objectives is Alternative 1. Throughout the public participation process, the consistent feedback was to keep the Creekwalk as close to the creek as possible. There were also comments to utilize the existing cycle track along West Street. Alternative 1 accomplishes this request more thoroughly than Alternative 2 for over 2/3 of the project, albeit at the expense of taking many ROW strip parcels from properties along Midland Avenue. Unlike Alternative 2, Alternative 1 is less likely to be seasonally inundated by high water levels and Alternative 1 does not include any nonstandard features.

WORK ZONE TRAFFIC CONTROL

During construction, traffic will be maintained on existing streets utilizing a minimum of one lane of traffic in each direction. There will be occasional alternating single lane traffic with flagger control at times of trail construction adjacent to the street. Access will be maintained to all properties during construction.

RIGHT-OF-WAY INFORMATION

Information on property acquisition and relocation assistance procedures for those

who must move as a result of the project are available at this hearing, or from the Regional Real Estate Officer, Ms. Eileen Moore, NYS Department of Transportation, 5th Floor, State Tower Building, 109 South Warren Street, Syracuse, New York 13202 (Phone: 315.448.7321).

PROJECT SCHEDULE

It is anticipated that bids for the project will be opened in late 2018, with construction commencing in the spring of 2019 and project completion by the end of 2020.

ESTIMATED CONSTRUCTION AND REAL ESTATE ACQUISITION COST

The estimated construction and project costs of the proposed alternative are as follows:

Construction Cost	\$7.6 million
Engineering and CI	\$1.6 million
Right-of Way Cost	<u>\$1.9 million</u>
Total Project Cost	\$11.1 million
No. of Property Impacts	34 (1 active business, 1 multi-family residence)

The estimated construction costs are preliminary and could change significantly as a result of detailed design and additional investigations.

City of Syracuse Representatives:

Russell Houck, Engineering
Andrew Maxwell, Director of Planning and Innovation
Owen Kearney – Assistant Director of Planning

NYS DOT Representatives:

Richard Sawczak, Region 3 Planning Group
Eileen Moore, Region 3 Real Estate Group
(Phone: 315.448.7321)

C&S Engineers Representatives:

Chuck Stanton, C&S Engineers, Inc.
Doug Stansbury, C&S Engineers, Inc.

