



Syracuse Bike Plan

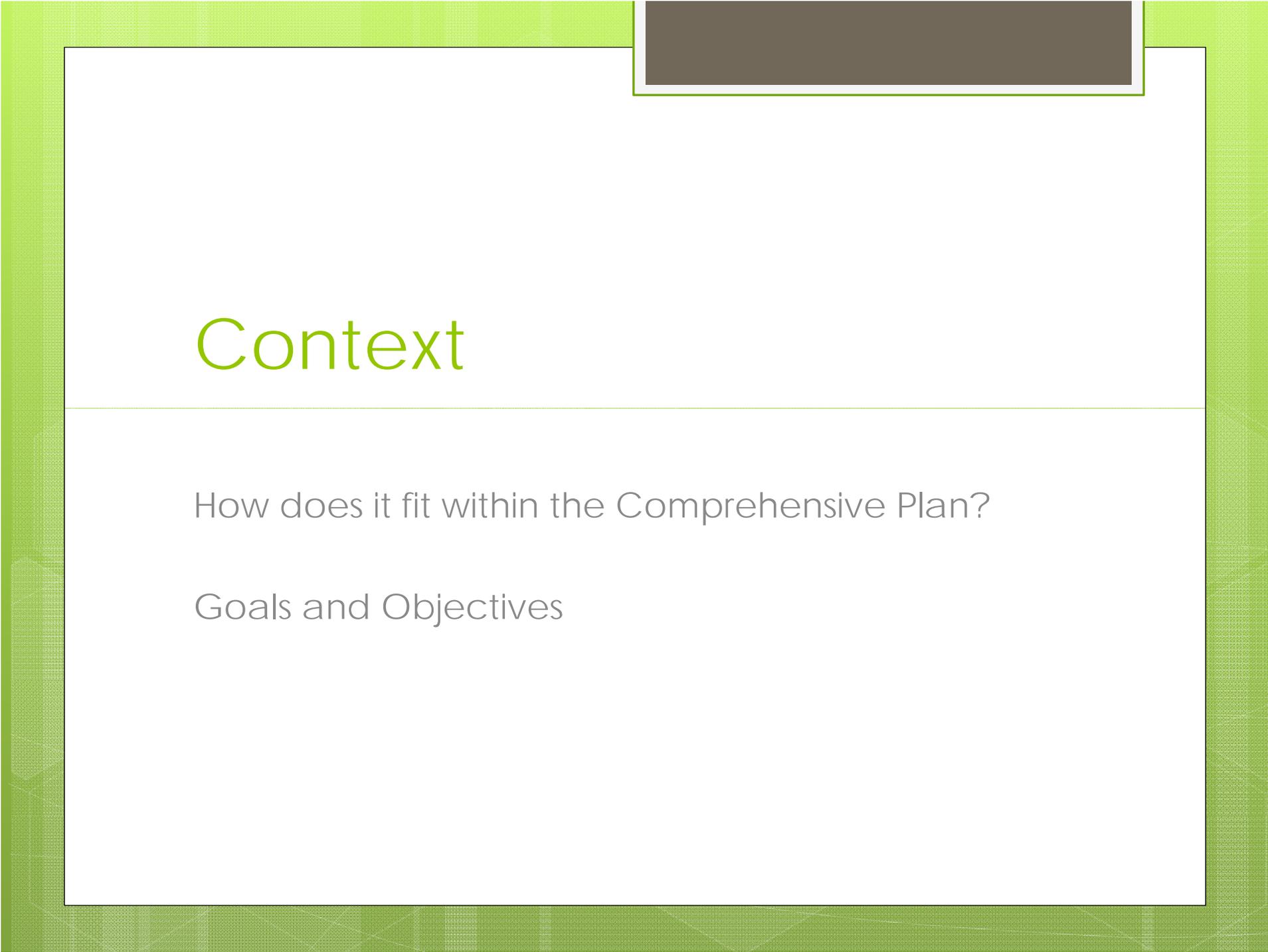
City of Syracuse

July 31, 2012



Outline

- Context
 - How does it fit within the Comprehensive Plan?
 - Goals and Objectives
- Outreach Efforts
- Updates
 - Removal of Bike Boulevards
 - Creation of Neighborhood Greenways
 - Itemized Feedback
 - Revised Network



Context

How does it fit within the Comprehensive Plan?

Goals and Objectives

How does it fit within the Comprehensive Plan?

- The Bike Plan is intended to be part of the Transportation Component of the Comprehensive Plan.
- Following the completion of the Bike Plan, a Pedestrian Plan will be created, likewise to be part of the Transportation Component.
- After both Bike and Pedestrian Plans are complete, the Transportation Component will be created.



Goals and Objectives

Goal 1:

- **Ensure Syracuse public roads are safe for individuals choosing to use bicycles.**
 - Provide a blueprint for future growth of bike network.
 - Recommend possible bike corridor treatments
 - Recommend appropriate styles of bicycle parking
 - NOT intended to be a construction document

Goal: 2

- **Accommodate cyclists of all experience levels and interests.**
 - Design both high-speed direct routes, as well as low-speed neighborhood routes.
 - Connect bike routes to parks and open spaces.
 - Ensure bike routes go within a block of all City schools to provide a safe route to school.



Outreach

Public Meetings

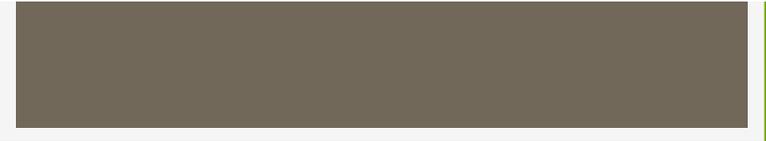
Media Coverage

Public Meetings

- 15 public meetings held concerning the Syracuse Bike Plan from July 27, 2010 to present.
- Parts of the Bike Plan were presented to nearly 450 people over two years.
- Meetings held with:
 - CNY Pathways
 - All TNT Groups
 - Neighborhood Watch Groups
 - Near Westside Business Association
 - Common Council DPW Committee

Media Coverage

- Covered by mixed media in 16 separate instances since July 13, 2011.
- Reporting media:
 - Post Standard
 - WSYR News
 - WRVO
 - New Times
 - The Eagle
 - CNY Central
 - YNN News
 - Daily Orange
 - Bridge Street/WSYR
 - Democracy Wise
 - Newhouse



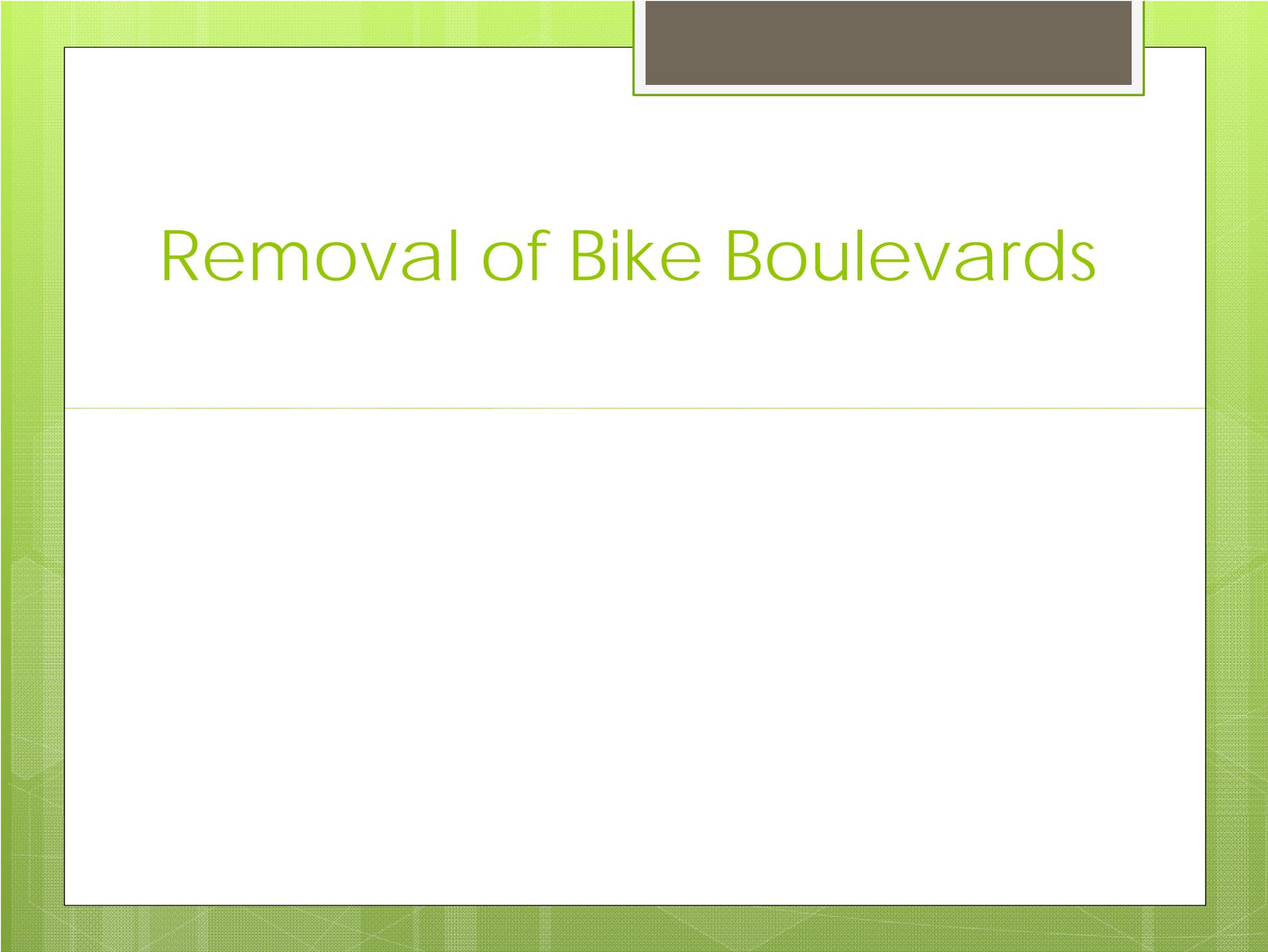
Updates

Removal of Bike Boulevards

Creation of Neighborhood Greenways

Itemized Feedback

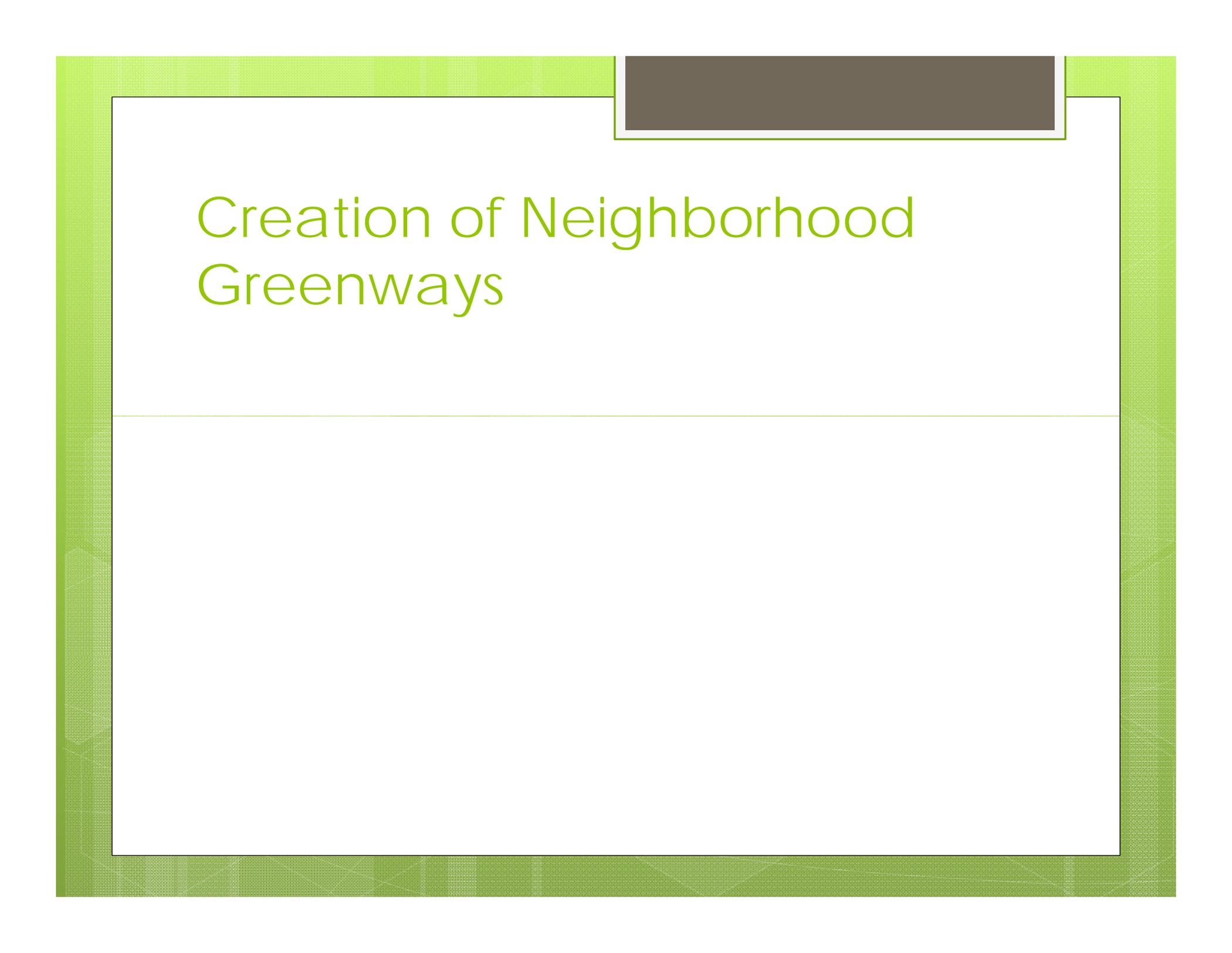
Revised Network



Removal of Bike Boulevards

Removal of Bike Boulevards

- Confusing to explain to the public
- Set up an antagonistic relationship with other travel methods
- Do not capitalize on possible partnerships



Creation of Neighborhood Greenways

Creation of Neighborhood Greenways

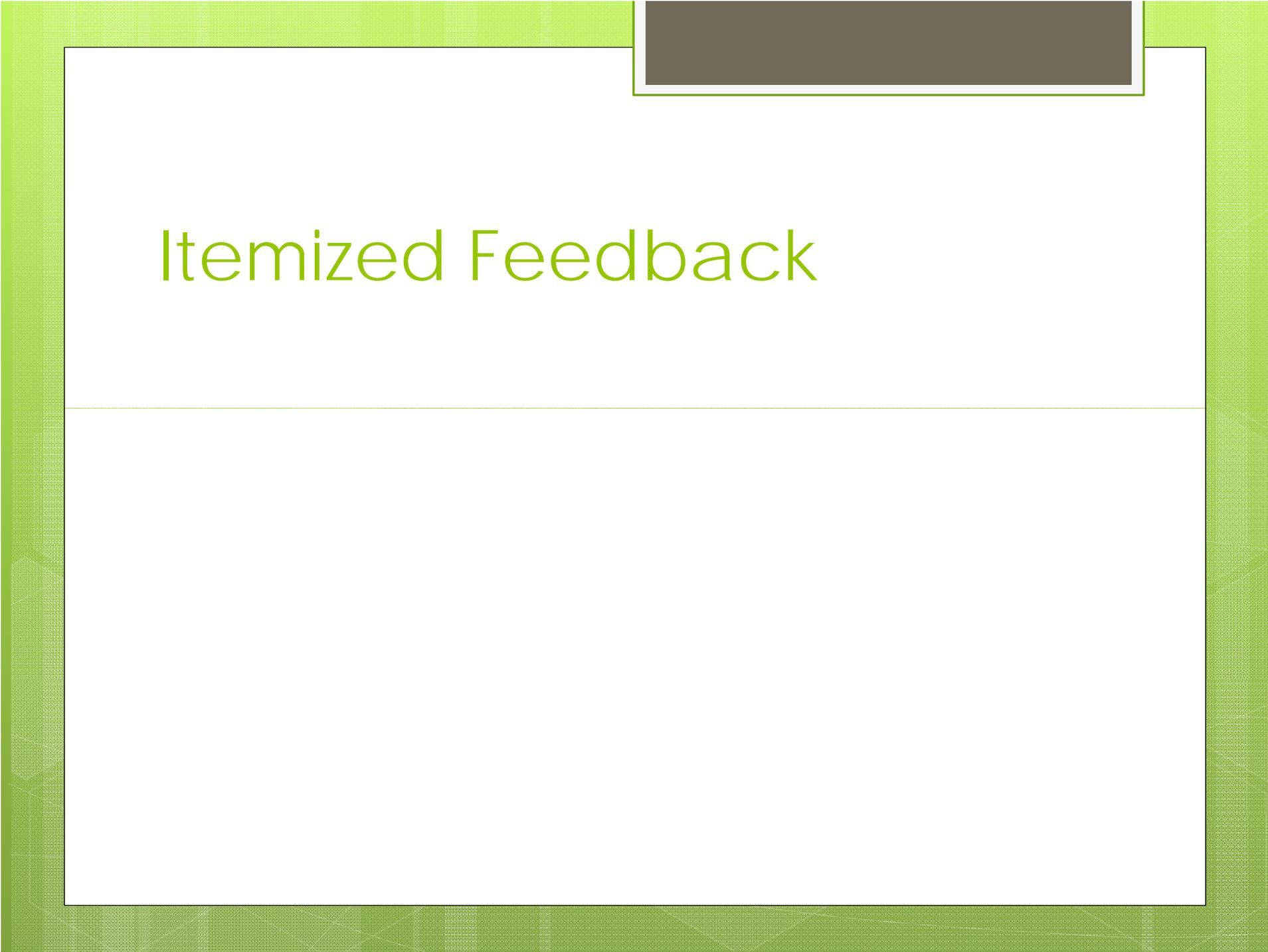
- Few cars with primarily local traffic
- Sidewalk and drop curb improvements
- Directional stencils and signage for cyclists
- Improvements for both bikes and pedestrians to cross at busy intersections
- Green infrastructure improvements and street trees



Source: Author. NE Siskiyou St & NE 33rd St, City of Portland, OR



Source: Author. NE Brazee St & NE 15th St, City of Portland, OR



Itemized Feedback

Itemized Feedback: Southside

- Removing the South Geddes sharrows between Bellevue and Glenwood.
- Adding a neighborhood greenway in Strathmore and Elmwood neighborhood, using the side streets of Roberts Ave, Charmouth Drive, Hillview Ave and Elmhurst Ave. This greenway will connect multiple schools and is at a “recommended” (or “mid-term”) level.

Itemized Feedback: Valley

- Adding sharrows to Midland Ave between Seneca Turnpike and Brighton Ave.
- Utilizing Florence Ave instead of Ballantyne as an east-west neighborhood greenway between Valley Drive and S Salina.
- Adding sharrows to Valley Drive between Seneca Turnpike and South Ave.
- Creating a neighborhood greenway on Filmore Ave and E Glen Ave that connects S Salina St and Brighton Ave.
- Adding standard bike lanes on Brighton Ave from Thurber St to city line.
- All of these modifications will be rated as “possible” treatments.

Itemized Feedback: Eastside

- Adding bike lanes on Salt Springs Road between LeMoyne campus and E Genesee St (as a “recommended” action).
- Keeping a neighborhood greenway on E Fayette Street / Boulevard between LeMoyne campus and Downtown, but reducing the rating to a “possible” action.

Itemized Feedback: Eastwood

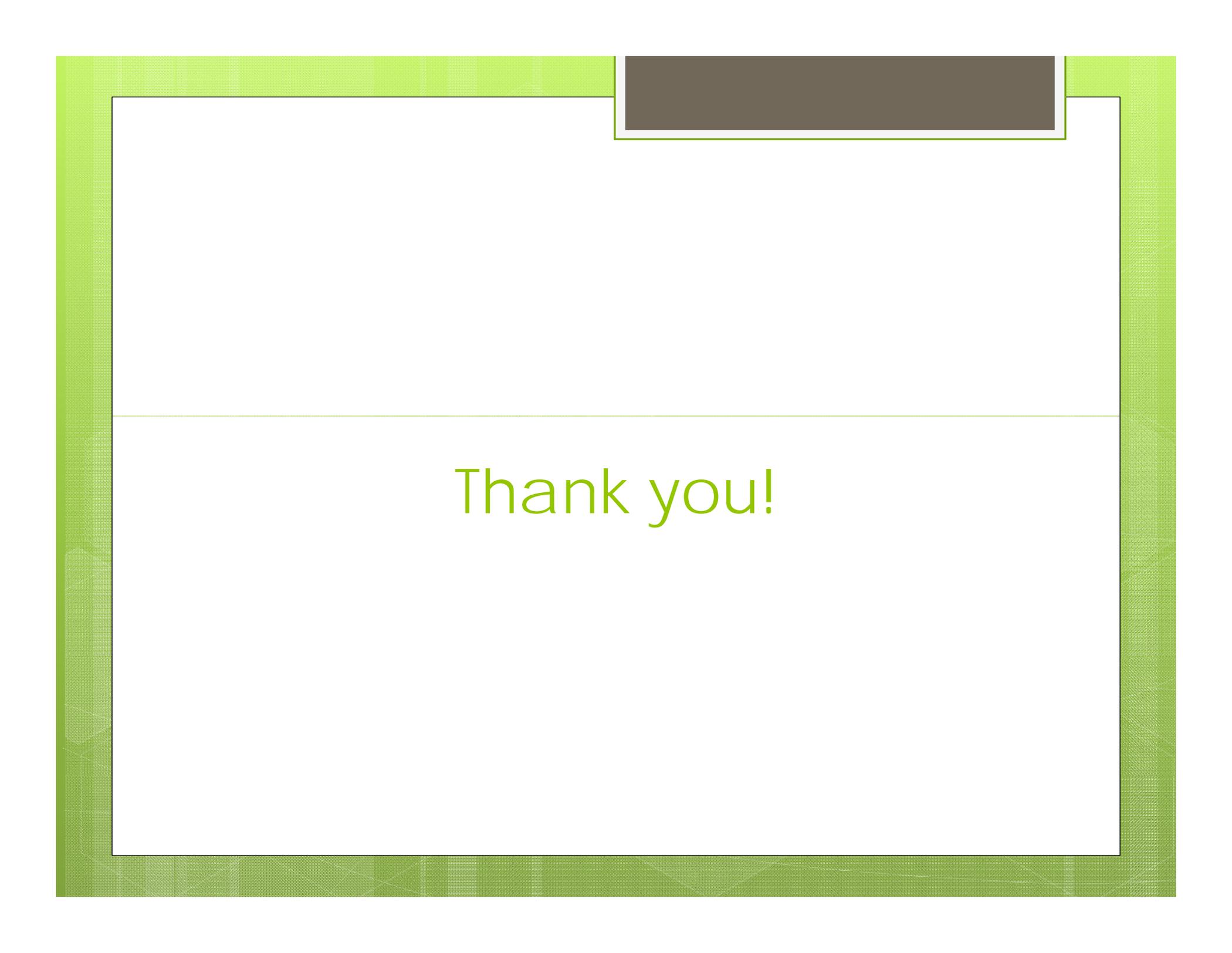
- Removing Hickock Ave sharrows, and the Bike Boulevard along Sunnycrest Drive.
- Adding a neighborhood greenway along Caleb Ave and Robinson Ave as a “recommended” (or “mid-term”) treatment.
- Adding a neighborhood greenway along Nichols Ave as a “recommended” (or “mid-term”) treatment.
- Adding a neighborhood greenway along Tyson Ave as a “possible” (or “long-term”) treatment.

Itemized Feedback: Northside

- Adding a neighborhood greenway that connects Lemoyne and Webster Elementary Schools. This route would use small side streets such as Merrill St, Dale St, Harold St, etc. This route is listed as a “possible” (or “long range”) treatment.
- Adding a neighborhood greenway along Dewitt St that would connect Schiller Park and nearby schools. This would be rated as a “possible” (or “long range”) treatment.

Revised Map





Thank you!