

## How CNY Moves – Planning and Shared Space

Wednesday, October 21, 12-2 p.m., SUNY Oswego Metro:

Study Co-chair: Heidi Holtz; OCL: Sandra Barrett and Renée K. Gadoua

### Panelists:

**Kathy Mogle**, Onondaga County Health Department, program coordinator for Creating Healthy Places Program

**Linda Hartsock**, Director, Syracuse University Office of Community Engagement and Economic Development (implements the Connective Corridor initiative)

**Sam Gordon** from Town of Dewitt planner, Canalway and city/town planning

**Lorie Corsette**, Fayetteville village clerk

**Ken Knudsen**, of Barton & Loguidice engineering firm (worked on Fayetteville's Complete Streets project)

1. Meeting began with short pitch from Kim Armani of SUNY Oswego Metro Center for Wednesday Walk, a series of themed strolls or jogs through downtown Syracuse. Connection to study: Collaborative effort among downtown businesses strives to highlight downtown's benefits and how to get around in the city, encourage walking.
2. Video: "[Complete Streets in Charlotte](#)"

About 2012 video: "A recent visit to East Boulevard exposed the visitor to the benefits of slowing down and sharing the space with folks traveling similar routes by various means. In communities across the country, a movement is growing to complete the streets. States, cities and towns are asking their planners and engineers to build road networks that are safer, more livable, and welcoming to everyone. Instituting a Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

Livable streets concept originated in Oregon. Good resources on Oregon.gov:

<http://www.oregon.gov/LCD/TGM/pages/localstreetplanning.aspx>

Legislation requires new development to be pedestrian friendly

The "all-car, all the time street" can be better used.

See [National Complete Streets Coalition](#).

Features of complete streets include sidewalks, bike lanes (or paved shoulder), bus lanes, accessible transit stops, frequent crossing opportunities, median islands, pedestrian signals, and curb extensions.

["Road Are Getting a Redesign"](#)

Movement building as community benefits. Property values increase where complete streets work.

3. **Kathy Mogle** showed brief video and discussed Onondaga County Health Department's Creating Healthy Places (CHP) Program. Highlights from county's website:

Complete Streets are roadways that are designed to be safe and accessible for all users, including pedestrians, bicyclists, motorists, transit riders, older adults, and persons with disabilities". Mogle further detailed that this workshop encouraged municipalities to create Complete Street policies to ensure that transportation agencies routinely design roadways that are safe for all users. The CHP Program is working with municipalities to implement Complete Streets policies in Onondaga County.

Benefits of Complete Streets:

- **Complete streets make active living easy.** In Onondaga County 28% of residents are obese. 21% report that they participate in no physical activity (CDC). By building roads that help support more walking and biking, communities may create opportunities for people to become more physically active.
- **Complete streets can improve safety for all road users.** Research has shown that complete streets can reduce pedestrian injuries by as much as 28%. On-road bike lanes have been shown to reduce crashes by 50%.
- **Complete streets can improve accessibility.** Having multiple, accessible transportation options allows everyone, including children, persons with disabilities, older adults, and people who cannot afford a car the opportunity to get out and stay connected to the community.
- **Complete streets can preserve resources for the next generation.** Making it easier to use other means (besides automobiles) to get to our destinations may reduce air pollution and lower dependence on gasoline.
- **Complete streets can help economic development.** A network of complete streets is more safe and appealing to residents and visitors, which is optimal for retail and commercial development. Making retail areas only accessible to cars can restrict business.
- **Complete streets can reduce traffic costs.** Incorporating the needs of all forms of transportation into roadway planning can reduce automobile traffic and the costs of road repair and maintenance.

Complete Streets policy is forward thinking: By 2025, 1 in 5 Americans will be 65-plus

Complete Streets are safe, people-friendly and support good health. Reduces accidents, improves visibility, improves air quality, improves street environment.

"We all need to be moving more. Adults should move 60 to 90 minutes a day. Complete Streets change the environment to make it easier to move more." People would move more if they could walk/run/bike more safely.

We want to change the “roads are for cars” mentality.

Encourages complete streets policy: law or resolution that aims to create a safe transportation network for everyone by requiring that every future road construction implement complete streets features.

Adopted in Syracuse, Fayetteville and DeWitt so far. “We look forward to our list of three continuing to grow so our community becomes a more walkable community.”

“It’s what young people want. That’s what older people want, too.”

Makes fiscal sense to consider complete streets before starting project.

#### **4. Sam Gordon**

Streets should be about creating attractive, safe places.

DeWitt adopted [sustainable plan in 2014](#): analyzed land plans in town; identified corridors where town should invest in enhanced transit opportunities. (See pp 33- on land use.) A few relevant points from report:

Dewitt’s pedestrian infrastructure is underdeveloped, with an incomplete sidewalk network, and considerable pedestrian obstacles.

Dewitt’s existing bike infrastructure and network are minimal, covering only 1% of the mileage of Town streets

Recommended improvements on East Genesee Street and Erie Boulevard would include pedestrian-friendly design features such as widened sidewalks, street trees, benches, decorative street lights, and bulb-out pedestrian crossings. Coordination with NYS Department of Transportation would be required to make such improvements.

Corridors where town should invest: James Street from downtown to East Syracuse; Carrier Circle; Erie Boulevard East to Fayetteville

Regional sustainable plan for five counties: bike and pedestrian networks, Erie Canalway. Loop the Lake, Syracuse Creekwalk.

DeWitt received New York State Grant to revitalize waterways, which includes Erie Canal. Dewitt launching in late October international design competition: [ElevatingErie.com](#). Goals include making it safe for people

Erie Canalway: 400 miles from Albany to Buffalo. It will be the largest bike-ped trail in country. The 14 miles between DeWitt and Camillus need to be closed.

History for context: Erie Boulevard used to be the Erie Canal. Bridge Street and Erie Boulevard East created in the late 1950s. Originally, Tow Path Road was the connector. How do we connect to make it easier to use the historic route?

[Moving DeWitt](#): How can we make the Town of DeWitt a better place for walkers, runners, and bikers? Public forums on how to make the town more pedestrian and bicycle friendly. The forums were a first step toward developing a Bicycle and Pedestrian Master Plan for the Town of DeWitt.

Corridors cited for improvement: Butternut Creek, Erie Canal, Tecumseh and Randall Road

The places people like to walk are the places where people cite difficulty. “We’re using a system that wasn’t designed to be used that way. That’s where we should make investments and improvements.”

Complete street connection to land use is critical: Mixed use buildings near streets, places people will want to walk. “That’s what we’re looking for on Erie Boulevard. If that street was beautiful and had different uses, we may want to live there.”

5. **Lorie Corsette and Ken Knudsen** discussed Fayetteville’s Complete Streets project)

**Corsette:**

See [New York State Highway Law 331, Consideration of Complete Streets Design](#)

People wanted to be able to walk everywhere they could, so Fayetteville formalized the program on the village’s Brooklea Drive.

\$36,000 County Grant (Suburban Green Infrastructure grant/Save the Rain grant)

Followed the village’s comprehensive plan on inflow and infiltration (I/I) and storm water mitigation/Limestone Creek water quality.

**Knudsen:**

No grants at state or federal level directly for complete streets; some in the county under Save the Rain.

Lower village area took on water that ended up in village system. Project included fixing pipes and manholes.

Must begin with knowledge of what’s available under funding, then work with the program.

Fayetteville project: a mix of “green” and “grey”; reduced impervious pavements, added

Pressured street parking; improved run-off quality to Limestone Creek (an impaired water body)’ reduced I/I; promoted traffic calming.

Project a two-block area, with speed humps, which raise the whole intersection where higher-speed vehicles traveled. Very effective in reducing accidents.

“The village took a chance. It was new and innovative. We found it worked.”

County transferred county road to village road.

Plows have no problem in area. DPW must embrace plan for it to work.

Bump outs: Cut down width of street.

Other features: porous pavement, removed striping, created rain gardens, snow storage strips.

Fayetteville given \$560,000 for new project in front of Starbucks on East Genesee Street.

Fayetteville code requires property owner to keep street in front of property clear, but village clears it with plow

Key to success: creativity in seeking funding

Developers like guidelines, as long as they are consistent and followed.

6. **Linda Hartsock** on Connective Corridor (CC): a \$47M urban streetscape, public art and transit project linking the University with downtown Syracuse.

A civic engagement model for complete green streets. (launched in 2005.) Uses community assets and builds on them.

Federal Highway Administration likes CC approach: best practices in smart growth; complex public/private partnership; complex external funding and resources; includes urban planning, design and development, arts and cultural district creativity, technological innovation and sustainable development; part of urban revitalization; connects people and places.

Features:

- Two miles of complete green streets that harvest 26 million gallons of water annually.
- Free Wi-Fi buses carry 187,000 rides annually.
- 70 façade improvement projects.
- 285 new trees (27 species) as part of new urban greenway
- 10% for public art

Guiding principles:

- Strengthening community through a process and project that re-orient people and the city around connectivity and destinations, activity, mobility, lifestyle and sense of community
- Integrating transportation planning into people and place-centric design
- Projects that activate the street scene
- Lighting projects that encourage mobility and enhance a feeling of safety
- Complete building face to building face design, augmented by public art and enhancements
- Living lab for urban innovation, with faculty and student engagement

The project was like “baking seven-layer cake.” Project required improvements to infrastructure that had not changed since the 1900s.

Project used 20-plus kinds of green infrastructure technology.

Streets are walkable: flashing lights and auditory signals. Mobility technology built in.

Bikable – uses new, universal color for bike lanes.

One of two communities using material to coat bike lanes (20- to 30-year lifespan)

Re bus: people need to understand how to navigate system, which includes better signage, maps, mobile app (called USE)

Project challenges:

- Funding design/form vs. function
- Maintenance/ownership
- Vandalism
- Coordination and communication
- Most difficult: helping people understand
- CC an effort to “create places that attract and keep talented, creative types we want to populate the city.”

## 7. Discussion

**Peter Sarver:** How do Complete Streets function as social change? How do you influence change?

**Gordon:** It takes leadership. The town supervisor in DeWitt has a PhD in environmental science and supports projects.

Q: Why has village of Manlius not created Complete Streets? Route 92 running through village is a state road.

On James Street, road diet difficult because cars still the dominant mode of transportation. Consumers are sensitive to any changes, even a 30-second delay

(National statistics on vehicle miles traveled shows the bell curve leveling off. Vehicle ownership is decreasing. Millennial change is an opportunity.)

**Mary Thompson** (Homebuilders Association): Let’s challenge people to live in different places, like lofts above retail space. Developers build houses because that’s what consumers want. Once the public starts asking for other things, change will happen.

**Ann Saltman (Regional Planning)** – researching complete streets for North Syracuse: How do you justify the need for bike lanes? Need wide enough streets; need to capture bike user data

Q: Projects are making nice places nicer while some neighborhoods are desperate for sidewalks or need potholes fixed. A: Sometimes the money you can get for Complete Streets projects cannot be used for potholes.

We need to improve the way we welcome people who visit here. We all benefit when people spend money here.

**Upcoming meetings**

Thursday, October 29, 8:15-10:30 a.m. @ Drumlins: Syracuse's SMART1 study and Albany CDTA's BusPlus

(8:15-9:15 a.m. large group session; 9:30-10:30 a.m. follow-up Study Committee session) RSVP required

Tuesday, November 3: How CNY Moves on Two Feet 4:30 – 6 p.m.

Wednesday, November 18: History/county demographics; discussion of Study findings. 12-2 p.m.

--Submitted by Renée K. Gadoua, study writer