

## CHAPTER 6 – REGIONAL PRIORITIES AND POLICY RECOMMENDATIONS

### 6.1 Regional Priorities

The issues section of the plan identifies Safety, Health, Environment, Mobility and Economy as key issues in the SMTC region. Each of these issues is critical to the region’s quality of life, and as a result they form the basis of the community priorities for this plan as detailed below. As they are equally valuable in the SMTC region, the priorities are not listed in order of importance.

#### **Priority: Safety**

*Priority Statement:* The SMTC Region will strive to maintain (at a minimum) and improve upon a record of having less than 5% of the region’s traffic crashes involving pedestrians or bicyclists.

#### **Priority: Health**

*Priority Statement:* The SMTC Region will strive towards being an ideal healthy community.

According to the New York State Cardiovascular Health Plan (*Cardiovascular Health in New York State: A Plan for 2004-2010*), in an ideal healthy community, people walk or bicycle whenever they can; physical activity is safe, inviting and commonplace.”<sup>100</sup> The vision of the developers of this Health Plan “is one of communities in which homes, neighborhoods, schools, workplaces and health care environments promote and sustain cardiovascular health.”<sup>101</sup>

#### *Of Interest ...*

The US Surgeon General recommends 30 minutes of physical activity on most days of the week for health and well-being.\* In NY State:

- “More than 70% of adults do not meet the recommended levels of physical activity.
- Over 50% of adults are overweight or obese.
- Inactivity costs \$3 billion/year.
- A 5% increase in physical activity rates would save taxpayers \$150 million per year.”\*\*

<sup>100</sup> New York State Department of Health, *Cardiovascular Health in New York State: A Plan for 2004-2010*, 9/04, p.3.

<sup>101</sup> Ibid.

\*Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Physical Activity and Health – A Report of the Surgeon General, <<http://www.cdc.gov/nccdphp/sgr/intro.htm>>, (11/17/99), 11/3/04.

\*\*State University of New York at Albany, Initiative for Healthy Infrastructure, <<http://www.albany.edu/~ihi/>>, 1/3/05. Data were retrieved from the NYS Department of Health.

**Priority: Environment**

*Priority Statement:* The SMTC Region will strive to provide a clean and environmentally sound transportation system for current and future residents.

**Priority: Mobility**

*Priority Statement:* The SMTC Region will strive to meet or exceed its share of the New York State (NYS) Bicycle and Pedestrian Plan goal. Additionally, the SMTC Region will strive to increase the percentage of its residents who walk regularly for transportation and leisure.

The 1997 NYS Bicycle and Pedestrian Plan states that “NYS will meet or exceed the State’s share of the USDOT National Bicycling and Walking Study goal of doubling the amount of bicycling and walking in the US by increasing NYS bicycle and pedestrian commuter trips by 15% by the year 2015, and by trying to meet or exceed the national goal of 16% of all trips, including trips to school, shopping, and other travel destinations.”<sup>102</sup>

According to the Census Transportation Planning Package (CTPP), 6.5% of NYS residents (including New York City residents) bicycled or walked to work in 2000. The CTPP also reported that 4.1% of Onondaga County residents bicycled or walked to work in 2000.<sup>103</sup>

**Priority: Economy**

*Priority Statement:* The SMTC Region will strive to utilize walking and bicycling in the promotion of the region’s quality of life to attract and maintain residents, jobs and businesses.

Each of these priorities is cross-referenced in the regional recommendations section (Section 6.4) of the plan.

**Overall**

As noted in the issues section of this plan, one’s personal satisfaction with the community they choose to live in and the general conditions under which they live represents their “quality of life.”

Improving the “conditions for bicycling and walking have intangible benefits to the quality of life in cities and towns. In a growing number of communities, bicycling and walking are considered as indicators of a community’s livability – a factor that has a profound impact on attracting businesses and workers as well as tourism. In cities and towns where people can

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<sup>102</sup> New York State Department of Transportation, *Transportation Choices for the 21<sup>st</sup> Century: The New York State Bicycle and Pedestrian Plan*, 1997, Executive Summary.

<sup>103</sup> Census Transportation Planning Package, *2000 Profile Sheets*, 2/10/05, <<http://ctpp.transportation.org/home/ny.htm>>.

regularly be seen out bicycling and walking, there is a palpable sense that these are safe and friendly places to live and visit.”<sup>104</sup>

By addressing the above noted priorities through the various recommendations presented in this plan, the quality of life and motivation for community members to bike or walk can increase. These five regional priorities are tied to the recommendations presented in Section 6.4.

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<sup>104</sup> Pedestrian and Bicycle Information Center, *Benefits of Walking: Quality of Life Benefits*, 12/18/03, <<http://www.walkinginfo.org/pp/benefits/qualben/index.htm>> (2000).

## **6.2 Regional Policy Background (USDOT and NYSDOT Policy Statements)**

The SMTC and its member agencies support the adoption of a policy integrating walking and bicycling into highway, transit and related projects in order to achieve and maintain the above stated regional values. In 1999, the USDOT established a national guideline calling for all transportation projects to include facilities for pedestrians and bicyclists as 'routine accommodations' unless there were documented reasons not to provide them. The core of this text is reproduced as a model for the SMTC region as follows:

### **Accommodating Bicycle and Pedestrian Travel: A Recommended Approach A US DOT Policy Statement**

#### **Integrating Bicycling and Walking into Transportation Infrastructure**

##### **Policy Statement**

1. Bicycle and pedestrian ways shall be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:

- bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
- the cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Excessively disproportionate is defined as exceeding twenty percent of the cost of the larger transportation project.
- where sparsity of population or other factors indicate an absence of need. For example, the Portland Pedestrian Guide requires "all construction of new public streets" to include sidewalk improvements on both sides, unless the street is a cul-de-sac with four or fewer dwellings or the street has severe topographic or natural resource constraints.

2. In rural areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day, as in states such as Wisconsin. Paved shoulders have safety and operational advantages for all road users in addition to providing a place for bicyclists and pedestrians to operate.

Rumble strips are not recommended where shoulders are used by bicyclists unless there is a minimum clear path of four feet in which a bicycle may safely operate.

3. Sidewalks, shared use paths, street crossings (including over- and undercrossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

4. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:

- planning projects for the long-term. Transportation facilities are long-term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for 50 years, might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
- addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
- getting exceptions approved at a senior level. Exceptions for the non-inclusion of bikeways and walkways shall be approved by a senior manager and be documented with supporting data that indicates the basis for the decision.
- designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, and the ITE Recommended Practice "*Design and Safety of Pedestrian Facilities*".

Source: <http://www.fhwa.dot.gov/environment/bikeped/Design.htm>

It is important to note that at the State level, the New York State Department of Transportation (NYSDOT) has been a leader in implementing this kind of policy, and recently issued its own guidelines to its regions as a prototype for including walking and bicycling in all phases of regional development. This NYSDOT Guidance was released as an Engineering Instruction, EI # 04-011, dated 02/06/04, entitled "PROCEDURAL REQUIREMENTS FOR PEDESTRIAN ACCOMMODATION." The document includes adoption of the USDOT Bicycle Pedestrian Design Guidance, as well as a Pedestrian Generator Checklist to facilitate integration in all projects. The EI also includes the NYSDOT policy statement established in the 1997 New York State Transportation Plan, which says in part:

"As part of our mission as an intermodal transportation agency, NYSDOT must make bicyclists and pedestrians an integrated element of our intermodal transportation system. Bicyclists and pedestrians are significant partners in NYSDOT's efforts, providing cost-effective solutions to our State's mobility, safety and environmental goals. The 1990 Census shows that more than 7% of New York State commuters bicycle or walk to work, so it is important for us to take the lead in making these modes safer and more "user-friendly." As we move forward into the 21<sup>st</sup> Century, we have the ability to make our State's highways, structures and public transportation systems into one of the most efficient, intermodal transportation systems in the nation. To accomplish this, facilities

for pedestrians and bicyclists must be considered for incorporation into highway, bridge and transit projects and integrated throughout NYSDOT's policy, planning, implementation, and operations efforts.”

NYSDOT Bicycle and Pedestrian Policy issued by the Commissioner of the New York State Department of Transportation, October 1996.

These state and national policy guidelines form the basis for the SMTC regional policy presented in the subsequent section, Section 6.3.

### **6.3 SMTC Regional Bicycle and Pedestrian Policy**

Based on the aforementioned USDOT and NYSDOT policies, the SMTC Regional Bicycle and Pedestrian Policy was developed as a Resolution for the SMTC's Policy Committee and is shown on the next two pages.

**RESOLUTION  
SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
POLICY COMMITTEE**

**March 14, 2005**

- WHEREAS,** Walking and bicycling are important modes of transportation which benefit the quality of life for the SMTC Region's communities, businesses, residents and visitors, and;
- WHEREAS,** Walking and bicycling are part of the solution for key regional issues including Safety, Health, Environment, Mobility and Economy, and;
- WHEREAS,** Federal and New York State policy guidelines provide a model for the integration of walking and bicycling into plans, programs, policies and projects, and;
- WHEREAS,** Recent trends for the SMTC Transportation Improvement Plan (TIP), allocate 5% to 10% of TIP money to bicycle and pedestrian related projects.

***NOW THEREFORE BE IT RESOLVED,***

That the SMTC Policy Committees hereby adopt as the following policy:

1. Bicycle and pedestrian ways should be established in new construction and reconstruction projects in all urbanized areas unless one or more of three conditions are met:
  - Bicyclists and pedestrians are prohibited by law from using the roadway.
  - The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use.
  - Where sparsity of population or other factors indicate an absence of need.
2. In rural and suburban areas, paved shoulders should be included in all new construction and reconstruction projects on roadways used by more than 1,000 vehicles per day.
3. Highway and transit facilities should be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, and

bicyclists can travel safely and independently.

4. The design and development of the transportation infrastructure should improve conditions for bicycling and walking through the following additional steps:
  - Planning projects for the long-term. New facilities that meet the criteria in item 1) above should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.
  - Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, the design of intersections and interchanges should accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
  - Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO *Guide for the Development of Bicycle Facilities*, AASHTO's *A Policy on Geometric Design of Highways and Streets*, the NYSDOT Highway Design Manual and the ITE Recommended Practice "*Design and Safety of Pedestrian Facilities*".
  - Local codes and ordinances. Local communities should adopt, where appropriate, codes and ordinances for sidewalks, shared-use paths, bikeways, bicycle parking and related improvements.
5. The SMTC should attempt to continue TIP funding at current levels (for bicycle and pedestrian projects) when possible.



Dale A. Sweetland  
Chairperson  
SMTC Policy Committee

March 14, 2005

Date



Carl F. Ford  
Secretary  
SMTC Policy Committee

3/14/2005

Date

## 6.4 Regional Recommendations

The purpose of this portion of the document is to provide regional guidelines and policies for the future, based on regional values in the SMTC area. The public input process for the plan has resulted in numerous ideas, potential projects and programs. In order to give form to these concepts, the following section develops a series of recommended action items in the following categories: Engineering (facilities for bicyclists, pedestrian improvements, trails and greenways, and connections with transit), Education, Enforcement, Encouragement, and Economic Development.

These categories are based on the planning guidance issued in the National Bicycling and Walking Study (USDOT, 1993) and other accepted models of bicycle and pedestrian transportation planning. Within each category, targets and benchmarks have been established, followed by recommended projects and programs developed by the SMTC Bicycle and Pedestrian Plan Study Advisory Committee. The targets provide a broad statement about the overall purpose and relevance of the planning topic within the SMTC area. The benchmark provides a broad-based way in which to measure the success of the particular target.

Recommended action items are listed for each section, along with the potential responsible lead agencies, respective performance measures, and the overall SMTC regional priorities that the item addresses.

### Potential Implementing Lead Agency

The potential lead agencies noted within the recommendations tables are just that – possible agencies to take a lead role in implementing the recommendation. The list of agencies for each recommendation item is not necessarily all-inclusive. This list is intended to provide municipalities with a place to start if they wish to implement a particular recommendation. The following list defines the agencies noted in the recommendations tables:

| AGENCY                                  | DEFINITION  |
|---|---|
| Business Associations                   | Private businesses working cooperatively in either a formal or informal association. The goals of this group can be varied and may include community development, economic development, quality of life and other factors that would positively impact the community. |
| Canal Corporation                       | New York State Canal Corporation  |
| Centro                                  | The public transportation system in the SMTC area   |
| City DPW                                | City of Syracuse Department of Public Works   |
| County/City/Municipal Parks Departments | Park Departments at the County, City and Municipal Levels   |
| Law Enforcement Agencies                | State (Troopers), county (Sheriffs) and municipal (village/town) law enforcement agencies   |
| Local Municipalities                    | Villages and towns  |

| <b>AGENCY</b> | <b>DEFINITION</b>  |
|---------------|--|
| Local Schools | Public, private and parochial schools in the SMTC MPO area.  |
| NYP&CA        | New York Parks and Conservation Association  |
| NYSDOT        | New York State Department of Transportation  |
| OCDOT         | Onondaga County Department of Transportation   |
| OCDH          | Onondaga County Health Department (hosts traffic safety program funded by Governor’s Traffic Safety Committee (GTSC))                    |
| OnTrack       | A recreational rail shuttle service that connects Carousel Center to Syracuse University (service occasionally continues to Jamesville). |
| SMTC          | Syracuse Metropolitan Transportation Council   |
| SOC&PA        | Syracuse-Onondaga County Planning Agency   |

**Performance Measure**

The recommended performance measures are included in this chapter as a way to measure the progress of a specific action item that has been implemented. Each municipality within the MPO area has the option of using the performance measures to help track their own progress, or to develop and keep track of their own measures, plans, and/or guidelines. The SMTC would like to work towards the municipalities reporting back to the MPO on the progress of their bicycle and pedestrian activities so that the SMTC can keep a log of all of the bicycle and pedestrian activities occurring within the MPO area through the use of these or similar performance measures.

**Regional Priorities**

The regional priorities that each recommendation addresses stem from the five regional priorities noted at the beginning of this chapter. As noted in Section 6.1, implementing any of the recommendations noted would positively affect the SMTC region’s Quality of Life. Additional benefits, such as the motivation to walk or bicycle more, may also occur as a result of the implementation of recommendations noted here.

The SMTC’s overall expectation is that municipalities within the MPO area will utilize or refer to this plan and the noted recommendations as a starting point or as an outline or framework when addressing bicycle and pedestrian planning options within their communities.

Please note that each recommended action item is further defined in Appendix E and can be identified within the Appendix via the Action Item Number.

### 6.4.1 Engineering

Engineering recommendations for facilities for Bicyclists, Pedestrians, Trails and Connections with Transit are noted below.

#### A. Bicycle Facilities

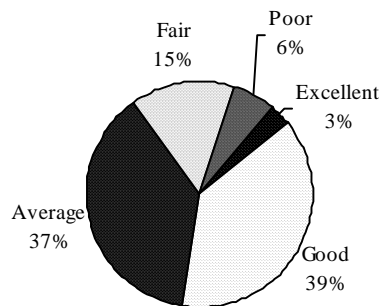
Target: Bicyclists will be able to travel the region and have access to destinations safely and conveniently.

Benchmark: In 2003, the SMTC produced the first *Greater Syracuse Metropolitan Area Bike Map*. Thirty-seven percent (37%) of all of the roads in the MPO area were rated for bicycle commuting suitability and recorded on the map. Nearly 80% of these rated roads are considered suitable for bicycling (this percentage includes roads that were rated as excellent, good and average). It should be noted that seventy-five percent (75%) of the roads in the federal aid eligible system are bikeable, and that 98% of them were rated. Interstate highways, expressways, and other roads where bicycling is prohibited by law (i.e., I-81, I-690, I-481, etc.) were removed from this exercise.

The SMTC will strive to maintain and/or increase the percentage of roads suitable for bicycling over time. In the future, another bike map or similar quantitative tool should be utilized to gauge the net change in the usability of the existing system. Appropriate facilities including paved shoulders, shared lanes, bike lanes and related features such as bike parking, signals and signage could be provided as determined and/or identified by local communities.

As noted in Chapter 4, 37% of all of the roads in the MPO area were rated for bicycle commuting suitability. The following pie chart depicts the breakdown of the roads that were rated by suitability scores in the SMTC MPO Area (see Existing Conditions Section 4.8 for further details).

Rated Roads Within the SMTC MPO Area



## Engineering: Bicyclist Facility Recommendations

*(Action Items are further defined in Appendix E)*

| <b>Action Item #</b> | <b>Action Item Description (Recommendation)</b>                                    | <b>Potential Lead Agency</b>                                 | <b>Performance Measure</b>   | <b>Regional Priorities</b>        |
|----------------------|--|--|--|-----------------------------------|
| B1                   | Provide additional bike riding facilities  | Local municipalities, NYSDOT, OCDOT, City DPW as appropriate | Miles of newly paved or repaved shoulders and/or bike lanes per year | Safety, Mobility, Environment     |
| B2                   | Sign a system of on-road routes  | To be determined   | Miles of signed bicycle routes                                       | Safety, Mobility, Health, Economy |
| B3                   | Increase supply of bicycle parking   | Local municipalities, business associations                  | Number of new bike racks and/or bike lockers                         | Mobility, Safety                  |
| B4                   | Maintain roadways for safe bicycle travel (create a spot maintenance program)      | Local municipalities, NYSDOT, OCDOT, City DPW                | Number of improvements per year                                      | Mobility, Safety, Environment     |
| B5                   | Implement bicycle crash countermeasures as needed                                  | To be determined   | Number of locations per year   | Safety, Health                    |
| B6                   | Update of SMTC bike map or use of quantitative tool to measure bicycle suitability | SMTC   | Suitability ratings or other quantitative tool                       | Mobility, Safety                  |

## B. Pedestrian Facilities

Target: Streets and destinations will be accessible to pedestrians of all ages and abilities.

Benchmark: Maintain the percentage of existing sidewalks (95-97%) in the City of Syracuse, and each year, increase the number of intersections that are ADA compliant. See Section 3.1 in Chapter 3 of this document for more information on ADA compliant ramps. In addition, maintain existing sidewalks and increase the percentage of sidewalks in village and town centers, and in the MPO's suburbs, as appropriate. Appropriate facilities including sidewalks, paved shoulders, traffic-calmed areas, curb ramps, marked crosswalks, signage and related features should be provided as identified by local communities.



ADA compliant ramp in downtown Syracuse

### Engineering: Pedestrian Facility Recommendations

*(Action Items are further defined in Appendix E)*

| Action Item # | Action Item Description  | Potential Lead Agency                         | Performance Measure   | Regional Priorities |
|---------------|--|---|---|---------------------|
| P1            | Provide paved shoulder(s) when no sidewalk is available or feasible            | Local municipalities                          | Miles of paved shoulders                                      | Mobility, Safety    |
| P2            | Incorporate ADA compliant facilities   | Local municipalities, NYSDOT, OCDOT, City DPW | Number of new or retrofitted locations                        | Safety, Mobility    |
| P3            | Provide crosswalks/improved crosswalks (appropriate signage, markings/signals) | Local municipalities, NYSDOT, OCDOT, City DPW | Number of new and/or improved crosswalks                      | Safety              |
| P4            | Incorporate traffic calming techniques if/where feasible                       | To be determined                              | Number of locations with traffic calming techniques installed | Safety              |

| <b>Action Item #</b> | <b>Action Item Description</b>  | <b>Potential Lead Agency</b>                  | <b>Performance Measure</b>                          | <b>Regional Priorities</b> |
|----------------------|---|---|---|----------------------------|
| P5                   | Improve and increase sidewalk maintenance   | Local municipalities, NYSDOT, OCDOT, City DPW | Miles of sidewalk                                   | Mobility, Safety           |
| P6                   | Implement Safe Routes to Schools programs   | Local municipalities, local schools           | Number of participating school districts            | Safety, Health             |
| P7                   | Works towards development of a “Complete the Streets” Program                               | To be determined                              | Development of outline for program                  | Mobility, Safety           |
| P8                   | Require developers to include pedestrian facilities   | Local municipalities                          | Creation of requirements/zoning for developers      | Safety, Mobility           |
| P9                   | Implement pedestrian crash countermeasures as needed  | To be determined                              | Number of locations per year                        | Safety                     |
| P10                  | Ensure that local communities are aware of NYSDOT Pedestrian Engineering Instruction 04-011 | NYSDOT  | Distribution of Engineering Instruction (EI) 04-011 | Safety, Mobility           |

### C. Trails and Greenways

**Target:** To have a fully interconnected regional trail and greenway system connecting facilities and destinations including the Onondaga Lake (“Loop the Lake”) trail, the Onondaga Creekwalk and the Erie Canalway Trail.

**Benchmark:** Maintain existing shared use paths, hiking and bicycling trails and work to develop additional trails with or in local jurisdictions.

#### Engineering: Trail Recommendations

*(Action Items are further defined in Appendix E)*

| Action Item # | Action Item Description                  | Potential Lead Agency  | Performance Measure  | Regional Priorities       |
|---------------|--|--|--|---------------------------|
| T1            | Develop regional trail system            | County/City/Municipal Parks Departments, Canal Corporation, NYPCA  | Miles of trail   | Economy, Health, Mobility |
| T2            | Increase number of trailheads            | County/City/Municipal Parks Departments  | Number of locations with trailheads                                | Health                    |
| T3            | Trail amenities (signage, benches, etc.) | County/City/Municipal Parks Departments, Local municipalities, OCDOT, City DPW, Business associations, Trail clubs | Number of trail amenities  | Health                    |
| T4            | Trail connection projects                | County/City/Municipal Parks Departments, Local Municipalities, OCDOT, City DPW                                     | Number of trail connection projects                                | Mobility                  |
| T5            | Regional trail promotion program         | County/City/Municipal Parks Departments, Local municipalities, OCDOT, City DPW, Trail clubs                        | Number of people reached or number of park and recreation visitors | Economy                   |

## D. Connections with Transit

**Target:** To ensure that pedestrians and bicyclists who are transit users have safe, reliable access to all transit systems throughout the region.

**Benchmarks:** Transportation facilities should be accessible to all people. All improvements to the transportation system should comply with the ADA.



Handicapped accessible transit stop in Onondaga County.

### Engineering: Transit Recommendations

*(Action Items are further defined in Appendix E)*

| Action Item # | Action Item Description   | Potential Lead Agency                         | Performance Measure                         | Regional Priorities |
|---------------|---|---|---|---------------------|
| TRAN1         | Increase the usage of bicycle racks on buses                                | Centro  | Number of people using bike racks           | Mobility            |
| TRAN2         | Increase ADA access at bus stops  | Local Municipalities, City DPW, OCDOT, Centro | Percent of bus stops that are ADA compliant | Mobility            |
| TRAN3         | Improve bicycle access to Regional Transportation Center                    | Local municipalities, City DPW, OCDOT, NYSDOT | Number of improved roadways                 | Mobility            |
| TRAN4         | Complete/expand the use of OnTrack  | OnTrack                                       | Plan/program for expanding OnTrack          | Mobility            |
| TRAN5         | Examine the possibility of further expansion of the existing transit system | Centro and others as appropriate              | Plan/program for expanding transit system   | Mobility            |

## 6.4.2 Education

Target: To ensure that people throughout the region know that bicyclists and pedestrians are afforded rights and responsibilities similar to that of motorists as users of the transportation system.

Benchmarks: Increase the current number of persons reached by bicycle and pedestrian safety education courses (and supplemental material shared in driver education courses) and increase the amount of bicycle and pedestrian safety education courses/instruction sessions within elementary schools. Strive to increase citizen understanding that bicycling and walking are legitimate forms of transportation through exposure to Share the Road campaigns.

Through funding provided by the Governor's Traffic Safety Committee (GTSC) the Traffic Safety Program, which is a program of the Onondaga County Health Department (OCHD), completed 32 pedestrian safety presentations reaching 1,081 children between October 1, 2002 and September 31, 2003. In that same time period, 56 bicycle and helmet related presentations were given to 1,893 children.

### *Pedestrian presentations/Safety Campaigns*

A majority of the pedestrian presentations are given primarily to preschoolers, as well as some day care and nursery school aged children. The presentations typically share some basic rules on crossing the street through the "Willy the Whistle" video series. The videos teach children to stop at the curb, look left-right-left until no cars are coming, and then cross the street while continuing to search for vehicles until on the other side. In April 2002, the Greater Syracuse SAFE KIDS Coalition began its first annual "Spring into Pedestrian Safety" campaign in Onondaga County. The campaign seeks to heighten the awareness of pedestrian laws, as well as proper pedestrian safety. Also, in the summer of 2003, the OCHD facilitated 18 pedestrian safety programs for children with the Onondaga County Sheriff's Department in public libraries across the County.

### *Bicycle Presentations*

Bicycle presentations typically included bicycle rodeos and general bicycle safety presentations. These presentations were conducted separately from bicycle helmet fitting and giveaways that the Onondaga Traffic Safety Program and various partners host (The Traffic Safety Program is part of the OCHD and is funded by the GTSC).

### *ThinkFirst Programs*

In addition, ThinkFirst of Central New York sponsors traffic safety programs in the Onondaga County area. ThinkFirst is a not-for-profit organization dedicated to preventing traumatic brain and spinal cord injury. This is accomplished through development, implementation and support of educational programs completed free of charge in addition to support of community awareness activities and public policy initiatives.

Although the numbers fluctuate from year to year, ThinkFirst reaches approximately 5000 students in kindergarten through 12<sup>th</sup> grade per year. Middle and high school students account for 80% of students reached. ThinkFirst utilizes a comprehensive approach as pedestrian and

bicycle safety is mentioned in every presentation regardless of the main thrust of the presentation. This is a tool than can be expanded upon and added to as needed, as ThinkFirst is available to make presentations throughout the community.

### Education Recommendations

*(Action Items are further defined in Appendix E)*

| <b>Action Item #</b> | <b>Action Item Description</b>   | <b>Potential Lead Agency</b>  | <b>Performance Measure</b>  | <b>Regional Priorities</b> |
|----------------------|--|---|---|----------------------------|
| ED1                  | Provide public education programs to increase awareness of pedestrian and bicycle laws, safety issues, and regulations (helmet law, etc.) for children and adults.   | Law enforcement agencies, local schools, local municipalities, bicycle clubs, OCHD Traffic Safety Program | Number of students/adults reached, Number of safety programs provided | Safety                     |
| ED2                  | Inclusion of safety education materials in routine public agency mailings, such as utility bills, driver education, etc. (also target large corporations, small business owner associations) and on public agency websites | Local municipalities, various public agencies, business associations                                      | Number of participating agencies                                      | Safety                     |
| ED3                  | Increase the number of local bike rodeos   | Law enforcement agencies, local schools, local community  | Number of rodeos offered within the region                            | Safety                     |
| ED4                  | Implement a community awareness campaign to better inform citizens of public resources and home and business owner responsibilities.   | Local municipalities, City, County  | Distribution of informational brochures                               | Safety                     |
| ED5                  | Educate municipalities on how to obtain funding for sidewalks and other pedestrian or bicycle facilities.  | Local municipalities, SMTC  | Sharing of information  | Mobility, Economy          |
| ED6                  | Create an inventory of existing trails and develop a SMTC regional trail map   | SMTC, County/City/Municipal Parks Departments   | Development of trail map  | Mobility, Health           |
| ED7                  | Educate public on Centro bike racks on busses  | Centro, SMTC (through the Bike Map)   | Number of people using the bike racks                                 | Mobility, Health           |
| ED8                  | Involve and educate local residents, business people, etc. about the importance of safe pedestrian travel and connections.   | Local municipalities, SMTC, SOCPA, OCHD Traffic Safety Program  | Number of informational sessions held                                 | Safety, Mobility           |
| ED9                  | Obtain and share information from other communities about liability concerns as they relate to bicycling.  | SMTC, local municipalities, bicycle clubs   | Distributed information   | Mobility, Safety           |

### 6.4.3 Enforcement

Target: To make the SMTC area a place where motorists, bicyclists and pedestrians share the road safely.

Benchmarks: Increase targeted enforcement efforts/programs (especially at the start of the spring/summer/fall seasons, when more individuals are riding bikes and more children are walking or could be walking to school, etc.). This could be measured by the number of bicycle and pedestrian related targeted enforcement days held per year.

#### Enforcement Recommendations

*(Action Items are further defined in Appendix E)*

| Action Item # | Action Item Description   | Potential Lead Agency                          | Performance Measure                                       | Regional Priorities |
|---------------|---|--|---|---------------------|
| ENF1          | Institute a regular review course for law enforcement personnel about the rights and responsibilities of bicyclists and pedestrians | Law enforcement agencies                       | Number of courses provided or number of personnel reached | Safety              |
| ENF2          | Increase enforcement of sidewalk maintenance responsibilities   | Local municipalities                           | Number of tracked complaints                              | Safety, Mobility    |
| ENF3          | Increase enforcement of specific bicycle and pedestrian laws (in particular, the helmet law)  | Law enforcement agencies                       | Number of warnings and/or tickets issued                  | Safety              |
| ENF4          | Increase use of bicycles by police, public safety officers  | Law enforcement agencies, local municipalities | Number of officers using bicycles                         | Safety              |
| ENF5          | Provide a liaison between local law enforcement and the bike community  | Law enforcement agencies, bicycle clubs        | Discussions between the liaison and law enforcement       | Safety, Mobility    |

#### 6.4.4 Encouragement

**Target:** To further the acceptance of walking and bicycling as accepted modes of transportation and activity for residents, visitors, businesses, agencies, organizations and municipalities.

**Benchmarks:** This can be measured by keeping track of the number of programs and activities provided (and accounting for the number of people participating in such programs).



Children participating in *Walk Your Child to School Day* at the Edward Smith Elementary School, City of Syracuse (October 8, 2003).

#### Encouragement Recommendations

*(Action Items are further defined in Appendix E)*

| Action Item # | Action Item Description   | Potential Lead Agency  | Performance Measure  | Regional Priorities |
|---------------|---|--|--|---------------------|
| ENC1          | Encourage municipalities to design, develop, complete, and fund bicycle/pedestrian facilities   | Local municipalities   | Number of bike/pedestrian specific facilities                          | Mobility            |
| ENC2          | Promotion of existing local open space and recreational opportunities   | City/County/Municipal Parks Departments, local environmental clubs   | Number of visitors to local open spaces and recreational opportunities | Environment, Health |
| ENC3          | Initiate "Safe Routes to School" programs at area schools   | Local municipalities, local schools, law enforcement agencies, OCHD Traffic Safety Program, Greater Syr. SAFE Kids Coalition | Number of schools  | Safety, Health      |
| ENC4          | Increased promotion of existing bicycle and walking encouragement programs (i.e., Bike Month, Bike to Work Week, Walk Your Child to School Day, Recycle-a-Bicycle). | Health department, Local municipalities, SMTC, bicycle clubs   | Amount of participation (i.e., number of participants)                 | Mobility, Safety    |

| <b>Action Item #</b> | <b>Action Item Description</b>  | <b>Potential Lead Agency</b>  | <b>Performance Measure</b>  | <b>Regional Priorities</b> |
|----------------------|---|---|---|----------------------------|
| ENC4                 | Increased promotion of existing bicycle and walking encouragement programs (i.e., Bike Month, Bike to Work Week, Walk Your Child to School Day, Recycle-a-Bicycle). | Health department, Local municipalities, SMTC, bicycle clubs                | Amount of participation (i.e., number of participants)                                | Mobility, Safety           |
| ENC5                 | Encourage employers to provide incentives to bike or walk to work   | Employers, Health Insurance Providers                                       | Number of employers that offer incentives; Number of employees that walk/bike to work | Health                     |
| ENC6                 | Increased bike storage (bike racks and/or lockers)  | Local municipalities, employers, business associations                      | Number of new bike racks/lockers  | Mobility                   |
| ENC7                 | Establish a bike/ped coordinator at the county and city levels (and eventually within each municipality).   | To be determined  | Person/position responsible for bicycle/pedestrian coordination                       | Mobility                   |
| ENC8                 | Continue widespread distribution of SMTC bike maps  | SMTC with municipal level partners  | Number of map reprints  | Mobility, Safety           |
| ENC9                 | Promote walking and bicycling trails  | City/County/Municipal Parks Departments, local bicycle and/or walking clubs | Number of provided activities/promotional events                                      | Health                     |
| ENC10                | Encourage increased visibility of police presence (i.e. bike patrol on trails, law enforcement officers on bicycles)  | Local municipalities, law enforcement                                       | Number of officers dedicated to foot or bike patrol                                   | Safety                     |
| ENC11                | Place suggestion boxes at trailheads  | County/City/Municipal Parks Departments                                     | Amount of received input and suggestions  | Safety, Mobility           |
| ENC12                | Promote bus/mass transit by encouraging elementary schools to use the public transit system for some field trips  | Local Schools, Centro   | Number of participating schools   | Mobility                   |
| ENC13                | Encourage Centro to provide buses with bike racks at large community events.  | Centro, community event planners  | Number of Centro riders using the bike racks  | Mobility, Safety           |
| ENC14                | Encourage local municipalities to research and/or develop an overall master plan for their respective municipality  | Local municipalities, SOCPA   | Discussions about developing a master plan  | Environment                |

### 6.4.5 Economic Development

**Target:** To encourage bicycle and pedestrian improvements in association with relevant economic development projects (i.e., if a commercial area is to be developed, include bicycle and pedestrian amenities, such as sidewalks and bike racks).

**Benchmark:** An increase in the number of projects implemented in the region that accommodate bicycle and pedestrian activity.

#### Economic Development Recommendations

*(Action Items are further defined in Appendix E)*

| Action Item # | Action Item Description  | Potential Lead Agency  | Performance Measure  | Regional Priorities |
|---------------|--|--|--|---------------------|
| ECO1          | Once trails are connected, provide signage to lead trail-goers to shopping, eating, and/or historical districts                              | County/City/Municipal Parks Departments, Local Municipalities, Business Associations | Provide adequate signage                                       | Mobility, Economy   |
| ECO2          | Provide/increase bike parking and storage (racks, lockers, etc.) in and around commercial and public areas.                                  | Local municipalities, employers, business associations                               | Number of new bike racks/lockers                               | Mobility, Economy   |
| ECO3          | Ensure that bike/ped facilities are well lit, maintained and signed as appropriate within commercial areas                                   | Local municipalities, OCDOT, NYSDOT, City DPW  | Improved bike/ped facilities                                   | Safety, Economy     |
| ECO4          | Educate business owners, municipalities, and planning boards about the economic benefits of providing safe bike/ped facilities and amenities | Local municipalities (planning and zoning boards), business associations             | Number of informational sessions held                          | Safety              |
| ECO5          | Encourage municipalities to require developers/new businesses to include bike/ped amenities and/or facilities in their designs               | Local municipalities (planning boards, zoning boards)                                | Examination of new zoning codes and/or development regulations | Safety, Mobility    |
| ECO6          | Market mass transit to bicyclists (i.e. bicycle racks on Centro buses)   | Centro   | Development of a marketing strategy                            | Mobility            |
| ECO7          | Create attractive financial incentives to ride and utilize the transit system.   | Centro, Employers of large businesses  | Development of financial incentives                            | Mobility            |