



BICYCLE AND PEDESTRIAN PLAN

Syracuse Metropolitan Transportation Council

Final Report



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*Final Report
March 2005*

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- Appendix A: Public Involvement Plan and Associated Elements
- Appendix B: Sidewalk Inventory Maps
- Appendix C: Articles 27 and 34 of the NYS Vehicle and Traffic Law
- Appendix D: Bicycle and Pedestrian Awareness Survey
- Appendix E: Recommendation Action Item Details

**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