

SYRACUSE
COMMUNITY
VISION
PLAN
2024
GRID





**We would love to know what you think!
Please send your comments to:**

goto.syr.gov/community-grid-feedback

Or by scanning the code above!

We acknowledge that this project is located on the ancestral land of the Onundagaonoga (Onondaga) and the Ho-de-no-sau-nee-ga (Haudenosaunee).

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A MESSAGE FROM MAYOR WALSH:

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On a late summer afternoon in 2022, I walked with neighbors on the Community Grid. We were actually on a giant paper map of the Interstate 81 corridor through Syracuse displayed on the cafeteria floor of STEAM at Dr. King Elementary. The map was part of the I-81 neighborhood design studio we held for this Community Grid Vision Plan.

City staffers joined with experts in urban design, traffic engineering, economic development and housing to hear what residents and community stakeholders want for Syracuse as a result of the I-81 viaduct project. There were roundtable discussions and giant sketchpads to capture ideas for stronger neighborhoods and better mobility. It was inspiring to see the passion and creativity that people brought to the design studio.

This plan provides specific direction we will follow now to maximize the opportunity presented by the removal of the viaduct. It also presents long term visions for improvements we can make in the years ahead to better knit our neighborhoods together, increase the availability of quality housing and make our streets safer for pedestrians, bicyclists and drivers.

A vision plan is, by nature, a living document, so we still want your input. Go to syr.gov/communitygrid and share your ideas. We'll post them online along with comments from others. As we implement this vision, we'll continue to pursue the hopes and dreams of our residents. Thank you for your participation.



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BACKGROUND

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With a Record of Decision announced on May 31st, 2022, the New York State Department of Transportation (NYSDOT) officially began the process of removing Interstate-81 through the heart of the City of Syracuse and replacing it with the Community Grid alternative. This announcement came at the end of a very long and thorough Environmental Impact Statement (EIS) process which saw years of community input and thousands of comments, questions, and answers.

At about the same time, the City of Syracuse hired the Community Grid Vision Plan team, led by Dover, Kohl, & Partners – an urban design and planning firm from Coral Gables, Florida. The city assigned this team of planners, architects, engineers, and experts in the fields of housing, development, economics, and anti-displacement with the task of making sure the community's voices and ideas for the Community Grid remained the guiding influence for the project until it's final design and construction.

This document is intended to reflect those voices and ideas as well as guide decision-makers on how to develop the Community Grid into something all Syracusans can benefit from. We hope it continues to inspire, effect positive change, and create the best possible future for all now and in the many years to come.



HOW TO USE THIS PLAN

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This section explains the organization of the Community Grid Vision Plan, and how to access the information presented within it. In addition to this document, more information can be found at <https://communitygrid.syr.gov/>

1 WHAT WE HEARD

The “What We Heard” section describes the process of engagement used to create the Plan and the many stories, needs, and aspirations we heard from the community in their own voices. You will also find our method for collecting, categorizing, and reporting what we heard into goals and objectives for the plan.

2 A COMMUNITY GRID

The “A Community Grid” section provides an overall vision for areas within the Community Grid study area, including an initial snapshot of the Plan’s key concepts. It presents the Plan in three chapters in order by priority: the Cultural Environment, the Natural Environment, and the Built Environment. Each document chapter includes overarching goals and their related outcomes as recorded in the “What We Heard” section.

3 STRATEGIC ACTION PLAN

Organized by topic, the “Strategic Action Plan” section of the Plan includes desired outcomes along with quantitative and qualitative measures of success, additional detail about corresponding existing conditions, assets and disparities, a framework of proposed strategies and public improvements, and supportive policies to implement these concepts.



AMERICAN OLEOGRAPH C.O. MILWAUKEE WIS.

High School, 7 Onondaga Orphan Asylum, 8 Public Schools, 9 St. of Christ, 11 Jewish 13 Jewish, 19 Lutheran St. John's, 20 Lutheran Church, 21 Lutheran Church of Zion, 24 Methodist First, 25 Methodist Second, 29 Presbyterian First, 31 Presbyterian First Ward, 32 Presbyterian St. James, 37 Episcopal Grace, 38 Episcopal Dutch Reformed, 40 Episcopal, 41 Episcopal, 42 Episcopal, 43 Episcopal, 44 Episcopal, 45 Episcopal, 46 The Williams Mower & Reaper Company, 47 Furber & Co.

SYRACUSE,

BIRDS EYE VIEW OF



NEW YORK.

1874.

72 Merriman & Gregory Hardware Dealers 11 North Salina St. 4
 21 Cook, Carpenter, Coleman & Co. Millinery & Furniture Manufg.
 Packing Box Manufactory, 14 Syracuse Glass Works, 55 S. C. Hay
 51 Ackerman & Skinner, Wholesale Boots and Shoes, 85 L. C. Hay
 Fin & Sons Soap and Candles Manufactory, 61 John Greenway's
 Hosiery, 48 A. H. Elliott & Co. Wholesale Liquor Dealers 7
 73 Syracuse House, W. L. Gay & Co. 75 Globe Hotel, Dickson
 81 Fayette House 82 Chase & Heath Manufacturers of all kinds of

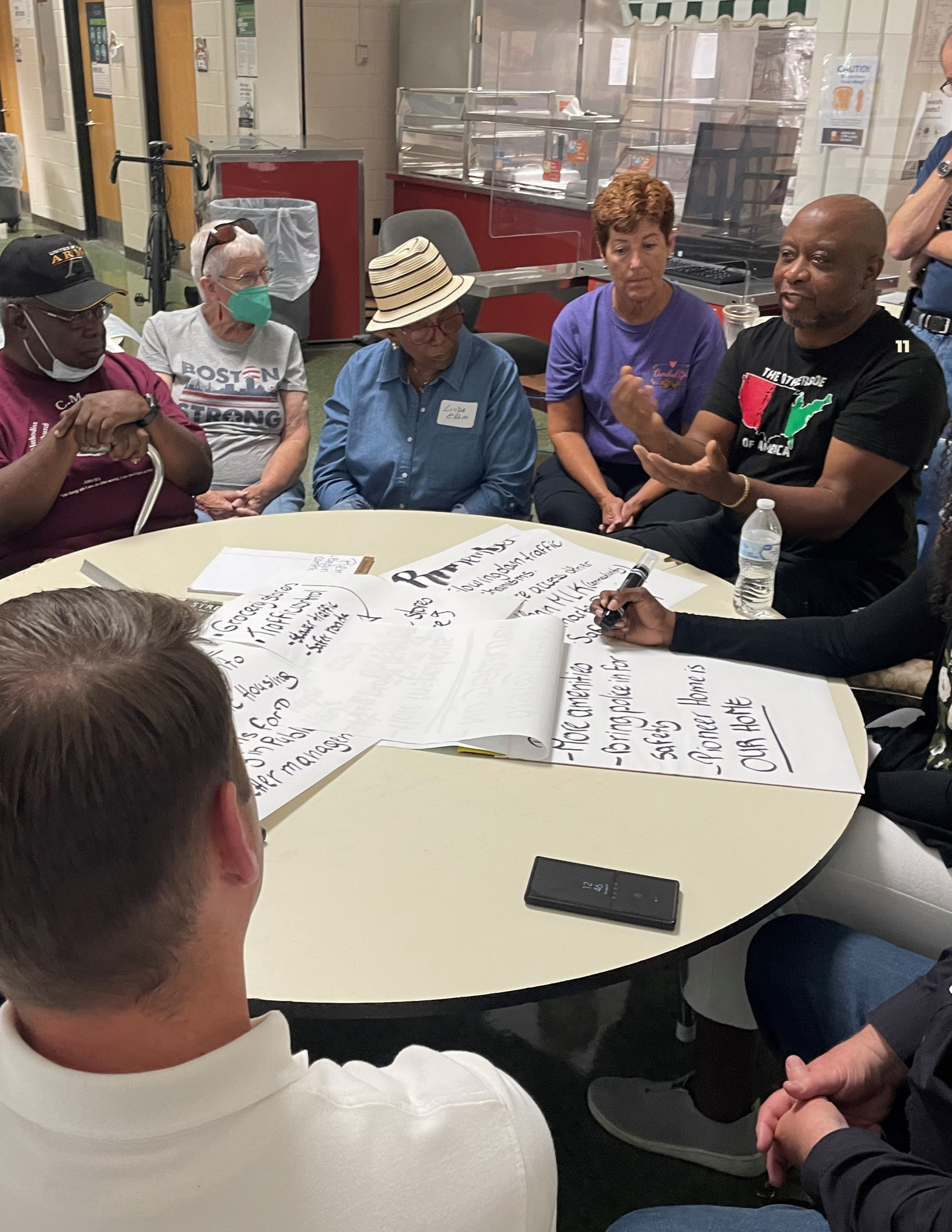
WHAT WE HEARD

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NEIGHBORHOOD DESIGN STUDIO

In August of 2022, the Design Team hosted a week long event at Dr. King Elementary School. This featured several neighborhood walking tours and a multi-day open design studio where the community was invited to participate in the initial design conversations at the same table as team members actively working on the project. The Studio was held to gather feedback on important issues in a more passive and relaxed method, recognizing the fatigue accumulated over a lengthy and taxing Environmental Impact Statement process. At the end of the week, an open house exhibition was held to display all the information gathered throughout the week.





WHO WE HEARD FROM

NEIGHBORHOOD DESIGN STUDIO

At the conclusion of the Neighborhood Design Studio in August, the Design Team collected written comments, feedback cards, audio and video recordings, and hand sketches to be compiled and recorded for this report. Throughout the week, more than 155 community members participated in the Studio.

STAKEHOLDER MEETINGS & CONTINUING ENGAGEMENT

In the months that followed the Neighborhood Design Studio, the Design Team continued engaging individual stakeholders with one-on-one meetings, larger public project updates, and partnered with the Community Grid Cooperative to hold bi-monthly open discussions on topics ranging from community land trusts to parks and open spaces. Additionally, feedback was received through the Plan website until the completion of this document.

<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>Nuisance</u></p> <p>IN THE FUTURE: <u>INVITING</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: _____</p> <p>IN THE FUTURE: <u>Accessible parks/playgrounds</u> <u>More Accessible Housing</u> <u>House</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>FUTURE</u></p> <p>IN THE FUTURE: <u>A thriving sustainable accessible and equitable community that brings Justice and supports the Black community who has had</u> <u>to endure this</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>I AM A SCHOOL CROSSING PERSON</u></p> <p>IN THE FUTURE: <u>WILL BE DOING WORK PART TIME</u> (In my vision)</p>
<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>big</u></p> <p>IN THE FUTURE: <u>gone</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>BIG</u></p> <p>IN THE FUTURE: <u>BIGGER</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>white flight</u></p> <p>IN THE FUTURE: <u>displacement</u> <u>development without</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>divisive</u></p> <p>IN THE FUTURE: <u>asset</u> (In my vision)</p>
<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>dividing</u></p> <p>IN THE FUTURE: <u>Equity</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>outdated</u></p> <p>IN THE FUTURE: <u>Promising</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>old sore</u></p> <p>IN THE FUTURE: <u>community connector</u> (In my vision)</p>	<p>ONE WORD that comes to mind about I-81:</p> <p>NOW: <u>barrier</u></p> <p>IN THE FUTURE: <u>new opportunity</u> (In my vision)</p>



“Large-scale investments, like the newly announced Micron Technology semiconductor facility, create an imperative that this plan leverages the redevelopment of I-81 in such a way that will maximize existing economic development today, and position the City for greater future potential tomorrow”

-- CenterState CEO





“When I was a little boy, everybody owned their own house... My block used to be house-to-house-to-house. There’s six houses left on my block.

We’re proud of what we have. We take care of it.

We’re scared of rental properties. Ownership is different. You gotta own it? You gotta pay for it? You’re going to take better care of it.”

*-- Don
Southside Resident*



WHAT WAS RECORDED



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"Accessible bus stops and city buses"

"Future transportation infrastructure"

"Shuttle services"

"Connect to Oakwood Cemetery - trail/bike/ped options to Oakwood"

"More stop lights / signs. Smaller roads easier to cross"

"Slow traffic for walkability. School/pedestrian/bike crossings"

"Development without displacement"

"Please do not tear down McKinney housing"

"Affordable housing. Affordable home-ownership"

"Community collaboration and inclusiveness"

"Black/indigenous solidarity and cooperation"

"A thriving, sustainable, accessible, and equitable community"

"Lead control - must be verified before construction starts"

"Air/wind/noise filtration with complex combos of greenery"

"More police presence in the neighborhood"

"Celebrate the approach to Forman Park"

"Please include parks and green spaces, even if they are tiny"

"Honoring African American history"

"Use reclaimed land to create a park that would serve the community"

"Grocery store with community ownership"

"Build garden apartments. Not/no 4 story buildings"

"Must attract retail/grocery to area"

"Local job training resources directly in the community"

"Local food in the landscape and economy"

"Native plants and trees"

"Can utility corridors and tree root corridors be separated?"

"Accessible parks and playgrounds"

"Special need centers"

"Resource center, child/head start+pre-K collaboration; parenting support; integrated senior program, support and socialization"



COMMON THEMES:



Fast, reliable, frequent public transit

Transporte público, rápido, confiable, y frecuente

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Walkability, bikeability, and accessibility

Caminabilidad, ciclismo, y accesibilidad



Housing affordability, gentrification, and displacement

Vivenda, asequibilidad, gentrificación, y desplazamiento



Community engagement, voice, and empowerment

Participación comunitaria, voz, y empoderamiento



Safety, health, and well-being

Seguridad Pública



Culture and placemaking

Cultura y placemaking



Community land and support for local businesses

Uso de la tierra comunitaria y apoyo a las medianas empresas locales



Jobs and amenities

Trabajos y comodidades



Public spaces, parks, and recreation

Espacios públicos, parques, y la recreación



Support for those with disabilities, seniors, and the unhoused

Apoyo a personas con discapacidades, personas mayores y personas sin hogar

THE CULTURAL ENVIRONMENT

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Beginning this document with the Cultural Environment, and prioritizing the people within it, ensures Syracuse will thrive as a vibrant, inclusive, and culturally rich city. Every neighborhood is a tapestry of human history, diversity, and creativity where traditions, art, music, and the stories of countless generations intersect. Building guiding principles from within this collective soul is where past and present converge to shape the future.

GOAL #1: EXISTING COMMUNITY FIRST

- Preserve/rehabilitate existing housing to the greatest extent possible.
- Foster a new generation of citizen-developers who can create and participate in the positive change within their neighborhoods.
- Ensure new housing is diverse and able to support a full range of incomes, lifestyles, and choices without displacing existing residents.
- Preserve Syracuse's cultural enclaves, civic institutions, landmarks, and public open spaces integral to daily life within the City.

GOAL #2: HEALTH AND WELLNESS FOR ALL

- Increase the amount of Syracusans who can lead safe and healthy lives by investing in more active modes of transportation.
- Consider children, those with disabilities, and aged populations when creating opportunities to build community.
- Quality of life improvements for marginalized communities, such as those previously displaced by the construction of I-81, indigenous populations, New Americans, and the most vulnerable residents is of the highest priority.

GOAL #3: ECONOMIC INCLUSIVITY

- Economic gain generated from the Community Grid should be inclusive, build shared community wealth, reduce disparities, and fuel the improvement of local conditions.
- The stewardship of all newly developable land should be controlled by a diverse and representative board (or boards) inclusive of members of the community.
- Outcomes should increase access to services, jobs, and education giving all Syracusans an opportunity to find local employment and financial security.



THE NATURAL ENVIRONMENT

20

The Natural Environment serves as the second foundation upon which cities flourish and the ecosystem that sustains healthy human life. Our relationship with green spaces, the weather, water, and the air we breathe form the backdrop for everyday life in Syracuse. As stewards of the urban landscape, it is our responsibility to recognize that cities and neighborhoods are not separate from nature but an integral part of it.

GOAL #1: PRIORITIZE PUBLIC PLACES

- Expand access and connectivity to public places, such as parks, plazas, trails, and greenways citywide.
- Preserve existing parks, such as Forman Park and Wilson Park, throughout the demolition and construction of the Community Grid.
- Reconnect Oakwood Cemetery to the overall fabric of Syracuse.
- Invest in increasing the urban tree canopy with particular focus on the preservation of existing coverage.

GOAL #2: HIGH STANDARDS FOR AIR, WATER, AND SOIL QUALITY

- Allocate financial resources to support community-based environmental initiatives and infrastructure improvements.
- Engage in partnerships with neighboring cities, states, and regional organizations to address environmental challenges collectively.
- Promote sustainable building practices, agricultural practices, water conservation, and public transportation.

GOAL #3: WORK TOWARDS ENVIRONMENTAL JUSTICE

- Identify areas most vulnerable to environmental hazards or with disproportionate environmental burdens and use collected data to inform decision-making and policy development.
- Involve the affected communities in decision-making processes related to environmental policies, regulations, and planning.
- Ensure that residents have a voice in the development and implementation of projects that may impact their environment.
- Make environmental data, regulations, and enforcement actions transparent and easily accessible to the public.
- Establish mechanisms for accountability and reporting on progress toward environmental justice goals.



THE BUILT ENVIRONMENT

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This section outlines recommendations focused on the most tangible elements that shape the physical aspects of cities. The Built Environment must not only be beautiful but also functional, inclusive, and resilient. Every structure, street, and public space is a constructed representation of a community's collective aspirations and designed to accommodate the diverse needs and ambitions of those who occupy them.

GOAL #1: SAFE STREETS AND ENHANCED MOBILITY CITYWIDE

- Continue the City's ongoing Vision Zero initiatives and set a target of eliminating all deaths from road traffic crashes.
- Collaborate across all municipal services, including law enforcement, transportation agencies, healthcare providers, solid waste, and other departments to collectively work toward Vision Zero goals.
- Invest in shifting people's mobility options from single-occupancy vehicles to more sustainable and efficient modes of transportation, such as public transit, cycling, and walking.

GOAL #2: RIGHT BUILDINGS IN THE RIGHT PLACE

- Prioritize the preservation and rehabilitation of existing housing within established neighborhoods along with new development.
- Incentivize a diverse housing supply supportive of a full range of incomes, lifestyles, and choices essential to Syracusans.
- Continue to improve existing zoning and land use ordinances, including fine-tuning where zoning districts meet one another or where significant transitions in neighborhood fabric are present.

GOAL #3: LEVERAGE INFRASTRUCTURE FOR COMMUNITY BENEFIT

- Establish and support community/innovative ownership and development to acquire and manage land for the long-term benefit of the community ensuring that properties remain affordable.
- Create Community Benefits Agreements with developers to ensure they contribute to the well-being of the existing community, such as the inclusion of affordable housing units, funding community infrastructure, and creating job opportunities.
- Engage residents in the decision-making process for development, allowing them to influence changes and protect their interests



NEWLY DEVELOPABLE LAND



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The City of Syracuse has a historic opportunity to leverage new property brought back to the tax rolls as a result of the removal of I-81. In addition to newly developable land, there are many publicly-owned parcels, and privately-owned underdeveloped properties that will stand to benefit from the area's restored city fabric. The governing structure that stewards these lands are critically important to maximizing the leverage of the Community Grid and should include the following goals and outcomes:

GOAL #1: BEST PRACTICES AND OUTCOMES

- Specific planning processes (such as overlay districts, Community Benefits Agreements, or similar) should be considered to maximize the public's return.
- Plans should achieve a diversity of housing and business types and job opportunities for diverse populations appropriate for each context.
- Development should lead by example with "best-in-practice" design, affordability, safety, sustainability, and economic vitality.

GOAL #2: TRANSPARENCY, REPRESENTATION, AND ACCOUNTABILITY

- Governance structures should be comprised of community members, stakeholders, elected or appointed officials, and other members representative of the identified neighborhood(s)
- Ongoing oversight and stewardship of plans, agreements, leases, or other legal obligations is essential to ensure long-term.
- Engage community members in the decision-making process related to land use and property development.

GOAL #3: CALIBRATED FOR SUCCESS

- Any plan or governance structure will need capacity for possible strategic acquisitions, development viability analysis, control and management.
- Financing capacity, that includes the ability to issue bonds, administer tax-increment financing, pursue Federal or State grants, and self-administer procurement, is essential.
- Calibrate existing zoning or land use for community benefit by increasing incentives for density, affordability, etc.



1

4

5

6

2

3

7

E James St.

25

W Fayette St.

E Adams St.

Almond St.



Focus Areas:

- 1 - Northside
- 2 - East Adams Neighborhood
- 3 - Southside
- 4 - Downtown
- 5 - Crouse & Irving / Northeast Side
- 6 - Almond Street
- 7 - University Hill

Publicly-Owned Land

- Federal
- State of New York
- Onondaga County
- City of Syracuse
- Syracuse Housing Authority



Underutilized Land Uses

- Surface Parking Lots
- Vacant Parcels



Newly Developable Land

NORTH

A COMMUNITY GRID



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The Community Grid Vision Plan includes a comprehensive look at both hypothetical development scenarios with a future network of improved streets, trails, transit, and public spaces. The potential building footprints (shown in white) are a combination of current planning efforts already adopted, like the Inner Harbor Master Plan area, the New 15th Ward plan, and Centro's SMART1 BRT project, as well as newly developable land, and underutilized or vacant land within the project limits. This future network is categorized into four categories: bike/ped priority routes, existing trails, Community Grid streets, and other important neighborhood connections.

BIKE/PED PRIORITY ROUTES

- Bicycle and pedestrian priority routes include those that have already been identified in previous planning efforts, the I-81 project FEIS, and by the public and the project team. A priority route includes more than the typical amount of sidewalk space, dedicated and/or protected bike lanes, multi-use paths, or limits the amount of vehicular access.

EXISTING TRAIL NETWORK

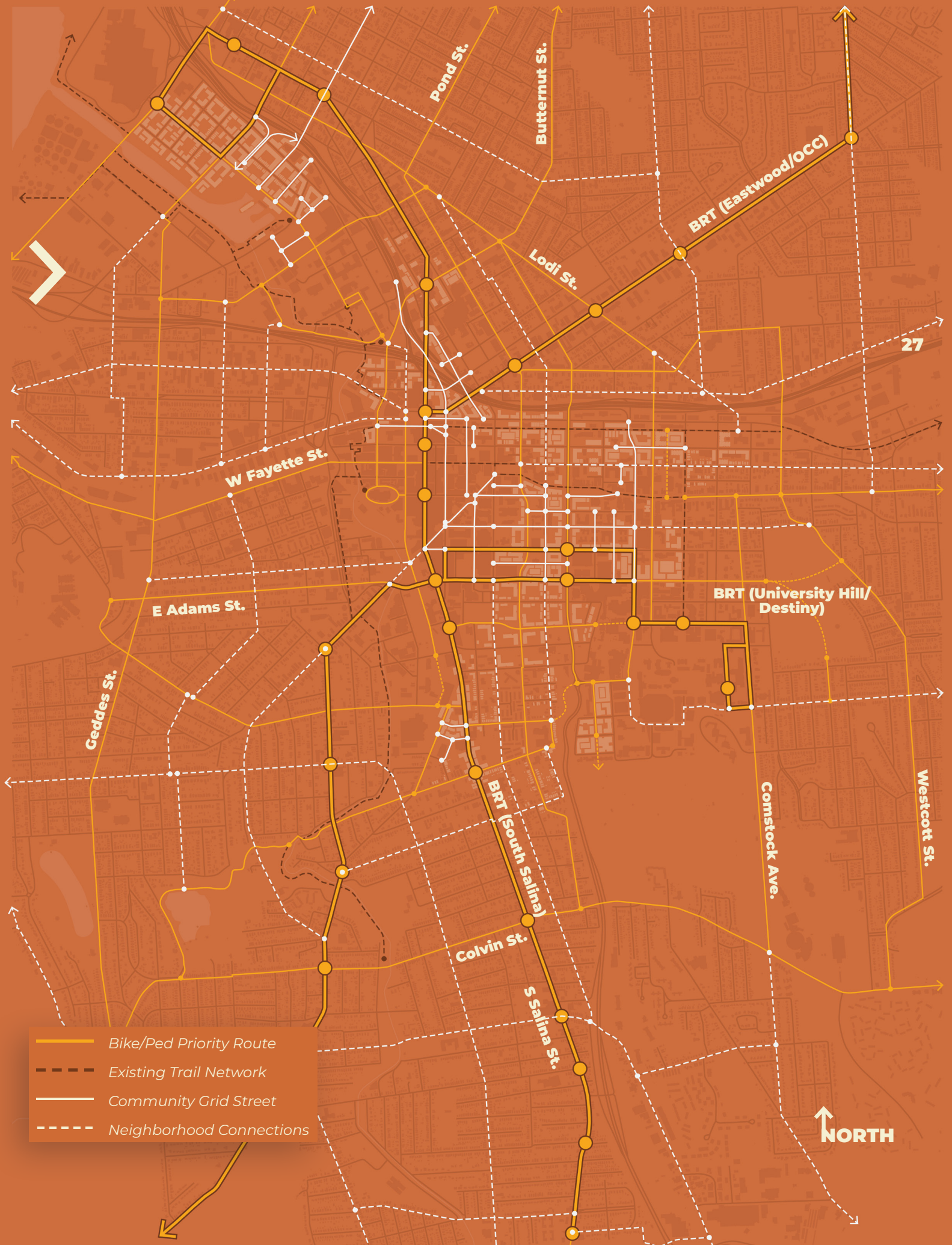
- The existing trail network primarily consists of the Creekwalk, the Empire State Trail, and the West Shore Trail, as well as dedicated bike facilities on N Salina Street, E Genesee Street, and University Avenue.

COMMUNITY GRID STREET

- Community Grid streets are identified corridors that should be reconfigured to improve safety, connectivity, and/or development within the study area. For example, adopting a “complete street” plan, a one-way to two-way conversion, reducing lanes or lane widths, re-establishing a vacated street, or planning a new street.

NEIGHBORHOOD CONNECTIONS

- Lastly, Neighborhood Connections are existing streets that extend outwards from the core study area and should be considered for longer distance improvements. These streets are often one of a limited few that spans longer distances, connect underneath or above barriers (such as I-690 or the Onondaga Creek), or provide direct access to important public spaces, landmarks, or neighborhood centers.



- Bike/Ped Priority Route
- Existing Trail Network
- Community Grid Street
- Neighborhood Connections

NORTH

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1 NORTHSIDE

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The Northside area of the Community Grid Vision Plan has a consistent challenge in that the I-81 project will reconstruct the existing Interstate-690 and Business Loop-81 corridors similarly to their current footprints as limited access interstate highways. It is critically important that this neighborhood maintains as high a level of connectivity and continuity as possible both during and after construction to overcome being separated by this major infrastructure. With limited crossings over and under BL-81 and I-690, disparate or awkwardly shaped newly developable land returning to the neighborhoods, and a high number of underutilized surface parking lots or vacant properties, both the Inner Harbor area and the Northside at large must capture and return every inch of value created to the community to be both self-sustaining and feel a part of the rest of the city's fabric.






COMMUNITY GRID KEY RECOMMENDATIONS

1. Shift the Inner Harbor Plan block and street network to align with the new Clinton Street exit. Vacate Genant Drive between Bear Street and Court Street for more developable blocks.
2. Realign Court Street from Sunset Avenue to Solar Street to provide more direct access to the Inner Harbor
3. Vacate Court Street between N. Clinton Street and Genant Drive.
4. Extend Kirkpatrick Street from N. Clinton Street to Solar Street.
5. Improve access to the Empire State Trail at Bear Street and Van Rensselaer Street as part of a Bear Street Complete Streets plan.
6. Simplify the Pearl Street on/off-ramps into a 90-degree intersection and reconfigure intersection at Salina Street.
7. Relocate existing electrical substation at N. Clinton Street and W. Division Street for future development.
8. Assemble and develop new land between State Street and Business Loop-81. Infill surrounding vacant parcels.
9. Expand Inner Harbor Master Plan area to the West and fully span the neighborhood between Business Loop-81 and Interstate 690
10. Create and/or update Franklin Square Plan to bridge the gap between the Inner Harbor Master Plan area and Downtown Syracuse.
11. Implement a protected bike network to and through the Inner Harbor, Northside, and Downtown areas. This includes: Butternut Street, Franklin Street, Evans Street, Spencer Street, Solar Street, and Geddes Street. Integrate with the Creekwalk.



NORTH

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-  Rendering Location
-  Bike/Ped Priority Route
-  Existing Trail Network
-  Community Grid Street
-  Neighborhood Connections

Hiawatha Blvd.
 Lodi St.
 Bear St.
 Court St.
 Pond St.
 BRT (University Hill/Destiny)
 Empire State Trl
 9
 5
 1
 2
 3
 4
 11
 10
 7
 8
 Butternut St.
 Spencer St.
 Ceddes St.
 Van Rensselaer St.
 Leavenworth Ave.
 Evans St.
 Creekwalk
 Genesee St.
 Erie Blvd. W
 Franklin St.
 Clinton St.
 BRT (Eastwood/OCC)
 Fayette St.

SALINA STREET INFILL STRATEGIES

30

As the State Street on and off ramps for I-81 are removed between Ash Street and Butternut Street, the Northside community in this area will have an opportunity to reorganize itself around a safer and more diverse built environment. In addition to the newly developable land returning to the city, the network of streets that once served I-81 will also be available for redesign. State Street, for example, would greatly benefit from a reduced curb-to-curb width, on-street parking, and street trees. Partnered with infill strategies that hide parking center to the block while providing active ground floors, this land can serve as a catalyst in re-establishing a more complete neighborhood in this part of the Northside.

BUTTERNUT STREET

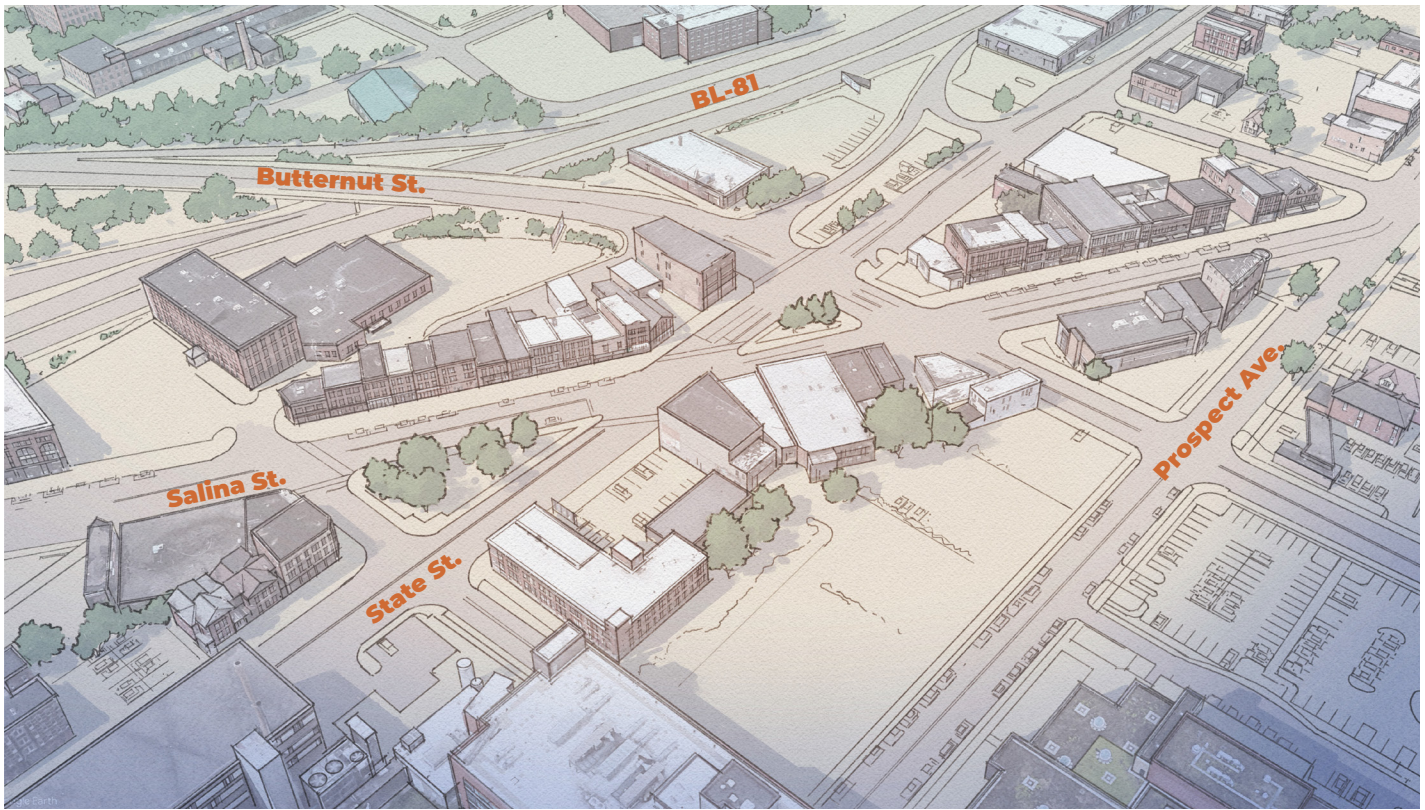
- Reduce vehicular lanes to 10' or 11'.
- Improve planned bike lanes to protected lanes.
- Continue protected bike lanes as Butternut St. becomes Franklin St. towards downtown and into the Northside neighborhood.

NORTHSIDE LAND

- Assemble/develop new land between State St. & BL-81.
- Provide structured parking for Northside businesses.
- Buffer BL-81 with mid-rise scale housing and mixed-use buildings.
- Infill underutilized lots and preserve existing historic structures while incorporating more mid-block and on-street parking strategies.

STATE STREET

- Redesign State St. with street trees, bike lanes, and on-street parking.
- Prioritize non-vehicular crossings at larger intersections.
- Incentivize a mix of uses within the newly developable land to ensure a more active complete neighborhood.



TOP: A view of existing conditions looking West towards the Inner Harbor from above the intersection of Butternut & N. State Streets; BOTTOM: Proposed future infill development

EAST ADAMS

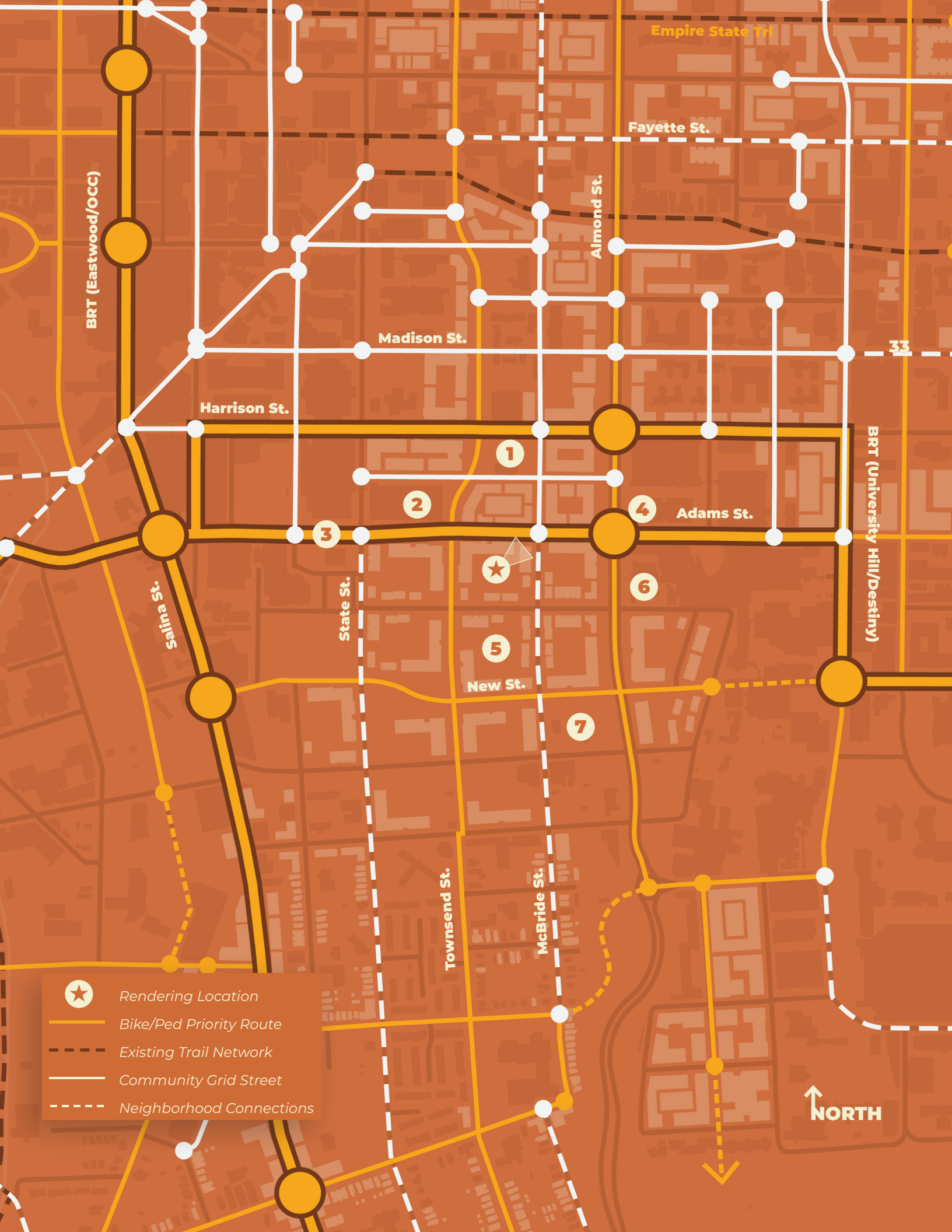
2 NEIGHBORHOOD

32

The East Adams Neighborhood revitalization is an ambitious and positive step towards improving the lives of those who have lived in the shadow of I-81 for generations. There are several ways the Community Grid can improve and enhance the momentum already underway within the neighborhood – including recalibrating site plans to accommodate the new property lines along Almond Street, increasing connectivity with additional traffic signals, crossings, and bike/ped infrastructure, adjusting adjacent zoning to better transition to neighborhood scale, and incorporating some strategic historic elements of the existing buildings to maintain a sense of place. Fine-tuning an update to the East Adams Neighborhood plan area to the Community Grid context provides opportunities to maintain existing tree canopy, enhance the improvements already planned, and preserve a sense of place while keeping the work already done intact.

COMMUNITY GRID KEY RECOMMENDATIONS

1. Divide the larger blocks between Adams Street and Harrison Street with smaller, more neighborhood-scale urban design. Extend McBride Street from Adams Street to Harrison Street
2. Adjust existing zoning along from Adams Street northward to better transition from downtown scale density (MX-5) to more contextually appropriate neighborhood scale (MX-2). Match zoning and building heights on both sides of Adams Street (MX-2).
3. Reconfigure Adams Street and/or Harrison Street as a transit-oriented, multi-modal street including dedicated bus rapid transit lanes, and protected bike lanes. Possible long-term connection from Westside/Tipperary Hill to Thornden Park via Adams Street/Seymour Street.
4. Shift New 15th Ward plan buildings along the Almond Street eastward to the new right-of-way configuration.
5. Adjust parking lot configurations and perimeter block development setbacks to preserve as much existing tree canopy as possible. Reduce parking if necessary to preserve mature canopy.
6. Preserve the two existing “L” shaped Pioneer Homes buildings at the intersection of Almond Street and Monroe Street for community use and to maintain a sense of place. Preserve and reuse as many materials (including historic brick) from Pioneer Homes as possible within the New 15th Ward plan. Add signalized intersection.
7. Preserve Wilson Park during construction and improve the park’s frontage along Almond Street after.



Empire State Trl

Fayette St.

BRT (Eastwood/OCC)

Almond St.

Madison St.

33

Harrison St.

1

2

3

4

Adams St.

BRT (University Hill/Destiny)

Salina St.

State St.

6

5

New St.

7

Townsend St.

McBride St.



Rendering Location

Bike/Ped Priority Route

Existing Trail Network

Community Grid Street

Neighborhood Connections

NORTH

ADAMS STREET COMPLETE STREET

34

One of the more intriguing opportunities discovered during the vision plan process was the potential for East Adams Street and Harrison Street, now no longer tied to I-81, to be redesigned as a Complete Streets. In addition to converting Harrison and Adams from one-way to two-way, these corridors have the right-of-way to carry dedicated bike infrastructure, and dedicated bus rapid transit lanes, for a significant distance. For areas outside the urban core to the east and west, Adams Street (in some areas, renamed Seymour Street) essentially connects the 500-unit SDC workforce housing project on Wilbur Avenue to Thornden Park on the eastside. As the Centro SMART-1 bus rapid transit plans evolve, so too can either Harrison or Adams Street (or both) to better connect the city with improved transit service.

HARRISON AND ADAMS STREETS

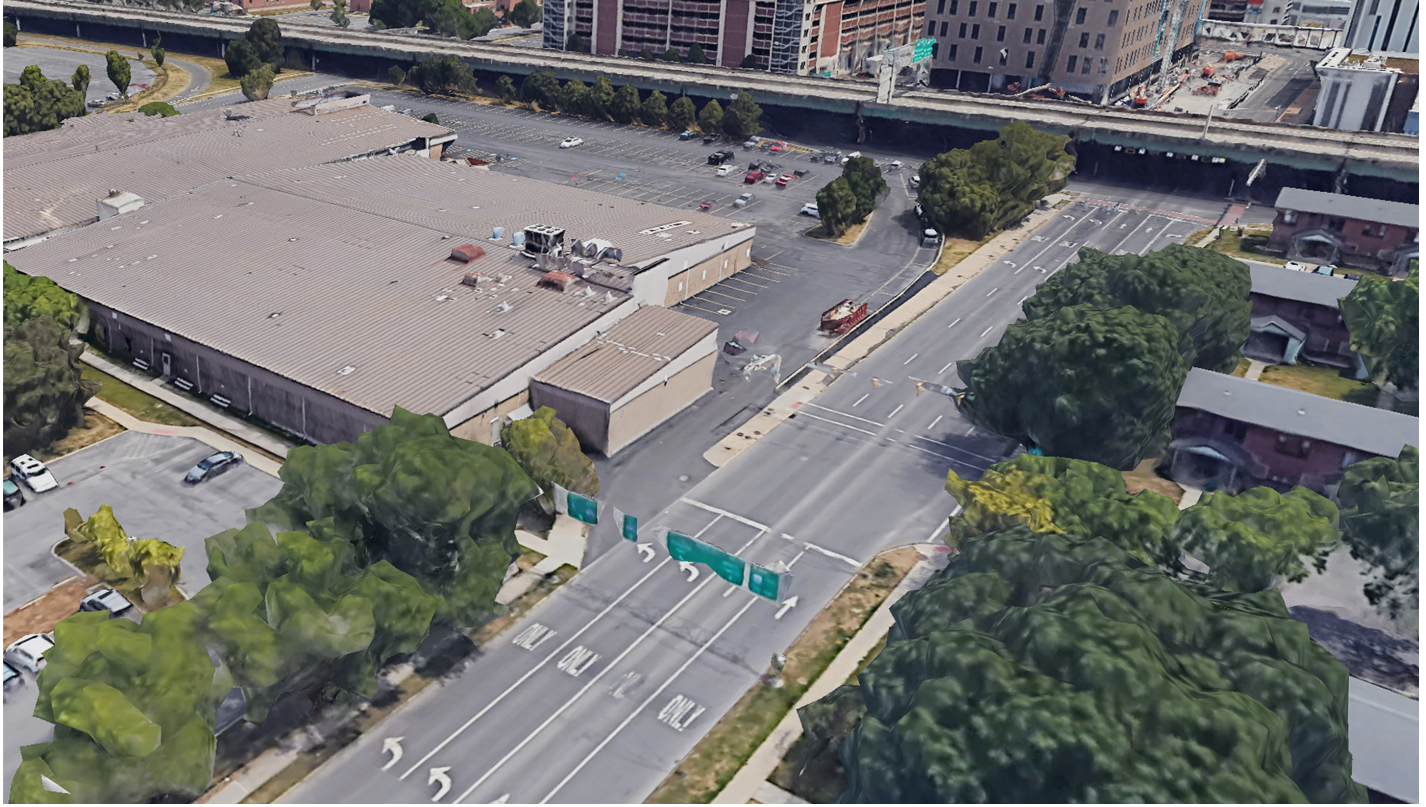
- Reduce vehicular lanes to 10' or 11'. Reduce number of lanes overall from five to three.
- Coordinate with the Centro SMART-1 plan to improve BRT within the East Adams and Harrison Street corridors. This may include elements such as dedicated lanes, zero-level boarding, and queue jump design
- Improve planned bike lanes to protected lanes for both corridors.
- Continue protected bike lanes from Thornden Park to new City SDC housing project on Seymour St. on East Adams Street.

TRANSITION TO URBAN

- Match building height, density, and zoning along Adams St -- requiring possible zoning amendment.
- As legacy buildings/blocks redevelop, break into smaller blocks with more urban setbacks and parking strategies.
- Increase height and density block-by-block as development occurs north of Adams St. to comfortably transition to the downtown scale.
- Extend McBride St. as a two-lane, slow speed neighborhood street.

TOWNSEND STREET

- Redesign Townsend St to include dedicated bike/pedestrian infrastructure.
- Preserve existing tree canopy along New 15th Ward right-of-way.
- Continue bike/ped design from Lodi St. in Northside to Colvin St. in the southside, as Townsend changes to Oakwood and Garfield Ave.



★ TOP: Aerial view above the intersection of S. McBride Street looking East towards I-81; BOTTOM: Proposed E. Adams Street "Complete Street" with dedicated Bus Rapid Transit lanes and a two-way cycletrack.

3 SOUTHSIDE

36

The Southside is the most challenging area within the Community Grid plan with, at the same time, the most potential for restorative justice. The possibility to repair damage created with the construction of I-81 is greater here simply because there is more of it to fix. That possibility is chiefly found with the newly developable land returning to the neighborhood but not without challenges. Altering the steep and heavily forested terrain to allow for more housing, or other community-focused construction will require very damaging earthwork, significantly reducing the area's mature tree canopy and existing buffer to what will be a reconstructed highway not materially different from the existing I-81. While still a viable and equitable solution with serious benefit to the Southside community, this scenario is one of two studied by the Community Grid plan seeking to increase value returned to the neighborhood. In any case, this land should benefit the existing Southside community first, work in tandem with other opportunities identified in the area, align with greater connectivity recommendations within the plan, and supplement neighborhood-appropriate infill housing.

COMMUNITY GRID KEY RECOMMENDATIONS

1. Better connect to the East Adams neighborhood and downtown beyond by investing in complete streets and bike/ped infrastructure.
2. Focus on neighborhood-scale infill development surrounding the newly developable land.
3. Extend Raynor Avenue from Salina Street to Cortland Avenue
4. Break up existing mega-blocks with new, more compact and walkable neighborhood fabric. Focus more intense development around major corridors and intersections, such as Salina Street.
5. Reconnect Raynor Avenue from State Street to Oakwood Avenue.
6. Reconfigure the existing MLK Elementary School parking lot into a two-way neighborhood street, extending McBride Street to MLK Avenue.
7. Continue to work with the community to determine the best possible outcome for the new land around MLK School (see next pages).
8. Assemble and develop the newly developable land against Business Loop-81 with housing and small footprint, community-scale retail, focused on the intersection of MLK Avenue and Leon Street.
9. Continue to infill residential blocks with housing. Work with the community to participate in development process and prevent displacement.



Adams St.

Salina St.

State St.

Almond St.

New St.

37

1

Townsend St.

2

Tallman St.

McBride St.

3

Raynor Ave.

5

7

8

Cortland Ave.

4

MLK East






9

Leon St.

Oakwood Ave

BL-81

NORTH

-  Rendering Location
-  Bike/Ped Priority Route
-  Existing Trail Network
-  Community Grid Street
-  Neighborhood Connections

SOUTHSIDE & COMMUNITY LAND

38

SCENARIO #1

This scenario focuses on creating livable neighborhood fabric while preserving much of the existing forested buffer against Business Loop-81. This allows housing to be better separated from noise and air pollution and is made possible by converting the school parking lot into an extension of McBride Street. In addition, the eastern facade of MLK Elementary School should be reconstructed to reflect its new neighbors. The housing lots in this scenario are shallow but not impractical for small-scale single family and missing-middle housing. There some private lots adjacent to the newly developable land, at the intersection of MLK and Leon Street, better suited for mixed-use buildings and ground floor retail but will require assemblage.

SCENARIO #2

This scenario includes more of the existing MLK Elementary School property used for infill housing fabric. In addition to the newly developable land, as was described above, including the school property allows for a greater number and diversity of housing units and types. Some of this housing, for example, could be provided specifically for teachers or staff at MLK Elementary School. The greater total number of housings, including apartments or other rental units, improves the viability and likelihood of successful ground floor retail or other uses at the intersection of MLK Avenue and Leon Street. Both ideas will require coordination with the Syracuse City School District in order to create a more livable built environment.

**EXISTING
CONDITIONS**



SCENARIO 1



SCENARIO 2



OPEN SPACE ALTERNATIVES

MLK PARK MASTER PLAN PROJECT - SUNY ESF 2023

In addition to the scenarios developed based off feedback from the Community Grid Vision Plan workshops, students from SUNY College of Environmental Science and Forestry program developed multiple concepts for the newly developable land as public open space during the 2023 Spring semester. Retaining this new land's urban forest and natural topographic buffer to Business Loop 81 has potential as a viable alternative, should development not be the community's preference.



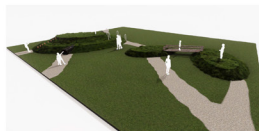
City of Syracuse Business 81 Urban Design Study - Park Master Plan

Department of Landscape Architecture - LSA 327 Spring 2023
Tristyn Moyer



Cafe Plaza

- Provides a place for people to socialize and relax in a natural setting, promoting mental and physical wellbeing.
- Serve as a community hub, hosting events and activities that bring people together and foster a sense of community.
- Create job opportunities and support the local economy by attracting visitors to the area.
- Promote sustainable living by using eco-friendly practices, such as composting and using locally sourced ingredients.



Play Mounds

- Encourage children to engage in imaginative and exploratory play, which can promote cognitive and social development.
- Help develop physical skills such as balance, coordination, and agility, which are essential for a child's overall development.
- Provide a safe and accessible play environment that is suitable for children of different ages and abilities, encouraging inclusivity and social interaction.



Pollinator Sculpture Garden

- Provide a habitat for local pollinators such as bees, butterflies, and birds, which are crucial for plant reproduction and the overall health of the ecosystem.
- Serve as an educational tool, teaching visitors about the importance of pollinators and their role in food production and biodiversity
- Provide space for local artists to display art



Planting Lists:

Flowers/Low Growing:

1. Bee balm (*Monarda didyma*)
2. Butterfly weed (*Asclepias tuberosa*)
3. Black-eyed Susan (*Rudbeckia hirta*)
4. Golden rod (*Veronica virginicum*)
5. Purple coneflower (*Echinacea purpurea*)
6. Golden rod (*Veronica virginicum*)
7. Black-eyed Susan (*Rudbeckia hirta*)
8. Golden rod (*Veronica virginicum*)
9. Wild indigo (*Baptisia* spp.)
10. Virginia bluebell (*Mertensia virginica*)
11. Spicatah (*Liatris scariosa*)



Trees:

1. Red maple (*Acer rubrum*)
2. Eastern white pine (*Pinus strobus*)
3. Hackberry (*Rhus occidentalis*)
4. Honey locust (*Gleditsia triacanthoides*)
5. Sweetgum (*Liquidambar styraciflua*)



Shrubs/Understory:

1. Dwarf Forsythia (*Forsythia x intermedia Arnold Dwarf*)
2. Creeping juniper (*Juniperus horizontalis*)
3. Snowmound (*Sedum spaldingii*)
4. Dwarf Holly (*Hieracium sp.*)
5. Dwarf Mugo pine (*Pinus mugo* var. *mughus*)
6. Blue star juniper (*Juniperus squarrosa Blue Star*)
7. Snowmound (*Sedum spaldingii*)
8. Dwarf Mugo pine (*Pinus mugo* var. *mughus*)



4 DOWNTOWN

42

As interstates were planned and built during the latter half of the 20th century, an increasing number of accompanying impacts to city fabric often followed. Where commutes were expected to begin and end, in urban centers, the demand for vehicular access and shortened periods of congestion often overtook the local block and street network, well-established neighborhoods and properties, and access to and through natural resources. For downtown Syracuse, this is especially present in a patchwork of one-way streets, spaghetti-like on and off ramps, wide arterials, fast interchanges, and a legacy of vacant or under-developed land. As the Community Grid becomes reality and with the rising value and potential of downtown to address inequities, public health, and economic well-being, it is critical for this area to continue to unwind the damage done beyond I-81 and I-690 and leverage the city's most valuable real estate for maximum benefit.

COMMUNITY GRID RECOMMENDATIONS

1. Realign the southbound Business Loop-81 exit from Oswego Boulevard to Warren Street and vacate Oswego Boulevard from Erie Boulevard to James Street to create more developable blocks.
2. Assemble and develop former right-of-way and parcels between Erie Boulevard, Salina Street, Almond Street, and Business Loop-81.
3. Adjust the Centro SMART 1 Bus Rapid Transit route/station location to James Street at Warren Street and follow best transit-oriented development standards.
4. Bridge the gap between the Empire State Trail (shown dashed) and the Creekwalk between Franklin Street and Warren Street with dedicated bike/ped infrastructure. Convert Water Street to two-way.
5. Study converting legacy one-way streets to two-way to increase overall network and safety. Including segments of Warren Street, Clinton Street, Water Street, Erie Boulevard, Montgomery Street, Market Street, Pearl Street, Onondaga Street, Jefferson Street, McCarthy Avenue, Madison Street, James Street, and Harrison Street as shown.
6. Improve connectivity with Complete Streets plans for wider thoroughfares such as West Street, Townsend Street, Erie Boulevard, State Street, and Clinton Street.
7. Redesign West Street to address barrier between downtown and surrounding neighborhoods. It has similar potential to Almond Street.
8. Focus infill development around the Creekwalk and underutilized parcels in North Downtown to better connect to Franklin Square.



Rendering Location



Bike/Ped Priority Route



Existing Trail Network



Community Grid Street



Neighborhood Connections



Fayette St.

Creekwalk

Water St.

Clinton St.

BRT (Eastwood/OCC)

Onondaga St.

Warren St.

Harrison St.

Adams St.

Montgomery St.

Townsend St.

Willow St.

James St.

Empire State Trl

BRT (University Hill/Destiny)

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43

TRANSIT-ORIENTED DEVELOPMENT DOWNTOWN

44

One of the more distinct changes from the FEIS within the Community Grid Vision Plan is the reconfiguration of the BL-81 southbound exit from Oswego Boulevard to Warren Street downtown. Shifting the exit one half-block west creates significantly more developable parcels between BL-81 and Erie Boulevard. The Oswego Boulevard configuration currently splits both lots in such a way that impedes both mid and high-rise development – therefore artificially limiting the community’s return in, for example, the total number of affordable housing units. Enabling more feasible development in this area also coincides with the recommendation that the Centro SMART-1 bus rapid transit route be re-aligned to James Street in this area. Placing a high-ridership bus station within the core of a higher-potential development scenario is a key element of transit-oriented development strategies – and only increases the odds of success for both.

WARREN STREET

- Reduce Warren St. from four lanes to two at James St., as was intended for Oswego Blvd. in the FEIS.
- Remains one-way until the James St. intersection. Convert to two-way from James to Madison St. through downtown.
- Reconfigure the southbound BL-81 exit to preserve historic buildings on Warren St.

DOWNTOWN LAND

- Assemble/develop new land as “downtown” fabric with increased density and intensity to maximize community benefit.
- Supplement newly developable land with surface parking lot infill.
- “Welcome to Syracuse” moment with terminated view of State Tower/ new signature high-rise.
- Include robust affordable housing and other community benefits.
- Incorporate Oswego Canal design within new land.

JAMES STREET

- Reroute Centro SMART-1 route in this area for best T.O.D. practices
- Redesign James St. as a transit-first street to increase station access, improve headways, and reliability.
- Focus development and redevelopment efforts within a five-minute walk of the James St./Warren St. intersection.



TOP: Existing conditions looking South towards James Street at the intersection of N. Warren & E. Willow Streets; BOTTOM: Future Downtown development potential within the newly developable land.

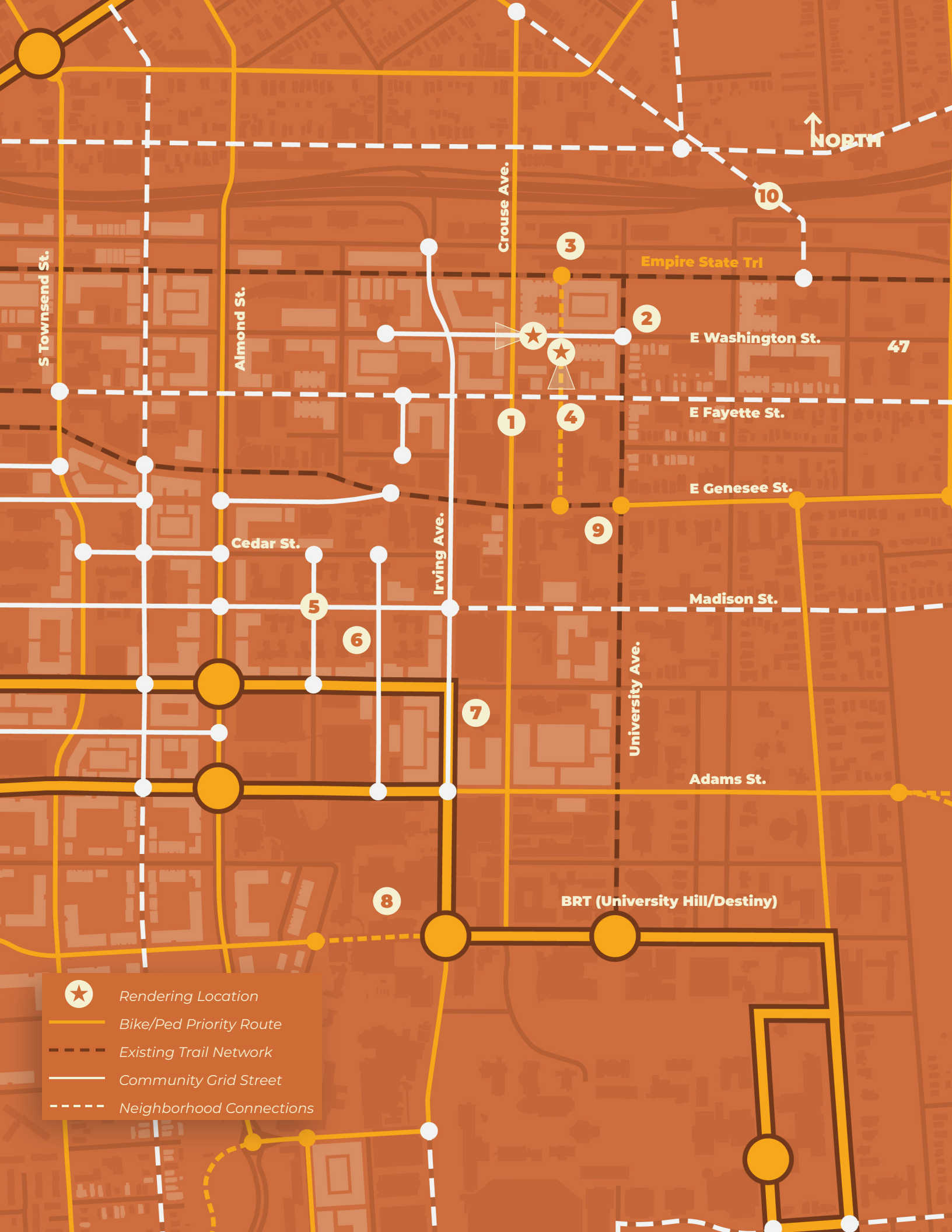
5 CROUSE & IRVING / NORTHEAST SIDE

46

The Crouse & Irving corridors, as well as the Northeast Side both will see a dramatic shift when the new I-690 brings customers, students, and visitors to the area. In addition to converting Crouse Avenue to two-way, the entire area will see a dramatic shift from vacant parcels and grass lots to more of the mid-rise, mixed-use development seen closer to campus as I-81 no longer depresses property values and hinders connectivity. Continuing to improve multi-modal connectivity and incentivizing a greater mix of uses will help ease the congestion and other challenges growing districts can encounter as well as improve access to jobs, services, and other amenities in the area for surrounding communities.

COMMUNITY GRID KEY RECOMMENDATIONS

1. Convert Crouse Avenue and Irving Street from one-way to two-way.
2. Reconnect Washington Street between Forman Avenue and University Avenue
3. Continue existing planning and construction progress for Upstate Medical campus. Include a mix of uses and public spaces within a neighborhood-scale district.
4. Preserve and create new public spaces including parks and paseos to reconnect existing structures to the Community Grid.
5. Convert Madison Street from one-way to two-way between Irving Street and Almond Street
6. Divide existing mega-blocks to introduce greater connectivity, walkability and safety. Encourage institutionally or publicly-owned land to line blocks with infill housing and/or mixed use development.
7. Focus development intensity at SMART 1 stations at Harrison Street and Irving Street as well as Adams Street and Irving Street.
8. Consider increasing east/west connectivity between the East Adams neighborhood and Upstate/SUNY campus, even if non-vehicular, in future planning efforts.
9. Implement a protected bike network to and through the Northside, Eastside, and Downtown neighborhoods. This includes: Almond Street, Catherine Street, University Avenue, and Adams Street. Integrate with the Empire State Trail (shown dashed).
10. Improve underpasses at Crouse Avenue, Lodi Street, and Beech Street to improve safety and connectivity.



NORTH

S Townsend St.

Almond St.

Crouse Ave.

Empire State Trl

E Washington St.

47

E Fayette St.

E Genesee St.

Cedar St.

Irving Ave.

Madison St.

University Ave.

Adams St.

BRT (University Hill/Destiny)



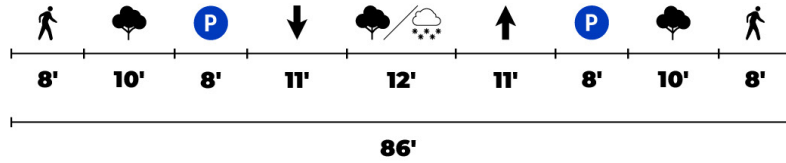
Rendering Location

Bike/Ped Priority Route

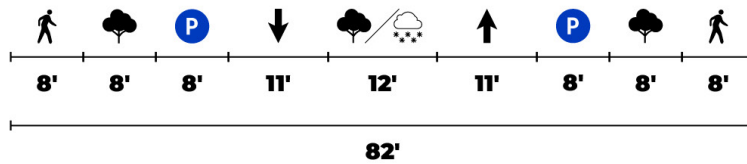
Existing Trail Network

Community Grid Street

Neighborhood Connections



IRVING AVENUE AT WATER STREET
Irving Avenue en Water Street



CROUSE AVENUE AT WATER STREET
Crouse Avenue en Water Street



★ TOP: Reconnected E. Washington Street, looking West towards Downtown at S. Crouse Avenue; BOTTOM: A pedestrian passageway looking South towards E. Fayette Street, between S. Crouse & University Avenues.

6 ALMOND STREET

50

The people and places next to I-81 have seen disinvestment and detachment from the rest of the city for a generation now stand to benefit the most from this change. For as much as an interstate can depress economics, health, and physical world in the neighborhoods they occupy, a great street design can help raise it. The challenge along the new Almond Street corridor is just as much about the new physical building-to-street relationship that drives the character of a place as it is the cultural and community healing that this project represents. They are co-dependent. A great street is designed in inches, relative to the human scale and sets the foundation for thriving neighborhoods to build relationships, participate in the economy, and live an active, healthy life. A great street, like Almond Street can be, makes better lives for those who live with it.

COMMUNITY GRID KEY RECOMMENDATIONS

1. Assemble and develop the largest of the parcels of newly developable land. Maximize allowable density and community benefits in this area with particular focus on affordable housing.
2. Reconnect vacated or unimproved portions of Washington Street between Forman Avenue and University Avenue
3. Extend McBride Street from Genesee Street to Cedar Street
4. Convert both sides of Genesee Street around Forman Park from one-way to two way. Implement a 90-degree, right-in right out intersection at Almond Street and the southern half of Genesee Street to increase safety.
5. Extend Jefferson Street from State Street to McBride Street.
6. Reconnect Cedar Street from Townsend Street to Almond Street (currently Presidential Court)
7. Convert Madison Street from one-way to two-way from Almond Street to Irving Avenue.
8. Reduce and realign the right-of-way at the intersection of Almond Street and Harrison Street. Convert Harrison Street from one-way to two-way.
9. Incorporate more intersections between Genesee Street and Adams Street, including Cedar, Madison, and for a new street between Harrison and Adams Street.
10. Reduce Almond Street from typical 5-lane section to 3-lane section at the intersection of E. Adams Street. Reduce lane widths to 11' (see next pages)



BRT (Eastwood/OCC)

Townsend St.

McBride St.

Almond St.

Empire State Trl

Fayette St.

Madison St.

Harrison St.

BRT (University Hill/Destiny)

Adams St.

51



Rendering Location



Bike/Ped Priority Route



Existing Trail Network



Community Grid Street



Neighborhood Connections

NORTH

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4

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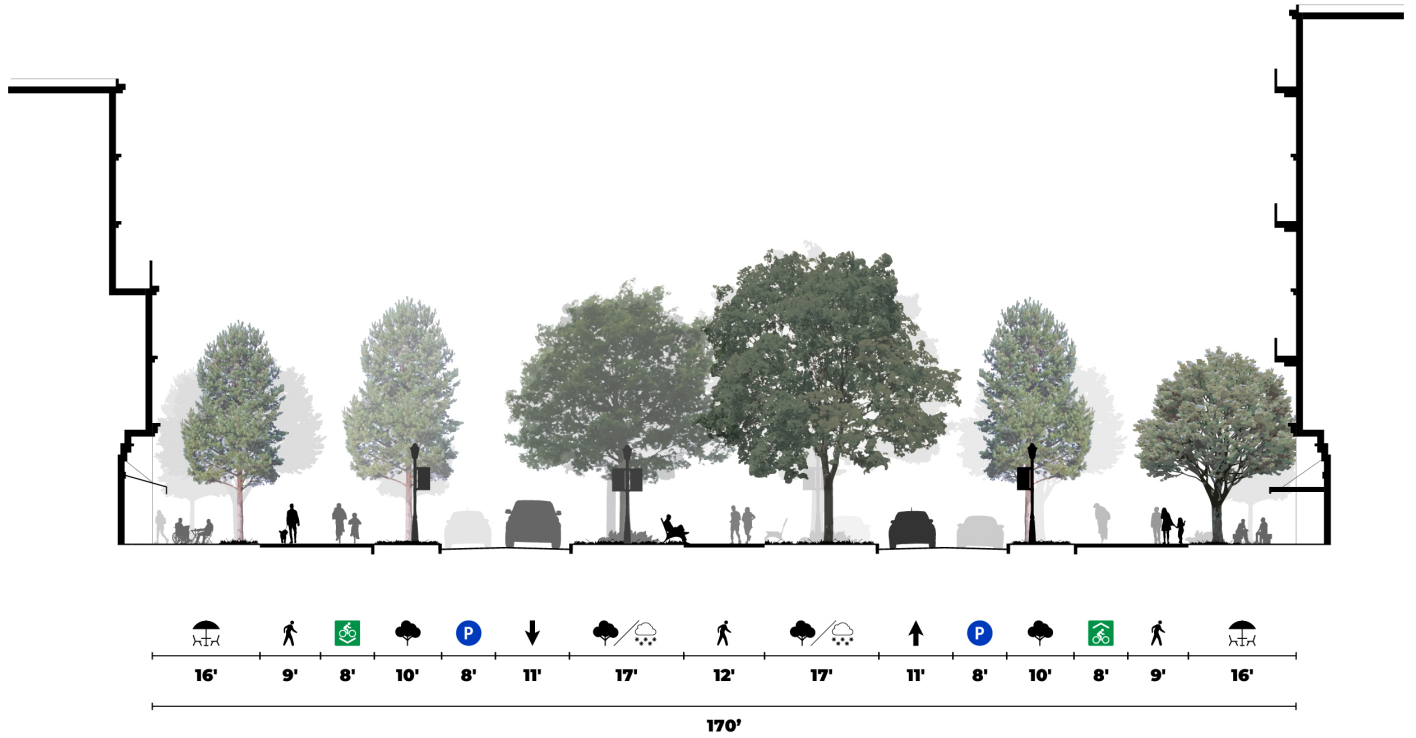
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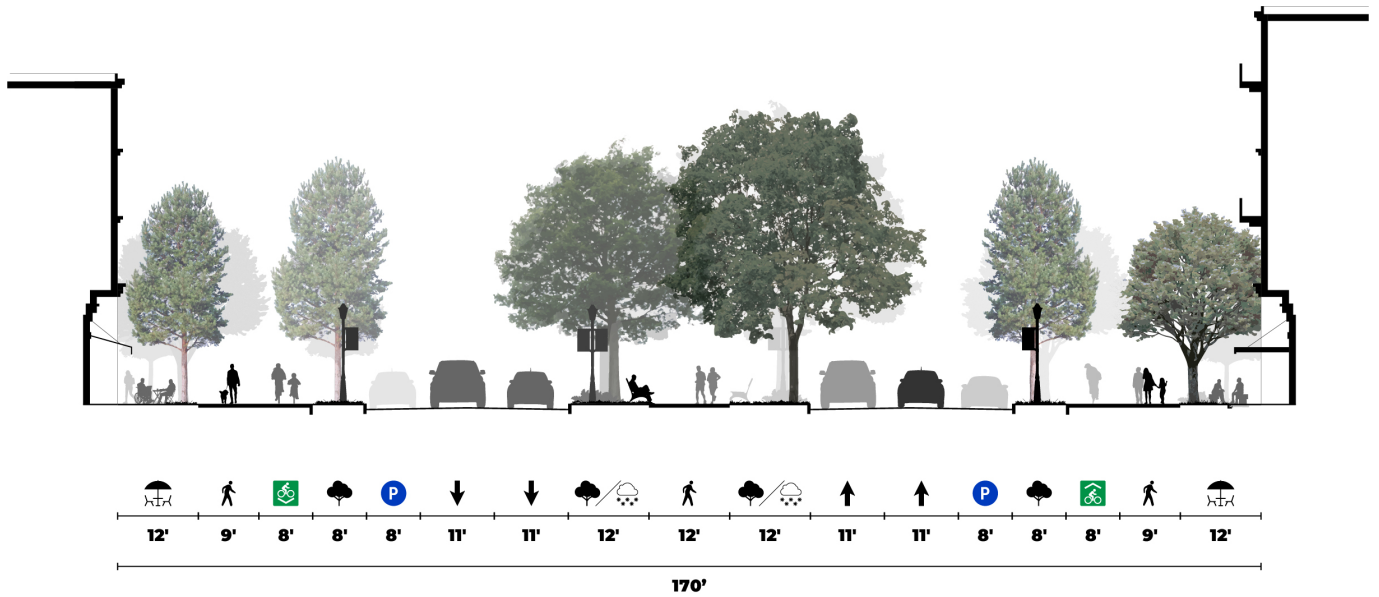
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10



ALMOND STREET FROM ERIE BOULEVARD TO EAST ADAMS STREET
Almond Street desde Erie Boulevard hasta East Adams Street



ALMOND STREET FROM EAST ADAMS STREET TO VAN BUREN STREET
Almond Street desde East Adams Street hasta Van Buren Street



The public realm within Almond Street, looking North towards I-690 within the intersection of Almond Street & E. Fayette Street.

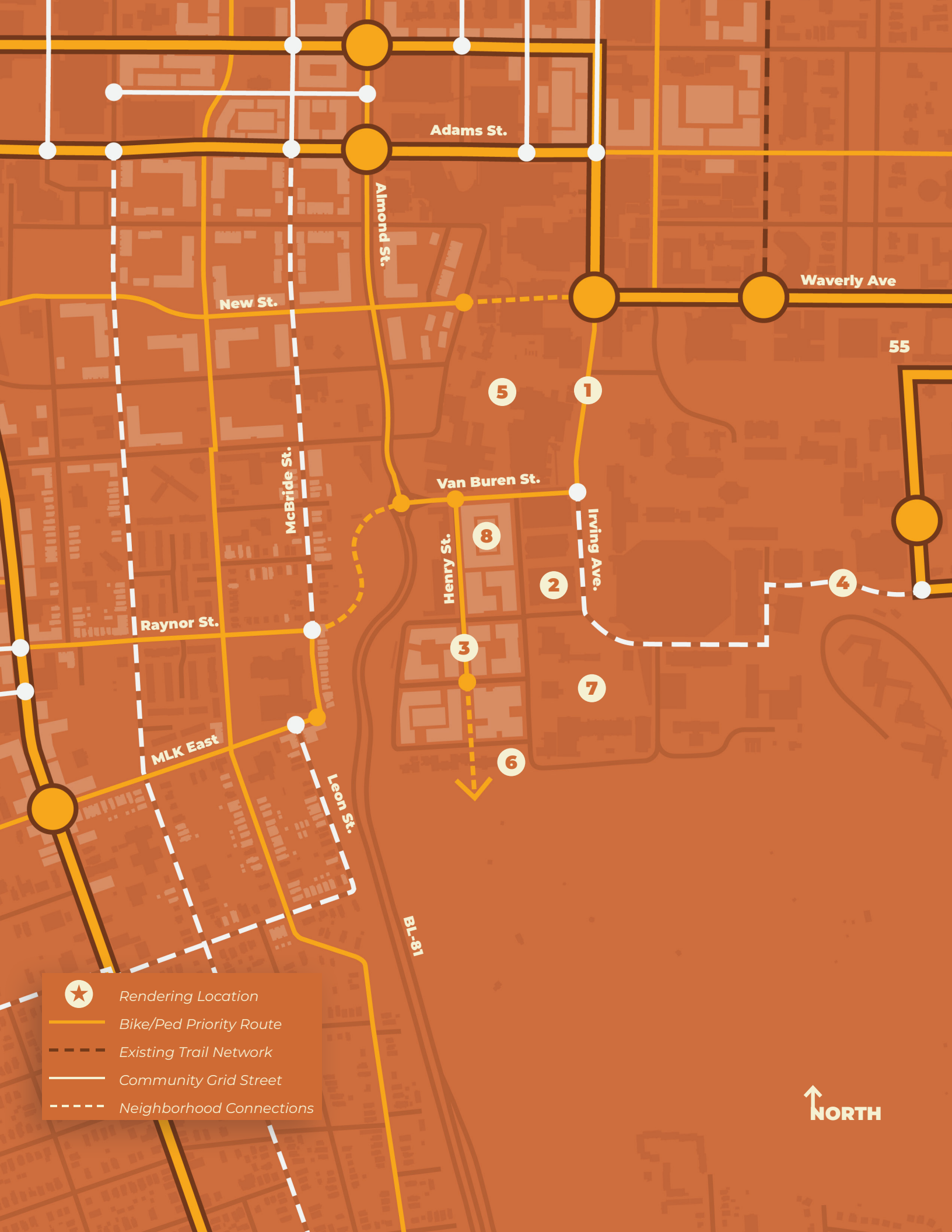
7 UNIVERSITY HILL

54

The University Hill area of the Community Grid plan is essentially a ready-made district in size, arrangement, and street network. Although somewhat removed from the rest of the City fabric – and limited in connectivity to the Almond Street corridor – there is ample opportunity to incorporate a mix of uses and to reconnect elsewhere over time. Incorporating a mixed-use development in the blocks surrounding the Dome will not only better serve events, students, and the community but reduce trips during non-event days. In addition to the reconfiguration of Van Buren Street, this area will also rely on an improved Irving Avenue to facilitate multi-modal access. Long term university planning efforts should work to improve connectivity to the West and the planned SMART1 BRT line terminating at the eastern edge of campus. Lastly, it is important that any development and growth occurring in the University Hill area should limit encroachment into the surrounding neighborhoods. This may occur naturally, as the area is currently very disconnected from the Southside but preventative action should be taken ahead of any significant progress.

COMMUNITY GRID KEY RECOMMENDATIONS

1. Improve connectivity and multi-modal street capacity along both Van Buren Street and Irving Avenue
2. Utilize existing small block and street network. Continue this pattern to the North and East.
3. Incorporate dedicated bike/ped infrastructure within the heart of the “district”. Connect this to Almond Street and Oakwood Cemetery.
4. Connect Irving Avenue as it becomes Forestry Drive and Sims Drive to the future SMART 1 BRT project along the east side of campus.
5. Incorporate greater connectivity to and through the Upstate Medical campus to the north over time.
6. Encourage a mix of both housing (including affordable, student, and market rate) as well as retail, hospitality, and educational uses within this area to reduce trips and to ensure liveliness during non-event days.
7. Engage and incorporate SUNY College of Environmental Science and Forestry as part of the programming within the district.
8. Infill existing surface parking lots and transition to more mid-block, structured parking within the area.



Adams St.

Almond St.

New St.

Waverly Ave

55

5

1

Van Buren St.

8

Henry St.

2

7

4

Raynor St.

3

6

MLK East

Leon St.

BL-81

- ★ Rendering Location
- Bike/Ped Priority Route
- - - Existing Trail Network
- Community Grid Street
- - - Neighborhood Connections

↑ NORTH

STRATEGIC ACTION PLAN

56

The last section of the Vision Plan is a comprehensive list of recommendations highlighted in the Cultural, Natural, and Built Environment chapters. In addition to a more thorough description, each recommendation includes a status, timeframe, general conceptual cost, involved parties, and detailed notes. Though not meant to be an exhaustive and construction-ready resource, the Strategic Action Plan will serve as a roadmap for guiding decision-making and allocating resources effectively in order to achieve the goals established throughout the Vision Plan.

A FEW NOTES ON METHODOLOGY:

- Each recommendation is either listed individually, or in a group. Groups are meant to “bundle” similar projects either by location, size, scale, or ease of connectivity.
- Where appropriate, recommendations that are to be significantly implemented by the I-81 project are listed as Partially Underway and the given timeframe is adjusted accordingly.
- Conceptual costs are generated by comparison to existing or past projects completed by the City of Syracuse or other agencies. For example, the City of Syracuse funded the one-way to two-way conversion of S. Clinton St. from W. Jefferson St. to W. Taylor St. for a total project cost of \$325,000.00. This included milling, resurfacing, restriping, and resigning the corridor. The project was completed in 2023. It is expected similar projects of size and scope would cost the same.
- Other resources used to inform the Strategic Action Plan include the city’s road conditions GIS webmap tool, the adopted Bike Plan, the NYSDOT I-81 Community Grid FEIS, Centro’s SMART1 BRT plan, and other similar planning or regulatory documents.
- The City’s Capital Improvement Program (CIP) is an annual budgeted “shopping list” evaluated and compiled by department. The 1-4 Year timeframe is meant to cover the remaining years (2025-2028) of the most current Capital Improvement Program. Years 5 and 6 similarly apply to subsequent adopted CIP budgets accordingly. Year 7 and beyond are not associated with any currently adopted CIP.

The City of Syracuse Capital Improvement Program can be found online at the following address: <https://www.syr.gov/Departments/Budget/Capital-Improvement-Program>

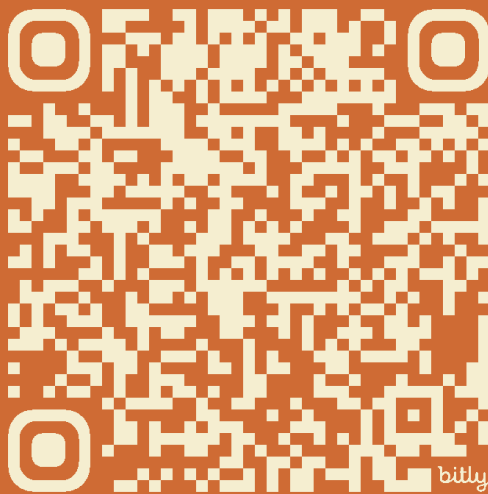
DESCRIPTION		CURRENT STATUS	TIMEFRAME (YEARS)			COST	RESPONSIBLE PARTY; PARTNERS	NOTES	
			1-4	5-8	9+				\$ - \$\$\$
BIKE / PED PRIORITY ROUTES	BP1	"Group 1" (+/- 3-7/8 mi.) • Hawley Ave. from N. Townsend St. to Teall Ave. (1-1/4 mi.); • N. Beech St. from Hawley Ave. to Westcott St.; Westcott St. from S. Beech St. to Meadowbrook Dr.; Meadowbrook Dr. from Westcott St. to Lancaster Ave.; Lancaster Ave. from Meadowbrook Dr. to E. Colvin St. (2-5/8 mi.)	Pre-Planning	•	•		••	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating mostly Poor to Fair Short-to-Mid-Term Priority Segments in 2021 Bike Plan Connects Lincoln Park, Thornden Park, and Barry Park City-controlled; feasible by mill/resurface/restriping program Few NYSDOT intersections
	BP2	"Group 2" (+/- 5-7/8 mi.) • Seymour St. from S. Wilbur Ave. to W. Onondaga St.; W. Adams St. from W. Onondaga St. to Ostrom Ave.; Thornden Park Dr. from Ostrom Ave. to S. Beech St.; Ackerman Ave. from Clarendon St. to Euclid Ave. (3-3/8 mi.); • E. Genesee St. from University Ave. to Cherry St.; Lexington Ave. from Cherry St. to Ellis St. (1 mi.); • Comstock Ave. from E. Genesee St. to E. Colvin St. (1-1/2 mi.)	Partially Underway (NYSDOT)	•	•		••	City of Syracuse; NYSDOT; Centro	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Mostly unidentified in Bike Plan; E. Genesee St. the exception Connects SDC housing project to Thornden Park Major segments reconstructed by NYSDOT as part of I-81 removal Significant overlap with Centro BRT project Comstock Ave. in 2023/24 Engineering Capital Improvement Program
	BP3	"Group 3" (+/- 4-7/8 mi.) • Spencer St. from N. Geddes St. to N. State St.; Catawba St. from N. State St. to Lodi St. (1 mi.); • Maltbie St. from Spencer St. to Evans St.; Evans St. from Maltbie St. to N. Franklin St.; Solar St. from Hiawatha Blvd. W. to Plum St.; Dupli Park Dr., Plum St.; N. Franklin St. from Dupli Park Dr. to W. Jefferson St. (2-3/8 mi.); • Butternut St. from N. Franklin St. to Grant Blvd. (1-1/5 mi.)	Partially Underway (NYSDOT)		•	•	•••	City of Syracuse; NYSDOT; Onondaga County	<ul style="list-style-type: none"> Pavement Rating ranges from Poor to Excellent Mostly Long-Term priorities in Bike Plan; Butternut St. Short-Term Gold-standard opportunities in Inner Harbor Major segments reconstructed by NYSDOT as part of I-81 removal N. Franklin St. in 2025/27/28 Engineering Capital Improvement Program
	BP4	"Group 4" (+/- 4-1/4 mi.) • S. Geddes St. from Glenwood Ave. to Van Rensselaer St.; Van Rensselaer St. from N. Geddes St. to Bear St. W.; (3 mi.); • Bear St. W. from Van Rensselaer St. to Grant Blvd. (1-1/4 mi.)	Partially Underway (NYSDOT)	•	•		•••	City of Syracuse; NYSDOT; Onondaga County	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Partially unidentified in Bike Plan; S. Geddes St. Mid-Term Will require significant NYSDOT coordination Major segments reconstructed by NYSDOT as part of I-81 removal
	BP5	"Group 5" (+/- 3-1/2 mi.) • Pond St. from Grant Blvd. to Lodi St. (3/4 mi.); • N. Townsend St. from Lodi St. to E. Taylor St. (1-3/4 mi.); • Oakwood Ave. from E. Taylor St. to E. Kennedy St.; Garfield Ave. from E. Kennedy St. to E. Colvin St. (1 mi.)	Pre-Planning		•	•	••	City of Syracuse; NYSDOT; Syracuse Housing Authority	<ul style="list-style-type: none"> Pavement Rating mostly Poor to Good Partially identified in Bike Plan as Neighborhood Greenway City-controlled; feasible by mill/resurface/restriping program Gold-standard opportunity to connect Northside and Southside
	BP6	"Group 6" (2-1/2 mi.) • Doctor M.L.K. W. from Hudson St. to S. McBride St.; S. McBride St. from Doctor M.L.K. W. to E. Raynor Ave.; M.L.K. School Trail from E. Raynor Ave. to Van Buren St.; Van Buren St. from Almond St. to Irving Ave.; Henry St. from Van Buren St. to Oakland St. (1-3/4 mi.) • Cortland Ave. from Doctor M.L.K. W. to Tallman St. (3/8 mi.); • E. Raynor Ave. from Cortland Ave. to S. McBride St. (3/8 mi.)	Partially Underway (NYSDOT)		•	•	••	City of Syracuse; NYSDOT; Syracuse Housing Authority; Centro; Syracuse University	<ul style="list-style-type: none"> Pavement Rating mostly Poor to Fair; some Good Mid to Long-Term Priority Segments in 2021 Bike Plan Connects Creekwalk, Libba Cotton Grove, and Dr. King School to SU Partially reconstructed by NYSDOT as part of I-81 removal; multiple partnerships Tallman/S. Clinton in 2025/27/28 Engineering Capital Improvement Program Irving/Van Buren in 2025/27/28 Engineering Capital Improvement Program
	BP7	"Group 7" (+/- 2-3/4 mi.) • S. Wilbur Ave. from Seymour St. to Amy St.; Delaware St. from Amy St. to Onondaga Ave.; Tallman St. from Onondaga Ave. to S. Salina St. (1-1/2 mi.); • W. Jefferson St. from S. Franklin St. around circle to S. Clinton St. (1/4 mi.); • S. Clinton St. from Genesee St. to Tallman St.; (1 mi.)	Partially Underway (City)		•	•	••	City of Syracuse; NYSDOT; JMA	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Mid to Long-Term Priority Segments in 2021 Bike Plan S. Clinton St. already reconstructed in 2023; Tallman/Clinton/Onondaga in 2025/27/28 Engineering Capital Improvement Program Will require coordination to allow public access through JMA campus
	BP8	"Group 8" (+/- 3 mi.) • Lodi St. from Hiawatha Blvd. W. to N. Crouse Ave. (2 mi.); • N. Crouse Ave. from Lodi St. to Waverly Ave. (1 mi.)	Partially Underway (NYSDOT)	•	•		••	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Identified in Bike Plan as Mid-Term priority Crouse Ave. reconstructed by NYSDOT as part of I-81 removal
	BP9	"Group 9" (+/- 6-1/8 mi.) • Strathmore Dr. from Glenwood Ave. to Wellesley Rd.; W. Colvin St. from Wellesley Rd. to Lancaster Ave. (2-7/8 mi.); • Onondaga Park Dr. from Wellesley Rd. to Doctor M.L.K. W. (1 mi.); • S. Salina St. from W. Kennedy St. to W. Seneca Turnpike (2-1/4 mi.)	Partially Underway (NYSDOT & City)		•	•	•••	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Almost entirely Short-Term Priority in 2021 Bike Plan Partially reconstructed by NYSDOT as part of I-81 removal E. Colvin St./Comstock in 2023/24 Engineering Capital Improvement Program Onondaga Park connections closed to traffic already
	BP10	"Group 10" (+/- 4 mi.) • Hiawatha Blvd W. from Grant Blvd. to W. Fayette St. (2 mi.); • W. Fayette St. from Hiawatha Blvd W. to N. Salina St. (2 mi.)	Pre-Planning			•	•••	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Mid to Long-Term Priority Segments in 2021 Bike Plan Coordinate arterials with NYSDOT; likely state-funded projects
	BP11	"Group 11" (+/- 3 mi.) • New St. from S. Salina St. to S. Townsend St.; Jackson St. from S. Townsend St. to Renwick Ave.; Bike/Ped Trail Connectivity from Renwick Ave. to Irving Ave. (1 mi.); • Irving Ave. from E. Adams St. to Van Buren St. (3/8 mi.); • Catherine St. from Butternut St. to Burnet Ave.; Almond St. from Burnet Ave. to Van Buren St. (1-5/8 mi.)	Partially Underway (NYSDOT & City)	•	•		\$	City of Syracuse; NYSDOT; Syracuse Housing Authority; Upstate	<ul style="list-style-type: none"> Almost entirely under NYSDOT I-81 removal project boundaries/cost; also covered by RCA grant award Gold-standard opportunity for new Almond St. design Long-term coordination needed across Upstate campus from New 15th Ward.

	DESCRIPTION	CURRENT STATUS	TIMEFRAME (YEARS)			COST	RESPONSIBLE PARTY; PARTNERS	NOTES	
			1-4	5-8	9+				
COMMUNITY GRID STREETS	CV1	One-Way to Two-Way Street Conversion Erie Blvd E. from S. Salina St. to Montgomery St. (1/8 mi.)	Planning	•			\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating Poor; 50' street width Short-Term priority in Bike Plan (2021) Would require coordination with NYSDOT at major intersections
	CV2	One-Way to Two-Way Street Conversion E. Genesee St. from Almond St. to Irving Ave. (3/8 mi.)	Planning	•	•		\$\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating Good; 30'-44' street width Existing bike infrastructure Intersection at Almond within NYSDOT I-81 project boundaries
	CV3	One-Way to Two-Way Street Conversion Harrison St. from S. Salina St. to Almond St. (1/2 mi.)	Partially Underway (NYSDOT)	•	•		\$\$	NYSDOT; City of Syracuse	<ul style="list-style-type: none"> Pavement Rating Good; 30'-50' street width Not included in Bike Plan (2021) Conversion within NYSDOT I-81 project boundaries; needs design update
	CV4	One-Way to Two-Way Street Conversion Madison St. from Almond St. to Irving Ave. (1/4 mi.) Madison St. from S. Warren St. to S. State St. (1/8 mi.)	Partially Underway (NYSDOT)	•			\$\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating Poor; 30' right-of-way Not included in Bike Plan (2021) Intersection at Almond within NYSDOT I-81 project boundaries
	CV5	One-Way to Two-Way Street Conversion Market St. from E. Water St. to E. Washington St. (1/16 mi.)	Planning	•			\$	City of Syracuse	<ul style="list-style-type: none"> Pavement Rating Excellent; 30' street width Potential bike/ped only street in lieu of conversion Easily converted to temporary or permanent festival street
	CV6	One-Way to Two-Way Street Conversion McCarthy Ave. from S. State St. to S. Townsend St. (1/10 mi.)	Planning		•		\$\$	City of Syracuse; NYSDOT; Onondaga County	<ul style="list-style-type: none"> Pavement Rating Good; 35' street width Not included in Bike Plan (2021) Intersection improvements at S. State Street and S. Townsend St. needed
	CV7	One-Way to Two-Way Street Conversion Montgomery St. from Erie Blvd. E. to E. Adams St. (5/8 mi.); E. Jefferson St. from Montgomery St. to S. State St. (1/16 mi.)	Partially Underway (NYSDOT)	•	•		\$\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating Excellent; 20'-50' street width; may be broken up in parts Not included in Bike Plan (2021); Previously studied by City Conversion in coordination with Warren St. reconfiguration (CV9)
	CV8	One-Way to Two-Way Street Conversion E. Onondaga St. from S. State St. to S. Salina St. (3/8 mi.)	Planning	•			\$	City of Syracuse	<ul style="list-style-type: none"> Pavement Rating Poor to Good; 20'-40' street width Not included in Bike Plan (2021) Good candidate for "flex" streets open to bike/ped only certain dates/times
	CV9	One-Way to Two-Way Street Conversion Warren St. from James St. to S. Salina St. (5/8 mi.)	Partially Underway (NYSDOT)	•	•		\$\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating Excellent; 24'-40' street width; may be broken up in parts Not included in Bike Plan (2021); Previously studied by City Conversion in coordination with Montgomery St. reconfiguration (CV7)
	CV10	One-Way to Two-Way Street Conversion W. Water St. from S. Franklin St. to S. Warren St. (1/4 mi.)	Planning		•		\$\$	City of Syracuse	<ul style="list-style-type: none"> Pavement Rating Poor/Not Rated; 20'-40' street width Short-Term priority in Bike Plan (2021) Excellent for bike/ped only connection with Creekwalk/Empire State Trail
FS1	Future Street Extension Alexander Pl. from Alexander Ave. to S. Salina St. (1/10 mi.)	Planning			•	\$\$\$	Private Landowner; City of Syracuse	<ul style="list-style-type: none"> Will require future redevelopment in this area 	
FS2	Future Street Extension Cedar St. from S. Townsend St. to Almond St. (1/8 mi.)	Planning		•	•	\$\$	Private Landowner; City of Syracuse	<ul style="list-style-type: none"> Possible sooner with reconfiguration of Presidential Ct. into a proper city street 	
FS3	Future Street Extension Elizabeth Blackwell St. from Cedar St. to Harrison St. (1/8 mi.)	Planning			•	\$	City of Syracuse; NYS HFA	<ul style="list-style-type: none"> Should be incorporated into long-term plans for state-owned land 	
FS4	Future Street Extension E. Jefferson St. from S. State St. to S. Townsend St. (1/10 mi.)	Planning			•	\$	City of Syracuse; Onondaga County	<ul style="list-style-type: none"> Should be incorporated into long-term plans for city/county-owned land 	
FS5	Future Street Extension Kirkpatrick St. from Solar St. to Genant Dr. (1/4 mi.)	Planning			•	\$\$\$	Private Landowner; City of Syracuse	<ul style="list-style-type: none"> Will require future redevelopment in this area as part of Inner Harbor plan 	
FS6	Future Street Extension Madison St. from S. Townsend St. to Almond St. (1/8 mi.)	Planning			•	\$\$\$	Private Landowners; City of Syracuse	<ul style="list-style-type: none"> Multiple landowners involved; will take a very long time to redevelop 	

DESCRIPTION		CURRENT STATUS	TIMEFRAME (YEARS)			COST	RESPONSIBLE PARTY; PARTNERS	NOTES	
			1-4	5-8	9+				\$ - \$\$\$
COMMUNITY GRID STREETS	FS7	Future Street Extension S. McBride St. from E. Genesee St. to E. Adams St. (3/8 mi.)	Planning			•	\$\$\$	Private Landowners; City of Syracuse	• Multiple landowners involved; will take a very long time to redevelop
	FS8	Future Street Extension E. Raynor St. from Cortland Ave. to S. Salina St. (1/10 mi.)	Planning		•		\$	Centro; City of Syracuse	• Should be incorporated into long-term plans for Centro-owned land
	FS9	Future Street Extension Sarah Loguen St. from Harrison St. to Cedar St. (1/8 mi.)	Planning			•	\$\$\$	NYS OMH; NYS HFA	• Should be incorporated into long-term plans for state-owned land
	FS10	Future Street Extension E. Washington St. from Forman Ave. to University Ave. (1/4 mi.)	Planning		•		\$\$	Upstate; City of Syracuse	• Former right-of-way; possible without redevelopment
	CG1	Community Grid Update - "Forman Park" Reconfigure E. Genesee St. intersection at Almond St. to two 90 deg. intersections; possible right-in-right out for the southern half of E. Genesee St. at Forman Park.	Partially Underway (NYSDOT)	•	•		\$	NYSDOT; City of Syracuse	• Later phase of I-81 contracts • Coincides with one-way to two-way conversion of E. Genesee St. (CV2)
	CG2	Community Grid Update - "Pearl St." Reconfigure Pearl St. Ramps to align with Hickory St.; Two-Way Pearl St. from Hickory St. to Erie Blvd. E.; Vacate slip lanes at Pearl St. and N. Salina St.	Partially Underway (NYSDOT)	•	•		\$	NYSDOT; City of Syracuse	• Later phase of I-81 contracts • Will require signalization of Pearl St. at Hickory St. intersection
	CG3	Community Grid Update - "Warren St. Exit" Reconfigure Oswego Blvd. Ramp to Warren St.; Vacate Oswego Blvd. between Erie Blvd. and James St. and discontinue extension of Oswego Blvd. between James St. and Warren St.	Partially Underway (NYSDOT)		•	•	\$	NYSDOT; City of Syracuse	• Possibly post-Community Grid with redevelopment • Coincides with one-way to two-way conversion of Warren St. and Montgomery St. (CV7 and CV9)
	CG4	Community Grid Update - "Irving Ave. Concept" Reconfigure Irving Ave from Erie Blvd. to E. Raynor Ave. to three lane typical section	Partially Underway (NYSDOT)	•			\$	NYSDOT; City of Syracuse	• Earlier phase of I-81 contracts • Relatively minor adjustments (lane widths, on-street parking allocation, etc.) from FEIS concept design to achieve
	CG5	Community Grid Update - "Crouse Ave. Concept" Reconfigure Crouse Ave. from Lodi St. to Waverly Ave. to three lane typical section	Partially Underway (NYSDOT)	•			\$	NYSDOT; City of Syracuse	• Earlier phase of I-81 contracts • Relatively minor adjustments (lane widths, on-street parking allocation, etc.) from FEIS concept design to achieve
	CG6	Community Grid Update - "Almond St. Concept" Reconfigure Almond St. from Van Buren St. to E. Adams St. (five lane typical section) and from E. Adams St. to Burnet Ave. (three lane typical section); additional intersection locations beyond FEIS preliminary concept design	Partially Underway (NYSDOT)	•	•		\$	NYSDOT; City of Syracuse	• Later phase of I-81 contracts • Most significant opportunity for quality built environment and redevelopment
CG7	Community Grid Update - "Adams St. Complete Street" Reconfigure E. Adams St. from S. State St. to Almond St. to three lane typical section, plus dedicated Bus Rapid Transit lane/station infrastructure and bike/ped infrastructure	Partially Underway (NYSDOT)	•	•		\$	NYSDOT; City of Syracuse	• Later phase of I-81 contracts • Close cooperation with Centro BRT project will be critical; • Includes lane elimination and straightening of right of way at Almond St.	
CG8	Community Grid Update - "Harrison St. Complete Street" Reconfigure E. Harrison St. from S. Salina St. to Sarah Loguen St. and from Sarah Loguen St. to Ostrom Ave. to three lane typical section plus dedicated Bus Rapid Transit lane/station infrastructure and bike/ped infrastructure	Partially Underway (NYSDOT)	•	•		\$	NYSDOT; City of Syracuse	• Later phase of I-81 contracts • Close cooperation with Centro BRT project will be critical	
CG9	Community Grid Update - "Inner Harbor Area" Reconfigure N. Clinton St. Exit to align with Inner Harbor Plan block and street network	Partially Underway (NYSDOT)	•			\$	NYSDOT; City of Syracuse	• Earlier phase of I-81 contracts • Coincides with overall Inner Harbor Plan update to Community Grid	

DESCRIPTION		CURRENT STATUS	TIMEFRAME (YEARS)			COST	RESPONSIBLE PARTY; PARTNERS	NOTES	
			1-4	5-8	9+				
NEIGHBORHOOD CONNECTIONS	NC1	<p>"Group 1" (+/- 7-3/8 mi.)</p> <ul style="list-style-type: none"> Van Rensselaer St. from N. Geddes St. to Erie Blvd. W. (1 mi.); Oswego St. from W. Fayette St. to Congress Ave.; Grace St. from Congress Ave. to Delaware St.; Dudley St. from Delaware St. to Bellevue Ave.; Clairmonte Ave. from Bellevue Ave. to Onondaga Park Dr. (1-1/2 mi.); Bellevue Ave. from Onondaga Blvd. to Midland Ave.; Midland Ave. from Bellevue Ave. to W. Seneca Turnpike (4-7/8 mi.) 	Partially Underway (NYSDOT)		•	•	\$\$\$	City of Syracuse; NYSDOT;	<ul style="list-style-type: none"> Pavement Rating mostly Fair to Good; Some Poor and Excellent Some Short and Long-Term Priority Segments in 2021 Bike Plan as well as previously unidentified Would benefit from dedicated bike/ped crossing over existing railroad tracks between S. Geddes St. and S. West St. Mostly within existing neighborhoods
	NC2	<p>"Group 2" (+/- 7 mi.)</p> <ul style="list-style-type: none"> S. State St. from E. Adams St. to E. Brighton Ave. (1-5/8 mi.); Clyde Ave. from Glenwood Ave. to W. Brighton Ave.; W. Brighton Ave. from Clyde Ave. to Clark Reservation State Park Dr. (4-5/8 mi.); Thurber St. from E. Brighton Ave. to Skytop Rd. (3/4 mi.) 	Partially Underway (NYSDOT)		•	•	\$\$\$	City of Syracuse; NYSDOT;	<ul style="list-style-type: none"> Pavement Rating mostly Fair to Good; Some Poor and Excellent Mostly Long-Term Priority Segments in 2021 Bike Plan E. Brighton Ave. will be reconstructed within NYSDOT I-81 project Portions of this group include unincorporated Onondaga County
	NC3	<p>"Group 3" (+/- 9-3/4 mi.)</p> <ul style="list-style-type: none"> Teall Ave. from Court St. to Erie Blvd. E.; Columbus Ave. from Erie Blvd. E. to Dell St.; Dell St. from Columbus Ave. to Westcott St.; Westcott St. from Dell St. to S. Beech St. (3-1/8 mi.); Madison St. from Almond St. to S. Beech St. (1 mi.); Irving Ave. from Van Buren St. to E. Raynor Ave.; Forestry Dr. from E. Raynor Ave. to Sims Dr.; Sims Dr. from Forestry Dr. to College Pl.; Euclid Ave. from College Pl. to Kimber Rd. (2-5/8 mi.); Comstock Ave. from E. Colvin St. to Jamesville Ave.; Jamesville Ave. from Comstock Ave. to Skytop Rd.; Skytop Rd. from Jamesville Ave. to E. Colvin St. (3 mi.) 	Pre-Planning			•	\$\$\$	City of Syracuse; NYSDOT; Lyncourt; Syracuse University	<ul style="list-style-type: none"> Pavement Rating mostly Good to Excellent Some Long-Term Priority Segments in 2021 Bike Plan as well as existing Requires coordination with Syracuse University and Lyncourt Madison St. at Almond St. to be reconstructed within NYSDOT I-81 project
	NC4	<p>"Group 4" (+/- 6-3/8 mi.)</p> <ul style="list-style-type: none"> Lewis St. from Willis Ave. to Emerson Ave.; Emerson Ave. from Lewis St. to Williams St.; Williams St. from Emerson Ave. to W. Fayette St.; Erie Blvd. W. from Hiawatha Blvd. W. to S. Clinton St. (2-3/8 mi.); E. Genesee St. from Myrtle St. to S. Clinton St.; S. Clinton St. from E. Genesee St. to Butternut St. (2-1/2 mi.); Bear St. W. from Van Rensselaer St. to Liberty St.; Liberty St. from Bear St. W. to Park Ave.; Park Ave. from Liberty St. to Wall St.; Wall St. from Park Ave. to Erie Blvd. W. (1 mi.); Evans St. from Maltbie St. to Leavenworth Ave.; Leavenworth Ave. from Evans St. to Erie Blvd. W. (1/2 mi.) 	Partially Underway (NYSDOT)		•	•	\$\$\$	City of Syracuse; NYSDOT;	<ul style="list-style-type: none"> Pavement Rating mostly Fair to Poor Long-Term Priority Segments in 2021 Bike Plan Ongoing city work within Inner Harbor area includes Van Rensselaer and E. Geddes Ave.; NYSDOT I-81 project includes underpasses and West Dr. West. Dr. will continue to be a major barrier to E/W connectivity in this area.
	NC5	<p>"Group 5" (+/- 8-5/8 mi.)</p> <ul style="list-style-type: none"> State Fair Blvd. from Empire State Trl. to Willis Ave.; Willis Ave. from State Fair Blvd. to Tompkins St.; Tompkins St. from Willis Ave. to S. Avery Ave.; S. Avery Ave. from Tompkins St. to Bellevue Ave.; Velasko Rd. from Bellevue Ave. to Glenwood Ave. (4 mi.); Glenwood Ave. from Onondaga Blvd. to South Ave.; Valley Dr. from South Ave. to W. Seneca Turnpike (3-1/4 mi.); Ballantyne Rd. from Valley Dr. to S. Salina St.; Fillmore Ave. from S. Salina St. to E. Glen Ave.; E. Glen Ave. from Fillmore Ave. to E. Brighton Ave. (1-3/8 mi.) 	Pre-Planning			•	\$\$	City of Syracuse; NYSDOT; Geddes; Onondaga County	<ul style="list-style-type: none"> Pavement Rating mostly Fair to Good Mostly Short-Term Priority Segments in 2021 Bike Plan Will require major coordination to get route through Geddes to the NY State Fairgrounds and the Loop the Lake trail Portions of this group include unincorporated Onondaga County
	NC6	<p>"Group 6" (+/- 5-1/8 mi.)</p> <ul style="list-style-type: none"> W. Onondaga St. from S. Salina St. to Tallman St.; Onondaga Ave. from Tallman St. to South Ave. (1-3/4 mi.) South Ave. from W. Onondaga St. to Broad Rd.; Broad Rd. from South Ave. to Elgin Rd. (2-3/8 mi.) W. Kennedy St. from South Ave. to S. Salina St.; E. Kennedy St. from S. Salina St. to Leon St.; Leon St. from E. Kennedy St. to Doctor M.L.K. E. (1 mi.) 	Pre-Planning			•	\$\$\$	City of Syracuse; NYSDOT; Centro; Upstate	<ul style="list-style-type: none"> Pavement Rating mostly Excellent to Good Mostly Short-Term Priority Segments in 2021 Bike Plan; Some Long Term Multiple connections with Creekwalk and city parks South Ave. segment aligned with Centro BRT route; gold-standard opportunity for multi-modal connectivity; ends at Upstate Community Hospital
	NC7	<p>"Group 7" (+/- 4-1/2 mi.)</p> <ul style="list-style-type: none"> N. McBride St. from Lodi St. to E. Genesee St. (1-1/4 mi.); S. McBride St. from E. Adams St. to E. Raynor Ave. (1/2 mi.); E. Fayette St. from S. Townsend St. to Seeley Rd.; Seeley Rd. from E. Fayette St. to Fayette Blvd.; Fayette Blvd. from Seeley Rd. to Springfield Rd (2-3/4 mi.) 	Partially Underway (City)		•	•	\$\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating mostly Excellent to Good; one stretch of Poor Fayette entirely Short-Term Priority in 2021 Bike Plan; the rest is unidentified E. Fayette St. in 2025 Engineering Capital Improvement Program Connects Le Moyne College to downtown Coordinate with future redevelopment as McBride St. is reconnected (FS7)
	NC8	<p>"Group 8" (+/- 8-1/4 mi.)</p> <ul style="list-style-type: none"> Park St. from Hiawatha Blvd. W. to Oak St.; Darlington Rd. from Court St. to Grant Blvd.; Oak St. from Grant Blvd. to Burnet Ave. (3-7/8 mi.); Lodi St. from N. Crouse Ave. to E. Water St. (3/8 mi.); Burnet Ave. from N. State St. to James St. (4 mi.) 	Partially Underway (City)		•	•	\$\$	City of Syracuse; NYSDOT	<ul style="list-style-type: none"> Pavement Rating mostly Good; Some Excellent and Poor shorter segments Some Medium and Long-Term Priority segments in 2021 Bike Plan Burnet Ave. in 2025 Engineering Capital Improvement Program Possible longer regional connectivity under I-81 to Onondaga Lake Park and Liverpool
	NC9	<p>"Group 9" (+/- 11-1/2 mi.)</p> <ul style="list-style-type: none"> NBT Bank Pkwy from Walsh Cir. to Tex Simone Dr.; Tex Simone Dr. from NBT Bank Pkwy. to Grant Blvd.; Grant Blvd. from Tex Simone Dr. to Shotwell Park; Shotwell Park from Grant Blvd. to Sunnycrest Rd.; Sunnycrest Rd. from Shotwell Park to S. Midler Ave.; S. Midler Ave. from Sunnycrest Rd. to Erie Blvd. E.; Seeley Rd. from Erie Blvd. E. to Fayette Blvd. (5 mi.); James St. from Shotwell Park to Highland Ave. (1-7/8 mi.); Midler Ave. from New Court Ave. to Sunnycrest Rd. (4-5/8 mi.) 	Partially Underway (NYSDOT)		•	•	\$\$\$	City of Syracuse; NYSDOT; Lyncourt	<ul style="list-style-type: none"> Pavement Rating mostly Good; Some Excellent and Poor shorter segments Mostly Short-Term Priority in 2021 Bike Plan; Burnet Long Term Requires coordination with Lyncourt Connectivity to both NBT Bank Stadium and Walsh Regional Transportation Center Court St. bridge will be reconstructed by NYSDOT I-81 project

DESCRIPTION		CURRENT STATUS	TIMEFRAME (YEARS)			COST \$ - \$\$\$	RESPONSIBLE PARTY; PARTNERS	NOTES		
			1-4	5-8	9+					
PLANNING	P1	Update/Expand Inner Harbor Master Plan (2022)	Pre-Planning	•			\$	City of Syracuse; Onondaga County	<ul style="list-style-type: none"> • Extension of Court St. from N. Clinton St. to Solar St. (1/8 mi.) • Vacate Court St. from Genant Dr. to N. Clinton St. (1/10 mi.) • Adjust block and street network 	
	P2	Create Franklin Square Plan Area (NEW)	Pre-Planning	•	•		\$	City of Syracuse; Onondaga County	<ul style="list-style-type: none"> • Bridge gap between downtown area and Inner Harbor area with a new Franklin Square Plan for future development 	
	P3	Update City of Syracuse Bike Plan (2021)	Pre-Planning		•	•		\$	City of Syracuse; Onondaga County; NYSDOT	<ul style="list-style-type: none"> • Small update to include Community Grid Vision Plan information to existing City of Syracuse Bike Plan (2021)
	P4	Further Syracuse University Campus Framework (2017) and Framework Refresh (2023)	Ongoing		•	•		\$	Syracuse University; City of Syracuse	<ul style="list-style-type: none"> • Continue ongoing updates to Syracuse University Campus Framework document (including recent refresh from 2023)
	P5	Update New 15th Ward Plans	Ongoing	•	•			\$	Syracuse Housing Authority; City of Syracuse	<ul style="list-style-type: none"> • Update current plans to incorporate new planned connectivity with Almond St. as well as relationship to larger Community Grid Vision Plan recommendations
	P6	Coordinate/Update Centro SMART-1 BRT Plan	Ongoing	•	•			\$	Centro; SMTC; City of Syracuse	<ul style="list-style-type: none"> • Incorporate small adjustments to routes and possible station area locations based on Community Grid Vision Plan
	P7	Create Almond Street Corridor Plan (NEW)	Pre-Planning	•	•			\$	City of Syracuse; Onondaga County; NYSDOT	<ul style="list-style-type: none"> • Continue working with NYSDOT on new Almond St. corridor street design • Include more form-based regulatory requirements along Almond St. in current zoning and land use regulations
	P8	Update SUNY Upstate Medical Strategic Plan	Pre-Planning		•	•		\$	SUNY Upstate Medical; City of Syracuse	<ul style="list-style-type: none"> • Incorporate redevelopment strategies as well as future block and street network recommendations to Upstate Medical strategic planning
	P9	Evaluate/Update Current Development Regulations & Zoning (Various Locations)	Pre-Planning		•	•		\$	City of Syracuse; Onondaga County	<ul style="list-style-type: none"> • Review/update zoning and land use regulations to reflect the Community Grid Vision Plan recommendations
	P10	Create Crouse & Irving District Plan (NEW)	Pre-Planning	•	•	•		\$	City of Syracuse; Upstate	<ul style="list-style-type: none"> • Create a possible new zoning district and/or master plan area for the Crouse and Irving area: see plans
	P11	Adopt Citywide Complete Streets Design Guidelines & Vision Zero Action Plan	Partially Underway (City)	•				\$	City of Syracuse	<ul style="list-style-type: none"> • City is currently working to create complete streets design guidelines; coordinate this plan's recommendations with that effort



**We would love to know what you think!
Please send your comments to:**

goto.syr.gov/community-grid-feedback

Or by scanning the code above!