



INCOMPLETE STREETS

AN UPDATED ANALYSIS OF THE CITY'S 2012 BIKE
PLAN AND ONGOING IMPROVEMENTS TO
BICYCLE INFRASTRUCTURE AND SAFETY

A photograph of a city street scene. In the foreground, a person is riding a bicycle away from the camera. In the middle ground, a white US Foods truck is driving towards the camera. To the right, there is a line of parked cars. In the background, there are brick buildings and trees. The image is overlaid with a semi-transparent white box containing text.

ALEXANDER MARION, MPA
SYRACUSE CITY AUDITOR

Contents

Message From The City Auditor	2
Executive Summary	3
Introduction	4
Syracuse Bicycle Infrastructure	6
Syracuse Bicycle Plan 2040	9
Laws Governing Bicycling In Syracuse	10
Bicycle-Related Capital Improvement Projects	11
Bicycle Sharing Programs	17
Syracuse Bicycle Pathways 2024	20
Findings	21
Recommendations	24
Appendices	
Appendix A - Syracuse Bicycle Plan 2040	
Appendix B - Syracuse Bicycle Plan 2040 Recommendations Progress Tracker	
Appendix C - Syracuse City Code, Chapter 15 – Traffic Code	
Appendix D - Syracuse City Code, Chapter 29 – Regulation of Bicycles	
Appendix E - U.S. Department of Transportation (USDOT) Manual on Uniform Traffic Control Devices, Part 9 – Traffic Control for Bicycle Facilities	
Appendix F - National Association for City Transportation Officials (NACTO) Urban Bikeway Design Guide Working Paper – Designing for Small Things With Wheels	
Appendix G - New York State Department of Motor Vehicles (NYS DMV) Permit Test Guide, Chapter 11 – Sharing The Road	
Appendix H - City Auditor Report: Park At Your Own Risk – Administration Response	
Appendix I - VeoRide, Inc. Contract	
Administration Response	294

Message From The City Auditor

November 19, 2024

Irish sports journalist and Olympian Paul Kimmage once said, “A bike is the garden gate that leads out onto the open road.” More than ever, Syracuse is filled with bikes and cyclists seeking the open roads offered by our neighborhoods. As the City gears up for even more growth among our cycling community, we need to ensure that Syracuse has the infrastructure needed and resources available for bikers.



This report examines the state of infrastructure for bikes and other “small things with wheels” (including scooters, e-bikes, skateboards, roller blades, and mobility devices). We provide an update on the Syracuse Bike Plan, part of the Comprehensive Plan 2040, where over 70% of named projects are still incomplete. Other projects have been proposed, begun, and completed since the plan was enacted by the Common Council and Mayor in 2012. We have seen the growth of bike-sharing, with the City partnering with VeoRide to provide a shared scooter and bike system across the City. Local bike enthusiasts have begun more cycling events and organizations throughout the community, including various charitable rides and the regularly-held Syracuse Bike Party.

Making Syracuse a City where “small things with wheels” can thrive is a challenge but not an insurmountable one. Places like Minneapolis, Minnesota and Montreal, Quebec in Canada have made tremendous strides in being cities where bikes and pedestrians can still move around even as those communities experience cold temperatures and heavy snowfall – conditions we know all too well. As we grow our bike infrastructure, we need to better plan for how we adapt and address weather conditions, including ensuring bike lanes and cycle tracks are salted and have snow removal.

Everyone agrees: Syracuse needs to be a City that moves beyond exclusive car dependence. We need to be a walkable and bikeable community, where we can share our public space with pedestrians, cyclists, public transit, and motorists. That is how we will grow neighborhoods and interconnectivity and help address our changing climate. With a dynamic, achievable plan and commitment from City government, we can put our wheels in motion on the future of cycling.

Sincerely,

A handwritten signature in blue ink that reads "Alexander Marion". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Alexander Marion, MPA
Syracuse City Auditor

Executive Summary

Whether riding for pleasure or purpose, bicycling should be a safe activity with predictable routes and reasonable storage options at the final destination.

Bike lanes first began appearing in Syracuse around 2006. The Syracuse Comprehensive Plan 2040 included the Syracuse Bicycle Plan 2040 (Syracuse Bike Plan) which made the case for an expanded bicycle network, provided a clear methodology for determining the best cycling corridors, and proposed specific bicycle infrastructure recommendations organized by neighborhood. In total, the 2012 plan makes more than 80 specific recommendations for new bicycle infrastructure which, if completed, would have added more than 83 miles of new bike pathways.

Designing and constructing dedicated bicycle infrastructure is a multi-year process which is best detailed in the City's Capital Improvement Plan (CIP) process. Since 2012's adoption of the Syracuse Bike Plan, several CIP projects have been established to support the design and construction of these expanded bike facilities. Some of these projects have been completed, others are in progress, some are newly-proposed. One appears to have been abandoned.

Around 2015, activists in Syracuse, noting the increase in bicycle infrastructure and ridership, began looking for ways to improve mobility for the bicycle community. A Transit Taskforce from the civic group "40 Below" (now known as Adapt CNY) pinpointed a bikeshare program as a key component to improving bicycling in Syracuse. City officials announced an agreement with VeoRide, Inc. (known as Veo) in September 2021 to bring the Santa Monica, CA based company to Syracuse. The three-year agreement allowed Veo the right to use the public right of way to provide electric assist bicycles and electronic scooters.

On August 28, 2024, City officials introduced a contract agreement with VeoRide, Inc. which would extend their agreement with the City for an additional three years. Members of the Common Council approved a short-term, three-month extension to the existing contract to allow the vendor to continue operating while lawmakers continued to debate the future of that agreement.

The City Auditor found the City's bicycle infrastructure relies too much on striping, not enough on painted lanes. Additionally, only 11% of the Syracuse Bicycle Plan proposed projects have been completed. Too often, with capital planning, it's difficult to understand the exact scope of the work to be performed, and it's unclear if the work is truly supporting multi-modal infrastructure improvements, or just additional funds for road reconstruction projects. Also notable, the number of reported bicycle thefts in the City during 2024 is up more than 400% from 2023.

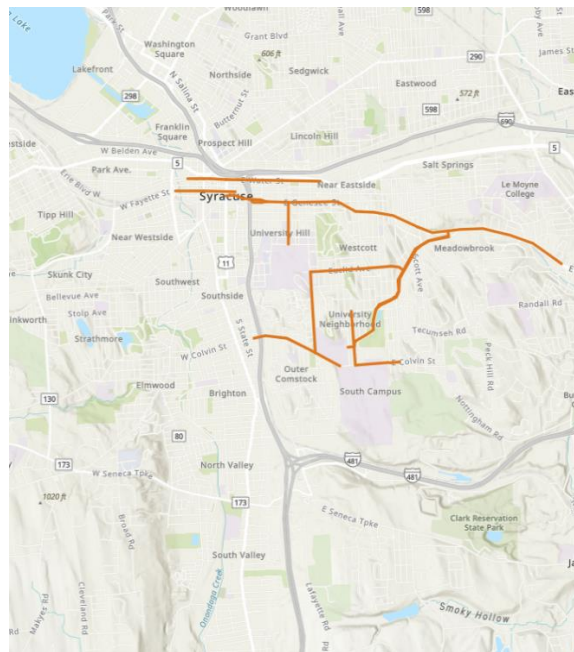
The City Auditor recommends the City update City Traffic Code to reflect increased bicycle ridership, e-bikes, and scooters and the City should establish a blocking a bicycle lane violation. When capital planning, projects should clearly identify specific projects and plans and should only bond for what is needed. Additionally, the City should update the Syracuse Bike Plan, prioritize protected bike lanes, paint all bike lanes green, and add bike boxes to high ridership areas and develop a re-painting plan for these spaces. Contractors and city departments should properly restore roadways and bike lanes following roadwork and make sure bike lanes have a snow removal plan. Finally, the City should require changes to the bike and scooter share programs and create a stronger bicycle registration program and a bicycling safety and awareness program.

Introduction

Bicycling is equal parts transportation and active exercise. Millions of people use bicycles as a healthy outdoor activity to stay in shape and to get outside; others use bicycles as a low-cost form of transportation, helping them get to work or shops around town. Whether riding for pleasure or purpose, bicycling should be a safe activity with predictable routes and reasonable storage options at the final destination.

Bike lanes first began appearing in Syracuse around 2006. These initial lanes were located on the Eastside of the City, the result of neighborhood requests. By 2010, City officials were holding public meetings across the City seeking ideas for bicycle infrastructure to be included as a component of the Syracuse Comprehensive Plan. These public meetings helped inform the plan for a connected bicycling network.

Syracuse Bicycle Infrastructure 2012



Finalized and approved in 2012, the Syracuse Comprehensive Plan 2040 included the Syracuse Bicycle Plan 2040 (Syracuse Bike Plan) which made the case for an expanded bicycle network, provided a clear methodology for determining the best cycling corridors, and proposed specific bicycle infrastructure recommendations organized by neighborhood. There have been no updates to the plan since its creation.



Syracuse Bicycle Plan 2040, A Component of the Syracuse Comprehensive Plan (2012)

This report aims to offer a general update on bicycling routes in Syracuse as well as a status update on each of the recommendations presented in the 2012 Syracuse Bike Plan. In addition, the report makes new recommendations which would improve the bicycling experience in Syracuse, including legislative changes, changes to signage and street markings, updating route designations, and improving safety.

Syracuse Bicycle Infrastructure

Bicycle Pathways include any routes, paths, trails, or lanes for bicycle use, along with the signage, pavement markings, and signals along those routes. These pathways are sometimes referred to as bikeways, bicycle routes, or bike lanes. These designated routes have favorable bicycling conditions and are notable through signage and street markings. They can be broadly categorized into either bicycle-only lanes (for the exclusive use of bicycles) or mixed-use lanes, which are multi-modal and blend bicycle travel with either vehicles or pedestrians.

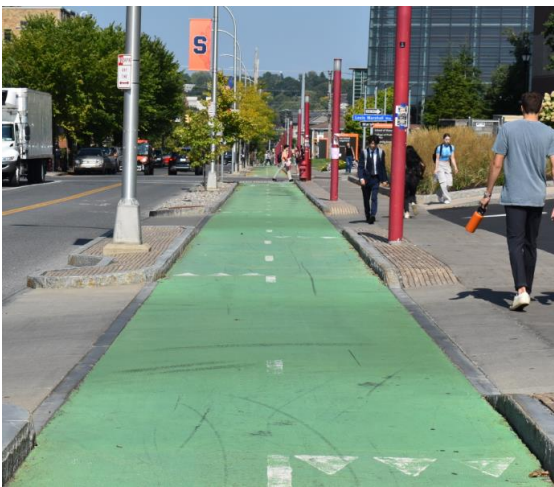
The City of Syracuse largely has four main types of bicycle pathways:

1. Cycle Tracks or Trails

These pathways are for the exclusive or primary use of bicycles. They are off-street or otherwise protected.

These routes are identified with signage and markings, and with the exceptions of crossings, intersections, entrances, and exits, they do not mix bicycles with automobiles. These routes are well-protected, well-marked, and well-lit, providing a high level of safety and comfort for riders. They are the ideal bicycle pathway.

Examples in Syracuse include the Connective Corridor along University Ave., the Empire State Trail along Erie Boulevard E., and large portions of the Onondaga Creekwalk Trail.



Connective Corridor, University Avenue



Onondaga Creekwalk Trail, Lower Onondaga Park

2. Fully Green-Painted Bicycle Lanes

Green-painted bicycle lanes are pathways for the exclusive use of bicycles. While not protected, their bright color clearly identifies them to automobile drivers and bicycle riders.

Bicycle lanes are painted bright green to increase the visibility of cyclists and to minimize confusion with other standard traffic control markings. While Syracuse has increased bicycle lane miles in recent years, identifying these lanes through the use of green paint has been a slower process.

Examples of fully-painted bicycle lanes in Syracuse are limited to the Connective Corridor.



Connective Corridor, E. Fayette St., Downtown



Connective Corridor, E. Genesee St.

3. Unpainted, or Partially Painted Bicycle Lanes

These pathways are for the exclusive use of bicycles. They are most-commonly not painted at all, or are partially painted green, usually only at intersections and crossings.

Bicycle lanes are safest and easiest to identify when they are painted bright green. Unpainted bike lanes typically include some type of identifier, such as signage and/or pavement markings featuring a painted bike rider with directional arrows.

Most bicycle lanes in the City of Syracuse are unpainted, with a handful partially painted. They represent the most common type of bicycle pathway in Syracuse.

Examples of unpainted bicycle lanes include James St. in Eastwood (Homecroft Rd. to City Line), W. Onondaga St. in Downtown (S. Salina St. to West St.), and N. Geddes St. (W. Genesee St. to Spencer St). Examples of partially painted bicycle lanes include S. Salina St. (E. Fayette St. To W. Onondaga St.) and S. Clinton St. (W. Jefferson St. to W. Onondaga St.) in Downtown.



Unpainted Bicycle Lane, James St., Eastwood



Partially-painted Bicycle Lane, S. Salina Street, Downtown

4. Sharrows

This type of bicycle pathway merges vehicular and bicycle travel with no solid line dividing traffic types. Instead, on-street markings depicting a bike rider and double arrow in the flow of traffic denote the best or preferred bicycle route in the general vicinity.

Ideally, bicycle routes should provide dedicated space to bicyclists and be clearly marked with striping, signage, and street markings. Older cities like Syracuse, however, have street grids which weren't designed with bicycles in mind. Oftentimes, width limitations present barriers to creating adequate bicycle infrastructure.

On streets where dedicated space for bicycles cannot be made available, "sharrows" (short for shared roadways arrows) mark the safest and best route for bicycle travel considering factors such as traffic speeds, traffic volumes, and road widths.

Examples of sharrows in Syracuse include the Park Street Greenway (Oak St to Washington Square Park), W Fayette Street as part of the Connective Corridor (S Salina St to West St), and W Seneca Turnpike (Route 173 from S Salina St to Valley Dr).



Badly worn out sharrows along W. Seneca Turnpike



Sharrows along E. Water Street

Syracuse Bicycle Plan 2040

The Syracuse Bicycle Plan 2040 (Syracuse Bike Plan) is a component of Syracuse’s Comprehensive Plan 2040, adopted in 2012. The plan was approved by the Common Council and signed into law by then-Mayor Stephanie Miner. The Bike Plan “addresses both the justification for creating a rigorous bicycle network, as well as outlining how the City of Syracuse can expand its current system.”

Started in 2010 with the goal of creating a plan for a cohesive and connected bicycle network, the Syracuse Bike Plan aimed to effectively deploy city resources in building out a bike network. When the Plan was published, Syracuse had less than 12 miles of dedicated bike lanes. The final product was a plan which creates a methodology for determining the best bicycling corridors and proposes specific neighborhood-focused design concepts.

In total, the 2012 plan makes more than 80 specific recommendations for new bicycle infrastructure which, if completed, would have added more than 83 miles of new bike pathways. These recommendations were further prioritized into short-term, medium-term, and long-term recommendations based on the defined scoring criteria used in the plan.

Recommendations from Syracuse Bicycle Plan 2040

Neighborhood (TNT District)	Number of Recommendations			Recommended Bicycle Infrastructure To Be Added (Miles)
	Short-Term	Medium-Term	Long-Term	
Downtown	6	2	3	4.20
Westside	3	6	4	14.75
Southside	5	3	5	17.25
Valley	2	2	3	3.20
Eastside	4	9	4	18.80
Eastwood	1	3	3	7.60
Northside	4	6	3	15.60
Lakefront	0	3	3	1.75
TOTALS	25	34	28	83.15

A summary of recommendations from the Syracuse Bicycle Plans 2040, along with a status update of their progress can be found as an Appendix to this report.

Laws Governing Bicycling In Syracuse

As times have changed and bicycling has increased, many municipalities around the country are not only adding dedicated bicycle infrastructure for the safety, comfort, and convenience of riders, but they are also updated their laws to reflect the shift in commuting.

In Syracuse, two main sets of laws govern bicycles:

- Miscellaneous Laws, Chapter 15: Traffic Code, and
- Revised General Ordinances, Chapter 29: Regulation of Bicycles.

The Traffic Code establishes that traffic laws apply to people on bikes. It states, “every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state...” (Sec. 15-282) Further, bicycle operators shall “obey instructions of official traffic-control signals, signs, and other control devices...” (Section 15-283). The Code expressly forbids riding a bicycle on a sidewalk within the central business district (Section 15-288) and establishes the equipment required for bicycles, including lighting, reflectors, brakes, and bells. (Section 15-289).

Chapter 29 of the Revised General Ordinances of the City of Syracuse covers Regulation of Bicycles. That section establishes the requirement to register a bicycle, and further requires the chief of police to issue to each registrant a license or registration card at no fee. A violation of this law is an offense punishable by a fine of up to \$10.00.

The Traffic Code does include several other sections which do not specifically mention these other “small things with wheels,” such as scooters, e-scooters, sit-down scooters, cargo bikes, powered skateboards, or e-bikes but may require updates to reflect the changing landscape of transportation and moving people.

Section 15-70 “Use of coasters, roller skates, skateboards and similar devices restricted” specifically calls out several moving devices which are prohibited from roadways, which may need updates to reflect the increase in scooters and e-bikes.

Section 15-191 “Drive on right side” notes that all vehicles shall be driven on the right side of the road. According to the definitions provided in the Traffic Code (Section 15-1), a vehicle is defined as “Every device in, upon or by which any person or property is or may be transported or drawn upon a street except devices moved by human power or used exclusively upon stationary rails or tracks.”

Section 15-205 “Motor vehicles shall not be driven on a sidewalk” mentions “motor vehicles or motorcycles” but makes no mention of other electric devices such as scooters or e-bikes. That said, the definition of Motor vehicle is established in Section 15-1, referring to “Every vehicle (except mechanically driven invalid chairs being operated or driven by an invalid) operated or driven on city streets by any power other than muscular power.”

Section 15-208 “Clinging to motor vehicles” notes that no person shall attach themselves to any moving vehicle other than in a seat provided for passengers.

Bicycle-Related Capital Improvement Projects

Designing and constructing dedicated bicycle infrastructure is a multi-year process which is best detailed in the City's Capital Improvement Plan (CIP) process. Each year, City departments use the CIP process to outline their long-term capital planning priorities which address nearly every facet of City government.

These plans call out spending for the next six years on major expense items including replacement vehicles, construction of new buildings and facilities, road reconstruction projects, and systems upgrades. Multi-year bicycle infrastructure upgrades should also be detailed as part of this process, regardless of the funding sources.

Since 2012's adoption of the Syracuse Bike Plan, several CIP projects have been established to support the design and construction of these expanded bike facilities. Many of the projects include road resurfacing along with other road and pedestrian improvements, in addition to bicycle lanes. Some of these projects have been completed, others are in progress, some are newly-proposed. One appears to have been abandoned.

COMPLETED CAPITAL PROJECTS

(Pre-2024)

- **University Hill Bike Network**

- This project appeared in the City's CIP beginning in 2013 and dedicated millions to provide bicycle infrastructure and green streetscapes features in the area surrounding Syracuse University establishing a gateway between the campus and the Crouse Marshall Business District. It made street and sidewalk improvements to Comstock Avenue, Waverly Avenue, and S. Crouse Avenue.
- This project was completed in 2019, resulted in 1.2 miles of new bicycle infrastructure consisting of standard, unpainted bike lanes along Comstock and Waverly Avenues and sharrows along S. Crouse Avenue. The project was completed at a cost of \$2,483,000.



Waverly Ave. Bike Lane



S. Crouse Ave. Sharrows

- **Park Street Neighborhood Greenway**

- This project, established in the CIP beginning in 2015, dedicated \$733,000 for the installation of pedestrian and bicycle improvements to the Park Street corridor, enhancing transportation options for nearby neighborhoods.

- This project was completed in 2018, resulting in 1.4 miles of new “sharrow” bike lanes in each direction; no dedicated bicycle lanes were installed as part of this project. The final project cost was \$997,486.



- **Clinton Street Two-Way Conversion**

- This project was established as a CIP project beginning in 2020 and provided the funding to convert a portion of S. Clinton Street on the southside of downtown from one-way to two-way traffic. The project included new striping, signage, and traffic signals, as well as the introduction of bike lanes.
- This project was completed in 2023 at a cost of \$385,716. The project added 0.2 miles of northbound and southbound bike lanes between W. Onondaga Street and W. Jefferson Street. The bike lanes are partially painted at intersections and crossings.



- **Euclid Ave Bike & Pedestrian Network Expansion**

- Created in 2017, the Euclid Ave project was created to improve road conditions for motorists, bicyclists, and pedestrians between Westcott Street and Comstock Avenue. The construction included new pavement, curb replacements, and new striping which included bike lanes.
- The project, completed in 2018, at a total cost of \$993,173, added 0.5 miles of unpainted standard bike lanes in both directions along Euclid Ave.



Euclid Ave. Near Syracuse University at Comstock Ave.

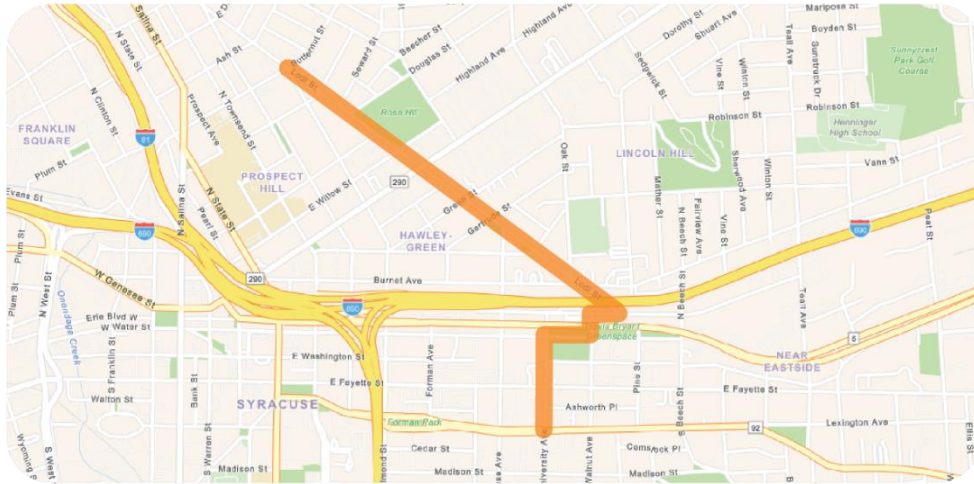
IN PROGRESS CAPITAL PROJECTS

- **Lodi Street Connector**

- This project was established in the CIP beginning in 2019. A new project with the same name was created in 2021/22.
- The project provided hundreds of thousands of dollars in funding to connect the Northside neighborhoods to the NYS Empire State Trail and the Connective Corridor, providing access to other dedicated bike facilities. In total, the project is anticipated to add 1.5 miles of bicycle lanes.
- A new capital project with the same name was created in 2021/22.
- This project appears to still be in the design phase and has spent \$68,048 on initial work, however, no new charges have been incurred in more than a year.

In September 2024, City officials presented legislation to authorize \$800,000 in bonding and approve the Complete Streets capital improvement program for FY24/25, which included “Lodi Street Striping” as a project.

According to the City website, The Lodi Street Striping Project aims to add 19 blocks of bicycle lanes from along Lodi Street and University Ave to increase connectivity to the Empire State Trail and the Connective Corridor. The website states that this striping project will be completed by January 2025. It is unclear what, if any, relation the Lodi Street Connector project has to the Complete Streets project.



Map courtesy of <https://www.syr.gov/Projects/Infrastructure-Overview/Public-Works-Projects/2024-Bicycle-Striping-Projects>

UPCOMING CAPITAL PROJECTS

- **Erie Blvd West Multi Use Path and Sidewalks**

- Proposed beginning in 2022, the project would dedicate approximately \$4 million to construct a multi-use path along Erie Blvd W between Franklin Street and W. Genesee Street by repurposing one of the street’s four lanes.
- The project has spent nearly \$300,000 on preliminary design and scoping work.
- The project is intended to utilize one of Erie Blvd West’s four lanes to construct a multi-use trail for use by bicycles and pedestrians from downtown (at Franklin Street) westbound to W Genesee Street.
- Once completed, the project should add 1.5 miles of multi-use lanes.

- **West Side Trail**

- Proposed beginning in 2024, the nearly \$6 million project would design and construct a multi-use pathway along W. Fayette Street, making use of the railroad bridge over S. Geddes St.
- The project has not spent any funds yet.
- The project is intended to construct a shared-use pathway along W Fayette Street utilizing the unused railroad bridge over Geddes Street.
- Once completed, the project should add approximately .4 miles of additional bicycle infrastructure.

- **Lemoyne Ave Greenway**

- Proposed in 2024, the \$1.7 million project would design and construct a neighborhood greenway along Lemoyne Avenue as detailed in the Syracuse Bike Plan. The greenway will include traffic calming measures along approximately one mile of city roadway.
- The project has not yet spent any funds.

- **Strathmore-Elmwood Neighborhood Greenway**

- This project, identified in the Syracuse Bike Plan, was included in the CIP plan beginning in 2016. It would have provided \$274,000 for the installation of a neighborhood greenway including mini-traffic circles, enhanced pedestrian crosswalks, medians, and signage in and around the Safe Routes to School pathway between Most Holy Rosary, Bellevue, Roberts, Corcoran, and Danforth schools.
- This project was never completed, however it incurred preliminary engineering costs of \$17,750.

OTHER CAPITAL PROJECTS

In addition to these projects, nearly every year the City authorizes a “Complete Streets” Program which is described in the 2025-2030 Capital Improvement Plan documents as a program which “supports pedestrian, bicycle, and roadway safety through infrastructure improvements.”

The description shows that funding for these projects goes can be used on a wide-ranging list of items, ranging from shared-use paths to speed humps, to new pavement markings, streetscape improvements, and “related items.”

This annual project appears to be a catch-all for any number of infrastructure projects, which may include bicycle infrastructure.

According to the City website, a 2024 Traffic Calming and Safety Projects page identifies 12 road segments which are slated to have updated striping, traffic calming, and greenway improvements beginning in September 2024, to be completed by January 2025. Included among these are two striping projects along Lodi Street which appear similar to the Lodi Street Connector Project, and another which is identified as Phase 1 of the Lemoyne Avenue Greenway. Both Lodi Street and Lemoyne Avenue already have dedicated capital projects established with bonded funds available.

The other nine projects reflect striping and greenway improvements around the city, which when completed will transform 100 city blocks, including:

- Hawley-Green and Eastwood Greenway Project
- Coldbrook Drive Greenway Project
- Grant Boulevard Greenway Project
- Milton Avenue Striping Project
- Midland Avenue and W. Taylor Street Striping Project
- James Street Striping Project
- Burnet Avenue and Woodbine Avenue Striping Project
- Court Street Striping Project
- W. Fayette Street Striping Project

These projects are not specific capital projects and specific funding sources are not identified. Funding for these projects may be from the Complete Streets project budget.

Additionally, the Empire State Trail recently completed the Erie Canalway Trail which provides trailway access across New York State and travels through Syracuse, most notably along Erie Blvd E. from S. Beech St. East to the City Line. This project was funded using state dollars.

Bicycle Sharing Programs

Bicycle sharing programs have gained prominence around the county in recent years. Around 2015, activists in Syracuse, noting the increase in bicycle infrastructure and ridership, began looking for ways to improve mobility for the bicycle community. A Transit Taskforce from the civic group “40 Below” (now known as Adapt CNY) pinpointed a bikeshare program as a key component to improving bicycling in Syracuse.

Introduction of Gotcha! Bikes

In his first State of the City address in 2018, Mayor Ben Walsh embraced that idea and announced a plan to bring a public bicycle program to the City of Syracuse. In the months which followed, the City developed and released a request for proposals and a year later, Syracuse made good on that promise by signing an agreement with Gotcha!, a South Carolina-based bike-share company.

Gotcha! arrived with much fanfare in summer of 2019, agreeing to stock Syracuse with 200 electric bicycles (e-bikes) at 35 hubs throughout the City. The electric-assist bikes were specifically chosen because of Syracuse’s hilly topography and harsh weather. At a cost of \$2 a ride or \$0.15 cents per minute, the e-bikes provided low-cost transportation to those in need.



Mayor Ben Walsh Introduces Gotcha In 2019

Unfortunately, like many companies, the COVID-19 pandemic caused disruptions in their business, ultimately leading to the two severing ties in late 2020.

Introduction of Veo Bikes

Eager to restore this highly popular and critical transportation service, City officials announced an agreement with VeoRide, Inc. (known as Veo) in September 2021 to bring the Santa Monica, CA based company to Syracuse. The three-year agreement allowed Veo the right to use the public right of way to provide electric assist bicycles and electronic scooters.



The existing City contract with Veo includes a non-compete clause which gives Veo the exclusive right to operate a scooter program in the City of Syracuse. It also includes a binding arbitration clause which requires disputes to be handled by an arbitrator and may increase municipal liability in the event of a contract dispute.

In the three years since Veo arrived, by ridership numbers alone, Veo would appear to be very successful. According to statistics from Veo, in 2023 Syracuse commuters logged about 700,000 miles from 430,000 rides. In total, more than 1,000,000 rides have been taken on Veo scooters and bikes in three years.

Veo Contract Dispute

On August 28, 2024, City officials introduced a contract agreement with VeoRide, Inc. which would extend their agreement with the City for an additional three years. The Department of Public Works/Transportation Committee held a committee hearing on September 2024 to discuss the program. Four major issues emerged from that meeting: Safety, Parking, Revenues, and Equity.

Safety: Councilors voiced concern about bicycling, including a lack of bike infrastructure and helmet-wearing. Councilors also noted the death of a Veo rider who was killed when they were struck by a vehicle being operated by a member of the Syracuse Police Department.

Parking: The parking of scooters and bikes on private property and in the City right-of-way (on sidewalks and in the street) has been a topic of numerous neighborhood meetings. Councilors felt Veo needed to invest in more parking docks, along with incentives for using them, plus more enforcement of riders who park illegally.



An Illegally Parked Veo Electric Assist Bicycle

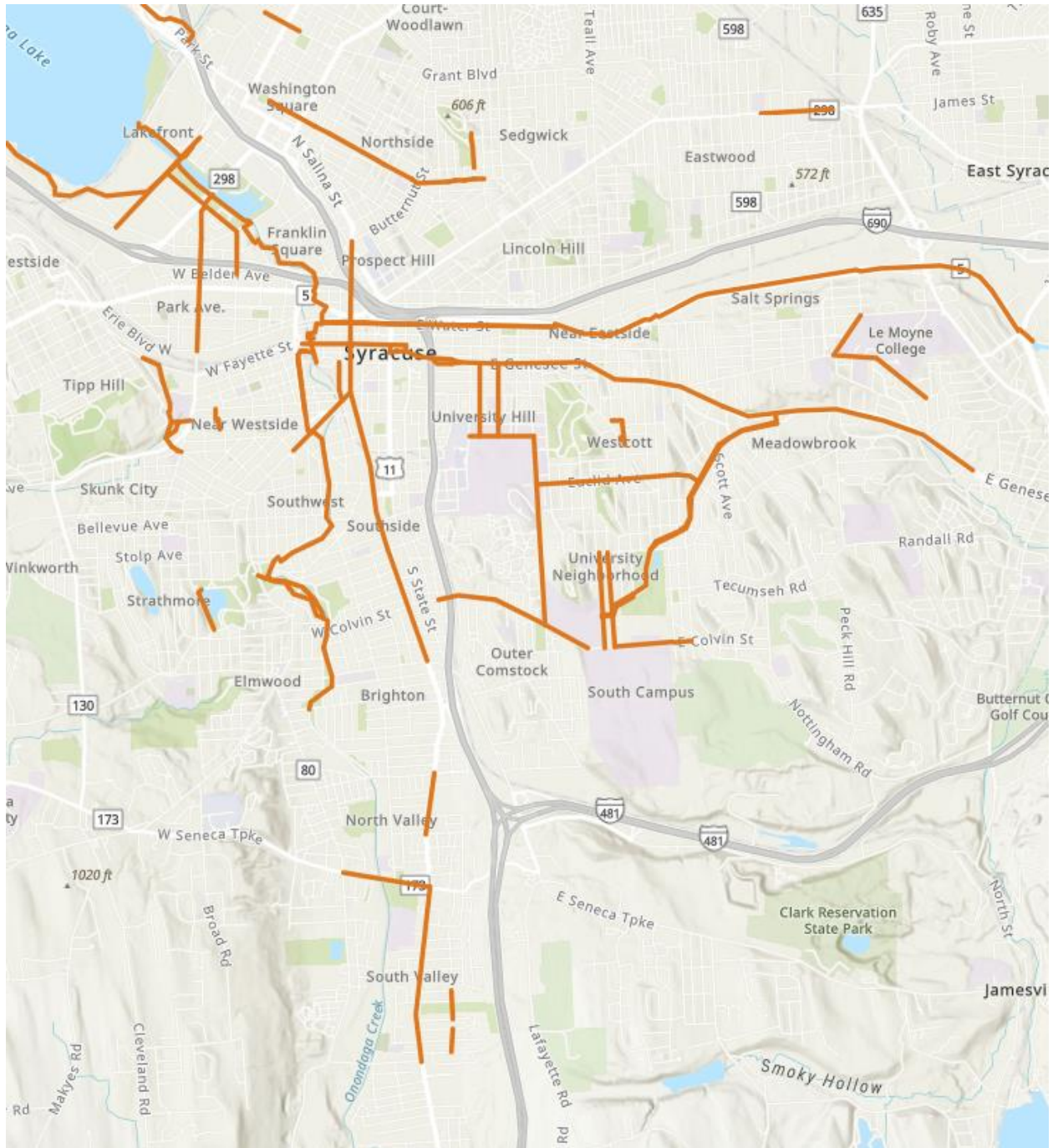
Revenue: The current contract is a no-cost agreement. Veo provides equipment and the service at no charge to the City, with all fees and charges paid by the user. Additionally, Veo can fine and ban users who fail to obey the user agreement. Councilors felt some type of revenue sharing, license fee, or user surcharge would be appropriate, especially given Veo's exclusive access to operate this service in Syracuse

Equity: Councilors noted 25% of Syracusans don't own a car but the Veo Access program designed for low-income users appears to be underutilized. Councilors felt the program needed to be advertised better and potentially restructured to offer better rates.

With outstanding concerns and a contract end date approaching, members of the Common Council approved a short-term, three-month extension to the existing contract to allow the vendor to continue operating while lawmakers continued to debate the future of that agreement.

Syracuse Bicycling Pathways 2024

Syracuse has made significant progress in building out the bicycling network since the 2012 Bicycle Plan. The City now has more than 43 miles of bicycle infrastructure, including trailways, dedicated bicycle lanes, and sharrows.



Bicycle Pathways in Syracuse, 2024

Findings

City's Bicycle Infrastructure Relies Too Much on Striping, Not Enough on Painted Lanes

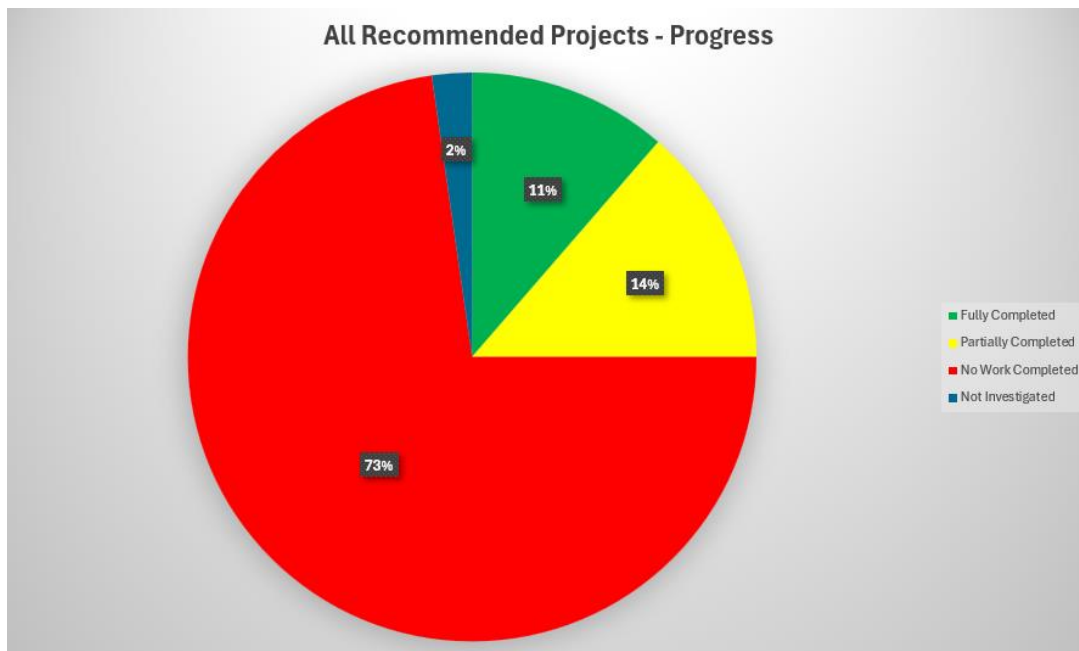
While the City of Syracuse has significantly built out its bicycle network over the past decade, the most common change has been to stripe excess roadway space, creating a “shoulder” lane for bicycles. While these dedicated spaces for bicycles are a step in the right direction, too many bicycle lanes in Syracuse don't have adequate markings or signage.

Bicycle lanes which are painted green (not just striped) are the best and highest value bicycle lane because they create space and a visual identifier for vehicles and pedestrians, increasing visibility and improving safety for riders. Unfortunately, the only example of a fully-painted bicycle lane is along the Connective Corridor. Some lanes downtown (such as S Clinton Street and S Salina Street) have partially-painted lanes that provide painted sections at intersections but only striping at other points.

The City Has Been Slow to Implement Syracuse Bicycle Plan 2040

The Syracuse Bicycle Plan, adopted by the Common Council and signed into law by the Mayor as part of the 2012 Comprehensive Plan, identified 88 projects totaling more than 80 miles of bicycle infrastructure which the City should prioritize.

Nearly halfway toward the 2040 vision established in the plan, only 11% of the proposed projects have been completed, including less than 30% of short-term recommendations. Only one out of 28 long-term projects have been completed.



73% of projects named in the Syracuse Bike Plan have not been started or completed

City Code Regarding Bicycles Not Updated Since 1960s

The laws governing bicycles and other “small things with wheels” has not been updated since the 1960s. In the decades since, the City has increased bicycle infrastructure and electric vehicles like e-bikes and scooters are now commonplace on city streets but laws have been slow to catch up.

“Complete Streets” Capital Projects Need More Clarity

Each year City officials present legislation authorizing and bonding for a “Complete Streets” capital improvement project. Over the past five years, these projects have dedicated nearly \$2.5 million in funding and have ranged from \$375,000 to \$800,000 annually.

These projects “support pedestrian, bicycle, and roadway safety through infrastructure improvements” but they offer limited details on exact plans, often providing a series of possible uses, and sometimes using vague language like “streetscape improvements” and “related items” to outline the work to be performed. In 2024, two striping projects identified on the Complete Streets list appear to have significant overlap with existing, in progress capital projects which have bonded funds available.

Too often, it’s difficult to understand the exact scope of the work to be performed, and it’s unclear if the work is truly supporting multi-modal infrastructure improvements, or just additional funds for road reconstruction projects. While flexibility in funding is important to ensure dollars aren’t wasted, failure to clearly identify the exact scope of work puts taxpayer dollars at risk of misuse.

No Free or Reduced-Price Helmets Available to Riders

For many years, the Onondaga County Health Department offered reduced-price bicycle helmets to bicyclists who could show they were low-income or on public assistance. These resources were provided at a deeply discounted rate to promote the use of helmets while cycling, to improve safety and reduce injuries. That program appears to have ended and there does not appear to be any community resources available which provide low-cost or free helmets to riders of any age.

Veo claimed, in a September 29, 2024 memo provided by the administration to the Common Council, that the company gave away “thousands of free helmets” but the Office of the City Auditor was unable to substantiate that claim.

City Bikeshare Partner Has Issued More than 7,000 Violations in 2024

Under the current contract with Veo, the city’s exclusive partner who provides rental scooters and bikes, the company shall use “commercially reasonable methods to ensure use of the [right of way]” and ensure their operations in the City will “not unreasonably adversely affect the [right of way]...or the City’s streets or sidewalks...inhibit pedestrian movement...and...not create conditions which are a threat to public safety and security.”

The method employed by Veo to ensure these conditions is to issue violations to riders. As of late-September, Veo had issued more than 7,100 violations to riders who misused or improperly parked the equipment. These violations can range from a warning to a ban, with a series of financial penalties in between, ranging from \$25 to \$75. The city receives no compensation from these violations.

Reported Bicycle Thefts Up 400% in 2024

According to Open Data Syracuse (the City's open data portal) and confirmed by the Syracuse Police Department (SPD), the number of reported bicycle thefts in the City during 2024 is up more than 400% from 2023. Data from 2022 and 2023 shows 165 and 149 bicycle thefts respectively; that number skyrockets to more than 750 through October.

Activists in the bicycle community believe previous years' numbers may have been underreported. The SPD was unable to provide a justification for the increase, noting that bicycle thefts, like many larcenies, are crimes of convenience and that many bicycles are left unattended and unlocked. They also posited that there may be an increase in bicycle usage and a correlated increase in thefts of those vehicles.

Recommendations

LEGISLATIVE RECOMMENDATIONS

Update City Traffic Code to Reflect Increased Bicycle Ridership, E-Bikes, and Scooters

City Traffic Code governing bicycles has not been amended since the 1960s and no legislation has been adopted to address the increase in bicycle infrastructure or the proliferation of two-wheeled electric vehicles like e-bikes and scooters.

The Common Council should amend the Traffic Code to regulate e-bikes, scooters and other “small things with wheels” including addressing where they may operate and park. As more and more of these vehicles hit the roadways, Syracuse Police should also be prepared to issue citations to those who violate the law.

Create Parity Between Bicycles and Cars; Establish a Blocking a Bicycle Lane Violation

Bicycling is a growing mode of transportation for many Syracusans, out of necessity and for recreation. As the City strives to be more inclusive and accessible, and while it spends millions on new bicycling infrastructure, it should ensure that bicycling is as safe as possible and prioritized.

The Common Council should enact a new violation for “Blocking a Bicycle Lane” punishable by a reasonable fine of similar value to other blocking or obstructing violations. Cars do not trump bicycles; they operate on a level playing field using the same spaces and should be treated equitably. Parking enforcement officials should ensure any enacted rule is enforced to ensure the free flow of traffic and the safety of bicycle riders.

In “Park At Your Own Risk,” a March 2024 report from the Office of the City Auditor, the City Auditor made a recommendation to establish this violation and set the fine at a reasonable amount, like other “blocking” or “obstructing” violations which are currently established in law. In the administration’s response, they committed to submitting this legislation to the Common Council for consideration. “The Administration agrees with this recommendation and will work with the relevant city departments to craft legislation for submission to the Common Council.” To date, no legislation has been proposed to address this issue. A copy of the administration’s response is included as an Appendix to this report.



Two vehicles block bike lanes on either side of E. Fayette Street

Ensure Capital Improvement Plan (CIP) Projects Clearly Identify Specific Projects and Plans; Only Bond For What is Needed

Capital improvement plans spell out the priorities for a department in the coming years. Those plans should clearly outline the specific expenditures for which funding will be used and a detailed plan for utilizing those funds.

Too often, bonded funds are not utilized within a year of their authorization, costing the City interest on funds which aren't being used. Departments should provide clear plans, achievable within a year and use multi-year planning for projects which will take more than a year to complete. The Common Council should carefully review the CIP plan and scrutinize spending plans to ensure good value for City taxpayers.

OPERATIONAL RECOMMENDATIONS

Update the Syracuse Bicycle Plan

It's been 12 years since the creation of the Syracuse Bicycle Plan 2040. In the time since, the bicycling infrastructure has improved in Syracuse but too many of the recommendations from that Bicycle Plan have not been implemented.

City leaders should convene a Syracuse Bicycle Working Group to revisit that plan, update it to reflect the improved bicycling conditions, and re-evaluate the bicycle pathways which should be prioritized for the future. The group should re-write the Syracuse Bicycle Plan, creating a 25-year plan to re-envision the street network through 2050 and amend the City's Comprehensive Plan.

Prioritize Protected Bicycle Lanes, Paint All Bike Lanes Green, and Make the Best Places to Ride Obvious

Safety is the most important factor in developing a bicycle network. When designing or updating bicycle infrastructure, City leaders should consider all users of the roadway and ensure users can commute comfortably and safely. For bicyclists, this means ensuring wide bike lanes, clearly marked with green paint and signage, and whenever possible, protected from automobile traffic using a curb, bollards, or other barriers.

The Department of Public Works and the City Engineer should ensure all future work to create or improve bicycle infrastructure include specifications for the painting of bicycle lanes and installation of adequate signage to help set expectations for roadway users about the conditions ahead. Clearly identifying the best bicycle routes and prioritizing their design features promotes safety and reduces confusion for all roadway users.

Add Bike Boxes to Pathways with the Highest Bicycle Ridership

Bike boxes are a growing form of bicycle infrastructure which provide a dedicated space to bicyclists at intersections, with the goal of increasing bicyclist visibility and giving riders a head start when the light turns green. Currently, there are no bike boxes located in Syracuse.

City officials should identify priority bicycling routes and add bike boxes to intersections within these routes to further improve safety for cyclists.

Ensure City Departments and Contractors Properly Restore Roadways and Bike Lanes Following Roadwork

Numerous road projects take place in the City every construction season. City officials should ensure that no matter the work performed, or by whom, those utility patches, roadway repairs, and street resurfacing projects are completed to the highest standards and inspected following completion. Trail crossings and crosswalks should be re-stripped and bike lanes should be repainted if roadwork causes any disruption to these spaces. City departments and outside contractors should both be held responsible for necessary repairs, restriping, and repainting to return these facilities to their original condition.



Contractors damaged this bike lane along E. Fayette Street



This bike path along South Ave was re-paved and not re-stripped

Require Changes to Bike and Scooter Share Programs

Shared transportation programs like bike and scooter sharing are commonplace in many larger cities and seem to be here to stay in Syracuse. It's important this mode of transportation is safe and beneficial to the City. Should the City continue its agreement with Veo, they should seek changes to the contract to improve safety, equity, and ensure a fair deal for City taxpayers.

Veo scooters and bikes are largely painted black with limited color and lighting; both could be improved. Additionally, these vehicles should be equipped with license plates which clearly identify the equipment so complaints can be lodged when riders of these vehicles improperly use or park them. To that end, Veo should also be required to provide more docking stations for their equipment, especially in high use areas, and should incentivize the use of those facilities to keep sidewalks, roadways, and private property free of this equipment.

Veo and the City also need to do a better job promoting the ride options for individuals who are income-constrained. Individuals who may qualify for these benefits may not be aware of them.

Finally, the City should impose a fee structure in exchange for the exclusive right to operate this equipment in our community. The Common Council would be well within their means to require a license or franchise agreement and fee for the right to provide this equipment. Additionally, with more than 7,000 violations issued, it's fair to assume Veo has financially benefited from penalties issued to users of which the city currently receives no compensation.

Develop a Bicycle Pathway Snow Removal Plan

In a snowy climate like Syracuse, the winter months bring challenging driving conditions for motorists and bicyclists. When plows clear our roadways, they push snow toward the curbs, which are increasingly being designated as bike lanes. It's unfair to cyclists to have their pathways obstructed so that vehicular motorists can traverse our streets. Like with sidewalk snow removal, the City should develop a plan to ensure bike paths are cleared in a timely manner to provide a safe environment for cycling.

Develop a Bicycle Lane and Markings Repainting Program

The City aims to restripe its nearly 400 miles of roadway each year but appears to have no program for re-stripping or re-painting their on-street bicycle lanes and markings. City officials should develop a plan to ensure these markings are refreshed on a regular basis and held to the same standards as other pavement markings

SAFETY AND EDUCATIONAL RECOMMENDATIONS

Increase Education and Enforcement of Bicycle Registrations

Bicycle registration is required by the City Traffic Code yet most bicycles are not registered. Registration is the best way to recover a stolen bicycle. With bicycle thefts on the rise, City officials should actively promote bicycle registration and host community events to help riders get their bikes registered.

Create a Bicycle Safety Program and Awareness Campaign

As the City begins to develop a Vision Zero plan, a key component of that program should be on promoting safe travel on “small things with wheels” like bikes and scooters. Too many riders fail to “ride to the right” and too many use sidewalks which are reserved for pedestrians. City officials should work with interest groups to adopt best practices and create educational literature to promote safe riding. These materials should be distributed in schools and broadcast to the general public every May during National Bike Month.

Work with Onondaga County, Local Hospitals, and Schools to Make Free or Reduced-Price Helmets Available to Riders

For many years, the Onondaga County Health Department offered reduced-price bicycle helmets to bicyclists who could show they were income-constrained or on public assistance. These resources were provided at a deeply discounted rate to promote the use of helmets while cycling, which in turn improved safety and helped reduce injuries. That program appears to have ended.

Numerous organizations, including the National Highway Traffic Safety Administration, provide grant funding to help provide safety equipment for bicyclists, including helmets and lights. The City should work with partners across the community, including Onondaga County, local hospitals, and schools to apply for this funding to promote helmet use and help reduce serious injuries.

Require Bicycle Giveaway Events To Register Bicycles and Provide Helmets

Groups around the Syracuse area occasionally provide free bicycles to children and other income-constrained individuals. A recent news article highlighted the Syracuse Police Department working to replace the bicycle of a student at Fowler High School who had a bicycle stolen. These events provide much needed transportation and help promote an active lifestyle.

City officials should work with event organizers to ensure all bicycles distributed through these programs get registered at the time of distribution. They should also require helmets be distributed as part of the program to ensure riders have adequate safety equipment when they begin riding.

APPENDIX A

SYRACUSE BICYCLE PLAN

Syracuse

New York



A COMPONENT OF THE SYRACUSE COMPREHENSIVE PLAN



SYRACUSE BICYCLE PLAN 2040

Stephanie A. Miner, Mayor

Common Council Members

Hon. Van B. Robinson, President

At-Large Councilors

Hon. Lance Denno, Majority Leader

Hon. Helen Hudson

Hon. Kathleen Joy

Hon. Jean Kessner

District Councilors

Hon. Jake Barrett – 1st District

Hon. Patrick J. Hogan – 2nd District

Hon. Bob Dougherty – 3rd District

Hon. Khalid Bey – 4th District

Hon. Nader Maroun – 5th District

Bureau of Planning & Sustainability

Andrew M. Maxwell, MPA, Director

Owen Kerney, Deputy Director

Principal Planner

Paul Salvatore Mercurio, MLA

City Hall

233 E. Washington Street

Syracuse, NY 13202

2012, City of Syracuse

TABLE OF CONTENTS

Executive Summary	4
Introduction	5
<i>Chapter 1</i>	
Making the Case	7
Economics	
Health	
Equity	
Safety	
Community	
<i>Chapter 2</i>	
Inventory Measures and Maps	19
Safety Measures	
Connectivity Measures	
Design Measures	
Maps	
<i>Chapter 3</i>	
Tool Kit	31
Pathways	
Parking	
<i>Chapter 4</i>	
Neighborhood Recommendations	45
Downtown	
Westside	
Southside	
Valley	
Eastside	
Eastwood	
Northside	
Lakefront	
<i>Appendices</i>	
Appendix A: Inventory Maps	89
Appendix B: Public Participation	107

EXECUTIVE SUMMARY

The *Syracuse Bicycle Plan 2040* is a component of *Syracuse's Comprehensive Plan 2040* – an update of the *Comprehensive Plan 2025* adopted by the Common Council in 2005. This component addresses both the justification for creating a rigorous bicycle network, as well as outlining how the City of Syracuse can expand its current system.

The Syracuse Bicycle Plan is broken out into four main chapters, each address a different guiding principal for the component:

Making the Case

Inform the public about the personal and social benefits engendered with bicycle transportation.

Inventory Measures and Maps

Provide a clear methodology for determining the best corridors for bicycle infrastructure.

Tool Kit

Highlight appropriate bicycle infrastructure options for the City of Syracuse environment.

Neighborhood Recommendations

Propose conceptual designs for corridors and identify which users would be accommodated.

INTRODUCTION

ORIGIN OF THE BICYCLE PLAN

In the 21st Century, bicycling is becoming a more desirable transportation option for many people. Cities across the county have responded with expanded bicycle networks, which in turn have increase bike ridership and lowered accident rates. In Syracuse, bike lanes first began appearing in 2006. Going through various corridors in the City's Eastside, these bike lanes were the result of neighborhood requests to both accommodate existing cyclists and slow down motorized vehicles. Since this time, bike lanes have continued to expand based, on citizen feedback and safety needs.

In 2010, the demand for more bicycle infrastructure remained strong, and the City administration determined a need to create a plan for a cohesive and connected bicycle network, or a blueprint for future growth. This blueprint would ensure that development along targeted corridors would accommodate bicycle users, and that city resources would be deployed most effectively in expanding and maintaining bike infrastructure. It is from this initial vision of an interconnected city-wide bike network that the *Syracuse Bicycle Plan 2040* was created.

PLAN ORGANIZATION

During the initial outreach process it became clear that a network plan alone would not suffice. Many people in the City of Syracuse were were unconvinced of the need for any cycling infrastructure. A series of five white papers were developed and incorporated into the Bicycle Plan. Highlighting five areas (both personal and societal) in which bicycling has a positive effect, these papers provide targeted education to interested citizens. These five areas are:

- **Economic.** Cycling as a transit mode has positive effects on the local economy with regard to tourism dollars and also has less impact on a household's monthly transportation budget.
- **Health.** Cycling is a low-impact cardio-vascular activity that can become incorporated into one's daily commuting routine, provides improved air quality and emits no greenhouse gasses.
- **Equity.** Bicycle networks can provide a dignified mode of travel for individuals without the ability to afford a car, and increase mobility for children and the elderly.
- **Safety.** Large-scale bike networks have been shown to reduce the rate of cyclist accidents, and also make streets safer for all people by slowing down the speed of motorized vehicles.

-
- **Community.** Cities who have embraced a cycling culture have found that a sense of community is instilled in both residents and commuters along bike corridors.

In **Chapter One: Making the Case**, the statements above are expanded. Each of the five white papers contain images and graphs, and all supporting statements are cited for those who wish to research further.

Chapter Two: Inventory Measures and Maps contains the main body of the Syracuse Bicycle Plan. In this section, the 13 metrics of bicycle appropriateness are listed, along with weighted ranking criteria for each. These metrics are broke into three general areas: Safety, Connectivity, and Design. The safety measures look at factors of speeds, presence of heavy vehicles, and volume of cars. The connectivity measures determine how well an individual corridor fits into the City-wide network. The design measures identify physical conditions of a corridor such as roadway width, topography, and presence of on-street parking.

Many people in Syracuse were also unfamiliar with many of the new options for bicycle infrastructure that were emerging in other parts of the county. Still others had concerns about the uniquely snowy climate of Syracuse and how these infrastructure investments would weather. To that end, **Chapter 3: Tool Kit** was developed. This chapter catalogues various infrastructure options appropriate for the City of Syracuse. The first section contains recommendations for pathways which are infrastructure treatments along a corridor. The parking section recommends appropriate bike racks and other parking facilities for Syracuse.

Finally, **Chapter Four: Neighborhood Recommendations** combines the inventory from Chapter Two with the Tool Kit from Chapter Three. This chapter is broken into 8 sections, each conforming to one of the City's TNT (Tomorrow's Neighborhoods Today) planning areas. Each corridor identified in the Inventory is discussed in further detail here. A photo simulation is provided, along with targeted user groups, and a brief discussion about why the corridor was chosen and how it fits into the overall network. These recommendations are only intended as a starting point for neighborhood discussion and should not be considered final design decisions.

In this way, what started as a network vision became expanded into a full planning document with multiple goals.

GUIDING PRINCIPLES

The following four principles represent this Plan's vision for a successful bicycle network in the City of Syracuse.

Making the Case

Inform the public about the personal and social benefits engendered with bicycle transportation.

Inventory Measures and Maps

Provide a clear methodology for determining the best corridors for bicycle infrastructure.

Tool Kit

Highlight appropriate bicycle infrastructure options for the City of Syracuse environment.

Neighborhood Recommendations

Propose conceptual designs for corridors, and identify which users would be accommodated.



making the case

BENEFITS OF A CYCLING CITY

economics

health

equity

safety

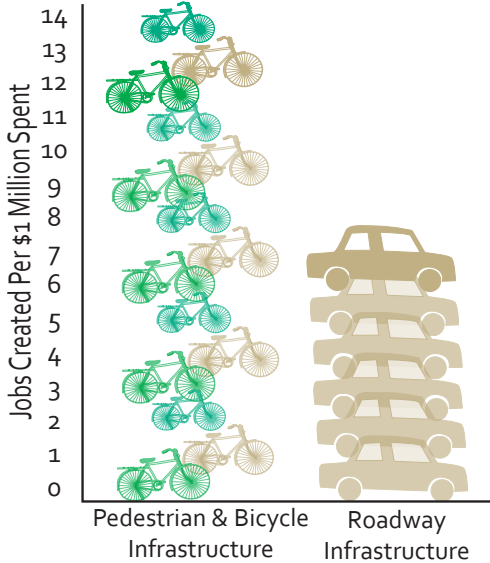
community



ECONOMICS

industry, fuel, & efficiency

Jobs Created by Type of Infrastructure Spending



PERI 2011



Stephen D. Cammerelli, The Post-Standard

Erie Canal Tour cyclists in 2009

The bicycle industry in the United States is a powerful economic engine that contributes about **\$133 billion per year** to the U.S. economy from jobs to taxes to local businesses¹.

Jobs

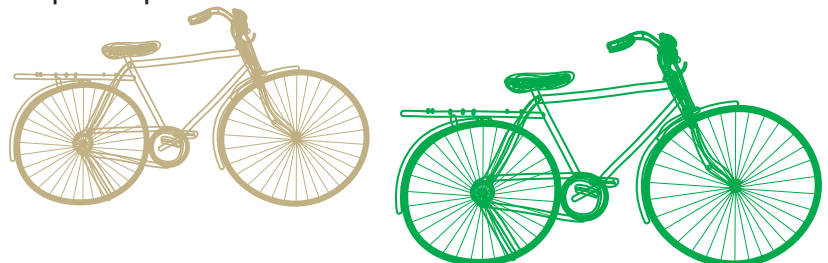
On a local, citywide level, the cycling industry has been shown by many studies to generate economic stimulation through boosting local employment and commercial activity. A recent study in Baltimore, Maryland concluded that pedestrian and bicycle infrastructure projects create nearly twice the number of jobs compared to road infrastructure projects (11 to 14 jobs per \$1 million of spending versus 7 jobs per \$1 million of spending)². More importantly, nearly half of these employment opportunities are created in industries outside of construction, specifically in the areas of healthcare, retail, and food services. The economic stimulation generated by bike infrastructure extends beyond the initial construction and has a ripple effect on the local economy.

Tourism

Bicycle tourists spend on average \$17 more in communities than tourists travelling by other means and dedicate much more time to enjoying local culture, providing incentive to preserve historical attractions such as Syracuse's Erie Canalway trail^{1,3}. These tourists' vehicles do not congest traffic or occupy parking spots, and have minimal impact on city infrastructure. By establishing a strong bicycle tourism industry, our city could cultivate a large flow of income with little impact to maintenance costs. Parks and Trails of New York (PTNY) encourages all canalway communities, like Syracuse, to take advantage of the historical attraction and connectivity of our location by providing a thorough bicycle network for tourists to explore.

Energy Independence

The implications of peak oil warrant a critical shift in American transportation policy. Oil is an escalating financial burden to the public as recoverable oil supplies in the U.S. and globally continue to decline. Each day, over \$1.22 billion is spent on gasoline in America. It is not only desirable, but necessary to invest in a full range of viable alternatives to oil-dependent mobility if we are to keep transportation affordable and accessible to all citizens.



Infrastructure

Bicycle infrastructure allows for more than five times as many travellers as car lanes. Prioritizing bicycle traffic contributes to decreased fossil fuel demand by both decreasing the number of motor vehicles on the road and limiting the amount of construction and maintenance needed for automobile infrastructure⁴.

The monetary benefits of bicycles over automobiles for individuals and society, from energy and congestion reduction to vehicle and infrastructure savings, are estimated to total \$2.73 per mile biked⁴.

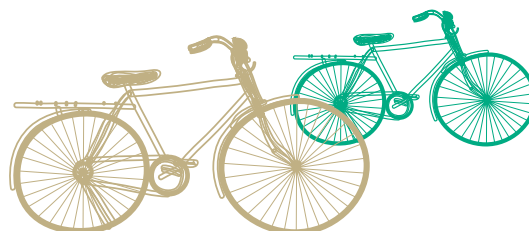
Victoria Transport Policy Institute

Individual Costs

Owning a bicycle is much less expensive than owning an automobile. When comparing the cumulative costs of purchasing and maintaining a family vehicle to a bicycle, the bicycle will save an average American family of three more than \$6,000 per year. In 2009, the average American household spent roughly \$8,000 on vehicles and maintenance⁵. During the same year, purchasing and maintaining a bicycle cost, on average, \$400 per cyclist. During times of volatile fuel prices, this gap between bicycle and motorized vehicle costs will likely continue to grow.

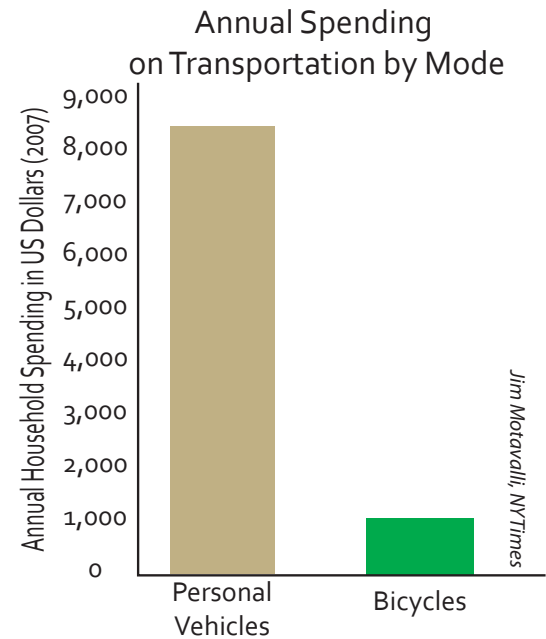


Ultimately, Syracuse is in an excellent position for an improved bicycle network due to its dense urban grid built predominantly on a human scale, as well as a strong population density near the urban core. Cities show the most potential for a significant return on bike network investments due to existing infrastructure, density of economic interactions, and minimal infrastructure investment required for a potentially maximized user population. By investing in bicycle mobility, Syracuse stands to establish a functioning alternative transportation system prior to potential fuel shortages and escalating prices, placing our city steps closer to a mobile, sustainable future.



Streethms.org

Cyclists in lane in NYC



References

1. Flusche, Darren. (2009) *The Economic Benefits of Bicycle Infrastructure*, The League of American Bicyclists.
2. Peltier, Heidi Garrett. (2011) *Estimating the Employment Impacts of Pedestrian, Bicycle, and Road Infrastructure*, Political Economy Research Institute (PERI).
3. Erie Canalway National Heritage Corridor, Parks and Trails New York, and New York State Canal Corporation. (2010) *Attracting bike tourists to your trail: lessons from the canalway*. Economic Benefits of Trails.
4. Litman, Todd. (2011) *Evaluating Non-Motorized Transportation Benefits and Costs*, Victoria Transport Policy Institute.
5. Gehl, Jan. (2010) *Cities for People*. Page 104.
6. Motavalli, Jim. (2009) *The Costs of Owning a Car*, New York Times.

HEALTH

physical & environmental

THIS ONE
RUNS ON FAT
AND SAVES YOU MONEY



THIS ONE
RUNS ON MONEY
AND MAKES YOU FAT



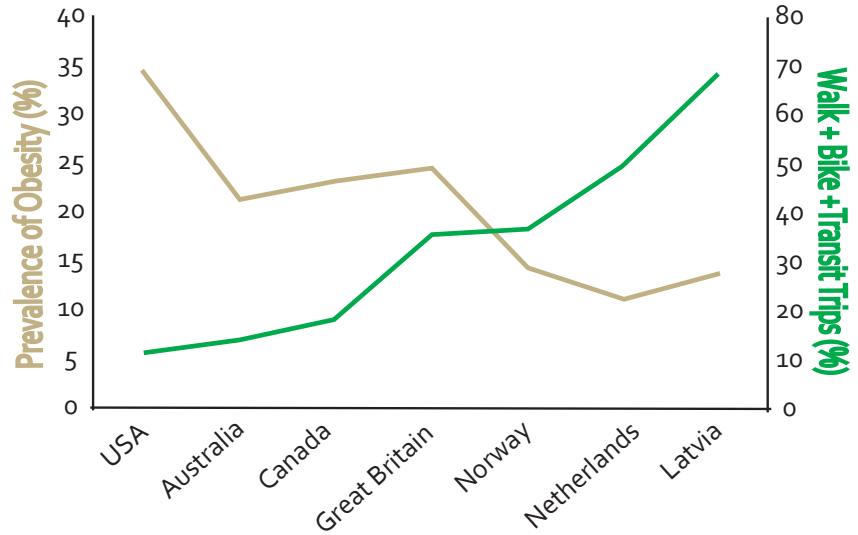
Peter Drew

Motor vehicles have made transportation into an inactive activity.



Overcomingobesity.wordpress.com

Obesity Prevalence in relation to Active Transportation



Journal of Physical Activity & Health

Personal

In the past two decades, the United States and countries around the world have seen a sharp rise in obesity and associated increases in risk of major health problems such as cardiovascular disease, certain types of cancer, and type-2 diabetes¹. Compared to Americans at **34% obesity prevalence**, some European countries, such as the Netherlands, have populations with only about 10% defined as obese. With longstanding, extensive, and well-used active transportation systems, Europeans generally walk more than twice and cycle almost five times more annually than the average American, suggesting an inverse relationship. This connection between high levels of active transportation and obesity rankings has been confirmed by studies in the US and Europe². As such, government has an obligation to update transportation infrastructure to include and emphasize access to walking, cycling, and public transit. Active transportation networks address the major determinants of obesity, diet and exercise, with opportunities to:

- increase density of local services,
- provide safe routes to access grocery stores with affordable, fresh food,
- encourage daily physical activity through safe and connected neighborhoods.





Guernseypersonaltrainer.com



Challengeyourpotential.wordpress.com

Transportation cycling improves health and saves time by making exercise into an enjoyable, outdoor part of your daily routine.

Portland, OR, New York, NY, and now Syracuse are a few examples of US cities addressing obesity and general health issues by investing in urban planning strategies that reduce reliance on automobile transportation and encourage healthy, active lifestyle choices. These strategies include:

- creating recreation facilities and opportunities for more outdoor, active engagement with the environment,
- encouraging private businesses to provide safe bicycle parking and locker rooms to make commuting more convenient and attractive,
- promoting programs that provide health education and resources.

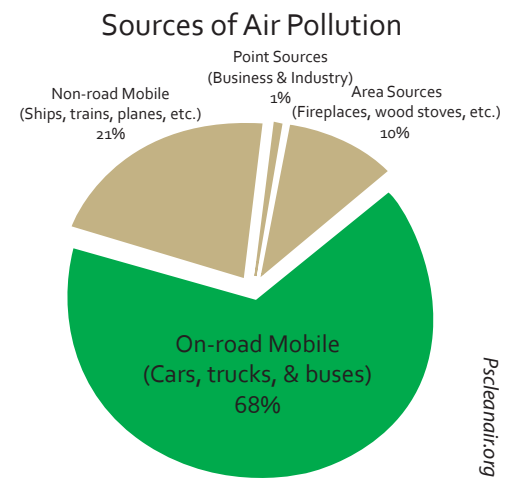
Regional

Beyond personal health, shifting from car dominance to bike engagement offers opportunities for improving the health of the city as an ecosystem through **reducing vehicular emissions of harmful chemicals** like sulphur oxides and nitrogen oxides. Syracuse, while no longer a nonattainment area for atmospheric concentrations of carbon monoxide, is nearing the threshold levels for ozone (as designated by the US Environmental Protection Agency). In addition to air quality improvement, a robust bicycle network could reduce the area of impermeable surface needed for roads and parking lots, and consequently, increase the land available for vegetative cover, which:

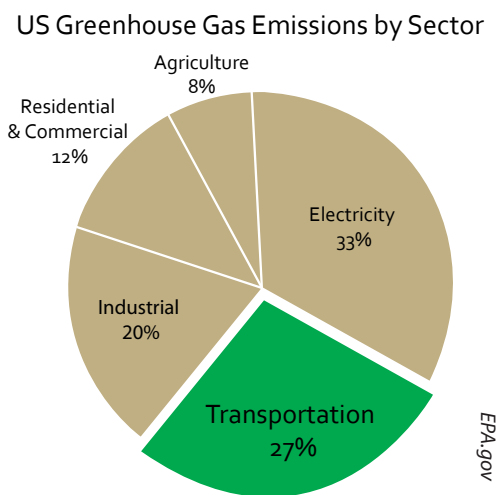
- further decreases air pollution,
- decreases impacts of polluted run-off and combined sewer overflow,
- decreases the urban heat island effect,
- provides more habitat for native species,
- improves visual character of urban environment.

Global

Beyond regional ecosystem health, cycling produces **no emissions of greenhouse gases**, which are responsible for altering the global climate. Syracuse’s contributions to climate change can be drastically reduced by encouraging non-motorized transportation.



Pscleandir.org



EPA.gov

References

1. OECD Health Data. (2005) Health Statistics: obesity (most recent) by country. (www.nationmaster.com/graph/hea_obe-health-obesity)
2. Bassett et al. (2008) Walking, cycling, and obesity rates in Europe, North America, and Australia. *Journal of Physical Activity & Health*, 2008, 5, 795-814. Human Kinetics, Inc.

EQUITY

ethnicity, income, gender, & age

“A bikeway is a symbol that shows that a citizen on a \$30 bicycle is equally important as a citizen in a \$30,000 car.”

Enrique Penalosa,
former mayor of Bogota,
Colombia



Citiesforpeople.net

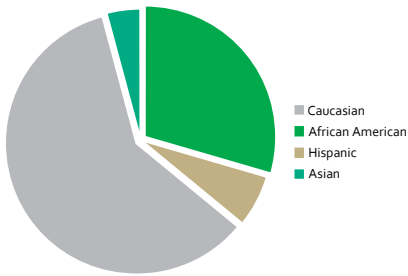
Cyclists enjoying a safe, two-way dedicated bike path in Bogota , Colombia

Ethnicity & Income

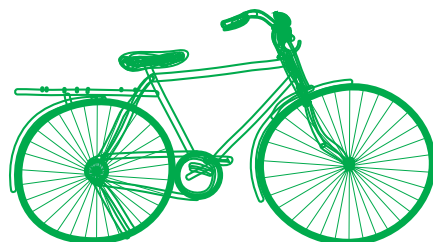
The physical health effects mentioned in the previous section are not equally distributed among the population in terms of ethnicity as the incidence of obesity is 51% higher for African-Americans and 21% higher for Hispanics compared to Caucasians¹. The City of Syracuse is 57.4% Caucasian, 28.3% African-American, and 6.5% Hispanic². Many minority communities in the city are in the low to middle income levels with over **one third of the city’s population facing poverty** and limited resources. Limited financial resources due to social disadvantages for education and employment opportunities result in a much higher vulnerability to poor diets and sedentary lifestyles for minority groups. In addition, transportation costs from motor vehicle purchase, fuel, and maintenance can take **up to 40% of expenditures** for lower income families.

With a well-established, accessible bike network connecting underserved neighborhoods to destinations throughout Syracuse, these families would be able to reallocate much of their transportation spending to better food, housing, recreation, and other areas vital to evening the differences in quality of life between households of different income levels.

Major Racial Groups in Syracuse



City-data.com



Gender & Age

Women, children, and the elderly - who comprise the majority of the population and are underrepresented in the cyclist and pedestrian community - are generally interested in joining the active transportation network, but reluctant to regularly walk or bike in areas that feel unsafe and difficult to navigate.

Women only make up **24% of the total cyclist population** in the US. Commonly cited reasons are that women don't want to arrive at destinations sweaty and unkempt and are more wary of dangerous surroundings. However, a recent survey shows that **convenience and infrastructure** are the top two reasons for the low percentage of female cyclists³. Females generally have more errands to run. Household duties from dropping kids at school to picking up groceries continue to fall into the hands of women, even with full time employment⁴. Both convenience and infrastructure can be improved directly with bikeway planning.

Children and the elderly are also a vulnerable population. They need access to means of frequent public socialization and recreation, but often are reliant on others to transport them for fear of safety and disorientation.



Integrating bicycle and pedestrian routes into a continuous and regular multi-modal transportation network can address the need for equity in gender and age active mobility, as well as between income levels.



Lacytechic.blogspot.com

Woman in Los Angeles



Bikefancy.blogspot.com

Woman and kids in Chicago



Bikesbelong.org

Children and elderly man cycling in Boulder, Colorado

References

1. OECD Health Data. (2005) Health Statistics: obesity (most recent) by country. (www.nationmaster.com/graph/hea_obe-health-obesity)
2. City Data. (2010) Syracuse, New York. (<http://www.city-data.com/city/Syracuse-New-York.html>)
3. Association of Pedestrian & Bicycle Professionals. (2011) Women Cycling Project: What would make you start or increase your cycling?
4. Blue, Elly (2011) Biking's gender gap: It's the economy, stupid (<http://www.grist.org/biking/2011-06-20-bicyclings-gender-gap-its-the-economy-stupid>)

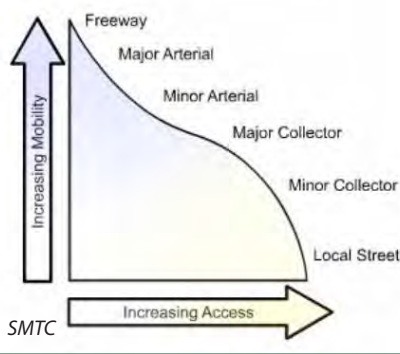
SAFETY

calm traffic & complete streets

Mobility vs. Access

Mobility measures how far you can go and accessibility measures how close you are to where you want to go.

Transportation policy that prioritizes personal mobility via automobiles and highways is one of the factors that induced the decline of the urban core and spread of suburban sprawl in Syracuse's surrounding neighborhoods¹. By reframing transportation planning to fulfill the need for access to resources like schools, community spaces, and local retail stores, we can re-emphasize the importance of dense, mixed use development.



Active Design Guidelines NYC

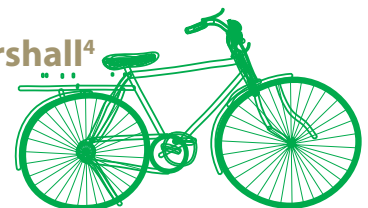
Bus lane separated from bicycle and motor vehicle lanes by a median that also serves as a pedestrian refuge in New York City

Streets play an integral role in the daily life of our neighborhoods for travel, activities, and socialization. For the past half century, the automobile has been the dominant mode of transportation, demanding wider and straighter roads to accommodate increases in speed and volume of car traffic. This yielding to the automobile has led to the decline of other street uses and activities, like cycling and walking, vital to sustaining safe and interactive communities. Transportation planning for smart growth must shift from promoting mobility to accessibility (see sidebar).

Traffic calming is a road design strategy that creates safer streets and promotes balanced multi-modal mobility by engaging a variety of streetscape changes that slow the speed of motorized traffic. By utilizing bump outs (left) and medians (above) to narrow the width of streets and providing separate or shared travel lanes, streets can safely accommodate a variety of transit modes.

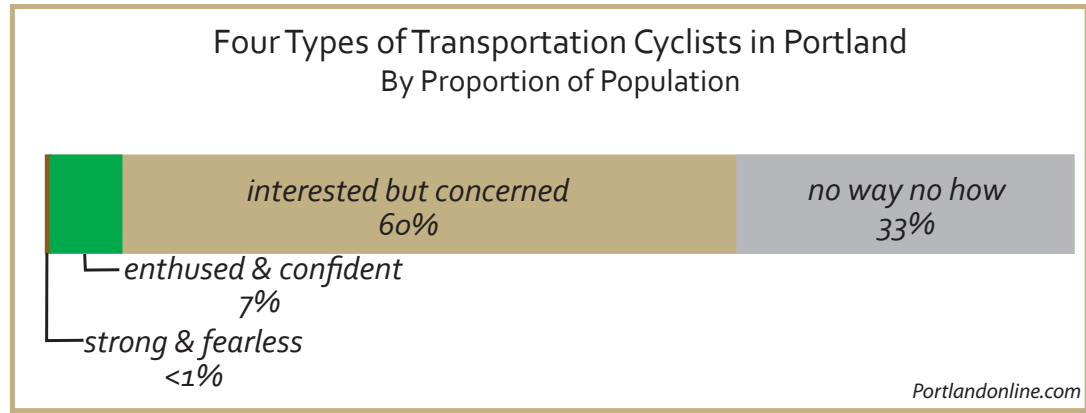
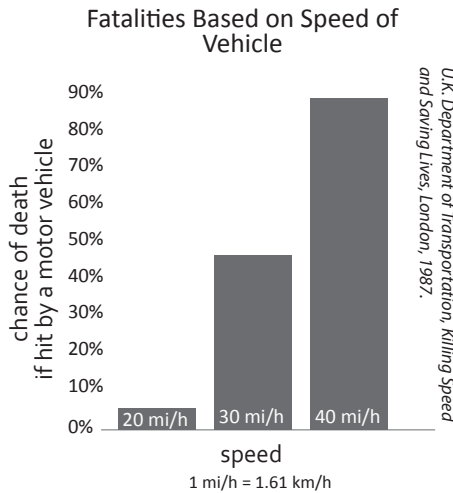
“Street design strategies that attract bike riders are the same ones that improve safety for all road users.”

Norman Garrick & Wesley Marshall⁴



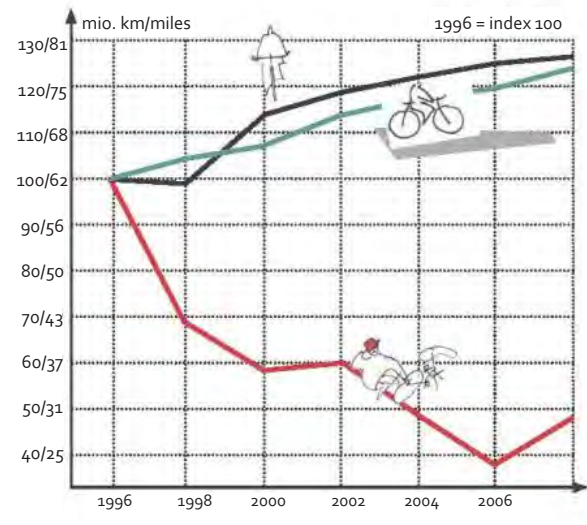
Water Street, Syracuse NY

bump out



Accidents & Attitudes

The level of safety along multi-modal transportation corridors is primarily determined by the speed and volume of car traffic. The frequency and severity of automobile crashes can be reduced by lowering speed limits on roadways. According to a U.K. Department of Transportation study, on average, for every one mile per hour reduction, collisions decrease by 5%; the fatality rate would drop by at least 80% if a 40 mph zone were reduced to a 20 mph zone². **Data shows that cyclists and pedestrians are over-represented in road deaths at almost 14% of fatalities³.** Even though 12% of all trips taken in America are by bicycle or foot, cyclists and pedestrians are under-represented in road infrastructure spending taking only about 1% of the budget³. The death rate of U.S. pedestrians and cyclists is two to six times higher per kilometer traveled than in Europe due to our lack of investment in safe and integrated various transport infrastructures in streetscapes. These accident rates reflect the fear and discomfort felt by 60% of urban citizens, who are interested but concerned about bicycling as their main mode of transport on car-dominated roads. Transportation cycling should be accessible for the whole population, rather than only for the confident and fearless (see bar graphic above). As the number of cyclists on the streets grows with infrastructure, driver awareness and road safety will increase (see graph to the right).



Jan Gehl, Cities for People
 Graphic showing a decrease in cyclist accidents as the numbers of miles cycled and miles of bicycle pathways increase

Providing adequate funding to create delineated and respected space for multi-modal transportation infrastructure would improve the overall incidental and perceived safety of urban streets with quality streetscapes and transportation facilities. In Syracuse, two intersections were noted as part of a list of most dangerous intersections for pedestrians and cyclists of upstate New York: **Seymour Street & South Geddes Street** with 10 incidents, **East Fayette Street & South Salina Street** with 7 incidents. The safety of both can be improved much through implementing bicycle treatments that would balance street activity and calm traffic.

References

1. SMTc. (2011) Long Range Transportation Plan. Chapter 5: Land Use. (http://www.smtcmpo.org/docs/LRTPUpdate/2011/Chapter5_LandUse.pdf)
2. Finch D.J., P. Kompfner, C.R. Lockwood & G. Maycock. (1994) Speed, Speed Limits and Accidents, Transport Research Laboratory (www.trl.co.uk), Report 58.
3. US DOT. (2011) New data adds job creation to the many benefits of bicycle infrastructure. (<http://fastlane.dot.gov/2011/01/new-data-adds-job-creation-to-the-many-benefits-of-bicycle-infrastructure.html>)
4. Garrick, Norman and Wesley Marshall (2011) Evidence on Why Bike-Friendly Cities are Safer for All Road Users (<http://files.meetup.com/1468133/Evidence%20on%20Why%20Bike-Friendly.pdf>)

COMMUNITY

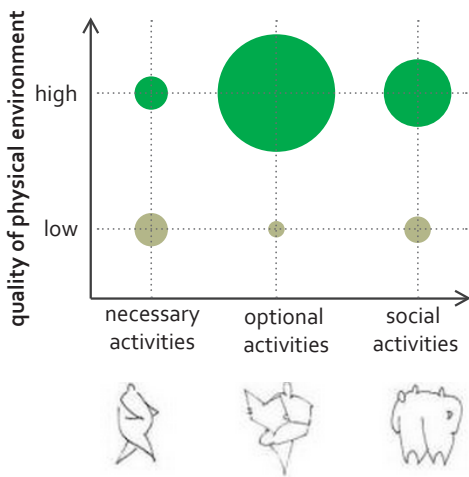
activity & understanding



Streetswiki.wikispaces.com

Cyclists and pedestrians interacting in a farmers market in New York City

Outdoor Quality & Outdoor Activity



Activity

In addition to the many other tangible benefits, emerging studies are showing that bicycle infrastructure helps foster community interaction.

A safe, connected, well-designed bicycle network improves the quality of outdoor spaces, which is linked to the amount of social outdoor activities (see graph on left). The higher the quality of public spaces, the higher the frequency and density of social activities. More social activities cultivate stronger communities of active citizens through enabling and encouraging more diverse public interactions. Reinvestment in the shared public realm can improve social connections for people of all backgrounds by engaging citizens in a travel mode that allows for more **active awareness of their streets** and **participation in their neighborhoods**.

Active streets also strengthen safety by creating public places that are used regularly by all citizens. A consistent density of people on the streets provides a greater sense of community, as well as security against crime with more eyes on the street. Multi-modal transportation infrastructure is extremely socially valuable because of this effect of lively, self-policed streets.



“What attracts people most, it would appear, is other people.”

William H. Whyte

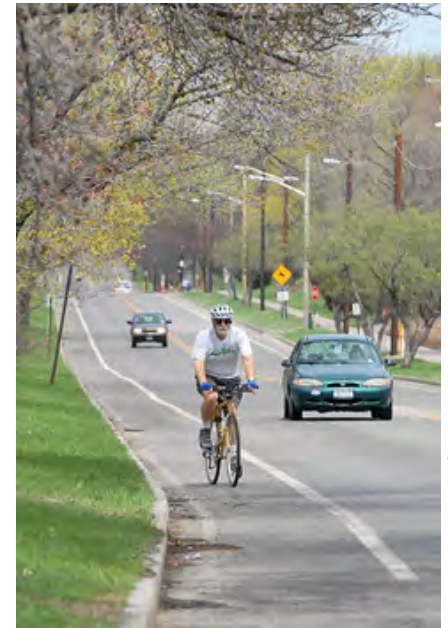
Understanding

Without two tons of steel and glass separating them from their surroundings, cyclists are able to better understand the social atmosphere in which they live and forge **deeper connections** with their city and fellow citizens.

In building a cycling-friendly environment with easily accessible and integrated infrastructure, we provide the opportunity for Syracuse's citizens to consider cycling as a rational mode of transport. This would overcome the fundamental attribution error (see box on bottom right) and invalidate the view that Syracuse is inherently a car-centric city. Understanding other citizens and the possibilities for Syracuse will allow us to move forward in providing infrastructural and social support for more sustainable individual choices.



Communities are formed by individuals who are aware and understanding of the shared physical and social aspects of urban living. It is in shared spaces and resources, like a bicycle network, that we are able to cultivate an appreciation for both similarities and differences, along with a resilience that enables coordination and cooperation in the face of economic and environmental challenges.



Nicholas Lisi, The Post-Standard

Cyclist on Comstock Avenue bicycle lane

Fundamental Attribution Error (FAE)

The FAE is an effect described in social psychology. It is the tendency to attribute other people's choices to personal disposition and overlook the situational factors that one acknowledges as powerful in one's own choices¹. In other words, we assume other people are acting more irrationally than they are, and that we ourselves are acting more rationally. This undermines the ability for people to understand that every individual chooses the mode of transport most available and suitable to their provided surroundings.



John Berry, The Post-Standard

Syracuse's first bicycle showcase in Near West Side in 2009

References

1. Drucker, Michael. (2010) *The Fundamental Attribution Error in Transportation, Psysenance: sustainability through the minds eye*

This page intentionally left blank





INVENTORY MEASURES

safety
connectivity
design



INVENTORY MEASURES

In determining which streets should be included in Syracuse's bicycle network, 13 metrics, or "appropriateness measures", were used. These were developed by the SMTC for use at a planning level. All data was evaluated and ranked using GIS. Many of the metrics are quantitative in nature, however, some are qualitative. For these qualitative measures, direct observation and professional judgment determined the rank.

The appropriateness measures were separated into three major categories: safety, connectivity, and design. Points of varying weights were assigned to each appropriateness measure. Criteria were then developed for each appropriateness measure and assigned a positive, neutral, or negative score. Positive scores received full points. Neutral scores received half points. Negative scores received no points.



SAFETY MEASURES

Many factors play a role in determining the bicycle safety of existing streets. Assessed below are primarily physical characteristics of streets from road quality, traffic speeds and volumes, to signal locations and heavy vehicle presence. All of these play an integral role in determining the level of cyclist comfort and security in participating in Syracuse's active transportation network.

Quality of Surface (5 Points)

High quality paved streets provide the best conditions for biking with smooth and regular surfaces that reduce bicyclists' need to swerve to avoid dangerous cracks or potholes. Streets with uneven pavement generally create unsafe conditions for biking.

The following criteria were developed to assess the appropriateness of surface conditions:

- smooth surface, uniform width
- irregular surface, non-uniform width
- surface deterioration, cracks, bumps

Our assessments are based on the 2010 annual assessment of all city roads in Syracuse by the Public Works Department, utilizing a scale of 1 to 10 (with 10 being the best road conditions). These figures were then divided by two and matched to the positive, neutral, and negative categories of the appropriateness measure 1-5 point criteria.

Traffic Volumes (15 Points)

Streets with low traffic volumes are preferable for bike treatments. The fewer the number of cars, the less chance there is for car-bike conflict. As a result, these streets are more safe and comfortable for the average bicyclist than high volume streets, which are generally avoided when planning bicycle treatments.

The following criteria were developed to assess the appropriateness of streets based on traffic volumes:

- low volume (<5,000 AADT)
- medium volume (5,000 – 10,000 AADT)
- high volume (>10,000 AADT)

Traffic volumes were determined by counts provided by the SMTC. In areas without counts, professional judgment was used. On the map showing traffic volumes, official count data is shown by a solid line and estimated data by a dotted line.

Average Traffic Speeds (10 Points)

Streets with low traffic speeds provide a desirable environment for bicyclists. As motor vehicle speeds increase, cyclist comfort decreases and the potential for conflicts increases.

The following criteria were developed for assessing the suitability of streets based on traffic speeds:

- +/- 25 miles per hour (desirable)
- +/- 35 miles per hour (possible)
- +/- 55 miles per hour (not recommended)

Due to a lack of actual speed data, the speed assessments used in our inventory measures are based on direct field observation and professional judgment. The three categories above allow a +/- 5 mph range of flexibility in classification. The gap between the yellow and red categories is a result of posted speed limits and conditions on major arterials and highways.

Presence of Signals (5 Points)

Depending on the distance between signals, the prevalence of signalized intersections can be viewed as positive or negative for bicycle mobility. Frequent, closely spaced signals require cyclists to constantly stop and go, which disrupts their momentum and requires more effort to build up speed after each signal. If bicyclists are required to make frequent stops, they may avoid the route or disregard traffic control devices. Infrequent signals were favored in our assessment.

The following criteria were developed for assessing the suitability of road segments with regard to signal frequency:

- infrequent signals (less than half of intersections on a street are signalized)
- occasional signals (about half of intersections are signalized)
- frequent signals (more than half of intersections are signalized)

The signal frequency data used in our inventory assessment was established by the City Traffic Control Center database and field verification.

Presence of Heavy Vehicles (5 Points)

Buses and trucks often pose problems for bicyclists. Visibility is a major factor, especially during right turning movements. Frequent starting and stopping can also increase the opportunity for car-bicycle conflicts. Bicycle treatments are generally avoided on streets with large numbers of transit or truck routes.

The following criteria were developed to assess appropriateness of streets based on the presence of heavy vehicle routes:

- no truck or bus routes
- either truck or bus routes
- both truck and bus routes

Our assessment of heavy vehicle presence was based on comparison of maps delineating Centro bus routes and approximated Designated Heavy Vehicle corridors, along with direct field observation of bus and truck activity on streets.



CONNECTIVITY

The appropriateness of streets for bicycle facilities is also assessed based on the potential to connect to existing facilities, origins, and destinations in the community.

Connections to Existing Bike Facilities and Lanes (10 Points)

Bike facilities function best as a network – a system of connected, continuous treatments that allow bicyclists to access many destinations. Streets that connect to existing facilities, such as bike paths or lanes, are preferable for new bike facilities.



The following criteria were developed to assess connectivity to existing facilities:

- several connections to other bike routes
- few connections to other bike routes
- no connections to other bike routes

Our assessment of connectivity to existing bike routes was based on two-to-four block adjacency to existing bicycle routes, including those to be implemented by the end of 2011.

Connections to Destinations and Other Neighborhoods (15 Points)

The most important indicator of connectivity is the ability to link origins, and destinations, and connect across neighborhoods. Destinations are locations that people visit, such as libraries, parks, schools, retail districts, and employment centers. Streets that provide direct routes between these locations function best for a wide range of cyclists in reducing travel time and increasing the accessibility of bicycling.

The following ratings for connectivity to destinations and neighborhoods were developed:

- access to destinations and other neighborhoods
- access to destinations or other neighborhoods
- access to neither destinations nor other neighborhoods

Our assessments on connectivity to destinations and other neighborhoods were made based on professional judgment and direct observation.

Access to Bus Routes (5 Points)

Unlike car users, bike users often switch modes and can easily utilize bussing systems to greatly increase their range. In Syracuse, Centro buses are all equipped with bike racks, making such transitions easier. Bussing can allow bicyclists to more easily access long distance destinations and can help reduce commute times. Therefore, streets that cross multiple transit routes are preferable for new bike facilities.

The following criteria were used to assess bus route connectivity:

- crosses multiple bus routes
- follows/parallels bus routes
- no nearby bus routes

Bus route connectivity of various roads was assessed using the Centro 2010 bus maps. The high incidence of positive rankings is due to the density of Syracuse's public transit options.

Quality of Experience (5 Points)

Bike facilities should be placed in locations which are visually engaging. Scenic amenities, such as parks, natural features, and historic structures encourage use, especially among more recreational cyclists.

The following criteria were developed to assess quality of experience:

- scenic amenities along route
- some scenic amenities along route
- no scenic amenities along route

The assessments for quality of experience was based on direct observation and verified through public involvement.



DESIGN MEASURES

In addition to considering safety and connectivity, it is critical that new bike facilities are planned for locations that can best physically accommodate and integrate them.

Topography (10 Points)

The topography of bike routes dramatically affects use, especially for bicyclists with lower confidence levels. Generally, bicyclists will avoid streets with major grade changes, as these can create challenging and dangerous conditions. Level terrain or a moderate grade is preferred when planning for bike treatments.

The following grade criteria for topography were used:

- grades from 0%-2%
- grades 2% - 5%
- grades 5%-8%
- grades >8%



Slope categories were determined through by ADA guidelines. These guidelines delineate thresholds for physical exertion necessary when climbing specified grades. Our grade criteria assessments were made based on analysis provided by the SMTC using topographic data.

Width of Road from Curb to Curb (10 Points)

Travel lane width is critical in determining possibility and appropriateness of various bike treatments. For most treatments, the distance from curb to curb must be wide enough to accommodate both cars and bikes safely. Wide, paved right-of-ways allow for the comfortable coexistence of travel lanes, delineated shoulders, and bicycle lanes.

The criteria for appropriate distance from curb to curb are:

- distance is more than 42 feet
- distance is between 28 and 42 feet
- distance is less than 28 feet



These criteria assume that a desirable bicycle lane width is 6 feet wide with an absolute minimum of 4 to 5 feet depending on road conditions and an 11 feet motor vehicle lane.

Our assessments of width from curb to curb were based on information provided by the Department of Engineering and the Department of Public Works, as well as supplemented field investigation.

Presence of Parking Lanes (5 Points)

Since parking is at a premium in our city, preference is given to streets where bike treatments will not supplant existing parking supply. Streets with no on-street parking are prioritized for bike treatments. Streets with parking on one side (i.e. alternating or one-side metered parking) generally provide sufficient room for the addition of bike lanes, but can be problematic. This is especially true with alternate parking due to a lack of consistency in day-to-day lane usability.

The following criteria were developed for appropriateness of parking lane presence:

- no parking lane
- alternating or one side metered parking
- parking on both sides of street

Our assessments were made based on data assembled through remote sensing and Google Street View and direct observation.

Road Diet Feasibility (10 Bonus Points)

Preference is also given to streets that have the capacity for a “road diet” (car lane reduction), as well as other long-term capital enhancements, such as intersection treatments, traffic calming, and traffic diversion. These enhancements increase rider comfort, especially for less-experienced cyclists, while also benefiting pedestrians and property owners in slowing down traffic and enhancing the streetscape.

The following criteria were developed to measure the feasibility of long-term traffic calming:

- existing or future road diet
- no possibility of road diet

Our assessments on road diet feasibility were based on professional judgment and field observations of car lanes and road widths. The assumption was any road greater than or equal to 40 feet wide is a potential candidate for traffic calming measures.



INVENTORY MAPS

This section is concluded with the following maps:

Total Composite Score Map

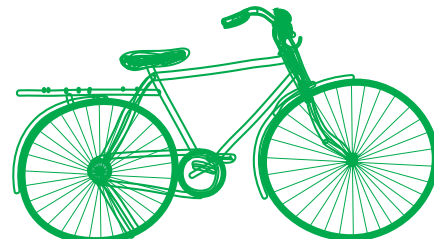
This map is a combination of all 13 aforementioned metrics. It is the gross aggregate map of corridors in Syracuse appropriate for cycling. The irregular results are due to the fact that analysis was done in a block by block fashion. The three rankings were broken out by quantile, giving a relatively even distribution to the blocks rated “good,” “average” and “poor.”

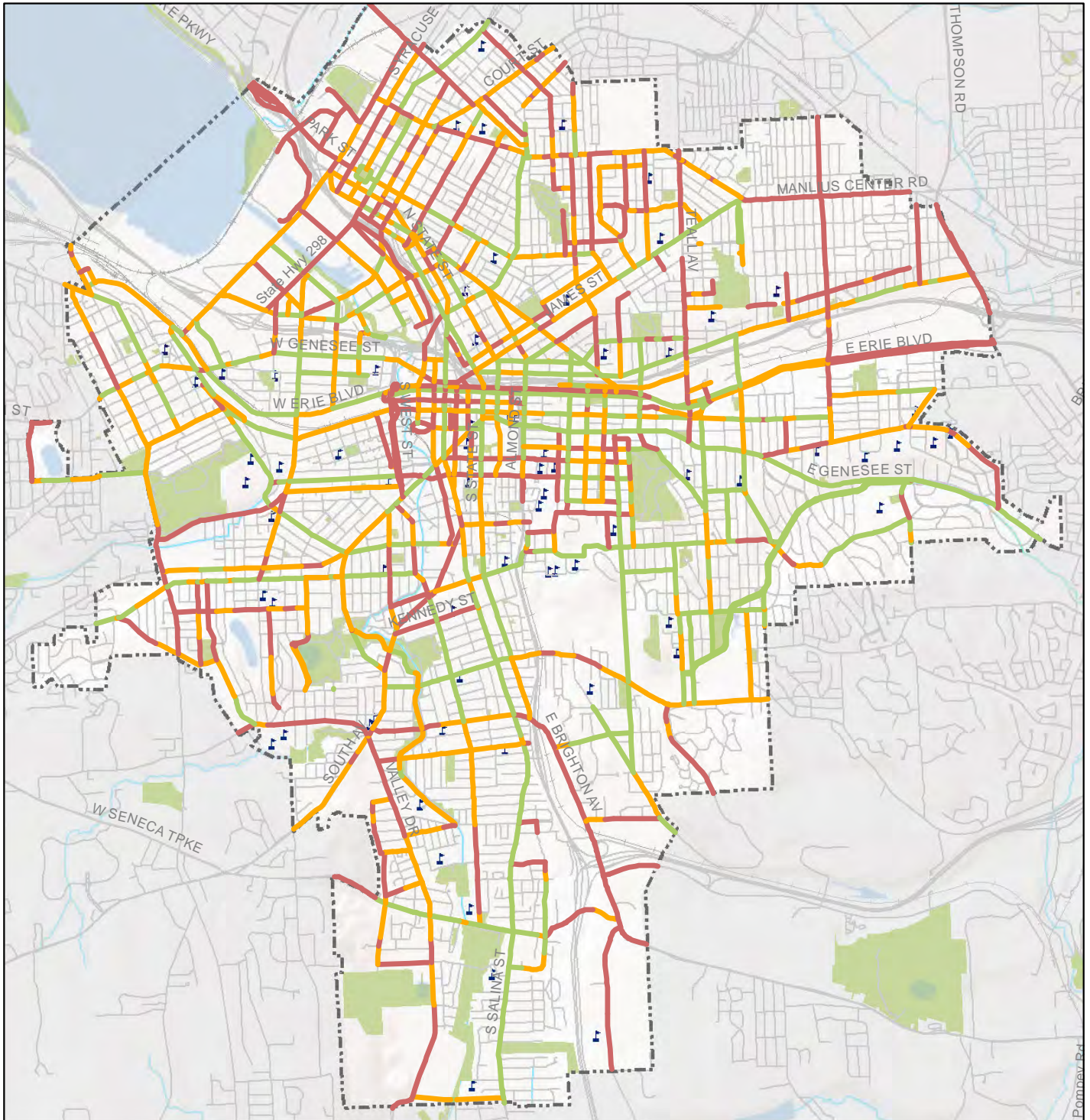
Priority Corridor Map

This map takes the “Total Composite Map” and cuts out the lower ranking corridors to create a blueprint for the city-wide bike network. In addition to removing the lowest rank streets, many other factors assisted in the creation of the final map. Creating common sense connections was essential, both internally for the creation of a coherent network and externally to ensure Syracuse’s bike corridors connect with outside destinations and commuting patterns. Finally, extensive citizen feedback (See Appendix B) was instrumental in this final iteration of the map. Many low volume neighborhood streets were added based on this feedback, many of which were not ranked through the aforementioned process. The short- to long-term priorities were developed based upon the original ranked value

Proposed Bicycle Network Treatments Map

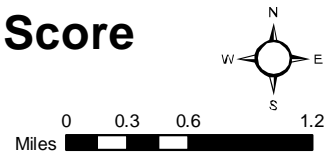
This map highlights the possible treatments for each corridor. An explanation of these treatments is found in Chapter 3: “Tool Kit.” Further discussion of these corridors is found in Chapter 4: “Neighborhood Recommendations.”





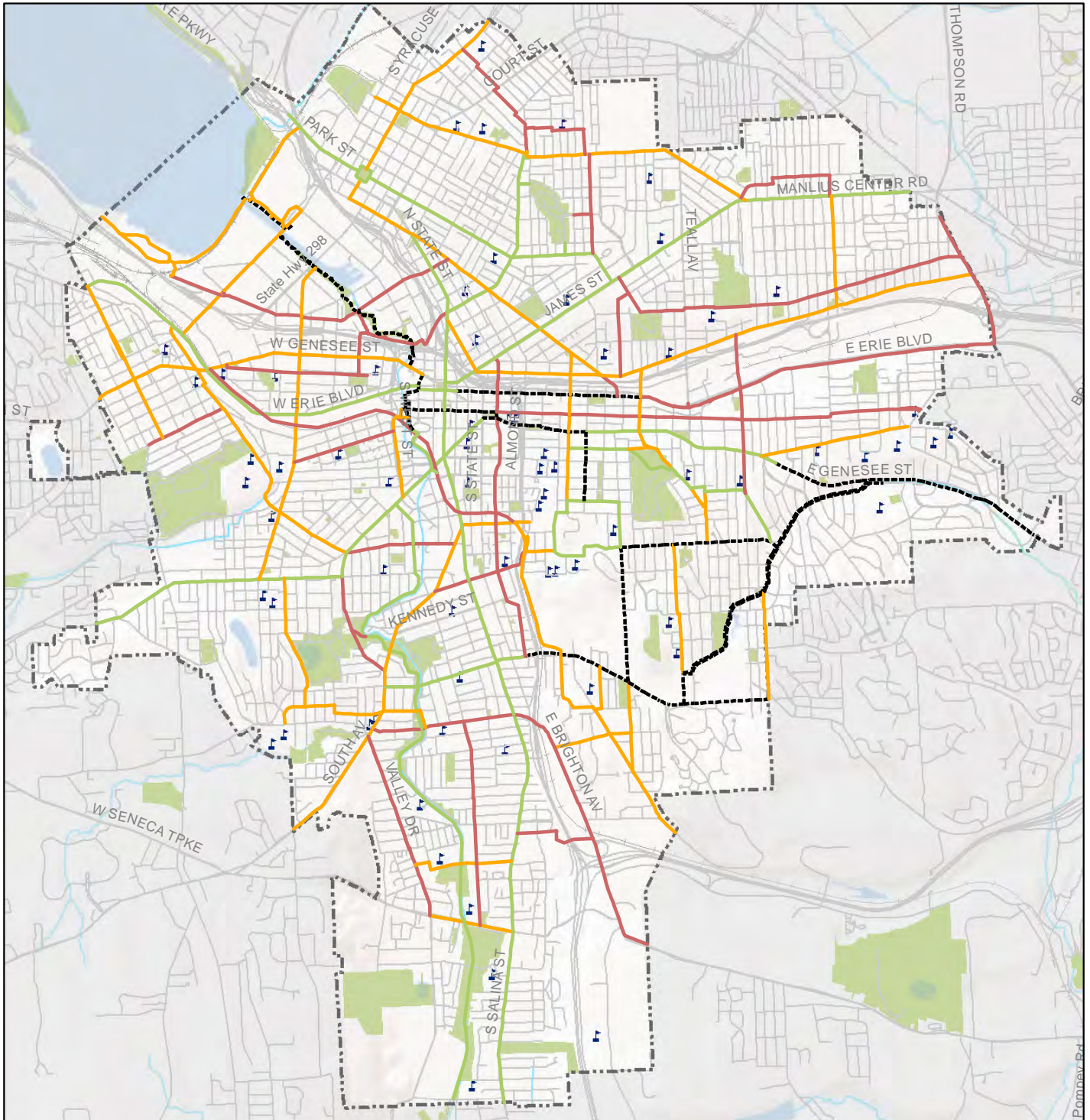
Syracuse Bike Plan: Total Composite Score

- Syracuse City Boundary
- Streets
- Composite Ranking**
- Good
- Average
- Poor
- Parks
- Schools
- Railroad
- Creek



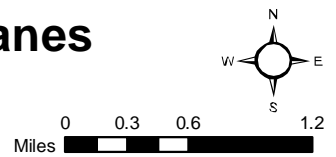
Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. Classification based on Natural Breaks (Jenks). PriorityMap_BikePlan_100912.mxd 10/09/2012





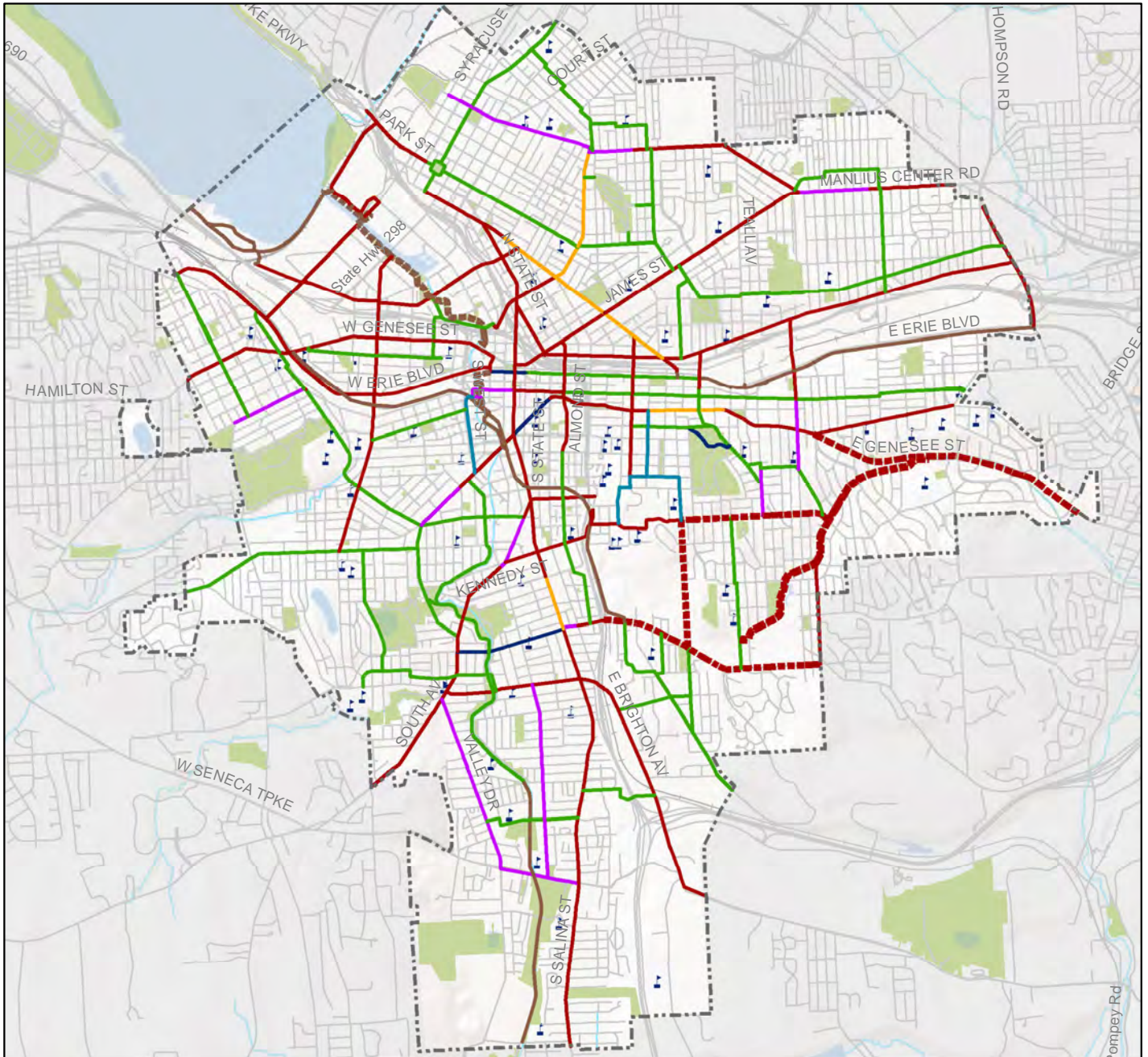
Syracuse Bike Plan: Priority Bike Lanes

- Syracuse City Boundary
- Streets
- Implementation Priority**
- Existing
- Short-Term
- Mid-Term
- Long-Term
- Parks
- Schools
- Railroad
- Creek



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. Classification based on Natural Breaks (Jenks). PriorityMap_BikePlan_100912.mxd 10/09/2012





Syracuse Bike Plan: Proposed Bicycle Network Treatments

Proposed Treatments

- Standard Bike Lane
- Existing Lane
- Sharrow
- Existing Sharrow
- Curbside Bike Lane
- Neighborhood Greenway
- Cycle Track
- Contraflow Lane with Bike Lane or Sharrow
- Proposed Multi-use Path
- Existing Multi-use Path

Syracuse City Boundary

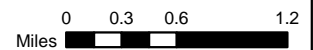
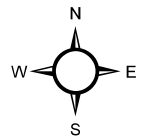
— Streets

■ Parks

■ Schools

— Railroad

— Creek



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011.

Treatments_BikePlan_100912.mxd 10/09/2012



This page intentionally left blank





TOOLKIT

pathway parking

Recognizing the many benefits of increasing the population of regular cyclists in Syracuse from safety to recreation, Syracuse can facilitate a shift towards more balanced and access-oriented transportation planning through providing citizens with a safe, connected, and appropriately designed bicycle network.

To achieve this goal, we will utilize a variety of tools in building the infrastructural support for a cycling city. This Toolkit consists of two sections: Pathway & Parking. Each outlines the recommended designs with overall benefits, constraints, and suitability for Syracuse.

We have reviewed publications for bicycle path and parking design provided by the National Association of City Transportation Officials, Initiative for Bicycle and Pedestrian Innovation, and the Association of Pedestrians and Bicycle Professionals. Our design recommendations for appropriate public investments are also based on successful models of bicycle facilities from cities around the world with Syracuse's specific conditions in mind.

pathway

sharrows

STRENGTHS

increase awareness for vehicles of possible cyclist traffic

create environments that facilitate predictable behavior and transit by both cyclists and motorists

low cost strategy for existing low-volume streets

WEAKNESSES

potential risk of being 'doored,' as lanes are often located between vehicular travel and parking lanes

result in tendency for bicyclists to be pushed to edges of roadway due to lack of defined travel lane

painted marking can quickly fade in Syracuse climate unless durable material is used

Sharrows are shared streets with painted symbols located along the roadway to guide bicyclists to the best locations for travel. They are different from bike lanes and many other methods of infrastructure, because they do not designate a specific area of the road for only cyclists; the purpose of the markings is to help locate bicyclists on the road outside of the "dooring" zone and away from the main flow of cars.

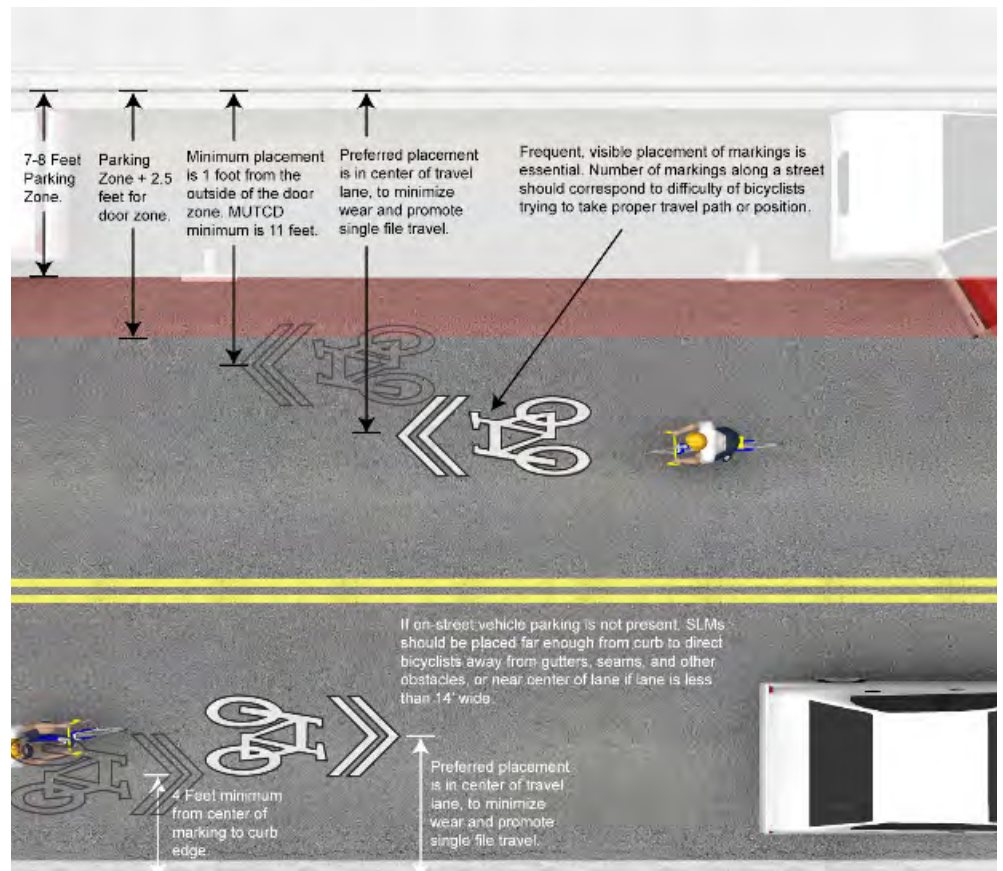


Diagram of shared roadways for cyclists and motorists

APPLICATIONS & SPECIAL CONSIDERATIONS

Sharrows are generally low cost and most appropriate as a short-term initial implementation strategy on low-volume streets, as well as untreated but popularly cycled streets. The double arrows indicate where the cyclist should be centered.

For more on design and application, refer to pages 273 to 284 in the Urban Bikeway Design Guide by NACTO.



Sharrow on a San Francisco street

Photo: PSM

NACTO

standard bicycle lanes

Bicycle lanes dedicate a portion of the roadway to bike movement, separated from automobile traffic. This is particularly necessary along streets with higher speed limits and moderate traffic volumes. They occur on roads with sufficient width for two separate travel lanes and are designated by striping, signage, and pavement markings.



NYdailynews.com

Bike lane on two way street with parking in New York City

APPLICATIONS & SPECIAL CONSIDERATIONS

Applications for bicycle lanes generally include streets with (> / =) 3,000 average daily vehicular traffic (AADT) , with a posted speed of (> / =) 25 mph. On streets with higher traffic volumes that may include regular truck traffic, high parking turn-over, or a speed limit >35 mph it is recommended to consider options with greater separation between cyclist and vehicular traffic (see cycle tracks and neighborhood greenways).

For more on design and application, refer to pages 3 to 54 in the Urban Bikeway Design Guide by NACTO.

STRENGTHS

increase awareness for vehicles of possible cyclist traffic

allow bicyclists to travel at preferred speed without interference from vehicular traffic conditions

create an environment that facilitates predictable behavior and transit by both cyclists and motorists

provide separate movement corridors for cyclists and vehicular traffic

potentially act as a traffic calming device by narrowing travel lanes, or being installed in conjunction with car lane reductions

WEAKNESSES

create potential risk of being 'doored,' as lanes are often located between vehicular travel and parking lanes

location along the street shoulder can be a safety hazard if not clearly marked as cycling on the road edge can be beyond the visibility range of motorists

far side of road often contains debris (like yard waste or broken glass) and can be a hazard to cyclists

painted marking can quickly fade in Syracuse climate unless durable material is used

pathway

curbside bicycle lanes

Curbside bicycle lanes are lanes that allow cyclist movement between car parking lanes and sidewalk curbs, providing a strong buffer between moving cars and cyclists.

STRENGTHS

reduce risk of dooring by traveling on passenger side

allow bicyclists to travel at preferred speed without interference from vehicular traffic conditions

create an environment that facilitates predictable behavior and transit by both cyclists and motorists

increase capacity and efficiency of streets to incorporate bike lanes along vehicular routes

invite more users of all confidence levels

traffic calming

increases sense of safety



Tastybite, flickr.com

Curbside bicycle lane with wheel stops as barrier in Budapest, Hungary

APPLICATIONS & SPECIAL CONSIDERATIONS

Applications for curbside bicycle lanes are the same as those for regular bicycle lanes. However, curbside lanes provide a unique solution to streets with alternate parking. Depending on the treatment between the parking lane and curbside bike lane, snow removal may be a concern (see diagram below).

WEAKNESSES

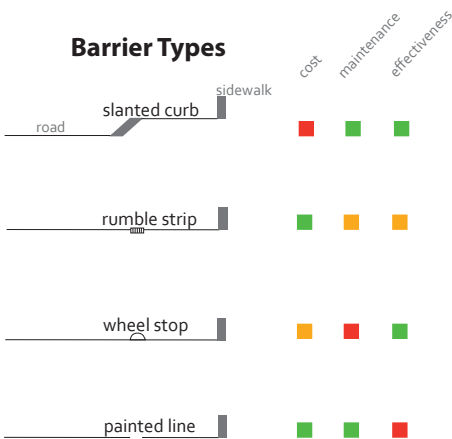
requires public outreach and enforcement

must be wide enough for rider comfort and snow removal

visibility concern at intersections

painted marking can quickly fade in Syracuse climate unless durable material is used

For more on design and application, refer to pages 3 to 54 in the Urban Bikeway Design Guide by NACTO.



contra-flow bicycle lanes

STRENGTHS

provide connectivity and access for bicyclists traveling in both directions

eliminate dangerous wrong-way riding

allow bicyclists to use safer, low volume streets

increase capacity and efficiency of streets to incorporate bike lanes along vehicular routes

low cost solution to increasing accessibility of bike lanes

potential traffic calming

WEAKNESSES

create potential traffic conflicts at intersections if not clearly marked and made visible through the intersection

painted marking can quickly fade in Syracuse climate unless durable material is used

Contra-flow bicycle lanes are lanes designed to allow bicyclists to ride in the opposite direction of motor vehicle traffic.



Contra-flow bicycle lane in New York City

APPLICATIONS & SPECIAL CONSIDERATIONS

Many of Syracuse's one-way roads could be converted into multi-modal, two-way streets by reducing the number or width of car lanes and providing a bicycle path heading in the opposite direction. This contra-flow lane is delineated by a double yellow line and can be on either side of the parking lane.

For more on design and application, refer to pages 31 to 45 in the Urban Bikeway Design Guide by NACTO.

pathway

cycle tracks

STRENGTHS

provide separate and buffered movement corridors for cyclists and vehicular traffic

improve comfort and safety for bicyclists with a protected lane dedicated to cyclist traffic

invite a diverse user group due to more protected condition (i.e. more families, children, elderly, etc.)

eliminate fear of collisions when passing along vehicular traffic

WEAKNESSES

create potential traffic conflict at intersections if not clearly marked and made visible through the intersection

require more road width in order to provide adequate buffer space between cycle track and traffic or parking

high cost investment

painted marking can quickly fade in Syracuse climate unless durable material is used

Cycle tracks are one or two way bicycle paths integrated into the urban streetscape, but separated from vehicular traffic & on-street parking. This separation is achieved through raised medians, on-street parking buffers, or bollards. The lane is often delineated by consistent and visible road markings, signage, and painted lanes.



<http://www.bartonandloguidice.com>

Two-way cycletrack on University Ave, part of the Connective Corridor.

APPLICATIONS & SPECIAL CONSIDERATIONS

Applications for cycle tracks are often streets where bicycle lanes feel unsafe from conditions such as high traffic volumes, multiple lanes, and high speed traffic. To accommodate Syracuse's winter conditions, there must be adequate snow storage space between the cycle lane and vehicle lanes and enough width for small plows to clear these lanes.



One way cycle track buffered by bollards and striping on New York City street

For more on design and application, refer to pages 58 to 104 in the *Urban Bikeway Design Guide* by NACTO.

neighborhood greenways

Neighborhood greenways are streets with low traffic volumes, often residential, that run parallel to major arterials and often connect to neighborhood parks and schools. At major intersections, traffic calming devices are installed to assist the crossing of bicyclists and pedestrians. These devices may also prevent motorists from using the greenway as a cut-through. Other traffic calming measures, such as traffic circles or speed humps slow local traf using the greenway. Green infrastructure and street tree plantings further enhance these corridors.

STRENGTHS

improvements benefit pedestrians, cyclists, and residents

reduce motor vehicle speeds and volume to provide an increased sense of safety

invite more youth and families to use due to reduced motor vehicle presence

WEAKNESSES

may increase congestion on major arterial roads

requires more investment in new traffic-calming infrastructure and signage

painted marking can quickly fade in Syracuse climate unless durable material is used

snow removal concerns



miabirk.com

Families enjoying a neighborhood greenway in Portland, OR

APPLICATIONS & SPECIAL CONSIDERATIONS

Often located on routes that run parallel to major arterials. The selected streets should be fairly direct and intuitive. Ideal streets are already low traffic volume at <3000 AADT. Neighborhood greenways can be designed to accommodate emergency vehicles and snow removal vehicles, especially when traffic calming interventions are restricted to main crossing streets.

For more on design and application, refer to pages 5 to 52 in the Fundamentals of Bicycle Boulevard Planning & Design by IBPI.



Photo: PSM

Crossing treatment at a neighborhood greenway in Portland, OR



www.seattlepi.com

Miniature traffic circle along a neighborhood greenway in Seattle, WA

pathway

bike boxes

STRENGTHS

allow cyclists to queue in front of cars

reduces right-turn conflicts between bicyclists and motorists

increase visibility of bicyclists on streets

cyclists don't have to breathe in tail pipe emissions

cost effective

WEAKNESSES

require public outreach and education to ensure proper usage of marked bicycle boxes

painted marking can quickly fade in Syracuse climate unless durable material is used

Bicycle boxes, a.k.a. 'advanced stop lines,' are markings on the roadway that designate an area for bicyclists to wait ahead of cars at traffic signals. They provide a space for bicyclists in front of vehicular traffic when stopped at lighted intersections



Photo: PSM

Intersection treatments in New York City, NY including a bike box

APPLICATIONS & SPECIAL CONSIDERATIONS

Many busy or complicated intersections would be more comfortable and safe for cyclists with delineated bicycle boxes for waiting ahead of motor vehicles at traffic signals. They are mainly used at intersections when rights on red and cyclists conflict.

For more on design and application, refer to page 26 in the Fundamentals of Bicycle Boulevard Planning & Design by IBPI.

bicycle signals

Bicycle signals are traffic lights that include a bicycle symbol and allot a certain amount of time for cyclists to move apart from motor vehicle traffic at intersections. Just like pedestrian and car signals, bicycle signals ensure safe crossing for a growing mode of transport.

STRENGTHS
improves predictability of vehicle movement at intersections

provides high visibility and awareness of cyclists

helps eliminate conflicts between cyclists and drivers, especially with protected left arrows

WEAKNESSES
high cost for installation and signal coordination

require public outreach and education to ensure proper use



Overthebarsinmilwaukee.wordpress.com

Bicycle signal in New York City

APPLICATIONS & SPECIAL CONSIDERATIONS

Major intersections frequented by cyclists can be made safer with reduced vehicle conflicts by signalling bicycle movement apart from motor vehicle traffic. They are used frequently with cycle tracks and contra-flow bike lanes; they can be used with neighborhood greenways. There are no snow considerations.

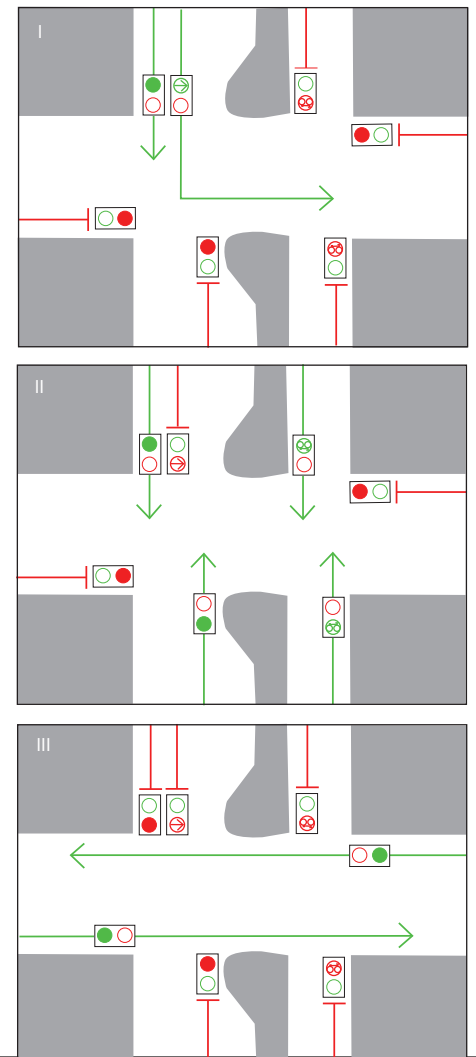


Diagram of traffic phasing with bicycle signals

For more on design and application, refer to pages 203 to 220 in the Urban Bikeway Design Guide by NACTO.

parking

When it comes to bicycle racks, not all designs are equal. While a wide range of sizes and styles of racks has been developed over the years, there are a few common criteria that determine which racks are suitable for municipally provided, public use today. Looking at standards from municipalities with well-established bicycle infrastructure, such as Portland (OR) and Davis (CA), appropriate bicycle storage must provide enough support to keep a bicycle upright, untangled, and secured at a minimum of two points.

inappropriate racks

GRID RACKS

Grid-style bicycle racks frequently cause wheel bending and tangling of closely parked bicycles. They do not offer a way to secure vehicles at two points and are very susceptible to theft.



Cycledallas.blogspot.com

WAVE RACKS

Wave-style bicycle racks are a variation of the recommended bicycle staple rack (see next page), but do not offer any of the same advantages due to the connected, linear design. Bicycles cannot be secured at two points and positioned stably.



RooseveltIslander.blogspot.com

s t a p l e s

Bicycle staples are simple, inverted U-shaped metal piping, fastened to or set within the sidewalk. Each staple can secure two bicycles.



Melsky, flickr.com

Bicycle staple in Syracuse

APPLICATIONS & SPECIAL CONSIDERATIONS

The clean design, low cost, and sheer effectiveness of bicycle staples make them the ideal rack style for the varying physical and security conditions on Syracuse streets, allowing for an easily recognizable and trusted image of the Syracuse public bicycle facility. These staple racks are an excellent choice financially, functionally, and visually as accommodation for Syracuse's growing bicycle parking demand.

STRENGTHS

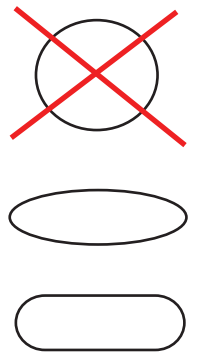
offer a high variability in orientation options

require a minimal investment and maintenance cost per unit. In Portland, each staple rack costs \$120 for material, tools, and labor when bought in bulk and so, offers secure parking for a low \$60 per vehicle

can be used to create linear, curvilinear, perpendicular, and mass configurations in the streetscape in a uniform, cohesive manner

WEAKNESSES

metal piping must have non-circular cross-section to prevent theft (see below)



Inappropriate and appropriate shapes for bicycle staple piping

For more on design and application, refer to page 2-16 in the Bicycle Parking Guidelines by APBP.

corrals

Corrals are high-density parking facilities that most commonly are located in place of one or two on street parking spots. They are made up of a series of ground racks, preferably the recommended bicycle staples.



Kevin Buchanan, grist.org

Bicycle corrals are in demand by storeowners in Portland.

WEAKNESSES

high initial investment ; costs can vary depending on the roadside treatment of the corral such as fencing, reflective, or bollard structures, and the selection of the bicycle racks themselves

difficult to maintain with traditional street cleaning equipment; cities like Portland, Oregon have solved this problem by deferring the maintenance of these spaces to adjacent shop owners

STRENGTHS

keep bicycle parking off of the sidewalk

provide parking for 12 customers via bike in the same space as 1 via car

allow for a greater field of vision for turning vehicles when located on a street corner as opposed to a car

serve the same function as a bump out, providing a traffic calming effect for automobiles and a shorter crossing distance for pedestrians.

installation can occur on road surfaces as they are, allowing for a fairly simple retrofit of the space

serve as a highly visible element of bicycle infrastructure to the public, improving awareness and supporting bicycle travel as a viable alternative to automobile travel

can create a concentrated location where parking can usually be found

APPLICATIONS & SPECIAL CONSIDERATIONS

The use of bicycle corrals could be very effective in areas of Syracuse. Located along established bicycle routes, bike corrals in Syracuse can be constructed in areas where parking is in demand. Many cities require businesses to request corrals and maintain the area. In the winter, corrals are usually removed to accommodate snow plowing. Syracuse would likely adopt such policies.

For more on design and application, refer to page 2-18 and pages 2-44 to 2-52 in the Fundamentals of Bicycle Boulevard Planning & Design by IBPI.

wall-mounted racks

Wall-mounted bicycle storage racks are arranged vertically on walls, rather than horizontally on the ground. These can be installed on any unused wall space, indoors or outdoors.

STRENGTHS

utilize excess capacity of blank walls

maximize efficient use of space

minimize costs associated with construction, rental, and use

positioning of bikes on walls lessens the risk of vehicle theft

WEAKNESSES

vertical orientation of racks requires that bicyclists be able to lift their bikes into position

should supplement ground parking and not be used in isolation



Covered wall-mounted bicycle storage at SUNY ESF

APPLICATIONS & SPECIAL CONSIDERATIONS

With many under-utilized walls outside and inside of buildings throughout the city, Syracuse can easily install wall mounted racks for efficient and free supplemental bicycle storage without concerns about snow removal.

For more on design and application, refer to page 2-19 in the Bicycle Parking Guidelines by APBP.

lockers

Bicycle lockers are parking areas incorporating boxed storage space for bicycles and associated accessories. Like an oversized gym locker, bicycle lock boxes can be rented out with personalized keys for a monthly or bi-annual fee. These lockers can be placed within a parking garage, business bike room, or on an uncongested sidewalk or alley.



La.curbed.com

Bicycle lockers in Los Angeles

APPLICATIONS & SPECIAL CONSIDERATIONS

There are many opportunities to establish bicycle lockers and offer demanded, secure bike storage in existing parking facilities and less used street spaces throughout Syracuse. These sheltered facilities would be extremely useful to cyclists in inclement weather. The city of Portland offers bicycle lockers for \$15 - \$17 per month with a refundable \$20 - \$95 key deposit. Organizations such as Portland’s TriMET bus transit stations provide lockers as cheap as \$25 for six months with a \$50 refundable key deposit. Syracuse may follow the example of Portland’s systems in implementing our own.

For more on design and application, refer to pages 2-7, 2-11, 2-13, 2-15, and 2-31 in the Bicycle Parking Guidelines by APBP.

STRENGTHS

provide secure storage for bikes and other belongings with a lock and key system

shelter cyclists’ belongings from the elements

offer consistent access to daily parking spaces with reservation system

costs of maintenance would be paid for through rental fees

WEAKNESSES

high initial investment cost

requires a higher amount of dedicated space and maintenance





possible corridor treatments

NEIGHBORHOOD RECOMMENDATIONS

Downtown

Westside

Southside

Valley

Eastside

Eastwood

Northside

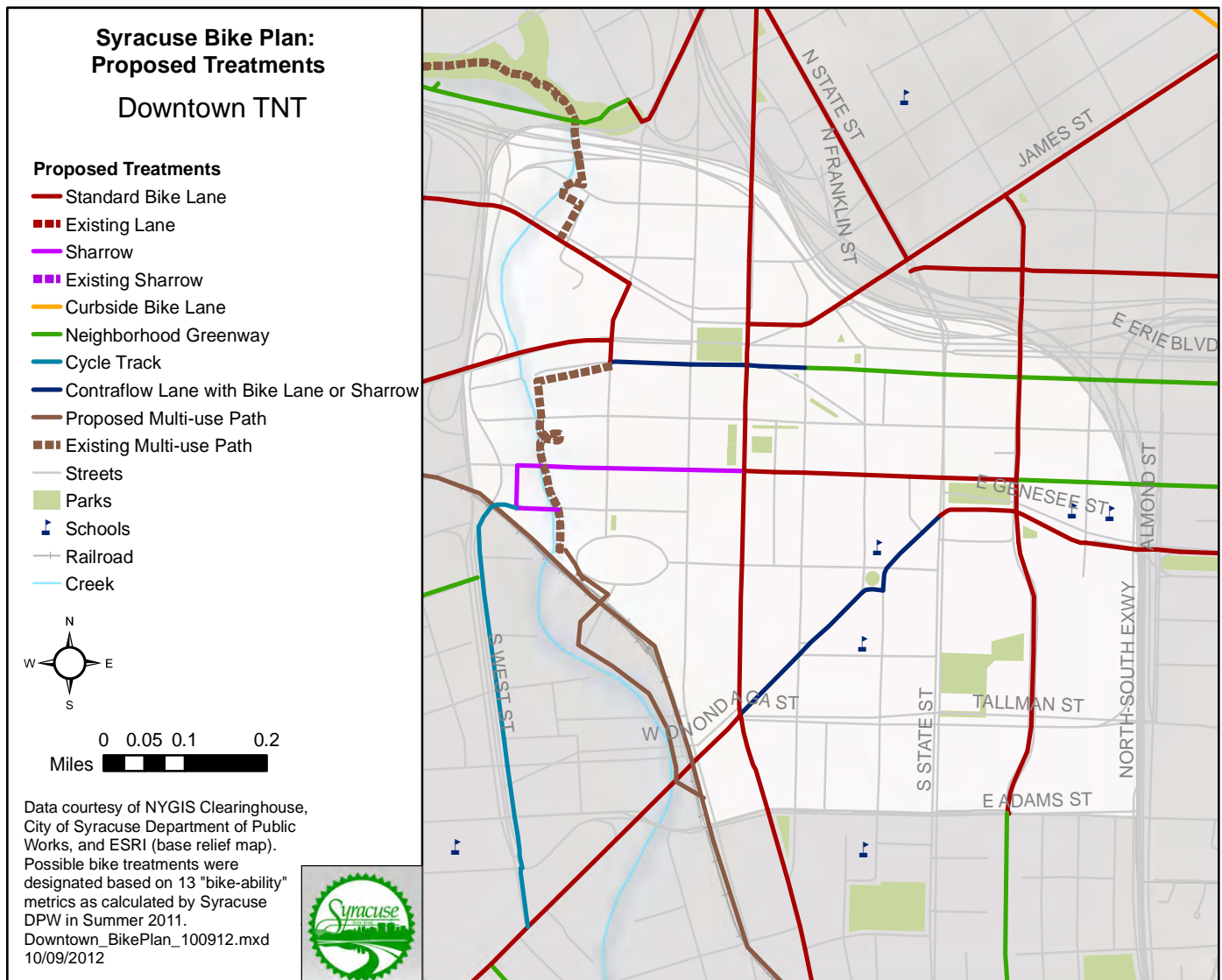
Lakefront

DOWNTOWN

Downtown is the center of the Syracuse bicycle network and connects corridors radiating out across the City. The main location for Centro bus transfers for riders within the City and traveling to outlining communities is also Downtown. The Onondaga Creekwalk starts in Armory Square and connects users to Lakefront amenities. Downtown currently has .2 miles of sharrows along Water Street, and more being added as the Connective Corridor progresses.

The Syracuse Bike Plan adds 4.2 miles of bicycle infrastructure to Downtown streets. This includes:

- 2.7 miles of standard bike lanes
- .6 miles of contraflow bike lanes
- 3 miles of sharrows
- .2 miles of neighborhood greenways



Short-Term Recommendations

South Salina Street

South Salina is the major north-south arterial that connects Downtown amenities to the Northside and Southside. South Salina has the most available space for bicycle infrastructure.

Users

Fast-Speed Commuters

Treatment

In areas with multiple lanes, a “road diet” is proposed to reduce car traffic from two lanes in either direction to one lane in either direction, with a center turn lane. Standard bike lanes are proposed as a corridor for commuters and other high speed cyclists. Bike boxes should be placed at high turning volume intersections to reduce bike-car conflicts. On-street parking will have to be addressed as part of the bike lane installation, and sharrows may need to be used in places.



Erie Boulevard West

Erie Boulevard West is the primary east-west connector, connecting Solvay with Downtown, and serving Tipperary Hill and Park Avenue. This corridor is also anticipated to serve as part of the Erie Canalway Trail, a regional trail from Buffalo to Albany. This corridor contains a mix of offices and industrial uses.

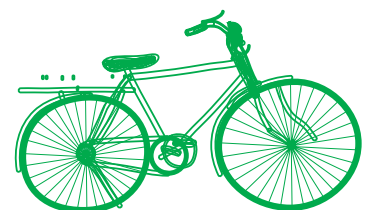
Users

Fast-Speed Commuters

Slow-Speed Recreational Users

Treatment

Standard bike lanes are proposed along this corridor. A road diet/lane reduction will be necessary in some areas.



Water Street



Water Street is a low volume street that extends east from Downtown. Water Street currently has a mix of sharrows and bike lanes. The Creekwalk follows Water Street for one block. Water Street connects East and West Erie Boulevard and Genesee Street through Downtown and gives access to Clinton Square. Water Street is expected to be part of the Erie Canalway Trail connection across Syracuse.

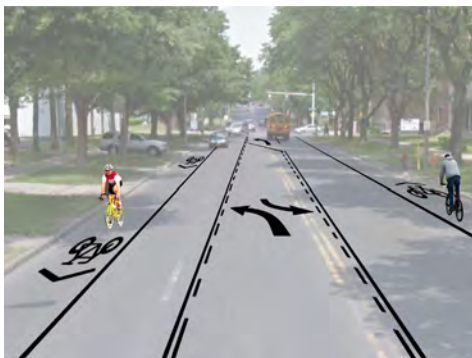
Users

Families
Fast-Speed Commuters
Slow-Speed Recreational Users
School Children & Students

Treatment

Contraflow lanes are proposed between Franklin and Warren Streets to accommodate two-way bike traffic on the one-way streets. This will close the gap between the existing bike lanes and the Creekwalk.

James Street



James Street connects Downtown to the Northside and Eastwood.

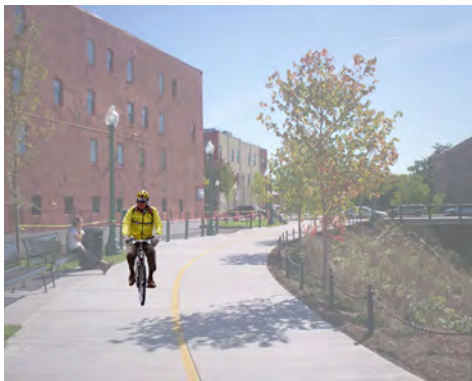
Users

Fast-Speed Commuters

Treatment

James Street has a completed road diet feasibility study. The planning document furthers the recommendations of this study and proposes that the two traffic lanes in either direction be reduced to one traffic lane in either direction and a center turn lane. This could be done in conjunction with installing pull off areas for buses. Standard bike lanes are proposed for the extra space created by the road diet.

Onondaga Creekwalk



Currently the Creekwalk connects Downtown and Armory Square to Lakefront amenities and provides off-street recreation and connectivity for Downtown users. This Creekwalk should be continued south of Armory Square into the Southside.

Users

Slow-Speed Recreational Users

Treatment

The Creekwalk is proposed to go through the tunnel to the "Trolley Lot" parking lot behind the Museum of Science and Technology and south parallel Onondaga Creek to West Onondga Street.

East and West Onondaga Streets

This arterial connects Downtown to the South and West sides of Syracuse and to western suburbs. It also connects to the Connective Corridor at Fayette Park. Between Clinton Street and Midland Avenue, this corridor will potentially also double as part of the Onondaga Creekwalk.

Users

Families
Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

Standard bike lanes are proposed between Slocum Avenue and South Salina Street, with a road diet accompanying these improvements. A contraflow bike lane with a sharrow is proposed between South Salina Street and State Street.



Mid-Term Recommendations

West Street

West Street is a north-south arterial road between Downtown and the Westside, serving regional traffic needs. This corridor has eight lanes of traffic and is nearly 150 feet across with few crossing streets. It provides a connection from West Onondaga Street to Downtown and Armory Square, as well as a connection along the edge of the Rescue Mission campus.

Users

Families
Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A cycle track is proposed along this corridor from West Onondaga Street to Walton Street. The existing West Street service lane would be removed to provide space for the cycle track as well as create a safe buffer between cyclists and drivers. A sharrow would link West Street to the Creekwalk along Walton Street.



Genesee Street Corridor

East and West Genesee Street is a main east-west corridor, connecting neighborhoods and suburbs to the east and west of Downtown.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes are proposed along West Genesee. A road diet/lane reduction will be necessary to accomplish such infrastructure. Standard bike lanes are also suggested on the section of East Genesee that runs from Downtown to University Avenue.



Long-Term Recommendations

East Fayette Street

Fayette Street is an east to west corridor which connects Downtown to the Eastside via Fayette Square Park.

Users

Families

Fast-Speed Commuters

Slow-Speed Recreational Users

Treatment

Sharrows are suggested between the Creekwalk trail and the Salina Street Corridor due to the narrow street width, on-street parking, and heavy bus traffic. Standard bike lanes are proposed between Salina Street and Almond Street. A neighborhood greenway is suggested from Almond street to the east.



South Townsend Street to Garfield Avenue Corridor via Oakwood Avenue

This corridor is a north-south arterial connecting the Southside to the Northside neighborhoods through Downtown. This corridor also provides access to the Dr. King School and St. Joe's Hospital.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes are proposed through this high traffic section of the Corridor.



CSX Rail Line

While not a street, the CSX rail line has the potential for bike infrastructure. This corridor provides access between Tipperary Hill and University Hill with no crossing vehicular traffic. Similar to the former OnTrack service, there could be access points at Lipe Art Park, Armory Square, the Syracuse Community Health Center, and Syracuse University.

Users

Families

Slow-Speed Recreational Users

School Children & Students

Treatment

A rail with trail is considered for the CSX rail line. This pedestrian/cyclist shared-use trail would parallel the active rail line.

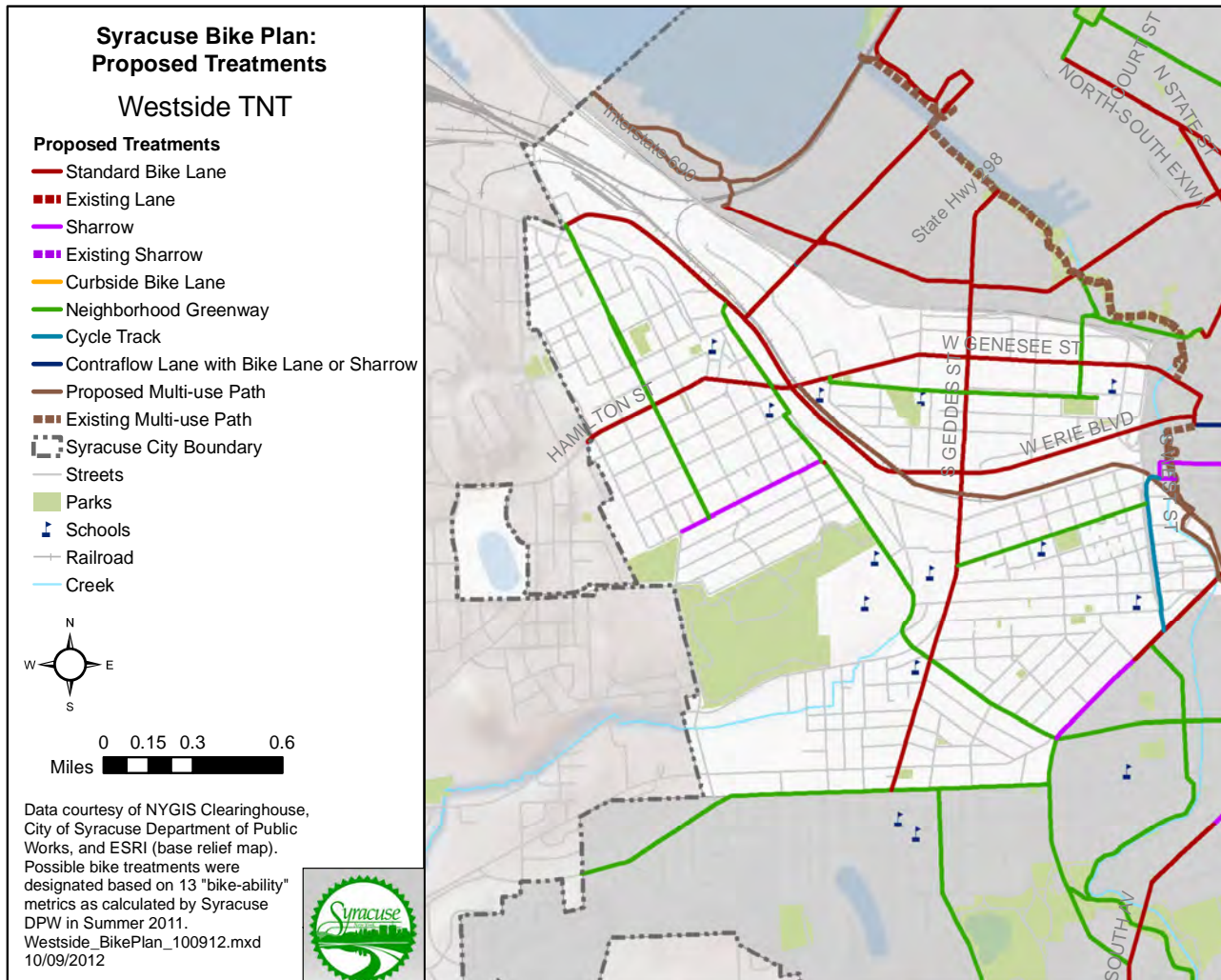


WESTSIDE

The Westside contains several important streets in Syracuse's bicycle infrastructure network. The Westside currently does not have any designated bike routes. Erie Boulevard is the main east-west corridor across the city. North Geddes Street connects Lakefront amenities to the Westside and Southside. The West Fayette-Delaware-Wilbur corridor allows diagonal access through the Westside, and connects schools and parks to the rest of the City.

The Syracuse Bike Plan adds 14.75 miles of designated on-street bicycle infrastructure to Westside streets. This includes:

- 7.4 miles of standard bike lanes
- .5 miles of curbside bike lanes
- .8 miles of sharrows
- 1.2 miles of cycle tracks
- 3 miles of neighborhood greenways
- 1.8 miles of off-road multi-use paths



Short-Term Recommendations

West Onondaga Street

This arterial connects the South and West sides of Syracuse to western suburbs and across Downtown, connecting to the Connective Corridor at Fayette Park. Between Clinton Street and Midland Avenue, this corridor will potentially also double as part of the Onondaga Creekwalk.

Users

Families
Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

Standard bike lanes are proposed between Slocum Avenue and South Salina Street, with a road diet accompanying these improvements. Sharrows are anticipated between Slocum Avenue and Tallman Street, as the street is narrower and has a lower volume of traffic.



Erie Boulevard West

Erie Boulevard West is the primary east-west connector, connecting Solvay with Downtown, and serving Tipperary Hill and Park Avenue. This corridor is also anticipated to serve as part of the Erie Canalway Trail, a regional trail from Buffalo to Albany. This corridor contains a mix of offices and industrial uses.

Users

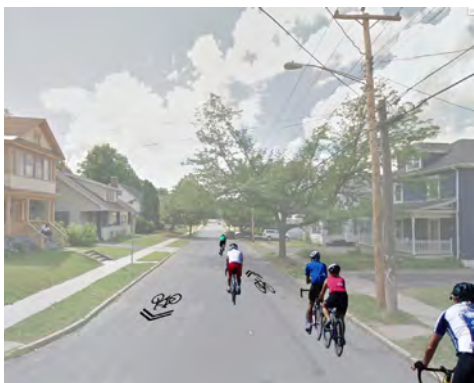
Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

Standard bike lanes are proposed along this corridor with the ability to include a striped buffer between the car and bike lanes. A road diet is anticipated in some areas.



Bellevue Avenue **from Onondaga Avenue to the west**



This east-west arterial connects the southwest side to major streets running through the core of the City. It will provide a safe route to Corcoran High School. Bellevue Avenue runs parallel to West Onondaga Street.

Users

Fast-Speed Commuters
School Children & Students
Slow-Speed Recreational Users

Treatment

A neighborhood greenway is considered for Bellevue Avenue and should accommodate continued heavy car traffic on West Onondaga Street.

Mid-Term Recommendations

West Street



West Street is a north-south arterial road between Downtown and the Westside, serving regional traffic needs. This corridor has eight lanes of traffic and is nearly 150 feet across with few crossing streets. It provides a connection from West Onondaga Street to Downtown and Armory Square, as well as a connection along the edge of the Rescue Mission campus.

Users

Families
Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A cycle track is proposed along this corridor from West Onondaga Street to Walton Street. The existing West Street service lane would be removed to provide space for the cycle track as well as create a safe buffer between cyclists and drivers. A sharrow would link West Street to the Creekwalk along Walton Street.

Geddes Street (North and South)

Geddes Street is a major arterial road connecting every neighborhood in the west side of Syracuse from north to south, and to points beyond. At the extreme southern end of this corridor is Corcoran high School, while in the Lakefront, this corridor terminates at the Creekwalk. This corridor also connects to Delaware and Fowler Schools, as well as the South Geddes commercial corridor.

Users

Fast-Speed Commuters
School Children & Students
Slow-Speed Recreational Users

Treatment

Standard bicycle lanes are proposed along this corridor due to the speeds and volume of automobiles. A road diet and lane reduction is possible in some areas.



Road narrowing and bike lanes possible between Delaware and Elliot Sts

West Genesee Street

West Genesee Street is a main east-west corridor, connecting western suburbs with Downtown, and serving Tipperary Hill and Park Avenue. Within the city, it has the same connectivity as Erie Boulevard West. However, West Genesee connects to more neighborhoods outside Syracuse.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes are proposed along this corridor. A road diet/lane reduction will be necessary to accomplish such a treatment.



Delaware Street - West Fayette Street Corridor (including Wilbur Ave)



West Fayette, Wilbur Avenue, and Delaware Street provide diagonal northwest-southeast access across the Westside of Syracuse and connect Tipperary Hill with the Near Westside and Southwest neighborhood. These streets are primarily low-volume and low-speed, with a mix of use from all residential to some industrial. This corridor also connects to Burnett Park, the Rosamond Gifford Zoo, and Fowler High School.

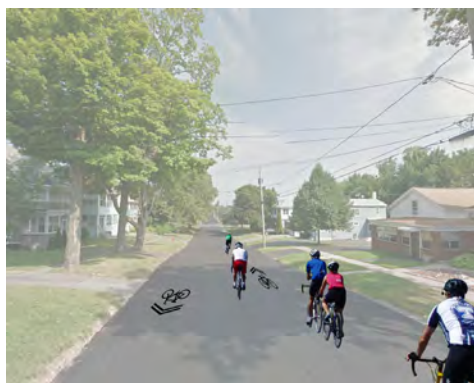
Users

Families
School Children & Students

Treatment

A mix of infrastructure is proposed along this corridor. Along Delaware, sharrows are anticipated, though in areas without on-street parking, standard bike lanes are proposed. Wilbur Avenue is proposed to have curbside bicycle lanes with a few sections of sharrows, and a cycle track where the street becomes one way. Standard bike lanes are proposed along West Fayette.

Willis Avenue



Willis Avenue is a low-volume, low-speed road in a residential setting. This roughly north-south street is part of the Tipperary Hill grid. Willis Avenue has many crossing streets and parallels the higher volume Avery and Milton Streets. This street could provide a safe cycling connection from Tipperary Hill to Solvay and the Erie Canalway Trail.

Users

Families
Slow-Speed Recreational Users

Treatment

A neighborhood greenway is proposed for Willis due to the street's low traffic volumes, the higher volume parallel streets, and the residential character of the corridor.

Hiawatha Boulevard



Hiawatha Boulevard connects from the Carousel Center to Erie Boulevard West. While there are high speeds and high volumes on this corridor, the mall also provides a high generator of demand for use.

Users

Families
Slow-Speed Recreational Users

Treatment

Standard bike lanes are proposed along this corridor. A road diet/lane reduction will be necessary in some areas.

Long-Term Recommendations

Tompkins Street

Tompkins is part of the Tipperary Hill grid, connecting roughly east-west. It is a relatively higher volume road for the neighborhood that goes along many local businesses and contains the iconic upside-down traffic light. This corridor would connect the Wilbur and Willis bike infrastructure and is anticipated to be used primarily by neighborhood residents.

Users

Families
Slow-Speed Recreational Users

Treatment

As the road is not wide enough for standard bike lanes without removing parking, sharrow symbols are proposed for the corridor.



Park and Leavenworth Avenues

These two corridors are proposed to be an alternate connection to the Creekwalk. These scenic roads offer low traffic volumes and speeds to families and recreation users who wish to avoid the on- and off-ramps at I690 and North Geddes St.

Users

Families
Slow-Speed Recreational Users

Treatment

Along Park Ave, a cycle track is recommended from Geddes Street to Leavenworth Ave in the Central Park median to provide a sheltered green space for children and families. Bike lanes are proposed along Leavenworth Avenue from Park Avenue north to Evans and the Creekwalk. It is suggested that on-street parking be removed along Leavenworth Avenue to provide room for standard bike lanes.



Otisco Street



Otisco Street provides bike connectivity within and across the Near Westside neighborhood. It is a low volume corridor, with slower speeds. This corridor connects Fowler and Lodgett Schools, Skiddy Park, and across West Street at a proposed new crosswalk.

Users

Families
 Slow-Speed Recreational Users
 School Children & Students

Treatment

Given the grid nature of the Near Westside, Otisco Street is proposed to become a neighborhood greenway.

CSX Rail Line



While not a street, the CSX rail line has the potential for bike infrastructure. This corridor provides access between Tipperary Hill and University Hill with no crossing vehicular traffic. Similar to the former OnTrack service, there could be access points at Lipe Art Park, Armory Square, the Syracuse Community Health Center, and Syracuse University.

Users

Families
 Fast-Speed Commuters
 Slow-Speed Recreational Users
 School Children & Students

Treatment

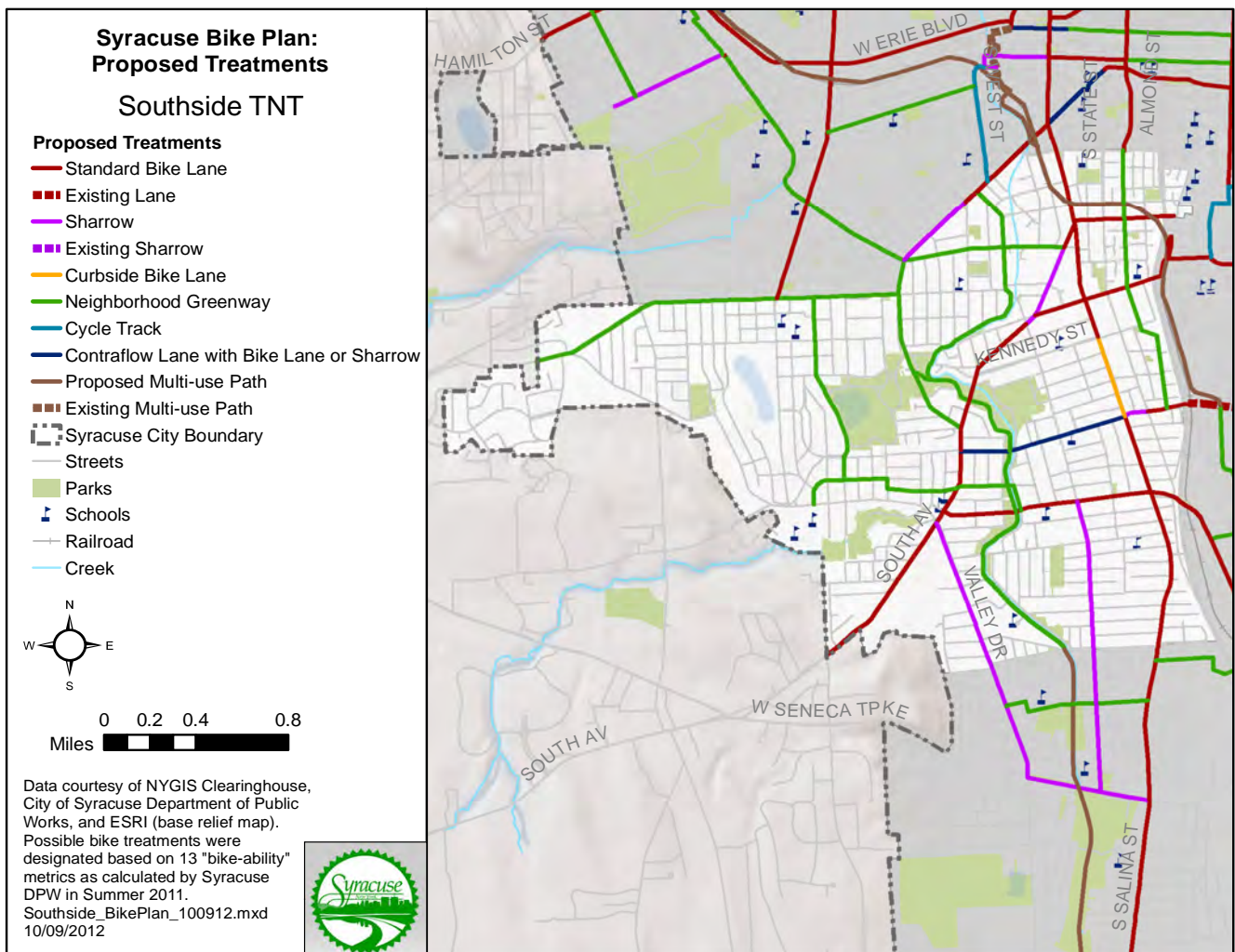
A rail with trail is considered for the CSX rail line. This pedestrian/cyclist shared-use trail would parallel the active rail line.

SOUTHSIDE

The Southside contains several important streets in Syracuse's bicycle infrastructure network. South Salina is the main north-south route through the city for commuter and high speed bike traffic. Onondaga Creek Boulevard/ Creekwalk will serve all riders as they wind through neighborhoods and green spaces along Onondaga Creek. The Southside currently does not have any designated bike routes.

The Syracuse Bike Plan adds 17.25 miles of designated on-street bicycle infrastructure to Southside streets. This includes:

- 6.5 miles of standard bike lanes
- .4 miles of curbside bike lanes
- .75 miles of contraflow bike lane
- 2 miles of sharrows
- 6.9 miles of neighborhood greenways
- .7 miles of off-road multi-use path



Short-Term Recommendations

Onondaga Creek Boulevard/Creekwalk



This corridor is anticipated to be the primary north-south corridor in the City for all users and will have an ecological and recreational focus due to the proximity of Onondaga Creek. This corridor is also being considered for an extension of the Onondaga Creekwalk that currently connects Downtown with the Inner Harbor and Lakefront. One possible route for this corridor is Hovey Street to marginal Street to Onondaga Creek Pathway to Onondaga Creek Boulevard.

Ultimately this corridor will connect the Valley, Southside, Downtown, and Lakefront. The route provides great scenic and recreation value and connects green space within the Southside like Upper and Lower Kirk Park, and green spaces through the city like the Inner Harbor, Onondaga Park, and Meachem Park. The corridor also connects to Danforth School and schools in the Valley.

Users

- Families
- Fast-Speed Commuters
- School Children & Students
- Slow-Speed Recreational Users

Treatment

A neighborhood greenway is proposed on this low-volume street for commuter and pleasure cyclists. Traffic calming infrastructure will be placed at intersections to prioritize bike traffic and discourage or slow car through-traffic. Signage will provide way-finding and advertise the use of the boulevard as a safe route to school.



South Salina Street

South Salina is the major north-south arterial that connects the Southside to Downtown amenities and through to the Northside. South Salina has the most available space for bicycle infrastructure.

Users

Fast-Speed Commuters

Treatment

In areas with multiple lanes, a “road diet” is proposed to reduce car traffic from two lanes in either direction to one lane in either direction, with a center turn lane. Standard bike lanes are proposed as a corridor for commuters and other high speed cyclists. Bike boxes should be placed at high turning volume intersections to reduce bike-car conflicts. On-street parking will have to be addressed as part of the bike lane installation, and sharrows may need to be used in places.



Onondaga Street Corridor

From Townsend Street to Bellevue Avenue

This corridor connects commuters from the western neighborhoods to commercial centers along Onondaga Street and Downtown Syracuse. The corridor is also being considered as a connection between the current Creekwalk and Onondaga Creek Neighborhood Greenway.

Users

Fast-Speed Commuters

Treatment

West Onondaga Street from South Avenue to downtown will undergo a “road diet.” The street is proposed to be reduced from two lanes in either direction to one lane in either direction, with a center turn lane. Bike lanes could be placed on either side of the travel lanes.



Bellevue Avenue

From Onondaga Avenue to the West

This east-west arterial connects the southwest side to major streets running through the core of the City. It will provide a safe route to Corcoran High School. Bellevue Avenue runs parallel to West Onondaga Street.

Users

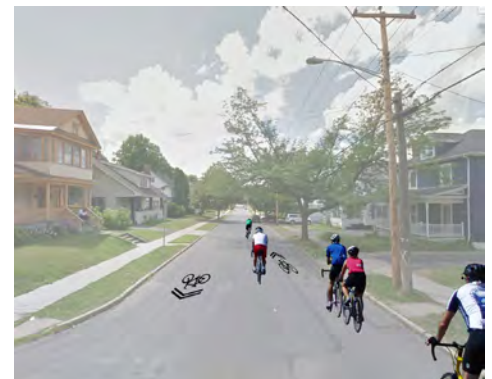
Fast-Speed Commuters

School Children & Students

Slow-Speed Recreational Users

Treatment

A neighborhood greenway is considered for Bellevue Avenue and should accommodate continued heavy car traffic on West Onondaga Street.



Colvin Street

This Colvin Street is the major east-west arterial street connecting the Southside with the Eastside and Syracuse University under I-81.

Users

Fast-Speed Commuters
School Children & Students

Treatment

A contra-flow lane is proposed between South Avenue and South Salina Street to accommodate two-way bicycle traffic along the one-way street. On-street parking need to be removed to facilitate this treatment. A standard bicycle lane or sharrow are proposed to complete the corridor as it continues under I-81 to the Eastside.



Mid-Term Recommendations

Elmwood Neighborhood Greenway

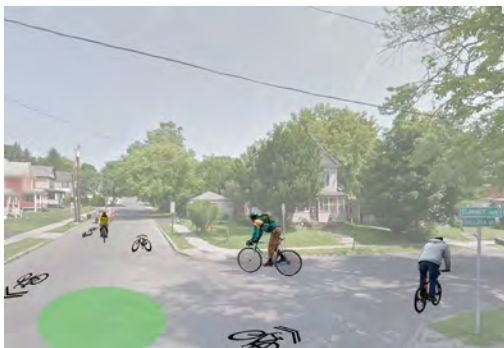
This corridor connects many schools in this area: Roberts Elementary, Corcoran, Elmwood and Danforth Magnet. It also connects to the proposed Creekwalk along Onondaga Creek Boulevard. This greenway utilizes low volume neighborhood streets, taking the blocks with the most gentle slope.

Users

Families
School Children & Students
Slow-Speed Recreational Users

Treatment

A neighborhood greenway would be appropriate for this corridor and provides a safe route to school for children in the neighborhood. Mini-traffic circles could be used for wayfinding. Pedestrian median refuges should be used when crossing high volume streets, like South Avenue.



South Avenue to Burt Avenue Corridor via Cortland Avenue

This corridor is a major diagonal connecting the Southside with Onondaga Community College and the South Salina arterial. This corridor runs through Onondaga Lake Park, Kirk Park, and Elmwood school.

Users

Fast-Speed Commuters
Students

Treatment

A standard bike lane is proposed for most of the corridor. Sharrows are proposed between Castle Street and Tallman Street where the street is too narrow for a standard bike lane, but connectivity is still important.



Roberts Avenue Greenway

This corridor connects through the Strathmore neighborhood, and accesses Onondaga Park. It also provides a safe route to school for students going to Bellevue Elementary and Corcoran.

Users

Families
School Children & Students
Slow-Speed Recreational Users

Treatment

In this section of South Geddes where there are lower volumes of traffic, sharrows are recommended to allow both cars and bikes to share the road.



Long-Term Recommendations

Onondaga Ave

Onondaga Avenue connects the bike lanes on West Onondaga Street, Bellevue Avenue, and South Avenue. It also provides access to the recreational facilities at Onondaga Park.

Users

Fast-Speed Commuters

Treatment

A neighborhood greenway is proposed for recreational riders and commuters. The 600 block could potentially be closed to cars and remain open to cyclists.



West Brighton Avenue

West Brighton Avenue provides a secondary east-west route, connecting South Avenue and South Salina Street. Added treatments will need to be utilized at high volume intersections near I-81.

Users

Fast-Speed Commuters
School Children & Students

Treatment

On-street parking may need to be removed from South Avenue to Webster Avenue to accommodate a standard bike lane.



Castle Street Corridor

Castle Street runs east-west through the near Southside and gives access to Dr. King Elementary School, Onondaga Park, and the Onondaga Creekwalk. The corridor also connects with the streets leading to SUNY College of Environmental Sciences and Forestry, Syracuse University, and the Eastside.

Users

School Children & Students
Slow-Speed Recreational Users

Treatment

A standard bike lane is proposed.



Tallman Street from West Onondaga Avenue to Cortland Avenue

Tallman Street is an east-west connector between South Salina and the west of the city, toward Fowler School and Rosamond Gifford Zoo. Tallman Street extends the northern reach of the Onondaga Creek neighborhood greenway and allows access from the surrounding residential neighborhoods.

Users

Families
Fast-Speed Commuters
School Children & Students
Slow-Speed Recreational Users

Treatment

A neighborhood greenway between Onondaga Creek Boulevard and Onondaga Avenue with an intersection treatment at Tallman and Rich is proposed because of the existence of on-street parking and the relatively low traffic volume. A standard bicycle lane is recommended between Onondaga Creek Boulevard and Cortland Avenue.



South Townsend Street to Garfield Avenue Corridor via Oakwood Avenue

This corridor is a north-south arterial connecting the Southside to the Northside neighborhoods through Downtown, and gives access to Dr. King School and St. Joe's Hospital.

Users

Fast-Speed Commuters
School Children & Students
Slow-Speed Recreational Users

Treatment

A neighborhood greenway is proposed to calm traffic for commuters and youth using this corridor.

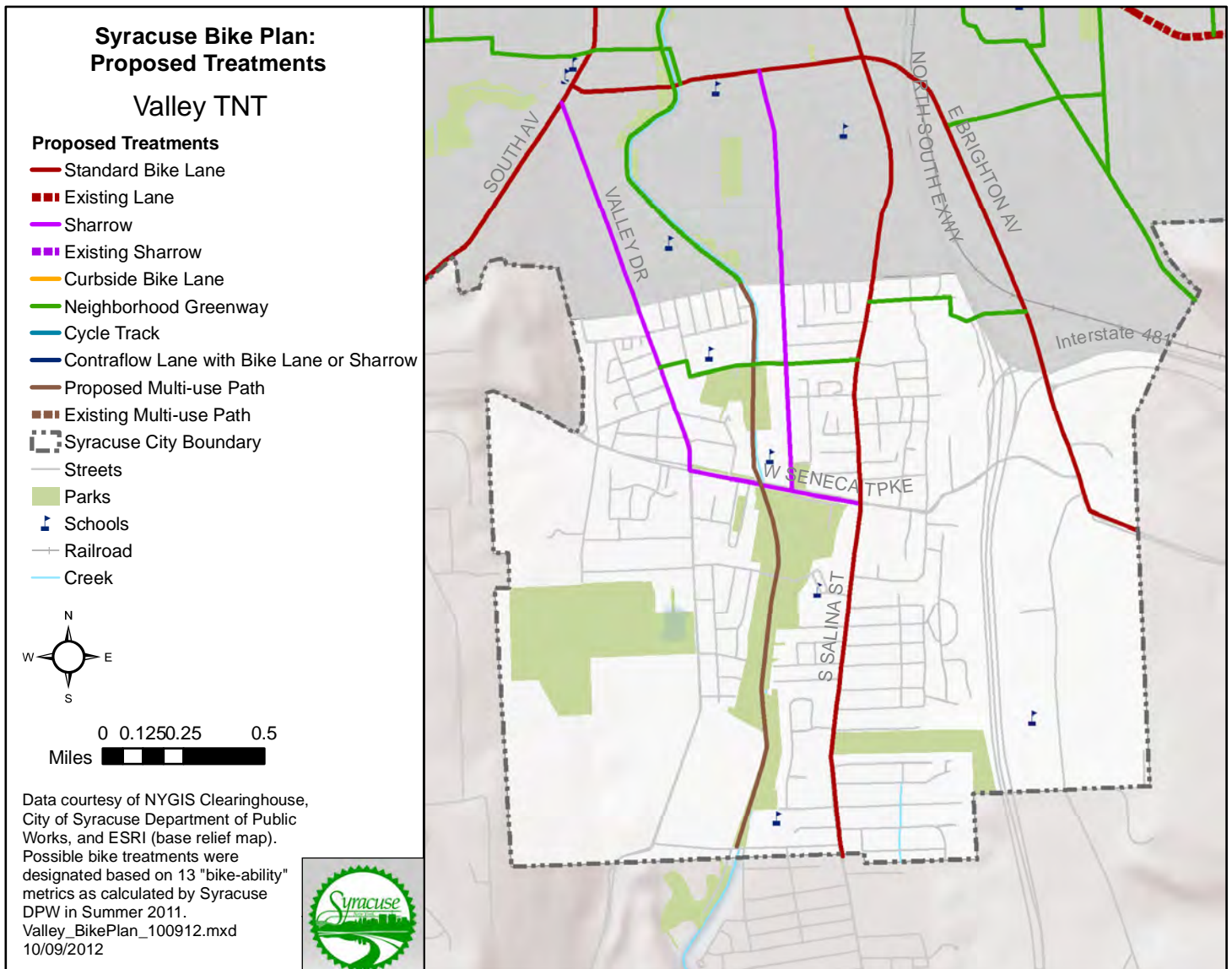


VALLEY

The Valley is the southern end of the Syracuse bicycle infrastructure network and will contain the entry points for cyclists riding in from points south of the City line. The Onondaga Creekwalk neighborhood greenway and the Salina Street corridor will provide access to Downtown amenities, the Lakefront, and neighborhoods on the Northside. The Valley currently has bike lanes on South Salina Street from Dorwin Ave to Seneca Turnpike.

The Syracuse Bike Plan adds 3.2 miles of designated on-street bicycle infrastructure to Valley streets. This includes:

- .7 miles of standard bike lanes
- 1.8 miles of off-road multi-use path
- .5 miles of sharrows
- .5 miles of neighborhood greenways



Short-Term Recommendations

South Salina Street

South Salina is the major north-south arterial that connects the Valley to Downtown amenities and through to the Northside. This corridor includes many businesses. South Salina has the most available space for bicycle infrastructure. South Salina also connects to Clary Middle School, Meachem Elementary School and Heath Park

Users

Fast-Speed Commuters

Treatment

In areas with multiple lanes, a “road diet” is proposed to reduce car traffic from two lanes in either direction to one lane in either direction, with a center turn lane. Standard bike lanes are proposed for commuter cyclists. Special care will be taken at the intersection with East Seneca Turnpike. Bike boxes are proposed to reduce bike-car conflicts. On-street parking will have to be revisited in some areas as part of the bike lane installation.



Onondaga Creekwalk

This path is anticipated to be the primary north-south corridor in the City for all users and will have an ecological and recreational focus due to the proximity to Onondaga Creek. This path would connect to Onondaga Creek Boulevard, which is being considered for an extension of the Onondaga Creekwalk that currently connects Downtown with the Inner Harbor and Lakefront. Within the Valley, this corridor will connect Meachem Field, Meachem Elementary School, and the green space along Onondaga Creek.

Users

Families
Slow-Speed Recreational Users
School Children & Students

Treatment

An off-road multi-use path along the creek is proposed for commuter and recreational cyclists. Traffic calming infrastructure is suggested at intersections to prioritize bike traffic and discourage, or slow, car through-traffic. Signage will provide way-finding and advertise the path as a safe route to school.



Mid-Term Recommendations

Seneca Turnpike Corridor



Seneca Turnpike connects neighborhoods along South Salina Street with the Onondaga Creekwalk and provides an east-west route across the valley neighborhood.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A sharrow is proposed to take advantage of wide shoulders and to accommodate the center turn lane. No traffic patterns will be affected with this choice of infrastructure, though the center turn lane is proposed to be narrowed to ten feet.

Florence Avenue



This low volume neighborhood corridor provides an important link across Onondaga Creek, via a pedestrian bridge, and also provides a safe route to Van Duyn School.

Users

Families
Slow-Speed Recreational Users
School Children & Students

Treatment

A neighborhood greenway is suggested. Minimal infrastructure changes would need to be made, as many traffic calming solutions are already in place.

Long-Term Recommendations

Valley Drive

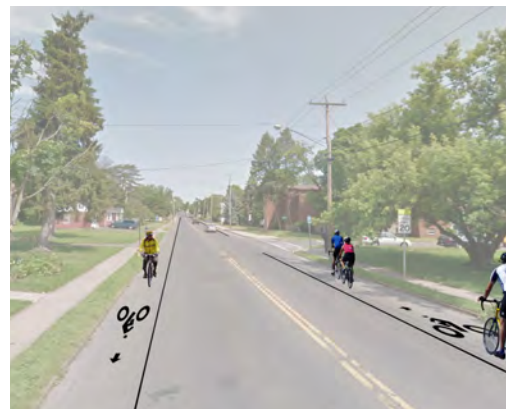
While not rated highly based on the inventory measures, Valley Drive has been included due to public demand. This corridor connects the west side of the Valley up to the Elmwood business

Users

Slow-Speed Recreational Users

Treatment

Due to the narrow nature of this corridor, either sharrows would be utilized, or on-street parking removed to create standard bike lanes.



Midland Avenue

Midland Avenue is another corridor that was not rated highly by the inventory, but was requested by residents. This corridor provides an on-street north-south option with a lower volume of cars and slower speeds than South Salina Street.

Users

Slow-Speed Recreational Users

Treatment

Due to the narrow nature of this corridor, either sharrows would be utilized, or on-street parking removed to create standard bike lanes.



Filmore and Glen Avenues

Filmore and Glen Avenues provide a low traffic connection between the eastern uplands of the Valley with the central part of this neighborhood. This corridor is recommended over E Seneca Turnpike as a connection.

Users

Slow-Speed Recreational Users

Treatment

Sharrows would be recommended for these low volume streets.

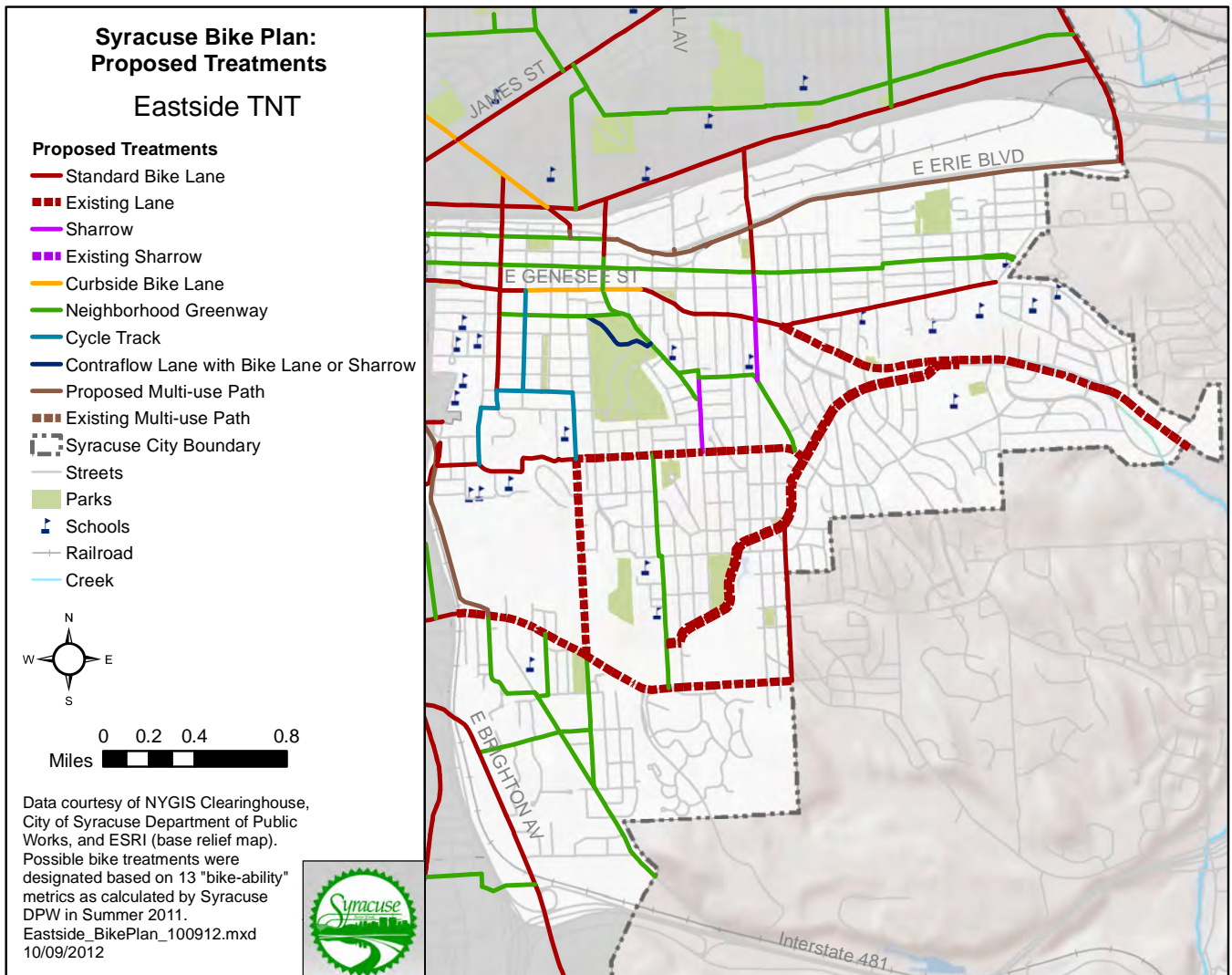


EASTSIDE

The Eastside neighborhood has the highest density of bike lanes in the city, and some of the first. Dense bike infrastructure is proposed throughout the University Hill District to accommodate the already high volume of bicycle traffic and to increase safety for pedestrians, cyclists, and drivers alike.

The Eastside currently had 7 miles of bike lanes. The Syracuse Bike Plan adds 18.8 miles of designated on-street bicycle infrastructure. This includes:

- 3.8 miles of standard bike lanes
- 0.5 miles of curbside bike lanes
- 5 miles of sharrows
- 1.5 miles of cycle tracks
- 4.5 miles of neighborhood greenways
- 3.3 miles of off-road multi-use path



Short-Term Recommendations

East Genesee Street

This is a major east-west corridor and connects neighborhoods and businesses on the Westside with those on the Eastside. Standard bike lanes already exist between Salt Springs Road and the City line, and provide a route for commuters coming in from Dewitt.

Users

Fast-Speed Commuters
School Children

Treatment

A road diet is being considered in portions where the road has four travel lanes. In areas that are not subject to a road diet, standards bike lanes are intended to be used.



Syracuse University Circumferential Cycletrack

This corridor includes the four-lane sections of Waverly Avenue and Comstock Avenue, as well as Irving Avenue between Waverly and East Raynor Avenues

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A cycletrack is proposed along this corridor, with a road diet wherever feasible. This cycletrack should be adjacent to Syracuse University campus so that vehicular conflicts are minimized and the high volume of users are accommodated. Bike boxes are suggested at high volume intersections.



Campus Roads

While not part of the public right-of-way, the City of Syracuse supports increased bicycle infrastructure through Syracuse University's campus.

Users

Fast-Speed Commuters
Students & School Children

Treatment

It is proposed that signs and sharrows be placed throughout campus roads to increase awareness.



Thornden Park Neighborhood Greenway



This neighborhood greenway includes parts Madison Street, South Beech Street, Dell Street, Harvard Place and Houston Avenue. It would connect the existing contraflow bike lane on Thornden Park Drive to the University Hill District, the Westcott district, and Levy School through a relatively flat route.

Users

Slow-Speed Recreational Users
School Children

Treatment

A neighborhood greenway is suggested on these lower volume roads. Intersection treatments will encourage through-traffic to take alternate routes.

Mid-Term Recommendations

Crouse Avenue



Crouse Avenue connects the Hawley-Green Historic District south to the University Hill under I-690. Expected users are commuters and students.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes and contra-flow lanes are proposed along this slow speed, but high volume corridor.

Beech Street



South Beech Street is a direct, low volume corridor that connects the Eastside and Northside via Burnet Avenue. While parts of the corridor are steep, this route was well received by the public.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A combination of sharrows and standard bike lanes are proposed along this corridor as on-street parking, slope and street width varies greatly.

Salt Springs Road

Salt Springs Road is a gradually sloping corridor with LeMoyne College and H. W. Smith Elementary along it. It provides the most direct access to the Salt Springs neighborhood.

Users

Fast-Speed Commuters
Students & School Children

Treatment

Sharrows and standard bike lanes are recommended as widths along the corridor change.



Outter Comstock Sharrows

Jamesville Avenue, Smith Lane and Moore Avenue, are low volume corridors that provides connection from East Colvin Street to the south end of the Eastside neighborhood. Comstock Avenue and Thurber Street are higher volume, but also provide direct connectivity. These corridors would serve students at H. W. Smith School, would connect to the Southside. They also connect the Oakwood Trail to the southeast of the City, which when combined with the Westside rail with trail, would create the most significant multi-modal diagonal arterials through the City.

Users

Slow-Speed Recreational Users
School Children

Treatment

Sharrows are suggested due to narrow street widths and slower posted speed limits.



East Raynor, Renwick, and Fineview Corridors

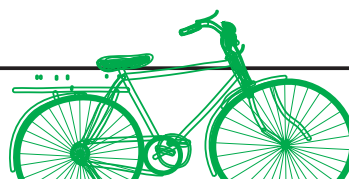
These three streets connect the West Campus of University Hill with the Southside. They also provide a more gentle slope than Van Buren Street.

Users

Fast-Speed Commuters
School Children

Treatment

Standard bike lanes are proposed along East Raynor and Renwick Avenues. Sharrows are suggested along Fineview Place.



Westcott Street



Westcott Street south of Beech Street provides a direct connection between the business district and Euclid Avenue. Bike infrastructure is not proposed through the business district in order to prioritize pedestrian infrastructure there.

Users

Fast-Speed Commuters

Treatment

A sharrow is suggested between Beech Street and Euclid Avenue to increase driver awareness of the presence of cyclists.

Nottingham Road



Nottingham Road connects the southeast suburbs with the bike infrastructure already in place in the City.

Users

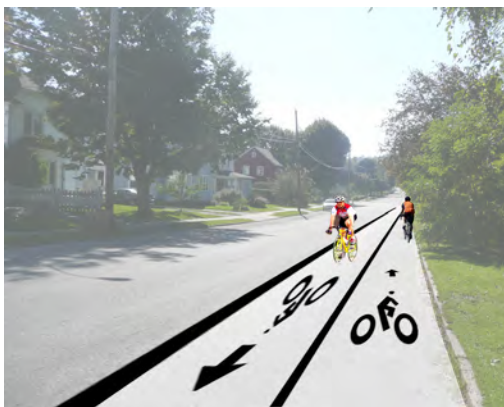
Fast-Speed Commuters

Slow-Speed Recreational Users

Treatment

Standard bike lanes are proposed due to the ample width of the street, and speed of traffic.

Lancaster Avenue



Lancaster Ave is a low volume corridor that provides a connection between Euclid Avenue and East Colvin Street. The corridor will also provide access to Ed Smith School.

Users

Slow-Speed Recreational Users

School Children

Treatment

Sharrows are recommended north of Broad Street due to the narrow street width and heavy on-street parking. A cycle track on the west side of the street is proposed south of Broad Street due to the wider street width. An intersection treatment is proposed at Broad and Lancaster Streets to guide cyclists between the two treatments.

Oakwood Cemetary Trail

While not public right-of-way, a trail is proposed along the western edge of Oakwood Cemetary to connect to the Westside rail with trail and Outter Comstock. This trail would create an off-road connection from the Eastside to Downtown amenities while providing increased access to existing open space in the City.

Users

Slow-Speed Recreational Users

Treatment

A multi-use stone dust trail is proposed.



Long-Term Recommendations

Westmoreland Avenue

Westmoreland Avenue proves an important north to south connection between Eastwood and the Eastside, and also provides students access to Levy School and Henniger High School.

Users

Slow-Speed Recreational Users
School Children

Treatment

Standard bike lanes are proposed between Burnet Avenue and East Fayette Avenue, with sharrows between East Fayette Street and Harvard Place.



Lodi Street Cut-Through

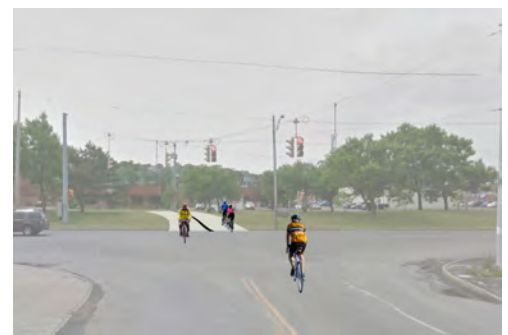
Currently Lodi Street ends at Erie Boulevard and does not connect to the bike infrastructure along Water Street and the Erie Canalway Trail. This cut-through would provide that direct connectivity.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A multi-use trail is proposed to connect Lodi Street and Water Street Bike through the green space south of Erie Boulevard.



Erie Boulevard East / Erie Canalway Trail



Erie Boulevard is the main east-west corridor through the center of the city. Multiple commercial centers are located along Erie Boulevard. The green median running down the center of Erie Boulevard East is currently being explored as part of the Erie Canalway Trail connection through Syracuse. This trail route aligns with Erie Canal's original path, and offers economic benefits to nearby businesses.

Users

Slow-Speed Recreational Users

Treatment

An off-road multi-use trail is proposed to offer touring cyclists and residents the opportunity to ride separated from traffic along this high speed road.

East Fayette Street Greenway



East Fayette Street is an east to west corridor which runs through the north end of the Eastside neighborhood. This corridor allows continuous connectivity from LeMoyne College at the far east of the City to the Tipperary Hill neighborhood in the west.

Users

Slow-Speed Recreational Users

Treatment

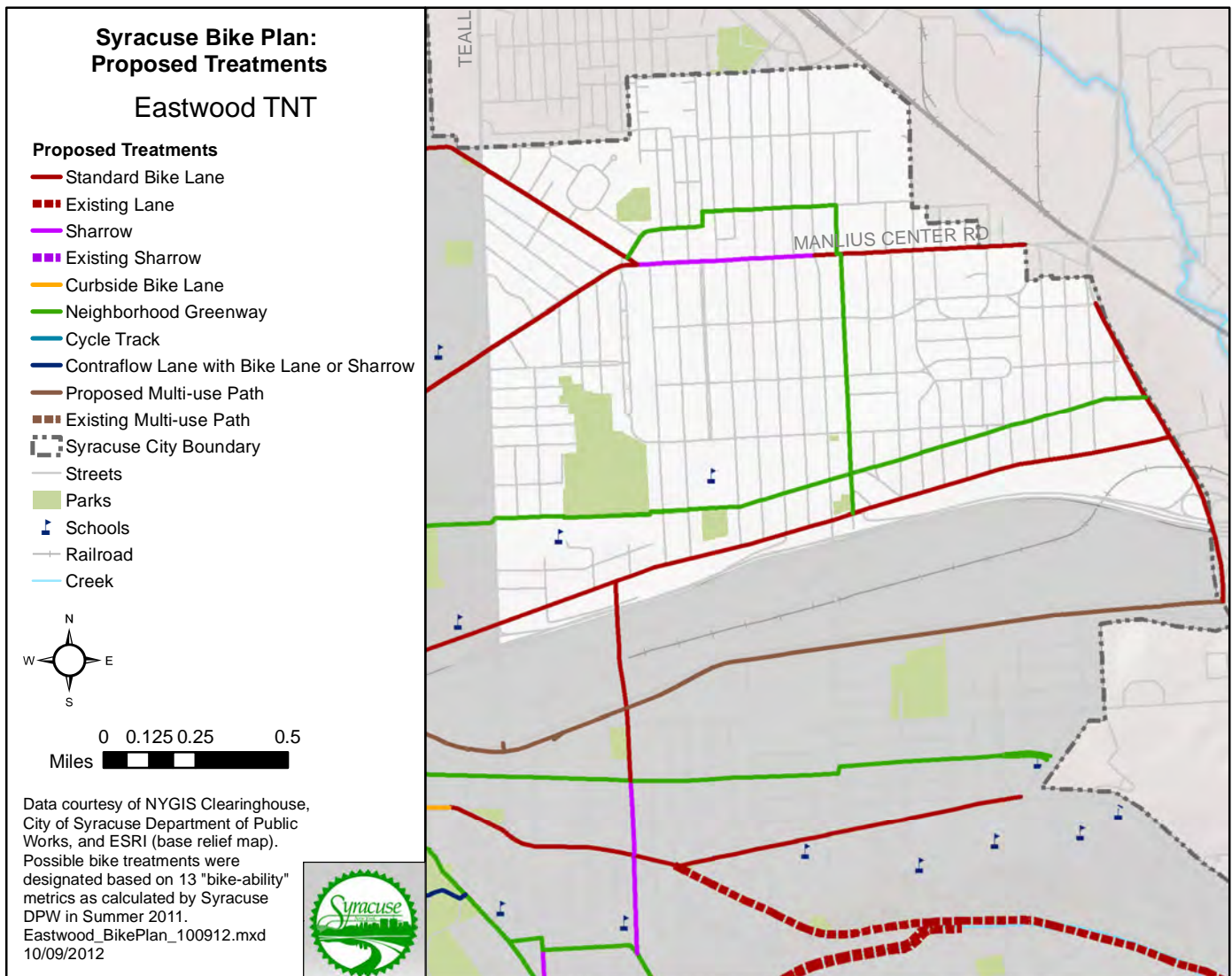
A neighborhood greenway is proposed due to narrow street widths. Fayette Street is a good fit for a neighborhood greenway as it parallels the highly traffic corridors of East Genesee Street and Erie Boulevard East.

EASTWOOD

Several important corridors for bicycle transportation are proposed for the Eastwood neighborhood. James Street and Burnet Avenue are two critical corridors that connect east-west across Eastwood. Bike infrastructure here will also improve access for the Eastwood commercial district. The Sunnycrest Road neighborhood greenway will create a safe, bike friendly route for anyone not comfortable cycling on major corridors, and connect residents to destinations like Sunnycrest Park.

The Syracuse Bike Plan adds 7.6 miles of designated on-street bicycle infrastructure to Eastside streets. This includes:

- 3.75 miles of standard bike lanes
- 1.9 miles of sharrows
- 2 miles of neighborhood greenways



Short-Term Recommendations

James Street

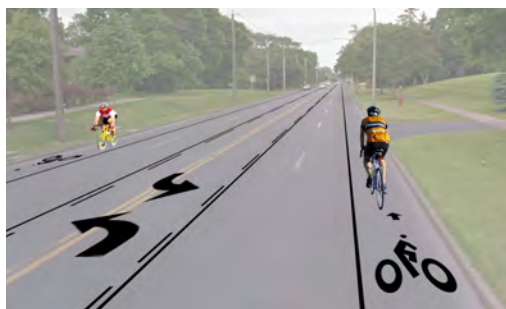
James Street from Teall Avenue out to East Syracuse is a major arterial connecting Eastwood and commuters from points east to Downtown Syracuse. It also supports a walkable neighborhood business district.

Users

Fast-Speed Commuters

Treatment

Sharrows are proposed through the business district to ensure there is room for on-street vehicle parking. Standard bicycle lanes are proposed outside of the business district. A road diet / lane reduction will be necessary west of Grant Boulevard, with the construction of pull-off areas to provide a separate space for cars to pass buses.



Mid-Term Recommendations

Grant Boulevard

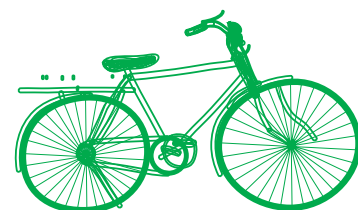
Grant Boulevard is a major east-west corridor that connects from James Street across the northern edge of the City of Syracuse.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes are suggested from James Street to Teall Avenue due to the width of the street and the lack of on-street parking.



Burnet Avenue

Burnet Avenue runs parallel to the I-690 and, similar to James Street, provides an east-west connection on the Northside neighborhood through to the eastern suburbs.

Users

Fast-Speed Commuters

Treatment

Standard bicycle lanes are proposed along this corridor because of adequate street widths. In locations where there is highly used on-street parking, sharrows or curb-side bike lanes may be considered.



Nichols Avenue

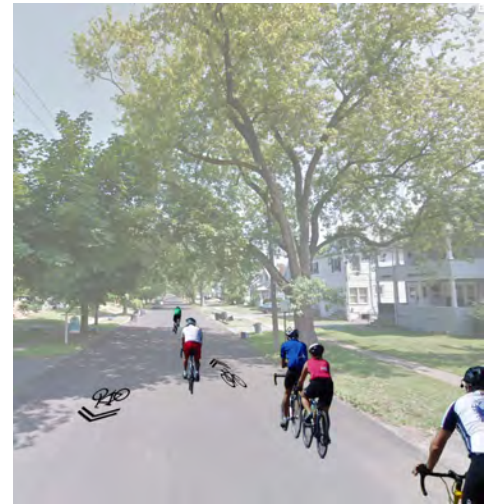
Nichols Avenue was selected by the Eastwood neighborhood as the preferred corridor for a north-south bike lane connection between James Street and Burnett Avenue. This corridor provides a relatively gentle slope, with low traffic volumes, making it comfortable for cyclists.

Users

Slow-Speed Recreational Users
School Children

Treatment

A neighborhood greenway would be considered for Nichols Avenue as it has a lot of problematic cut-through traffic and parallel a major road better suited to through-traffic.



Long-Term Recommendations

Thompson Road

Thompson Road skirts the edge of the City of Syracuse, runs north to south across I-690. While this road is outside the jurisdiction of this document, it was important to identify from a connectivity standpoint.

Users

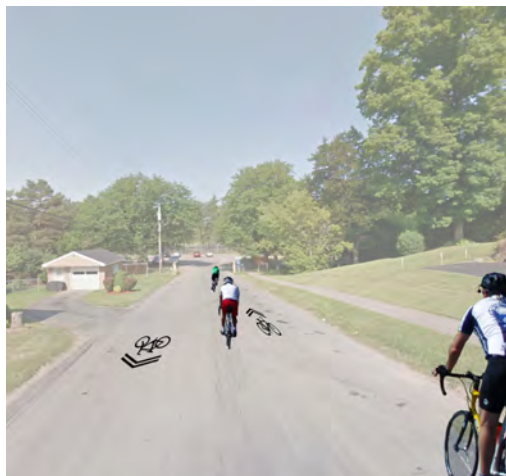
Fast-Speed Commuters

Treatment

Standard bicycle lanes are proposed due to the high speed of traffic and anticipated users.



Caleb Avenue / Robinson Street



This neighborhood corridor was chosen by Eastwood residents as a preferable east-west corridor given the lack of school buses and very few cars. This corridor can also act as a safe route to school as it accesses Henninger, Huntington and Dr. Weeks.

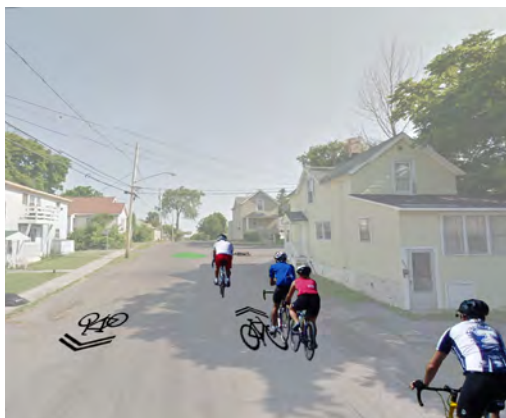
Users

Slow-Speed Recreational Users
School Children

Treatment

A neighborhood greenway is suggested due to the residential nature of the street. Traffic calming treatments at major intersections, such as Midler and Teal Aves, will help bicyclists and pedestrians cross these busy streets.

Tyson Greenway



This corridor provides an alternative for cyclists uncomfortable along the high traffic and on-street parking of the James Street business district. It constitutes one block of Rigi Ave between Tyson Pl and Nichols Ave, along Tyson Pl to Grant Blvd by way of Fobes Ave, Amett St and Eastwood Rd. It also connects to Cummings Field.

Users

Slow-Speed Recreational Users
School Children

Treatment

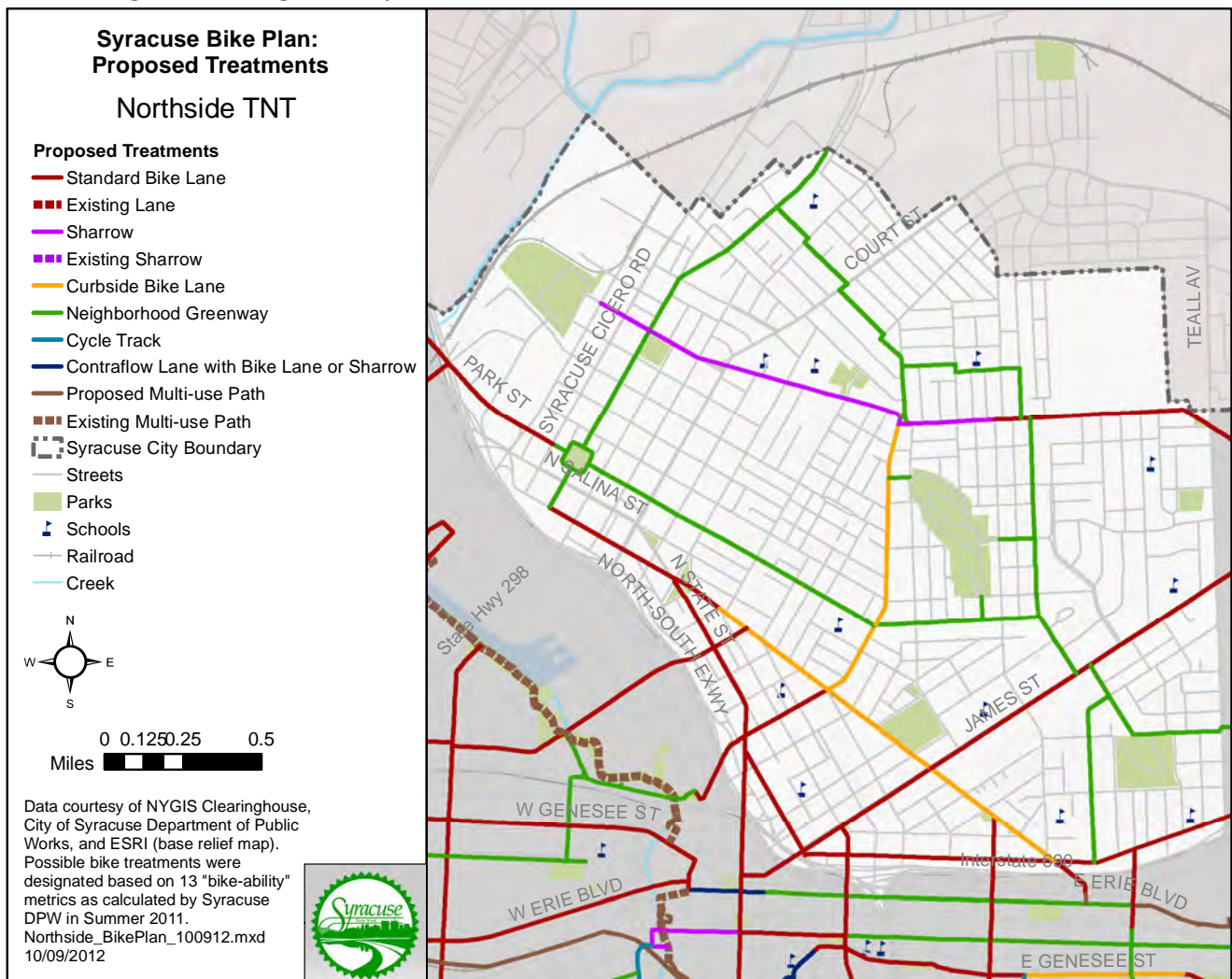
A neighborhood greenway is suggested due to the residential nature of the street. Traffic calming treatments at Midler Ave will help bicyclists and pedestrians cross this busy street.

NORTHSIDE

The Northside is a collection of many unique neighborhoods. Among the many neighborhood amenities, this part of the City also has the regional attractions of the Regional Market and the Alliance Bank Stadium. As such, several corridors are suggested to provide access to these important amenities. Lodi Street and James Street are also two diagonal street that provides a high level of connectivity for people commuting through Syracuse. Finally, the North Salina Street Corridor houses a vibrant mixed use district that brings an extension of the Downtown character into this part of town.

The Syracuse Bike Plan adds 15.6 miles of designated on-street bicycle infrastructure to Northside streets. This includes:

- 7 miles of standard bike lanes
- 2.6 miles of curbside bike lanes
- 1.3 miles of sharrows
- 4.7 miles of neighborhood greenways



Short-Term Recommendations

North Salina Street

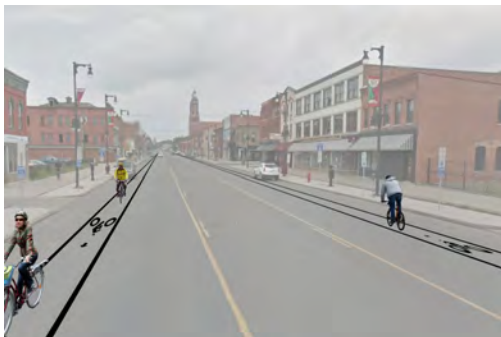
North Salina Street is the “main street” of Syracuse, and a major arterial connecting neighborhoods northwest of Syracuse through the Northside to Downtown and the University Hill.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes are proposed for this corridor. Where appropriate, curb extensions and lane reconfigurations may be implemented to further calm the traffic flow.



James Street

James Street is a major arterial connecting Eastwood to Downtown Syracuse. Due to its high connectivity, many buses and cyclists already utilize this corridor.

Users

Fast-Speed Commuters

Treatment

James Street has a completed feasibility study, which recommends a road diet: reducing the four travel lanes down to three (one in each direction and a center turn lane). This would need to be done in conjunction with installing bus pull offs. With this accomplished, standard bike lane could be installed.



Butternut Street

Butternut Street is a major arterial running through the middle of the Northside commercial and residential districts. Butternut Street also runs parallel to the west side of Schiller Park.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

Curbside bicycle lanes would be most appropriate from Lodi Street northward due to the high traffic volumes, sufficient road space, and alternate side parking. Standard bike lanes are suggested between North Salina Street and Lodi Street as there is no on-street parking.



Park Street

Park Street connects neighborhoods in the Northside to regional destinations. It also provides the primary access to cyclists going to or from Onondaga Lake Park and Liverpool. The corridor also passes by Franklin School and within one block of Schiller Park.

Users

Slow-Speed Recreational Users
School Children

Treatment

A neighborhood greenway is proposed between James Street and Wolf Street because of the connection to Washington Square Park, low traffic volumes, and parallel adjacency to a main arterial, Lodi Street. Standard bike lanes are proposed beyond Wolf Street to extend northwest out of Syracuse due to the higher speed and volume of cars.



Mid-Term Recommendations

Lodi Street



Lodi Street is a diagonal road providing a connection from the northwest to the southeast, and is anticipated to be a heavy commuter corridor for cyclists coming to the University Hill. Lodi Street also connects to Water Street and provides direct connection to the future Erie Canalway Trail.

Users

Fast-Speed Commuters

Treatment

Standard bike lanes are proposed from Isabella Street to Wolf Street. Curbside bike lanes are suggested between Burnet Street and Isabella Street due to the existence of alternate parking and the sufficient width of the road.

Lemoyne Avenue



Lemoyne Avenue connects to Washington Square Park, Lemoyne School, and towns north of City limits. This corridor could both be used by commuters, neighborhood families, and recreational cyclists.

Users

Fast-Speed Commuters

Slow-Speed Recreational Users

School Children

Treatment

A neighborhood greenway is suggested as a low volume corridor running parallel to the more trafficked Wolf Street and Hiawatha Boulevard. A neighborhood greenway will also provide a safe route to school for children in the area.

Burnet Avenue



Burnet Avenue from James Street to Teall Avenue runs parallel to the I-690 and provides an east-west connection on the edge of the Northside.

Users

Fast-Speed Commuters

Treatment

Curbside bike lanes are suggested because of sufficient road width and higher volumes of traffic, and existence of on-street parking.

Grant Boulevard

Grant Boulevard is a major east-west corridor for those living near the northern edge of Syracuse and connects into Eastwood. It provides access to Woodlawn Cemetery, and runs close to Schiller Park. The corridor also provides access to the Convent School, Sisters 3rd Franciscan Hospital and Grant Junior High School and the open space in the area.

Users

Fast-Speed Commuters
School Children

Treatment

Sharrows are suggested from Oak Street to Hiawatha Boulevard East due to the narrow width of the street. Standard bike lanes are suggested from Oak Street to the east, due to the width of the street and the lack of on-street parking.



Crouse Avenue

Burnet Avenue from James Street to Teall Avenue runs parallel to the I-690 and provides an east-west connection on the southern edge of the Northside neighborhood.

Users

Fast-Speed Commuters

Treatment

Curbside bike lanes are suggested because of sufficient road width and higher volumes of traffic, and existence of on-street parking.



North State Street

This short segment connects Burnet Avenue and James Street to the Salina Street Corridor, which is a major north-south arterial in the City. North State Street also provides access to Saint Joe's Hospital.

Users

Fast-Speed Commuters

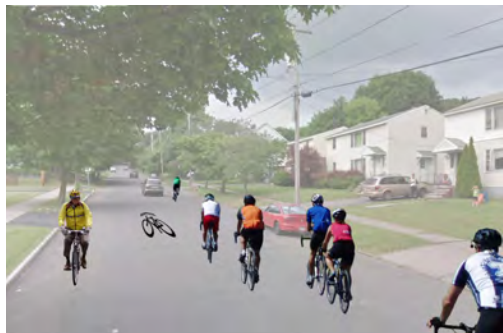
Treatment

Lane reductions, combined with the adequate width of the street could allow for standard bike lanes.



Long-Term Recommendations

Elm Street / Shuart Avenue



This corridor provides a north-south connection between two major arterial roads, James Street and Burnet Avenue.

Users

Slow-Speed Recreational Users
School Children

Treatment

A neighborhood greenway system is proposed on this corridor. It connects to the Caleb / Robinson Greenway and creates a continuous bicycle friendly route for recreational cyclists and families that roughly parallels the higher speed James Street corridor.

Catawba Street



Catawba Street connects Lodi Street, North Salina Street, and the Northside neighborhood to the Lakefront under I-81.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A standard bike lane is proposed because of the adequate width of the street.

Court Woodlawn Greenway



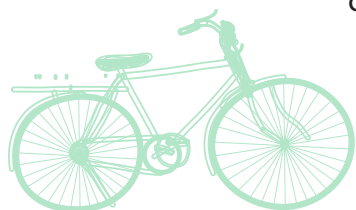
This corridor of many low volume residential streets creates a safe route to school for Webster and Lemoyne Schools and connects to Schiller Park along Oak Street.

Users

Slow-Speed Recreational Users
School Children

Treatment

A neighborhood greenway is suggested due to the residential nature of the street. The intersections at Court St and Grant Blvd would have traffic calming treatments to assist with crossing.

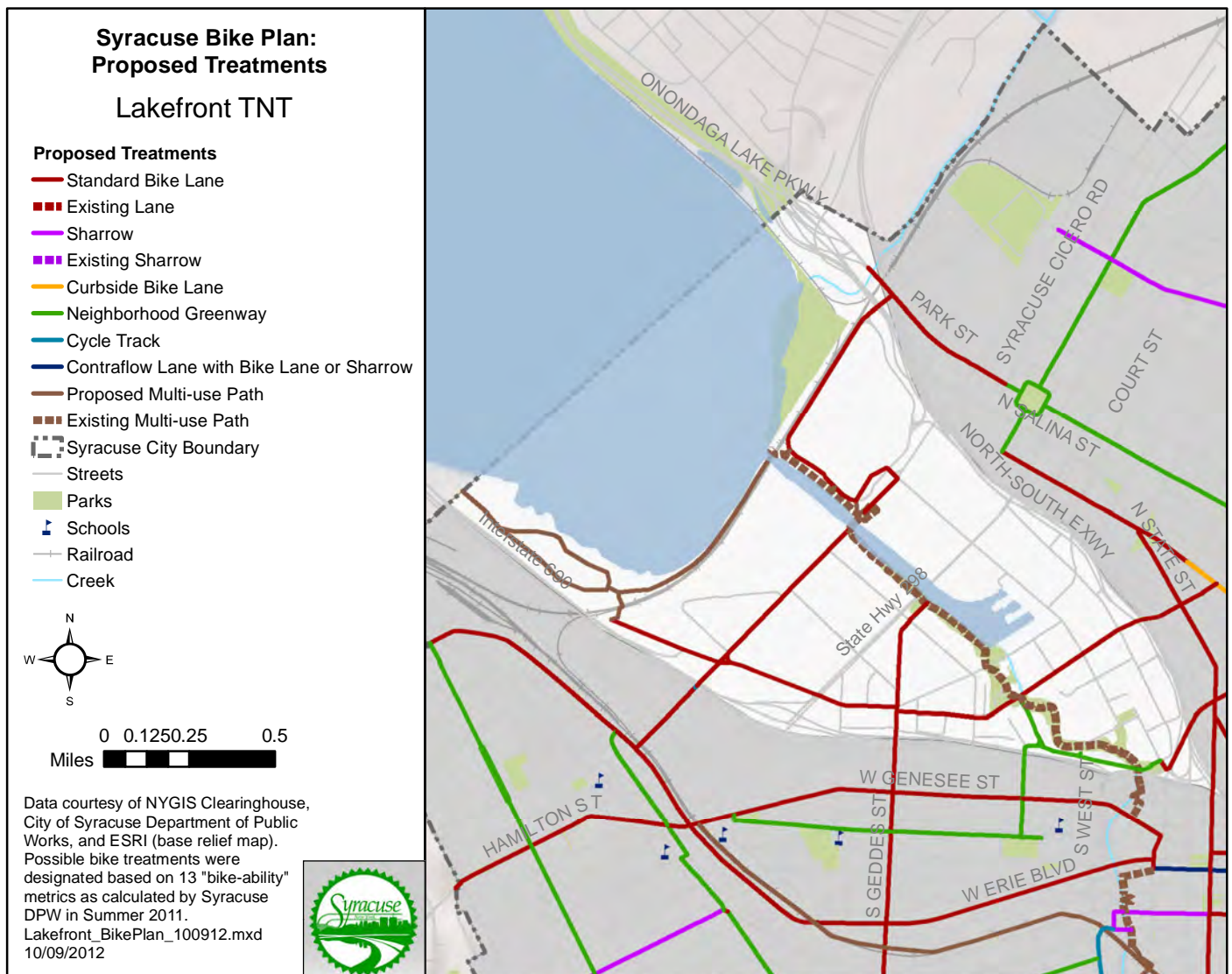


LAKEFRONT

The Lakefront is currently home to the Onondaga Creekwalk, a multi-use path that connects Onondaga Lake, the Inner Harbor, Franklin Square, and Armory Square in Downtown Syracuse. This trail is an important recreational and transportation amenity for Syracuse residents. Future plans for a "loop-the-lake" trail will connect all communities along Onondaga Lake to the Creekwalk and beyond to the south of the city. Hiawatha Boulevard and Spencer Street make important connections between the Northside and Westside.

The Lakefront currently has 1.75 miles of off-road multi-use path. The Syracuse Bike Plan adds 6.7 miles of designated on-street bicycle infrastructure to this area. This includes:

- 3.7 miles of standard bike lanes
- 0.5 miles of neighborhood greenway
- 2.5 miles of multi-use paths



Mid-Term Recommendations

North Geddes Street

Geddes Street is a major arterial road connecting every neighborhood in the west side of Syracuse from north to south, and to points beyond. This section of Geddes will provide a direct connection to the Creekwalk and future Loop-the-Lake Trail.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

Standard bicycle lanes are proposed along this corridor due to the speeds and volume of automobiles.



Hiawatha Boulevard West

Hiawatha Boulevard West connects the Westside and Erie Canalway Trail to the Creekwalk, Carousel Mall, and Loop-the-Lake Trail.

Users

Slow-Speed Recreational Users

Treatment

A multi-use trail is proposed along the east side of this corridor due to the high volume of automotive traffic.



Harborside Drive (Carousel Mall)

While not a public road, the connections this access drive affords are critical to providing connectivity between Loop-the-Lake, the Creekwalk, and regional destinations.

Users

Slow-Speed Recreational Users

Treatment

Standard bike lanes are suggested.



Long-Term Recommendations

Spencer Street

The corridor connects the North Salina Street business district and Northside neighborhood to the Lakefront and Creekwalk. It also provides an east-west route across the Lakefront.

Users

Slow-Speed Recreational Users

Treatment

Standard bicycle lanes are proposed along this corridor because of adequate street widths.



Evans Street

As opposed to Hiawatha Boulevard and North Geddes Street, Evans Street provides a connection between the Westside and Lakefront on a route infrequently utilized by motorized vehicles.

Users

Slow-Speed Recreational Users

Treatment

A neighborhood greenway is suggested due to narrow street widths, and low traffic volumes. The Evans Street Bridge could potentially be closed to vehicle traffic to further facilitate this corridor as a bike route.



Butternut Street

Butternut Street provides a second connection to the Northside, and also points east.

Users

Fast-Speed Commuters
Slow-Speed Recreational Users

Treatment

A road diet and standard bicycle lanes are suggested along Butternut Street in the Lakefront area.



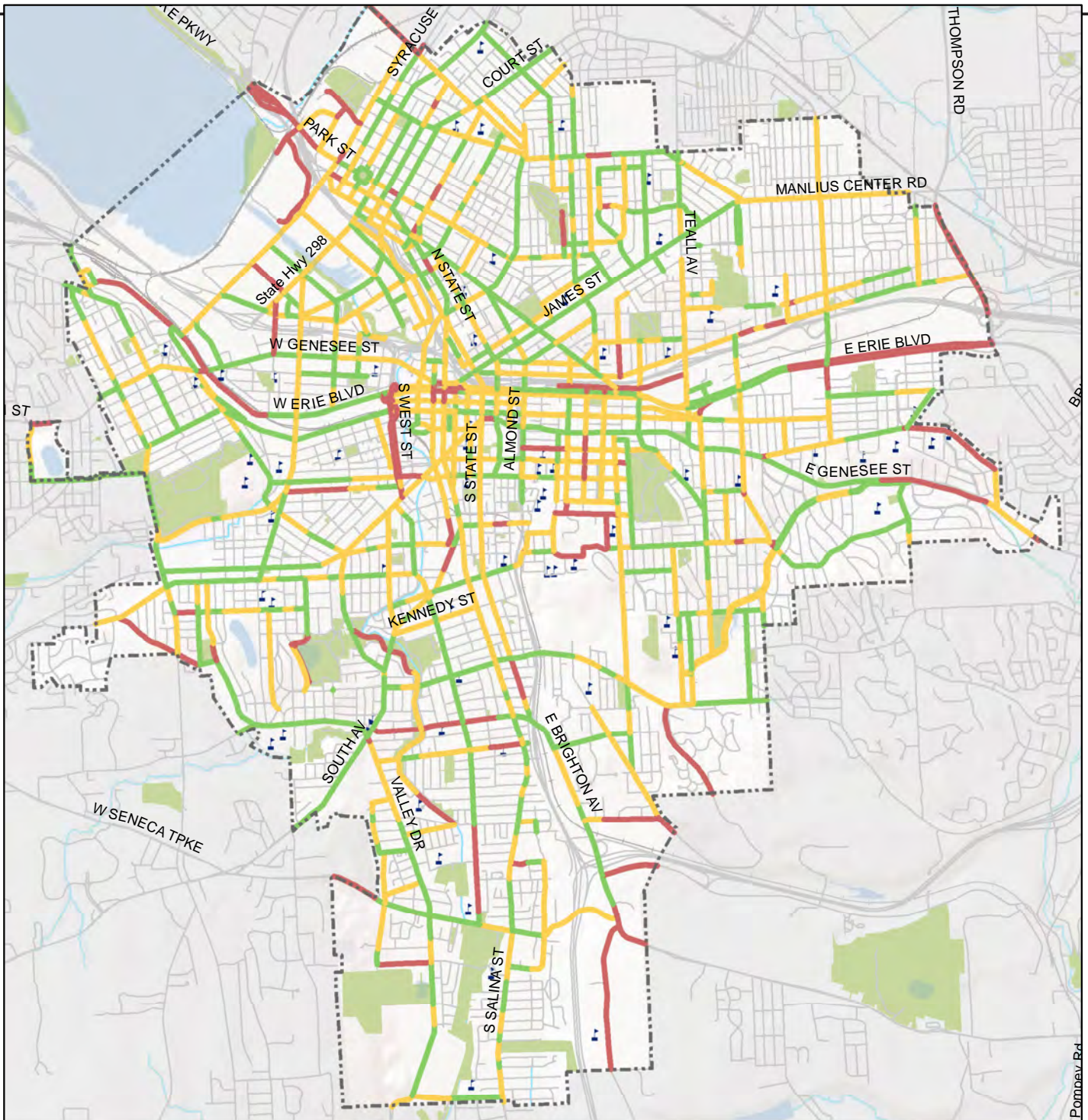
This page intentionally left blank





Appendix A

**INVENTORY
MAPS**

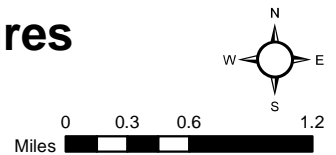


Syracuse Bike Plan: Safety Measures Quality of Surface

Safety Measures

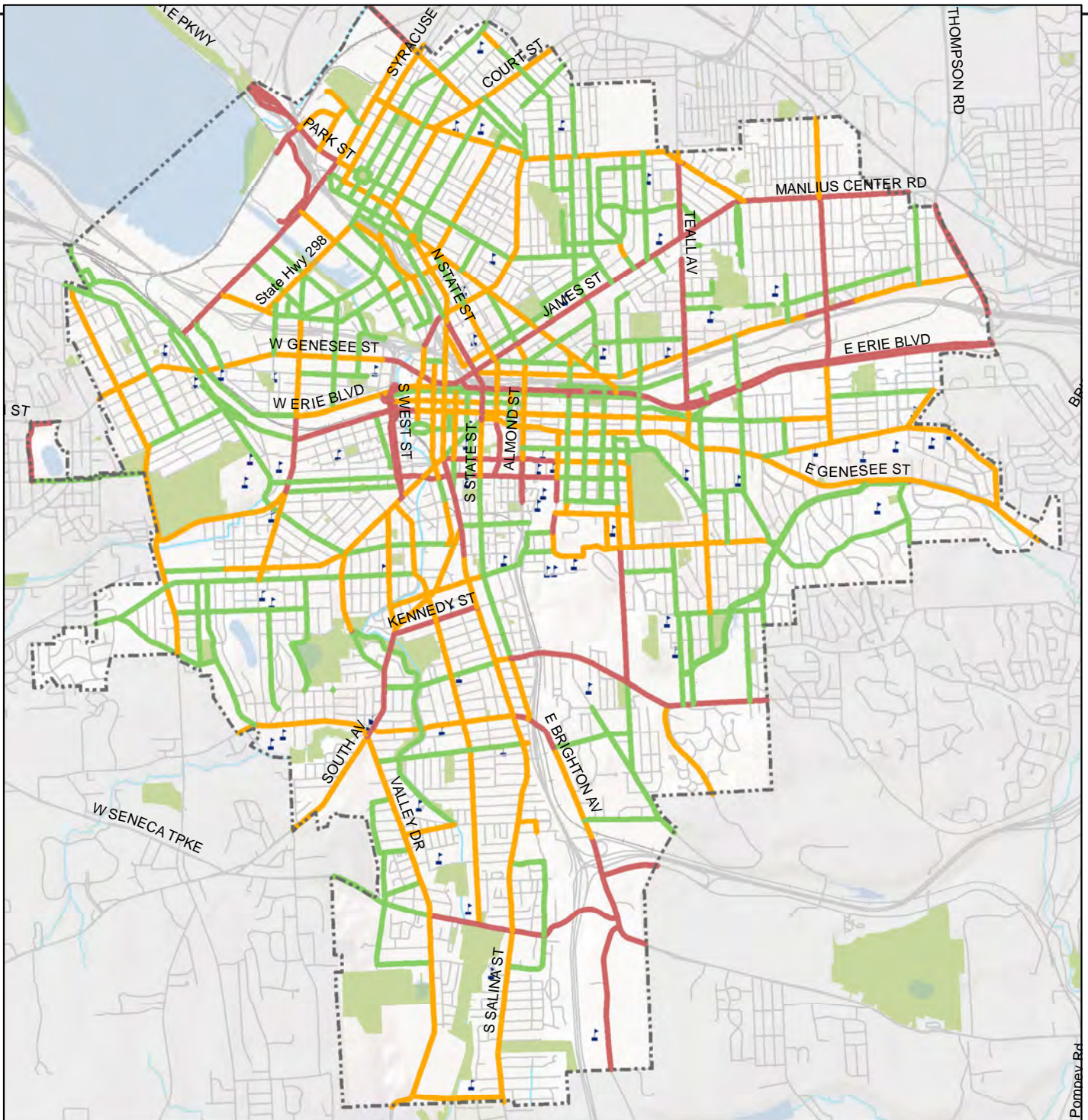
Quality of Surface

- smooth surface, uniform width
- irregular surface, non-uniform width
- surface deterioration, cracks, bumps
- Syracuse City Boundary
- Streets
- Parks
- Schools
- Railroad
- Creek



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. SafetyMeasures_SurfaceQuality_100912.mxd 10/09/2012





Syracuse Bike Plan: Safety Measures Traffic Volumes

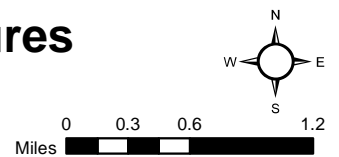
Safety Measures

Traffic Volume

- low volume (<5,000 AADT)
- medium volume (5,000 - 10,000 AADT)
- high volume (>10,000 AADT)

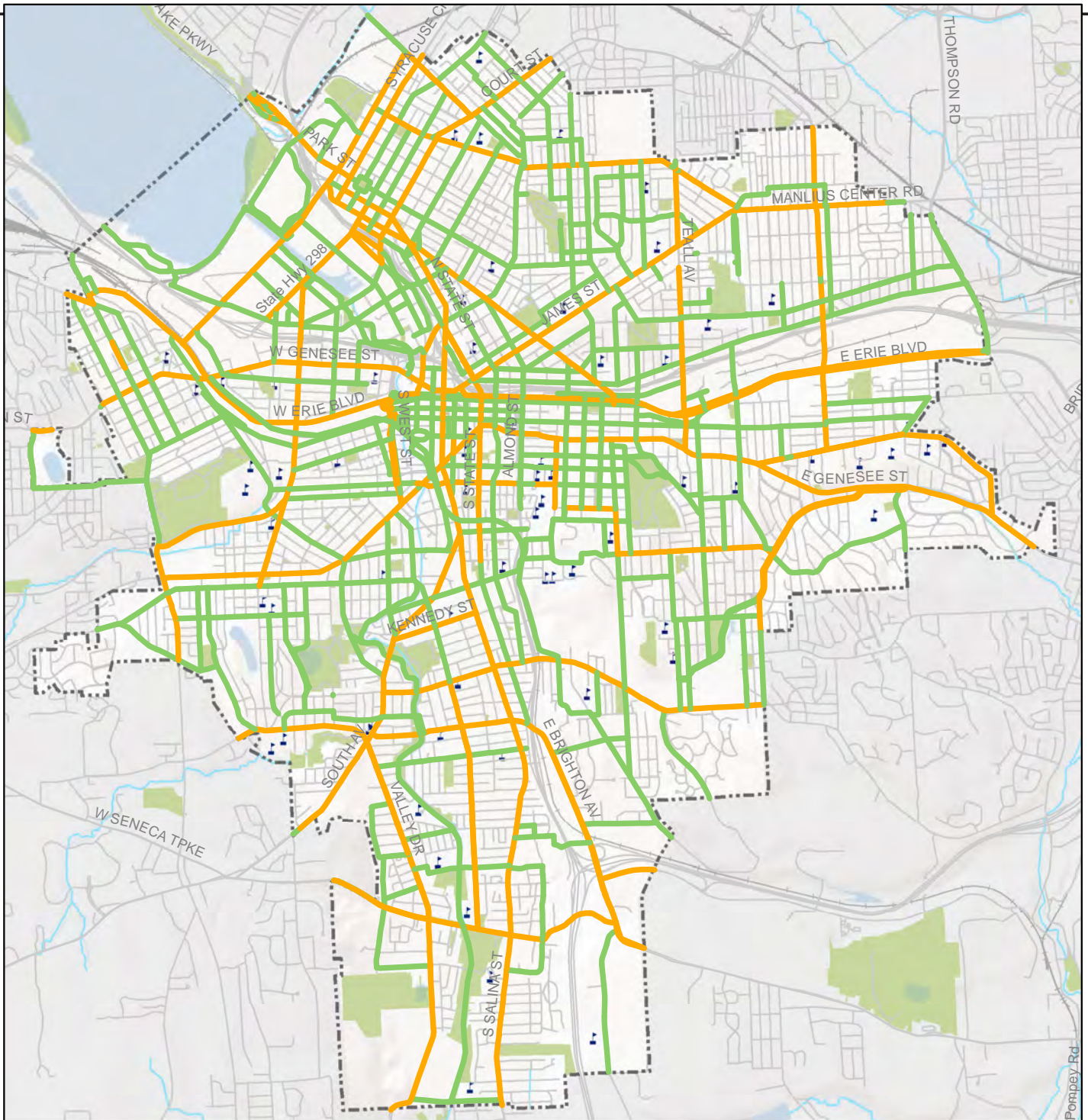
Syracuse City Boundary

- Parks
- Streets
- Schools
- Railroad
- Creek



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. SafetyMeasures_TrafficVolumes_100912.mxd 10/09/2012





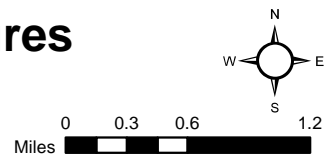
Syracuse Bike Plan: Safety Measures Average Traffic Speeds

Safety Measures

Average Traffic Speeds

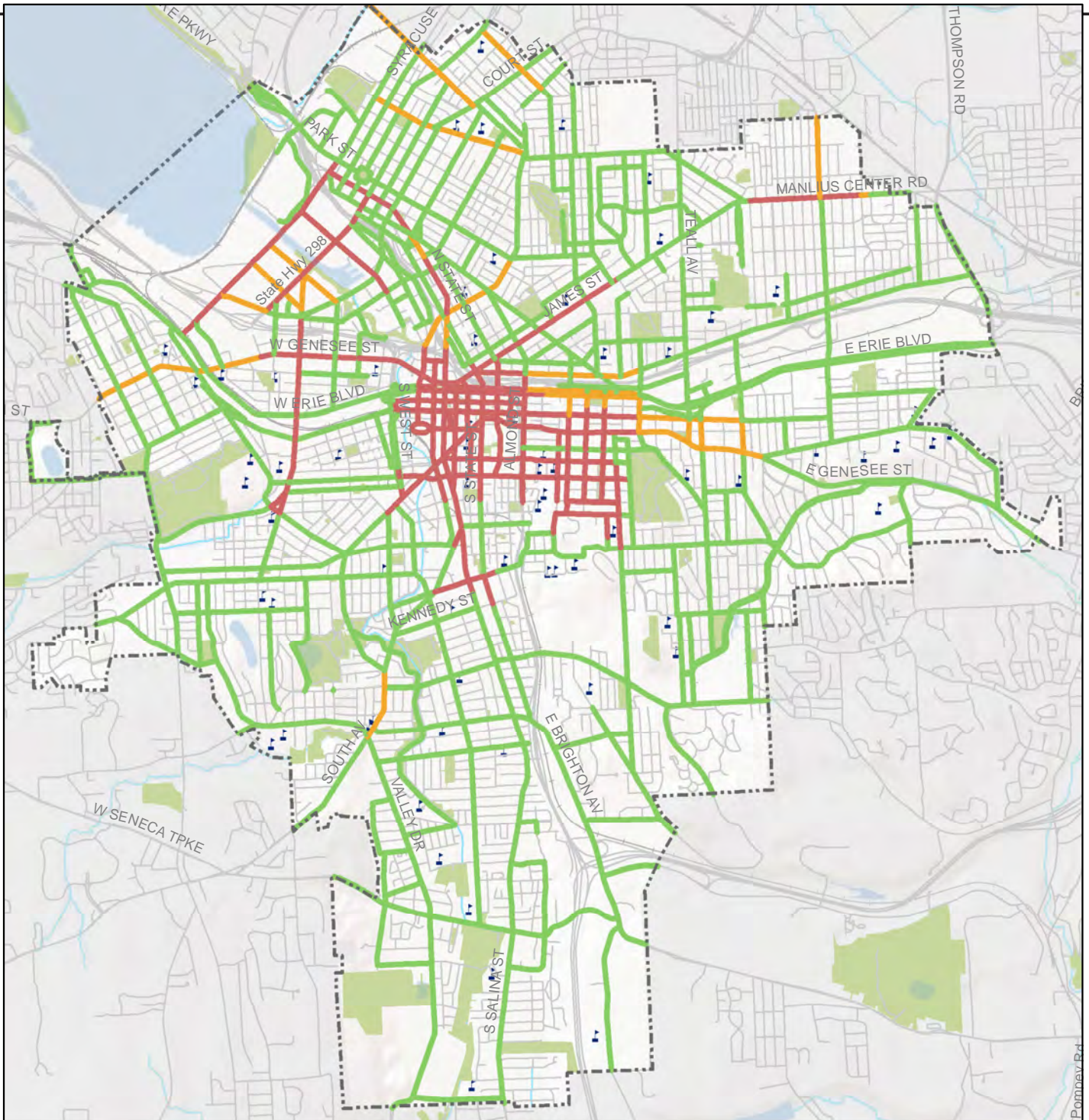
- +/- 25 miles per hour (desirable)
- +/- 35 miles per hour (possible)
- +/- 55 miles per hour (not recommended)

- Syracuse City Boundary
- Streets
- Parks
- Schools
- Railroad
- Creek



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. SafetyMeasures_AvgTrafficSpeeds_100912.mxd 10/09/2012





Syracuse Bike Plan: Safety Measures Presence of Signals

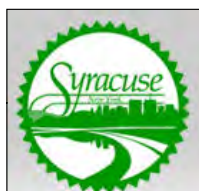
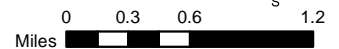
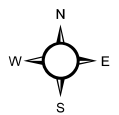
Safety Measures

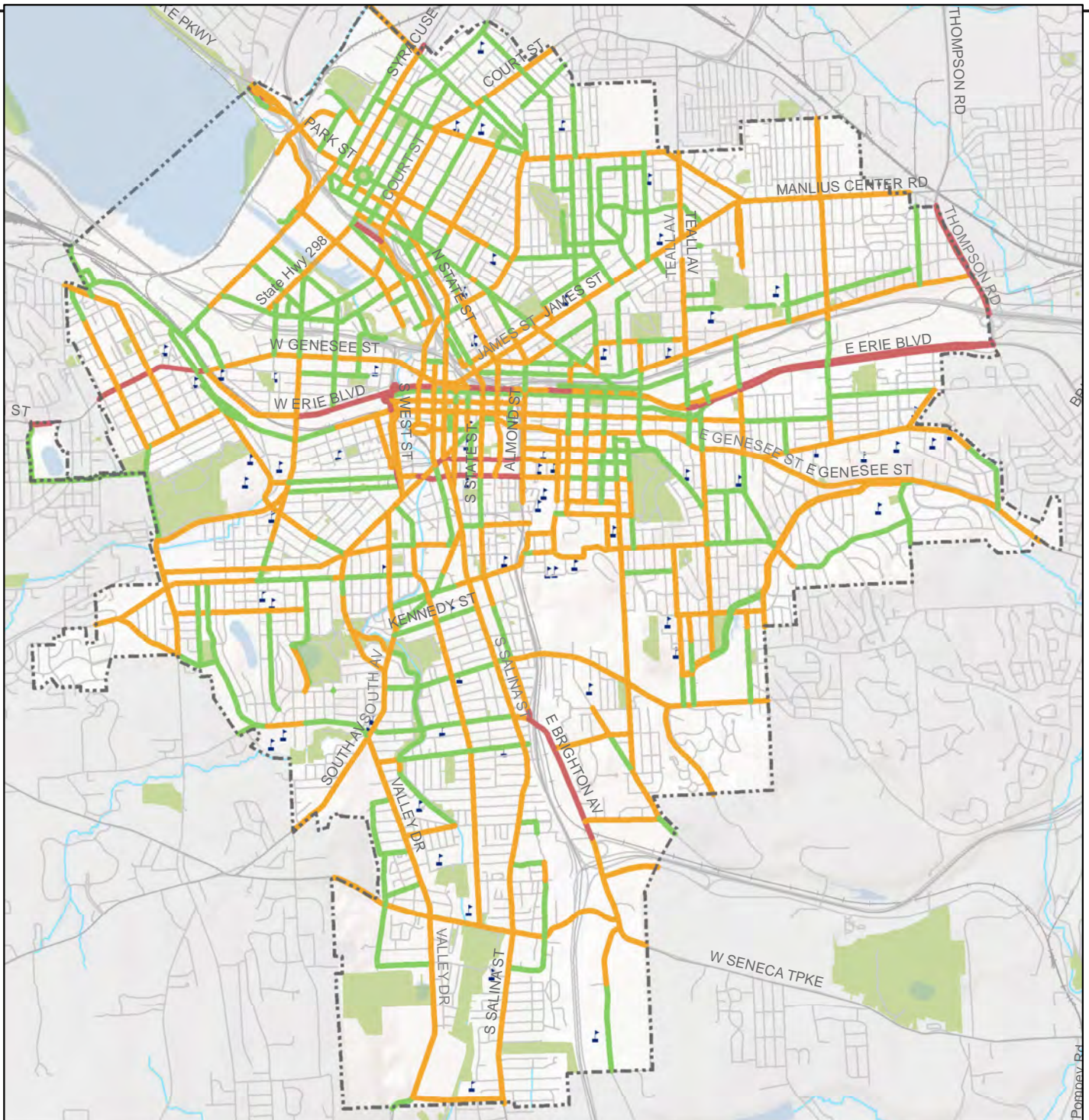
Presence of Signals

- infrequent signals (less than half of intersections on a street are signalized)
- occasional signals (about half of intersections are signalized)
- frequent signals (more than half of intersections are signalized)
- Syracuse City Boundary

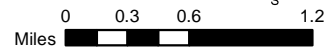
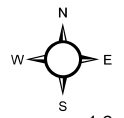
- Streets
- Parks
- + Schools
- Railroad
- Creek

Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. SafetyMeasures_PresenceSignals_100912.mxd 10/09/2012





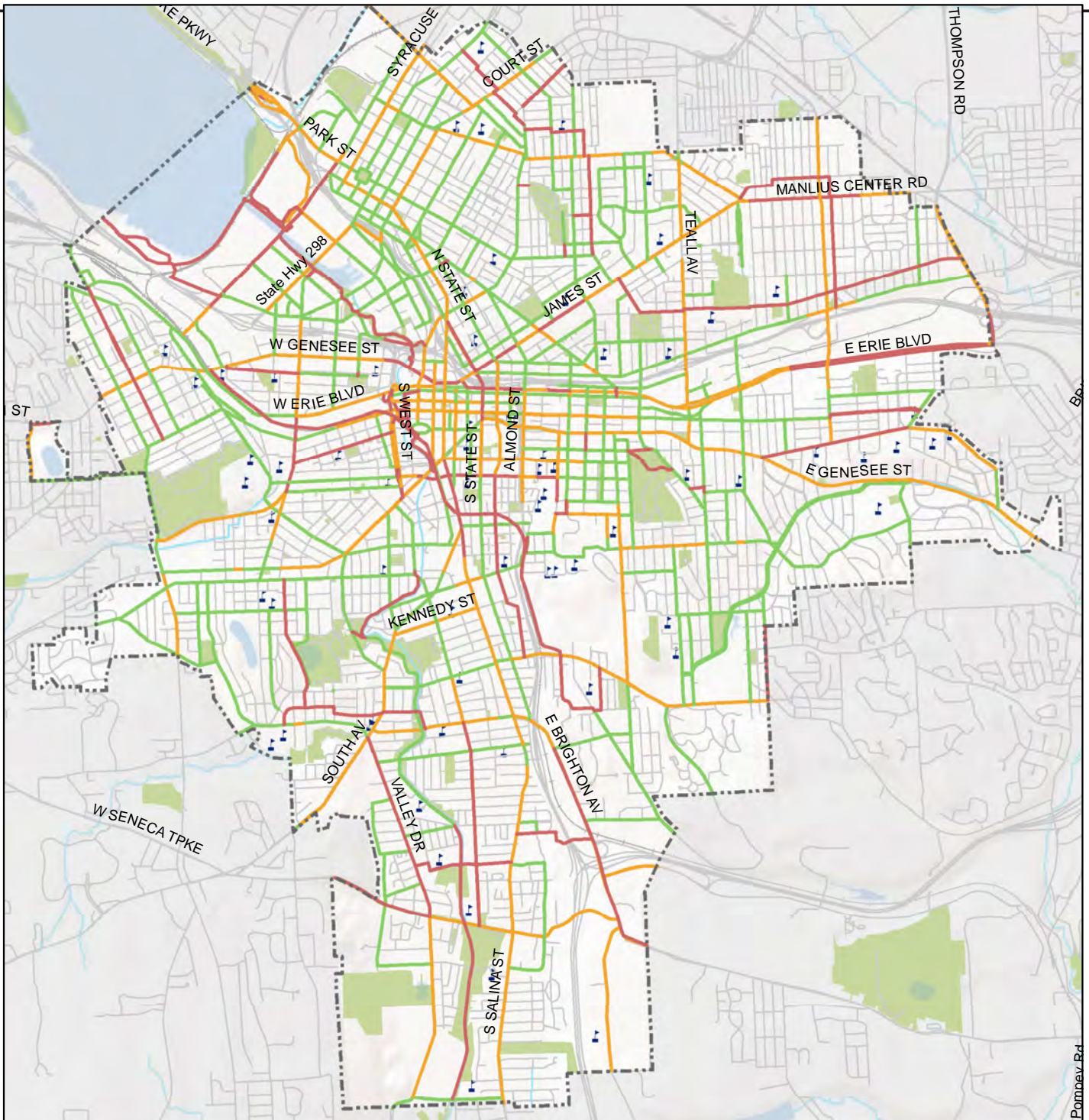
Syracuse Bike Plan: Safety Measures Presence of Heavy Vehicles



- | | |
|-----------------------------------|------------------------|
| Safety Measures | Syracuse City Boundary |
| Presence of Heavy Vehicles | Streets |
| no truck or bus routes | Parks |
| either truck or bus routes | Schools |
| both truck and bus routes | Railroad |
| | Creek |

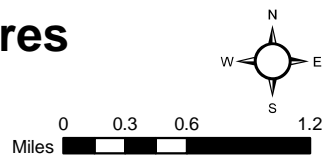
Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. SafetyMeasures_HeavyVehicles_100912.mxd 10/09/2012





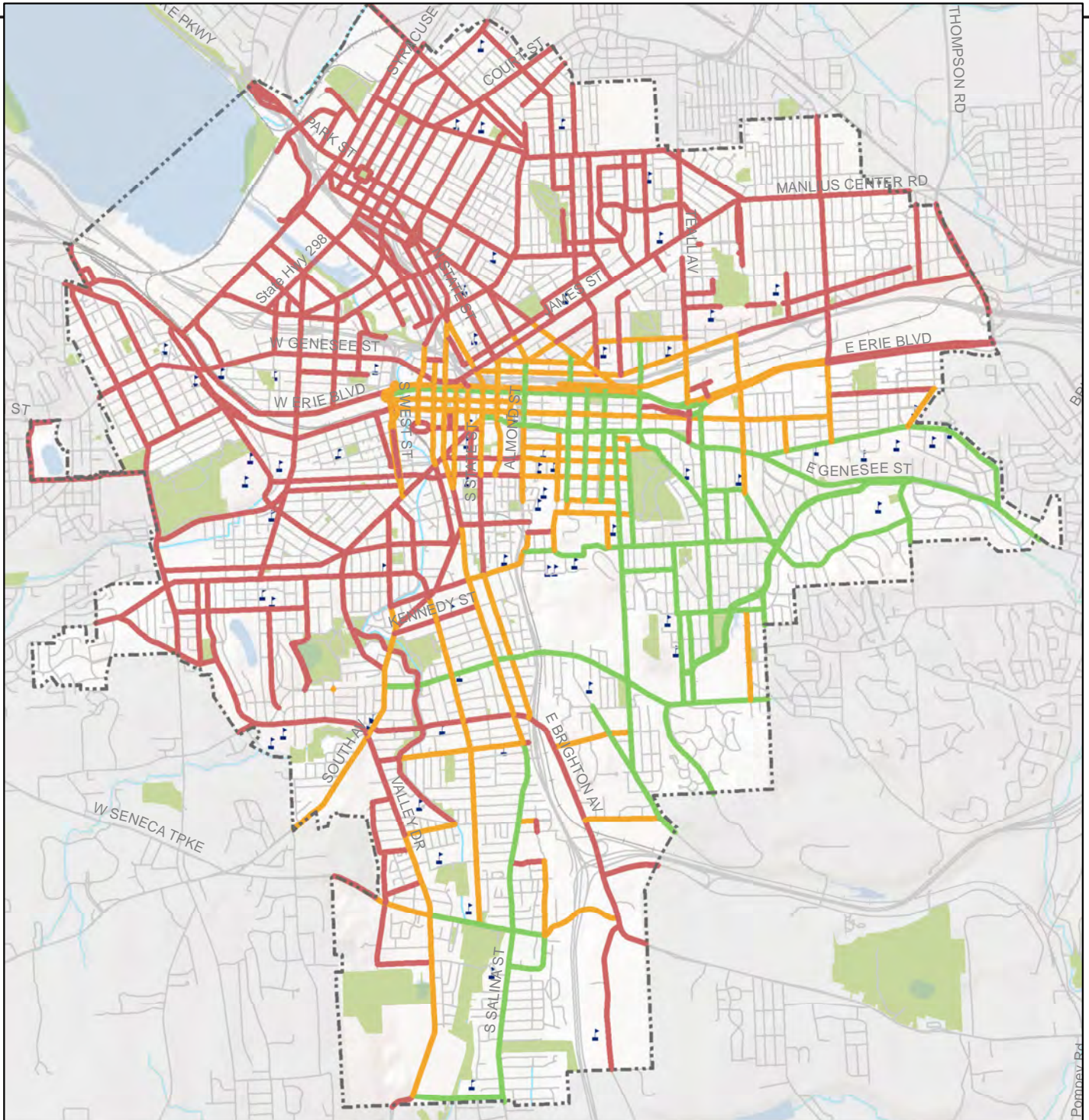
Syracuse Bike Plan: Safety Measures Safety Composite

- | | |
|---------------------------|------------|
| Safety Measures | — Streets |
| Composite Measures | ▤ Schools |
| — Priority | ▭ Parks |
| — Recommended | — Railroad |
| — Possible | — Creek |
| ▭ Syracuse City Boundary | |

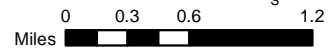
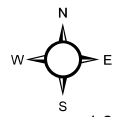


Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. SafetyMeasures_SafetyComposite_100912.mxd 10/09/2012





Syracuse Bike Plan: Connectivity Measures Connections to Existing Bike Facilities and Lanes



Safety Measures

Connections to Existing Bike Facilities and Lanes

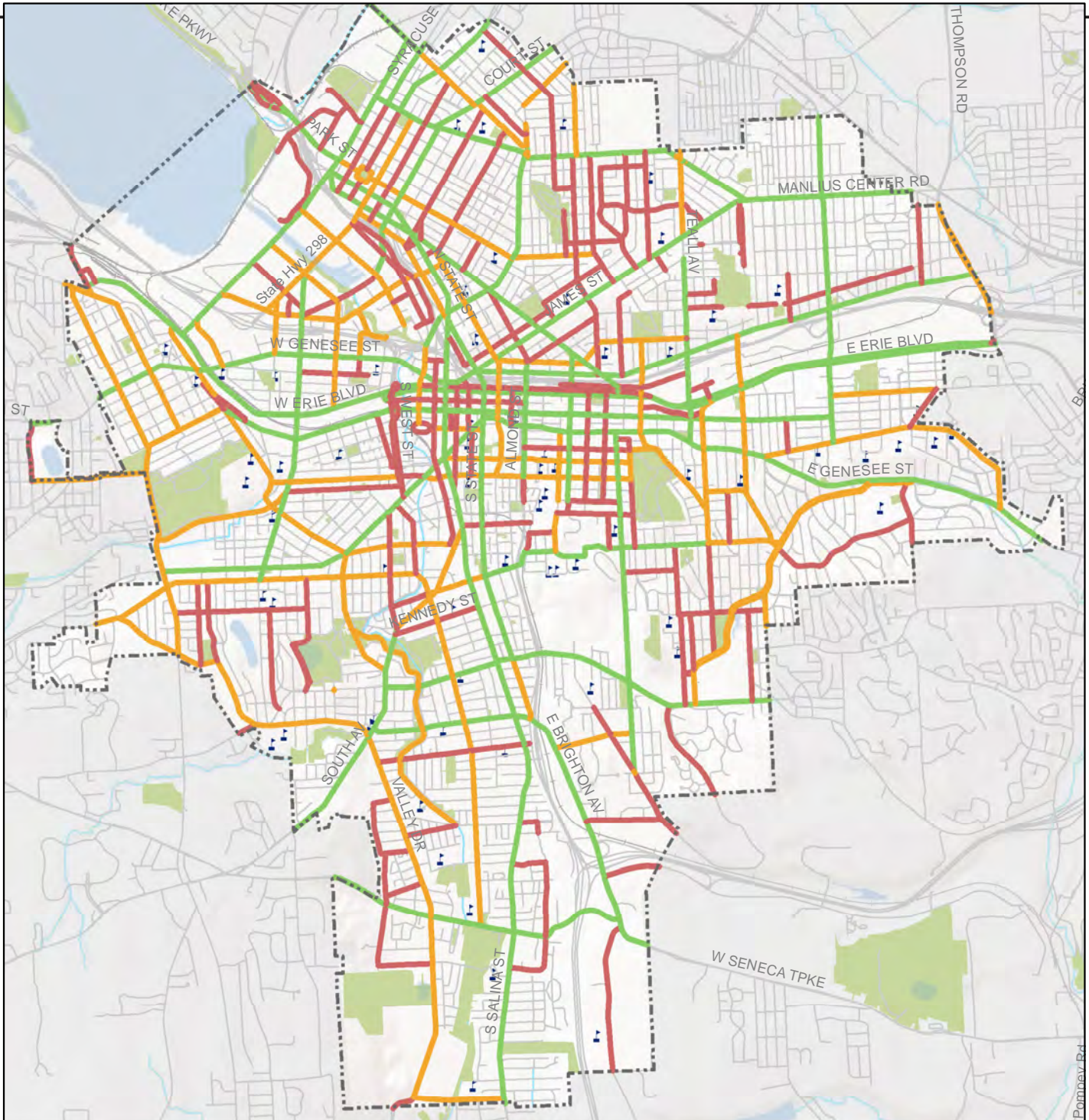
- several connections to other bike routes
- few connections to other bike routes
- no connections to other bike routes

Syracuse City Boundary

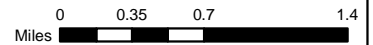
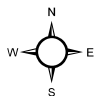
- Streets
- Parks
- Schools
- Railroad
- Creek

Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. ConnectivityMeasures_ExistingBike_100912.mxd 10/09/2012





Syracuse Bike Plan: Connectivity Measures Connections to Destinations and Other Neighborhoods



Safety Measures

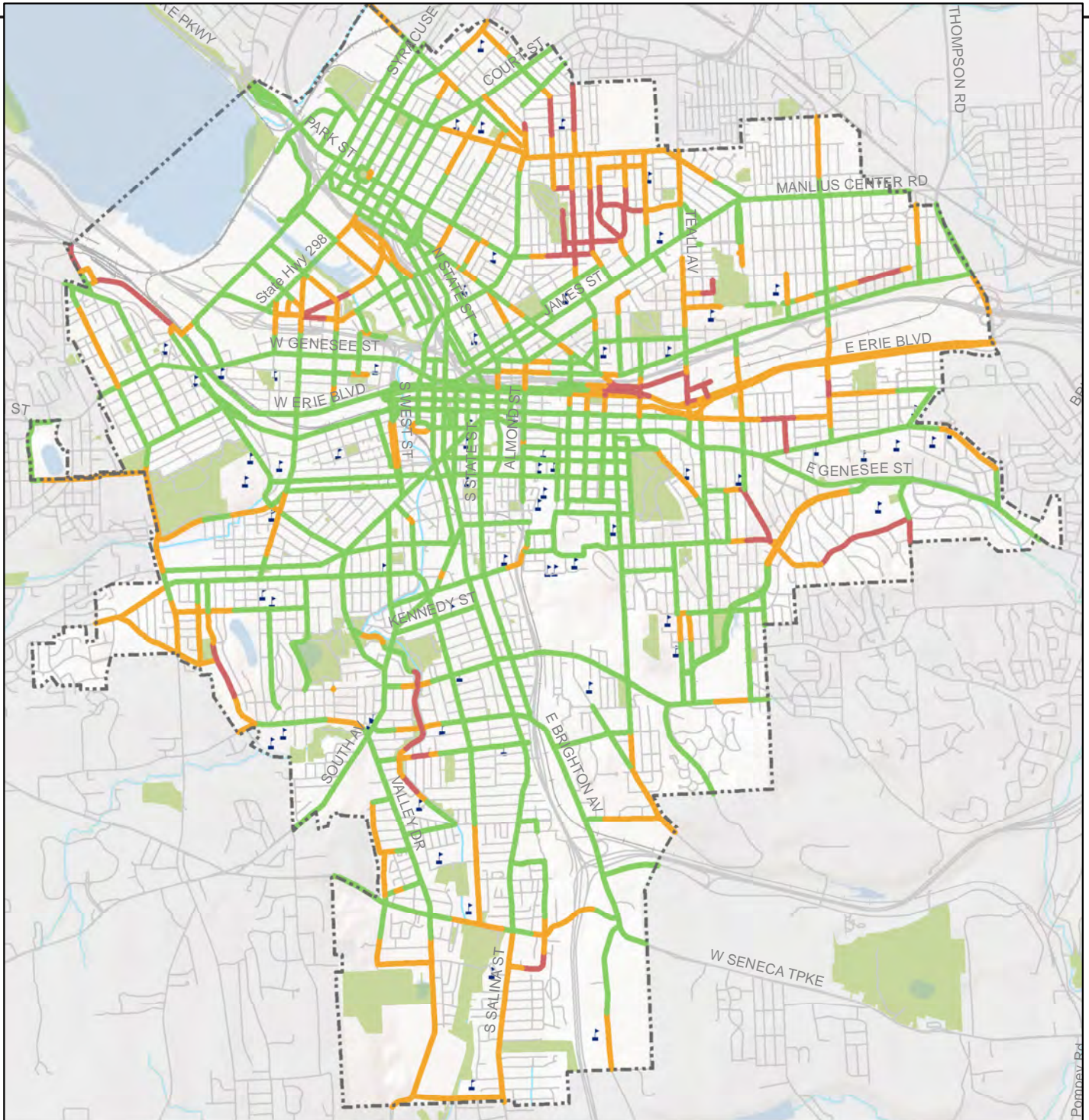
Connections to Destinations and Other Neighborhoods

- access to destinations and other neighborhoods
- access to destinations or other neighborhoods
- access to neither destinations nor other neighborhoods
- Syracuse City Boundary

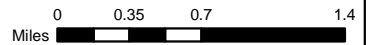
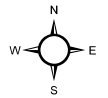
- Streets
- Parks
- Schools
- Railroad
- Creek

Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. ConnectivityMeasures_Destinations_100912.mxd 10/09/2012





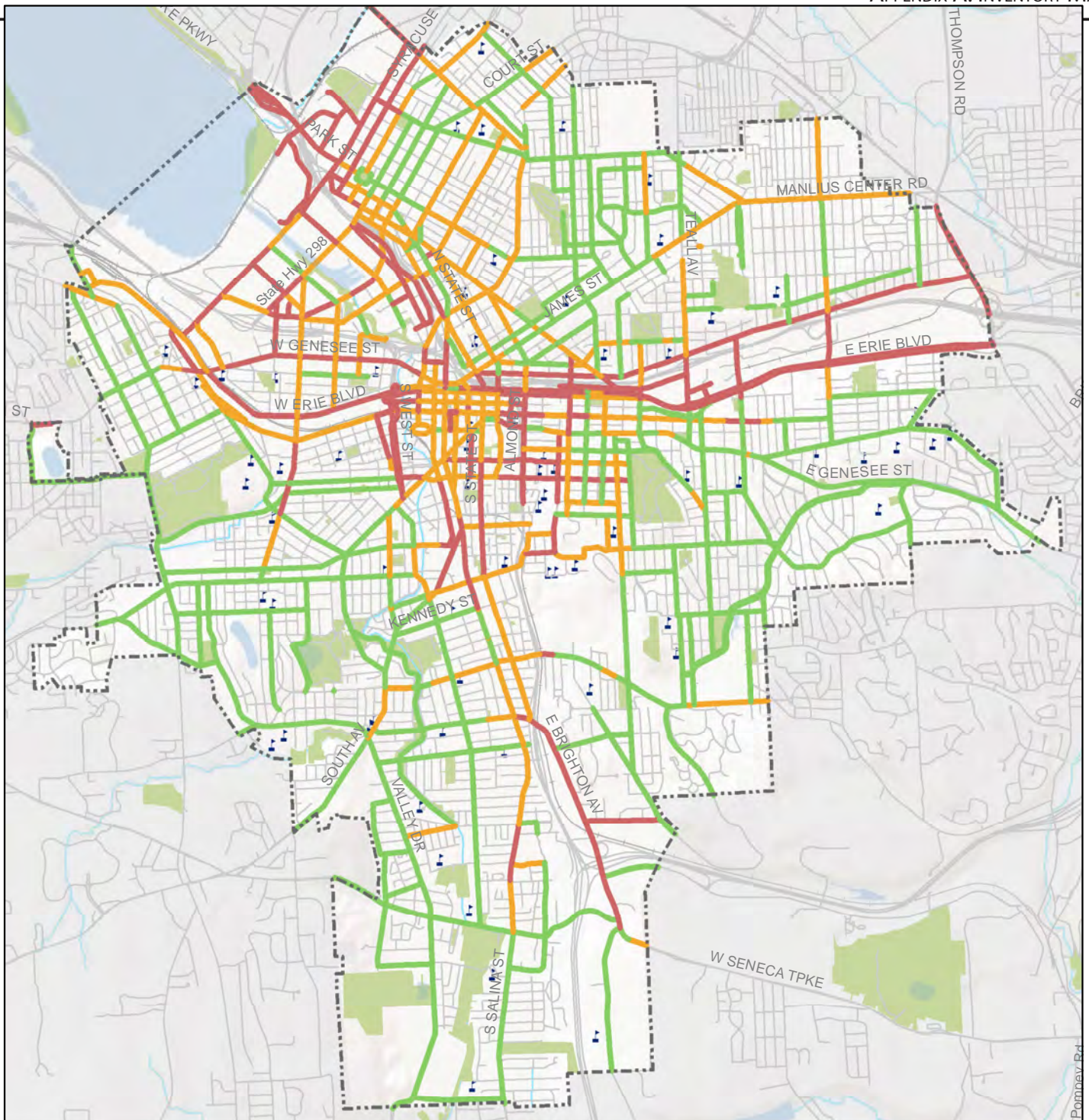
Syracuse Bike Plan: Connectivity Measures Access to Bus Routes



- | | |
|--------------------------------|------------|
| Safety Measures | — Streets |
| Access to Bus Routes | ■ Parks |
| — crosses multiple bus routes | ▲ Schools |
| — follows/parallels bus routes | — Railroad |
| — no nearby bus routes | — Creek |
| ⊘ Syracuse City Boundary | |

Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. ConnectivityMeasures_BusRoutes_100912.mxd 10/09/2012



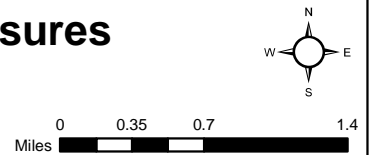


Syracuse Bike Plan: Connectivity Measures Quality of Experience

Safety Measures

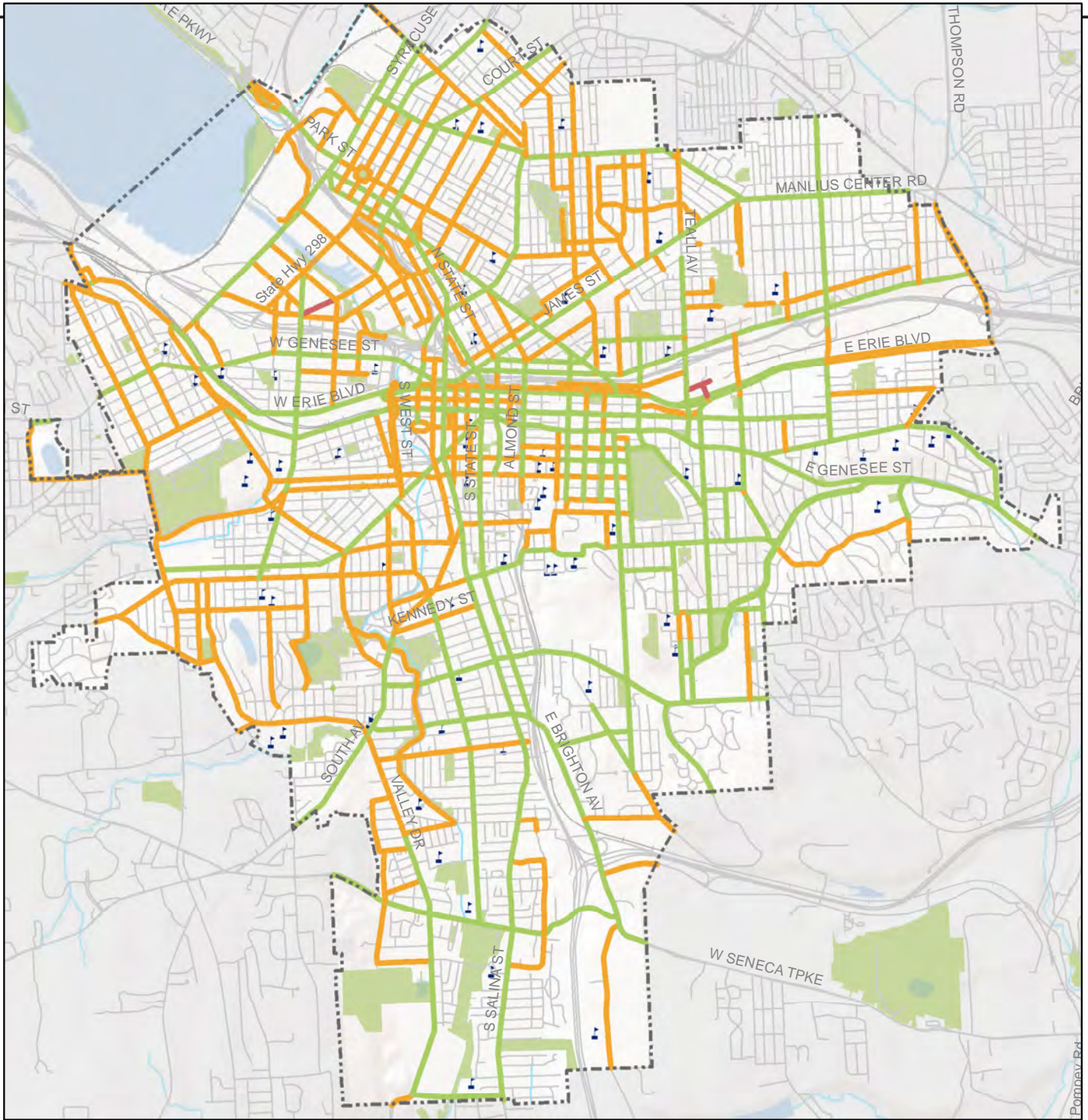
Quality of Experience

- scenic amenities along route
- some scenic amenities along route
- no scenic amenities along route
- Syracuse City Boundary
- Streets
- Parks
- ▲ Schools
- Railroad
- Creek

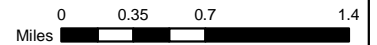
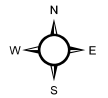


Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. ConnectivityMeasures_QualityExp_100912.mxd 10/09/2012





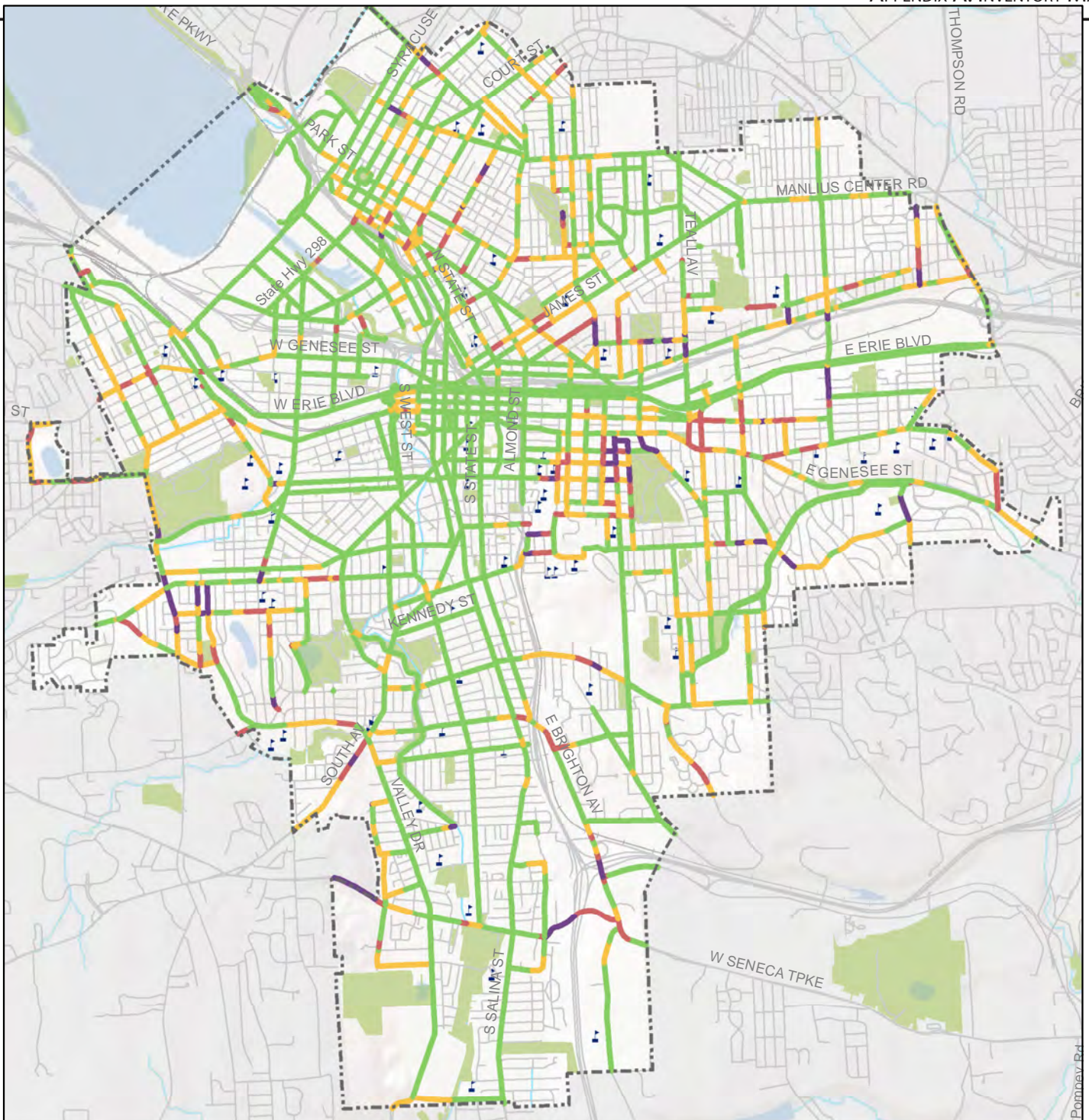
Syracuse Bike Plan: Connectivity Measures Connectivity Composite



- | | |
|------------------------------|------------|
| Safety Measures | — Streets |
| Connectivity Measures | ■ Parks |
| — Recommended | ■ Schools |
| — Possible | — Railroad |
| — Not Recommended | — Creek |
| ⊞ Syracuse City Boundary | |

Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. ConnectivityMeasures_ConnectivityC_100912.mxd 10/09/2012



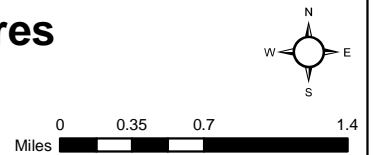


Syracuse Bike Plan: Design Measures Topography

Safety Measures Topography

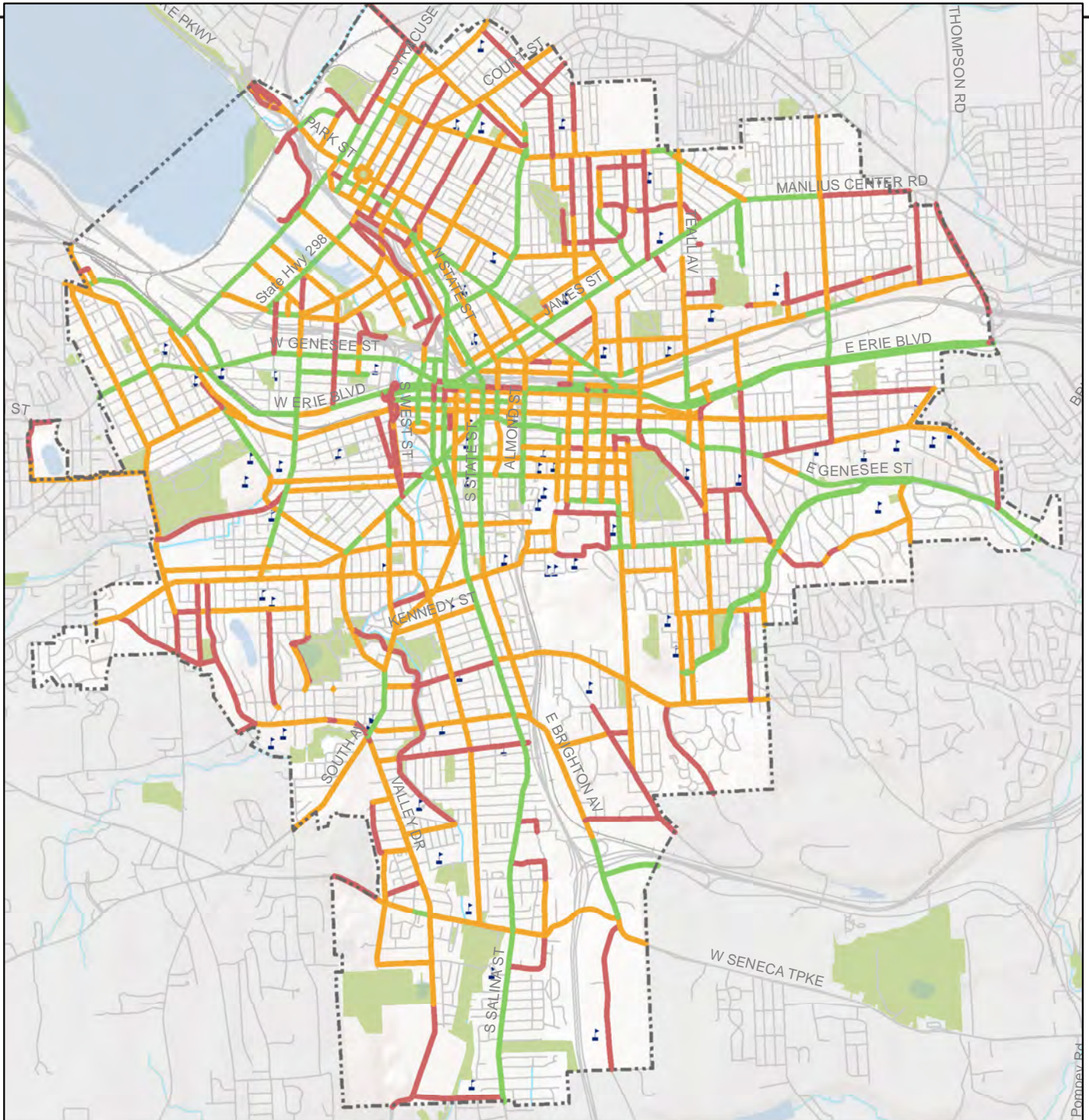
- grades from 0% - 2%
- grades from 2% - 5%
- grades from 5% - 8%
- grades > 8%
- Parks
- Schools
- Railroad
- Creek

- Syracuse City Boundary
- Streets



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011.
DesignMeasures_Topo_100912.mxd
10/09/2012



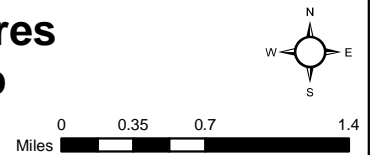


Syracuse Bike Plan: Design Measures Width of Road from Curb to Curb

Safety Measures

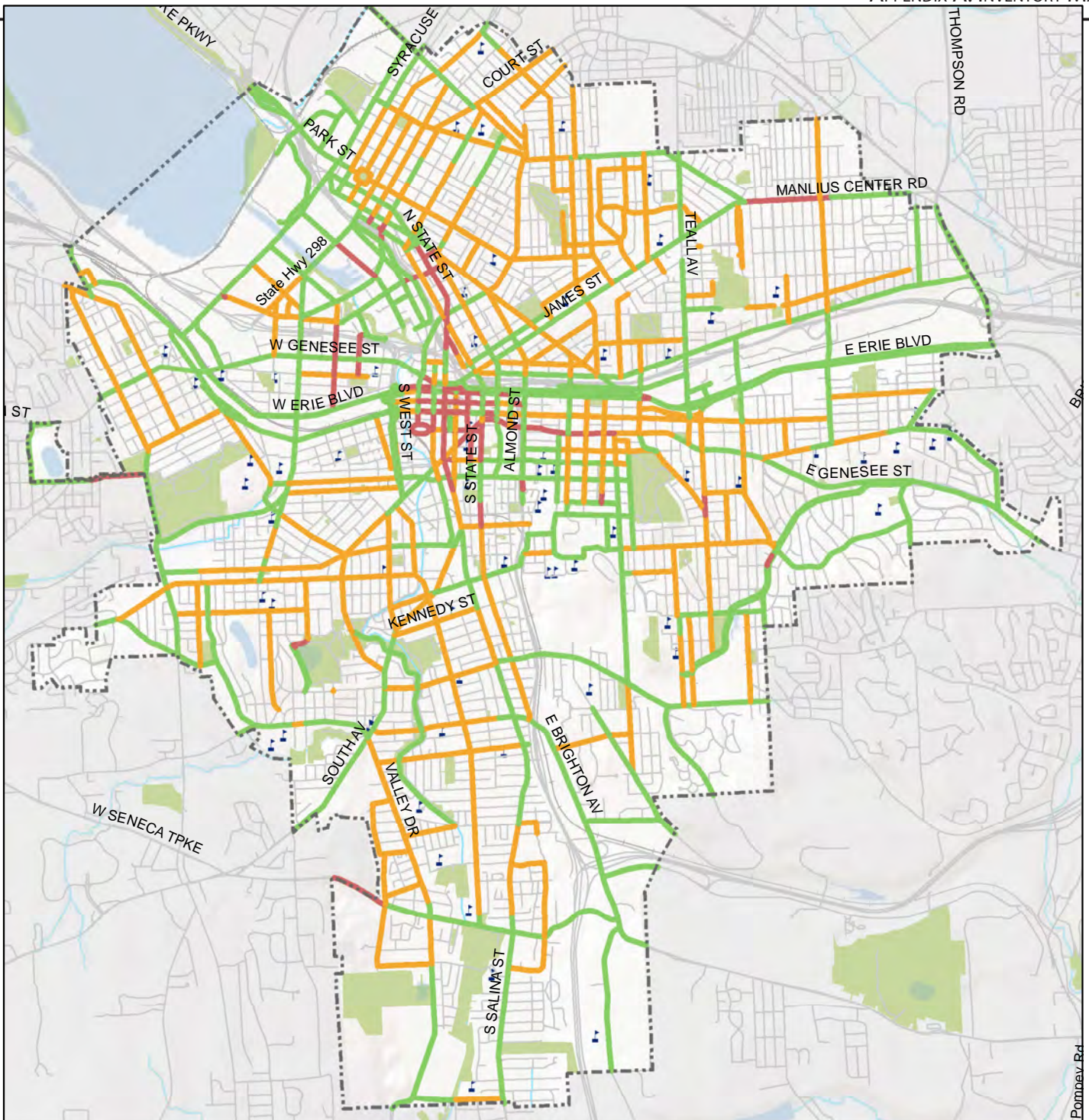
Width of Road from Curb to Curb

- distance is more than 42 feet
 - distance is between 28 and 42 feet
 - distance is less than 28 feet
 - Syracuse City Boundary
- Parks
 - Schools
 - Railroad
 - Creek



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. DesignMeasures_RoadWidth_100912.mxd 10/09/2012





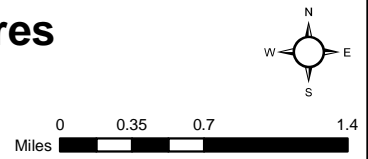
Syracuse Bike Plan: Design Measures Presence of Parking Lanes

Safety Measures

Presence of Parking Lanes

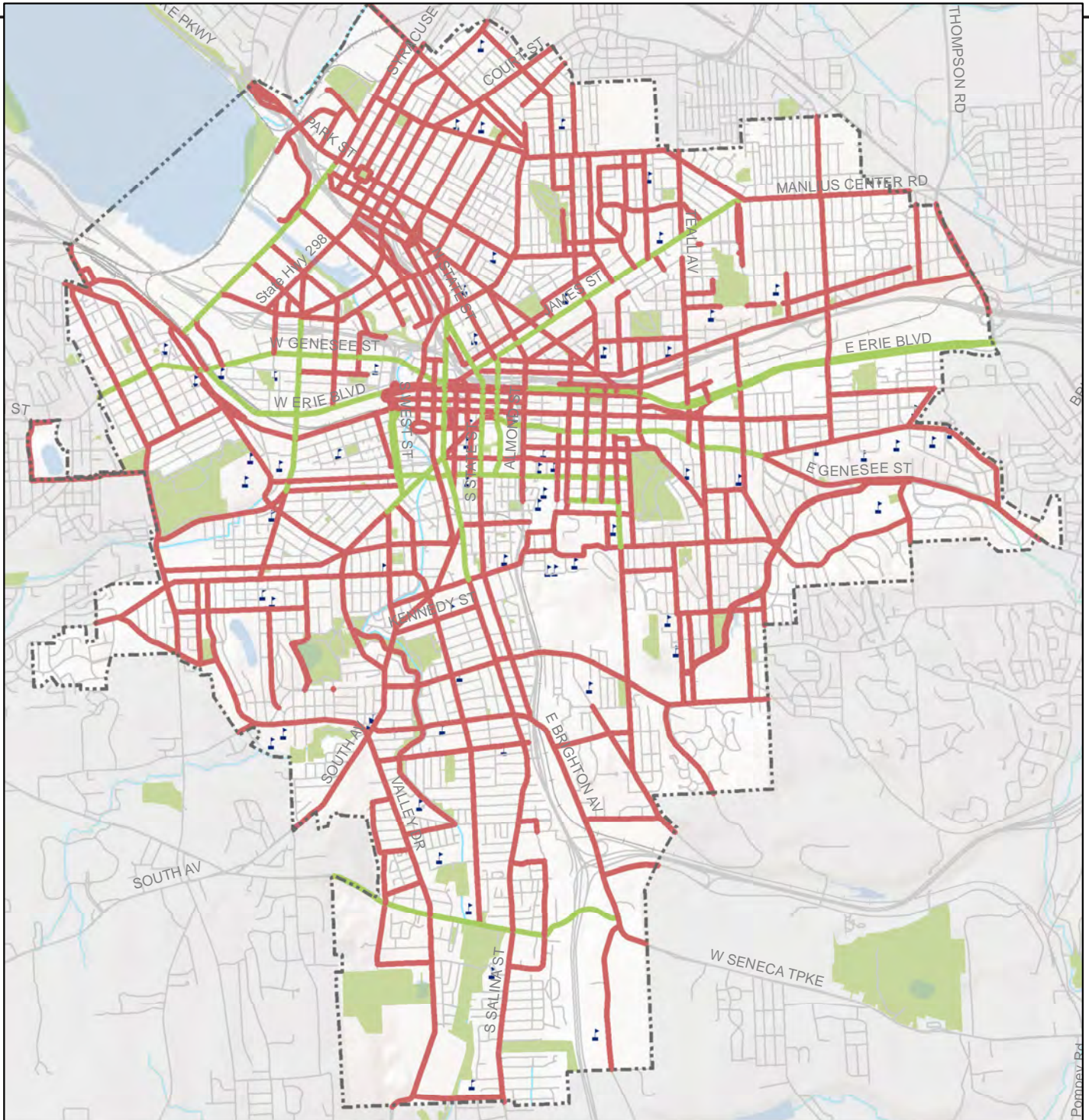
- no parking lane
- alternating or one side metered parking
- parking on both sides of street

- Syracuse City Boundary
- Streets
- Parks
- Schools
- Railroad
- Creek

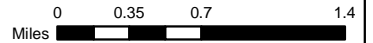
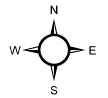


Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. DesignMeasures_ParkingLanes_100912.mxd 10/09/2012





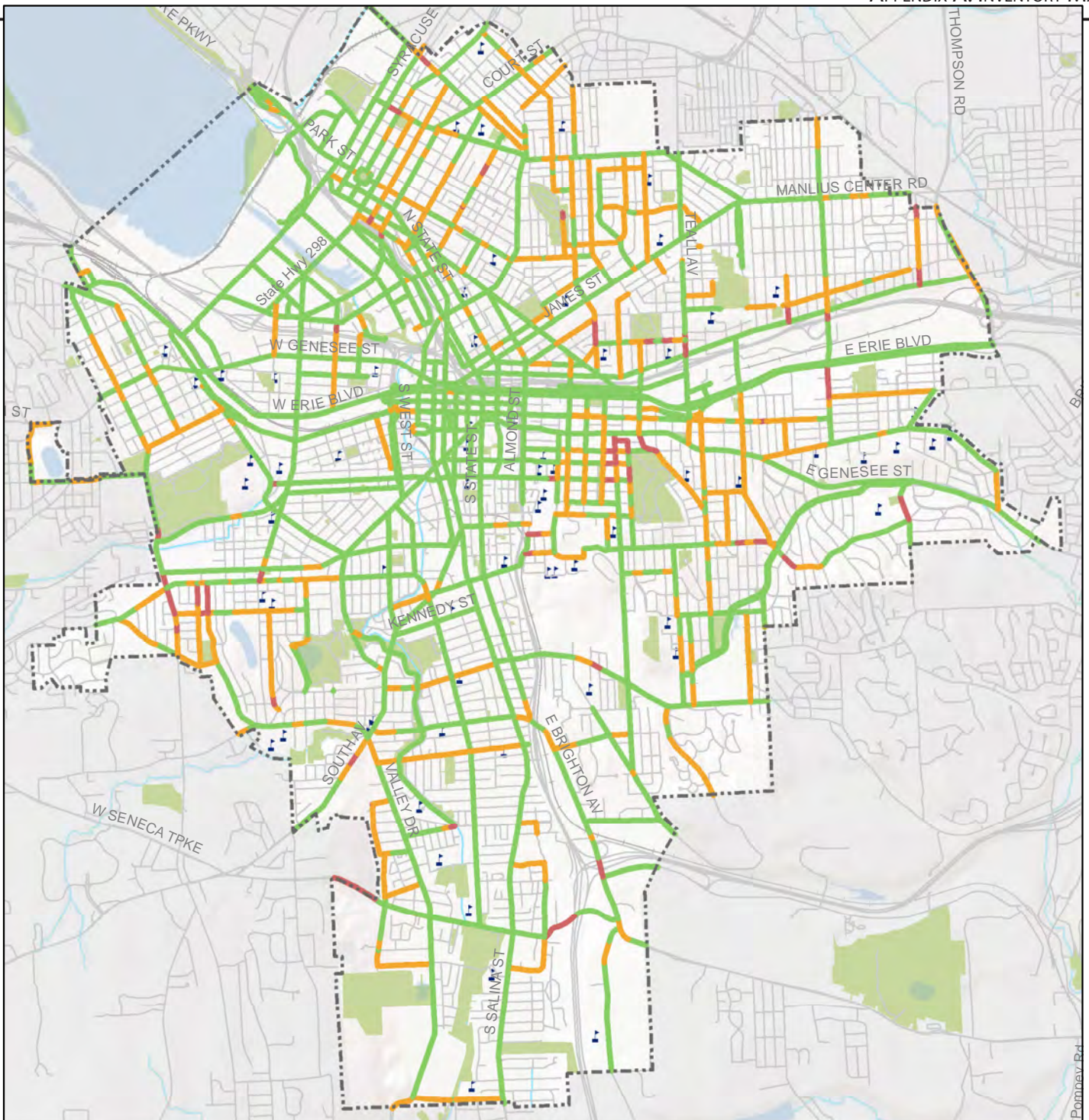
Syracuse Bike Plan: Design Measures Road Diet Feasibility



- | | |
|-------------------------------|------------|
| Safety Measures | — Streets |
| Road Diet Feasibility | ■ Parks |
| — existing or road diet | ♣ Schools |
| — no possibility of road diet | — Railroad |
| ⊞ Syracuse City Boundary | — Creek |

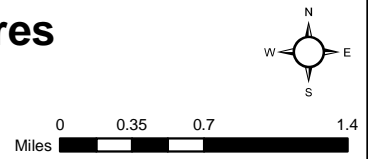
Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. DesignMeasures_RoadDiet_100912.mxd 10/09/2012





Syracuse Bike Plan: Design Measures Design Composite

- | | |
|----------------------------------|------------|
| Design Measures | — Streets |
| Composite Design Measures | ■ Parks |
| — Recommended | ♣ Schools |
| — Possible | — Railroad |
| — Not Recommended | — Creek |
| ⊞ Syracuse City Boundary | |



Data courtesy of NYGIS Clearinghouse, City of Syracuse Department of Public Works, and ESRI (base relief map). Possible bike treatments were designated based on 13 "bike-ability" metrics as calculated by Syracuse DPW in Summer 2011. DesignMeasures_DesignC_100912.mxd 10/09/2012



This page intentionally left blank





Appendix B

**PUBLIC
PARTICIPATION**

The development of the Bicycle Infrastructure Component (Syracuse Bike Plan) included numerous opportunities for public input over a two-year period. The early concepts that provide the basis for the plan were vetted through a number of public meetings in 2010. In the summer of 2011, work began in earnest on drafting the Syracuse Bike Plan and evaluating corridors appropriate for various types of bicycle infrastructure. As they were drafted, all documents were published to the City of Syracuse's website with contact information provided for comment. Materials from public presentations were posted to the website, as well. As the plan was revised, additional feedback was sought throughout 2012. In January of 2012 the Bike Plan was presented at every TNT meeting, where additional input was solicited. In all, the Bike Plan was presented at sixteen public meetings.

In addition, the Bike Plan was covered in more than twenty local media stories between the summer of 2011 and fall of 2012, after which members of the public routinely provided additional input to the plan's author, City Transportation Planner, Paul Mercurio.

PUBLIC MEETINGS:

1. 7/27/10: 20 attendees at CNY Pathways meeting. Shared the conceptual framework for the inventory and analysis of this plan
2. 7/13/11: 70 attendees at CNY Pathways meeting. Presented the "Making the Case" information, as well as the results of the inventory, analysis, tool kit, and the first pass for the blueprint of the full bike network
3. 7/20/11: Syracuse Bike Plan first uploaded to the main page of the City website. All materials presented as part of this process (including draft versions of the plan, conceptual graphics, and presentation slides) have since become available for download and review via this site.
4. 8/3/11: 70 attendees at CNY Pathways meeting. Reviewed "Making the Case," inventory, and tool kit. Presented a revised version of the city-wide network, and 8 potential corridor designs
5. 10/18/11: 35 attendees at Westside TNT meeting. Presented Making the Case, Tool Kit, city-wide network, and Westside Recommendations
6. 1/10/12: 25 attendees at Near Westside Business Association meeting. Presented Making the Case, Tool Kit, and city-wide network
7. 1/10/12: 30 attendees at Eastside TNT. Presented Making the Case, Tool Kit, city-wide map and Eastside Recommendations. Didn't finish presentation. Returned in February (see below)
8. 1/11/12: 15 attendees at Downtown TNT. Presented Making the Case, Tool Kit, city-wide map and Downtown Recommendations
9. 1/11/12: 25 attendees at Valley TNT. Presented Making the Case, Tool Kit, city-wide map and Valley Recommendations
10. 1/12/12: 20 attendees at Southside TNT. Presented Making the Case, Tool Kit, city-wide map and Southside Recommendations. Didn't finish presentation. Intended to return for February meeting, but was asked not to.
11. 1/25/12: 35 attendees at Northside TNT. Presented Making the Case, Tool Kit, city-wide map and Northside Recommendations. Didn't finish presentation but will complete presentation in April.
12. 2/13/12: 15 attendees at Lakefront TNT. Presented Making the Case, Tool Kit, city-wide map and Lakefront Recommendations
13. 2/14/12: 30 attendees at Eastside TNT. Finished presenting Eastside corridor recommendations
14. 2/27/12: 20 attendees at Eastwood TNT. Presented Making the Case, Tool Kit, city-wide map and Eastwood Recommendations
15. 3/7/12: 35 attendees at Common Council DPW Committee. Presented overview of the plan and answered general questions for the Councilors.
16. 7/31/12: 50 attendees at Common Council Neighborhood Preservation Committee. Presented revisions of the Bike Plan that has occurred over the first half of 2012.

MEDIA COVERAGE:

1. 7/13/11. Post Standard
http://www.syracuse.com/news/index.ssf/2011/07/syracuse_plans_to_give_bike_ri.html
2. 7/13/11. Jim Reith Radio Show
[No link available]
3. 7/13/11. WSYR News
<http://www.9wsyr.com/news/local/story/Syracuse-making-plans-for-new-bike-lanes/YscPpJOJkUan0N665xE-AQ.csp>
4. 8/2/11. Post Standard
http://www.syracuse.com/news/index.ssf/2011/08/second_public_meeting_schedule.html
5. 8/13/11. WRVO
<http://wrvo.fm/post/bike-plan-shapes-syracuse>
6. 8/17/11. New Times
<http://readperiodicals.com/201108/2457050481.html#b>
7. 8/25/11. Post Standard
http://blog.syracuse.com/neighbors/2011/08/getting_around_on_a_bike_cycling_in_the_city_continues_to_grow.html
8. 9/7/11. The Eagle
<http://www.theeaglecny.com/news/2011/sep/07/fixing-syracuses-bike-problems-requires-full-tool/>
9. 1/11/12. CNY Central
<http://www.cnycentral.com/news/story.aspx?id=706398>
10. 1/12/12. YNN News
http://binghamton.ynn.com/content/top_stories/570050/syracuse-looking-to-be-more-bike-friendly/
11. 1/20/12. WSYR News
http://www.clipsyndicate.com/video/play/3202442/syracuse_bike_plan_1_20_12
12. 1/24/12. Daily Orange
<http://www.dailyorange.com/news/city-curb-appeal-city-constructs-bicycle-paths-to-offer-alternative-transportation-system-1.2750584>
13. 1/25/12. Bridge Street / WSYR
http://www.clipsyndicate.com/video/playlist/20640/3215665?title=bridge_street_highlights
14. 2/27/12. Democracy Wise
<http://democracywise.syr.edu/stories.cfm?storyid=1120>
15. 3/7/12. Post Standard
http://www.syracuse.com/news/index.ssf/2012/03/planner_syracuse_streets_are_n.html
16. 5/29/12. Newhouse.
<http://www.thenewshouse.com/story/syracuse-outpedals-rest-state-number-bicycle-commuters>
17. 6/5/12. Post Standard
http://blog.syracuse.com/opinion/2012/06/wanted_bike_culture_-_is_los_a.html
18. 7/31/12. YNN
<http://centralny.ynn.com/content/593574/push-to-create-bicycle-network-in-syracuse/>
19. 8/1/12. Newhouse
<https://nccnews.expressions.syr.edu/?p=55234>
20. 8/2/12. Post Standard
http://www.syracuse.com/news/index.ssf/2012/08/post_636.html#incart_river_default
21. 8/20/12. YNN
<http://centralny.ynn.com/content/features/562886/going-green---bike-paths/>

APPENDIX B

#	Neighborhood	Timeline	Street, Trail or Corridor	Recommendations	Status
1	Downtown	Short Term	S. Salina St.	Road diet where able; add bike lanes and sharrows; add bike boxes at high turning intersections.	Road diet complete, bike lanes installed; no bike boxes were installed
2	Downtown	Short Term	Erie Blvd. W.	Add standard bike lanes; road diet where necessary.	No work on this recommendation has been completed; may be part of Erie Blvd West Multi-Use Path and Sidewalks planned capital project
3	Downtown	Short Term	Water St.	Add contraflow bike lanes from Franklin St. to Warren St.; close gap between existing bike lanes and Creekwalk.	Recommendation completed; now part of Empire State Trail
4	Downtown	Short Term	James St.	Road diet based off feasibility study; add bus pull offs and standard bike lanes.	No work on this recommendation has been completed
5	Downtown	Short Term	Onondaga Creekwalk	Proposed to go through the tunnel to the Trolley Lot behind the MOST, and south parallel Onondaga Creek to West Onondaga St	No work on this recommendation has been completed
6	Downtown	Short Term	E. Onondaga St.	Contraflow bike lane with sharrow (South Salina to State St)	No work on this recommendation has been completed
7	Downtown	Short Term	W. Onondaga St.	Standard bike lanes (Slocum Ave to South Salina, with road diet)	Recommendation completed; road diet completed and bike lanes installed
8	Downtown	Medium Term	West St.	Cycle track proposed (West Onondaga to Walton); West St service lane removed, sharrow to link West St to Creekwalk (Walton St)	Recommendation completed; now part of Onondaga Creekwalk Trail
9	Downtown	Medium Term	Genesee St. Corridor	Standard bike lanes (West Genesee), road diet/lane reduction, standard lanes (East Genesee - Downtown to University Ave).	No work on this recommendation has been completed
10	Downtown	Long Term	E. Fayette St.	Sharrows suggested (Creekwalk to Salina St Corridor); standard bike lanes proposed (Salina to Almond St).	Recommendation completed; now part of Connective Corridor
11	Downtown	Long Term	S. Townsend St. to Garfield Ave.	Standard bike lane proposed	No work on this recommendation has been completed
12	Downtown	Long Term	CSX Rail Line	Rail with trail considered (pedestrian/cyclist trail would parallel CSX active rail line).	No work on this recommendation has been completed; may be part of West Side Trail planned capital project
13	Westside	Short Term	W. Onondaga St.	Standard bike lanes, with road diet (between Slocum Ave and South Salina); sharrows (Slocum and Tallman)	Bike lanes installed Slocum Ave to S. Salina St; no sharrows added from Slocum Ave. to Tallman St.
14	Westside	Short Term	Erie Blvd. W.	Standard bike lanes with ability to include a striped buffer between car and bike lanes; road diet.	No work on this recommendation has been completed; may be part of Erie Blvd West Multi-Use Path and Sidewalks planned capital project
15	Westside	Short Term	Bellevue Ave.	Neighborhood greenway considered (should accommodate heavy car traffic on West Onondaga St)	No work on this recommendation has been completed
16	Westside	Medium Term	West St.	Cycle track proposed (West Onondaga to Walton); West St service lane removed, sharrow to link West St to Creekwalk (Walton St)	Recommendation completed; now part of Onondaga Creekwalk Trail
17	Westside	Medium Term	Geddes St.	Standard bike lanes proposed due to speeds and volume of cars; road diet and lane reduction possible.	No work on this recommendation has been completed
18	Westside	Medium Term	W. Genesee St.	Standard bike lanes proposed, road diet/lane reduction necessary.	No work on this recommendation has been completed
19	Westside	Medium Term	Delaware St. - W. Fayette St. Corridor	Sharrows (along Delaware St); curbside bike lanes, sharrows, cycle track on one-way (Wilbur Ave); standard lanes (West Fayette)	Wilbur Ave. and Delaware St. bike lanes/sharrows installed; No infrastructure added to W. Fayette Street
20	Westside	Medium Term	Willis Ave.	Neighborhood greenway proposed due to low traffic volume, high-volume parallel St.s, residential character.	No work on this recommendation has been completed
21	Westside	Medium Term	Hiawatha Blvd.	Standard bike lanes proposed, road diet/lane reduction necessary in some areas.	Bike lanes added Solar St. to Spencer St.; no work completed west of Spencer St.
22	Westside	Long Term	Tompkins St.	Sharrow symbols proposed for corridor (road not wide enough for standard lanes without removing parking).	No work on this recommendation has been completed
23	Westside	Long Term	Park Ave. & Leavenworth Ave.	Cycle track (Park Ave - Geddes to Leavenworth, in Central Park median); standard bike lanes (Leavenworth - Park Ave to Evans).	No work on this recommendation has been completed
24	Westside	Long Term	Otisco St.	Neighborhood greenway proposed, given grid nature of Near Westside.	No work on this recommendation has been completed
25	Westside	Long Term	CXS Rail Line	Rail with trail considered (pedestrian/cyclist trail would parallel CSX active rail line).	No work on this recommendation has been completed; may be part of West Side Trail planned capital project
26	Southside	Short Term	Onondaga Creek Blvd. & Creekwalk	Neighborhood greenway proposed on low-volume St.; traffic calming infrastructure; signage to provide way-finding.	Recommendation completed; now part of Onondaga Creekwalk Trail
27	Southside	Short Term	S. Salina St.	Road diet proposed in areas with multiple lanes; standard bike lanes; bike boxes at high turning volume intersections; sharrows	Road diet complete, bike lanes and sharrows installed; no bike boxes were added
28	Southside	Short Term	Onondaga St. Corridor	Road diet (West Onondaga St - from South Ave to downtown).	Recommendation completed; road diet completed and bike lanes installed
29	Southside	Short Term	Bellevue Ave.	Neighborhood greenway considered (should accommodate continued heavy car traffic on West Onondaga St.)	No work on this recommendation has been completed
30	Southside	Short Term	Colvin St.	Contra-flow lane proposed (between South Ave and South Salina St); remove on-St. parking; standard lanes or sharrows under I-81 to Eastside	No work on this recommendation has been completed
31	Southside	Medium Term	Elmwood Neighborhood Greenway	Neighborhood Greenway proposed; mini-traffic circles for wayfinding.	No work on this recommendation has been completed
32	Southside	Medium Term	South Ave. to Burt Ave. Corridor	Standard bike lane proposed for most of corridor; sharrows proposed between Castlet St and Tallman St; connectivity is important.	No work on this recommendation has been completed
33	Southside	Medium Term	Roberts Ave. Greenway	Sharrows in this section of South Geddes.	No work on this recommendation has been completed
34	Southside	Long Term	Onondaga Ave.	Neighborhood Greenway proposed; 600 block could potentially be closed to cars and remain open to cyclists.	No work on this recommendation has been completed
35	Southside	Long Term	W. Brighton Ave.	On-St. parking may need to be removed from South Ave to Webster Ave for standard bike lane.	No work on this recommendation has been completed
36	Southside	Long Term	Dr. Martin Luther King Jr. W. Corridor	Standard bike lane proposed.	No work on this recommendation has been completed
37	Southside	Long Term	Tallman St.	Neighborhood greenway (between Onondaga Creek Blvd and Onondaga Ave); standard bike lane recommended between Onon Creek Blvd and Cortland Ave	No work on this recommendation has been completed
38	Southside	Long Term	S. Townsend to Garfield via Oakwood Ave.	Neighborhood greenway proposed.	No work on this recommendation has been completed
39	Valley	Short Term	S. Salina St.	Road diet proposed in areas with multiple lanes; standard bike lanes; bike boxes, special care at East Seneca Turnpike intersection	Road diet completed; bike lanes added south of Seneca Tpk; no bike boxes or other special treatment at Seneca Tpk
40	Valley	Short Term	Onondaga Creekwalk	Off-road multi-use path along the creek; signage will provide way-finding.	Recommendation completed; now part of Onondaga Creekwalk Trail
41	Valley	Medium Term	Seneca Tnpk. Corridor	Sharrow proposed to accommodate center turn lane (no traffic patterns will be affected)	No work on this recommendation has been completed
42	Valley	Medium Term	Florence Ave.	Neighborhood greenway suggested; minimal infrastructure changes needed.	No work on this recommendation has been completed
43	Valley	Long Term	Valley Dr.	Sharrows utilized or on-St. parking removed to create standard bike lanes.	No work on this recommendation has been completed
44	Valley	Long Term	Midland Ave.	Sharrows or on-St. parking removed to create standard bike lanes.	No work on this recommendation has been completed
45	Valley	Long Term	Filmore Ave. & Glen Ave.	Sharrows recommended for low-volume St.s.	No work on this recommendation has been completed
46	Eastside	Short Term	E. Genesee St.	Road diet considered in portions where road has four travel lanes; standard bike lanes otherwise.	Recommendation completed; road diet completed and bike lanes installed
47	Eastside	Short Term	Syracuse Univ. Circumferential Cycletrack	Cycletrack proposed, with a road diet wherever feasible; adjacent to SU campus; bike boxes suggested at high volume intersections.	Road diet completed and bike lanes added to Waverly and Comstock; no bike boxes added
48	Eastside	Short Term	Campus Roads	Signs and sharrows placed throughout campus roads.	Not Investigated; not a public right of way
49	Eastside	Short Term	Thornden Park Neighborhood Greenway	Neighborhood greenway suggested; intersection treatments to encourage alternate routes for through-traffic.	No work on this recommendation has been completed
50	Eastside	Medium Term	Crouse Ave.	Standard bike lanes and contra-flow lanes proposed along this high-volume corridor.	Northbound sharrows added; no standard bike lanes or contraflow bike lanes added
51	Eastside	Medium Term	Beech St.	Combination of sharrows and standard bike lanes proposed (on-St. parking, slope, St. width varies greatly)	No work on this recommendation has been completed
52	Eastside	Medium Term	Salt Springs Rd.	Sharrows and standard bike lanes recommended as widths change along the corridor (LeMoyné College, H.W. Smith Elementary)	No work on this recommendation has been completed
53	Eastside	Medium Term	Outer Comstock Sharrows	Sharrows suggested due to narrow St. widths, slower posted speed limits (would create most significant multi-modal diagonal arterials through City)	No work on this recommendation has been completed
54	Eastside	Medium Term	E. Raynor, Renwick & Fineview Corridors	Standard bike lanes proposed along East Raynor and Renwick Ave.s; sharrows suggested along Fineview Place.	No work on this recommendation has been completed
55	Eastside	Medium Term	Westcott St.	Sharrow suggested (between Beech St and Euclid Ave).	No work on this recommendation has been completed
56	Eastside	Medium Term	Nottingham Rd.	Standard bike lanes proposed.	No work on this recommendation has been completed
57	Eastside	Medium Term	Lancaster Ave.	Sharrows recommended north of Broad St. (heavy on-St. parking); cycle track proposed south of Broad St.	No work on this recommendation has been completed
58	Eastside	Medium Term	Oakwood Cemetery Trail	Multi-use stone-dust trail is proposed.	Not Investigated; not a public right of way
59	Eastside	Long Term	Westmoreland Ave.	Standard bike lanes proposed (Between Burnet Ave and East Fayette St); sharrows between East Fayette and Harvard Place	No work on this recommendation has been completed
60	Eastside	Long Term	Lodi St. Cut-Through	Multi-use trail proposed to connect Lodi St and Water St Bike, through the green space south of Erie Blvd	No work on this recommendation has been completed
61	Eastside	Long Term	Erie Blvd. E. & Erie Canalway Trail	Off-road multi-use trail proposed	No work on this recommendation has been completed
62	Eastside	Long Term	E. Fayette St. Gateway	Neighborhood greenway proposed (Fayette St a good fit for greenway as it parallels East Genesee St and Erie Blvd traffic corridors)	No work on this recommendation has been completed
63	Eastwood	Short Term	James St.	Sharrows proposed through business district, standard bike lanes outside of business district; road diet necessary west of Grant Blvd (pull-off areas).	Bike lanes added east of Nicholas Ave.; Work budgeted to commence in FY 2025
64	Eastwood	Medium Term	Grant Blvd.	Standard bike lanes suggested (James St to Teall Ave).	No work on this recommendation has been completed
65	Eastwood	Medium Term	Burnet Ave.	Standard bike lanes proposed, sharrows or curb-side bike lanes considered where high on-St. parking.	No work on this recommendation has been completed
66	Eastwood	Medium Term	Nichols Ave.	Neighborhood greenway considered (problematic cut-through traffic and parallel a major road, better suited to through traffic).	No work on this recommendation has been completed
67	Eastwood	Long Term	Thompson Rd.	Standard bike lanes proposed due to high speed traffic.	No work on this recommendation has been completed
68	Eastwood	Long Term	Caleb Ave. & Robinson St.	Neighborhood greenway suggested due to residential nature (traffic calming at Midler-Teall intersection).	No work on this recommendation has been completed
69	Eastwood	Long Term	Tyson Greenway	Neighborhood greenway suggested due to residential nature (traffic calming at Midler Ave).	No work on this recommendation has been completed
70	Northside	Short Term	N. Salina St.	Standard bike lanes suggested.	Standard bike lanes added from Downtown to State St.; no work completed north of State St.
71	Northside	Short Term	James St.	Completed feasibility study - road diet recommended (4 lanes down to 3), standard bike lane.	No work on this recommendation has been completed
72	Northside	Short Term	Butternut St.	Lodi St. northward - curbside bicycle lanes; N Salina to Lodi - standard bike lanes (no on-St. parking)	No work on this recommendation has been completed
73	Northside	Short Term	Park St.	Neighborhood greenway - James St to Wolf St (connect Washington Square Park); beyond Wolf St - standard bike lanes	Recommendation completed; now part of Park Street Greenway
74	Northside	Medium Term	Lodi St.	Standard bike lanes (Isabella St to Wolf St); curbside bike lanes (Burnet St to Isabella St)	No work on this recommendation has been completed; Work budgeted to commence in FY 2025
75	Northside	Medium Term	Lemoyné Ave.	Neighborhood greenway proposed (low volume corridor running parallel to Wolf and Hiawatha)	No work on this recommendation has been completed; Work budgeted to commence in FY 2025
76	Northside	Medium Term	Burnet Ave.	Curbside bike lanes suggested.	No work on this recommendation has been completed
77	Northside	Medium Term	Grant Blvd.	Sharrows (Oak St to Hiawatha Blvd E); standard bike lanes (Oak St to the east)	No work on this recommendation has been completed
78	Northside	Medium Term	Crouse Ave.	Curbside bike lanes suggested.	No work on this recommendation has been completed
79	Northside	Medium Term	N. State St.	Lane reductions, combined with adequate St. width could allow for standard bike lanes.	No work on this recommendation has been completed
80	Northside	Long Term	Elm St. & Shuart Ave.	Neighborhood greenway proposed (connects to Caleb/Robinson Greenway, parallels James St corridor).	No work on this recommendation has been completed
81	Northside	Long Term	Cataraugus St.	Standard bike lane proposed.	No work on this recommendation has been completed
82	Northside	Long Term	Court-Woodlawn Greenway	Neighborhood greenway suggested (residential nature of St.); calming treatments at Court and Grant intersections.	No work on this recommendation has been completed
83	Lakefront	Medium Term	N. Geddes St.	Standard bicycle lanes proposed.	No work on this recommendation has been completed
84	Lakefront	Medium Term	Hiawatha Blvd. W.	Multi-use trail proposed due to heavy auto traffic.	No work on this recommendation has been completed
85	Lakefront	Medium Term	Harborside Dr. (Destiny USA)	Standard bicycle lanes proposed.	No work on this recommendation has been completed
86	Lakefront	Long Term	Spencer St.	Standard bicycle lanes proposed.	No work on this recommendation has been completed
87	Lakefront	Long Term	Evans St.	Neighborhood greenway; Evans St. Bridge potentially closed to vehicle traffic to facilitate as bike route.	No work on this recommendation has been completed
88	Lakefront	Long Term	Butternut St.	Road diet and standard bicycle lanes suggested.	No work on this recommendation has been completed

APPENDIX C

Chapter 15 - TRAFFIC CODE

BE IT ORDAINED, by the Common Council of the City of Syracuse, that the following ordinance, to be known as "Traffic Code of the City of Syracuse," is hereby adopted, as follows:

Footnotes:

--- (1) ---

Editor's note— This chapter contains the city's traffic code, adopted by the common council on March 3, 1969, and approved by the mayor on March 6, 1969. The article arrangement in this chapter is that found in such traffic code. Except as otherwise noted, the catchlines for the sections in this chapter were contained in the traffic code.

Cross reference— Traffic infractions, etc., at airport, Pt. O, § 3-8; vehicle traffic at airport, Pt. O, § 3-14 et seq.; removal of illegally parked vehicles at airport, Pt. O, Ch. 3 App., § 8.2 et seq.; special motor vehicle regulations for airport, Pt. O, Ch. 3 App., § 7.1 et seq.; outdoor storage of motor vehicles, Pt. O, § 16-51 et seq.; vehicular traffic in parks, playgrounds and public grounds, Pt. O, § 17-16 et seq.; traffic in regional market area, Pt. O, § 21-7 et seq.; street obstruction caused by vehicles, Pt. O § 24-11 et seq.; taxicabs, Pt. O, Ch. 25; conversion to city use of certain abandoned vehicles, Pt. L, Ch. 15.

ARTICLE I. - DEFINITIONS

Sec. 15-1. - Generally.

The following words and phrases when used in this ordinance [sic] shall for the purpose of this ordinance have the meanings respectively ascribed to them in this article:

- (1) *Authorized emergency vehicle*: Fire department, police, ambulances and emergency vehicles of municipal departments or public service corporations.
- (2) *Bicycle*: Every device propelled by the feet acting upon pedals, having wheels any two (2) of which are more than twenty (20) inches in diameter.
- (3) *Bus or coach*: Any motor vehicle equipped to carry ten (10) or more persons used for the transportation of passengers for hire.
- (4) *Central traffic district*: All streets and parts of streets within the territory bounded by the streets hereinafter named, including said streets:

On the east by North and South Townsend Street; on the south by East and West Adams Street, Oneida Street, West Onondaga Street; on the west by West Street Arterial; on the north by West Genesee Street and James Street to North Townsend Street.

- (5) *Chief judge*: The Chief Judge of the City Court of the city of Syracuse.
- (6) *City*: City of Syracuse.
- (7) *Commissioner*: The Commissioner of Public Works of the city of Syracuse.
- (8) *Commissioner of finance*: The Commissioner of Finance of the City of Syracuse.
- (9) *Crosswalk or crossing*: Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings and the extension of the sidewalk space across intersecting streets.
- (10) *Curb*: Boundaries of the roadway whether marked by curbstone or not so marked.
- (11) *Driver*: A person who propels or operates or who is in charge of a vehicle.
- (12) *Intersection*: Shall include the area bounded by the edgelines, real or projected, of two (2) or more public highways which meet or cross each other.
- (13) *Loading zone*: A space adjacent to a curb for the exclusive use of commercial vehicles during the loading or unloading of freight.
- (14) *Motorcycle*: Shall include every vehicle propelled by other than muscular power which is designed to travel on not more than three (3) wheels in contact with the ground, except tractors, invalid chairs, and vehicles in which the motive power is transmitted to the driving wheels by means of a differential mechanism.
- (14a) *Motor driven cycle*: Every motorcycle including every motor scooter with a motor which produces not to exceed five (5) horsepower and every bicycle with motor attached.
- (15) *Motor vehicle*: Every vehicle (except mechanically driven invalid chairs being operated or driven by an invalid) operated or driven on city streets by any power other than muscular power. The term "motor vehicle" shall exclude fire or police vehicles.
- (16) *Official traffic signs and signals*: All signs, signals, markings and devices not inconsistent with this ordinance, placed or erected by authority of a public body or official having jurisdiction, for the purpose of directing, regulating, warning or guiding traffic.
- (17) *One-way traffic*: Traffic restricted in one direction.
- (18) *Operator*: Any person other than a chauffeur who operates or drives a motor vehicle or a motorcycle upon any street in the city of Syracuse.
- (18a) *Chauffeur*: Any person who operates a bus, taxicab, tractor-trailer combination, or a truck-trailer combination, and any person who drives a truck having a maximum gross weight in excess of eighteen thousand (18,000) pounds.
- (19) *Park or parking*: The standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers.
- (20) *Parking meter*: Any mechanical device or meter placed or erected for the regulation of parking.
- (21) *Parking space*: That part of any street designated by this ordinance as a place for the parking of one vehicle.
- (22) *Pedestrian*: Any person afoot.
- (23) *Roadway*: That part of the street intended for vehicular traffic.
- (24) *Safety zone*: The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

- (25) *Sidewalk*: That portion of a street between the curblines or the lateral lines of a roadway, whether paved or not, and the adjacent property lines intended for the use of pedestrians.
- (26) *Stand or standing*: The stopping of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in receiving or discharging passengers.
- (27) *Stop*: When required means complete cessation of movement.
- (28) *Street or highway*: The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.
- (29) *Taxicab*: A licensed public vehicle for hire, designated and constructed to seat not more than seven (7) persons, operating as a common carrier on call or demand.
- (30) *Traffic-control signals*: A signaling device either hand or electrically operated in which different colors become visible for periods of time during which traffic shall comply with the meaning conveyed by the colors shown.
- (31) *Traffic-control devices*: All signs, signals, markings and devices erected by authority of the commissioner of transportation for the purpose of regulating, warning or guiding traffic.
- (32) *Traffic infraction*: The violation of any provision of the state vehicle and traffic law or this ordinance where a penalty or other punishment is prescribed, and which is not expressly declared by said state law to be a misdemeanor or felony.
- (33) *Tractor*: A motor vehicle designed and used for drawing a semitrailer.
- (34) *Trailer*: Any vehicle not propelled by its own power, drawn on the public highways by a motor vehicle, except motorcycle side cars, vehicles being towed by a nonrigid support, and vehicles designed and primarily used for other purposes and only occasionally drawn by such a motor vehicle.
- (35) *Through traffic street*: A properly designated main artery of travel.
- (36) *Truck*: Every motor vehicle designed, used or maintained primarily for the transportation of property.
- (37) *Vehicle*: Every device in, upon or by which any person or property is or may be transported or drawn upon a street except devices moved by human power or used exclusively upon stationary rails or tracks.

(T.C. of 3-3-69, Art. I, § 1)

Editor's note— Section 4 of L.L. No. 19-1986 amended all references to the commissioner of transportation to refer to the commissioner of public works.

Sec. 15-2. - Applicability of Vehicle and Traffic Law.

All other words used herein shall have the meaning or meanings as used in the New York State Vehicle and Traffic Law.

(T.C. of 3-3-69, Art. I, § 2)

Editor's note— The catchline for the above section has been supplied by the editor, none being present in the legislation from which it is derived.

Secs. 15-3—15-20. - Reserved.

ARTICLE II. - TRAFFIC ADMINISTRATION

Footnotes:

--- (2) ---

Editor's note— Gen. Ord. No. 4-1993, adopted January 11, 1993, substantially amended former Art. II, §§ 15-21—15-33, as herein set out. Former Art. II pertained to similar subject matter and derived from the traffic code of March 3, 1969, Art. II, §§ 1—13; and Gen. Ord. No. 35-1971, § 1.

Sec. 15-21. - Police administration.

There is hereby established in the police department of this city a traffic division to be under the control of an officer of police qualified therefor, appointed by and directly responsible to the chief of police.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-22. - Duty of police department.

It shall be the duty of the police department to enforce the street traffic ordinances and regulations of this city and all of the state vehicle laws applicable to street traffic in this city, to make arrests for traffic violations, to investigate accidents and to cooperate with the commissioner of public works and other officers of the city in the administration of the traffic laws and in developing ways and means to improve traffic conditions, and to carry out those duties specially imposed upon said division by this ordinance and the traffic ordinances of this city.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-23. - Issuance of notice of traffic infractions.

- (a) Whenever any person is found by a police officer committing any traffic infraction, other than of speeding, contrary to the provisions of this ordinance, not causing or contributing to an accident resulting in injury or death to any person or causing property damage, such officer shall take the name, address and operator's license number of such person and the registration number of the motor vehicle involved and issue to him in writing, on a form provided by the commissioner of finance, a notice to answer to the charge against him during hours and at a place specified in the notice.
- (b) Whenever any person is found by a police officer committing a traffic infraction, causing or contributing to an accident resulting in injury or death to any person or causing property damage, or committing the traffic infraction of speeding contrary to the provisions of this ordinance, or committing any violation of the provisions of the Vehicle and Traffic Law of the State of New York or any other ordinance of the city pertaining to traffic which is expressly declared by such law or ordinance to be a misdemeanor, such officer shall issue a summons to such person for the appearance in traffic court at the next session thereof, or shall take such person in custody for arraignment in traffic court as the exigencies of the case may require.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-24. - Answer traffic infraction notices.

- (A) A person who has received a notice of a traffic infraction, through the department of police, may within the time specified in such notice answer at the traffic violations bureau to the charges set forth therein, either in person or by power of attorney, by paying a prescribed fine and, in writing, waiving a hearing in court, pleading guilty to the charge and giving a power of attorney to the person in charge of the bureau to make such a plea and pay such a fine in court, or a person may answer said notice at said traffic violations bureau by depositing cash bail equal to double the prescribed fine for appearance in court at a time specified by the bureau. Acceptance of the prescribed fine and power of attorney by the bureau shall be deemed complete satisfaction for the infraction, and the violator shall be given a receipt which so states.
- (B) Any person who is charged with speeding contrary to the provisions of this ordinance, or who has been guilty of more than three (3) traffic infractions during the current calendar year, shall not be permitted to pay any fine at the traffic violations bureau, but must appear in court at the time specified by the bureau.
- (C) *Plea of not guilty by mail:* A person who has received a notice of a traffic infraction through the department of police, may enter a plea of NOT GUILTY by mail provided he is not charged with a misdemeanor or felony as defined in the New York State Vehicle and Traffic Law. Such person must attach the traffic ticket to form 25.4 and mail both form and traffic ticket to Traffic Court, 511 South State Street, Syracuse, New York by registered or certified mail, return receipt requested, within three (3) days after receipt of the ticket.

Upon receipt of the ticket and plea of NOT GUILTY, the court will advise said person by registered or certified mail, return receipt requested, of the trial date. Such trial date shall not be less than seven (7) days after such notice of trial is mailed. Such person has the right to be represented by counsel at such trial.

- (D) *Plea of guilty by mail:* A person who has received a notice of a traffic infraction through the department of police, may enter a plea of GUILTY by mail provided he is not charged with a misdemeanor or felony as defined in the New York State Vehicle and Traffic Law. No plea by mail may be entered if a person is charged with a second or subsequent speeding offense in eighteen (18) months or with the passing of a stopped school bus. The person who wishes to plead guilty by mail must fill out the form on the back of the traffic ticket and mail the ticket with Part 2 of his operator's license, to Traffic Violations Bureau, 511 South State Street, Syracuse, New York.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-25. - Liable to arrest on failure to answer traffic violations notice.

Any person to whom a notice of traffic infraction has been personally delivered by a police officer and who fails to appear to answer such notice of traffic infraction, shall be subject to arrest upon a warrant issued pursuant to a sworn information or complaint setting forth the specific violation for which said notice of traffic infraction was originally issued.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-26. - Police department to investigate accidents.

It shall be the duty of the police department to investigate traffic accidents and make a full and complete report, thereof and to arrest and to assist in the prosecution of those persons charged with violations of law causing or contributing to such accidents.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-27. - Traffic accident studies.

Whenever the accidents at any particular location become numerous, the police department shall cooperate with the commissioner of public works in conducting studies of such accidents and determining remedial measures.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-28. - Traffic accident reports.

- (a) The police department shall maintain a suitable system of filing traffic accident reports. Such reports shall be available for the use and information of the commissioner of public works and may be examined by any person having an interest therein or by such person's attorney or agent. The police department shall also, upon request, issue certified copies of reports of accidents for the fee prescribed in section 67a of the Public Officers Law.

(b) The police department shall receive and properly file all accident reports made to it under state law or under any ordinance of this city.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-29. - Drivers' files to be maintained.

(a) The police department shall maintain a suitable record of all traffic accidents, warnings, arrests, convictions and complaints reported for each driver, which shall be filed alphabetically under the name of the driver concerned.

(b) Said department shall study the cases of all the drivers charged with frequent or serious violations of the traffic laws or involved in frequent traffic accidents or any serious accident, and shall attempt to discover the reasons therefor, and shall take whatever steps are lawful and reasonable to prevent the same.

(c) Such records shall be maintained complete for at least the most recent five-year period.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-30. - Police department to submit annual traffic safety report.

The police department shall annually prepare a traffic report which shall be filed with the mayor. Such report shall contain information on traffic matters in this city as follows:

(1) The number of traffic accidents, the number of persons killed, the number of persons injured, and other pertinent traffic accident data;

(2) The number of traffic accidents investigated and other pertinent traffic accident data;

(3) The plans and recommendations of the division for future traffic safety activities.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-31. - Emergency regulations.

The commissioner of public works in his discretion during the times of emergency, or other special conditions, and in the interest of public safety, temporarily direct, control, restrict, divert, exclude and regulate traffic on the streets, either through the department of police or by means of posting temporary signs or signals. No such temporary regulation shall remain in effect for more than ninety (90) days without approval of the commons council.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-32. - Temporary traffic regulations and experimental traffic control devices.

(A) *Temporary traffic regulations.* The commissioner of public works, with the approval of the common council may adopt experimental one-way traffic regulations for a period not to exceed ninety (90) days.

(B) *Experimental traffic control devices.* The commissioner may install a test traffic control device under actual conditions or traffic.

(Gen. Ord. No. 4-1993, 1-11-93)

ARTICLE IIA. - PARKING VIOLATIONS BUREAU

Sec. 15-32A. - Definitions.

Violation. The violation of any law, rule, regulation or ordinance providing for or regulating the parking stopping or standing of a vehicle within the city of Syracuse.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-32B. - Terminology.

For the purposes of this article, the term "commissioner", unless specifically designated otherwise, shall refer to the commissioner of finance or his duly authorized deputy who is charged with the specific responsibilities or duties referred to in this article.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-32C. - Establishment of parking violations bureau.

(1) There is hereby created an administrative tribunal as authorized by Chapter 628 of the Laws of 2002 to be known as a "parking violations bureau" to have jurisdiction of traffic infractions which constitute a parking violation as herein defined. Such parking violations bureau shall hear and determine complaints of traffic infractions constituting parking, standing or stopping violations with the functions, powers and duties herein stated.

(2) Officers and employees of bureau.

A. The head of such parking violations bureau shall be the director of parking enforcement, who shall be appointed and serve at the pleasure of the city of Syracuse's commissioner of finance, who has and possesses the authority of a commissioner of traffic pursuant to section 236 of the Vehicle and Traffic Law of the state of New York. The director may exercise or delegate any of the functions, powers and duties conferred upon him/her or the bureau by the commissioner to any officer or employee of the bureau deemed qualified by the director.

B.

The commissioner of finance may appoint such number of deputy directors as the mayor may deem necessary, but in no event to exceed four (4), who shall serve at the pleasure of the commissioner; and said commissioner may employ such officers and employees as may be required to perform the work of the bureau, within the amounts available therefor in the city budget.

(3) Hearing examiners.

A. The commissioner of finance shall appoint supervising hearing examiners not to exceed six (6) in number and senior hearing examiners not to exceed six (6) in number who shall be residents of the city. Every supervising hearing examiner shall have been admitted to the practice of law in the state of New York for at least seven (7) years and every senior hearing examiner for at least six (6) years and shall receive such remuneration as may be fixed by the mayor. The duties of each supervising hearing examiner and senior hearing examiner shall include but not be limited to:

(1) Presiding at hearings for the adjudication of charges of parking violations.

(2) The supervision and administration of the work of the bureau.

(3) Membership on the appeals board of the bureau, as here provided.

B. The commissioner of finance shall appoint hearing examiners who shall preside at hearings for the adjudication of charges of parking violations. Hearing examiners shall be appointed and shall serve for such number of sessions as may be determined by the commissioner and shall receive therefor such remuneration as may be fixed by the mayor. Such hearing examiners shall not be considered employees of the city of Syracuse; and every hearing examiner shall have been admitted to the practice of law in New York State for at least five (5) years and shall be appointed from a list of eligible candidates who have satisfied the standards established by a duly constituted committee of the Onondaga County Bar Association. All such hearing examiners shall have a minimum of two (2) years' experience in the trial of issues in courts of record in the state of New York, exclusive of special term, or four (4) years of quasi-judicial experience appearing before governmental agencies. Such hearing examiners shall be bona fide residents of the city of Syracuse.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-32D. - Duties of the parking violations bureau.

The parking violations bureau shall have the following functions, powers and duties:

A. To accept pleas and to hear and determine charges of parking violations.

B. To provide for penalties other than imprisonment for parking violations in accordance with a schedule of monetary fines and penalties; provided, however, that monetary penalties shall not exceed the maximum amount allowed by the New York State Vehicle and Traffic Law for each parking violation.

C. To adopt rules and regulations, not inconsistent with any applicable provision of law, to carry out the purposes of article 2-B of the Vehicle and Traffic Law of the state of New York, including but not limited to rules and regulations prescribing the internal procedures and organization of the bureau, the manner and time of entering pleas, the conduct of hearings and the amount and manner of payment of penalties.

D. To issue subpoenas to compel the attendance of persons to give testimony at hearings and to compel the production of relevant books, papers and other things.

E. To enter judgments and enforce them, without court proceedings, in the same manner as the enforcement of money judgments in civil actions in any court of competent jurisdiction or any other place provided for the entry of civil judgment within the state of New York.

F. To compile and maintain complete and accurate records relating to all charges and dispositions and to prepare complete and accurate transcripts of all hearings conducted by the bureau and to furnish such transcripts to the person charged at said person's own expense upon timely request and upon said person complying with the regulations of the bureau.

G. To answer within a reasonable period of time all relevant and reasonable inquiries made by a person charged with a parking violation or their attorney concerning the notice of violation served on that person. The bureau must also furnish within a reasonable period of time to the person charged, on his request and upon complying with the regulations of the bureau, a copy of the original notice of violation, including all information contained thereon. Failure of the bureau to comply with the provisions of this subsection or any part of the provisions of this subsection within forty-five (45) days of such inquiry, forwarded to the bureau by certified or registered mail, return receipt requested, will result, upon the request of the person charged, in an automatic dismissal of all charges relating to and only to that notice of violation to which the inquiry was made.

H. To prepare and issue a notice of violation in blank to members of the police department and to such other officers and public servants as the bureau by regulation shall determine. The notice of violation or duplicate thereof, when filled in and sworn to or affirmed by such designated officers or public servants and served as provided in this article, shall constitute notice of the parking violation charged.

I. It shall keep an easily accessible record of all the violations of which each person has been guilty of during the current calendar year.

J. If a violator of a parking rule or regulation does not appear in answer to a notice of parking violation within fifteen (15) days of the date of the violation, the parking violations bureau shall send to the owner a second notice informing of the violation and warning him that he will be held responsible, as more fully set forth in section 15-34 of article IIA herein.

K. If the owner or violator does not respond to such second notice of violation the parking violations bureau shall have a third notice mailed to the owner requiring him to appear and answer to the charges against the owner or violator, as more fully set forth in section 15-34 of article IIA herein.

L. If any person who has had a third notice of a parking violation mailed to his last known address and fails to answer within the specified time, the parking violations bureau may forthwith enter a default judgment and impound or immobilize said vehicle as more fully set forth in section 15-34 of article IIA herein.

M. The bureau shall keep records and submit summarized monthly reports to the commissioner of finance of all notices issued and all fines collected by the parking violations bureau, and of the final disposition or present status of every case of parking violations. The bureau shall, when so directed by the commissioner of finance, prepare and submit such additional certifications and notices as may from time to time be required to conform to the provisions of

the Vehicle and Traffic Law of the state of New York. These reports shall be public information.

- N. Nothing in this article shall authorize the parking violations bureau to deprive a person of his right to counsel or to prevent him from exercising his right to answer, explain or defend any charge of a violation of any parking violation, ordinance, rule and regulation.
- O. The bureau shall perform such other or additional duties and keep such other and additional records as shall be prescribed by the commissioner of finance.
- P. The bureau shall keep and file a daily disposition report with the commissioner of finance. The daily disposition report shall indicate all monies collected from whatever source, all receipts issued, as well as all bank deposits made.
- Q. The commissioner shall provide to the mayor and common council annually in September of each year, commencing in 2004, a report summarizing the activities of the parking violations bureau for the prior fiscal year, including but not limited to an overall evaluation of the operation, number of tickets and notices issued, hearings held, appeals requested and revenue generated.

(Gen. Ord. No. 1-2003, 1-6-03; Gen. Ord. No. 9-2003, § 1, 4-21-03)

Sec. 15-32E. - Notice of violation.

- A. The notice of violation shall contain information advising the person charged of the manner and the time in which he may plead either guilty or not guilty to the violation alleged in the notice. Such notice of violation shall also contain a warning to advise the person charged that failure to plead in the manner and time provided shall be deemed an admission of liability and that a default judgment may be entered thereon. The director shall prescribe the form and wording of the notice of violation. A duplicate of each notice of violation shall be served on the person charged in the manner hereinafter provided. The original or a facsimile thereof shall be filed and retained by the bureau and shall be deemed a record kept in the ordinary course of business and shall be prima facie evidence of the facts contained therein.
- B. A notice of violation shall be served personally upon the operator of a motor vehicle who is present at the time of service, and his name and address, together with the plate designation and the plate type as shown by the registration plates of said vehicle and the expiration date, the make or model and the body type of said vehicle; a description of the charged violation, including but not limited to a reference of the applicable traffic rule or provision of this chapter; information as to the days and hours the applicable rule or provision of this chapter is in effect, unless always in effect pursuant to rule or this chapter and where appropriate the word "ALL" when the days and/or hours in effect are everyday and/or twenty-four (24) hours a day; the meter number for a meter violation and space number, where appropriate; and the date, time and particular place of occurrence of the charged violation, shall be inserted therein. The notice of violation shall be served upon the owner of the motor vehicle or, if the operator is not present, by affixing such notice to said vehicle in a conspicuous place. Whenever so affixed, in lieu of inserting the name of the person charged with the violation in the space provided for the said person, the words "owner of the vehicle bearing license" may be inserted, to be followed by the plate designation and plate type as shown by the registration plates of said vehicle, together with the expiration date, the make or model and the body type of said vehicle. Service of the notice of violation or a duplicate thereof by affixation as herein provided shall have the same force and effect and shall be subject to the same penalties for disregard thereof as though the same was personally served with the name of the person charged with the violation inserted therein.
- C. For the purposes of this article, an operator of a vehicle who is not the owner thereof but who uses or operates such vehicle with the permission of the owner, express or implied, shall be deemed to be the agent of such owner to receive notice of violation, whether personally served on such operator or served by affixation in the manner aforesaid, and service made in either manner as herein provided shall also be deemed to be lawful service upon such owner.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-33. - Issuance of notice of parking violation.

- A. Whenever any vehicle, without operator is found by a police officer, member of the police department or public servant, stopped, standing or parked in such a manner as to constitute a traffic infraction, such public servant, officer or member of the police department shall take any information displayed on the vehicle which may tend to identify its users, and if a motor vehicle or motorcycle, the registration thereof, and affix conspicuously to such vehicle a notice in writing, on a form provided by the commissioner of finance, for the driver to answer the charge against him within fifteen (15) calendar days from the date of violation, during the hours and at a place specified in the notice.
- B. Whenever any public servant, police officer or member of the police department shall have issued or affixed any notice or summons of traffic infraction as above provided, such public servant, officer or member of the police department shall immediately send one copy or a report of such notice or summons to the parking violations bureau.

(Gen. Ord. No. 1-2003, 1-6-03; Gen. Ord. No. 9-2003, § 2, 4-21-03)

Sec. 15-34. - Answer parking violation notices.

- A. The owner of a vehicle that has had a notice attached or affixed to their vehicle of a parking violation may, within the time specified in such notice, answer at the parking violations bureau to the charges set forth therein, either in person or by power of attorney, by paying a prescribed fine and applicable surcharge, and in writing, waiving a hearing, pleading guilty to the charge and giving power of attorney to the person in charge of the bureau to make such a plea and pay such fine to the bureau. Acceptance of the fine and surcharge and power of attorney by the bureau shall be deemed complete satisfaction of the violation and the violator shall be given a receipt.
- B. A plea shall be entered within fifteen (15) days after service of the notice of violation. A plea may be entered in person or by representative or by ordinary mail at such location of the bureau as from time to time shall be fixed by the commissioner of finance. Any plea entered by mail, if mailed in proper form within fifteen (15) days after service of the notice of violation shall be accepted by the bureau.
- C. Pleas by mail shall be made by:

- (1) Entering the desired plea on the plea form on the back of the notice of violation;
 - (2) Entering the name and address in the space provided on the plea form;
 - (3) Signing the plea form; and
 - (4) Mailing the notice of violation with the plea form completed, by appropriate form of mail, to the mailing address stated on the notice of violation.
- D. A plea of guilty shall be accompanied by a check or money order for the payment in full of the appropriate fines set forth on the notice of violation for the subject violation(s).
- E. A person pleading not guilty may request a hearing. This shall be done at the time of pleading by completing the reverse side of the notice of violation in accordance with the instructions thereon.
- F. If a plea of not guilty is made in person, an immediate hearing may be had on their request, if convenient to the bureau.
- G. Whenever a person charged with a parking violation enters a plea of not guilty, the bureau shall advise such person personally by such form of first class mail as the director may direct of the date on which he must appear to answer the charge at a hearing. The form and content of such notice of hearing shall be prescribed by the director, and shall contain a warning to advise the person so pleading that failure to appear on the date designated, or on any subsequent adjourned date, shall be deemed an admission of liability, and that a default judgment may be entered thereon.
- H. Whenever a plea of not guilty has been entered by a person in a timely fashion and a hearing upon the merits has been demanded, but has not yet been held, the bureau shall not issue any notice of fine or penalty relative to the subject parking violation to that person prior to the date of the hearing.
- I. Where an operator or owner fails to enter a plea to a charge of a violation or fails to appear on a designated hearing date or subsequent adjourned date or fails after a hearing to comply with the determination of a hearing examiner, as prescribed by this article or by rule or regulation of the bureau, such failure to plead, appear or comply shall be deemed, for all purposes, an admission of liability and shall be grounds for rendering and entering a default judgment in an amount provided by the rules and regulations of the bureau. However, after the expiration of the original date prescribed for entering a plea and before a default judgment may be rendered, in such case the bureau shall, pursuant to the applicable provisions of law, notify operator or owner, by such form of first class mail as the bureau may direct:
- (1) Of the violation charged;
 - (2) Of the impending default judgment;
 - (3) That such judgment will be entered in the city court of the city of Syracuse or other court of civil jurisdiction or any other place provided for the entry of civil judgments within the state of New York; and
 - (4) That a default judgment may be avoided by entering a plea or making an appearance within thirty (30) days of the sending of such notice.
- J. Pleas entered within that period shall be in the manner prescribed in the notice and not subject to such additional penalty or fee. In no case shall a default judgment be rendered or, where required, a notice of impending default judgment be sent, more than two (2) years after the expiration of the time prescribed for entering a plea.
- K. Failure to plea or respond.
- (1) Whenever a person has been issued a notice of violation and has not responded in the manner prescribed, a second notice of violation shall be provided by the city or bureau by regular first class mail in accordance with the following time periods:
 - (i) Within forty (40) days of the issuance of the first notice of violation if the motor vehicle is registered in New York State; or
 - (ii) Within forty (40) days of the time when the city or bureau received information on the ownership of the vehicle if the motor vehicle is registered in another state.
 - (2) The second notice shall include, at a minimum, the following information:
 - (i) The owner has twenty (20) days from the issuance of the second notice in which to respond to the notice of violation for a parking violation.
 - (ii) Failure to respond to the notice of violation for a parking violation may result in the suspension and non-renewal of the owner's registration.
 - (iii) Failure to respond to the notice of violation for a parking violation may subject the owner to additional penalties.
 - (iv) Failure to respond to the notice of violation for a parking violation shall subject the owner to a default judgment and additional penalties.
 - (v) Submission of a plea of guilty to the parking violation makes the owner liable for payment of the stated fine, additional penalties and the five dollar (\$5.00) mandatory surcharge as prescribed by the New York State Vehicle and Traffic Law.
 - (3) Whenever a person has been issued a second notice of violation for a parking violation and has not responded in a manner prescribed, a third notice shall be provided by the city or bureau by regular first class mail.
 - (4) The third notice shall include, at a minimum, the following information:
 - (i) The owner has twenty (20) days from the issuance of the third notice in which to respond to the notice of violation for a parking violation;
 - (ii) In addition to those penalties imposed after the first and second notices are issued, failure to respond to the notice of violation of a parking violation may subject the owner to one or more of the following:
 - a. Default judgment;
 - b. Impounding and/or immobilizing the owner's motor vehicle; and
 - c. Any additional penalties prescribed by the New York State Vehicle and Traffic Law.
 - (5) Additional penalties:
 - (i) The failure to respond to the notice of violation for a parking violation may subject the owner to the additional penalties as follows:

Penalties for Failure to Respond to a Notice of Parking Violation		
	Number of Days from Issuance of First Notice of Violation	Penalty in Addition to the Initial Fine and Mandatory Surcharge
a.	1 through 20 days	No penalty; liable for the initial fine plus the \$5.00 mandatory surcharge
b.	21st day	Total of above, plus first penalty equal to amount of initial fine
c.	31 to 75 days, if a third notice of violation has been mailed	Total of above, plus second penalty of \$20.00
d.	75 days or more	Total of above, plus third penalty of \$20.00
e.	90 days	Total of above, plus deemed an admission of liability, subject to default judgment; and/or towing or immobilization, and fees.

(Gen. Ord. No. 1-2003, 1-6-03; Gen. Ord. No. 38-2007, 10-9-07)

Sec. 15-35. - Default judgment.

- A. Where the city has given notice pursuant to section 15-32E of this article failure to respond to a notice of violation for parking violations within ninety (90) calendar days from the date of violation shall be deemed an admission of liability and shall subject the owner to a default judgment being entered thereon in amounts not greater than the amount of the original fine, applicable surcharges, accrued penalties and any other provisions provided in the New York State Vehicle and Traffic Law.
- B. Whenever a person fails to respond to five (5) separate notices of violation (five (5) separate parking violations) issued within a twelve-month period, a default judgment may be entered for an amount of the initial fine(s), plus accrued penalties and the mandatory surcharge. At a minimum, a person must be provided with a second notice for each parking violation and a final notice that a default judgment is being entered.
- C. Notice of default judgment shall be reported to the department of motor vehicles in accordance with procedures established by the department of motor vehicles.
- D. The notice to the department of motor vehicles shall certify that the owner of the motor vehicle or his or her representative failed to respond to five (5) separate notices of violation regarding parking stopping or standing violations within a twelve-month period. such notice to the department shall include any information deemed necessary by the department of motor vehicles.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-35A. - Hearings; decisions and judgments; appeals.

(1) *Hearings.*

- A. All hearings will be held and payments are to be made in the city of Syracuse, New York, at room 116 at city hall or such other location as designated by the director. The director may designate one or more decentralized locations.
- B. All hearings shall be held Monday through Friday between the hours of 9:00 a.m. and 4:00 p.m. or 4:00 p.m. and 7:00 p.m. on a schedule of hearing times to be determined by the director of parking enforcement. Hearings will not be held on Saturdays, Sundays or legal holidays.
- C. Every hearing for the adjudication of a charge of a violation shall be held before a hearing examiner, senior hearing examiner or supervising hearing examiner. All hearings shall be public. A person charged may be represented by legal counsel. The hearing examiner shall not be bound by the rules of evidence in the conduct of the hearing except rules relating to privileged communications. No charges may be established except upon proof by substantial evidence. All testimony shall be given under oath or affirmation.
- D. A record shall be made of every hearing on a plea of not guilty either by stenographic recordings or by mechanical or electronic methods as the director shall determine. A transcript of such record shall be supplied to a person charged upon application and the payment of a fee and the cost of such transcript. The hearing examiner may, in his discretion or at the request of the person charged, on a showing of good cause or in his own discretion, issue a subpoena to compel the appearance at a hearing of the officer who served the notice of violation or of other persons to give testimony, and he may issue a subpoena duces tecum to compel the production for examination or introduction into evidence, of any book, paper or other thing relevant to the subject parking violation(s).
- E.

In the case of a refusal to obey a subpoena, the bureau may make application to the Supreme Court pursuant to section 2308 of the Civil Practice Law and Rules for an order requiring such appearance, testimony or production of evidence.

- F. The bureau may, with or without the request or consent of the person charged, consolidate for hearing or appeal one or more charges pending against such person. The person charged up to twenty-four (24) hours prior to the hearing may request an adjournment, but not more than two (2) adjournments shall be granted except under extraordinary circumstances.
- G. The hearing examiner shall not examine the prior violation record of a person charged before making a determination.

(2) *Decisions and judgments.*

- A. The hearing examiner shall make a determination on the charges, either sustaining or dismissing them. After a determination has been made sustaining the charges, the hearing examiner may examine person charged's [the charged person's] prior violations record prior to rendering a final determination.
- B. Final determinations sustaining or dismissing the charges shall be entered on a final determination roll maintained by the bureau, together with the records showing payment or nonpayment of penalties. A copy of such record, or transcript thereof, may be filed in the office of the clerk of the city court of Syracuse and/or in the office of the clerk of the county of Onondaga and/or in such other county wherein the person charged resides or is employed.
- C. A judgment entered pursuant to the provision of this subsection shall remain in full force and effect for eight (8) years notwithstanding any other provision of law.

(3) *Appeals.*

- A. There shall be an appeals board within the bureau, which shall consist of three (3) or more persons duly qualified as hearing examiners, excluding from the panel the hearing officer whose decision is the subject of the appeal.
- B. An appeal from a determination of any hearing examiner after a hearing on a plea denying liability, or from a determination denying a motion to reopen any matter filed in accordance with the rules and regulations of the bureau shall be submitted to the appeals board, which shall have the power to review the facts and the law and shall have power to reverse or modify any determination appealed from for error of fact or law.
- C. A party aggrieved by a final determination of a hearing examiner may obtain a review thereof by serving, either personally, in writing or by certified or registered mail, return receipt requested, upon the bureau, within thirty (30) days of the entry of such final determination, a notice of appeal setting forth the reasons why the final determination should be reversed or modified. Upon receipt of such notice of appeal, the bureau shall furnish to the appellant, at his request and at his own expense, a transcript of the original hearing. No appeal shall be conducted less than ten (10) days after the mailing of the transcript to the appellant or his attorney. When the questions presented by an appeal can be determined without an explanation of all the pleadings and proceedings, the appellant may prepare and submit a statement showing how the questions arose and were decided by the hearing examiner and setting forth only so much of the facts averred and proved or sought to be approved as are necessary to a decision of the questions. The notice of appeal shall be in such form as the director may prescribe. No appeal may be had where a plea of guilty was entered by the person charged at the hearing.
- D. Appeals shall be conducted in the presence of the appellant or his attorney, or both, if such right of appearance is expressly requested by the appellant in his notice of appeal and upon his complying with the regulations of the bureau and paying of fee. If the appellant elects to appear, the bureau, within thirty (30) days after the receipt of the notice of appeal, shall advise the appellant, either personally or by ordinary first class mail, of the date and time on which he shall appear. No appeal shall be conducted less than ten (10) days after the mailing of such notification. The appellant shall be notified in writing of the decision of the appeals board. Appellant shall provide, in writing, the address for the mailing of the decision, if different from original address on notice.
- E. The service of the notice of appeal shall not stay the enforcement of a judgment upon the determination appealed from unless the appellant shall have posted a bond in the amount of such determination at the time of or before the service of such notice of appeal unless the enforcement of such judgment shall have been stayed by the appeals board.
- F. The order of the appeals board shall be the final determination of the bureau. Judicial review may be sought pursuant to article 78 of the Civil Practice Law and Rules.

(Gen. Ord. No. 1-2003, 1-6-03; Gen. Ord. No. 9-2003, § 3, 4-21-03)

Sec. 15-36. - Impounding and immobilizing vehicles.

- A. Any unattended vehicle found parked on a street or on any City of Syracuse owned property or property under the jurisdiction or control of the city or any vehicle identified as a public nuisance which is owned by or registered to a person against whom either (i) at least one (1) default judgment has been taken pursuant to section 15-35 or section 15-35A of this article in response to a complaint charging a violation of any state or local law, ordinance, or rule or regulation concerning parking, stopping or standing of vehicles which judgment has not been satisfied or (ii) has received notices of parking violations ("parking violation notices") required by sections 15-32E, 15-33 and 15-34H of this article for at least three (3) separate violations of a state or local law, ordinance, or rule or regulation concerning parking, stopping or standing of vehicles and the notices of parking violations for the three (3) separate violations remain unpaid or satisfied, may be impounded by or under the direction of an officer or member of the police department, giving authorization to a commercial towing or wrecker service to tow the vehicle and store in a safe place until claimed by the owner or may be immobilized by or under the direction of an officer or member of the police department or under the direction of the commissioner of finance or a designated employee of the City of Syracuse Department of Finance in such a manner as to prevent its operation.
- B. Notwithstanding section 15-36 A., any unattended vehicle bearing out-of-state license plates found parked upon a street or on any city-owned property or property under the jurisdiction or control of the city which is owned by or registered to a person against whom three (3) or more separate unpaid or unsatisfied parking violation notices issued pursuant to section 15-33 are outstanding may be immobilized by or under the direction of an officer or member of the police department or under the direction of the commissioner of finance or a designated employee of the City of Syracuse Department of Finance in such a manner as to prevent its operation.

- C. No vehicle may be impounded or immobilized because the owner of the vehicle has received notices of parking violations required by sections 15-32E, 15-33 and 15-34H of this article for at least three (3) separate violations of a state or local law, ordinance, or rule or regulation concerning parking, stopping or standing of vehicles and the notices of parking violations for the three (3) separate violations remain unpaid or satisfied unless (1) all three separate parking violation notices were issued after the effective date of the general ordinance authorizing the impounding or immobilizing of vehicles based on three (3) separate unpaid, unsatisfied parking violation notices or (2) the City or Bureau has provided the owner of the vehicle by regular first class mail with a notice of parking violation (i) advising the owner of the general ordinance authorizing the impounding or immobilizing of vehicles based on three (3) separate unpaid, unsatisfied parking violation notices and (ii) notifying the owner as to what actions the owner needs to take to avoid having the owner's vehicles being impounded or immobilized.
- D. No such vehicle shall be immobilized by means other than by the use of a device or mechanism, which will cause no damage to the vehicle unless it is moved while the device or mechanism is in place.
- E. It shall be the duty of the person immobilizing a vehicle, whether it be an officer or member of the police department, the commissioner of finance or a designated employee of the City of Syracuse Department of Finance, or a person immobilizing a vehicle under the direction of either a member or officer of the police department or the department of finance, to cause to be placed on such vehicle, in a conspicuous manner, notice sufficient to warn any individual that the vehicle has been immobilized and that any attempt to move the vehicle will result in damage to the vehicle.
- F. The city may contract with a third party to assist an officer or member of the police department in impounding or an officer or member of the police department or the department of finance in immobilizing a vehicle pursuant to this section, provided that the third party impounding or immobilizing a vehicle is acting under the direction of an officer or member of the police department or under the direction of the commissioner of finance or a designated employee of the department of finance.
- G. The owner or person entitled to possession of such vehicle may secure the release of the vehicle by complying with the rules and regulations of the parking violations bureau concerning all outstanding judgments or parking violation notices against said person.
- H. The owner or person entitled to possession of such vehicle may secure the release of the vehicle by payment of the accrued fines, penalties, surcharges and all removal and storage fees of the vehicle or of one thousand five hundred dollars (\$1,500.00), whichever is less.
- I. If the owner or person entitled to possession of such vehicle fails to secure its release within twenty-four (24) hours after the vehicle is immobilized, the vehicle may be towed and impounded. Such vehicle shall not be released until the owner or person entitled to possession has complied with the rules and regulations of the parking violations bureau concerning all outstanding judgments or parking violation notices against said person and has paid the fee for the removal of the immobilization device or mechanism as stated above and all removal and storage fees.

(Gen. Ord. No. 1-2003, 1-6-03; Gen. Ord. No. 38-2007, 10-9-07; Gen. Ord. No. 9-2013, 4-1-13)

Sec. 15-37. - Challenges to fees; hearing; appeals.

- (a) The city court traffic division shall hear and determine challenges to towing, immobilization and storage fees assessed against the owner or person entitled to possession of a vehicle pursuant to this article. Challenges to such fees must be submitted in person or in writing to the parking violations bureau within twenty (20) days after the immobilization or owing of a vehicle or within ten (10) days after mailing of a notice to a vehicle owner that a vehicle has been towed, whichever date is later. The parking violations bureau shall immediately notify city court traffic division of the filing of such a challenge.
- (b) Failure to challenge the fees in a timely manner or to appear at a scheduled hearing shall constitute a waiver of the right to challenge such fees and a forfeiture of a bond or of fees already paid.
- (c) Hearings shall be scheduled by city court within forty-eight (48) hours after a request is received by city court, exclusive of weekends and holidays.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-38. - Presumptions.

Proof of the stopping, standing and/or parking on public streets of a motor vehicle or motorcycle contrary to the provisions of this article shall be presumptive evidence that the person in whose name such motor vehicle or motorcycle is registered is the person who so parked, stopped and left standing such motor vehicle or motorcycle contrary to such provisions.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-39. - Certification of noncompliance; suspension of vehicle registration

(1) *Certification of noncompliance.*

- A. In the event the person charged shall have failed to comply with the provisions of this article in that he/she has failed to pay final determinations or judgments for parking violations entered against him/her on three (3) or more notices of violations served upon him/her within a period of eighteen (18) months, the bureau shall certify such fact to the commissioner of motor vehicles of the state of New York; and upon such certification, the bureau shall notify the person charged by registered or certified mail, return receipt requested, that such certification has been made and identifying the judgments or final determinations covered. The notification shall further inform the person charged that the commissioner of motor vehicles will deny any registration or renewal of registration of the person charged's [charged person's] vehicle until proof is provided that the person charged has complied with the provisions of this article in connection with all judgments or final determination so certified.
- B. Upon payment by or on behalf of the person charged of all judgments or determinations covered by the certification to the motor vehicle commissioner or upon the giving of proof that such judgments have been paid, the bureau shall issue a certificate attesting to the fact that this chapter has been complied with and such certificate shall be delivered to the commissioner of motor vehicles.

(2) *Suspension of motor vehicle registration.* Nothing in this section is deemed to preclude the use of other suspension and/or denial of registration or renewal provisions provided in the New York State Vehicle and Traffic Law, such as sections 401(a) and 510(4-b) of the Vehicle and Traffic Law.

- A. A default judgment entered pursuant to this Article shall result in a suspension of the owner's motor vehicle registration and a bar to renewal of said registration.
- B. The suspension of the registration shall take effect no later than thirty (30) days from the date the owner of the motor vehicle is given notice of the suspension and the suspension shall remain in effect as long as the notices remain unanswered, or in the case of a bureau, the owner fails to comply with the rules and regulations following the entry of a final decision or decisions.
- C. If the owner responds to the notice of suspension and satisfies the amounts owed as a result of the default judgment, the bureau or court shall provide prompt, timely notice to the department of motor vehicles that such notices have been answered. Such notice shall be in accordance with procedures established by the department of motor vehicles.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-40. - Liability for ownership, leasing and operation of vehicles.

(1) *Definitions.* Whenever used in this article, the following terms shall have the following meanings:

- A. *Owner* means any person, corporation, partnership, firm, agency, association, lessor, or organization whom at the time of issuance of a notice of violation in any city in which the vehicle is operated:
 - 1. Is the beneficial or equitable owner of such vehicle; or
 - 2. Has title to such vehicle; or
 - 3. Is the registrant or co-registrant of such vehicle which is registered with the department of motor vehicles of this state or any other state, territory, district, province, nation or other jurisdiction; or
 - 4. Uses such vehicle in its vehicle renting and/or leasing business; or
 - 5. Is an owner of such vehicle as defined by section 128 of the New York State Vehicle and Traffic Law or section 2100(a) of the New York State Vehicle and Traffic Law.
- B. *Lessor* means any person, corporation, firm, partnership, agency, association or organization engaged in the business of renting or leasing vehicles to any lessee or bailee under a rental agreement, lease or otherwise, wherein the said lessee or bailee has the exclusive use of said vehicle for any period of time.
- C. *Lessee* means any person, corporation, firm, partnership, agency association or organization that rents, bails, leases, or contracts for the use of one or more vehicles and has the exclusive use thereof for any period of time.
- D. *Vehicle* means a vehicle as defined in section 159 of the New York State Vehicle and Traffic Law.
- E. *Operator* means any person, corporation, firm, partnership, agency, association or organization or lessee that uses or operated a vehicle with or without the permission of the owner, and an owner who operates his own vehicle.
- F. *Notice of violation* means a notice of violation as defined in section 237(9) of the State of New York Vehicle and Traffic Law.
- G. *Fiscal year* means a period of one-year commencing on the first day of July and terminating on the thirtieth day of June.
- H. *Primary filing* means the initial filing of registration plate numbers by a lessor prior to the commencement of each fiscal year.

(2) *Liability.*

- A. The operator of a vehicle shall be liable for the fines or penalties imposed pursuant to this article. Except as otherwise provided in paragraphs B. and E., of this subdivision, the owner of the vehicle, even if not the operator thereof, shall be jointly and severally liable with the operator thereof, if such vehicle was used or operated with the permission of the owner, express or implied, but in such case the owner may recover any fine or penalties paid by him from the operator.
- B. The lessor of a motor vehicle shall not be liable for fines or penalties imposed pursuant to this article if:
 - 1. Prior to the infraction, the lessor has filed with the bureau the registration plate number, plate type, and place of registration of the vehicle to which the notice of violation was issued and paid the required filing fee provided in paragraph F., of this subdivision; and
 - 2. Within thirty-seven (37) days after receiving notice from the bureau of the date and time of the violation, together with the other information contained in the original notice of violation, the lessor submits to the bureau the correct name and address of the lessee of the vehicle identified in the notice of violation at the time of such violation, together with such other additional information contained in the rental, lease or other contract document, as may be reasonably required by the bureau pursuant to regulations that may be promulgated for such purpose.
- C. If the lessor has complied with subparagraph one of paragraph B., of this subdivision, such lessor shall not be liable for any penalties in excess of the scheduled fine unless such lessor fails to appear within thirty-seven (37) days of actual receipt of a notice of violation pursuant to paragraph E., of this subdivision.
- D. If the lessor who has complied with subparagraph one of paragraph B., of this subdivision, has paid any fine or penalty for which he is liable and the bureau subsequently collects from the operator or lessee the amount of the scheduled fine and penalty owned by such person, or any portion thereof, the lessor shall be entitled to reimbursement from the bureau of the amount of the fine and penalty paid by the lessor, less the bureau's costs of collection.
- E. The lessor shall not be liable for any fines or penalties in connection with a notice of violation for vehicle whose registration plate number is filed and the fee therefor paid prior to the time of the issuance of notice of violation, unless the lessor shall receive notice from the bureau of the date and time of such violation, together with the other information contained in the original notice of violation, within ninety (90) days after service of the notice of violation, in accordance with section 15-32E of this article.

- F. The annual fee for filing a registration plate number with the bureau by lessors under this section shall be twelve dollars (\$12.00) per fiscal year. Lessors shall also provide the Bureau with such other additional information in such formal as the bureau, by regulation, may reasonably require. The registration plate number shall not be considered filed with the bureau unless the annual filing fee provided for in this subdivision shall have been paid. Lessors shall not be entitled to a refund, reduction, credit or other consideration in connection with such annual filing fee in the event that such registration plate number is withdrawn from service, destroyed or surrendered during the fiscal year for which such registration plate number shall have been filed. In the event that a lessor files with the bureau registration plate numbers during the fiscal year, the annual filing fee for same shall be prorated on a monthly basis, in accordance with a schedule that the bureau shall promulgate by regulation for such purpose. The primary filing by each lessor for each fiscal year shall be made at least thirty (30) days prior to the commencement of the fiscal year.
- G. Where the United States postal authorities return to the bureau a delinquency notice forwarded by the bureau to a name and address of lessee furnished by a lessor in accordance with provisions of this section, such return notice shall be presumptive evidence of the furnishing of an incorrect name and address by the lessor. The lessor may however, conclusively rebut such presumption if within sixty days after receiving notification from the bureau of such returned mail notice, the lessor shall provide to the bureau a copy of the rental agreement or lease agreement for such lessee containing the name and address previously furnished to the bureau. In the event that a lessor shall fail to rebut the presumption established by this subdivision, the lessor shall be liable for the fines imposed pursuant to this article and in accordance with the rules and regulation promulgated by the bureau.
- H. The bureau shall by rules and regulations prescribe the manner and method of giving notice of outstanding violations to the lessees, except that notices of impending default judgment shall be forwarded by first class mail, in accordance with section 249 of the New York State Vehicle and Traffic Law. All notices to lessors under this section shall be by first class mail to address on file with the bureau or by such other means as shall be provided for in the rules and regulation of the bureau.
- I. A lessor shall cooperate with the bureau in the enforcement of judgments rendered against lessees or providing the bureau or its designated agents, with such other additional information as shall be contained in such lessor's rental or lease agreements with their lessees as shall be available to them.
- (3) *Stolen vehicles.* If any owner of a motor vehicle receives a notice of violation for a period during which the illegally parked vehicle was reported to any police department as having been stolen, it shall be a valid defense to any charge of a parking violation that the motor vehicle had been reported to the police as stolen prior to the time the violations occurred and had not been recovered by such time. For purposes of asserting the defense provided by this subdivision, it shall be sufficient that a certified copy of the police report of the stolen vehicle be mailed to the bureau.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-41. - Fines to be designated by commissioner of finance for parking violations.

The commissioner of finance shall designate the fines with the approval of the common council and the mayor to be paid for all parking violations which may be satisfied at the parking violations bureau as provided in this article, provided these fines are within the limits established as penalties for violations of traffic laws, ordinances, rules and regulations.

(Gen. Ord. No. 1-2003, 1-6-03)

Sec. 15-42. - Payment of fines, penalties and other charges.

The commissioner of finance is authorized to accept payment of fines, penalties, surcharges, removal and storage fees and any other charges instituted by state law or this traffic code of the city of Syracuse by cash, check or credit card, debit card or e-check, provided that credit card, debit card or e-check payments will only be accepted where the credit card, debit card or e-check payment is made through a third party who the commissioner of finance is authorized by an ordinance adopted by the common council and approved by the mayor to contract with and accept credit card, debit card and e-check payments on behalf of the city for the payment of fines, penalties, surcharges, removal and storage fees and any other charges instituted by state law or this traffic code of the city of Syracuse. The city shall not be charged any fees by an authorized third party relative to acceptance of credit card, debit card or e-check payments. Nothing herein shall be deemed to authorize the department of finance, including the parking violations bureau, to accept direct payments by credit card, debit card or e-check from any person.

(Gen. Ord. No. 38-2007, 10-9-07)

Secs. 15-43—15-50. - Reserved.

ARTICLE III. - TRAFFIC VIOLATIONS BUREAU

Footnotes:

--- (3) ---

Editor's note— Gen. Ord. No. 4-1993, adopted January 11, 1993, substantially amended former Art. III, §§ 15-51—15-54, as herein set out. Former Art. III pertained to the same subject matter and derived from the traffic code of March 3, 1969, Art. III, §§ 1—4.

Gen. Ord. No. 1-2003, adopted Jan. 6, 2003, amended the title to Art. III to read as herein set out. The former title also pertained to the parking ticket bureau, the similar provisions for which can now be found in Art. IIA, §§ 15-32A—15-41, of this chapter.

Sec. 15-51. - Traffic violations bureau to be established by supervising judge.

The supervising judge of city court shall establish a traffic violations bureau to assist the court on the disposition of offenses in relation to traffic violations. The bureau shall be in charge of such person or persons and shall be open at such hours as the supervising judge may designate.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-52. - Fines to be designated by supervising judge for first, second and third offenses.

The supervising judge shall designate the fines to be paid for first, second and third traffic infraction, other than parking violations, which may be satisfied at the traffic violations bureau as provided in this ordinance, provided these fines are within the limits established as penalties for violations of the traffic laws, ordinances, rules and regulations.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-53. - Duties of traffic violations bureau.

The duties of the traffic violations bureau shall be as follows:

- a. It shall accept designated fines, issue receipts and represent in court such violators as are permitted to plead guilty in accordance with the provisions of this ordinance and who desire to so plead guilty, waive court appearance and give power of attorney.
- b. It shall keep a record of all persons who must or wish to be heard in court, enter the time of their appearance on the court docket, and notify the apprehending officer and witnesses, if any, to be present.
- c. It shall keep an easily accessible record of all the violations of which each person has been guilty of during the current calendar year whether such guilt was established in the court or in the traffic violations bureau.
- d. If any person who has had notice of a traffic infraction mailed to his last known address fails to appear within the specified time, the traffic violations bureau shall forthwith have a complaint entered against him and secure a warrant for his arrest. The traffic violations bureau shall not accept fines or bail from such persons, but they shall be entirely under the jurisdiction of the court.
- e. The bureau shall keep records and submit summarized monthly reports to the supervising judge, the chief of police and the commissioner of finance of all notices issued and arrests made for violations of traffic laws, ordinances, rules and regulations, and of all the fines collected by the traffic violations bureau or the Syracuse City Court, and of the final disposition or present status of every case of violation of the provisions of the traffic laws, ordinances, rules and regulations. The bureau shall, when so directed by the supervising judge, prepare and submit such additional certifications and notices as may from time to time be required to conform to the provisions of section 514(4) of the Vehicle and Traffic Law of the State of New York. These reports shall be public information.
- f. All fines or forfeitures collected upon conviction or plea of guilty or upon the forfeiture of bail of any person charged with the violation of any of the provisions of title VII of the State Vehicle and Traffic Law, or this Traffic Code shall be paid to the commissioner of finance once in each month, together with an itemized statement of the same pursuant to the provisions of title IX of the State Vehicle and Traffic Law.
- g. Nothing contained in this ordinance shall authorize the Traffic Violations Bureau to deprive a person of his right to counsel or to prevent him from exercising his right to appear in court to answer to, explain or defend any charge of a violation of any traffic law, ordinance, rule or regulation.
- h. The bureau shall perform such other or additional duties and keep such other and additional records as shall be prescribed by the supervising judge.
- i. The bureau shall keep and file a daily disposition report with the commissioner of finance and retain a copy for the supervising judge. The daily disposition report shall indicate all monies collected from whatever source, all receipts issued, as well as all bank deposits made.

(Gen. Ord. No. 4-1993, 1-11-93)

Sec. 15-54. - Commissioner of finance to provide serially numbered notice of traffic infractions in triplicate.

The commissioner of finance shall provide, in triplicate, suitable serially numbered forms for notifying violators to appear and answer to traffic infractions, charges of violating the provisions of the traffic laws, ordinances, rules and regulations. Such forms shall be issued and receipted for by the chief of police or other person acting for him. The commissioner of finance each month shall report to the commissioner and supervising judge the disposal and accounting made by the police of all serially numbered forms issued to them. For this purpose, the commissioner of finance or his representatives shall have access to the necessary records of the police department and traffic violations bureau. These reports shall be public information.

(Gen. Ord. No. 4-1993, 1-11-93)

Secs. 15-55—15-57. - Reserved.

Editor's note— Gen. Ord. No. 1-2003, adopted Jan. 6, 2003, deleted §§ 15-55—15-57, which pertained to the parking ticket bureau, and derived from Gen. Ord. No. 4-1993, adopted Jan. 11, 1993. Similar provisions can be found in Art. IIA of this chapter.

Secs. 15-58—15-65. - Reserved.

ARTICLE IV. - ENFORCEMENT AND OBEDIENCE TO TRAFFIC REGULATIONS

Sec. 15-66. - Authority of police and fire department officials.

- (a) It shall be the duty of the officers of the police department to enforce all street traffic laws of this city and all of the state vehicle laws applicable to street traffic in this city.
- (b) Officers of the police department are hereby authorized to direct all traffic by voice, hand or signal in conformance with traffic laws, provided that, in the event of a fire or other emergency or to expedite traffic or to safeguard pedestrians, officers of the police department may direct traffic as conditions may require notwithstanding the provisions of the traffic laws.
- (c) Officers of the fire department, when at the scene of a fire, may direct, or assist the police in directing traffic thereat, or in the immediate vicinity.

(T.C. of 3-3-69, Art. IV, § 1)

Sec. 15-66.1. - Authorization of officers and members of the department of fire to issue appearance tickets.

Pursuant to the applicable provisions of the Municipal Home Rule Law of the State of New York, the city of Syracuse authorizes the chief of fire, the first deputy chief of fire, deputy chiefs of fire and all officers and members of the department of fire, in whatever manner constituted, as set forth in Article V, Chapter 9 of the Charter of the city of Syracuse, as amended, to issue appearance tickets for violations of any statute, local law, ordinance, rule and/or regulation relating to the following:

- (1) Parking violations;
- (2) Fire code violations;
- (3) Licensing of occupations or businesses;
- (4) Fire prevention and safety;
- (5) Health and sanitation; and
- (6) building, zoning and planning.

Nothing in this section shall be construed to grant authority to the chief of fire, the first deputy chief of fire, deputy chiefs of fire and all officers and members of the department of fire to issue appearance tickets beyond what is allowed under § 10(4)(a) of the Municipal Home Rule Law of the State of New York.

(L.L. No. 8-2003, § 1, 9-8-03)

Sec. 15-67. - Required obedience to traffic ordinance.

It is a traffic infraction for any person to do any act forbidden or fail to perform any act required in this ordinance.

(T.C. of 3-3-69, Art. IV, § 2)

Sec. 15-68. - Obedience to police officials.

No person shall fail or refuse to comply with any lawful order or direction of a police officer.

(T.C. of 3-3-69, Art. IV, § 3)

Sec. 15-69. - Persons propelling pushcarts or riding animals to obey traffic regulations.

Every person propelling any pushcart or riding an animal upon a roadway, and every person driving any animal-drawn vehicle, shall be subject to the provisions of this ordinance applicable to the driver of any vehicle, except those provisions of this ordinance which by their very nature can have no application.

(T.C. of 3-3-69, Art. IV, § 4)

Sec. 15-70. - Use of coasters, roller skates, skateboards and similar devices restricted.

No person upon roller skates, or riding, in or by means of any coaster, toy vehicle or similar device, shall go upon any roadway except while crossing a street on a crosswalk, and when so crossing such person shall be granted all of the rights and shall be subject to all of the duties applicable to pedestrians. Notwithstanding any provision herein contained, skateboards shall be permitted as set forth in section 16-14(a) of the Revised Ordinances of the City of Syracuse, as amended.

(T.C. of 3-3-69, Art. IV, § 5; Gen. Ord. No. 41-1989, 7-31-89)

Sec. 15-71. - Public employees to obey traffic regulations.

The provisions of this ordinance shall apply to the driver of any vehicle owned or used in the service of the United States government, this state, county or city, and it shall be unlawful for any said driver to violate any of the provisions of this ordinance, except as otherwise permitted in this ordinance or by state statute.

(T.C. of 3-3-69, Art. IV, § 6)

Sec. 15-72. - Exemption to drivers of emergency vehicles.

The provisions of this ordinance shall not apply to emergency vehicles as defined in this ordinance, while the driver of any such vehicle is operating the same in an emergency in the necessary performance of his or her duties, provided that the horn, gong, siren or siren whistle of any such vehicle is continuously sounded and the vehicle displays a lighted red or white lamp, flashing or steady, visible from the front as a warning to others, but this shall not relieve the driver or owner of any such vehicle from liability for any injuries inflicted in consequence of the arbitrary or careless exercise of this right.

(T.C. of 3-3-69, Art. IV, § 7)

Sec. 15-73. - Operation of vehicles on approach of authorized emergency vehicles.

(a) Upon the immediate approach of an authorized emergency vehicle equipped with at least one lighted red or white light, flashing or steady, visible under normal atmospheric conditions from a distance of five hundred (500) feet to the front of such vehicle and when the driver is giving audible signal by horn, gong, siren or bell:

(1) The driver of every other vehicle shall yield the right-of-way and shall immediately drive to a position parallel to, and close as possible to, the right-hand edge or curb of the roadway, or to the edge of a one-way roadway, three (3) or more lanes in width, clear of any intersection, and shall stop and remain in such position until the authorized emergency vehicle has passed, except when otherwise directed by a police officer.

(b) This section shall not operate to relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons using the highway.

(T.C. of 3-3-69, Art. IV, § 8)

Sec. 15-74. - Immediate report of accidents.

The driver of a vehicle involved in an accident, resulting in injury to or death of any person or any property damage in excess of four hundred dollars (\$400.00) shall immediately or as soon as operator or owner is physically able, report such accident to the police department, if such accident occurs within the city.

(T.C. of 3-3-69, Art. IV, § 9; Gen. Ord. No. 2-1980)

Sec. 15-75. - Clauses pertaining to construction work.

No concrete or any other material of construction shall be mixed, prepared, connected, processed or stored on any roadway within the central traffic district or on any through street.

Except in emergency or extraordinary conditions, and then only with the permission of the chief of police, no construction equipment or hoisting machinery shall be operated within the limits of any street in this city, excepting where such equipment is used in conjunction with a public improvement, or with construction or maintenance work of a public utility corporation under franchise or permit from the city or other public body, or in construction and maintenance of signs duly authorized by the common council or other public body. No such equipment or machinery shall be operated on any street within the central traffic district or on any through street between the hours of 7:00 a.m. to 9:00 a.m. and between the hours of 4:00 p.m. to 6:00 p.m. Monday through Friday, and during any other hours designated by the department of police, except by special permit issued by the chief of police with the concurrence of the commissioner.

No object, the width of which exceeds eight (8) feet or the height of which including height of vehicle exceeds thirteen and one-half (13.5) feet or the length of which exceeds fifty-five (55) feet shall be moved through the streets of this city without a revocable permit from the chief of police, which permit shall state the route to be followed and the hours during which such object may be moved.

(T.C. of 3-3-69, Art. IV, § 10)

Sec. 15-76. - Streets not to be closed.

Except in case of emergency, and then only with the permission of the chief of police and the chief of the fire department, no street shall be closed to traffic to allow operations therein of equipment for any construction or demolition work, or other work on private property.

When streets are closed to traffic on account of any public improvement, or work by any public service corporation, previous notice thereof shall be given to the commissioner, the chief of police and the chief of the fire department.

(T.C. of 3-3-69, Art. IV, § 11)

Sec. 15-77. - Parking area not to be blocked.

In connection with construction work on private property, no person shall place any barricades or other obstruction adjacent to the curblin in the traveled portion of the street to prevent parking or standing of vehicles, except in an emergency and then only with the consent of the chief of police.

The commissioner is hereby authorized upon request of owner of property or contractor, and his payment of cost of same, to place temporarily, signs banning parking or standing in roadways adjacent to construction or demolition work. Such signs shall remain the property of the city of Syracuse and shall be returned in good condition at the completion of the project for which they were issued.

In the event that it is necessary to remove or cover any parking meters at such construction work, all cost of removing and replacing any such meters shall be borne by the person requesting the temporary parking ban.

(T.C. of 3-3-69, Art. IV, § 12)

Secs. 15-78—15-90. - Reserved.

ARTICLE V. - TRAFFIC-CONTROL DEVICES

Sec. 15-91. - Authority to install traffic control devices.

- (a) The commissioner is authorized to place and maintain traffic-control signs, signals and devices when and as required under the traffic ordinances of this city to make effective the provisions of said ordinance and to carry out and enforce all duties imposed on or required of him by this ordinance and may place and maintain such additional traffic-control devices as he may deem necessary to regulate traffic under the traffic ordinances of this city or under state law or to guide or warn traffic.
- (b) The commissioner is authorized to place and maintain miscellaneous informational signs in the city of Syracuse in accordance with the guidelines of the Manual of Uniform Traffic Control Devices of the State of New York.
- (c) The commissioner is also authorized and empowered to make and adopt regulations in regard to those matters in which he is specifically authorized by this ordinance to make regulations or determinations.

(T.C. of 3-3-69, Art. V, § 1; Gen. Ord. No. 18-1975)

Sec. 15-92. - Manual and specifications for traffic-control devices.

All traffic-control signs, signals and devices shall conform to the manual and specifications approved by the state commission of transportation. All signs and signals required hereunder for a particular purpose shall so far as practicable be uniform as to type and location throughout the city. All traffic-control devices so erected and not inconsistent with the provisions of state law or this ordinance shall be official traffic-control devices.

(T.C. of 3-3-69, Art. V, § 2)

Sec. 15-93. - Obedience to official traffic-control devices.

The driver of any vehicle shall obey the instructions of any official traffic-control device applicable thereto placed in accordance with the traffic ordinances of this city, unless otherwise directed by a police officer, subject to the exceptions granted the driver of an authorized emergency vehicle in this ordinance.

(T.C. of 3-3-69, Art. V, § 3)

Sec. 15-94. - Authority to designate placing of traffic-control devices.

The commissioner is hereby authorized to determine by traffic surveys and engineering investigations, conditions affecting safe movement of vehicles and pedestrians at intersections and other locations and to designate and install traffic-control devices.

(T.C. of 3-3-69, Art. V, § 4)

Sec. 15-95. - Traffic-control signal legend.

Whenever traffic is lawfully regulated by a traffic-control signal, the following colors shall be used and none other, and those colors when lighted shall be obeyed as required by this ordinance and in accordance with their meaning as set forth in this ordinance:

Red shall require that traffic shall stop and remain standing.

Green shall mean that traffic shall move.

Yellow, when used, shall mean that colors in the signal are about to change and shall require that traffic shall stop and remain standing unless the yellow is lighted too late to allow a stop to be made with safety.

Yellow, either fixed or flashing, when used in caution signals, shall mean proceed with caution.

Red when used in a flashing caution signal shall require that traffic shall stop and the right to proceed shall be subject to the rules applicable after making a stop at a stop sign.

The foregoing meanings of yellow and red shall not apply to authorized emergency vehicles when on emergency trips provided such vehicles are driven with caution and adequate warning sounded.

The colors in any such traffic-control signal shall be placed and shall show, with relation to each other, as follows:

Red shall be at the top, *green* shall be at the bottom and *yellow* when used, shall be in the center, or if such signal is horizontal, *red* shall be at the left, *green* at the right, and *yellow*, when used, shall be in the center.

One exception is made to the above for historical reasons:

All the intersection of Tompkins Street, Milton Avenue and Burnet Park Drive in a section of the city known as "Tipperary Hill" where the *green* signal shall be on top and the *red* signal shall be at the bottom.

At all intersections where traffic is controlled by traffic-control signals, movement shall be made on the *green* only, except as otherwise directed by a peace officer. Vehicular traffic facing a *green* arrow signal, shown alone or in combination with another indication, may cautiously enter the intersection only to make the movement indicated by such arrow, or such other movement as permitted by other indications shown at the same time. Such vehicular traffic shall yield the right-of-way to pedestrians lawfully within an adjacent crosswalk and to other traffic lawfully using the intersection.

(T.C. of 3-3-69, Art. V, § 5)

Sec. 15-96. - Pedestrian "Walk" and "Don't Walk" signals.

Whenever special pedestrian-control signals exhibiting the words "Walk" or "Don't Walk" are in place such signals shall indicate as follows:

- (a) *Walk*—Pedestrians facing such signal may proceed across the roadway in the direction of the signal and shall be given the right-of-way by the drivers of all vehicles.
- (b) *Don't Walk*—No pedestrian shall start to cross the roadway in the direction of such signal, but any pedestrian who has partially completed his crossing on the "Walk" signal shall proceed to a sidewalk or safety zone while the "Don't Walk" signal is showing.

(T.C. of 3-3-69, Art. V, § 6)

Sec. 15-97. - Display of unauthorized signs, signals or markings.

- (a) No person shall place, maintain or display upon or in view of any highway any unauthorized sign, signal, marking or device which purports to be or is an imitation of or resembles an official traffic-control device or railroad sign or signal, or which attempts to direct the movement of traffic or which hides from view or interferes with the effectiveness of any official traffic-control device or any railroad sign or signal, and no person shall place or maintain nor shall any public authority permit upon any highway any traffic sign or signal bearing thereon any commercial advertising. This shall not be deemed to prohibit the erection upon private property adjacent to highways of signs giving useful directional information and of a type that cannot be mistaken for official signs.
- (b) Every such prohibited sign, signal or marking is hereby declared to be a public nuisance and the chief of police is hereby empowered to remove any such prohibited sign, signal or marking, or cause it to be removed without notice.

(T.C. of 3-3-69, Art. V, § 7)

Sec. 15-98. - Interference with official traffic-control devices or railroad signs or signals.

No person shall without lawful authority attempt to, or in fact, alter, deface, injure, knock down or remove any official traffic-control device or any railroad sign or signal or any inscription, shield or insignia thereon, or any other part thereof.

(T.C. of 3-3-69, Art. V, § 8)

Sec. 15-99. - Commissioner of public works to designate crosswalks, establish safety zones and mark traffic lanes.

The commissioner is hereby authorized without formal designation of the common council:

- (1) To designate and maintain, by appropriate devices, marks or lines upon the surface of the roadway, crosswalks at intersections, where in his opinion there is particular danger to pedestrians crossing the roadway, and at such other places as he may deem necessary;
- (2) To establish safety zones of such kind and character and at such places as he may deem necessary for the protection of pedestrians;
- (3) To mark lanes for traffic on street pavements at such places as he may deem advisable, consistent with the traffic ordinances of this city and the laws of the state of New York.

(T.C. of 3-3-69, Art. V, § 9)

Sec. 15-100. - Ordinance to be printed and distributed.

The commissioner is authorized to have booklets containing this ordinance, printed in sufficient numbers, and is further authorized to supply one to each member of the police department, members of the bar of Onondaga County, public officers requiring same, without charge, and any person requesting copy at a charge to be established by the commissioner.

(T.C. of 3-3-69, Art. V, § 10)

Secs. 15-101—15-115. - Reserved.

ARTICLE VI. - SPEED REGULATIONS

Sec. 15-116. - Speed limit signs.

Speed limit signs shall be posted on every main highway entering the city and also on every main highway within the limits of said city where the rate of speed changes, strictly in accordance with the provisions of section 1643 of the Vehicle and Traffic Law of the State of New York.

(T.C. of 3-3-69, Art. VI, § 1)

Sec. 15-117. - Drive within speed limit.

The driver of any vehicle shall not drive or operate such vehicle on any of the public streets of this city at a rate of speed greater than thirty (30) miles per hour except as otherwise provided in the following sections.

(T.C. of 3-3-69, Art. VI, § 2)

Sec. 15-118. - Changes in speed limit.

On the streets shown in Schedule I, no driver of any vehicle shall drive or operate such vehicle at a rate of speed greater than that indicated in such schedule for any particular street or part of street.

(T.C. of 3-3-69, Art. VI, § 3)

Sec. 15-119. - Decrease of speed limit at certain intersections.

The commissioner is authorized after engineering and traffic investigation to designate the safe rate of speed for approaching and crossing intersections where physical or traffic conditions create a hazard to vehicular traffic, and to post such speeds at points within one hundred (100) feet of such intersections at every entrance thereto. When such intersections are properly posted, no driver of any vehicle shall approach or cross such intersections at a rate of speed greater than that shown.

(T.C. of 3-3-69, Art. VI, § 4)

Sec. 15-120. - Duty of driver to reduce speed.

The driver of every vehicle shall drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hill crest, when traveling upon any narrow and winding roadway, and when any special hazard exists with respect to pedestrians or other traffic by reason of weather or highway conditions.

(T.C. of 3-3-69, Art. VI, § 5)

Secs. 15-121—15-135. - Reserved.

ARTICLE VII. - TURNING MOVEMENTS

Sec. 15-136. - Required position and method of turning at intersections.

The driver of a vehicle intending to turn at any intersection shall do so as follows:

- (a) The driver of a vehicle turning to the right from the roadway shall approach and turn the corner as near the right-hand curb as practicable.
- (b) The driver of a vehicle intending to turn to the left within an intersection or into an alley, private road or driveway shall yield the right-of-way to any vehicle approaching from the opposite direction which is within the intersection or so close as to constitute an immediate hazard, unless otherwise directed by a police officer.

(T.C. of 3-3-69, Art. VII, § 1)

Sec. 15-137. - Authority to place and obedience to markers.

- (a) The commissioner is authorized to paint lines, place devices, markers, buttons or signs within, between or adjacent to intersections indicating the course to be traveled by vehicles.
- (b) When authorized markers, buttons, signs, pavement markings or other indications are placed between, adjacent to or within an intersection indicating the course to be traveled by vehicles therein, no driver of a vehicle shall disobey the directions of such indications.

(T.C. of 3-3-69, Art. VII, § 2)

Sec. 15-138. - Authority to place restricted turn signs.

The commissioner is hereby authorized to determine those intersections at which drivers of vehicles shall not make a right, left or U turn, and shall place proper signs at such intersections. The making of such turns may be prohibited between certain hours of any day and permitted at other hours, in which event the same shall be plainly indicated on the signs or they may be removed when such turns are permitted. Nothing herein shall be construed to impair existing franchise rights of public bus corporations.

(T.C. of 3-3-69, Art. VII, § 3)

Sec. 15-139. - Obedience to "No Turn" signs.

Whenever authorized signs are erected indicating that no right or left, or U turn is permitted, no driver of a vehicle shall disobey the directions of any such sign.

(T.C. of 3-3-69, Art. VII, § 4)

Sec. 15-140. - Limitations on turning around.

The driver of any vehicle shall not turn such vehicle so as to proceed in the opposite direction upon any street in the central traffic district and shall not upon any other street so turn a vehicle unless such movement can be made in safety and without interfering with other traffic.

(T.C. of 3-3-69, Art. VII, § 5)

Secs. 15-141—15-155. - Reserved.

ARTICLE VIII. - ONE-WAY STREETS AND ALLEYS

Sec. 15-156. - Authority to sign one-way streets and alleys.

Whenever any ordinance of this city designates any one-way street or alley the commissioner shall place and maintain signs giving notice thereof, and no such regulations shall be effective unless such signs are in place. Signs indicating the direction of lawful traffic movement shall be placed at every intersection where movement of traffic in the opposite direction is prohibited. Upon those streets and parts of streets and in those alleys described in Schedule II, traffic shall move only in the direction designated.

(T.C. of 3-3-69, Art. VIII, § 1)

Sec. 15-157. - Authority to establish lanes for mass transit vehicles.

- a. The commissioner may, from time to time, designate a traffic lane closest to the curb on streets used for transportation of passengers for hire over a defined route or routes in the city of Syracuse (hereinafter referred to as mass transit vehicles) by erecting appropriate signs for the days indicated. Passenger cars and taxicabs may enter and leave such lane for the sole purpose of taking on or discharging a passenger or passengers but the operator thereof shall, for such purpose, enter and leave such lane at the nearest point to such loading and unloading point and shall remain within such lane only long enough to so load and unload and provided further that any vehicle may enter such lane within one hundred (100) feet of the approach to an intersection for the sole purpose of making a right turn at such intersection unless such turn is prohibited and so indicated by an official traffic control device; and provided further that no mass transit vehicle, except those engaged in express service, shall leave such reserved lane, except to make a turn or to pass a vehicle which is disabled or illegally blocking passage of such mass transit vehicle.
- b. The burden of proof shall be upon the driver of a vehicle other than a mass transit vehicle entering such lane to show that he entered such lane for the purpose of taking on or discharging a passenger or passengers or of making a right turn, as the case may be, and the burden of proof shall be upon the driver of a mass transit vehicle leaving such lane, except one engaged in express service, to show that he left such lane for the purpose of making a turn or of passing a vehicle which was disabled or illegally blocking passage of his vehicle.
- c. This ordinance shall take effect immediately.

(T.C. of 3-3-69, Art. VIII, § 2; Ord. of 9-14-70)

Secs. 15-158—15-170. - Reserved.

ARTICLE IX. - SPECIAL STOPS REQUIRED

Sec. 15-171. - Through traffic streets.

Those streets and parts of streets described in Schedule III are hereby declared to be through traffic streets.

(T.C. of 3-3-69, Art. IX, § 1)

Sec. 15-172. - Authority to erect traffic signals, stop signs, flashing signals or yield signs.

When any ordinance of this city designates and describes a through traffic street, it shall be the duty of the commissioner to place and maintain traffic signals, stop signs, flashing signals or yield signs on each and every street intersecting such through traffic street or portion thereof so designated.

- (a) *Flashing signals or yield signs*—Where specified entrances are not otherwise designated by law, the commissioner is hereby authorized to determine and designate by regulation adopted in accordance with this code specified entrances of streets intersecting through traffic streets or portions thereof on which he deems traffic conditions also require flashing signals or yield signs or both to be placed and maintained.

(T.C. of 3-3-69, Art. IX, § 2)

Sec. 15-173. - Intersections where hazard exists.

The commissioner is hereby authorized to determine and designate intersections where a particular hazard exists upon other than through streets, and to determine and limit the rate and extent of speed to be observed by motor vehicles and motorcycles at such dangerous intersections, and the commissioner shall erect a suitable sign or signs indicative of such limitations at each entrance to such intersections.

- (a) Authority to designate stop intersections or yield intersections, and order signs and signals therefor—The commissioner is hereby authorized to determine and designate, by regulation adopted in accordance with this code, where particular hazards or conditions exist, any street or intersection as a stop intersection or yield intersection. It shall be the duty of the commissioner to place and maintain suitable stop signs, flashing signals or yield signs at one or more entrances to such intersection so designated.

(T.C. of 3-3-69, Art. IX, § 3)

Sec. 15-174. - Vehicles to stop at "Stop" signs.

When "Stop" signs are erected as herein provided at or near the entrance to any intersection, every driver of a vehicle approaching a "Stop" sign shall stop such vehicle at such sign or at a clearly marked stop line before entering the intersection and after having stopped shall yield the right-of-way to any vehicle which has entered the intersection from another highway or which is approaching so closely on said highway as to constitute an immediate hazard during the time when such driver is moving across or within such intersection.

(T.C. of 3-3-69, Art. IX, § 4)

Sec. 15-175. - Emerging from alley or private driveway.

The driver of a vehicle emerging from an alley, driveway or building shall stop such vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alleyway, yielding the right-of-way to any pedestrian as may be necessary to avoid collision, and upon entering the roadway shall yield the right-of-way to all vehicles approaching on said roadway.

(T.C. of 3-3-69, Art. IX, § 5)

Sec. 15-176. - Stop when traffic obstructed.

No driver shall enter an intersection or marked crosswalk unless there is sufficient space on the other side of the intersection or crosswalk to accommodate the vehicle he is operating without obstructing the passage of other vehicles or pedestrians, notwithstanding any traffic-control signal indication to proceed.

(T.C. of 3-3-69, Art. IX, § 6)

Sec. 15-177. - Obedience to signal indicating approach of railroad train.

- (a) Whenever any person driving a vehicle approaches a railroad grade crossing under any of the circumstances stated in this section, the driver of such vehicle shall stop not less than fifteen (15) feet from the nearest rail of such railroad, and shall not proceed until he can do so safely. The foregoing requirements shall apply when:
- (1) A clearly visible electric or mechanical signal device gives warning of the immediate approach of a railroad train;
 - (2) A crossing gate is lowered or when a human flagman gives or continues to give a signal of the approach or passage of a railroad train;
 - (3) An approaching railroad train is plainly visible and is in hazardous proximity to such crossing.
- (b) No person shall drive any vehicle through, around or under any crossing gate or barrier at a railroad grade crossing while such gate or barrier is closed or is being opened or closed.

(T.C. of 3-3-69, Art. IX, § 7)

Secs. 15-178—15-190. - Reserved.

ARTICLE X. - MISCELLANEOUS DRIVING RULES

Sec. 15-191. - Drive on right side.

All vehicles shall be driven upon the right side of the roadway except:

- (a) When overtaking and passing another vehicle, pedestrian, or substantial object in the same traffic lane;
- (b) When the right half of the roadway is closed to traffic while under construction or repair;
- (c) Upon a roadway divided into three (3) marked lanes for traffic under the rules applicable thereon;
- (d) Upon a roadway designated and signed for one-way traffic.

(T.C. of 3-3-69, Art. X, § 1)

Sec. 15-192. - Overtaking.

The driver of a vehicle overtaking another vehicle proceeding in same direction shall pass to the left at a safe distance and shall not again drive to the right until safely clear of the overtaken vehicle, and it shall be the duty of the driver of the overtaken vehicle to facilitate such passing.

(T.C. of 3-3-69, Art. X, § 2)

Sec. 15-193. - Limitations on passing.

No vehicle shall be driven to the left side of the center of the road to overtake and pass another vehicle unless such left side is clearly visible and free of oncoming traffic for a sufficient distance ahead to permit such overtaking and passing to be completely made without interfering with the safe operation of any vehicle approaching from the opposite direction or with the overtaken vehicle or vehicles.

The driver of any vehicle shall not attempt to overtake and pass another vehicle where the driver's view ahead along the roadway is obstructed, or where official signs or pavement markings are in place directing traffic to keep right.

(T.C. of 3-3-69, Art. X, § 3)

Sec. 15-194. - Approaching or entering intersection.

When two (2) vehicles are approaching the intersection from different roadways approximately at the same time the vehicle on the left shall yield the right-of-way to the vehicle on the right, except where movement is otherwise directed by a police officer, traffic-control signal or other official device.

(T.C. of 3-3-69, Art. X, § 4)

Sec. 15-195. - Signals to be given before stopping or turning.

Except in case of emergency, no driver or operator of a vehicle shall stop or turn such vehicle without giving the proper signal either by a suitable mechanical device or by proper hand signaling performed as follows:

Before making a left turn, extend left hand and arm horizontally; before making right turn, extend left hand and arm upward; before slowing down or stopping extend left hand and arm downward and show back of whole hand. Drivers of vehicles pulling from curb to join the flow of traffic must first indicate their intention to do so by extending left arm in the manner required for left turns or by operating an adequate mechanical signal device.

(T.C. of 3-3-69, Art. X, § 5)

Sec. 15-196. - Driving across private or public property prohibited.

It shall be unlawful for any person to drive any motor vehicle upon or across any private or public property for the purpose of evading the provisions of this ordinance relative to traffic signs or signals or other traffic-control devices.

(T.C. of 3-3-69, Art. X, § 6)

Sec. 15-197. - Excess load.

It shall be unlawful for any person hauling trash, refuse, ashes, dirt, sand, gravel, stone, coal, brick, steel shavings or other material to do so in such a manner as to cause material to be scattered over any street or streets of this city.

(T.C. of 3-3-69, Art. X, § 7)

Sec. 15-198. - Unsafe substances in streets.

No person shall scatter, deposit or leave in any street of this city, any mud, snow, debris, thing or substance which might tend to make the surface of the street unsafe for vehicular traffic, or which might cause damage to other city property. If any such mud, snow, debris, thing or substance shall be scattered, deposited or left in any street of this city it shall be the duty of the driver and owner of the vehicle depositing, scattering or leaving such mud, debris, thing or substance forthwith to completely remove the same from the street or pavement.

(T.C. of 3-3-69, Art. X, § 7a)

Sec. 15-199. - Following fire apparatus prohibited.

The driver of any vehicle other than one on official business shall not follow any fire apparatus traveling in response to a fire alarm closer than two hundred (200) feet or drive into or park such vehicle within one block where fire apparatus has stopped in answer to a fire alarm.

(T.C. of 3-3-69, Art. X, § 8)

Sec. 15-200. - Crossing fire hose.

No vehicle shall be driven over any unprotected hose of a fire department when laid down on any street, private driveway, or streetcar track, to be used at any fire or alarm of fire, without the consent of the fire department official in command.

(T.C. of 3-3-69, Art. X, § 9)

Sec. 15-201. - Driving through funeral or other procession.

No driver of a vehicle, except authorized emergency vehicles, shall drive between the vehicles comprising a funeral or other authorized procession while they are in motion and when such vehicles are conspicuously designated as required in this ordinance. This provision shall not apply at intersections where traffic is controlled by traffic-control signals or police officers.

(T.C. of 3-3-69, Art. X, § 10)

Sec. 15-202. - Drivers in a procession.

Each driver in a funeral or other procession shall drive as near to the right-hand edge of the roadway as practical and shall follow the vehicle ahead as close as is practical and safe.

(T.C. of 3-3-69, Art. X, § 11)

Sec. 15-203. - Funeral processions to be identified.

A funeral composed of a procession of vehicles shall be identified as such by the display upon the outside of each vehicle visible from either side for a distance of one hundred (100) feet of a conspicuous pennant or other identifying insignia or by such other method as may be determined and designated by the police department.

(T.C. of 3-3-69, Art. X, § 12)

Sec. 15-204. - When permits required for parades.

No person, society or organization of any name or nature shall assemble, congregate or march in or through any of the streets of the city except in accordance with a permit issued by the chief of police, pursuant to section 16-35 of the Revised General Ordinances of the City of Syracuse. Application for such permit shall be obtained not less than forty-eight (48) hours preceding the event.

(T.C. of 3-3-69, Art. X, § 13)

Sec. 15-205. - Motor vehicles shall not be driven on a sidewalk.

No person shall ride, drive or operate any motor vehicle or motorcycle along any public sidewalk or footpath intended for the use of pedestrians.

(T.C. of 3-3-69, Art. X, § 14)

Sec. 15-206. - Limitations on backing.

Before backing any vehicle the driver shall see that the way is clear and shall give adequate warning, and shall, while backing, exercise due vigilance to prevent accident.

(T.C. of 3-3-69, Art. X, § 15)

Sec. 15-207. - Riding on motorcycles.

A person operating a motorcycle shall not ride other than upon the permanent and regular seat attached thereto or carry any other person, nor shall any other person ride upon such motorcycle other than upon a firmly attached seat to the rear or side of the operator.

(T.C. of 3-3-69, Art. X, § 16)

Sec. 15-208. - Clinging to motor vehicles.

(a) No person riding upon any bicycle, motorcycle, coaster, sled, snowmobile, roller skates, or any toy vehicle shall attach the same or himself to any moving vehicle upon any roadway and no vehicle operator shall knowingly permit any person to attach any such device or himself to such operator's vehicle.

(b) No person shall attach himself to any moving vehicle other than in a seat provided for passengers.

(T.C. of 3-3-69, Art. X, § 17)

Sec. 15-209. - Crossing painted lines.

No person shall drive a vehicle over freshly painted lines marked by warning cones placed or installed upon a street or highway by the department of transportation.

(T.C. of 3-3-69, Art. X, § 18)

Sec. 15-210. - Motorcycle helmets.

It shall be unlawful for any person to operate or ride upon a motorcycle unless he wears a protective helmet of a type approved by the Commissioner of Motor Vehicles of the State of New York. The chief of police may issue a permit exempting members of organizations sponsoring or conducting parades or other public exhibitions from the provisions of this section while such members are participating in such parades or public exhibitions.

(T.C. of 3-3-69, Art. X, § 19)

Secs. 15-211—15-225. - Reserved.

ARTICLE XI. - OPERATION OF TRUCKS

Sec. 15-226. - Through freight motor truck routes.

Those routes including streets and parts of streets as may be periodically designated by regulation of the commissioner and filed with the city clerk, are hereby declared to be through freight motor truck routes.

No through freight motor truck having a gross weight of vehicle plus load in excess of five (5) tons or ten thousand (10,000) pounds, said weight to be ascertained by computing the entire weight of a vehicle or truck plus load, or in the event that said vehicle is a tractor-trailer then by computing the entire weight of the tractor and trailer plus load, shall be permitted, driven or operated on any public streets of the city of Syracuse other than those established by ordinance as through freight motor truck routes; provided however, that adequate visible signs shall be posted at intersections marking the street so designated. The provisions hereof shall not be construed to prevent deliveries of merchandise or other property along any public street from which such vehicles are excluded.

(T.C. of 3-3-69, Art. XI, § 1)

Sec. 15-227. - Local motor truck routes.

Those routes including streets and parts of streets as may be periodically designated by regulation of the commissioner and filed with the city clerk, are hereby declared to be local motor truck routes.

No local motor truck having a gross weight of vehicle plus load in excess of five (5) tons or ten thousand (10,000) pounds, said weight to be ascertained by computing the entire weight of the vehicle or truck plus load, or in the event that said vehicle is a tractor-trailer then by computing the entire weight of the tractor and trailer plus load, shall be permitted, driven or operated on any of the public streets of the city of Syracuse other than those designated by regulation of the commissioner; provided however, that adequate visible signs shall be posted at intersections marking the streets so designated. The term "local" as applied to the trucks and routes provided for under this section, shall mean such trucks operated intracity, or to or from points within the city from or to points outside the city, as distinguished from through trucks passing through the city from and to points outside the city.

Through freight motor trucks for which provision is made in the preceding section 1 [section 15-226 hereof], shall not be permitted on streets forming part of local motor truck routes.

The provisions hereof shall not be construed to prevent delivery of merchandise or other property along any public street from which said vehicles are excluded.

(T.C. of 3-3-69, Art. XI, § 2)

Sec. 15-228. - Motor trucks not to be parked.

No motor truck or tractor-trailer in excess of thirty-five (35) feet in length shall be parked or left standing on any street of this city for any purpose except the expeditious loading and unloading of freight or merchandise, except in case of emergency or when otherwise directed by a police officer.

(T.C. of 3-3-69, Art. XI, § 3)

Sec. 15-229. - Trucks not to stand on sidewalk.

No freight motor vehicle shall be parked or left standing on a sidewalk at any time except in case of emergency.

(T.C. of 3-3-69, Art. XI, § 4)

Sec. 15-230. - Trucks to park parallel to curb.

When loading or unloading, a truck shall park or stand parallel to curb with wheels on curb side of vehicle not more than twelve (12) inches from curbline.

(T.C. of 3-3-69, Art. XI, § 5)

Sec. 15-231. - Tractors not to be disconnected.

No trailer section of a tractor-trailer vehicle or any other trailer shall be parked or left standing on any street or public place of this city unless connected to a tractor section or towing vehicle and in condition to be moved at any time.

(T.C. of 3-3-69, Art. XI, § 6)

Secs. 15-232—15-245. - Reserved.

ARTICLE XII. - RAILROAD TRAINS

Sec. 15-246. - Railroad trains not to block streets.

It shall be unlawful for the directing officer or the operator of any railroad train to direct operation of or to operate the same in such a manner as to prevent the use of any street for purposes of travel for a period of time longer than five (5) minutes, except that this provision shall not apply to trains or cars in motion other than those engaged in switching.

(T.C. of 3-3-69, Art. XII, § 1)

Secs. 15-247—15-260. - Reserved.

ARTICLE XIII. - PEDESTRIANS' RIGHTS AND DUTIES

Sec. 15-261. - Pedestrians subject to traffic-control signals.

At intersections where traffic is controlled only by traffic-control signals, pedestrians shall cross the roadway only on a green or "Walk" signal, and operators of vehicles shall yield the right-of-way to pedestrians who are crossing or who have started to cross roadway on green or "Walk" signal.

(T.C. of 3-3-69, Art. XIII, § 1)

Sec. 15-262. - Right-of-way at crossings.

The operator of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any crossing at any intersection except at intersections where the movement of traffic is regulated by a peace officer or traffic-control signal. This provision shall not relieve the pedestrian from the duty of exercising due care for his safety.

(T.C. of 3-3-69, Art. XIII, § 2)

Sec. 15-263. - Vehicles not to pass at crosswalks.

Whenever any vehicle is stopped at a marked crossing or at any intersection to permit a pedestrian to cross a roadway, it shall be unlawful for the operator of any other vehicle approaching from the rear to overtake and pass such stopped vehicle.

(T.C. of 3-3-69, Art. XIII, § 3)

Sec. 15-264. - Yield right-of-way.

Every pedestrian crossing a roadway at any point other than within a marked or unmarked crossing shall yield the right-of-way to vehicles upon the roadway, provided that this provision shall not relieve the driver of a vehicle from the duty of exercising due care for the safety of pedestrians.

(T.C. of 3-3-69, Art. XIII, § 4)

Sec. 15-265. - Vehicles yield right-of-way on "Go" signal.

Except as otherwise provided in Article V, section 6 [section 15-96 hereof], at intersections where traffic is controlled by traffic-control signals or by a peace officer, operators of vehicles shall yield the right-of-way to pedestrians crossing or those who have started to cross the roadway on a green or "Go" signal, and in all other cases, pedestrians shall yield right-of-way to vehicles lawfully proceeding directly ahead on a green or "Go" signal.

(T.C. of 3-3-69, Art. XIII, § 5)

Sec. 15-266. - Driving through safety zones prohibited.

No vehicle shall at any time be driven through or within a safety zone.

(T.C. of 3-3-69, Art. XIII, § 6)

Secs. 15-267—15-280. - Reserved.

ARTICLE XIV. - REGULATIONS FOR BICYCLES

Footnotes:

--- (4) ---

Editor's note— Section 10 of article XIV of the traffic code was repealed by Gen. Ord. No. 41-1971.

Sec. 15-281. - Where applicable.

The regulations set forth in this article shall apply whenever a bicycle is operated upon any street or upon any public path set aside for the exclusive use of bicycles, subject to those exceptions stated herein.

(T.C. of 3-3-69, Art. XIV, § 1)

Sec. 15-282. - Traffic laws apply to persons riding bicycles.

Every person riding a bicycle upon a roadway shall be granted all of the rights and shall be subject to all of the duties applicable to the driver of a vehicle by the laws of this state declaring rules of the road applicable to vehicles or by the traffic ordinances of this city applicable to the driver of a vehicle, except as to special regulations in this article and except those provisions of laws and ordinances which by their nature can have no application.

(T.C. of 3-3-69, Art. XIV, § 2)

Sec. 15-283. - Obedience to traffic-control devices.

- (a) Any person operating a bicycle shall obey instructions of official traffic-control signals, signs and other control devices applicable to vehicles, unless otherwise directed by a police officer.
- (b) Whenever authorized signs are erected indicating that no right or left or U turn is permitted, no person operating a bicycle shall disobey the directions of any such sign, except where such person dismounts from the bicycle to make any such turn, in which event such person shall then obey the regulations applicable to pedestrians.

(T.C. of 3-3-69, Art. XIV, § 3)

Sec. 15-284. - Riding on bicycles.

- (a) A person propelling a bicycle shall not ride other than astride a permanent and regular seat attached thereto.
- (b) No bicycle shall be used to carry more persons at one time than the number for which it is designed and equipped.

(T.C. of 3-3-69, Art. XIV, § 4)

Sec. 15-285. - Riding on roadways and bicycle paths.

- (a) Every person operating a bicycle upon a roadway shall ride as near to the right-hand side of the roadway as practicable, exercising due care when passing a standing vehicle or one proceeding in the same direction.
- (b) Persons riding bicycles upon a roadway shall not ride more than two (2) abreast except on the paths or parts of roadways set aside for the exclusive use of bicycles.
- (c) Whenever a usable path for bicycles has been provided adjacent to roadway, bicycle riders shall use such path and shall not use the roadway.

(T.C. of 3-3-69, Art. XIV, § 5)

Sec. 15-286. - Carrying articles.

No person operating a bicycle shall carry any package, bundle or article which prevents the rider from keeping at least one hand upon the handle bars.

(T.C. of 3-3-69, Art. XIV, § 6)

Sec. 15-287. - Parking.

No person shall park a bicycle upon a street other than upon the roadway against the curb or upon the sidewalk in a rack to support the bicycle or against a building or at the curb, in such manner as to afford the least obstruction to pedestrian traffic.

(T.C. of 3-3-69, Art. XIV, § 7)

Sec. 15-288. - Riding on sidewalks.

No person shall ride a bicycle upon a sidewalk within the central traffic district.

(T.C. of 3-3-69, Art. XIV, § 8)

Sec. 15-289. - Equipment of bicycles.

- (a) Every bicycle when in use during the period from one-half hour after sunset to one-half hour before sunrise shall be equipped with a lamp on the front which shall emit a white light visible from a distance of at least five hundred (500) feet to the front and with a red reflector, at least three (3) inches in diameter, on the rear and of a type approved by the state commissioner of motor vehicles, which shall be visible from all distances from fifty (50) feet to three hundred (300) feet to the rear when directly in front of lawful upper beams of head lamps on a motor vehicle. A lamp emitting a red light visible to the rear may be used in addition to the red reflector.
- (b) No person shall operate a bicycle unless it is equipped with a bell or other device capable of giving a signal audible for a distance of at least one hundred (100) feet, except that a bicycle shall not be equipped with nor shall any person use upon a bicycle any siren or whistle.
- (c) Every bicycle shall be equipped with a brake which will enable the operator to make the braked wheels skid on dry, level, clean pavement.

(T.C. of 3-3-69, Art. XIV, § 9)

Secs. 15-290—15-300. - Reserved.

ARTICLE XV. - METHOD OF PARKING

Sec. 15-301. - Standing or parking close to curb.

No person shall stand or park a vehicle in a roadway other than parallel with the edge of the roadway, headed in the direction of lawful traffic movement, and with the curbside wheels of the vehicle within twelve (12) inches of the curb or edge of the roadway except in such parts of streets as may be designated for angle parking by official signs.

Those streets and parts of streets as may be periodically designated by regulation of the commissioner and filed with the city clerk, are hereby declared to be streets where angle parking, i.e. parking in a position otherwise than parallel to the curb, is permitted.

When any street is designated for angle parking the commissioner shall erect proper signs indicating that such parking is allowed.

(T.C. of 3-3-69, Art. XV, § 1)

Sec. 15-302. - Permit for loading or unloading at angle to curb.

The chief of police is authorized to issue special revocable permits to permit the backing of a vehicle to the curb for the purpose of loading or unloading merchandise or materials where reasonably necessary and same will not interfere with traffic or public safety, and subject to such reasonable terms and conditions as the chief of police may set forth. Such permits may be issued either to the owner or lessee of real property or to the owner of the vehicle, and shall grant to such person the privilege as therein stated and authorized herein, and it shall be unlawful for any permittee or other person to violate any of the special terms or conditions of any such permit. Such permits shall be issued to cover only extraordinary or emergency conditions, and shall not be construed to apply at any one location in the ordinary conduct of business.

(T.C. of 3-3-69, Art. XV, § 2)

Secs. 15-303—15-315. - Reserved.

ARTICLE XVI. - STANDING OR PARKING PROHIBITED IN SPECIFIED PLACES

Sec. 15-316. - Standing or parking prohibited.

- (a) No person shall stand or park a vehicle, except when necessary to avoid conflict with other traffic or in compliance with law or the direction of a police officer or traffic-control device, in any of the following places:
1. On a sidewalk or between a sidewalk and curb on any street;
 2. In front of a public or private driveway;
 3. Within an intersection;
 4. Within ten (10) feet of either side of the point on the curb adjacent to a fire hydrant;
 5. On a crosswalk;
 6. Within ten (10) feet of a crosswalk at an intersection;
 7. Within thirty (30) feet of any flashing beacon, "Stop" sign or traffic-control signal located at the side of a roadway;
 8. Between a safety zone and the adjacent curb or within twenty-five (25) feet of points on the curb immediately opposite the ends of a safety zone, unless the commissioner has indicated a different length by signs or markings;
 9. Within fifty (50) feet of the nearest rail of a railroad crossing;
 10. Within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five (75) feet of said entrance when properly signposted;
 11. Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
 12. On the roadway side of any vehicle stopped, left standing or parked at the edge or curb of a street;
 13. Upon or under any bridge or other elevated structure upon a highway or within a highway tunnel;
 14. At any place where duly authorized official signs prohibit stopping, standing or parking;
 15. On bare ground or grassed or vegetated areas, as prohibited by part C, section III, article 2, paragraph 1, subparagraph (4) of the zoning rules and regulations of the city of Syracuse; and
 16. Upon any area located between a street right-of-way and the required setback other than the driveway specifically leading to an off-street parking facility (open area or garage) as prohibited by part C, section III, article 2, paragraph 1, subparagraph (6b) of the zoning rules and regulations of the city of Syracuse.
- (b) Those vehicles illegally parked in areas designated by paragraphs (4), (10), (15) and (16) of subsection (a) shall be towed away by the police at the owner's expense.
- (c) No person shall move a vehicle not lawfully under his control into any such prohibited area or away from a curb such distance as is unlawful.
- (d)

A driver may, for the purpose of getting away from the place of standing, move another vehicle which is so placed that he cannot get his vehicle out; provided however, that immediately thereafter he shall reset the brakes and, if on a grade, turn the front wheels to the curb or side of the highway. This privilege is subject to the limitations of subsection (c) of this section.

(e) Notwithstanding any provision contained in this code no person should stand or park a vehicle except in compliance with the direction of a police officer in any of the following places:

- (1) Stadium Place—entire length of street including both sides of the street.
- (2) Raynor Avenue between Stadium Place and Irving Avenue—both sides of the street.

(T.C. of 3-3-69, Art. XVI, § 1, Gen. Ord. No. 29-1980, 8-18-80; Gen. Ord. No. 77-1989, 12-26-89)

Sec. 15-317. - Free flow of traffic not to be obstructed.

No vehicle shall be stopped, left standing or parked in any roadway unless close to the curb thereof or in designated parking spaces, except in an emergency or in obedience to lawful traffic regulations.

(T.C. of 3-3-69, Art. XVI, § 2)

Sec. 15-318. - All night parking prohibited.

No vehicle shall be parked upon any street in the city of Syracuse in the central traffic district between the hours of 12:00 midnight of any day to 7:00 a.m. following.

(a) *Certain night parking permitted*—Except as otherwise prohibited or restricted by other provisions of this traffic code now or hereafter adopted, the provision of this section shall not be deemed or construed:

- (1) To prevent parking of vehicles between the hours of 12:00 midnight of any day and 7:00 a.m. following on streets of the city outside the central traffic district on the even-numbered side of a street on nights of even-numbered calendar days; and on the odd-numbered side of a street on nights of odd-numbered calendar days and such limited parking is hereby permitted. For the purpose of this subsection a night shall be deemed even-numbered if that portion thereof prior to midnight was part of an even-numbered day and odd-numbered if that portion thereof prior to midnight was part of an odd-numbered day; or
- (2) To prevent parking of vehicles for twenty-four (24) hour periods outside the central traffic district on odd or even days of the month starting at 6:00 p.m. respectively when suitable signs are erected so indicating. Those streets and parts of streets as may be periodically designated by regulations of the commissioner and filed with the city clerk are hereby declared to be streets where parking for twenty-four (24) hour periods is permitted. When any street or part of a street is so designated, the commissioner of transportation shall erect proper signs indicating that such parking is allowed.

(b) *Parking of commercial vehicles in residential areas prohibited.* No motor truck or commercial vehicle shall be parked or left standing unattended in or upon any street in a residential zone of the city as such zones are defined by the Zoning Rules and Regulations of the City of Syracuse approved and adopted by the common council January 30, 1922, as amended, for any purpose except the expeditious loading or unloading of freight or merchandise, except in case of emergency or when otherwise directed by a police officer, during or between the following hours:

- (1) 6:00 p.m. and 8:00 a.m. Monday through Friday.
- (2) 1:00 p.m. on Saturday to 8:00 a.m. Monday.
- (3) 12:01 a.m. on each holiday until the following day at 8:00 a.m.

(T.C. of 3-3-69, Art. XVI, § 3; Gen. Ord. No. 12-1971)

Sec. 15-319. - Parking or standing for certain purposes prohibited.

No person shall leave a vehicle parked or standing upon any roadway for the principal purpose of:

- (1) Displaying such vehicle for sale.
- (2) Washing, greasing or repairing such vehicle except repairs necessitated by an emergency.

(T.C. of 3-3-69, Art. XVI, § 4)

Sec. 15-320. - Parking or standing adjacent to schools.

- (a) The commissioner is hereby authorized to erect signs indicating no parking or standing upon that side of any street adjacent to any school property when such parking would, in his opinion, interfere with traffic or create a hazardous situation.
- (b) When official signs are erected indicating no parking or standing upon the side of the street adjacent to any school property no person shall park or leave standing a vehicle in any such designated place.

(T.C. of 3-3-69, Art. XVI, § 5)

Sec. 15-321. - Public parks; "No Parking" signs.

A suitable sign shall be posted and maintained at every roadway entrance to every public park in the city indicating that parking is prohibited in the park except during designated hours and in designated spaces.

(T.C. of 3-3-69, Art. XVI, § 6)

Sec. 15-322. - Parking or standing prohibited on narrow streets.

- (a) The commissioner is hereby authorized to erect signs indicating no parking or standing upon any street when the width of the roadway does not exceed twenty (20) feet, or upon one side of the street as indicated by such signs when the width of the roadway does not exceed thirty (30) feet.
- (b) When official signs prohibiting parking are erected upon narrow streets as authorized herein, no person shall park or leave standing a vehicle upon any such street in violation of any such sign.

(T.C. of 3-3-69, Art. XVI, § 7)

Sec. 15-323. - No stopping, standing or parking near hazardous or congested places.

- (a) The commissioner is hereby authorized to determine by regulation and designate by proper signs, places in which the stopping, standing or parking of vehicles would create an especially hazardous condition or would cause unusual delay to traffic.
- (b) When official signs are erected at hazardous or congested places as authorized herein, no person shall stop, stand or park a vehicle in any such designated place.

(T.C. of 3-3-69, Art. XVI, § 8)

Sec. 15-324. - Vehicles may be parked without lights on certain streets.

Except as otherwise prohibited or restricted by the provisions of this ordinance, a motor vehicle or motorcycle may be parked without lights on any street or part of a street one-half hour after sunset to one-half hour before sunrise.

(T.C. of 3-3-69, Art. XVI, § 9)

Sec. 15-325. - Streets cleared of vehicles.

It shall be the duty of all owners of vehicles to remove them from streets which by police order are directed to be cleared at a certain hour for any special purpose. Any vehicle which is not removed by the owner or person in charge thereof before the hour designated for the street to be cleared may be removed by police to a convenient parking place and said removal shall be done at the risk and expense of the owner.

(T.C. of 3-3-69, Art. XVI, § 10)

Sec. 15-326. - Removal and impounding of vehicles.

- (a) The department of police of the city of Syracuse is hereby authorized to remove or cause the removal of any vehicle left parked or standing on any street in violation of any provision of the traffic ordinance of the city or rules or regulations adopted pursuant to the provisions thereof.
- (b) When any such vehicle is so removed it shall be transported to a suitable storage space or garage within the city, a record shall be made of the license number of the vehicle, the location at which the vehicle is stored, and the owner thereof shall, with due diligence, be notified by the department of police of the place where said vehicle is located.
- (c) The cost of removal or towing shall not exceed one hundred fifty dollars (\$150.00) when the vehicle is towed between 8:00 a.m. and 5:00 p.m. Monday through Friday, and one hundred seventy-five dollars (\$175.00) when the vehicle is towed between 5:00 p.m. and 8:00 a.m. Monday through Thursday or from 5:00 p.m. on a Friday until 8:00 a.m. on a Monday including storage up to twenty-four (24) hours, and the cost of storage shall not exceed forty dollars (\$40.00) per day or fraction thereof for each day after the said twenty-four (24) hours, and such cost of removal or towing and storage shall be a charge against the owner of such vehicle, including the following fees: flatbed, or four wheel drive vehicle, or dolly fee, twenty-five dollars (\$25.00); winching fee (not to include winching onto a flatbed), fifty dollars (\$50.00) for the first thirty (30) minutes and twenty-five dollars (\$25.00) for each additional fifteen (15) minutes thereafter; and extenuating circumstances pertaining to extra cleanup/oil dry charge forty dollars (\$40.00) per thirty (30) minutes, and vehicle without keys available prior to tow shall have a fee of twenty-five dollars (\$25.00). Before the owner or person in charge of such vehicle shall be entitled to remove the same he shall pay the towing or storage charges, furnish evidence of his identity and ownership and give a proper receipt thereof. In the event the owner or person in charge of such vehicle has not paid any of the aforementioned fees, the cost of the removal of any vehicle to which a ticket has been affixed pursuant to section 16-54 of the Revised General Ordinances of the city of Syracuse, as amended, shall be sixty dollars (\$60.00) for a normal tow and sixty-five dollars (\$65.00) for a tow which would qualify for any of the additional fees set forth above.
- (d) The owner or keeper of any garage or other storage space where such vehicle shall be stored shall have a lien upon the same for his towing and storage charges at not to exceed the rates above described.
- (e) The removal and storage of such vehicle shall in no way prevent prosecution for the violation of any provision of the traffic ordinance upon which such removal was based.
- (f) Any person engaged in the business of removal or towing of vehicles who removes or tows a vehicle situated on public or private property within the city of Syracuse without the written consent of the registered owner shall notify the chief of police or his designee with the information hereinafter enumerated within sixty (60) minutes from the time control over the vehicle is obtained; i.e., affixes a hook or other equipment onto the vehicle to be towed or physically takes control of the vehicle by any other means. The chief of police or his designee shall be provided with the following:
 - (1) Date, time and location, from where the said vehicle was removed;

- (2) Make, model, year, color and registration number of the said vehicle;
- (3) The name and address of the towing company, individual or corporation;
- (4) The name of the individual operating the tow truck or vehicle;
- (5) The reason for the towing or removal of said vehicle; and
- (6) The location where the vehicle can be claimed.

(T.C. of 3-3-69, Art. XVI, § 11; Gen. Ord. No. 8-1971; Gen. Ord. No. 10-1980; Gen. Ord. No. 13-1981, 5-11-81; Gen. Ord. No. 15-1982, 6-14-82; Gen. Ord. No. 18-1987, 4-27-87; Gen. Ord. No. 10-1991, 4-8-91; Gen. Ord. No. 1-2000, 1-24-00; Gen. Ord. No. 38-2003, 12-1-03; Gen. Ord. No. 3-2008, 2-4-08; Gen. Ord. No. 20-2019, 4-22-19)

Sec. 15-327. - Parking unlicensed vehicles.

It shall be unlawful to park or stand any unregistered or unlicensed motor vehicle or motorcycle in any street, upon a sidewalk, or between sidewalk and curb, in this city.

(T.C. of 3-3-69, Art. XVI, § 12)

Sec. 15-328. - Stopping for loading or unloading only.

Those locations as may be periodically designated by regulation of the commissioner and filed with the city clerk are hereby declared to be loading zones for the purpose of this section. Whenever the commissioner designates a loading zone, he shall designate the limits of such loading zone and the times during which such loading zone shall be used therefor, and the commissioner shall place and maintain suitable signs indicating such loading zones.

(T.C. of 3-3-69, Art. XVI, § 13)

Sec. 15-329. - Standing in loading zone.

Provisions of this section shall apply to business persons with noncommercial license plates in possession of a valid loading zone permit issued by the department of public works. Applications for such permit shall be made to the commissioner who shall require such information as is necessary to determine the applicant's eligibility for such a permit. The permit must be conspicuously displayed in the lower right-hand portion of the windshield of the vehicle visible from the outside. Each permit issued will expire one year from the date of issuance. The loading zone permit is twenty-five dollars (\$25.00) per vehicle per year. A maximum of two (2) vehicles per business per year may receive permits. An additional fifteen dollars (\$15.00) fee will be imposed for a lost/damaged permit or if vehicle data should change. The commissioner has the authority to revoke the permit of anyone who abuses or allows to be abused the provisions of this section; and

No person shall stop, stand or park a vehicle for any purpose or length of time, other than for the expeditious unloading and delivery or pick-up and loading of materials by a vehicle with commercial license plates in any place marked as a loading zone during hours when the provisions applicable to such zones are in effect. In no case shall the stop for loading and unloading of materials exceed thirty (30) minutes.

(T.C. of 3-3-69, Art. XVI, § 14; Gen. Ord. No. 25-1996, 7-1-96; Gen. Ord. No. 42-2014, 10-14-2014)

Sec. 15-330. - Stopping, standing or parking in loading, parcel pick-up or handicapped zone.

No person shall stop, stand or park a vehicle for the purpose of conducting any retail business in any location where parking, stopping or standing is prohibited or in any area designated as a loading zone, parcel pick-up zone, or area designated for use by the handicapped.

(T.C. of 3-3-69, Art. XVI, § 14A; Gen. Ord. No. 29-1978, 7-31-78)

Editor's note— The catchline for the above section has been supplied by the editor, no catchline being present in the original.

Sec. 15-331. - Designation of bus stops.

The commissioner is hereby authorized to determine by traffic surveys and engineering investigations conditions affecting the operation of buses on city streets, and to designate by regulation, bus stops at locations where such surveys and investigations indicate the need for bus stops for the accommodation of passengers and the proper control of traffic movement. The locations duly designated as bus stops by the commissioner, are hereby declared to be bus stops for the purpose of this traffic code [chapter].

Whenever any such regulation of the commissioner designates a bus stop, it shall be the duty of the commissioner to place and maintain appropriate signs designating the limit of such bus stops.

It shall be unlawful for any bus to stop within an intersection or a crosswalk for the purpose of receiving or discharging passengers.

(T.C. of 3-3-69, Art. XVI, § 15)

Sec. 15-332. - Designation of taxicab stands.

Those locations as may be periodically designated by regulation of the commissioner and filed with the city clerk are hereby declared to be taxicab stands for the purpose of this section.

Whenever any regulation of the commissioner designates a taxicab stand, it shall be the duty of the commissioner to place and maintain appropriate signs designating the limits of such stand and the number of taxicabs allowed in the particular stand.

(T.C. of 3-3-69, Art. XVI, § 16)

Sec. 15-333. - Parking of buses and taxicabs regulated.

- (a) No driver of a bus which is parked in a private or public parking lot and which is adjacent to property used for residential purposes or which is within four hundred (400) feet of property used for residential purposes shall permit the motor of said bus to run in excess of three (3) minutes while said bus is in a standing-stopped position.
- (b) Excepting in an emergency no driver of a bus shall park or stand a bus on any street at any place other than at a bus stop, and no driver of a taxicab shall park or stand a taxicab at any place other than a taxicab stand, except that this provision shall not prevent the driver of any such vehicle from temporarily stopping in accordance with other standing or parking regulations at any place for the purpose of and while actually engaged in loading or unloading passengers.

(T.C. of 3-3-69, Art. XVI, § 17; Gen. Ord. No. 18-1985, 4-15-85)

Sec. 15-334. - Restricted use of bus and taxicab stands.

No person shall stand or park a vehicle other than a bus in a bus stop or other than a taxicab in a taxicab stand when any such bus stop or taxicab stand has been officially designated and appropriately signed, except in an emergency or in compliance with directions of a police officer or traffic-control device.

(T.C. of 3-3-69, Art. XVI, § 18)

Sec. 15-335. - Taxicab not to be left unattended.

No taxicab shall be parked or allowed to remain in a designated taxicab stand without the driver thereof in attendance.

(T.C. of 3-3-69, Art. XVI, § 19)

Sec. 15-336. - Authority to establish no parking at entrances to hotels, theaters, churches, etc.

The commissioner is hereby authorized upon application therefor to erect signs indicating no parking within fifteen (15) feet of either side of the entrances to a hotel, theater, auditorium, church, funeral home or other building where large assemblages of persons are held. When such signs are erected, no person shall stop, stand or park a vehicle within the restricted area except for the expeditious loading and unloading of persons from a passenger vehicle.

(T.C. of 3-3-69, Art. XVI, § 20)

Sec. 15-337. - Designation of emergency snow routes; restrictions pertaining thereto.

Those streets described in Schedule IV are hereby designated and declared to be emergency snow routes for the purpose of this section. It shall be unlawful to park or stand a motor vehicle, except for the expeditious loading or unloading of passengers, upon any portion of an emergency snow route during the period of time the mayor or acting mayor has declared that a snow emergency exists.

(T.C. of 3-3-69, Art. XVI, § 21)

Sec. 15-338. - Special parking permits for physically disabled persons.

- A. The commissioner shall issue a special parking permit to any physically disabled person as herein defined:
 - (1) Who holds a valid New York State motor vehicle license and who owns a motor vehicle other than a commercial vehicle; or
 - (2) Who has a need to be driven by another person to a destination in a motor vehicle and who does not hold a valid operator's license whether or not he owns a motor vehicle.
- B. Applications for such special parking permit shall be made to the commissioner on forms prepared and provided by the commissioner who shall require such information as is necessary to determine the applicant's eligibility for such a permit, and shall be accompanied by:
 - (1) A certificate from a licensed physician describing the extent of the applicant's disability; and
 - (2) Payment of a permit fee of one dollar (\$1.00).
- C. Only one special parking permit may be issued to any one eligible applicant. Each permit issued pursuant to this section shall expire on December thirty-first of the year of its issue.
- D. A permit holder shall have the privilege to park during the hours prescribed in areas specifically designated by the commissioner through the use of official control signs marked for parking for disabled persons only.
- E. (1) Pursuant to subsection D., the commissioner is authorized to establish a limited number of specifically designated areas for parking of vehicles displaying the permit authorized in this section in the central business district and other business and commercial areas in the city.
 - (2) Parking in such designated areas by vehicles not displaying such a permit is unlawful and will subject such illegally parked vehicles to being towed away by the police at the owner's expense.
- F. This section shall only be effective to holders who conspicuously display their special parking permit in the lower right-hand portion of the windshield of their vehicle visible from the outside when using the privileges of this section.
- G. The term "physically disabled person" as employed in this section is defined as "any person who has sustained an amputation or material disability or who is disabled in any manner rendering it difficult and burdensome for him to walk".

H. The granting of a special parking permit pursuant to this section shall be in the discretion of the commissioner of transportation, and the commissioner has the authority to revoke the permit of anyone who abuses or allows to be abused the provisions of this section.

(T.C. of 3-3-69, Art. XVI, § 22)

Sec. 15-339. - Reserved.

Editor's note— Ord. No. 43-2018, adopted October 22, 2018, repealed § 15-339, which pertained to designation of mobile vendor standards. See Code Comparative Table for complete derivation.

Sec. 15-340. - Reserved.

Editor's note— Ord. No. 43-2018, adopted October 22, 2018, repealed § 15-340, which pertained to mobile vendor stands within special assessment district. See Code Comparative Table for complete derivation.

Sec. 15-341. - Reserved.

Editor's note— Ord. No. 43-2018, adopted October 22, 2018, repealed § 15-341, which pertained to mobile vendor stands outside the special assessment district. See Code Comparative Table for complete derivation.

Sec. 15-342. - Designation of places for law enforcement vehicles only.

The commissioner, in conjunction with the chief of police, is hereby authorized to determine by regulation and designate by proper signs places in which the stopping, standing or parking of vehicles is prohibited except for vehicles of the Syracuse Police Department or Onondaga County Sheriff's Department.

(Ord. No. 30-1988, 5-31-88)

Secs. 15-343—15-360. - Reserved.

ARTICLE XVII. - STOPPING, STANDING OR PARKING RESTRICTED OR PROHIBITED ON CERTAIN STREETS

Sec. 15-361. - Application of article.

The provisions of this article prohibiting the standing or parking of a vehicle shall apply at all times or at those times herein specified or as indicated on official signs except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of a police officer or official traffic-control device.

(T.C. of 3-3-69, Art. XVII, § 1)

Sec. 15-362. - Regulations not exclusive.

The provisions of this article imposing a time limit on parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the stopping, standing or parking of vehicles in specified places or at specified times.

(T.C. of 3-3-69, Art. XVII, § 2)

Sec. 15-363. - Parking prohibited at all times an certain streets.

When signs are erected giving notice thereof, no person shall park a vehicle at any time upon any of the streets as may be periodically designated by regulation of the commissioner and filed with the city clerk.

(T.C. of 3-3-69, Art. XVII, § 3)

Sec. 15-364. - Stopping, standing or parking prohibited during certain hours on certain streets.

When signs are erected giving notice thereof, no person shall stop, stand or park a vehicle between the hours specified as may be periodically designated by regulation of the commissioner and filed with the city clerk.

(T.C. of 3-3-69, Art. XVII, § 4)

Sec. 15-365. - Limited parking.

When signs are erected giving notice thereof, no person shall park a vehicle within the district or upon any of the streets, except in accordance with the restrictions on such signs and pursuant to the regulations adopted by the commissioner and filed with the city clerk.

(T.C. of 3-3-69, Art. XVII, § 5)

Sec. 15-366. - Parking signs required.

Whenever by this ordinance [chapter], or any ordinance of this city, or any regulation of the commissioner filed with the city clerk, any parking time limit is imposed or parking is prohibited on designated streets, it shall be the duty of the commissioner of transportation to erect appropriate signs giving notice thereof, and no such regulations shall be effective unless said signs are erected and in place at the time of any alleged offense. Such signs shall be posted not more than three hundred (300) feet apart in any block and at least one sign shall be posted in each block on the side or sides of the street where parking is prohibited.

(T.C. of 3-3-69, Art. XVII, § 6)

Secs. 15-367—15-380. - Reserved.

ARTICLE XVIII. - PARKING METERS

Sec. 15-381. - Parking meter zones.

Those streets and parts of streets as may be periodically designated by regulation of the commissioner and filed with the city clerk are hereby established as parking meter zones, and in said zones and such other parking meter zones as may hereafter be created by ordinance of the city of Syracuse or regulation of the commissioner, there shall be installed parking meters in accordance with the provisions of law.

(T.C. of 3-3-69, Art. XVIII, § 1)

Sec. 15-382. - Responsibility for meters; specifications; time limits.

The commissioner shall have charge of the installation, regulation, control, operation, maintenance and use of the parking meters provided for herein and shall maintain said meters in good workable condition. There shall be displayed on each parking meter or on the post supporting the meter, in a prominent place, a legend stating the parking time limit established for the particular zone in which the meter is located, the coin or coins to be deposited in the meter to cause its operation during the total time limit or prescribed fractions thereof, and the hours during which the parking time limit is enforceable. Each meter shall be equipped with a device which shall show the time allowed upon deposit of a legal coin or coins and shall by its device clearly set out its continued operations from the time of depositing such coin or coins until the expiration of the lawful time established. Each meter shall be also so arranged that upon expiration of said parking limit it will indicate by a mechanical operation and the display of a proper visible signal that the lawful parking period has expired and in such cases the right to such vehicle to occupy such space shall cease and the driver, operator, owner, possessor or manager thereof shall be subject to penalty.

Parking meters shall be operated in parking meter zones during the prescribed hours every day except Sundays and holidays; provided, however, that with the meaning of this ordinance, the term "holiday" shall include the following days only: The first day of January, known as New Year's Day; the third Monday in January, known as the birthday of Martin Luther King, Jr.; the third Monday in February known as Washington's Birthday; the last Monday in May, known as Memorial Day; the fourth day in July, known as Independence Day; the first Monday of September, known as Labor Day; the second Monday in October, known as Columbus Day; the eleventh day of November, known as Veterans Day; the fourth Thursday in November, known as Thanksgiving Day; and the twenty-fifth day of December, known as Christmas Day; or any other day proclaimed a meter holiday by the Mayor. When any of the aforementioned holidays fall on a weekend day and are observed as official holidays by the City of Syracuse on the following Monday, those Mondays on which the holiday is observed shall also be parking meter holidays and parkers shall not be required to pay the meter. Notwithstanding any provision to the contrary within the Traffic Code of the City of Syracuse, parking meters should not be operated in parking meter zones on Saturdays commencing at 11:00 a.m. from May 3, 1975 through August 30, 1975 on the following streets:

Clinton St. from Adams St. to Herald Place.

Salina St. from Adams St. to Herald Place.

Warren St. from Adams St. to Willow St.

(T.C. of 3-3-69, Art. XVIII, § 3; Gen. Ord. No. 48-1972; Gen. Ord. No. 17-1975, 4-21-75; Gen. Ord. No. 3-1996, 1-22-96; Gen. Ord. No. 9-2017, 4-10-17)

Sec. 15-383. - Operation of parking meters.

When any vehicle shall be parked or left standing in any parking space alongside or next to which a parking meter is located, upon entering such space, the driver shall immediately deposit or cause to be deposited in said meter such proper coin of the United States as is required and designated by proper directions on the meter, and when required by said directions, after depositing proper coin, shall also set in operation the timing mechanism of such meter; and failure to deposit such proper coin and to set the timing mechanism in operation, when required, shall constitute a traffic infraction. Upon the deposit of such coin and the setting of timing mechanism in operation when so required, the parking space may be lawfully occupied by such vehicle during the period of time which has been prescribed, provided that any person placing a vehicle in a parking meter space adjacent to a meter^[5] by the previous occupant of the space shall not be required to deposit a coin so long as his occupancy of said space does not exceed the indicated unused parking time. If such vehicle shall remain parked or left standing in any parking space beyond the time limit set for such parking space and if the meter shall indicate such illegal parking, then in that event such vehicles shall be considered as parking or standing overtime and beyond the period of legal parking or standing time and such parking or standing shall be deemed a traffic infraction. It shall be unlawful and a traffic infraction for any person to keep, allow, permit or suffer any such vehicle registered in his name to be parked or left standing overtime or beyond the lawful period of time set for such space. It shall be unlawful and a traffic infraction for any person to leave a vehicle parked or permit it to remain parked or standing in any space alongside of or next to which any parking meter is placed while said meter is displaying a signal showing that such vehicle shall have already been parked beyond the period of time prescribed for such space. Vehicles parked or left standing in any parking meter zone shall be parked or standing, with the front bumper of such vehicle alongside or next to the parking meter.

It shall be unlawful and a traffic infraction for any person, to keep, allow or permit any vehicle registered in his name to be parked or left standing in any parking space alongside or next to which a parking meter is located for the purpose of conducting any retail business from any such vehicle, except as permitted in section 23 and 24, Article XVI, herein [sections 15-339 and 15-340 hereof].

(T.C. of 3-3-69, Art. XVIII, § 3, Gen. Ord. No. 29-1978, 7-31-78)

Footnotes:

--- (5) ---

Editor's note— Apparently the phrase "in which a proper coin was deposited," or words of similar import, should be inserted.

Sec. 15-384. - No extending of parking or standing time.

It shall be unlawful and a traffic infraction for any person to deposit or cause to be deposited in a parking meter a coin with the purpose of extending parking or standing for a vehicle occupying a metered parking space beyond the maximum legal time designated for parking or standing, except as permitted in section 23, article XVI herein [sections 15-339 hereof].

(T.C. of 3-3-69, Art. XVIII, § 4; Gen. Ord. No. 29-1978, 7-31-78)

Sec. 15-385. - No deposit of slugs, etc.

No person shall deposit or cause to be deposited in a parking meter any slug device or metal substitute for a lawful coin of the United States, and no person shall deface, injure, tamper with, open or wilfully break, destroy or impair the usefulness of any parking meter installed under the terms of this ordinance. Any person violating the provisions of this section shall be guilty of a misdemeanor and on conviction thereof shall be subject to a fine not to exceed one hundred dollars (\$100.00) or imprisonment not to exceed thirty (30) days, or both such fine and imprisonment.

(T.C. of 3-3-69, Art. XVIII, § 5)

Sec. 15-386. - Collection.

The commissioner shall assign or cause to be assigned a competent person, persons or collection agency to make regular collection from all city parking meters. The person or persons making such collections shall, upon completing the collections for the scheduled run for that particular day, deposit the receipts in a specified bank under the supervision of a designated employee from the department of finance. The bank is to furnish such employee with a deposit slip, to be returned to the commissioner of finance, who shall then establish from the monies derived from said parking meters such fund or fund as convenience or necessity may require.

(T.C. of 3-3-69, Art. XVIII, § 6)

Sec. 15-387. - Reservation of powers.

Nothing in this article shall be construed as prohibiting the city of Syracuse from providing bus stops, taxicab stands and other areas of a similar nature including the loading or unloading of trucks, vans or other commercial vehicles.

(T.C. of 3-3-69, Art. XVIII, § 7)

Sec. 15-388. - Presumptive evidence.

It shall be presumptive evidence that any vehicle found parked or standing next to a meter showing that the parking time has expired has been illegally parked or left standing overtime, and the indication of said meter shall be presumptive evidence that the meter is in good working order and the expired time shall be presumed to be as indicated.

(T.C. of 3-3-69, Art. XVIII, § 8)

Sec. 15-389. - Parking meter charge—One hour.

Notwithstanding any ordinance, rule or regulation heretofore adopted, effective September 1, 2019, the parking meter rate relative to one hour parking shall be increased from one dollar and twenty-five cents (\$1.25) to two dollars (\$2.00), with a minimum purchase of twenty-five cents (\$.25).

(Gen. Ord. No. 18-1995, 6-5-95; Gen. Ord. No. 18-2009, 5-11-09; Gen. Ord. No. 32-2019, 6-17-19)

Secs. 15-390—15-400. - Reserved.

ARTICLE XIX. - CONVICTIONS AND PENALTIES; DIRECTORY PROVISIONS

Sec. 15-401. - Speeding violations.

The violation of any of the provisions of sections 2, 3 or 4 of Article VI of this ordinance [sections 15-117, 15-118, 15-199 hereof] shall be punishable by a fine not exceeding one hundred dollars (\$100.00) or by imprisonment not exceeding thirty (30) days, or by both such fine and imprisonment for a conviction of a first offense; by a fine of not more than two hundred dollars (\$200.00) or by imprisonment not exceeding ninety (90) days or by both such fine and imprisonment for conviction of a second

offense committed within a period of eighteen (18) months; by a fine of not more than five hundred dollars (\$500.00) or by imprisonment not exceeding one hundred eighty (180) days or by both such fine and imprisonment for conviction of a third or subsequent offense committed within a period of eighteen (18) months.

(T.C. of 3-3-69, Art. XIX, § 1)

Sec. 15-402. - Other violations.

Any person violating any other provision of this ordinance may upon conviction be punishable for a first offense by a fine not exceeding fifty dollars (\$50.00) or by imprisonment not exceeding fifteen (15) days or by both such fine and imprisonment; and by a fine of not more than one hundred dollars (\$100.00) or by imprisonment for not more than forty-five (45) days or by both such fine and imprisonment for a conviction of a second offense committed within an eighteen (18) month period; a third or any subsequent offense committed within an eighteen (18) month period may be punishable by a fine not exceeding two hundred fifty dollars (\$250.00) or by imprisonment not exceeding ninety (90) days or by both such fine and imprisonment.

(T.C. of 3-3-69, Art. XIX, § 2)

Sec. 15-403. - Suspension of operator's license.

In addition to such penalties, the operator's license of a person convicted of violating any of the provisions of this ordinance may in the discretion of a judge of city court be suspended, pursuant to section 510 of the New York Vehicle and Traffic Law.

(T.C. of 3-3-69, Art. XIX, § 3)

Sec. 15-404. - General repealer.

General Ordinance adopted February 14, 1949, known as the Traffic Ordinance, as amended is hereby superseded and repealed.

This ordinance shall also supersede and take precedence over all city ordinances repugnant to or inconsistent herewith. Any reference herein to this ordinance shall be deemed to include schedules referred to in the ordinances and adopted as a part thereof and regulations duly promulgated in accordance therewith. Nothing herein, however, shall be construed as repealing or superseding ordinances adopted September 11, 1944, relative to reckless driving, driving while intoxicated, leaving the scene of an accident or amendments thereof.

(T.C. of 3-3-69, Art. XIX, § 4)

Sec. 15-405. - Severability.

If any subdivision, section, article or part of this ordinance shall be adjudged by any court of competent jurisdiction to be invalid and unconstitutional such judgment or decision shall not affect, annul, repeal, impair or invalidate the remainder thereof but shall be confined in its operation to the subdivision, section or article or part thereof directly involved in the controversy or proceeding in which such judgment shall have been rendered.

(T.C. of 3-3-69, Art. XIX, § 5)

Sec. 15-406. - Effective date.

This ordinance [chapter] shall take effect immediately.

(T.C. of 3-3-69, Art. XIX, § 6)

Secs. 15-407—15-415. - Reserved.

ARTICLE XX. - PARKING REGULATIONS SUPERSEDED

Sec. 15-416. - Generally.

Notwithstanding any provision contained, vehicles shall be permitted to park upon any street within the special assessment district of the city of Syracuse, as defined by Chapter 38 of the Revised General Ordinances of the City of Syracuse, as amended, irrespective of signage prohibiting the same, except at fire hydrants, crosswalks, bus stops, areas designated "No Parking Here to Corner," and areas designated "Reserved for Handicapped," between the hours of 6:00 p.m. of any day to 2:00 a.m. the following day. This ordinance to take effect immediately.

(T.C. of 3-3-69, Art. XX, § 1; Gen. Ord. No. 46-1977; Gen. Ord. No. 14-1979)

Editor's note— The catchline for the above section has been supplied by the editor, no catchline being present in the original.

ARTICLE XXI. - AMNESTY PROGRAM

Sec. 15-417. - Program instituted.

The commissioner of finance is hereby authorized to institute an amnesty program upon the following conditions:

- (a) *Term.* The period of amnesty will commence on November 18, 1996 and terminate on December 17, 1996.
- (b) *Qualifications.* All outstanding unpaid traffic parking ticket(s) issued by the Syracuse Police Department prior to November 18, 1996 may be paid during the amnesty period to obtain the penalty forgiveness.
- (c) *Amnesty payment.* The amnesty payment required in order to qualify for the amnesty program shall be equal to the unpaid outstanding parking tickets issued prior to October 1, 1996 and payment of the related New York surcharge(s) thereto.
- (d) *Penalties forgiven.* The commissioner of finance is authorized to accept the amnesty payment and discharge the outstanding unpaid parking ticket(s) covered by the amnesty payment without payment penalties.
- (e) *Place of payment.* The amnesty payment may be made at the Syracuse Parking Violations Bureau, Public Safety Building, Syracuse, New York or any other location designated by the commissioner of finance.
- (f) *Condition.* The amnesty program is conditioned upon the approval of the chief judge of city court of Syracuse who will issue the required order of city court.

(Gen. Ord. No. 41-1996, § 1, 10-15-96)

ARTICLE XXII. - AMNESTY PROGRAM 2003

Sec. 15-418. - Program instituted.

The commissioner of finance is hereby authorized to institute an amnesty program upon the following conditions:

- A. *Term.* The period of amnesty will commence on March 3, 2003 and terminate on March 14, 2003.
- B. *Qualifications.* All outstanding unpaid traffic parking ticket's issued by the Syracuse police department prior to January 1, 2003 may be paid during the amnesty period to obtain the penalty forgiveness.
- C. *Amnesty payment.* The amnesty payment required in order to qualify for the amnesty program shall be equal to the unpaid outstanding parking tickets issued prior to January 1, 2003 and payment of the related New York surcharge's thereto.
- D. *Penalties forgiven.* The commissioner of finance is authorized to accept the amnesty payment and discharge the outstanding unpaid parking ticket's covered by the amnesty payment without payment of penalties.
- E. *Place of payment.* The Amnesty payment may be made at the Syracuse Parking Violations Bureau, Public Safety Building, Syracuse, New York, or any other location designated by the commissioner of finance.
- F. *Condition.* The Amnesty Program is conditioned upon the approval of the chief judge of city court of Syracuse who will issue the required order of city court.

(Gen. Ord. No. 5-2003, § 1, 2-3-03)

ARTICLE XXIII. - AMNESTY PROGRAM—2020

Sec. 15-419. - Program instituted.

The commissioner of finance is hereby authorized to institute an amnesty program upon the following conditions:

- (a) *Term.* The period of amnesty will commence on September 8, 2020 and terminate on September 25, 2020. Amnesty requests must be received during the period of amnesty to be considered for inclusion in the Amnesty Program.
- (b) *Qualifications.* All outstanding unpaid traffic parking tickets issued by any public servant, police officer or member of the police department prior to September 8, 2020 for which a civil judgment has not been entered nor which have been included in a bankruptcy proceeding may be paid during the amnesty period to obtain penalty forgiveness. Parking tickets for which civil judgment has been entered may be considered for eligibility under the Amnesty Program at the discretion of the commissioner of finance.
- (c) *Amnesty payment.* The amnesty payment required in order to qualify for the amnesty program shall be equal to the unpaid outstanding parking tickets issued prior to September 8, 2020 and payment of the related New York surcharges thereto.
- (d) *Penalties forgiven.* The commissioner of finance is authorized to accept the amnesty payment and discharge the outstanding unpaid parking tickets covered by the amnesty payment without payment of penalties.
- (e) *Method of payment.* The amnesty payment may be made at the drop box on the Market Street side of City Hall, by mail, by phone, or online, as designated by the commissioner of finance.
- (f) *Condition.* The Amnesty Program is conditioned upon the approval of the chief judge of the city court of Syracuse who will issue any necessary order of city court to the extent necessary for any outstanding parking tickets that pre-date the establishment of the Syracuse Parking Violations.

(Gen. Ord. No. 29-2020, 8-24-20)

ARTICLE XXIV. - PROHIBITION OF OPERATION OF OFF-ROAD VEHICLES IN THE CITY OF SYRACUSE

Sec. 15-420. - Legislative findings, intent and purpose.

The mayor and the common council of the city of Syracuse find that despite the clear prohibition in Section 2403 of Article 48-c of the New York State Vehicle and Traffic Law "Rules for Operation of All Terrain Vehicles," the number of incidents involving the illegal operation of ATVs and dirt bikes in the city of Syracuse and across New York State have steadily increased. The operation of illegal, unregistered dirt bikes, ATVs, and other non-street legal vehicles on the streets and parks in the city of Syracuse impact the public safety and quality of life of those who live and work in the city of Syracuse. These off-road vehicles pose a danger to the drivers and passengers of the legal vehicles operating on city streets, the public at large, and the patrons of city parks. Furthermore, the excessive noise created by the operation of these vehicles, which are not designed for use within city limits, often occurs late at night, disturbing the peace and quiet of city neighborhoods.

The purpose of this legislation is to strengthen the ability of the Syracuse Police Department to ensure public safety and the general welfare of the city of Syracuse and its citizens by providing a local law to deter the illegal operation of off-road vehicles in the city of Syracuse and in city parks by imposing a fine or imprisonment, impoundment of the off-road vehicle being operated illegally, and allowing for a redemption fee to be charged by the Syracuse Police Department in addition to the separate fees to be paid to the towing company who stores the impounded vehicle for the Syracuse Police Department.

(L.L. No. 3-2021, § 1, 7-12-21)

Sec. 15-421. - Definitions.

For purposes of this article, the following terms shall be defined as follows:

Off-road vehicles: All-terrain vehicles (sometimes referred to as ATVs) as that term is defined in Section 2281(1) of the New York State Vehicle and Traffic Law; Off-highway motorcycles as that term is defined in Section 125-a of the New York State Vehicle and Traffic Law; Motocross or dirt bikes; dune buggies; go-carts; and any and all other types of motorized trail bikes or vehicles that are manufactured for sale or operation primarily on off-highway trails or for off-highway competitions and are only incidentally operated on public highways. Nothing contained herein, however, shall be deemed to apply to or prohibit the use of bicycles.

Operate: To ride in or on, other than as a passenger, or use or control the operation of an off-road vehicle in any manner, whether or not said off-road vehicle is under way.

Operator: Every person who operates or is in actual physical control of an off-road vehicle.

Public highway: Any highway, road, alley, street, avenue, public place, public driveway, or any other public way.

(L.L. No. 3-2021, § 1, 7-12-21)

Sec. 15-422. - Restrictions.

- (a) *Public property.* No person shall operate an off-road vehicle on a public highway or on any public property in the city of Syracuse. Use of off-road vehicles is also prohibited in all city parks pursuant to section 17-21A of chapter 17 of the Revised General Ordinances of the city of Syracuse, as amended.
- (b) *Private property.* No person shall operate an off-road vehicle off a public highway on private property in the city of Syracuse unless such person has first obtained the express consent of the owner or occupant of such property to operate the off-road vehicle on the property. There shall be a rebuttable presumption that the operator of an off-road vehicle on private property in the city of Syracuse lacks consent to operate the off-road vehicle on private property.

(L.L. No. 3-2021, § 1, 7-12-21)

Sec. 15-423. - Penalties for offenses, impoundment and redemption.

- (a) The first time any person is found to be operating an off-road vehicle in violation of the provisions of section 15-422(a) or (b) of this article or in violation of section 17-21A of the Revised General Ordinances of the city of Syracuse, as amended, it shall be punishable as a violation with a fine not to exceed five hundred dollars (\$500.00) or imprisonment not to exceed fifteen (15) days or both. The second time any person is found to be operating an off-road vehicle in violation of the provisions of section 15-422(a) or (b) of this article or section 17-21A of the Revised General Ordinances of the city of Syracuse, as amended, it shall be punishable as a violation with a fine not to exceed seven hundred fifty dollars (\$750.00) or imprisonment not to exceed fifteen (15) days or both. For the third and all subsequent violations of the provisions of section 15-422(a) or (b) or section 17-21A of the Revised General Ordinances of the city of Syracuse, as amended, the person shall be guilty of a misdemeanor punishable by a fine not to exceed one thousand dollars (\$1,000.00) or imprisonment not to exceed one year or both.
- (b) Any violation of the provisions of section 15-422(a) or (b) of this article or of section 17-21A of chapter 17 of the Revised General Ordinances of the city of Syracuse, as amended, shall apply towards the escalation of penalties for any future violations of either this article or section 17-21A.
- (c) In addition to the penalties set forth in subsection (a) of this section, a police officer may immediately impound an off-road vehicle that has been operated in violation of section 15-422(a) or (b) of this article or of section 17-21A of chapter 17 of the Revised General Ordinances of the city of Syracuse, as amended. The city of Syracuse utilizes various towing companies to assist with the towing and storage of vehicles seized and impounded by the Syracuse Police Department. Off-road vehicles impounded pursuant to this subsection shall be stored at the towing company assigned by the Syracuse Police Department, pending the identification of the owner of such off-road vehicle as registered with the New York State Department of Motor Vehicles. Such title owner shall be sent a notice of impoundment at the address on file with the New York State Department of Motor Vehicles by certified mail within five (5) days after the impoundment. Neither the police department impounding such off-road vehicle, nor the city of Syracuse, nor any agent nor any employee thereof, shall be liable for any damages arising out of the provision of an erroneous name or address of such owner. The owner of the off-road vehicle operated in violation of section 15-422(a) or (b) of this article or of section 17-21A of chapter 17 of the Revised General Ordinances of the city of Syracuse, as amended may redeem such off-road vehicle upon satisfactory proof of ownership and payment of a redemption fee of two thousand dollars (\$2,000.00). Satisfactory proof of ownership shall be consistent with

the documentation that is required by the New York State Department of Motor Vehicles to register the off-road vehicle. An off-road vehicle impounded under this subsection shall only be released to the owner of such off-road vehicle, or to such owner's agent as evidenced by a written, notarized proof of agency, or duly executed power of attorney.

(L.L. No. 3-2021, § 1, 7-12-21)

Sec. 15-424. - Enforcement.

The chief of police is charged with the enforcement of the provisions of this article.

(L.L. No. 3-2021, § 1, 7-12-21)

Sec. 15-425. - Severability.

If any clause, sentence, paragraph or part of this article or application thereof to any person or circumstances shall be judged by any court to be invalid, such judgment shall not affect, impair or invalidate the remainder thereof or the application thereof to other persons or circumstances but shall be confined in its operation to the clause, sentence, paragraph or part thereof and the persons or circumstances directly involved in the controversy in which the judgment shall be rendered.

(L.L. No. 3-2021, § 1, 7-12-21)

TRAFFIC SCHEDULES

SCHEDULE I: - SPEED LIMITS

20 miles per hour:

South Salina Street: Onondaga Street to Water Street.

25 miles per hour:

East Genesee Street: 250 feet more or less west of old Kimber Road to 250 feet more or less east of Sunnyside Road. (8:00 a.m. to 4:00 p.m. school days only.)

Jamesville Avenue: East Colvin Street to Comstock Avenue.

Robinson Street: Teall Avenue to Henninger School parking lot.

Salt Springs Road: Bruce Street to Demong Drive.

Seneca Turnpike, West: Smith Street to city line, westbound only.

35 miles per hour:

Hiawatha Boulevard, West: North Salina Street to Erie Boulevard, West.

James Street: Lodi Street to Grant Boulevard.

On the southbound roadway of West Street between the center of the bridge over West Genesee Street and Shonnard Street, a distance of 0.8 miles.

40 miles per hour:

Bear Street: Spencer Street to Clinton Street.

Erie Boulevard, East: Teall Avenue to city line at Thompson Road (North and South Drive).

60 miles per hour

On Interstate Route 690—On the eastbound roadway one hundred (100) feet, plus or minus, west of Lodi Street Bridge to Midler Avenue Bridge.

—On the westbound roadway from Midler Avenue Bridge to six hundred (600), plus or minus, feet east of Lodi Street.

(T.C. of 3-3-69, Sch. I; Ord. of 5-12-69; Ord. of 6-9-69; Ord. of 9-2-69; Gen. Ord. No. 15-1974; Gen. Ord. No. 7-2002, 2-25-02)

SCHEDULE II: - ONE-WAY AND TWO-WAY STREETS

The following streets, avenues and boulevards are hereby designated one-way streets:

Adams Street: W. Onondaga to Walnut Avenue, eastbound.

Audubon Parkway: A street divided by a median one-way northbound from the median crossover between 630 Audubon Parkway and 623 Audubon Parkway to 500 Fayette Boulevard and one-way southbound on the even-numbered side from 600 Audubon Parkway to the median crossover at 630 Audubon Parkway and two-way traffic with southbound traffic on the even-numbered side of Audubon Parkway to Salt Springs Road and northbound traffic on the even-numbered side of Audubon Parkway from Salt Springs Road to the median crossover at 630 Audubon Parkway with all northbound traffic proceeding through the median crossover at 630 Audubon Parkway to the northbound lane on the odd-numbered side of Audubon Parkway.

Bank Street: East Jefferson Street to East Washington Street, northbound.

Briggs Street (100 block): Wadsworth Street to Butternut Street, westbound.

Bryant Avenue: Wilbut Avenue to Avery Avenue, westbound.

Burnet Avenue: North State Street to North Townsend Street, eastbound.

Cannon Street: West Colvin Street to West Newell Street, southbound.

Cedar Street: State Street to Montgomery Street, westbound.

Clinton Street: 181 off-ramp to Tallman Street, southbound.

Coleridge Avenue (100 block): South Wilbur Avenue to South Lowell Avenue, westbound.

College Pl.: University Place to Euclid Avenue, southbound.

Commonwealth Avenue: Carbon Street to Washington Square, southbound.

Comstock Avenue: Euclid Avenue to Harrison Street, northbound.

Court Terrace: Danforth Street to Court Street, westbound.

East Adams Street: Walnut Avenue to Ostrom Avenue, eastbound.

East Genesee Street: Forman Avenue to Almond Street, westbound.

East Genesee Street: S. State Street to Montgomery Street.

East Jefferson Street: S. State Street to Montgomery Street, eastbound.

East Jefferson Street: Almond Street to Forman Avenue, eastbound.

East Onondaga Street: S. Salina to Warren Street, eastbound.

East Onondata Street: State Street to Warren Street, westbound.

Euclid Avenue: College Place to Comstock Avenue, eastbound.

Gebhart Avenue: E. Division Street to Catawba Street, northbound.

Genant Street: Bear Street to Franklin Street, southbound.

Genant Drive: Court Street to N. Franklin Street, southbound.

Harrison Street: S. Salina Street to Almond, westbound.

Isabella Street: Lodi Street to N. Salina Street, westbound.

Kirkpatrick Street: N. Salina Street to N. State Street, westbound.

Kirkwood Place: W. Colvin Street to W. Beard Avenue, southbound.

Lacy Place: Washington Square to Carbon Street, northbound.

Lemoyne Avenue: Around Washington Square, northbound.

Lock Alley: Catawba Street to W. Division Street, southbound.

Lombard Avenue: Columbus Avenue to Cherry Street, westbound.

Madison Street: State Street to S. Warren Street, eastbound.

Market Street: E. Washington Street to E. Water Street, northbound.

Marnell Avenue: N. Franklin Street to Clinton Street, eastbound.

Marshall Street: S. Crouse Avenue to Walnut Avenue, eastbound.

McCormick Avenue: W. Street Service Road to Granger Street, eastbound.

Mechanic Street: Franklin Street to Wallace Street, westbound.

Michael Avenue: Kirkpatrick Street to Court Street, westbound.

Montgomery Street: Adams Street to Madison Street, southbound.

Montgomery Street: Erie Boulevard East to E. Jefferson Street, southbound.

Neutral Court; May Street to Pond Street, northbound.

North Geddes Street: Van Rensselaer Street to point 250 feet more or less, north of Pulawski Street.

North McBride Street: Lodi Street to Butternut Street, southbound.

Old Hiawatha Blvd: Solar Street to Genant Street, eastbound.

Park Street: Around Washington Square.

Sand Street: W. Belden Avenue to W. Genesee Street, southbound.

Seymour Street: S. Geddes Street to W. Onondaga Street, eastbound.

Shonnard Street: S. Geddes Street to W. Onondaga Street, eastbound.

South Crouse Avenue: University Place to E. Genesee Street, northbound.

South Warren Street: 600 block, between Harrison Street and East Adams Street, one-way northbound except for a designated southbound bus-only lane which will be properly marked as such by the department of public works and such southbound bus-only lane shall in no event be available for use by passenger cars, taxicabs or other motor vehicles under the terms of section 15-157 of the traffic code.

Steuben Street: Kirkpatrick Street to Pond Street, southbound.

Strand Place, 100 block: Starting at the Mary Street intersection and exiting on Park Street.

Tennyson Avenue: Avery to Wilbur Avenue, eastbound.

Townsend Place: Ash Street to Butternut Street, southbound.

Union Avenue: Starting 100 feet from the Union and Townsend Street intersection heading towards Union and Prospect Avenue and flowing south on Prospect to Hickory and Prospect Avenue intersection.

Union Place: N. State Street to N. Salina Street, eastbound.

University Place: Comstock Avenue to College Place, westbound.

Walnut Avenue: University Place to Erie Boulevard East, northbound.

Walnut Place: Harrison Street to University Place, southbound.

Warren Street: S. Salina Street to E. Willow Street, northbound.

Water Street: S. Clinton Street to S. Warren Street, eastbound.

West Colvin Street: S. Salina Street to South Avenue, westbound.

West Water Street: S. Clinton Street to S. Franklin Street, westbound.

Whittier Avenue: Coleridge Avenue to Wilbur Avenue, eastbound.

One-Way Streets—As determined by the Commissioner of Transportation. The commissioner of transportation shall determine the direction of traffic, the days of the week and hours of the day of one-way traffic on the following streets:

Jamesville Avenue between Ainsley Drive and the city line.

Two-way streets. The following streets, avenues and boulevards are hereby designated two-way streets:

The traffic pattern for Walnut Avenue will be converted from one-way traffic operation to two-way traffic operation between Erie Boulevard East and Harrison Street.

The direction of vehicular traffic on the 500 block of South Warren Street between Harrison Street and East Onondaga Street (one block) is hereby changed from a one-way street to a two-way street traffic pattern.

(T.C. of 3-3-69, Sch. II; Ord. of 5-26-69; Gen. Ord. No. 16-1971; Gen. Ord. No. 26-1971; Gen. Ord. No. 53-1972; Gen. Ord. No. 37-1973; Gen. Ord. No. 43-1975; Gen. Ord. No. 30-1976; Gen. Ord. No. 22-1977; Gen. Ord. No. 13-1979; Gen. Ord. No. 20-1979; Gen. Ord. No. 41-1979; Gen. Ord. No. 58-1979; Gen. Ord. No. 30-1980, 8-18-80; Gen. Ord. No. 37-1981, 10-13-81; Ord. No. 38-1988, 10-3-88; Gen. Ord. No. 52-1989, 9-18-89; Gen. Ord. No. 27-1992, 7-27-92; Gen. Ord. No. 33-1992, 10-19-92; Gen. Ord. No. 20-1996, 6-3-96; Gen. Ord. No. 21-1996, 6-3-96; Gen. Ord. No. 36-1996, 9-3-96; Gen. Ord. No. 39-1998, 12-21-98; Gen. Ord. No. 20-2000, 6-19-00; Gen. Ord. No. 45-2000, 10-23-00; Gen. Ord. No. 32-2003, 9-22-03; Gen. Ord. No. 6-2005, § 1, 1-24-05; Gen. Ord. No. 18-2007, § 1, 5-7-07; Gen. Ord. No. 37-2007, 9-24-07; Gen. Ord. No. 33-2009, 11-23-09; Gen. Ord. No. 6-2010, 2-8-10; Gen. Ord. No. 19-2010, 6-7-10; Gen. Ord. No. 16-2013, 4-29-13; Gen. Ord. No. 35-2015, 9-14-2015)

SCHEDULE III: - THROUGH STREETS

Adams Street, East: Salina Street to Walnut Avenue.

Avery Avenue: Milton Avenue to Velasko Road.

Ballantyne Road: Valley Drive to S. Salina Street.

Bear Street: Grant Boulevard to Spencer Street.

Beech Street: Erie Boulevard to Westcott Street.

Bellevue Avenue: City line to Midland Avenue.

Brighton Avenue, E. and W.: South Avenue to city line.

Broad Street: Lancaster Avenue to Nottingham Road.

Buckingham Avenue: Colvin Street to Meadowbrook Road.

Burnet Avenue: State Street to Thompson Road.

Burns Avenue: Burnet Avenue to Sunnycrest Road.

Butternut Street: N. Franklin Street to Hillside Street.

Castle Street, E.: S. Salina Street to Renwick Avenue.

Collect Pl.: University Pl. to Euclid Avenue.

Comstock Avenue: Harrison Street to Thurber Street.

Colvin Street: Strathmore Drive to city line.

Court Street: N. Salina Street to city line.

Crouse Avenue, S.: University Pl. to Erie Boulevard E.

Darlington Avenue: Grant Boulevard to city line.

Delaware Street: S. Wilbur Avenue to W. Onondaga Street.

Dorwin Avenue: Valley Drive to S. Salina Street.

Elmhurst Avenue: South Avenue to Onondaga Creek Boulevard.

Erie Boulevard, E. and W.: City line to city line.

Euclid Avenue: College Pl. to Kimber Road.

Fayette, E. and W.: W. Genesee Street to Glenwood Avenue.

Geddes, N. and S.: Bear Street to Glenwood Avenue.

Genesee Street, E. and W.: City line to city line.

Glenwood Avenue: South Avenue to Bellevue Avenue.

Grand Avenue: Velasko Road to S. Geddes Street.

Grant Boulevard: Hiawatha Boulevard to James Street.

Harrison Street: S. Salina Street to Walnut Avenue.

Hiawatha Boulevard, E. and W.: Erie Boulevard W. to Seventh North Street.

Hillside Street: Butternut Street to Darlington Road.

James Street: Salina Street to city line.

Jefferson Street: Armory to S. State Street.

Kirkpatrick Street: N. Geddes Street to N. Salina Street.

Lemoine Avenue: Stedman Street to city line.

Lodi Street: Burnet Avenue to Hiawatha Boulevard.

McClure Street: S. Salina Street to S. State Street.

Meadowbrook Drive: Buckingham Avenue to E. Genesee Street.

Midland Avenue: W. Onondaga Street to Seneca Tpk.

Midler Avenue: Erie Boulevard E. to city line.

Milton Avenue: Avery Avenue to Tompkins Road.

Montgomery Street: Erie Boulevard E. to E. Adams Street.

Newell Street, W.: Valley Drive to S. Salina Street.

Nottingham Road: City line to Meadowbrook Drive.

Oak Street: Lodi Street to Grant Boulevard.

Onondaga Avenue: South Avenue to W. Onondaga Street.

Onondaga Creek Boulevard: Cherry Street to Altantic Avenue.

Onondaga Street, W.: S. Salina Street to city line.

Park Avenue: S. Geddes Street to West Street.
Park Street: Oak Street to E. Hiawatha Boulevard.
Peat Street: Burnet Avenue to E. Genesee Street.
Plymouth Drive: James Street to Burnet Avenue.
Salina Street, N. and S.: I-81 to city line.
Salt Springs Road: E. Genesee Street to Springfield Road.
Seeley Road: Salt Springs Road to Erie Boulevard.
Seneca Tpk., E. and W.: City line to city line.
Seventh North Street: City line to Court Street.
Seymour Street: S. Wilbur Avenue to W. Onondaga Street.
Shonnard Street: S. Wilbur Avenue to W. Onondaga Street.
Shotwell Park: James Street to Sunnycrest Road.
Spencer Street: Hiawatha Boulevard to N. State Street.
State Fair Boulevard: W. Hiawatha Boulevard to W. Genesee Street.
State Street, N. and S.: Lodi Street to E. Brighton Avenue.
Stedman Street: Grant Boulevard to Seventh North Street.
Strathmore Drive: Glenwood Avenue to Colvin Street.
Sunnycrest Avenue: Shotwell Park to Burns Avenue.
Tallman Avenue: W. Onondaga Street to Salina Street.
Teall Avenue: E. Genesee Street to Grant Boulevard.
Thurber Street: E. Brighton Avenue to Comstock Avenue.
Townsend Street: Lodi Street to E. Adams Street.
University Avenue: Erie Boulevard E. to Waverly Ave.
Valley Drive: South Avenue to city line.
Velasko Road: Avery Avenue to Glenwood Avenue.
Walnut Avenue: University pl. to Erie Boulevard E.
Washington Street, E. and W.: West Street to Walnut Avenue.
West Street: Erie Boulevard W. to W. Onondaga Street.
Westcott Street: E. Genesee Street to Broad Street.
Wilbur Avenue, S.: W. Genesee Street to Glenwood Avenue.

(Gen. Ord. No. 19-2010, 6-7-10)

SCHEDULE IV: - 1969 EMERGENCY STREET SYSTEMS SNOW REMOVAL

Adams Street E.—Salina Street to Crouse Avenue.
Adams Street W.—Salina Street to Onondaga Street.
Almond Street—Van Buren Street to Erie Boulevard E.
Avery Avenue—Milton Avenue to Grand Avenue.
Ballantyne Road—South Salina Street to Valley Drive.
Beech Street—Erie Boulevard, to E. Genesee Street.
Bellevue Avenue—Geddes Street to city line.
Bellevue Avenue—South Geddes Street to Midland Avenue.
Brighton Avenue E.—Salina Street to Seneca Turnpike.
Brighton Avenue W.—Salina Street to Clyde Avenue.

Broad Street—Berkeley Drive to Nottingham Road.

Bryant Avenue—Wilbur Avenue to Avery Avenue.

Buckingham Avenue—Colvin Street to Meadowbrook.

Burnet Avenue—North Townsend Street to city line.

Butternut Street—North Salina Street to Grant Boulevard.

Castle Street E.—Salina Street to Renwick Avenue.

Catherine Street—Erie Boulevard, East to James Street.

Clinton Street N.—Belden Avenue to Erie Boulevard.

Clyde Avenue—West Brighton Avenue to Glenwood Avenue.

College Place—University Place to Euclid Avenue.

Columbus Avenue—Erie Boulevard to E. Genesee Street.

E. and W. Colvin Street—South Avenue, East to city line.

West Colvin Street—Strathmore Drive to South Avenue.

Comstock Avenue—University Place to Thurber Street.

Cortland Avenue—South Salina Street to South Avenue.

Court Street—Solar Street to city line.

Crouse Avenue—Erie Boulevard, East to Lodi Street.

Crouse Avenue—University Place to Washington Street.

Delaware Street—Grand Avenue to Onondaga Circle.

Erie Boulevard E.—Salina Street to Thompson Road.

Erie Boulevard W.—Salina Street to Willis Avenue.

Euclid Avenue—College Place to Kimber Road.

Fayette Street E.—Salina Street to Seeley Road.

Fayette Street W.—Salina Street to West Genesee Street.

Geddes Street N.—Erie Boulevard to Bear Street.

Geddes Street S.—Erie Boulevard to Glenwood Avenue.

Genesee Street E.—Salina Street to city line.

Genesee Street W.—Salina Street to city line.

Glenwood Avenue—Bellevue Avenue to South Avenue.

Grand Avenue—Velasko Road to Geddes Street.

Grant Boulevard—Hiawatha Boulevard to James Street.

Harrison Street—South Crouse Avenue to Ostrom Avenue.

Harrison Street—Salina Street to Crouse Avenue.

Hiawatha Boulevard E.—Salina Street to Seventh North Street.

Hiawatha Boulevard W.—Salina Street to Erie Boulevard West.

Irving Avenue—Washington Street to Van Buren Street.

James Street—Salina Street to Thompson Road.

Jefferson Street—Clinton Street to Montgomery Street.

Kimber Road—Meadowbrook Drive to city line.

Lemoyne Avenue—Wadsworth Street to city line.

Linden Street—New Street to deadend.

Lodi Street—Erie Boulevard E. to Hiawatha Boulevard.

Marshall Street—Crouse Avenue to University Avenue.

Meadowbrook Drive—East Genesee Street to Buckingham Avenue.

Midland Avenue—West Onondaga Street to W. Seneca TrnPk.

Midler Avenue N.—James Street to city line.

Midler Avenue S.—James Street to Ere Boulevard.

Milton Avenue—Thompkins Street to city line.

Montgomery Street—Erie Boulevard to Jefferson Street.

New Street—South Salina Street to State Street.

Newell Street—South Salina Street to Valley Drive.

Oak Street—Grant Boulevard to Lodi Street.

Onondaga Avenue—Onondaga Circle to South Avenue.

Onondaga Street E.—South Salina Street to State Street.

Onondaga Street W.—South Salina Street to Delaware Street.

Onondaga Street W.—Velasko Road to Geddes Street.

Park Street—Hiawatha Boulevard to city line.

Park Street—Hiawatha Boulevard to Oak Street.

Prospect Avenue—North Salina Street to Willow Street.

Renwick Avenue—East Castle Street to Van Buren Street.

Rock Cut Road—East Brighton Avenue to city line.

Salina Street N.—Erie Boulevard to Hiawatha Boulevard.

Salina Street S.—Erie Boulevard to city line.

Salt Springs Road—East Genesee Street to city line.

Seeley Road—East Fayette Street to Salt Springs Road.

Seneca Turnpike—East city line to west city line.

Seymour Street—Geddes Street to Wilbur Avenue.

South Avenue—West Onondaga Street to city line.

Spencer Street—Route No. 81 to Hiawatha Boulevard.

Springfield Road—Salt Springs Road to city line.

State Fair Boulevard—West Genesee Street to Hiawatha Boulevard.

State Street N.—Erie Boulevard to Lodi Street.

State Street S.—Erie Boulevard to Brighton Avenue.

Strathmore Drive—South Geddes Street to Roberts Avenue.

Teall Avenue—Erie Boulevard to city line.

Thompson Road—James Street to Burnet Avenue, west side.

Thurber Street—Brighton Avenue to Comstock Avenue.

Tompkins Street—Wilbur Avenue to Avery Avenue.

Townsend Street N.—Erie Boulevard to Lodi Street.

Townsend Street S.—Erie Boulevard to East Adams Street.

University Place—Irving Avenue to Comstock Avenue.

Valley Drive—South Avenue to city line.

Van Buren Street—Renwick Avenue to Irving Avenue.

Van Rensselaer Street—Hiawatha Boulevard to Geddes Street.

Velasko Road—Grand Avenue to Glenwood Avenue.

Wadsworth Street—Lemoyne Avenue to Court Street.

Warren Street—South Salina Street to Willow Street.

Washington Street E.—Salina Street to Pine Street.

Washington Street W.—Salina Street to West Street.

Waverly Avenue—South Crouse Avenue to Ostrom Avenue.

West Street Arterial—W. Onondaga Street to Herald Place.

Westcott Street—East Fayette Street to Meadowbrook.

Whittier Avenue—Wilbur Avenue to Avery Avenue.

Wilbur Avenue—Seymour Street to Tompkins Street.

Wolf Street—Lodi Street to city line.

Fire Station No. 9 Shuart Avenue—Wilson Street to Teall Avenue.

Fire Station No. 9 Wilson Street—Shuart Avenue to James Street.

(T.C. of 3-3-69, Sch. IV; Ord. of 11-10-69; Gen. Ord. No. 16-1996; 5-20-96)

SCHEDULE V: - PARKING TICKET FINE SCHEDULE

Violation	Current Rate	Rate Effective on October 1, 2020
Overtime	\$15.00	\$25.00
Odd/Even Parking (April—October)	10.00	25.00
Odd/Even Parking (November—March)	15.00	60.00
No Parking	25.00	25.00
No Standing	25.00	25.00
No Standing 4:00—6:00 p.m.	25.00	25.00
Blocking/Obstructing Driveway	25.00	60.00
Fire Hydrant	40.00	60.00
Fire Lane	40.00	60.00
Loading Zone/Noncommercial Plates	25.00	25.00
Tow Away Zone	25.00	25.00
Here to Corner	25.00	25.00
Blocking/Obstructing Crosswalk	25.00	60.00
Sidewalk to Curb	25.00	60.00
Bus Stop Only	25.00	60.00
Taxi Stand Only	25.00	25.00
Double Parking	25.00	25.00
Blocking/Obstructing on Sidewalk	25.00	60.00

Angle Parking	25.00	25.00
12" to Curb	25.00	25.00
(Left) facing wrong way (Left wheel to curb)	25.00	25.00
Obstructing Traffic	25.00	60.00
Miscellaneous	25.00	25.00
Uninspected	25.00	25.00
Unregistered	25.00	25.00
Parked on Grass	25.00	25.00
None/one license plate	25.00	25.00
No permit (and/or limited parking)	25.00	25.00
Repeating/Harboring on a meter	25.00	25.00
Two (2) on a meter	25.00	25.00
Commercial/Residential	25.00	25.00
Handicap Parking Only	75.00	100.00

(Gen. Ord. No. 44-1996, 11-12-96; Gen. Ord. No. 45-1996, 11-12-96; Gen. Ord. No. 30-2020, 8-24-20)

Footnotes:

--- (1) ---

Cross reference— *Bicycles at airport, Pt. O, Ch. 3, App. A, § 2.9.*

Sec. 29-1. - Registration required.

Every person in the city of Syracuse who owns a bicycle operated in the city shall register the bicycle during the months of November and December of each year with the chief of police at his office or such other convenient place or places in the city as he shall provide, giving the type, manufacturers name, name and address of owner, type and number of lights and equipment showing compliance with state law and such other identifying data as the chief of police shall require, which registration shall be effective from January first of the year following such registration to and including January thirty-first of the next succeeding year.

Every person in the city of Syracuse who acquires or becomes the owner of a bicycle operated or to be operated in the city shall, within ten (10) days thereafter register the same with the chief of police as above provided. Such registration shall be valid during the same period as annual registrations currently in effect at the time of registration herein provided for.

(Ord. of 11-26-63)

Sec. 29-2. - Registration and license.

The chief of police shall issue to every registrant, at the time of registering a registration tag, plate or other identifying device bearing the registration number of the bicycle and such other data as the chief of police shall provide. The registrant shall affix such tag, plate or identifying device to the bicycle so registered in a conspicuous place and keep the same affixed thereto at all times. The chief of police shall also issue to every registrant, at the time of registering, a bicycle license or registration card showing proper registration in such form as the chief of police shall determine. Such license or card shall be shown to any police officer upon demand.

(Ord. of 11-26-63)

Sec. 29-3. - Fee.

The chief of police shall issue the registration ticket plate or identifying device and the bicycle license or registration card to every registrant, without charge.

(Ord. of 11-26-63)

Sec. 29-4. - Exemptions.

This ordinance [chapter] shall not apply to manufacturers or persons in business of selling bicycles with reference to unregistered bicycles owned and held by them for sale as part of their stock-in-trade.

(Ord. of 11-26-63)

Sec. 29-5. - Penalty for violation.

Any person violating this ordinance [chapter] shall be guilty of an offense and liable to a fine of not to exceed ten dollars (\$10.00).

(Ord. of 11-26-63)

Sec. 29-6. - Permitted use on sidewalks.

Any special act, local law or ordinance to the contrary notwithstanding, infants nine (9) years old or younger may operate bicycles on the sidewalks of the city except within the area bounded by Clinton Street, Willow Street, State Street and Adams Street.

(Ord. of 11-26-63)

PART 9

TRAFFIC CONTROL FOR BICYCLE FACILITIES

CHAPTER 9A. GENERAL

Section 9A.01 General

Support:

- 01 Part 9 covers signs and pavement markings specifically related to bicycle operation on roadways, separated bikeways, and shared-use paths. In jurisdictions where small, low-speed, human or electric-powered transportation devices (often referred to as a micromobility devices) are allowed to use bicycle facilities, they can be regulated by signs, pavement markings, and other traffic control devices related to bicycle operations. Part 4 contains information on highway traffic signals and bicycle signal faces. Part 6 contains information on work zones for bicycle facilities and the mitigation of impacts to bicycle travel through work zones.
- 02 Definitions and acronyms pertaining to Part 9 are provided in Sections 1C.02 and 1C.03.
- 03 When operating on a roadway, bicycles are typically defined as vehicles and the operator of a bicycle is given the same rights and duties as an operator of a motor vehicle. Bicyclists are also vulnerable road users who have little to no protection from crash forces.
- 04 Designing bicycle facilities and the traffic control devices on those facilities in a manner that encourages predictable behavior and compliance with traffic laws from all roadway users can improve safety and increase public acceptance of bicyclists from other road users. The misuse of traffic control devices for improperly designed bicycle facilities or non-uniform applications can produce ineffective or counterproductive results. Section 1D.01 provides more information on the importance of uniformity of traffic control devices.
- 05 The “Bikeway Selection Guide” (FHWA-SA-18-077), FHWA, provides information on the designs and configuration of bicycle facilities.

Support:

- 06 The operation of bicycles is generally allowed on rights-of-way open to motor vehicles, even if the bicycle-specific traffic control devices outlined in Part 9 are not present.

Guidance:

- 07 *All signs, signals, and markings, including those on bicycle facilities, should be properly maintained to command respect from all road users. When installing signs and markings on bicycle facilities, an agency should be designated to maintain these devices.*

Section 9A.02 Standardization of Application for Signing

Support:

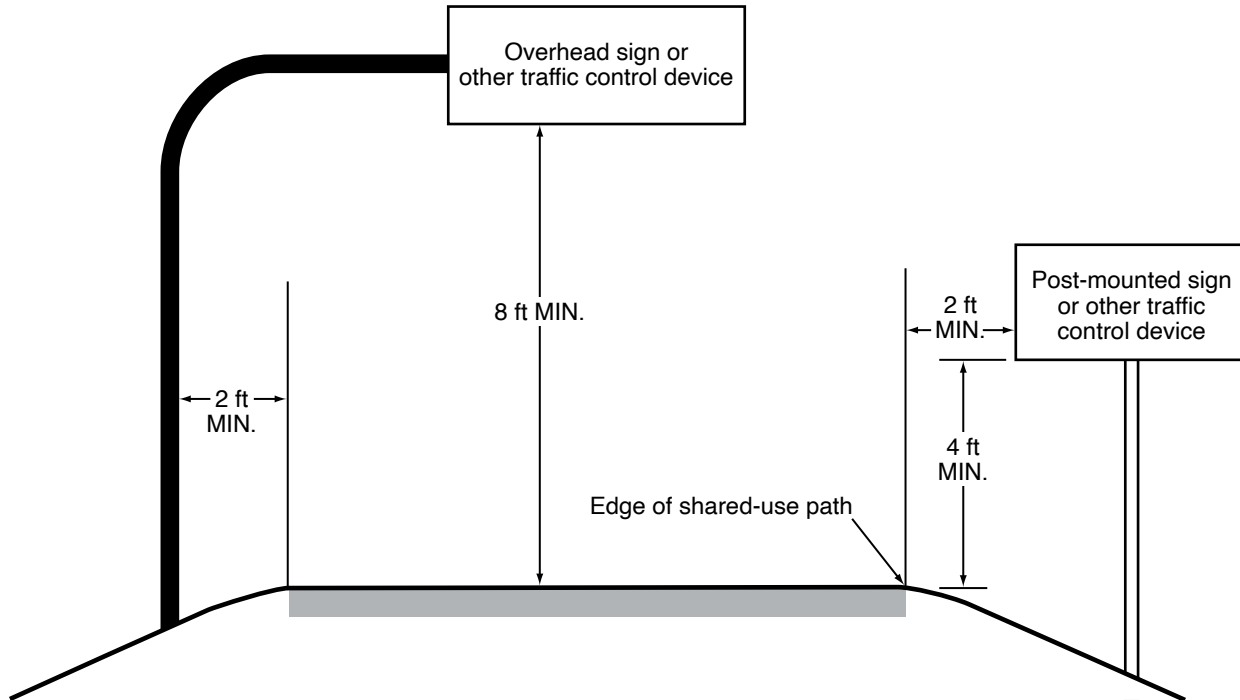
- 01 The installation of nonstandard signing on bikeways or modifying standard signing in a manner inconsistent with Chapter 2A of this Manual to draw special attention, educate users or the community, or brand a bicycle facility can contribute to problems with public acceptance and enforcement.

Standard:

- 02 **Bicycle signs shall comply with the provisions of this Manual for standard shape, legend, and color.**
- 03 **All signs installed on bikeways shall be retroreflective, including those on shared-use paths and bicycle lane facilities.**
- 04 **Where signs serve both bicyclists and other road users, vertical mounting height and lateral placement shall be as provided in Sections 2A.15 and 2A.16 of this manual.**

Guidance:

- 05 *Where used on a shared-use path, no portion of a sign or its support should be placed less than 2 feet laterally from the near edge of the path, or less than 8 feet vertically over the entire width of the shared-use path (see Figure 9A-1).*
- 06 *Mounting height for post-mounted signs on shared-use paths should be a minimum of 4 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the path surface (see Figure 9A-1).*
- 07 *Signs for the exclusive use of bicyclists should be located so that other road users are not confused by them.*
- 08 *The clearance for overhead signs on shared-use paths should be adjusted when appropriate to accommodate path users requiring more clearance, such as equestrians, or typical maintenance or emergency vehicles.*

Figure 9A-1. Sign Placement on Shared-Use Paths**Standard:**

- 09 **If the sign or plaque applies to motorists and bicyclists, then the size shall be as shown for conventional roads in Tables 2B-1, 2C-1, 2D-1, and 8B-1, as applicable.**
- 10 **The minimum sign and plaque sizes for signs specific to bicycle-only facilities and shared-use paths shall be those shown in Table 9A-1. These sizes shall be used only for signs and plaques installed specifically for bicyclist applications.**

Option:

- 11 Larger sizes of signs and plaques may be used on bicycle facilities when appropriate (see Section 2A.07).
- 12 Any diamond-shaped warning sign that is placed such that it is applicable only to bicyclists or pedestrians on shared-use paths or separated bicycle lanes may be 18" x 18".

Guidance:

- 13 *Except for size, the design of signs and plaques for bicycle facilities should be identical to that provided in this Manual for signs and plaques for streets and highways.*

Support:

- 14 Uniformity in design of bicycle signs and plaques includes shape, color, symbols, arrows, wording, lettering, and illumination or retroreflectivity.

Section 9A.03 Standardization of Application for Markings**Support:**

- 01 Markings indicate the separation of the lanes for road users, assist the bicyclist by indicating assigned travel paths, indicate correct position for traffic control signal actuation, and provide advance information for turning and crossing maneuvers.

Guidance:

- 02 *Pavement marking word messages, symbols, and/or arrows should be used in bikeways where appropriate.*
- 03 *Consideration should be given to selecting pavement marking materials that will minimize loss of traction for bicycles under wet conditions.*

Table 9A-1. Bicycle Facility Sign and Plaque Minimum Sizes (Sheet 1 of 3)

Sign or Plaque	Sign Designation	Section	Off Roadway ^{1,5}	Roadway ^{2,5}
Stop	R1-1	9B.01	18 x 18	—
Yield	R1-2	9B.01	18 x 18 x 18	—
Bike Lane (plaque)	R3-5hP	9B.04	—	30 x 12
Except Bicycles (plaque)	R3-7bP	9B.02	—	24 x 12
Advance Intersection Lane Control with Bike Lane	R3-8x Series	9B.03	—	Varies x 36
Bike Lane	R3-17	9B.04	—	24 x 18
Ahead, Ends (plaques)	R3-17aP, R3-17bP	9B.04	—	24 x 9
Movement Restriction	R4-1,2,3,7,16	9B.24	12 x 18	—
Begin Right Turn Lane Yield to Bikes	R4-4	9B.05	—	36 x 30
Bicycle Passing Clearance	R4-19	9B.15	—	30 x 30
Bicycle Wrong Way	R5-1b	9B.06	12 x 18	12 x 18
No Motor Vehicles	R5-3	9B.07	24 x 24	24 x 24
No Bicycles	R5-6	9B.08	18 x 18	—
On Freeway (plaque)	R5-10dP	9B.17	—	24 x 6
No Parking Bike Lane	R7-9,9a	9B.09	—	12 x 18
Back-In Parking	R7-10	9B.10	—	12 x 18
No Pedestrian Crossing	R9-3	9B.08	18 x 18	—
Ride With Traffic (plaque)	R9-3cP	9B.06	12 x 12	12 x 12
Bicycles Use Pedestrian Signal	R9-5	9B.11	12 x 18	12 x 18
Bicycles Yield to Pedestrians	R9-6	9B.12	12 x 18	12 x 18
Shared-Use Path Restriction	R9-7	9B.13	12 x 18*	—
No Skaters	R9-13	9B.08	18 x 18	18 x 18
No Equestrians	R9-14	9B.08	18 x 18	18 x 18
No Snowmobiles	R9-15	9B.08	18 x 18	18 x 18
No All-Terrain Vehicles	R9-16	9B.08	18 x 18	18 x 18
Bicycles Allowed Use of Full Lane	R9-20	9B.14	—	30 x 30
Bicycles Use Shoulder Only	R9-21	9B.16	—	24 x 30
Bicycles Must Exit	R9-22	9B.17	—	24 x 30
Bicycle All Turns from Bike Lane	R9-23	9B.18	—	12 x 18
Bicycle Left Turn from Bike Lane	R9-23a	9B.18	—	12 x 18
Bicycle Left Turn Must Use Turn Box	R9-23b, R9-23c	9B.18	—	12 x 18
Bicycle All Turns	R9-24,24a	9B.19	—	24 x 6
Bicycle U and Left Turns	R9-25,25a,25b	9B.19	—	24 x 9
Bicycle U Turn	R9-26,26a,26b	9B.19	—	24 x 6
Bicycle Left Turn	R9-27,27a,27b	9B.19	—	24 x 6
Push Button for Green	R10-4	9B.20	9 x 12	9 x 12
Left Turn Yield to Bicycle	R10-12b	9B.21	—	30 x 36
Bicycle Detector	R10-22	9B.20	12 x 18	12 x 18
Bike Push Button for Green Light	R10-24	9B.20	9 x 15	9 x 15
Push Button for Warning Lights - Wait for Gap	R10-25	9B.20	9 x 12	9 x 12
Bike Push Button for Green Light (arrow)	R10-26	9B.20	9 x 15	9 x 15
Bicycle Signal	R10-40, R10-40a, R10-41, R10-41a, R10-41b, R10-41c	9B.22	12 x 21	12 x 21
Grade Crossing (Crossbuck)	R15-1	9B.23	24 x 4.5	48 x 9
Number of Tracks (plaque)	R15-2P	9B.23	13.5 x 9	27 x 18
Look	R15-8	9B.23	18 x 9	36 x 18
Horizontal Alignment	W1-1,2,3,4,5	9C.01	18 x 18	—
Large Arrow	W1-6,7	9C.01	24 x 12	—
Intersection Warning	W2-1,2,3,4,5	9C.02	18 x 18	—

Table 9A-1. Bicycle Facility Sign and Plaque Minimum Sizes (Sheet 2 of 3)

Sign or Plaque	Sign Designation	Section	Off Roadway ^{1,5}	Roadway ^{2,5}
Stop Ahead, Yield Ahead, Signal Ahead	W3-1,2,3	9C.08	18 x 18	—
Narrow Bridge	W5-2	9C.08	18 x 18	—
Path Narrows	W5-4a	9C.08	18 x 18	—
Hill	W7-5	9C.08	18 x 18	30 x 30
Bump, Dip	W8-1,2	9C.03	18 x 18	—
Pavement Ends	W8-3	9C.03	18 x 18	—
Bicycle Surface Condition	W8-10	9C.03	18 x 18	30 x 30
Slippery When Wet (plaque)	W8-10P	9C.03	12 x 9	12 x 9
Bicycle Lane Ends	W9-5	9C.07	—	30 x 30
Bicycles Merging	W9-5a	9C.07	18 x 18	30 x 30
Grade Crossing Advance Warning	W10-1	9C.08	24 Dia.	36 Dia.
No Train Horn (plaque)	W10-9P	9C.08	18 x 12	30 x 24
Skewed Crossing	W10-12	9C.08	18 x 18	36 x 36
Bicycle	W11-1	9C.04, 9C.08	18 x 18	—
Pedestrian	W11-2	9C.08	18 x 18	—
Trail Crossing	W11-15	9C.04	18 x 18	—
Trail Crossing (plaque)	W11-15P	9C.04	18 x 12	—
Low Clearance	W12-2	9C.08	18 x 18	—
Playground	W15-1	9C.08	18 x 18	—
In Road (plaque)	W16-1P	9C.08	—	18 x 12
In Street (plaque)	W16-1aP	9C.08	—	18 x 12
XX Feet (2-line plaque)	W16-2P	9C.04	18 x 12	—
XX Ft (1-line plaque)	W16-2aP	9C.04	12 x 9	—
Downward Diagonal Arrow (plaque)	W16-7P	9C.04	12 x 9	—
Ahead (plaque)	W16-9P	9C.04	—	24 x 12
Except Bicycles (plaque)	W16-20P	9C.05	—	24 x 12
2-Way Bicycle Cross Traffic (plaque)	W16-21P	9C.06	—	24 x 12
Object Marker Type 3	OM3-L,C,R	9C.09	6 x 18	12 x 36
Destination (1 line)	D1-1, D1-1a	9D.01	Varies x 6	—
Bicycle Destination (1 line)	D1-1b, D1-1c	9D.01	Varies x 6	Varies x 6
Destination (2 lines)	D1-2, D1-2a	9D.01	Varies x 12	—
Bicycle Destination (2 lines)	D1-2b, D1-2c	9D.01	Varies x 12	Varies x 12
Destination (3 lines)	D1-3, D1-3a	9D.01	Varies x 18	—
Bicycle Destination (3 lines)	D1-3b, D1-3c	9D.01	Varies x 18	Varies x 18
Distance (1 line)	D2-1	9D.01	Varies x 6	—
Bike Route Destination and Distance (1 Line)	D2-1a	9D.01	Varies x 12	Varies x 12
Distance (2 line)	D2-2	9D.01	Varies x 9	—
Bike Route Destination and Distance (2 Lines)	D2-2a	9D.01	Varies x 15	Varies x 15
Distance (3 line)	D2-3	9D.01	Varies x 12	—
Bike Route Destination and Distance (3 Lines)	D2-3a	9D.01	Varies x 18	Varies x 18
Street Name (1 line)	D3-1	9D.01	Varies x 6	Varies x 6
Street Name (2 lines)	D3-1	9D.01	Varies x 12	Varies x 12
Bicycle Parking Area Directional	D4-3	9D.09	18 x 12	18 x 12
Bicycle-Sharing Station Directional	D4-4	9D.09	12 x 18	12 x 18
Bicycle Lockers Directional	D4-4a	9D.09	12 x 18	12 x 18
Reference Location (1-digit)	D10-1	9D.10	6 x 9	—
Intermediate Reference Location (2-digits)	D10-1a	9D.10	6 x 15	—
Reference Location (2-digits)	D10-2	9D.10	6 x 15	—
Intermediate Reference Location (3-digits)	D10-2a	9D.10	6 x 21	—

Table 9A-1. Bicycle Facility Sign and Plaque Minimum Sizes (Sheet 3 of 3)

Sign or Plaque	Sign Designation	Section	Off Roadway ^{1,5}	Roadway ^{2,5}
Reference Location (3-digits)	D10-3	9D.10	6 x 21	—
Intermediate Reference Location (4-digits)	D10-3a	9D.10	6 x 24	—
Bike Route	D11-1	9D.02	24 x 18	24 x 18
Bike Route (plaque)	D11-1bP	9D.03	18 x 6	18 x 6
Bike Route with Destination	D11-1c	9D.02	24 x 18	24 x 18
Shared-Use Path Destination (1 line)	D11-10a	9D.12	Varies x 6*	—
Shared-Use Path Destination (2 lines)	D11-10b	9D.12	Varies x 12*	—
Shared-Use Path Destination (3 lines)	D11-10c	9D.12	Varies x 18*	—
Shared-Use Path Destination and Distance (1 line)	D11-10d	9D.12	Varies x 6*	—
Shared-Use Path Destination and Distance (2 lines)	D11-10e	9D.12	Varies x 12*	—
Shared-Use Path Destination and Distance (3 lines)	D11-10f	9D.12	Varies x 18*	—
Bicycles Directional	D11-11	9D.11	18 x 18	—
Pedestrians Directional	D11-12	9D.11	18 x 18	—
Skaters Directional	D11-13	9D.11	18 x 18	—
Equestrians Directional	D11-14	9D.11	18 x 18	—
Bicycle Turn Box Guide Signs	D11-20, D11-20a	9D.13	—	12 x 18
State or Local Bicycle Route	M1-8, M1-8a	9D.05	12 x 18	18 x 24
Non-Numbered Bicycle Route	M1-8b, M1-8c	9D.06	12 x 12	18 x 18
U.S. Bicycle Route	M1-9	9D.07	12 x 18	18 x 24
Bicycle Route Auxiliary Signs (plaque)	M2-1P, M3-1P, 2P, 3P, 4P, M4-1P, 1aP, 2P, 3P, 5P, 6P, 7P, 7aP, 8P, 14P	9D.08	12 x 6	12 x 6
Bicycle Route Arrow Signs (plaque)	M5-1P, 2P, M6-1P, 2P, 3P, 4P, 5P, 6P, 7P	9D.08	12 x 9	12 x 9

* For use on shared-use paths only.

Notes: 1. Includes shared-use paths and bicycle-only facilities outside of the roadway.

- 2. If the sign or plaque applies to motorists and bicyclists, then the size shall be as shown for conventional roads in Tables 2B-1, 2C-1, 2D-1, or 8B-1.
- 3. Larger signs may be used when appropriate.
- 4. Dimensions are shown in inches and are shown as width x height.
- 5. Separated bicycle lanes (see definition in Section 1C.02) can be located within the roadway or outside the roadway, and the minimum sign sizes for these facilities are shown in the off roadway and roadway columns respectively.

Standard:

- 04 **Pavement markings on bicycle facilities that must be visible at night or in low-light conditions shall be retroreflective unless the markings are adequately visible under provided lighting.**
- 05 **The colors, width of lines, patterns of lines, symbols, and arrows used for marking bicycle facilities shall be as defined in Part 3.**

Support:

- 06 Section 3H.06 contains information on green-colored pavement for use with certain traffic control devices for bicycles and bicycle facilities.
- 07 Section 9E.17 contains information on the use of channelizing devices to emphasize the pavement markings for bicycle facilities.

Guidance:

- 08 *Raised pavement markers should not be used on bicycle lanes or shared-use paths.*
- 09 *If used around bicycle facilities, raised pavement markers should not be placed immediately adjacent to the travel path of bicyclists in a bicycle lane or on a shared-use path.*

Support:

- 10 Using raised pavement markers creates a collision potential for bicyclists by placing fixed objects immediately adjacent to the travel path of the bicyclist. Raised pavement markers can cause a bicyclist to lose balance and fall, and might not be visible to a bicyclist who is following another bicyclist.

CHAPTER 9B. REGULATORY SIGNS

Section 9B.01 STOP and YIELD Signs (R1-1 and R1-2)

Standard:

- 01 **STOP (R1-1) signs** (see Figure 9B-1) shall be installed on bicycle facilities at points where bicyclists are required to stop.
- 02 **YIELD (R1-2) signs** (see Figure 9B-1) shall be installed on bicycle facilities at points where bicyclists have an adequate view of conflicting traffic as they approach the sign, and where bicyclists are required to yield the right-of-way to that conflicting traffic.
- 03 A **STOP sign** or a **YIELD sign** shall not be installed in conjunction with a bicycle signal face (see Chapter 4H).

Figure 9B-1. Regulatory Signs and Plaques for Bicycle Facilities (Sheet 1 of 2)

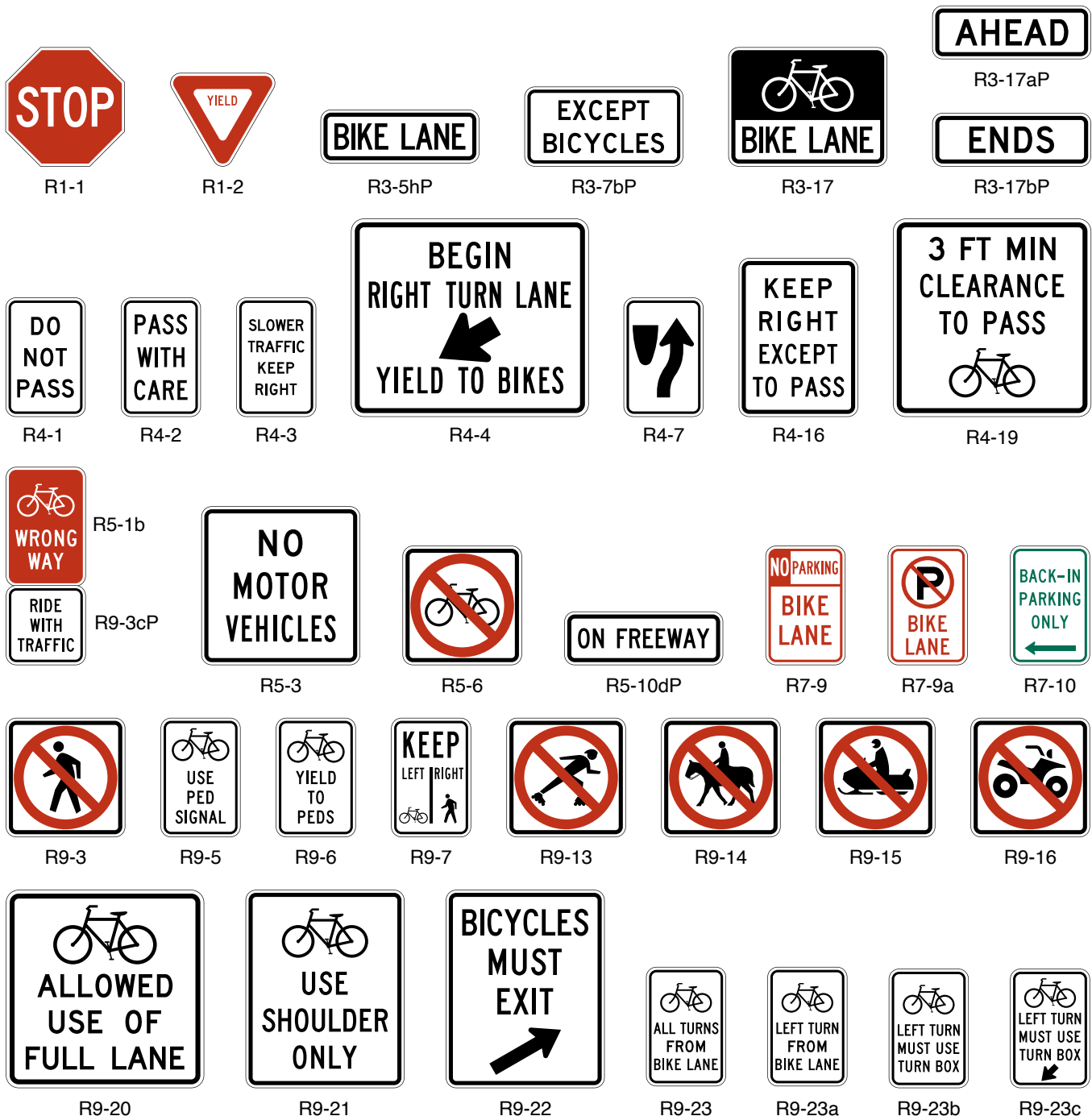
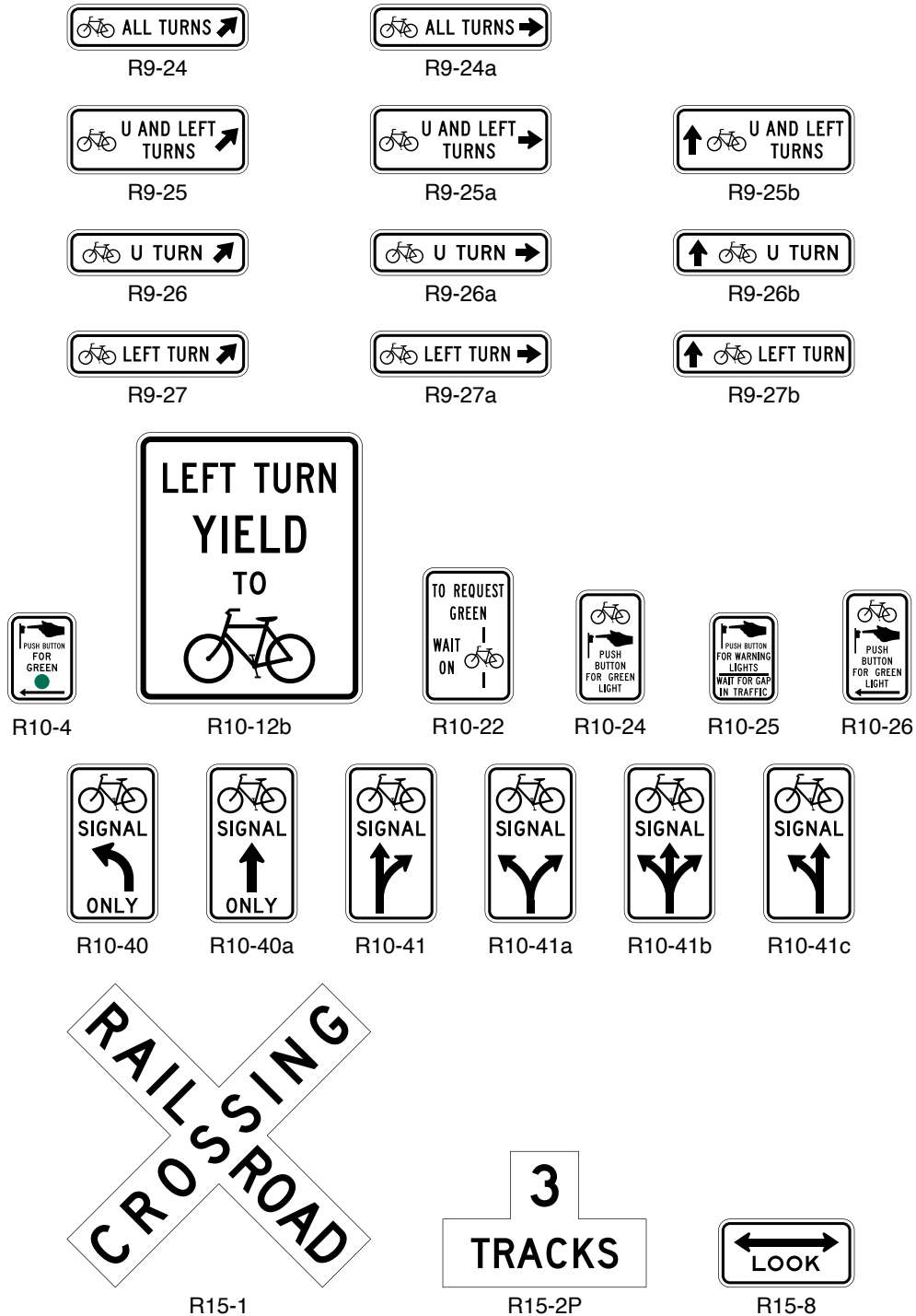


Figure 9B-1. Regulatory Signs and Plaques for Bicycle Facilities (Sheet 2 of 2)



Option:

04 Larger signs may be used on shared-use paths and separated bikeways for added emphasis.

Guidance:

05 Where conditions require shared-use path users or bicyclists on separated bikeways, but not roadway users, to stop or yield, the STOP or YIELD sign should be placed or shielded so that it is not readily visible to roadway users.

- 06 When the placement of STOP or YIELD signs is being considered, the priority at a shared-use path/roadway intersection should be assigned with consideration of the following:
 - A. Relative speeds of shared-use path and roadway users,
 - B. Relative volumes of shared-use path and roadway traffic, and
 - C. Relative importance of shared-use path and roadway.
- 07 Speed should not be the sole factor used to determine priority, as it is sometimes appropriate to give priority to a high-volume shared-use path that crosses a low-volume street, or to a regional shared-use path that crosses a minor collector street.
- 08 When priority is assigned (see Sections 2B.06 and 2B.08), the least-restrictive control that is appropriate should be placed on the lower-priority approaches. STOP signs should not be used where YIELD signs would provide adequate control.

Section 9B.02 EXCEPT BICYCLES Regulatory Plaque (R3-7bP)

Support:

- 01 There are circumstances where it might be appropriate to exempt bicyclists from regulatory restrictions applied to other traffic.

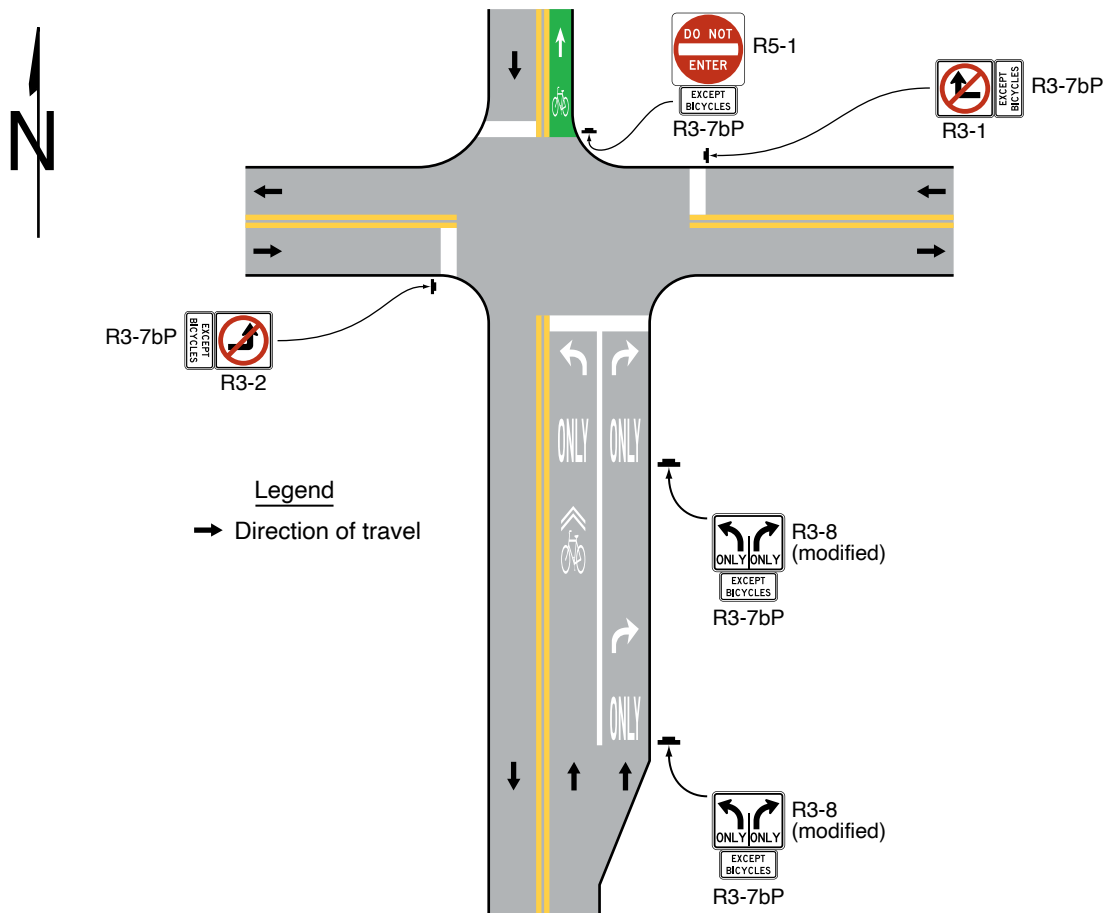
Guidance:

- 02 Where an engineering study or engineering judgment demonstrates that it is appropriate to exempt bicyclists from the provisions of a regulatory sign, the EXCEPT BICYCLES (R3-7bP) regulatory plaque (see Figure 9B-1) should be used.

Support:

- 03 Figure 9B-2 shows examples of how the EXCEPT BICYCLES (W16-20P) regulatory plaque can be applied.
- 04 Section 9C.05 contains information regarding the EXCEPT BICYCLES warning plaque when applicable to a warning sign.

Figure 9B-2. Examples of Applications of EXCEPT BICYCLES Regulatory Plaques



Standard:

- 05 **The EXCEPT BICYCLES regulatory plaque shall not be used to exempt bicyclists from the legal requirement of a STOP or YIELD sign, Yield Here to Pedestrians Signs, Stop Here for Pedestrians Signs, or a traffic signal indication.**
- 06 **Where a regulatory sign, such as the No Left Turn (R3-2) sign (see Section 2B.26), is installed on the same post or mounting as a STOP sign or YIELD sign, the EXCEPT BICYCLES regulatory plaque shall not be installed in conjunction with the regulatory sign on that post or mounting that includes the STOP sign or YIELD sign.**
- 07 **The EXCEPT BICYCLES regulatory plaque shall be placed below the regulatory sign that it supplements.**

Section 9B.03 Advance Intersection Lane Control Signs (R3-8 Series) for Bicycle Lanes**Option:**

- 01 Advance Intersection Lane Control (R3-8 series) signs (see Section 2B.30) may display the arrangement of a conventional or buffer-separated bicycle lane in relation to other lanes in the same direction that are present on a roadway approach to an intersection.

Support:

- 02 The number and combination of permissible movements by both the motor vehicle and the bicycle on the same approach to an intersection might be practically limited by the amount of information that can be legibly displayed on signs or in signing sequences and still be readily comprehended by road users. The excessive display of all movements by more than one mode can result in unwieldy signs that are difficult to locate and install.

Guidance:

- 03 *On an approach to an intersection with complex geometry that can include multiple through lanes and multiple turn lanes and also includes a bicycle lane, consideration should be given to displaying all allowable movements on separate signs, such as using Mandatory Movement Lane Control (R3-5) signs (see Section 2B.28) for the through lanes and Mandatory Movement Lane Control (R3-7) signs (see Section 2B.28) for the turn lanes, and guide signs for bicycle routes (see Section 9D.02 through 9D.07) and Bicycle Route Sign auxiliary plaques (see Section 9D.08) for the bicycle movement.*

Standard:

- 04 **The portion of the sign face for the bicycle lane shall be limited to the relationship of the bicycle lane to the other lanes on the roadway approach to the intersection. The portion of the sign face for the bicycle lane shall not be modified to display specific, supplementary information about the bicycle lane such as bicycle lane extensions, contiguous buffer spaces, or other ancillary bicycle operations such as two-stage turn boxes or bicycle boxes.**
- 05 **Counter-flow bicycle lanes shall not be displayed on Advance Intersection Lane Control signs.**
- 06 **The shared-lane marking symbol shall not be displayed on Advance Intersection Lane Control signs.**
- 07 **Shared-use paths shall not be displayed on Advance Intersection Lane Control signs.**
- 08 **Advance Intersection Lane Control signs that display the bicycle lane shall use a contrasting white legend on a black background for the bicycle lane (see Figure 2B-4). The portion of the display for the bicycle lane shall not use the color green on the sign face in an attempt to be consistent with the green-colored pavement that might be present on the intersection approach.**

Section 9B.04 Bicycle Lane Signs and Plaques (R3-17, R3-5hP, R3-17aP, and R3-17bP)**Standard:**

- 01 **The Bike Lane (R3-17) sign and the BIKE LANE (R3-5hP), AHEAD (R3-17aP), and ENDS (R3-17bP) plaques (see Figure 9B-1) shall be used only in conjunction with marked bicycle lanes as described in Sections 9E.01, 9E.06, and 9E.07.**

Guidance:

- 02 *If used, Bicycle Lane signs and plaques should be located at the beginning of the bicycle lane and in advance of the downstream end of the bicycle lane.*

Option:

- 03 Additional Bicycle Lane signs and plaques may be used at periodic intervals along the bicycle lane as determined by engineering judgment based on the operating speed of bicycle and other traffic, block length, distances from adjacent intersections, and other considerations.

Support:

- 04 Section 2B.33 contains information for the application of BEGIN and END plaques.
- 05 Section 9B.03 contains information on displaying the bicycle lane on Advance Intersection Lane Control signs.

Option:

- 06 Where two or more movements from a bicycle lane are allowed, or where the emphasis of allowed bicycle movements is needed, an Optional Movement Lane Control sign (see Section 2B.29) may be supplemented with a BIKE LANE (R3-5hP) plaque above the Optional Movement Lane Control sign.
- 07 Where bicycle lanes are located between travel lanes on intersection approaches or where only a single bicycle movement is allowed from a certain bicycle lane, a Mandatory Movement Lane Control sign (see Section 2B.28) may be supplemented with a BIKE LANE plaque to require a bicyclist in a particular bicycle lane at an intersection to stay in the same lane and proceed straight through the intersection, or to indicate a required turn from a particular bicycle lane.

Section 9B.05 BEGIN RIGHT TURN LANE YIELD TO BIKES Sign (R4-4)

Option:

- 01 Where motor vehicles entering a mandatory right-turn lane must weave across bicyclists in bicycle lanes, the BEGIN RIGHT TURN LANE YIELD TO BIKES (R4-4) sign (see Figure 9B-1) may be used to inform both the motorist and the bicyclist of this weaving maneuver (see Figures 9E-3 and 9E-4).

Guidance:

- 02 *The R4-4 sign should not be used when bicyclists need to move left because of a right-turn lane drop situation.*

Section 9B.06 Bicycle Wrong Way Sign and RIDE WITH TRAFFIC Plaque (R5-1b and R9-3cP)

Option:

- 01 The Bicycle WRONG WAY (R5-1b) sign and RIDE WITH TRAFFIC (R9-3cP) plaque (see Figure 9B-1) may be placed facing wrong-way bicyclists, such as on the left-hand side of a roadway.
- 02 This sign and plaque may be mounted back-to-back with other signs to minimize visibility to other traffic.

Guidance:

- 03 *The RIDE WITH TRAFFIC plaque should be used only in conjunction with the Bicycle WRONG WAY sign, and should be mounted directly below the Bicycle WRONG WAY sign.*

Section 9B.07 NO MOTOR VEHICLES Sign (R5-3)

Option:

- 01 The NO MOTOR VEHICLES (R5-3) sign (see Figure 9B-1) may be installed at the entrance to a shared-use path.

Section 9B.08 Selective Exclusion Signs

Option:

- 01 Selective Exclusion signs (see Figure 9B-1) may be installed at the entrance to a roadway or facility to notify road or facility users that designated types of traffic are excluded from using the roadway or facility.

Support:

- 02 Typical exclusion messages include:
- A. No Bicycles (R5-6);
 - B. No Pedestrians (R9-3);
 - C. No Skaters (R9-13);
 - D. No Equestrians (R9-14);
 - E. No Snowmobiles (R9-15); and
 - F. No All-Terrain Vehicles (R9-16).

Option:

- 03 Where bicyclists, pedestrians, and motor-driven cycles are all prohibited, the R5-10a word message sign (see Section 2B.45) may be used.

Section 9B.09 No Parking Bike Lane Signs (R7-9 and R7-9a)

Standard:

- 01 If the installation of signs is necessary to restrict parking, standing, or stopping in a bicycle lane, appropriate signs as described in Sections 2B.53 through 2B.55, or the No Parking Bike Lane (R7-9 or R7-9a) signs (see Figure 9B-1) shall be installed.

Section 9B.10 Back-In Parking Sign (R7-10)

Option:

- 01 The Back-In Parking (R7-10) sign (see Section 2B.52 and Figure 9B-1) may be used where back-in parking is required by motor vehicles in the presence of a bicycle lane or movement.

Support:

- 02 Angled back-in curb parking is commonly applied on streets where a bicycle lane is present so that the scanning behavior of a motorist associated with the back-in angle parking task, both entering and exiting the parking space, would place a bicyclist in a bicycle lane in a more direct view of the motor vehicle operator.
- 03 Figure 9B-3 shows an example of the use of back-in parking signs in conjunction with bicycle lanes.

Section 9B.11 Bicycles Use Ped Signal Sign (R9-5)

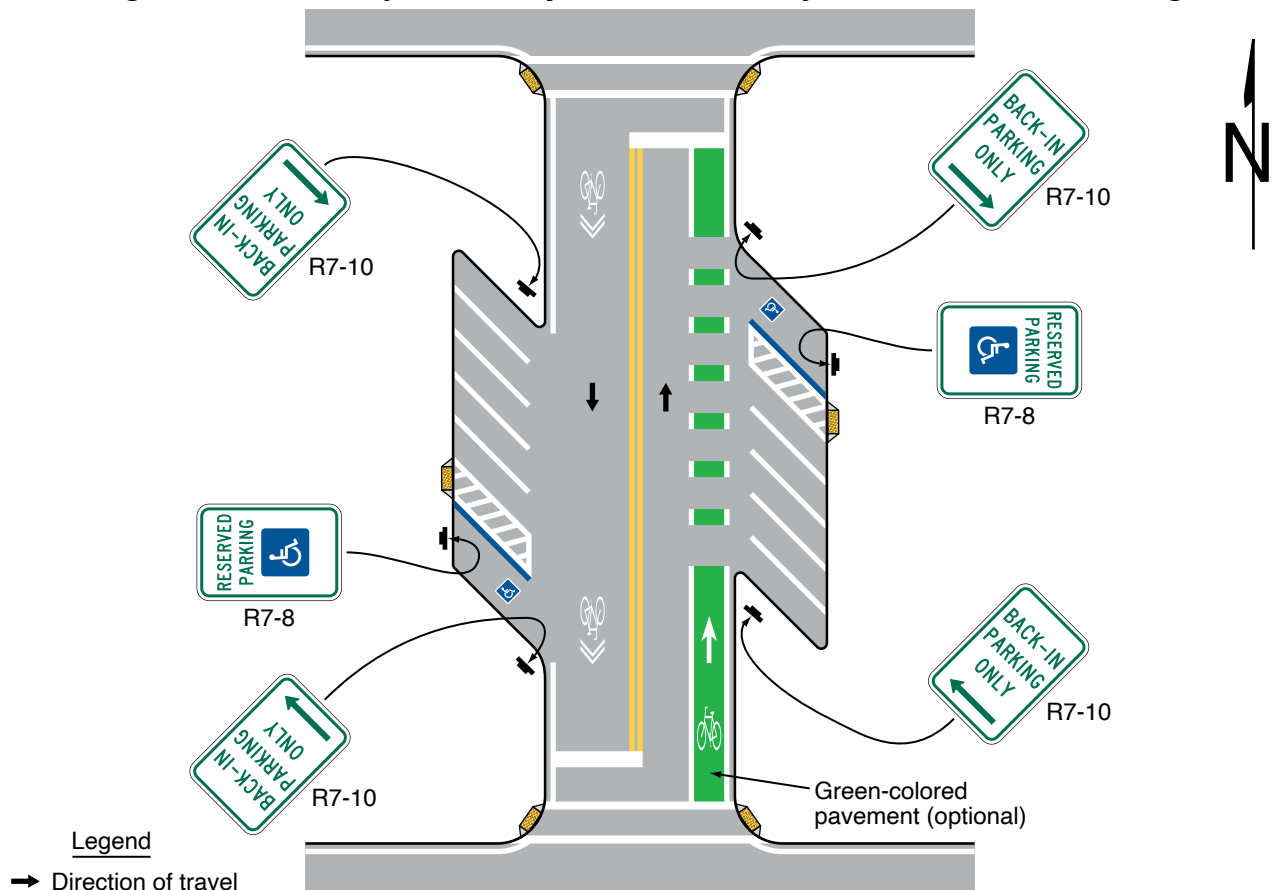
Option:

- 01 The Bicycles Use Ped Signal (R9-5) sign (see Figure 9B-1) may be used where the crossing of a street by bicyclists is controlled by pedestrian signal indications.
- 02 In order to remind drivers who are making turns to yield to or stop for pedestrians or bicyclists, a Turning Vehicles Yield to Pedestrians (R10-15) sign, Turning Vehicles Stop for Pedestrians (R10-15a) sign (see Section 2B.59), or Left Turn Yield to Bicycles (R10-12b) sign (see Section 9B.21) may be used.

Guidance:

- 03 If used, the R9-5 sign should be installed in the vicinity of where bicyclists will be crossing the street.

Figure 9B-3. Examples of Bicycle Facilities Adjacent to Back-In Parking



Section 9B.12 Bicycles Yield to Peds Sign (R9-6)

Option:

- 01 The Bicycles Yield to Peds (R9-6) sign (see Figure 9B-1) may be used at locations where a bicyclist is required to cross or share a facility used by pedestrians and is required to yield to the pedestrians.

Standard:

- 02 **Where the Bicycles Yield to Peds sign is supported by a yield line pavement marking (see Section 3B.19) to establish the yielding point, the sign and the pavement marking shall be installed adjacent to each other.**
- 03 **The Bicycles Yield to Peds sign shall not be used in bicycle corridors to establish a programmatic regulation where no yielding point exists.**
- 04 **The Bicycles Yield to Peds sign shall not be used in conjunction with a STOP or YIELD sign, Yield Here to Pedestrians Sign, or a Stop Here for Pedestrians Sign.**

Section 9B.13 Shared-Use Path Restriction Sign (R9-7)

Option:

- 01 The Shared-Use Path Restriction (R9-7) sign (see Figure 9B-1) may be installed to supplement a solid white pavement marking line (see Section 9E.13) on facilities that are to be shared by pedestrians and bicyclists in order to provide a separate designated pavement area for each mode of travel. The symbols may be transposed as appropriate.

Guidance:

- 02 *If two-way operation is allowed on the facility for pedestrians and/or bicyclists, the designated pavement area that is provided for each two-way mode of travel should be wide enough to accommodate both directions of travel for that mode.*

Section 9B.14 Bicycles Allowed Use of Full Lane Sign (R9-20)

Support:

- 01 The Uniform Vehicle Code (UVC) defines a “substandard width lane” as a “lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the same lane.”

Option:

- 02 The Bicycles Allowed Use of Full Lane (R9-20) sign (see Figure 9B-1) may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicycles are present and where travel lanes are too narrow for bicycles and motor vehicles to operate side-by-side.
- 03 The Bicycles Allowed Use of Full Lane sign may be used in locations where it is important to inform road users that bicyclists might occupy the travel lane.
- 04 Section 9E.09 describes a shared-lane marking that may be used in addition to or instead of the Bicycles Allowed Use of Full Lane sign to inform road users that bicyclists might occupy the travel lane.

Section 9B.15 Bicycle Passing Clearance Sign (R4-19)

Option:

- 01 The Bicycle Passing Clearance (R4-19) sign (see Figure 9B-1) may be used in jurisdictions that have defined in law or ordinance a specific clearance to be provided by motor vehicles when they pass bicycles.
- 02 The specific clearance displayed on the Bicycle Passing Clearance (R4-19) sign may be adjusted to reflect the applicable law or ordinance.

Standard:

- 03 **The Bicycle Passing Clearance (R4-19) sign shall not be used in jurisdictions that do not have a specific passing clearance to be provided by motor vehicles passing bicycles, as defined in law or ordinance.**

Guidance:

- 04 *The Bicycle Passing Clearance (R4-19) sign should not be used on roadways with bicycle lanes or with shoulders usable for bicycle travel.*

Section 9B.16 Bicycles Use Shoulder Only Sign (R9-21)

Option:

- 01 The Bicycles Use Shoulder Only (R9-21) sign (see Figure 9B-1) may be used to designate locations on a freeway or expressway where bicycles are allowed, but must remain on an available and usable shoulder.

Guidance:

- 02 *The Bicycles Use Shoulder Only sign should be limited to use on freeways and expressways.*
- 03 *The Bicycles Use Shoulder Only sign should be placed adjacent to the entrance ramp or entrance to the freeway at or near the location where the full-width shoulder resumes beyond the entrance ramp taper.*

Section 9B.17 Signing for Bicycles on Freeways and Expressways

Standard:

- 01 **The Bicycles Must Exit (R9-22) sign (see Figure 9B-1) shall be used in advance of a location where a freeway or expressway becomes prohibited to bicycle travel, and shall be placed in advance of the intersection or exit ramp prior to the prohibited segment of roadway (see Figure 9B-4).**

Option:

- 02 The Bicycles Must Exit sign may be used below a post-mounted Exit Direction sign.

Standard:

- 03 **If the Bicycles Must Exit sign is used, a No Bicycles (R5-6) sign (see Figure 9B-1) shall be placed downstream from the intersection or exit ramp departure point where the prohibited segment of freeway or expressway begins. The No Bicycles sign shall not be placed below the Exit Gore sign.**

Option:

- 04 The ON FREEWAY (R5-10dP) plaque (see Figure 9B-1) may be used with an appropriate Selective Exclusion sign to indicate a prohibition along ramps leading to an adjacent or parallel freeway.

Support:

- 05 Section 2B.45 contains information on regulatory signing for prohibiting bicycles from using particular roadways or facilities.

Section 9B.18 Two-Stage Bicycle Turn Box Regulatory Signing (R9-23 Series)

Support:

- 01 Where two-stage bicycle turn boxes are provided in an intersection, the design of an approach to that intersection will determine whether the use of a two-stage bicycle turn box is required by bicycles to facilitate a turn.
- 02 Situations in which a two-stage bicycle turn box might be necessary to facilitate turns include, but are not limited to, those in which:
- A. A separated bicycle facility is provided where upstream access to a lane used to facilitate turns by motor vehicle traffic is physically inaccessible to bicycles;
 - B. Left turns are prohibited from the left-most lane, or right turns are prohibited from the right-most lane, at an intersection; or
 - C. Locations where physical or operational conditions make it impracticable or unsafe for a bicyclist to merge and make the appropriate turn as would any other vehicle.

Standard:

- 03 **Where bicycles are required to use a two-stage bicycle turn box (see Figure 9B-5), the Two-Stage Bicycle Turn Box regulatory sign series (see Figure 9B-5) shall be used.**
- 04 **Where bicycles are required to use a two-stage bicycle turn box, the Bicycles All Turns from Bike Lane (R9-23) or Bicycle Left Turn from Bike Lane (R9-23a) advance regulatory sign shall be mounted in advance of the intersection, and at least one Bicycle Turn Must Use Turn Box (R9-23b or R9-23c) sign shall be used at the intersection.**
- 05 **Where used, the Bicycle Turn Must Use Turn Box (R9-23b) sign shall be mounted at the near side of the intersection.**
- 06 **Where used, the Bicycle Turn Must Use Turn Box location (R9-23c) sign shall be mounted at the far side of the intersection.**

Option:

- 07 Where use of a two-stage bicycle turn box is optional, the Two-Stage Bicycle Turn Box guide sign series (see Section 9D.13) may be used to provide directional information.
- 08 If used, an appropriately sized Street Name (D3-1) sign (see Section 2D.45) may be installed below the All Turns from Bike Lane sign or Left Turn from Bike Lane sign to identify the crossroad where the turn box will be available.

Support:

- 09 Section 9E.11 contains information regarding pavement markings and turning restrictions for two-stage turn boxes.

Figure 9B-4. Signing for Termination of Bicycle Access on Freeways and Expressways

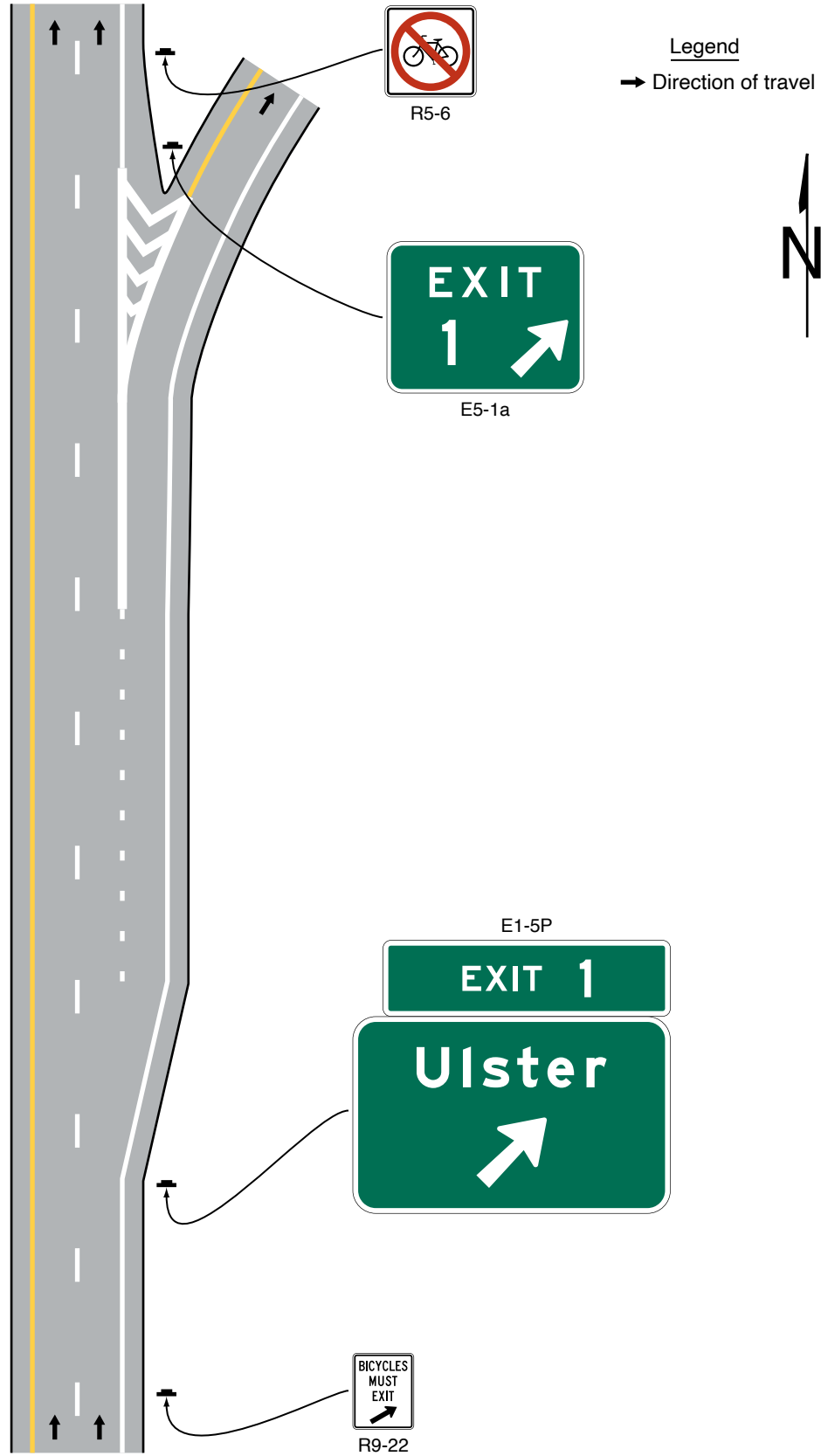
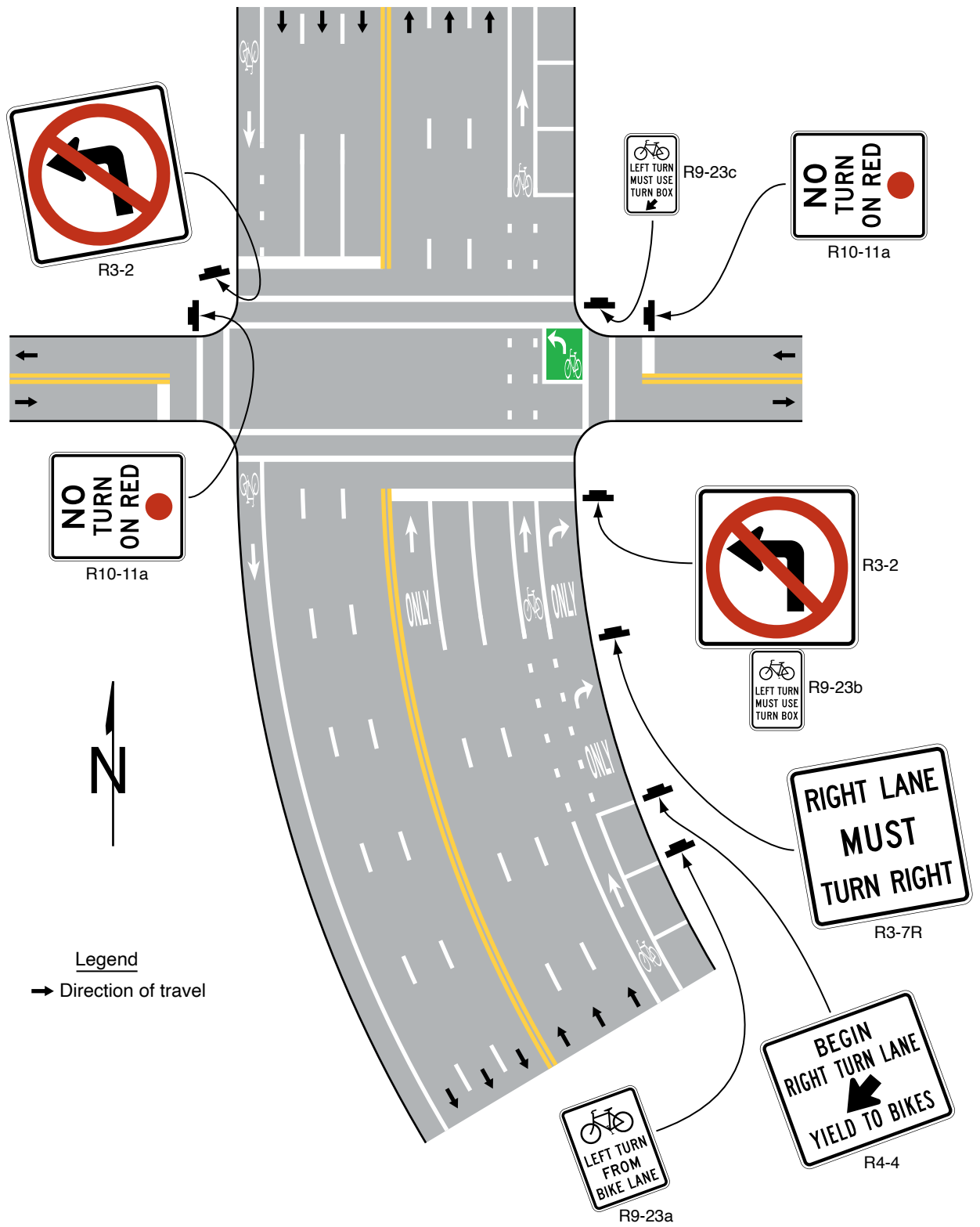


Figure 9B-5. Example of Two-Stage Bicycle Turn Box when Use is Mandatory



Section 9B.19 Bicycle Jughandle Signs (R9-24, R9-25, R9-26, and R9-27 Series)

Support:

01 Bicycle jughandle turns allow bicycles to use the traffic control provided for the crossroad for facilitating a left turn, right turn, or U-turn.

Option:

02 The R9-23 sign (see Figure 9B-1) may be used in advance of where bicyclists are required to use the bicycle jughandle turn in order to facilitate all turns.

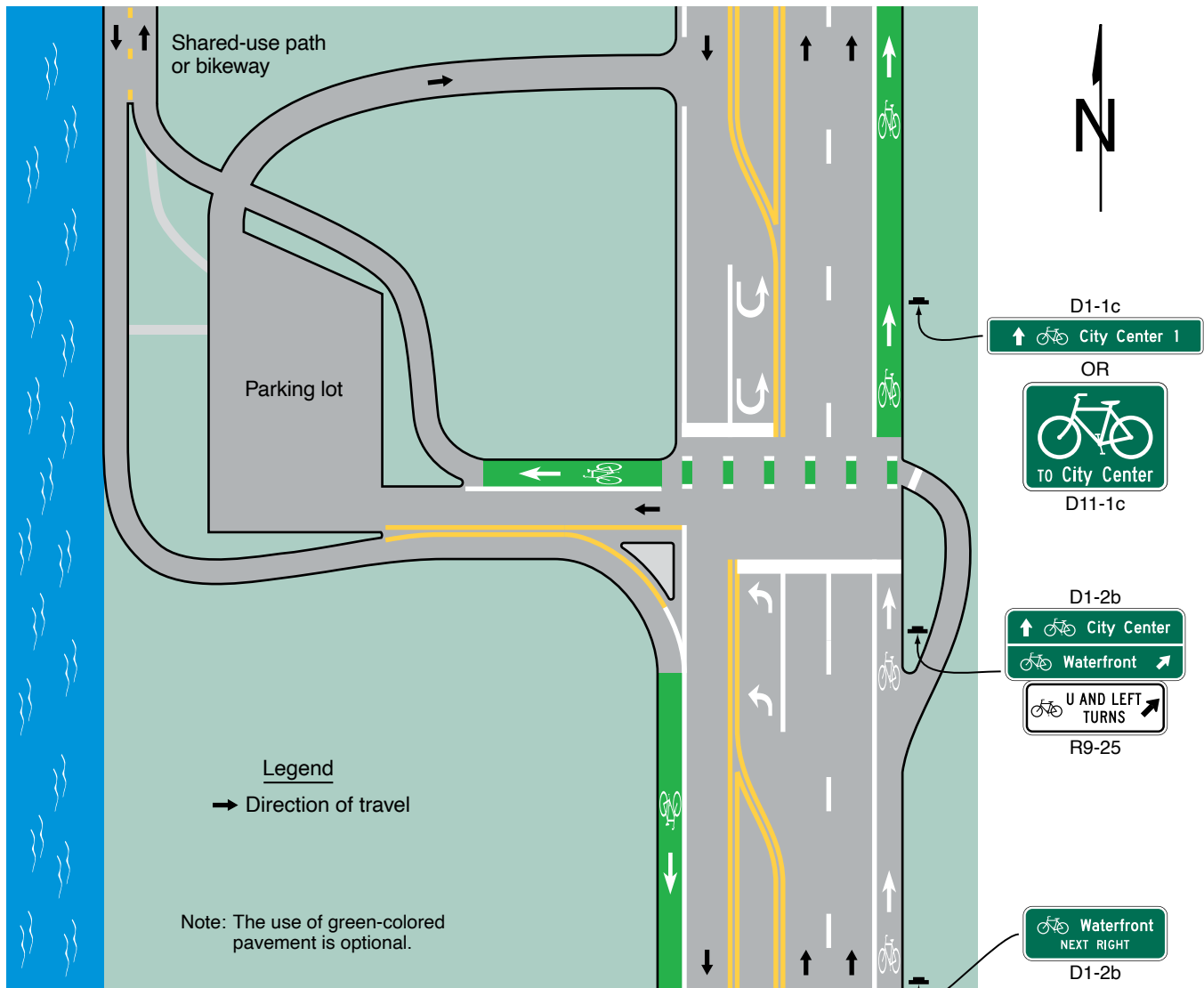
03 The R9-24 series sign (see Figure 9B-1) may be used where bicyclists are required to use the bicycle jughandle turn in order to facilitate all turns.

04 The R9-25 series sign (see Figure 9B-1) may be used where bicyclists are required to use a bicycle jughandle turn to facilitate U-turns and left turns and where right-turning bicyclists are exempted or the right turn is not available or possible (see Figure 9B-6).

05 The R9-26 series sign (see Figure 9B-1) may be used where bicyclists are required to use a jughandle to facilitate U-turns and where left-turning and right-turning bicyclists are exempted or the left turn or right turn is not available or possible.

06 The R9-27 series sign (see Figure 9B-1) may be used where bicyclists are required to use a jughandle to facilitate left turns and where U-turning and right-turning bicyclists are exempted or the U-turn or right turn is not available or possible.

Figure 9B-6. Example of Application of Bicycle Jughandle Sign



- 07 A Bicycle Jughandle sign may be used to indicate a jughandle turn initially made by a left turn for a bicycle lane on the left-hand side of a one-way street or for a counter-flow bicycle lane. The legend RIGHT may be substituted for the legend LEFT on Bicycle Jughandle signs to represent bicycle facilities on the left-hand side of the roadway where facilitating a right turn would be applicable.

Guidance:

- 08 *Applications of Bicycle Jughandle signs should be limited to brief independent alignments either through physical separation or islands formed by pavement markings. Bicycle Jughandle signs should not be used for a turning movement facilitated by a two-stage turn box (see Section 9B.18).*

Support:

- 09 Bicycle Jughandle signs are designed to be mounted below guide signs.
- 10 Section 9D.01 contains information regarding the use of Bicycle Destination signs that can be used for jughandles.

Section 9B.20 Bicycle Actuation Signs (R10-4, R10-22, R10-24, R10-25, and R10-26)

Option:

- 01 Where bicycles are not controlled by pedestrian signal indications, the R10-4, R10-24, or R10-26 sign (see Section 2B.58) may be used.

Guidance:

- 02 *If used, the R10-4, R10-24, or R10-26 signs (see Figure 9B-1) should be installed in the vicinity of where bicycles will be crossing the street.*

Option:

- 03 If bicycles are crossing a roadway where In-Roadway Warning Lights (see Section 4U.02) or other warning lights or beacons have been provided, the R10-25 sign may be used.

- 04 The Bicycle Detector (R10-22) sign (see Figure 9B-1) may be installed at signalized intersections where pavement markings are used to indicate the location where a bicycle is to be positioned to actuate the signal (see Section 9E.15).

Guidance:

- 05 *If the Bicycle Detector sign is installed, it should be placed at the roadside adjacent to the marking to emphasize the location of the marking.*

Section 9B.21 Left Turn Yield to Bicycles Sign (R10-12b)

Option:

- 01 The Left Turn Yield to Bicycles (R10-12b) sign (see Figure 9B-1) may be used to emphasize the requirement for motorists to yield to bicyclists in situations where the motorist is turning across a bicycle movement that may be unexpected in direction, location, or some other quality that would be inconsistent with the typical bicycle lane.

Support:

- 02 Section 2B.59 contains provisions on the placement and use of regulatory Traffic Signal signs.

Section 9B.22 Bicycle Signal Signs (R10-40, R10-40a, R10-41, R10-41a, R10-41b, and R10-41c)

Support:

- 01 The purposes of the Bicycle Signal signs (see Figure 9B-1) are to inform road users that the signal indications in the bicycle signal face are intended only for bicyclists, and to inform bicyclists which specific bicycle movements are controlled by the bicycle signal face.

- 02 Section 4H.03 contains information on signs that are used in conjunction with bicycle signal faces.

Standard:

- 03 **The Bicycle Signal – Mandatory Movement (R10-40 or R10-40a) sign or the Bicycle Signal – Optional Movement (R10-41, R10-41a, R10-41b, or R10-41c) sign shall require bicycles to turn, shall permit turns where such turns would otherwise not be allowed, shall require a bicycle to stay in the same lane and proceed straight through an intersection, or shall indicate allowed movements when a GREEN BICYCLE signal indication is displayed on a bicycle signal face.**

Section 9B.23 LOOK Sign (R15-8)

Option:

- 01 At railroad or LRT grade crossings with shared-use paths or separated bikeways, the LOOK (R15-8) sign (see Figure 9B-1) may be mounted on the Crossbuck support below the Crossbuck (R15-1) sign or any other signs, or on a separate post in the immediate vicinity of the grade crossing on the railroad or LRT right-of-way.

Guidance:

- 02 *A LOOK sign should not be mounted on a Crossbuck Assembly that has a YIELD or STOP sign mounted on the same support as the Crossbuck.*

Section 9B.24 Other Regulatory Signs

Option:

- 01 Other regulatory signs described in Chapters 2B and 8B may be installed on bicycle facilities as appropriate.

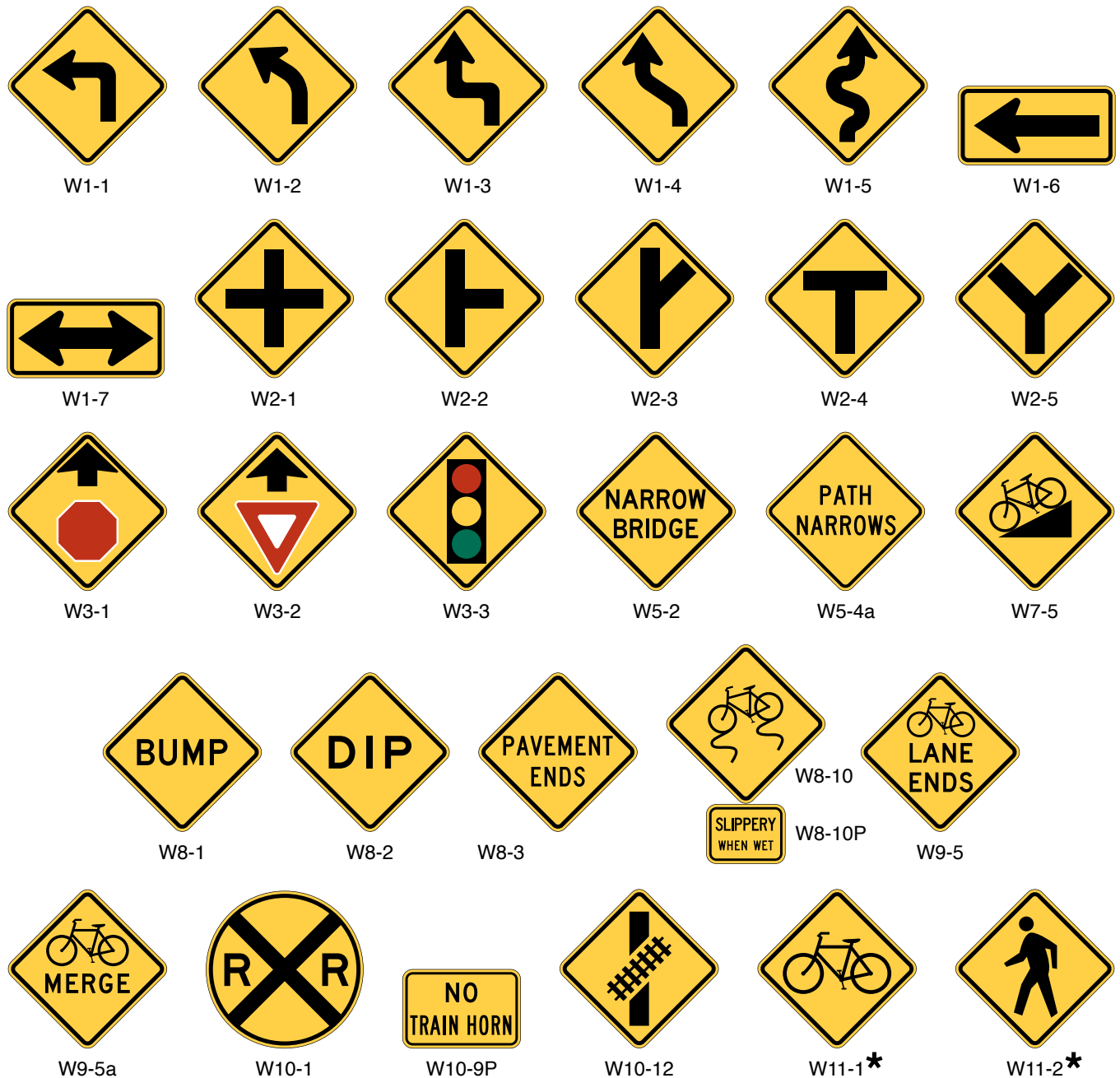
CHAPTER 9C. WARNING SIGNS AND OBJECT MARKERS

Section 9C.01 Turn or Curve Warning Signs (W1 Series)

Guidance:

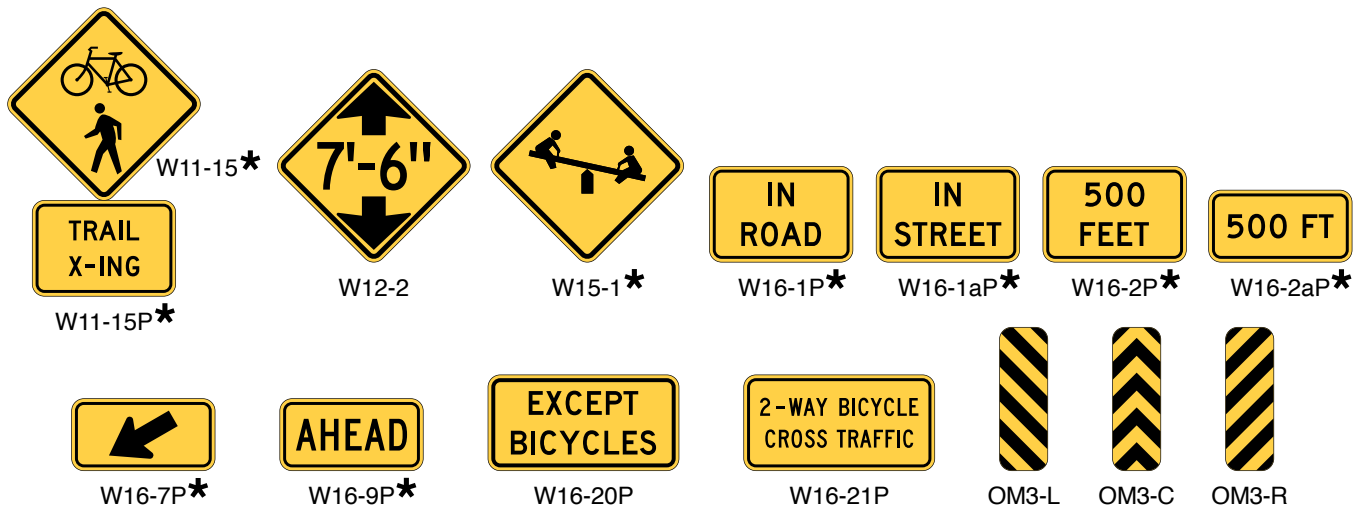
- 01 To warn bicyclists of unexpected changes in shared-use path direction, appropriate Turn, Curve, or Large Arrow (W1-1 through W1-7) signs (see Figure 9C-1) should be used.
- 02 The W1-1 through W1-5 signs should be installed at least 50 feet in advance of the beginning of the change of alignment.

**Figure 9C-1. Warning Signs and Plaques and Object Markers
for Bicycle Facilities (Sheet 1 of 2)**



* A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.

**Figure 9C-1. Warning Signs and Plaques and Object Markers
for Bicycle Facilities (Sheet 2 of 2)**



* A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.

Section 9C.02 Intersection Warning Signs (W2 Series)

Option:

- 01 Intersection Warning (W2-1 through W2-5) signs (see Figure 9C-1) may be used on a roadway, street, or shared-use path in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic.

Guidance:

- 02 When engineering judgment determines that the visibility of the intersection is limited on the shared-use path approach, Intersection Warning signs should be used.
- 03 Intersection Warning signs should not be used where the shared-use path approach to the intersection is controlled by a STOP sign, a YIELD sign, or a traffic control signal.

Section 9C.03 Bicycle Surface Condition Warning Sign (W8-10)

Option:

- 01 The Bicycle Surface Condition Warning (W8-10) sign (see Figure 9C-1) may be installed where roadway or shared-use path conditions could cause a bicyclist to lose control of the bicycle.
- 02 Signs warning of other conditions that might be of concern to bicyclists, including BUMP (W8-1), DIP (W8-2), PAVEMENT ENDS (W8-3), and any other word message that describes conditions that are of concern to bicyclists, may also be used (see Figure 9C-1).
- 03 A supplemental plaque may be used to clarify the specific type of surface condition.

Section 9C.04 Bicycle Warning and Trail Crossing Signs (W11-1 and W11-15)

Support:

- 01 The Bicycle Warning (W11-1) sign (see Figure 9C-1) alerts the road user to unexpected entries into the roadway by bicyclists, and other crossing activities that might cause conflicts. These conflicts might be relatively confined, or might occur randomly over a segment of roadway.
- 02 Section 9C.06 contains information for Bicycle Cross Traffic Warning plaques that can be used below STOP signs on crossroads or driveways that intersect with bicycle facilities.

Option:

- 03 The Trail Crossing (W11-15) sign (see Figure 9C-1) may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque may be mounted below the W11-15 sign.

- 04 If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD (W16-9P) or XX FEET (W16-2P or W16-2aP) plaque to inform road users that they are approaching a point where crossing activity might occur.

Guidance:

- 05 *If used in advance of a specific crossing point, the Bicycle Warning or Trail Crossing sign should be placed at a distance in advance of the crossing location that complies with Table 2C-3.*

Standard:

- 06 **Bicycle Warning and Trail Crossing signs, when used at the location of the crossing, shall be supplemented with a diagonal downward-pointing arrow (W16-7P) plaque to show the location of the crossing.**

Option:

- 07 A fluorescent yellow-green background color with a black legend and border may be used for Bicycle Warning and Trail Crossing signs and supplemental plaques.

Guidance:

- 08 *When the fluorescent yellow-green background color is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and fluorescent yellow-green backgrounds within a zone or area should be avoided.*

Section 9C.05 EXCEPT BICYCLES Warning Plaque (W16-20P)

Option:

- 01 Where it might be advantageous to notify bicyclists that the conditions or hazards depicted by a warning sign are not applicable to bicycles, the EXCEPT BICYCLES (W16-20P) warning plaque (see Figure 9C-1) may be used.

Support:

- 02 Examples of warning signs where an EXCEPT BICYCLES warning plaque can be mounted include DEAD END (W14-1) and NO OUTLET (W14-2) signs (see Section 2C.24).

- 03 Sections 2C.57 and 2C.58 contain information on the design of supplemental warning plaques.

Section 9C.06 Two-Way Bicycle Cross Traffic Warning Plaque (W16-21P)

Standard:

- 01 **When used, the Two-Way Bicycle Cross Traffic (W16-21P) warning plaque (see Figure 9C-1) shall be installed below a STOP or YIELD sign.**

Option:

- 02 The Two-Way Bicycle Cross Traffic warning plaque may be used below STOP or YIELD signs on crossroads and driveways to alert road users of an unexpected bicycle movement.

Support:

- 03 The Two-Way Bicycle Cross Traffic warning plaque can help minimize overuse or misapplication of other warning signs such as the Bicycle Warning (W11-1) sign.

Guidance:

- 04 *The Two-Way Bicycle Cross Traffic warning plaque should be used in combination with a STOP or YIELD sign when a counter-flow or two-way bicycle facility has an approach that is counter to the customary scanning behavior of a motorist at that location.*

Section 9C.07 Bicycle Lane Ends Warning Sign (W9-5) and Bicycles Merging Sign (W9-5a)

Support:

- 01 *Where a warning sign is appropriate, the Bicycle Lane Ends (W9-5) warning sign (see Figure 9C-1) is intended to alert road users that a bicycle lane is ending and that bicycles will share or occupy the travel lane after merging.*

Option:

- 02 The Bicycle Lane Ends warning sign may be used in advance of the end of a bicycle lane to warn that a bicycle lane will be ending.

- 03 The Bicycles Merging (W9-5a) sign (see Figure 9C-1) may be used where a bicycle merging maneuver might occur. The Bicycles Merging sign may be used in addition to the Bicycle Lane Ends (W9-5) warning sign.

Guidance:

- 04 *To avoid excessive use of signs, the Bicycle Lane Ends warning sign should not be used where a bicycle lane is dropped on the approach to an intersection and resumes immediately after the intersection.*

Option:

- 05 A Bicycles Allowed Use of Full Lane (R9-20) sign (see Section 9B.14) and/or shared-lane markings (see Section 9E.09) may be installed downstream of the merge area.
- 06 A W16-2aP supplemental warning plaque may be used to inform road users of the distance to the end of the bicycle lane and/or to the bicycle merge.

Section 9C.08 Other Bicycle Warning Signs

Option:

- 01 Other bicycle warning signs (see Figure 9C-1) such as PATH NARROWS (W5-4a) and Hill (W7-5) may be installed on shared-use paths to warn bicyclists of conditions not readily apparent.
- 02 In situations where there is a need to warn road users to watch for bicycles traveling along the highway, the Bicycle Warning (W11-1) sign may be used with the IN ROAD (W16-1P) plaque or the IN STREET (W16-1aP) plaque (see Figure 9C-1).

Guidance:

- 03 *If used, other advance bicycle warning signs should be installed at least 50 feet in advance of the beginning of the condition.*
- 04 *Where temporary traffic control zones are present on bikeways, appropriate signs from Part 6 should be used.*

Option:

- 05 Other warning signs described in Chapters 2C and 8C may be installed on bicycle facilities as appropriate.

Section 9C.09 Object Markers

Standard:

- 01 **Obstructions in a shared-use path shall be marked with retroreflective material or appropriate object markers as described in Section 2C.70.**

Option:

- 02 Fixed objects adjacent to shared-use paths may be marked with Type 1, Type 2, or Type 3 object markers. If the object marker is not also intended to be seen by motorists, a smaller version of the Type 3 object marker may be used (see Table 9A-1).

CHAPTER 9D. GUIDE AND SERVICE SIGNS

Section 9D.01 Bicycle Destination Signs (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D2-1a, D2-2a, and D2-3a)

Support:

- 01 The purpose of Bicycle Destination (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, and D1-3c) signs (see Figure 9D-1) and Bicycle Distance (D2-1a, D2-2a, and D2-3a) signs (see Figure 9D-1) is to provide guidance to bicyclists traveling along a bikeway network directing them to typical bicycle destinations or points of interest. The smaller size of Bicycle Destination and Distance signs can deemphasize the messages to motorists, especially when the direction(s) or destination(s) displayed provides access to routes or pathways where the use of motor vehicles is prohibited or discouraged. Examples include, but are not limited to:
- A. Bicycles can go in a direction counter to conventional traffic,
 - B. Access to a separated bikeway or shared-use path from a street,
 - C. Access to a bicycle route,
 - D. Bicycles are directed to another roadway or bikeway that facilitates a parallel or alternative route to the same destination, or
 - E. Access to a sidewalk that provides connectivity between bicycle facilities.
- 02 Section 2D.36 contains information on Destination signs used for when the destinations listed would apply to both motorists and bicyclists.
- 03 Section 2D.43 contains information on Distance signs used for when the destinations listed would apply to both motorists and bicyclists.

Standard:

- 04 **Because of their smaller size, Bicycle Destination and Distance signs shall not be used as a substitute for vehicular destination signs when the message is also intended to be applicable to motorists.**

Option:

- 05 Bicycle Destination and Distance (D1-1b, D1-1c, D1-2b, D1-2c, D1-3b, D1-3c, D2-1a, D2-2a, and D2-3a) signs may be installed to provide direction, destination, and distance information as needed for bicycle travel. If several destinations are to be shown at a single location, they may be placed on a single sign with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for the destinations.
- 06 Destination (D1-1 and D1-1a) signs (see Section 2D.36) and Street Name (D3-1) signs (see Section 2D.45) may be installed instead of or in addition to Bicycle Destination signs as needed if the Destination or Street Name sign applies to motorists and bicyclists.
- 07 Distance (D2-1 through D2-3) signs (see Section 2D.43) may be installed instead of, or in addition to, Bicycle Distance (D2-1a through D2-3a) signs, as needed, if the destination and distance information applies to motorists and bicyclists.

Guidance:

- 08 *Adequate separation should be made between any destination or group of destinations in one direction and those in other directions by suitable design of the arrow, spacing of lines of legend, heavy lines entirely across the sign, or separate signs.*
- 09 *Where a Bicycle Destination sign with distance information is located less than ½ mile from the destination, the distance displayed should be to the nearest ¼ mile. Where the distance to be displayed on a Bicycle Destination sign is less than ¼ mile, the distance should be displayed in feet, rather than miles, to the nearest 50 feet.*

Option:

- 10 Distances may be displayed in fractions of a mile to the nearest ⅒ mile to communicate distance information on Bicycle Destination signs where the distance to a destination is desired to be more precise than ¼-mile increments.

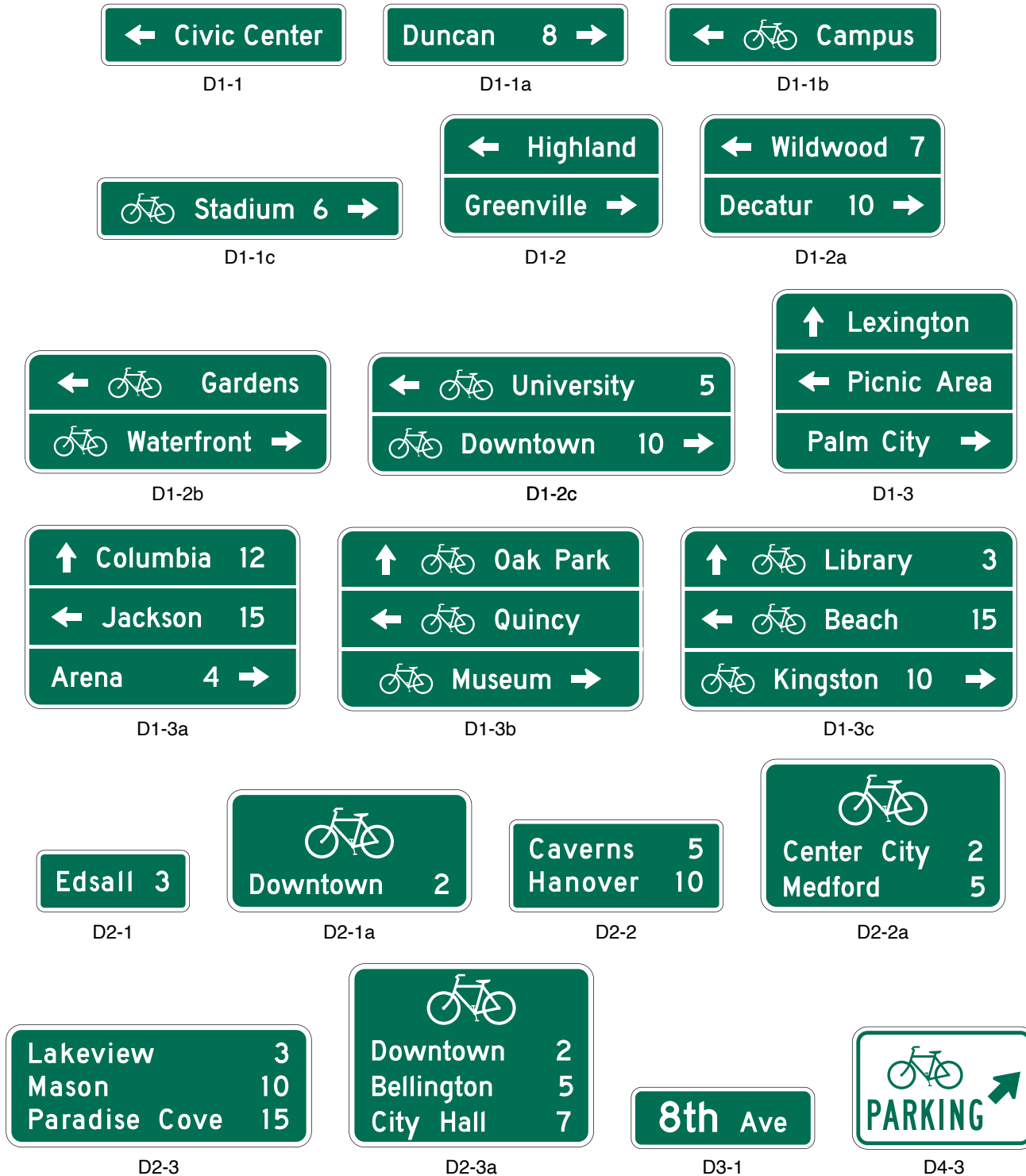
Support:

- 11 Section 2A.08 contains provisions on the display of fractions on guide signs.

Standard:

- 12 **An arrow pointing to the right, if used, shall be at the extreme right-hand side of the sign. An arrow pointing left or up, if used, shall be at the extreme left-hand side of the sign. The distance numerals, if used, shall be placed to the right of the destination names.**
- 13 **Except as provided in Paragraph 14 of this Section, a bicycle symbol shall be placed next to each destination or group of destinations.**

Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (Sheet 1 of 3)



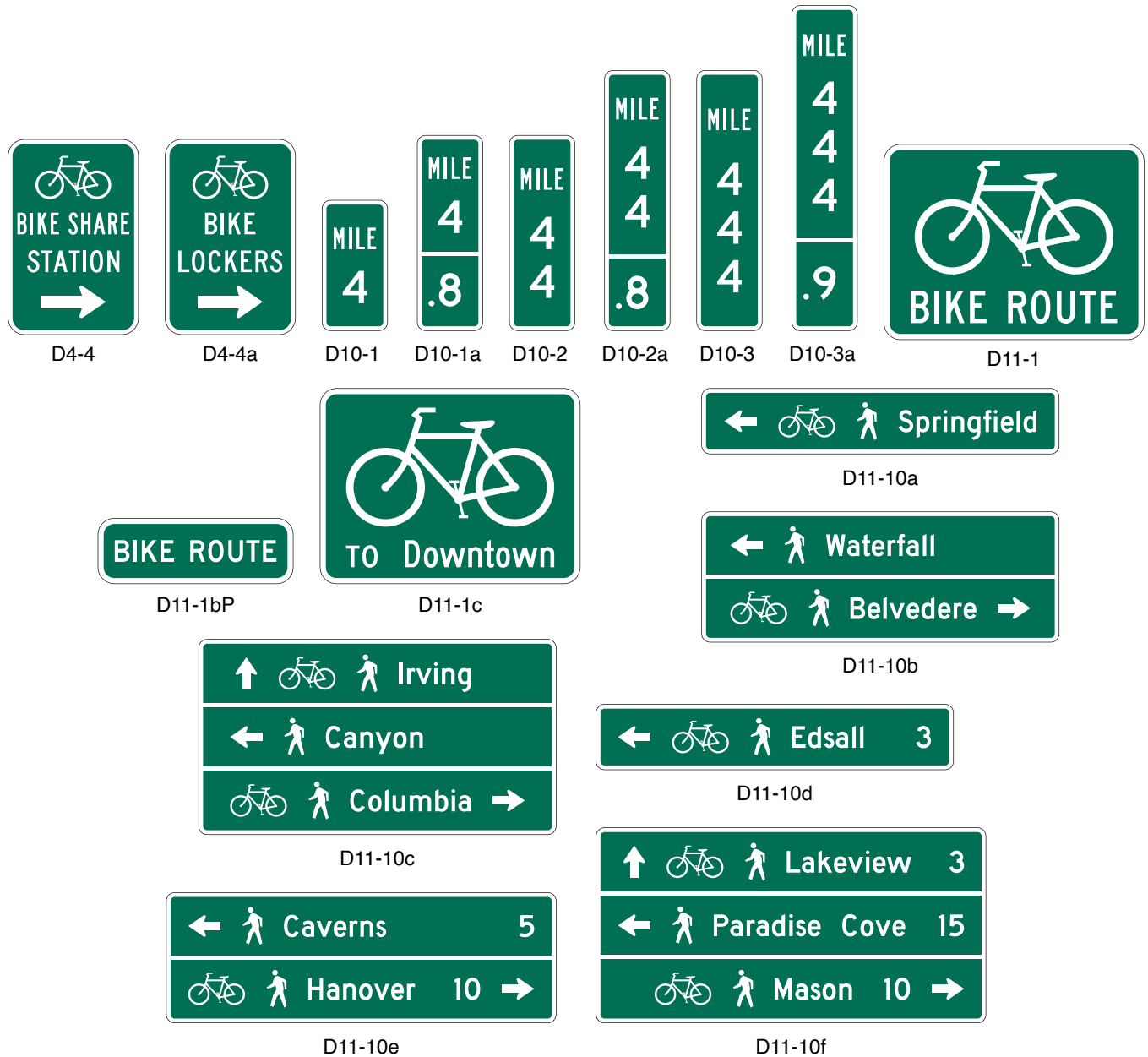
Option:

14 An oversized bicycle symbol may be displayed as the top line of a Bicycle Destination sign instead of individual bicycle symbols for each of the destination/distance lines.

Standard:

15 If an arrow is at the extreme left, the bicycle symbol shall be placed to the right of the respective arrow.

Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 3)



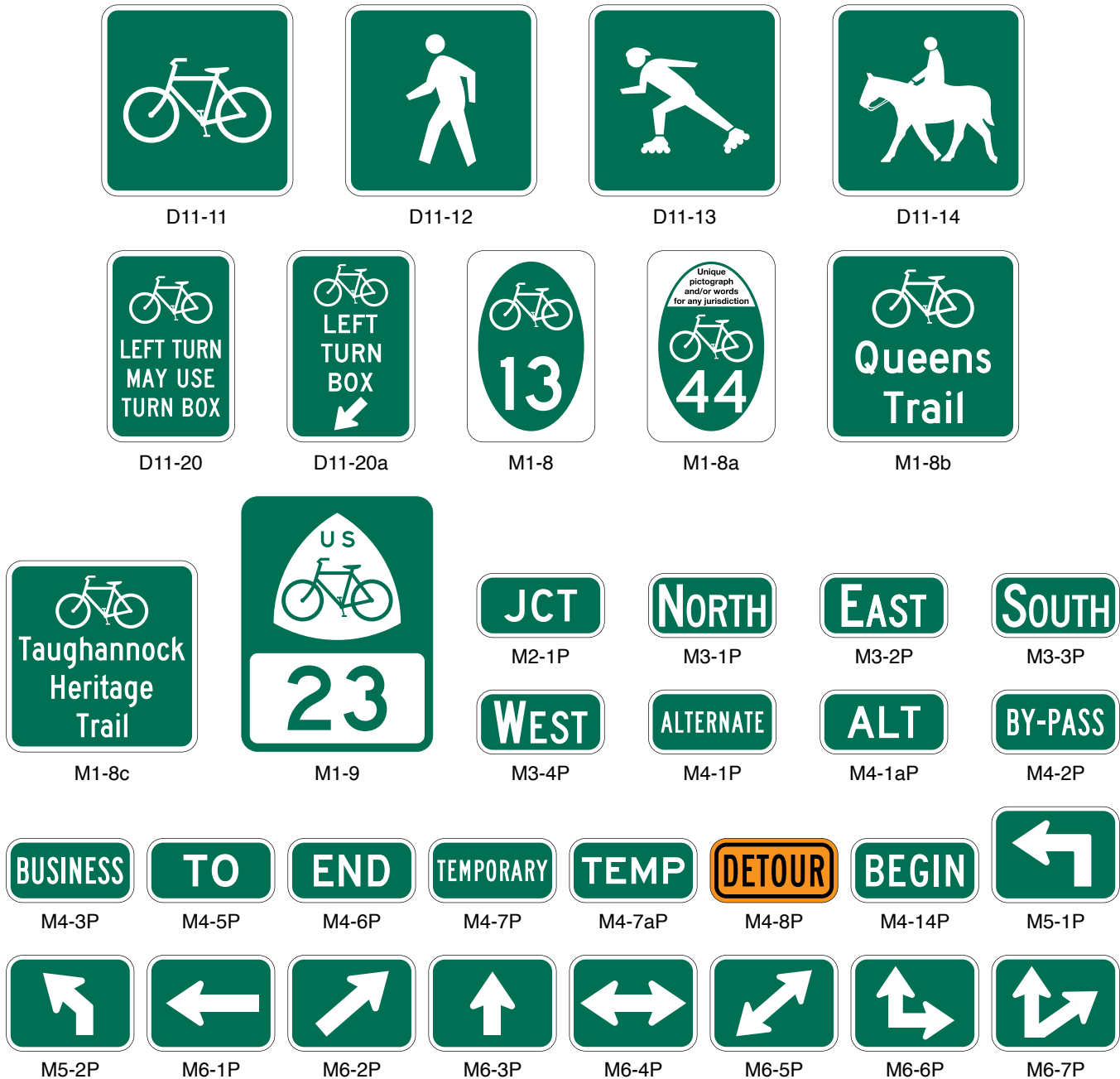
Guidance:

- 16 Where the arrow is at the extreme right, the bicycle symbol should be to the left of the destination legend.
- 17 Unless a sloping arrow will convey a clearer indication of the direction to be followed, the directional arrows should be either horizontal or vertical.
- 18 If several individual name signs are assembled into a group, all of the signs in the assembly should have the same horizontal width.
- 19 Travel times should not be used on Bicycle Destination signs.

Support:

- 20 Travel times can vary greatly for bicyclists based on a variety of factors including individual speed, bicycle type, and type of facility.

Figure 9D-1. Guide Signs and Plaques for Bicycle Facilities (Sheet 3 of 3)



Section 9D.02 Bike Route Guide Signs (D11-1 and D11-1c)

Support:

- 01 The Bike Route Guide (D11-1 or D11-1c) sign (see Figure 9D-1) is used where no unique designation of routes is desired. Sections 9D.04 through 9D.07 contain information for Bicycle Route signs where the bicycle route is designated by number, name, or both.

Option:

- 02 Bike Route Guide signs may be provided along designated unnumbered, unnamed bicycle routes to inform bicyclists of bicycle route direction changes and to confirm route direction and destination.
- 03 If used, Bike Route Guide signs may be repeated at regular intervals so that bicycles entering from side streets will have an opportunity to know that they are on a bicycle route. Similar guide signing may be used for shared roadways with intermediate signs placed for bicycle guidance.
- 04 The Alternative Bike Route Guide (D11-1c) sign may be used to display a word legend that provides information on route direction, destination, and/or route name in place of the “BIKE ROUTE” word legend on the D11-1 sign (see Figure 9D-1).

05 Other plaques such as BEGIN (M4-14P) and END (M4-6P) may be used with Bike Route Guide signs.

Guidance:

06 *Travel times should not be used on Bike Route Guide signs.*

Support:

07 Travel times can vary greatly for bicyclists based on a variety of factors including individual speed, bicycle type, and type of facility.

08 Figure 9D-2 shows examples of guide sign applications for bicycle travel.

Section 9D.03 BIKE ROUTE Plaque (D11-1bP)

Option:

01 The BIKE ROUTE (D11-1bP) plaque (see Figure 9D-1) may be installed to supplement:

- A. The Alternative Bike Route Guide (D11-1c) sign (see Section 9D.02);
- B. The Bicycle Directional (D11-11) sign (see Section 9D.11) for use on a shared-use path; or
- C. A Street Name (D3-1) sign (see Section 2D.45).

Figure 9D-2. Examples of Bicycle Guide Signing (Sheet 1 of 2)

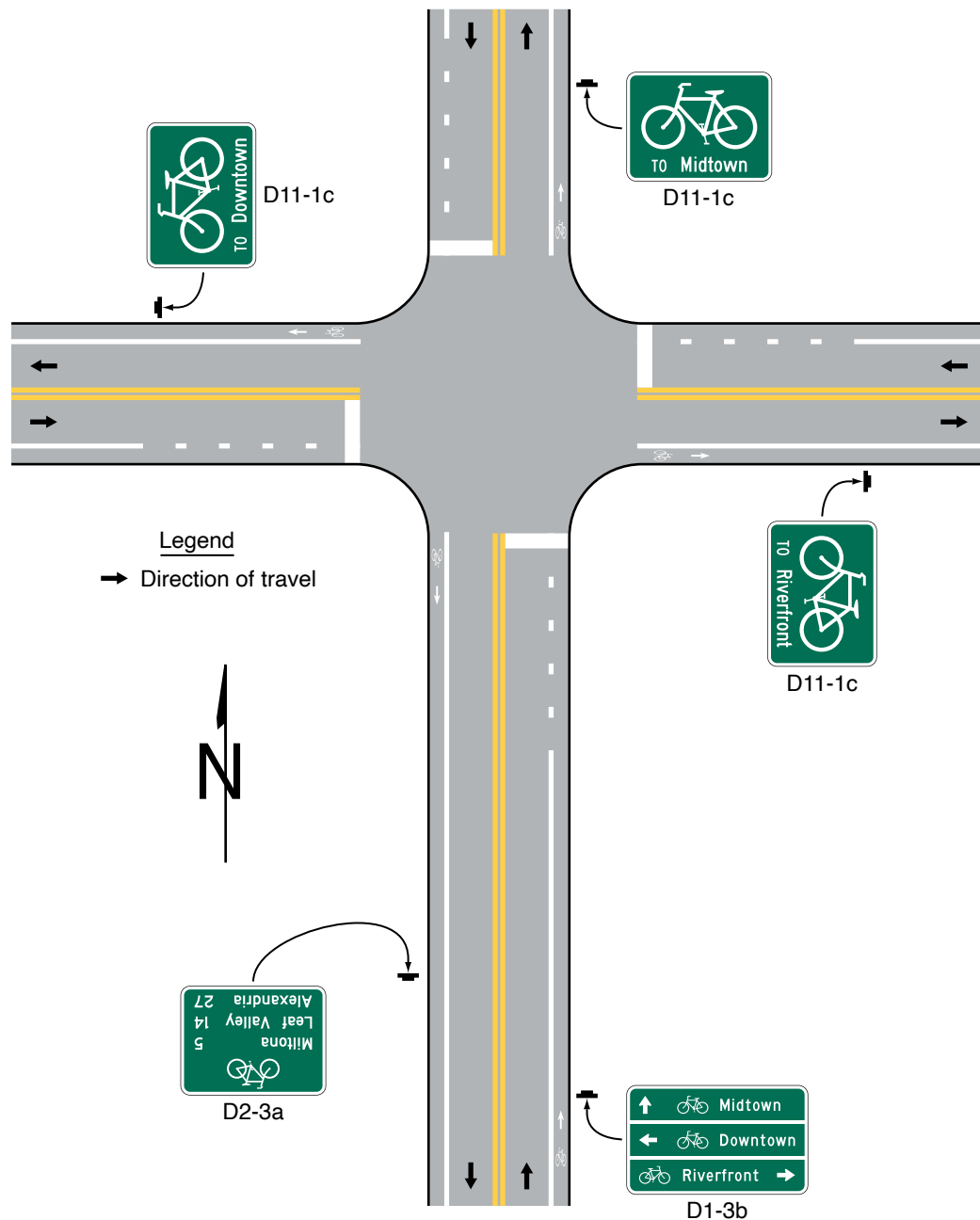
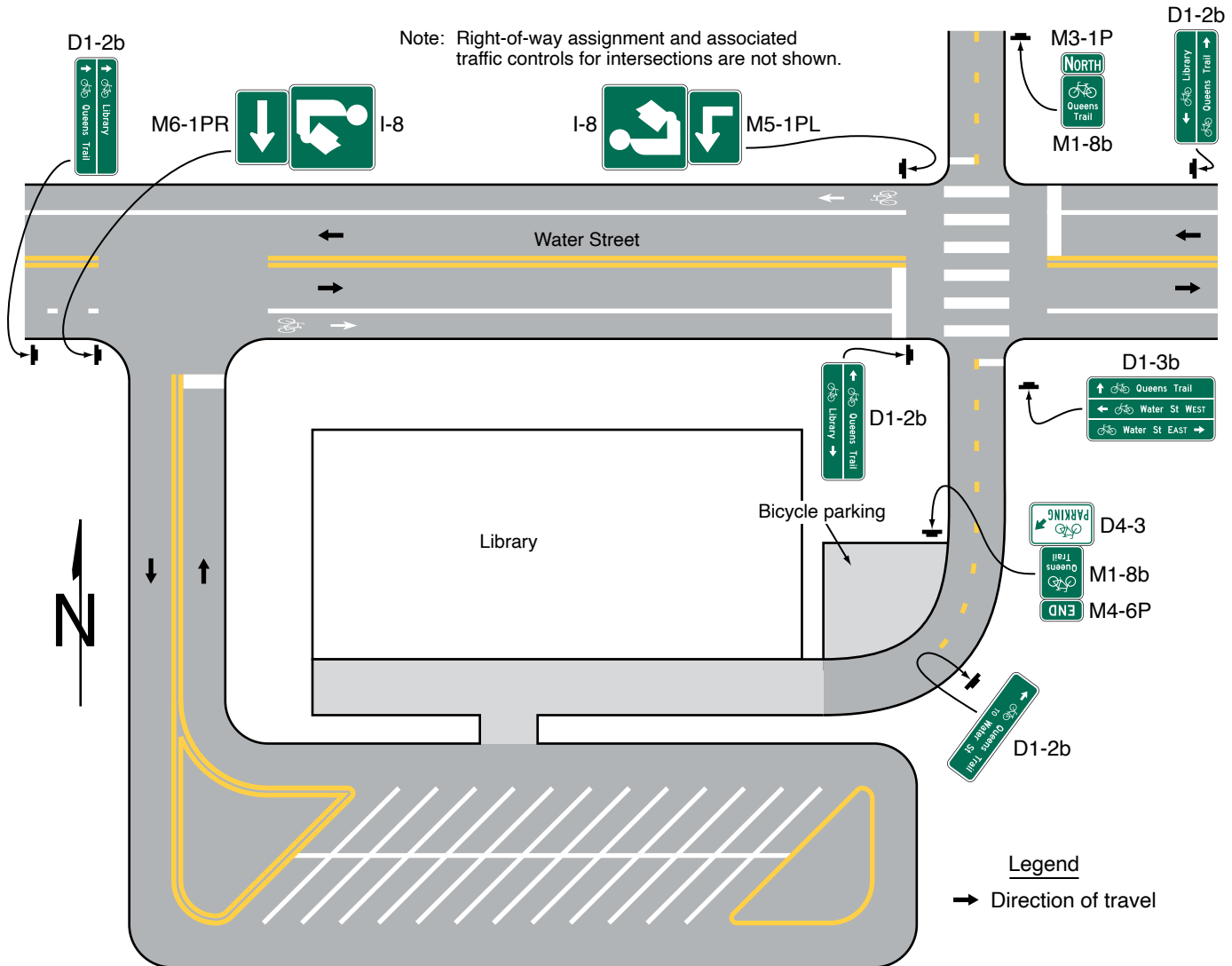


Figure 9D-2. Examples of Bicycle Guide Signing (Sheet 2 of 2)



02 When installed above or below a Street Name sign, the D11-1bP supplemental plaque may include a bicycle symbol to the left of the BIKE ROUTE legend.

Standard:

03 The bicycle symbol shall not be used on a Street Name sign.

04 Where a BIKE ROUTE plaque is used in conjunction with a Street Name sign to identify a street that is part of an overall bicycle network, one of the following signs shall also be used systematically to establish the designated bicycle route on the street identified by the BIKE ROUTE plaque:

- A. Bike Route Guide signs (see Section 9D.02),
- B. Alternative Bike Route Guide (D11-1c) sign (see Section 9D.02),
- C. State or Local Bicycle Route (M1-8 and M1-8a) signs (see Section 9D.05),
- D. Non-Numbered Bicycle Route (M1-8b and M1-8c) signs (see Section 9D.06), or
- E. United States Bicycle Route (M1-9) sign (see Section 9D.07).

05 BIKE ROUTE plaques shall not incorporate replicas of the United States Bicycle Route, State or Local Bicycle Route, or Non-Numbered Bicycle Route sign to replace or supplement the bicycle symbol.

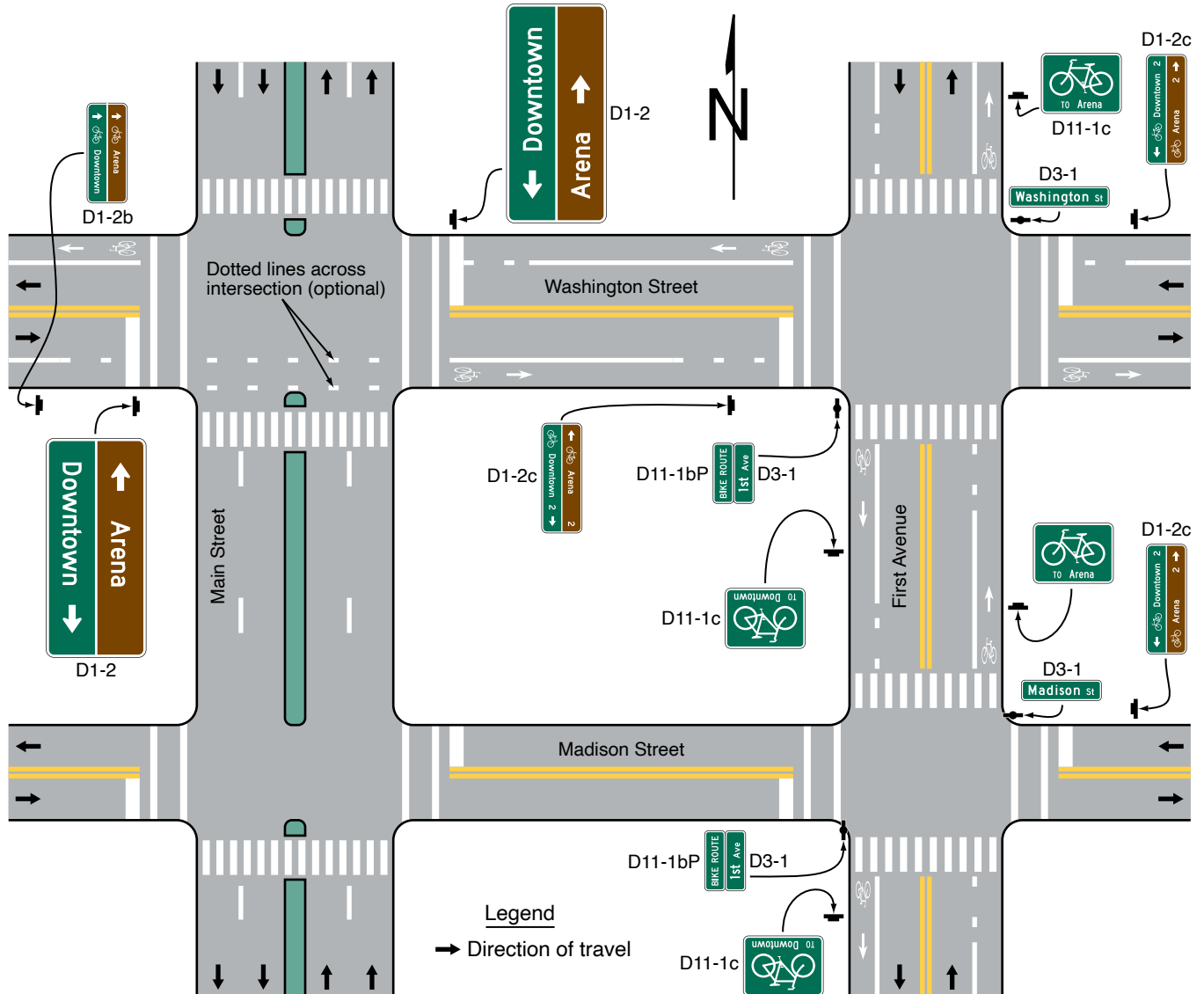
Option:

06 The BIKE ROUTE plaque and the Street Name sign may be different widths.

Support:

07 Figure 9D-3 shows an example of bicycle guide signing using the BIKE ROUTE plaque.

Figure 9D-3. Example of Bicycle Route Guide Signing



Note: The D1-2 signs are larger than the other guide signs on this figure because the legends on the D1-2 signs need to be legible to motorists.

Section 9D.04 Numbered Bikeway Systems

Support:

- 01 The purpose of numbering and signing bikeways and bicycle routes is to identify routes and facilitate travel.
- 02 The United States Bicycle Routes are numbered by the American Association of State Highway Transportation Officials (AASHTO) upon recommendations of State highway organizations. County and local bikeways and bicycle routes are numbered by the appropriate authorities.
- 03 Bicycle route sign systems can be used to distinguish junctions, turns, the beginning of routes, and route termination points. Extensive use of reassurance markers is typically not needed.
- 04 An agency or jurisdiction can use several methods for bicycle route guidance including maps, information guides, or signing.

Guidance:

05 Establishing bicycle route systems described in Paragraph 2 of this Section and any other bicycle route system should be followed with effective communication between affected jurisdictions. County and local jurisdictions that are establishing numbered routes should coordinate with the respective State transportation agency. Care should be taken to avoid the use of numbers or other designations that have been assigned to U.S. Bicycle Routes or other routes in the same geographical region or State. Overlapping numbered routes should be kept to a minimum.

06 Bicycle routes, which might be a combination of various types of bikeways, should establish a continuous routing.

Standard:

07 Multiple numbered bicycle route systems shall be given preference in this order: United States, State, and county or local. The preference shall be given by installing the highest-priority legend on the top or the left of the sign assembly with other numbered overlapping bicycle routes.

08 Where applicable, multiple bicycle route systems with concurrency shall be signed in accordance with Figure 9D-4.

Guidance:

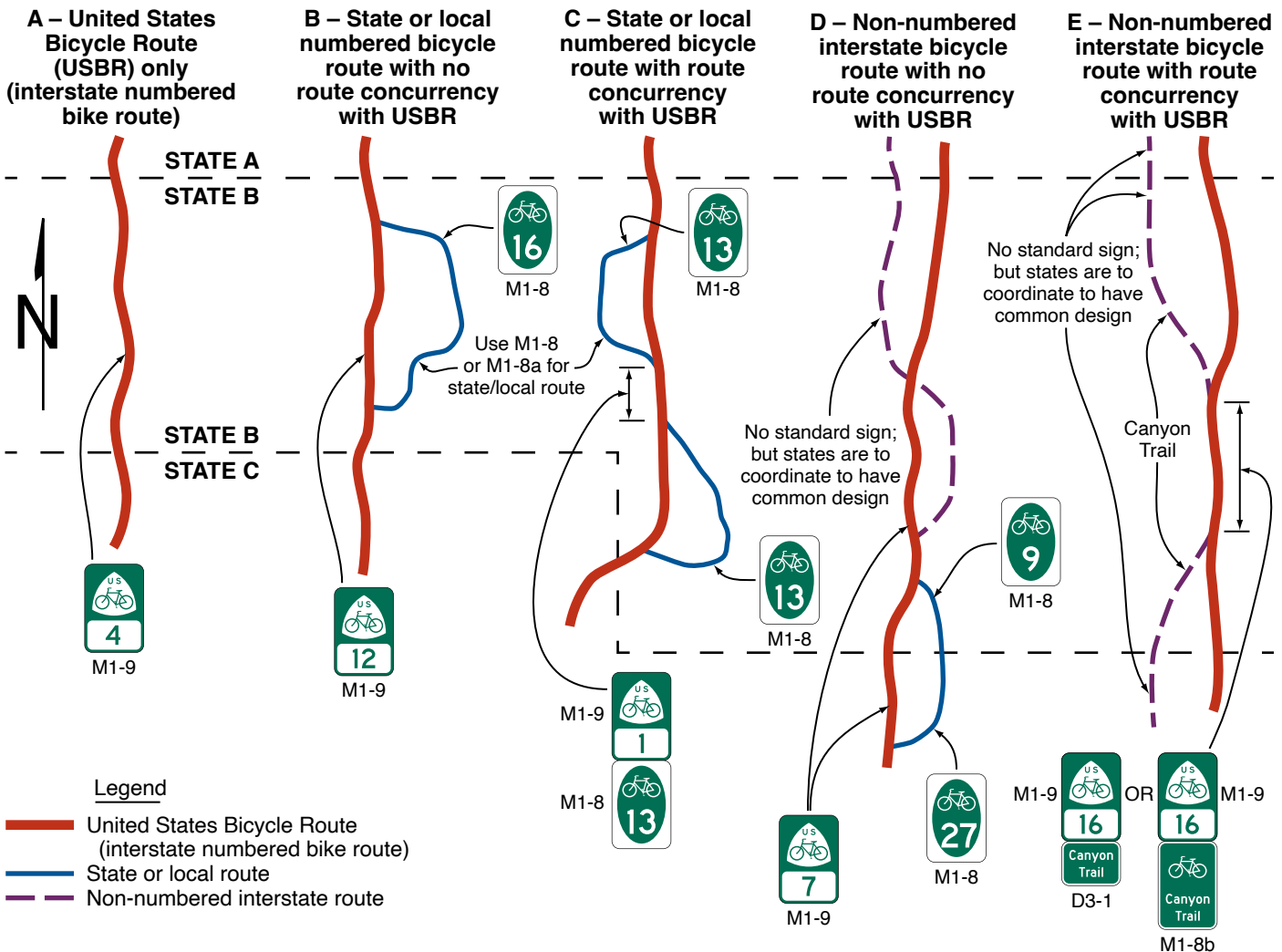
09 Numbered bicycle routes should be identified by route signs (see Sections 9D.05 through 9D.07) and auxiliary plaques (see Section 9D.08).

10 If used, Bicycle Route signs should be placed at locations to keep bicyclists informed of changes in route direction.

Option:

11 Bicycle Route signs may be installed on shared roadways, shared-use paths, or separated bikeways to provide navigational guidance for bicyclists.

Figure 9D-4. Examples of Route Signing for Numbered or Named Bicycle Routes



Section 9D.05 Numbered Bicycle Route Signs (M1-8 and M1-8a)

Option:

- 01 To establish a unique identification (route designation) for a State or local bicycle route, the Bicycle Route (M1-8 or M1-8a) sign (see Figure 9D-1) may be used.

Standard:

- 02 **The Numbered Bicycle Route (M1-8) sign shall display a route designation and shall have a green background with a white legend and border.**
- 03 **The Numbered Bicycle Route (M1-8a) sign shall display the same information as the M1-8 sign and in addition shall display a pictograph or words on the upper portion of the sign panel that are associated with the route or with the agency that has jurisdiction over the route.**
- 04 **If a Numbered Bicycle Route (M1-8 or M1-8a) sign is used on a roadway, it shall include a bicycle symbol.**

Guidance:

- 05 *If a pictograph is used on the M1-8a sign the maximum dimension (height or width) of the pictograph should not exceed 2 times the height of the route numeral, and should be contained within a green border. The minimum width of the graphic on the M1-8a sign should be $\frac{2}{3}$ of the sign width, and the maximum width should be $\frac{1}{10}$ of the sign width.*
- 06 *If a bicycle symbol is used on the M1-8a sign, it should have a minimum height of $\frac{1}{4}$ of the M1-8a sign panel height.*

Section 9D.06 Non-Numbered Bicycle Route Signs (M1-8b and M1-8c)

Standard:

- 01 **Except as provided in Paragraph 2 of this Section, Non-Numbered Bicycle Route (M1-8b and M1-8c) signs (see Figure 9D-1) used on roadways shall have a green background with a white border, and shall include words identifying the bicycle route or a legend consisting of words identifying the bicycle route and a pictograph or bicycle symbol.**

Option:

- 02 Words identifying the bicycle route may be omitted on Non-Numbered Bicycle Route (M1-8b and M1-8c) signs where a pictograph includes the likeness of a bicycle that clearly identifies the route as a bicycle route.

Support:

- 03 Bicycle routes are sometimes designated specifically by name or established using a distinctive route identity, but are not numbered or are intentionally excluded from an overall numbered bicycle route system.
- 04 Section 9D.02 contains information for Bicycle Route signs where no unique designation route is beneficial or desired.

Option:

- 05 Where a bicycle route is named instead of numbered, the Non-Numbered Bicycle Route sign may be used.
- 06 A green background or white border may be omitted on Non-Numbered Bicycle Route (M1-8b or M1-8c) signs used on shared-use paths.

Support:

- 07 Certain uninterrupted, long-distance interstate bicycle routes can largely be on shared-use paths, or other off-roadway facilities. In order to achieve continuity, these bicycle systems might have to share alignments with urban streets, rural highways, or water crossings.
- 08 Long-distance interstate bicycle routes can be administered by independent organizations serving other non-transportation objectives.

Guidance:

- 09 *In order to provide signing on a facility managed by a transportation agency, a statewide policy for encouraging independent organizations to adopt the Non-Numbered Bicycle Route sign should be established.*

Section 9D.07 U.S. Bicycle Route Sign (M1-9)*Guidance:*

- 01 *Where a designated bicycle route extends through two or more States, a coordinated submittal by the affected States for an assignment of a U.S. Bicycle Route number designation should be sent to the American Association of State Highway and Transportation Officials.*

Standard:

- 02 **The U.S. Bicycle Route (M1-9) sign (see Figure 9D-1) shall have a green legend and border with a white background and shall display the route designation as assigned by AASHTO.**

Section 9D.08 Bicycle Route Sign and Auxiliary Plaques*Support:*

- 01 Section 2D.12 contains additional provisions for the design of route sign auxiliary plaques. Sections 2D.29 through 2D.34 contain additional provisions for the general application of route signs.

Guidance:

- 02 *If a designated or numbered bicycle route is concurrent with a numbered highway, the route sign and auxiliary plaques for the bikeway should be installed as independent assemblies and should not be installed with other Route signs or confirmation assemblies for the numbered or named highway on the same assembly.*

Standard:

- 03 **Route signs for bikeways shall not be installed on guide signs or overhead.**

Option:

- 04 Route assemblies for a designated or numbered bicycle route may be installed at locations or distances other than those prescribed in Sections 2D.29 through 2D.34 if engineering judgment indicates that the operation or speed of the bicycle justifies alternate locations or distances.

- 05 Auxiliary plaques (see Figure 9D-1) may be used in conjunction with Bicycle Route signs as needed.

Guidance:

- 06 *If used, Junction (M2-1P), Cardinal Direction (M3 series), and Alternative Route (M4 series) auxiliary plaques should be mounted above the appropriate Bicycle Route signs.*

- 07 *If used, Advance Turn Arrow (M5 series) and Directional Arrow (M6 series) auxiliary plaques should be mounted below the appropriate Bicycle Route signs.*

- 08 *Except for the M4-8P plaque, all route sign auxiliary plaques should match the color combination of the route sign that they supplement.*

- 09 *Route sign auxiliary plaques carrying word legends that are used on bicycle routes should have a minimum size of 12 x 6 inches. Route sign auxiliary plaques carrying arrow symbols that are used on bicycle routes should have a minimum size of 12 x 9 inches.*

Standard:

- 10 **If both the Junction (M2-1P), Cardinal Direction (M3 series), or Alternative Route (M4 series) auxiliary plaque and the Advance Turn Arrow (M5 series) or Directional Arrow (M6 series) auxiliary plaques are used on the same sign assembly as a Bicycle Route sign, the Junction, Cardinal Direction, or Alternative Route auxiliary plaque shall be installed above the Bicycle Route sign, and the Advance Turn Arrow or Directional Arrow auxiliary plaque shall be installed below the Bicycle Route sign.**

Option:

- 11 With route signs of larger sizes, auxiliary plaques may be suitably enlarged, but not such that they exceed the width of the route sign.

- 12 A route sign and any auxiliary plaques used with it may be combined on a single sign as a guide sign.

- 13 Figure 9D-3 shows typical placements of signs for bicycle routes.

Standard:

- 14 **If used, a Bicycle Route sign assembly shall consist of a route sign and auxiliary plaques that identify the route and indicate the direction.**

Guidance:

- 15 *If the bicycle route is signed, Bicycle Route sign assemblies should be installed on all approaches where that route intersects with other numbered bicycle routes.*

Standard:

16 **Within groups of assemblies, information for bicycle routes intersecting from the left shall be mounted at the left in horizontal arrangements and at the top or center of vertical arrangements. Similarly, information for bicycle routes intersecting from the right shall be at the right or bottom, and for straight-through bicycle routes at the center in horizontal arrangements or top in vertical arrangements.**

17 **A Junction assembly shall consist of a Junction auxiliary plaque and a Bicycle Route sign. The Bicycle Route sign shall carry the number of the intersected or joined bicycle route.**

Option:

18 The Junction assembly may be installed in advance of intersections where a numbered bicycle route is intersected or joined by another numbered bicycle route.

Standard:

19 **An Advance Bicycle Route Turn assembly shall consist of a Bicycle Route sign, an Advance Turn Arrow or word message auxiliary plaque, and a Cardinal Direction auxiliary plaque, if needed. If used, it shall be installed in advance of an intersection where a turn must be made to remain on the indicated route.**

Option:

20 The Advance Bicycle Route Turn assembly may be used in advance of intersecting routes. On the approach to an intersection with a numbered bicycle route, the Advance Bicycle Route Turn assembly may be used to pre-position turning bicyclists in the correct lane position from which to make their turn.

Standard:

21 **A Directional assembly shall consist of a Cardinal Direction auxiliary plaque, if needed, a route sign, and a Directional Arrow auxiliary plaque.**

Guidance:

22 *The various uses of Directional assemblies should be as follows:*

- A. *Turning movements should be marked by a Directional assembly with a route sign displaying the number of the turning route and a single-headed arrow pointing in the direction of the turn.*
- B. *The beginning of a route should be marked by a Directional assembly with a route sign displaying the number of that route and a single-headed arrow pointing in the direction of the route.*
- C. *An intersected route on a crossroad where the route is designated on both legs should be designated by:

 1. *Two Directional assemblies, each with a route sign displaying the number of the intersected route, a Cardinal Direction auxiliary plaque, and a single-headed arrow pointing in the direction of movement on that route; or*
 2. *A Directional assembly with a route sign displaying the number of the intersected route and a double-headed arrow, pointing at appropriate angles to the left, right, or ahead.**
- D. *An intersected route on a side road or on a crossroad where the route is designated only on one of the legs should be designated by a Directional assembly with a route sign displaying the number of the intersected route, a Cardinal Direction auxiliary plaque, and a single-headed arrow pointing in the direction of movement on that route.*

Option:

23 Straight-through movements may be indicated by a Directional assembly with a route sign displaying the number of the continuing route and a M6-3P Directional Arrow – Through auxiliary plaque.

Guidance:

24 *A Directional assembly should not be used for a straight-through movement in the absence of other assemblies indicating right or left turns, as the Confirming assembly sign beyond the intersection normally provides adequate guidance.*

25 *Directional assemblies should be located on the near right corner of the intersection. Where unusual conditions exist, the location of a Directional assembly should be determined by engineering judgment.*

Support:

26 It is more important that guide signs be readable, and that the information and direction displayed thereon be readily understood, at the appropriate time and place than to be located with absolute uniformity.

Guidance:

- 27 *If used, Confirming or Reassurance assemblies should consist of a Cardinal Direction auxiliary plaque and a route sign. Where the Confirming or Reassurance assembly is for an alternative route, the appropriate auxiliary plaque for an alternative route should also be included in the assembly.*
- 28 *If used, a Confirming assembly should be installed just beyond intersections of numbered routes.*
- 29 *If used, Reassurance assemblies should be installed between intersections in urban areas as needed, and beyond the built-up area of any incorporated city or town.*
- 30 *If used, Bicycle Route signs for either confirming or reassurance purposes should be spaced at such intervals as necessary to keep bicyclists informed of their routes.*

Section 9D.09 Bicycle Parking Area, Sharing Station, and Lockers Guide Signs (D4-3, D4-4, and D4-4a)**Support:**

- 01 Bicycle parking areas include bicycle racks or stands, parking stations or structures, sharing systems, or lockers. These facilities can be either regulated or unregulated.

Option:

- 02 The Bicycle Parking Area (D4-3) guide sign (see Figure 9D-1) may be installed where it is desirable to show the direction to a designated bicycle parking area. The arrow may be reversed as appropriate.
- 03 The Bicycle-Sharing Station (D4-4) guide sign (see Figure 9D-1) may be installed to provide directional information to a designated bicycle-sharing system. The arrow may be reversed as appropriate.
- 04 The Bicycle-Sharing Station guide sign may be modified with two lines to accommodate installation in constrained areas.
- 05 The Bicycle Lockers (D4-4a) guide sign (see Figure 9D-1) may be installed where it is desirable to show the direction to designated bicycle lockers. The arrow may be reversed as appropriate.

Guidance:

- 06 *If used, the Bicycle-Sharing Station guide sign should be used in conjunction with a regulated bicycle-sharing system such as one that requires the user to pre-register or provide a deposit in order to use a bicycle.*
- 07 *Where it is determined that unregulated bicycle-sharing parking facilities necessitate a bicycle parking sign, the Bicycle Parking Area guide sign should be used.*

Standard:

- 08 **In accordance with Section 1D.07, Bicycle Parking Area, Sharing Station, and Lockers guide signs shall not include promotional advertising, business logos, or other identification that would convey the involvement of a public-private partnership for operating the bicycle parking facility or sharing system.**

Section 9D.10 Reference Location Signs (D10-1 through D10-3) and Intermediate Reference Location Signs (D10-1a through D10-3a)**Support:**

- 01 There are two types of reference location signs:
- A. Reference Location (D10-1, D10-2, and D10-3) signs (see Figure 9D-1) show an integer distance point along a shared-use path; and
 - B. Intermediate Reference Location (D10-1a, D10-2a, and D10-3a) signs (see Figure 9D-1) show the same information as Reference Locations signs, but they also show a tenth-of-a-mile decimal so that they can be installed between integer distance points along a shared-use path.

Option:

- 02 Reference Location (D10-1 through D10-3) signs may be installed along any section of a shared-use path to assist users in estimating their progress, to provide a means for identifying the location of emergency incidents and crashes, and to aid in maintenance and servicing.
- 03 To augment the reference location sign system, Intermediate Reference Location (D10-1a to D10-3a) signs, which show the tenth of a mile with a decimal point, may be installed at one-tenth-of-a-mile intervals, or at some other regular spacing.

Guidance:

- 04 *If Intermediate Reference Location (D10-1a through D10-3a) signs are used to augment the reference location sign system, the Reference Location sign at the integer mile point should display a decimal point and a zero numeral.*
- 05 *Reference location signs for shared-use paths should have a minimum mounting height of 2 feet, measured vertically from the bottom of the sign to the elevation of the near edge of the shared-use path, and should not be governed by the mounting height requirements prescribed in Section 9A.02.*

Option:

- 06 Reference location signs may be installed on one side of the shared-use path only and may be installed back-to-back.
- 07 If a reference location sign cannot be installed in the correct location, it may be moved in either direction as much as 50 feet.

Guidance:

- 08 *If a reference location sign cannot be placed within 50 feet of the correct location, it should be omitted.*
- 09 *Zero distance should begin at the south and west terminus points of shared-use paths.*

Support:

- 10 Section 2H.11 contains additional information regarding reference location signs.

Section 9D.11 Mode-Specific Directional Guide Signs for Shared-Use Paths (D11-11, D11-12, D11-13, and D11-14)

Option:

- 01 Where separate pathways are provided for different types of users, mode-specific Directional Guide (D11-11, D11-12, D11-13, and D11-14) signs (see Figure 9D-1) may be used to guide different types of users to the pathway that is intended for their respective modes.
- 02 Mode-specific Directional Guide signs may be installed at the entrance to shared-use paths where the signed mode(s) are permitted or encouraged, and periodically along these facilities as needed.
- 03 The Bicycle Directional (D11-11) sign, when combined with the BIKE ROUTE (D11-1bP) supplemental plaque, may be substituted for the D11-1 Bike Route Guide sign on shared-use paths.
- 04 When some, but not all, non-motorized user types are encouraged or permitted on a shared-use path, mode-specific Directional Guide signs may be placed in combination with each other, and in combination with signs (see Section 9B.08) that prohibit travel by particular modes.

Support:

- 05 Figure 9D-5 shows an example of signing where separate pathways are provided for different non-motorized user types.

Section 9D.12 Destination Guide Signs for Shared-Use Paths (D11-10a, D11-10b, D11-10c, D11-10d, D11-10e, and D11-10f)

Support:

- 01 This Section contains information on the application of Destination Guide signs for shared-use paths.

Standard:

- 02 **Where bicycle traffic is allowed on the shared-use path, Destination Guide signs for shared-use paths and any identification markers shall be retroreflective.**

Guidance:

- 03 *Destination Guide signs for shared-use paths should be installed on independent assemblies and should not be combined with regulatory and warning signs.*

Option:

- 04 Destination Guide signs for shared-use paths may use symbols detailed in the “Standard Highway Signs” publication (see Section 1A.05) in addition to the bicycle symbol to display other modes permitted to use the shared-use path.

Standard:

- 05 **If used, symbols on Destination Guide signs for shared-use paths shall be limited to those where the symbol displayed is an allowable mode on the path or pathway alignment, and where the symbol is supported by other regulatory signs to convey the operation. Symbols unrelated to the allowable modes that would otherwise display directional navigation to a facility, activity, or point of interest shall not be used.**

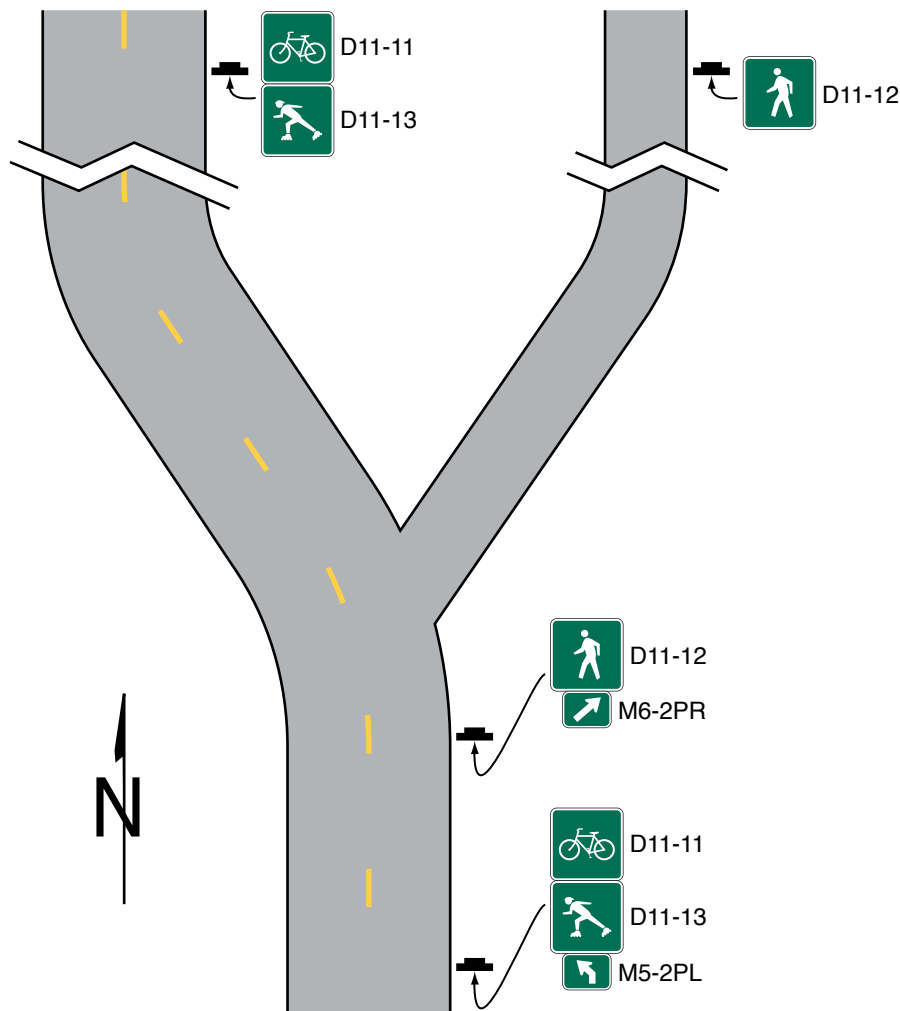
Support:

- 06 Chapter 2M contains information for symbol signs used for facilities, activities, and points of interest.

Guidance:

- 07 *Destination Guide signs for shared-use paths, exclusive of any identification marker used, should be rectangular in shape. Simplicity and uniformity in design, position, and application as described in Section 2A.04 are important and should be incorporated into the sign design.*
- 08 *Destination Guide signs for shared-use paths should be limited to three destinations per sign (see Section 2D.06).*
- 09 *Abbreviations (see Section 1D.08) should be kept to a minimum, and should include only those that are commonly recognized and understood.*

Figure 9D-5. Examples of Mode-Specific Guide Signing on a Shared-Use Path



Support:

10 Figure 9D-6 shows an example of a signing system of Destination Guide signs used on shared-use paths.

Standard:

11 **The arrow location and priority order of destinations shall follow the provisions described in Sections 2D.08 and 2D.36. Arrows shall be of the designs provided in Section 2D.08.**

12 **The lettering for destinations on Destination Guide signs for shared-use paths shall be a combination of lower-case letters with initial upper-case letters (see Section 2D.04). All other word messages on Destination Guide signs for shared-use paths shall be in all upper-case letters.**

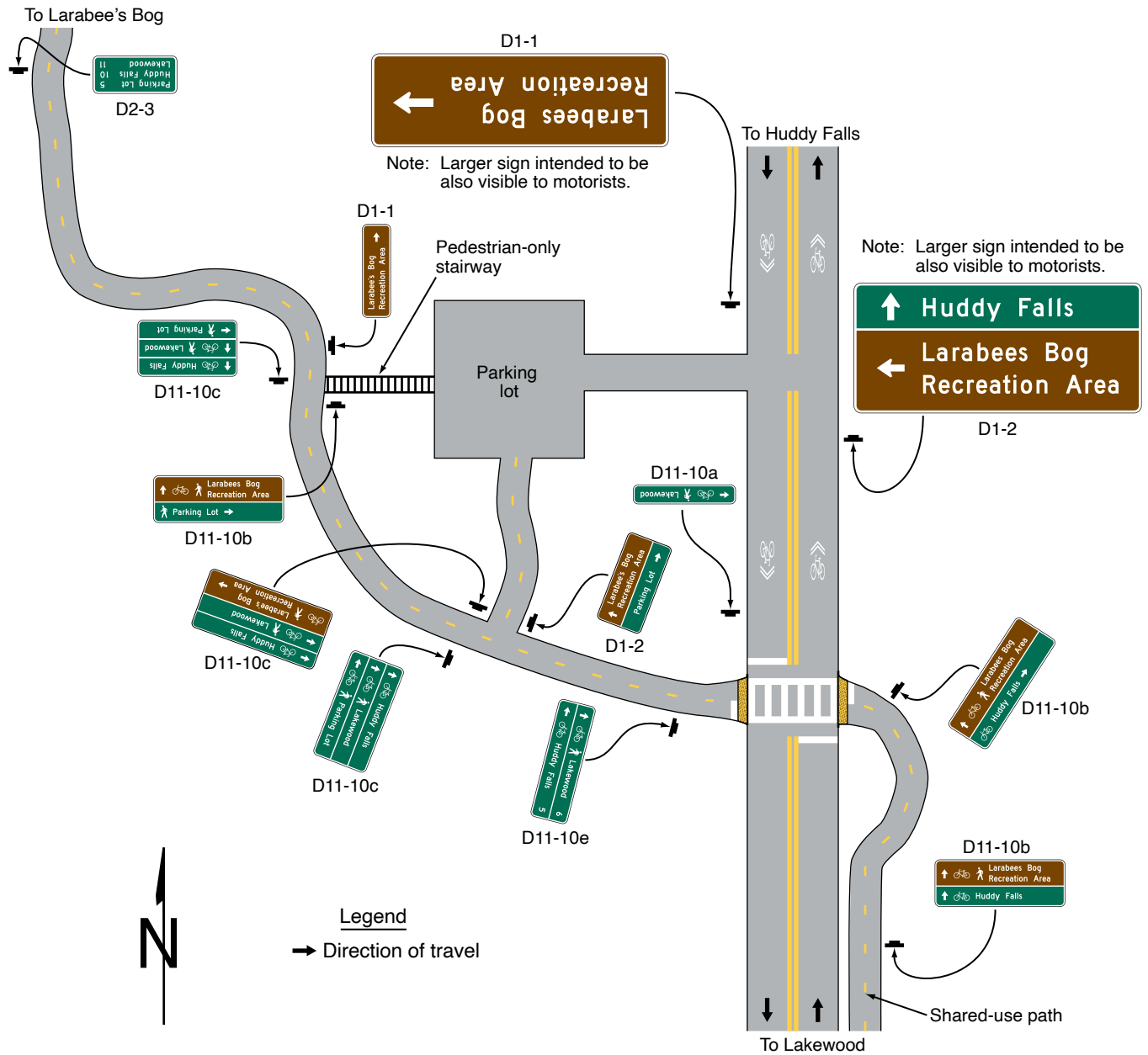
13 **Except as provided in Paragraph 15 of this Section, the lettering style used for destination and directional legends on Destination Guide signs for shared-use paths shall comply with the provisions of Section 2D.04.**

Option:

14 The distance to the place named may be displayed on the Destination Guide sign. If several destinations are to be displayed at a single point, the several names may be placed on a single sign with an arrow (and the distance, if desired) for each name. If more than one destination lies in the same direction, a single arrow may be used for such a group of destinations.

15 A lettering style other than the Standard Alphabets provided in the “Standard Highway Signs “ publication (see Section 1A.05) may be used on Destination Guide signs for shared-use paths if an engineering study determines that the legibility and recognition values for the chosen lettering style at minimum letter heights meet or exceed the values for the Standard Alphabets for the same legend height and stroke width.

Figure 9D-6. Examples of Destination Guide Signs for Shared-Use Paths



Standard:

16 Where a shared-use path is within the highway right-of-way or crosses a street or highway, an alternative lettering style shall not be used.

Option:

17 Pictographs (see definition in Section 1C.02) may be used on Destination Guide signs for shared-use paths.

Standard:

18 If a pictograph is used, its height shall not exceed 2 times the height of the upper-case letters of the principal legend on the sign.

19 Business logos, commercial graphics, or other forms of advertising (see Section 1D.07) shall not be used on Destination Guide signs for shared-use paths or sign assemblies.

Option:

20 An identification marker may be used in an assembly for Destination Guide signs applied to shared-use paths, or may be incorporated into the overall design of Destination Guide sign, as a means of visually identifying the sign as part of an overall system of signs.

Standard:

- 21 **The size of an identification marker shall be smaller than the Destination Guide sign. Identification markers shall not be designed to have an appearance that could be mistaken by road users as being a traffic control device.**

Guidance:

- 22 *The area of the identification marker should not exceed 1/5 of the area of the Destination Guide sign with which it is mounted in the same sign assembly.*

Standard:

- 23 **Except as provided in Paragraph 26 of this Section, Destination Guide signs for shared-use paths shall have a white legend and border on a green or brown background and shall be consistent with the basic design principles for guide signs.**

- 24 **Color coding or pictographs shall not be used to distinguish between different types of destinations. If used, color coding shall be accomplished by the use of different colored square or rectangular panels on the face of the sign, each positioned to the left of the named geographic area to which the color-coding panel applies. The height of the colored square or rectangular panels shall not exceed 2 times the height of the upper-case letters of the principal legend on the sign.**

Option:

- 25 The different colored square or rectangular panels may include either a black or a white (whichever provides the better contrast with the color of the panel) letter, numeral, or other appropriate designation to identify the destination.

- 26 Except where a shared-use path is within the highway right-of-way or crosses a street or highway, Destination Guide signs for shared-use paths may use background colors other than green or brown in order to provide a color identification for systematic destinations within the overall guide signing system.

Standard:

- 27 **The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background colors for Destination Guide signs for shared-use paths, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by path users.**

Option:

- 28 Destination Guide signs for shared-use paths may display telephone numbers, Internet addresses, and e-mail addresses, including domain names and uniform resource locators (URLs).

Standard:

- 29 **If used, the use of telephone numbers, Internet addresses, and e-mail addresses shall be limited to direct contact information of the jurisdiction with authority of the shared-use path, or contact information for emergency service response, or both. Contact information for advertising purposes shall not be used.**

Section 9D.13 Two-Stage Bicycle Turn Box Guide Signs (D11-20 Series)*Support:*

- 01 Two-stage bicycle turn boxes provide a way for a bicyclist to make a turn in a manner such that a merge across the general-purpose lanes is not required.

- 02 Section 9B.18 provides information about situations when the use of a two-stage bicycle turn box is required and also contains information about the Two-Stage Bicycle Turn Box (R9-23 series) regulatory signs.

- 03 Section 9E.11 contains information regarding pavement markings for two-stage bicycle turn boxes.

Option:

- 04 Where a two-stage bicycle turn box is provided, the Two-Stage Bicycle Turn Box guide sign series (see Figure 9D-1) may be used.

Standard:

- 05 **Where used, the Two-Stage Bicycle Turn Box Advance (D11-20) guide sign shall be mounted in advance of the intersection where the turn box is located.**

- 06 **Where used, the Two-Stage Bicycle Turn Box (D11-20a) guide sign shall be mounted on the far side of the intersection.**

Option:

- 07 Where the Two-Stage Bicycle Turn Box Advance (D11-20) guide sign is used, an additional Two-Stage Bicycle Turn Box Advance guide sign may be mounted on the near side of the intersection where the turn box is located.

- 08 If used, an appropriately-sized Street Name (D3-1) sign (see Section 2D.45) may be installed below the Two-Stage Bicycle Turn Box Advance guide sign to identify the crossroad where the turn box will be available.

- 09 Figure 9D-7 shows an example of Two-Stage Bicycle Turn Box guide signs at a location where the use of the turn box is optional.

Section 9D.14 General Service Signing for Bikeways

Option:

- 01 General Service signs (see Chapter 2I) may be used on bikeways.

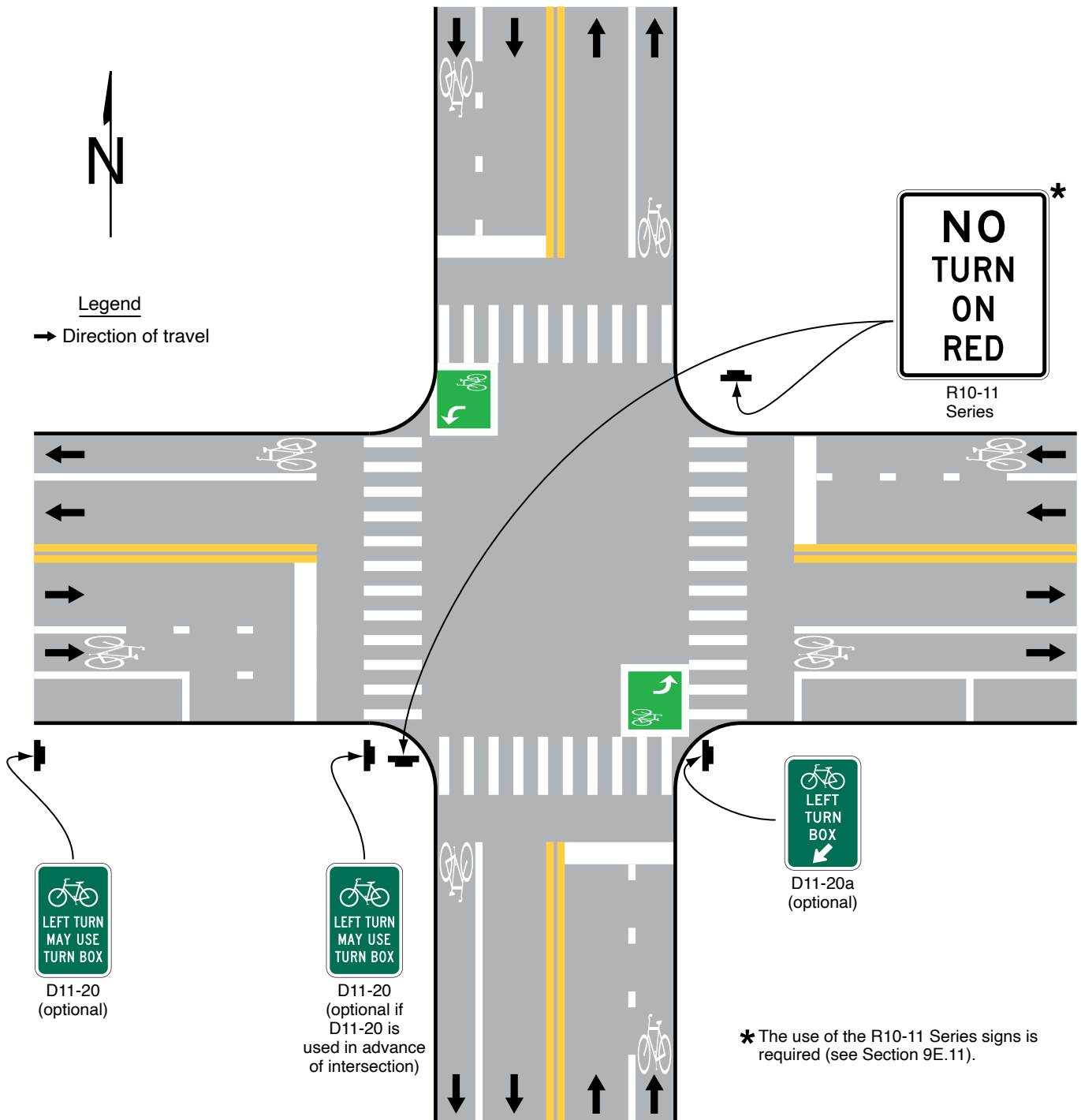
Standard:

- 02 The sizes of General Service signs intended for viewing by both bicyclists and other road users shall comply with the sizes in Table 2I-1.

Option:

- 03 General Service signs intended for the exclusive use of bicyclists may be of reduced size.

Figure 9D-7. Example of Two-Stage Bicycle Turn Box when Use is Optional



CHAPTER 9E. MARKINGS

Section 9E.01 Bicycle Lanes

Support:

- 01 Pavement markings designate that portion of the roadway for preferential use by bicyclists. Markings inform all road users of the restricted nature of the bicycle lane.

Standard:

- 02 **Longitudinal pavement markings and bicycle lane symbol or word markings (see Figure 9E-1) shall be used to define bicycle lanes.**

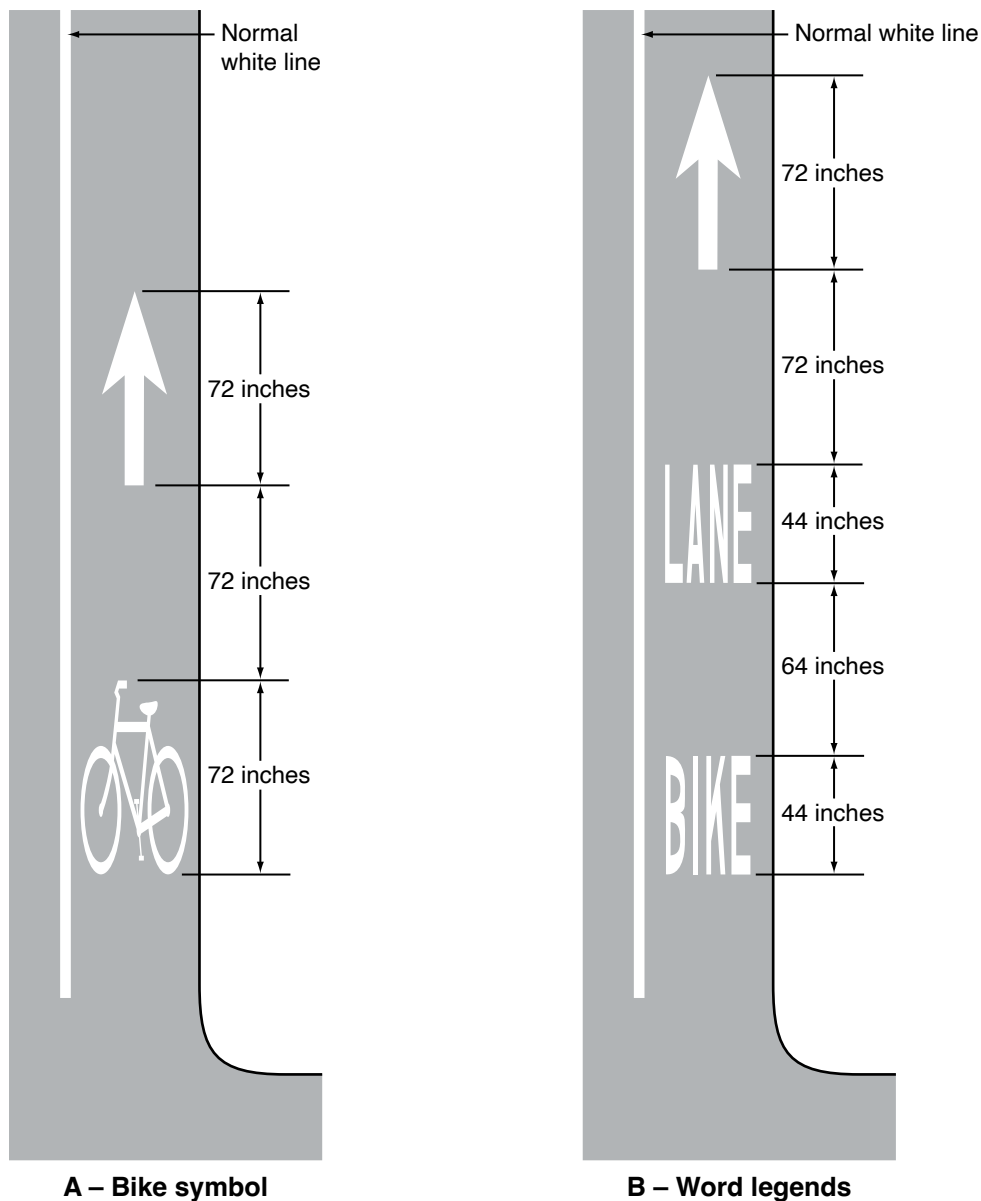
Guidance:

- 03 *The first symbol or word marking in a bicycle lane should be placed at the beginning of the bicycle lane and downstream symbol or word markings should be placed after major intersections. Additional symbol or word markings should be placed at periodic intervals along the bicycle lane based on engineering judgment.*

Option:

- 04 An arrow marking (see Figure 9E-1) may be used in conjunction with the bicycle lane symbol or word marking, placed downstream from the symbol or word marking.

Figure 9E-1. Word, Symbol, and Arrow Pavement Markings for Bicycle Lanes



05 Where the bicycle lane symbols or word markings are used, Bicycle Lane signs (see Section 9B.04) may also be used, but not necessarily adjacent to every set of pavement markings in order to avoid overuse of the signs.

Support:

06 Section 3H.06 contains information on green-colored pavement for use in bicycle lanes.

Standard:

07 **The bicycle symbol or BIKE LANE pavement word marking and the pavement marking arrow shall not be used in a shoulder.**

08 **A portion of the roadway shall not be established as both a shoulder and a bicycle lane.**

Support:

09 Where a shoulder is provided or is of sufficient width to meet the expectation of a highway user in that it can function as a space for emergency, enforcement, or maintenance activities, or avoidance or recovery maneuvers, Section 9B.16 contains information regarding the Bicycles Use Shoulder Only sign that can be used to denote locations on a freeway or expressway where bicycles are permitted on an available and usable shoulder.

10 Examples of pavement markings for bicycle lanes on a two-way street are shown in Figure 9E-2.

Section 9E.02 Bicycle Lanes at Intersection Approaches

Standard:

01 **Except as provided in Paragraph 2 of this Section, a through bicycle lane shall not be positioned to the right of a right turn only lane or to the left of a left turn only lane.**

Option:

02 A through bicycle lane may be positioned to the right of a right turn only lane or to the left of a left turn only lane provided that the bicycle lane is controlled by a traffic signal that displays bicycle signal indications (see Chapter 4H).

Support:

03 Unless controlled by a bicycle signal indication, a bicyclist continuing straight through an intersection from the right of a right turn only lane or from the left of a left turn only lane would be inconsistent with normal traffic behavior and would violate the expectations of right-turning or left-turning motorists.

Guidance:

04 *When the right (left) through lane is dropped to become a mandatory right-turn (left-turn) lane, the bicycle lane markings should stop at least 100 feet before the beginning of the right-turn (left-turn) lane. Through bicycle lane markings should resume to the left (right) of the mandatory right-turn (left-turn) lane.*

05 *Except as provided in Paragraph 2 of this Section, an optional through-right (through-left) turn lane next to a mandatory right-turn (left-turn) lane should not be used where there is a through bicycle lane.*

Standard:

06 **A bicycle lane located on an intersection approach between general-purpose lanes for motor vehicle movements shall be marked with at least one bicycle symbol and at least one arrow pavement marking as provided in Paragraph 4 of Section 9E.01.**

07 **A bicycle lane shall not be marked within a general-purpose lane, either with dotted or any other line markings.**

Option:

08 Where there is insufficient width in the roadway to include both a bicycle lane and a general-purpose turn lane, bicycle travel may be accommodated within the turn lane or general-purpose lane using shared-lane markings.

Standard:

09 **Where a general-purpose turn lane is controlled by a traffic control signal, through bicycle movements shall not be accommodated in the turn lane unless the turning movement is always permitted to proceed simultaneously with the adjacent through movement.**

Support:

10 Examples of bicycle lane markings on approaches to intersections are shown in Figures 9E-3, 9E-4, and 9E-9.

Guidance:

11 *The longitudinal line defining a bicycle lane should be dotted on approaches to intersections where turning vehicles are permitted to cross the path of through-moving bicycles (see Figure 9D-7).*

Figure 9E-2. Example of Pavement Markings for Bicycle Lanes on a Two-Way Street

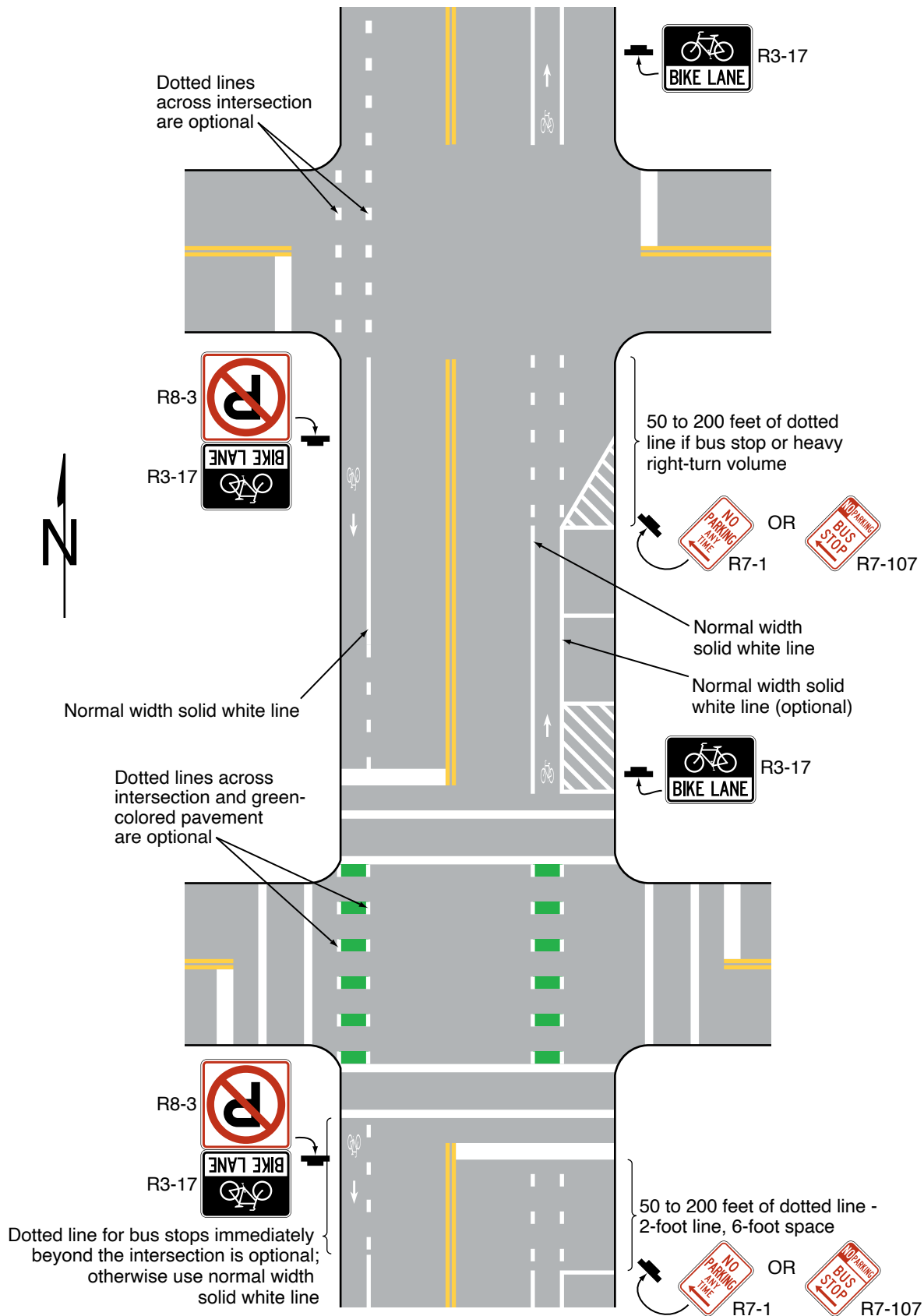


Figure 9E-3. Examples of Bicycle Lane Markings on an Approach to an Intersection
(Sheet 1 of 3)

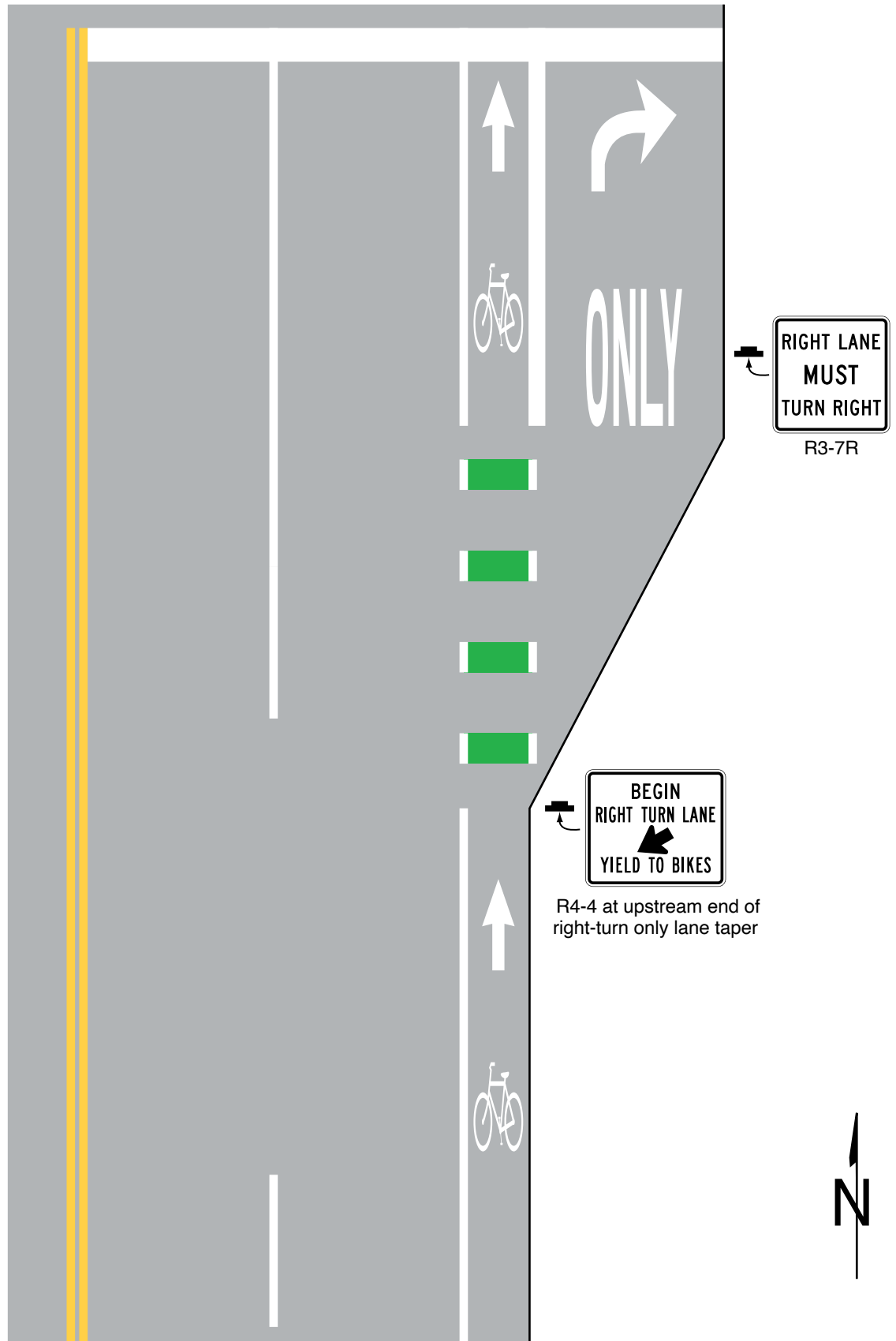


Figure 9E-3. Examples of Bicycle Lane Markings on an Approach to an Intersection
(Sheet 2 of 3)

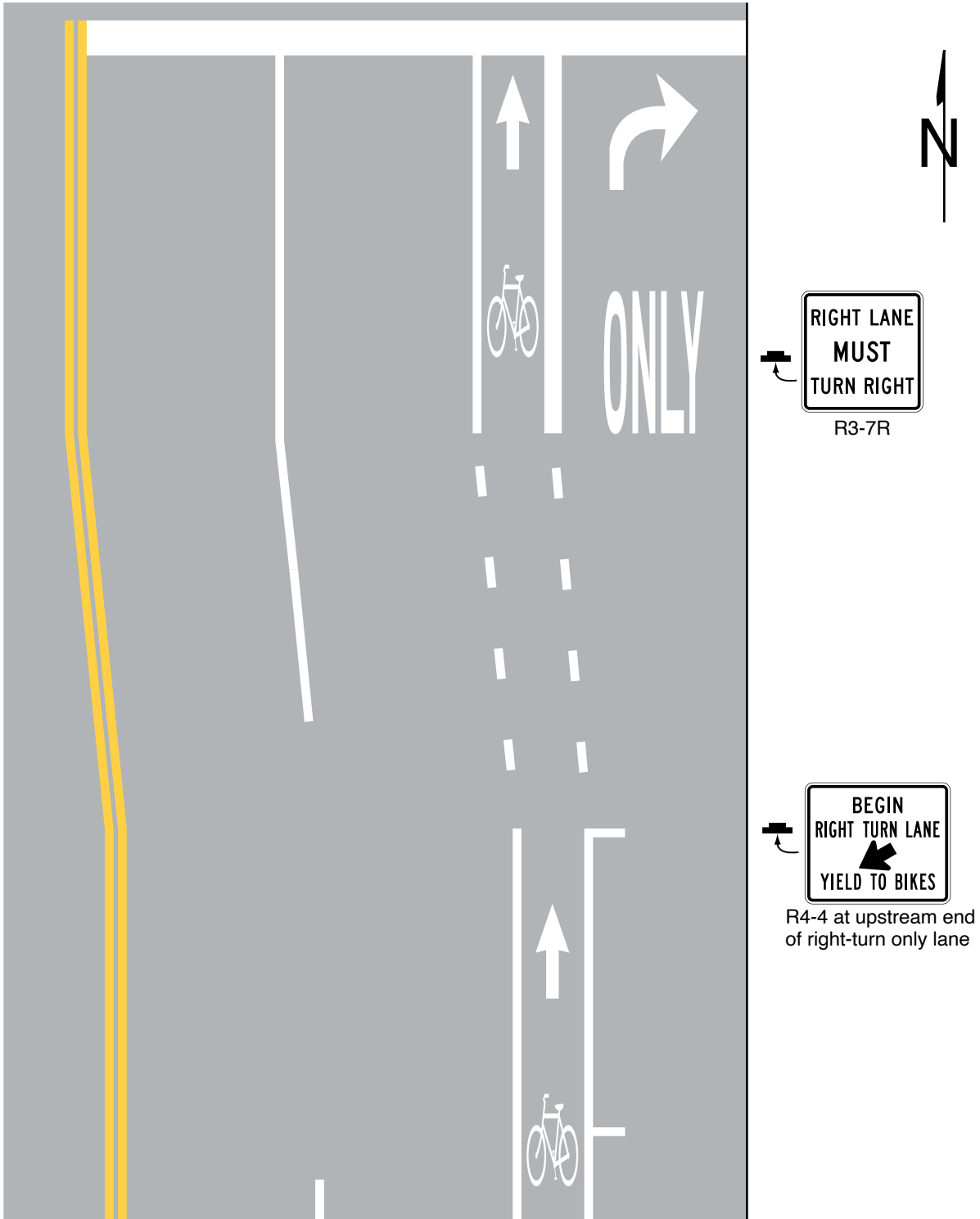


Figure 9E-3. Examples of Bicycle Lane Markings on an Approach to an Intersection
(Sheet 3 of 3)

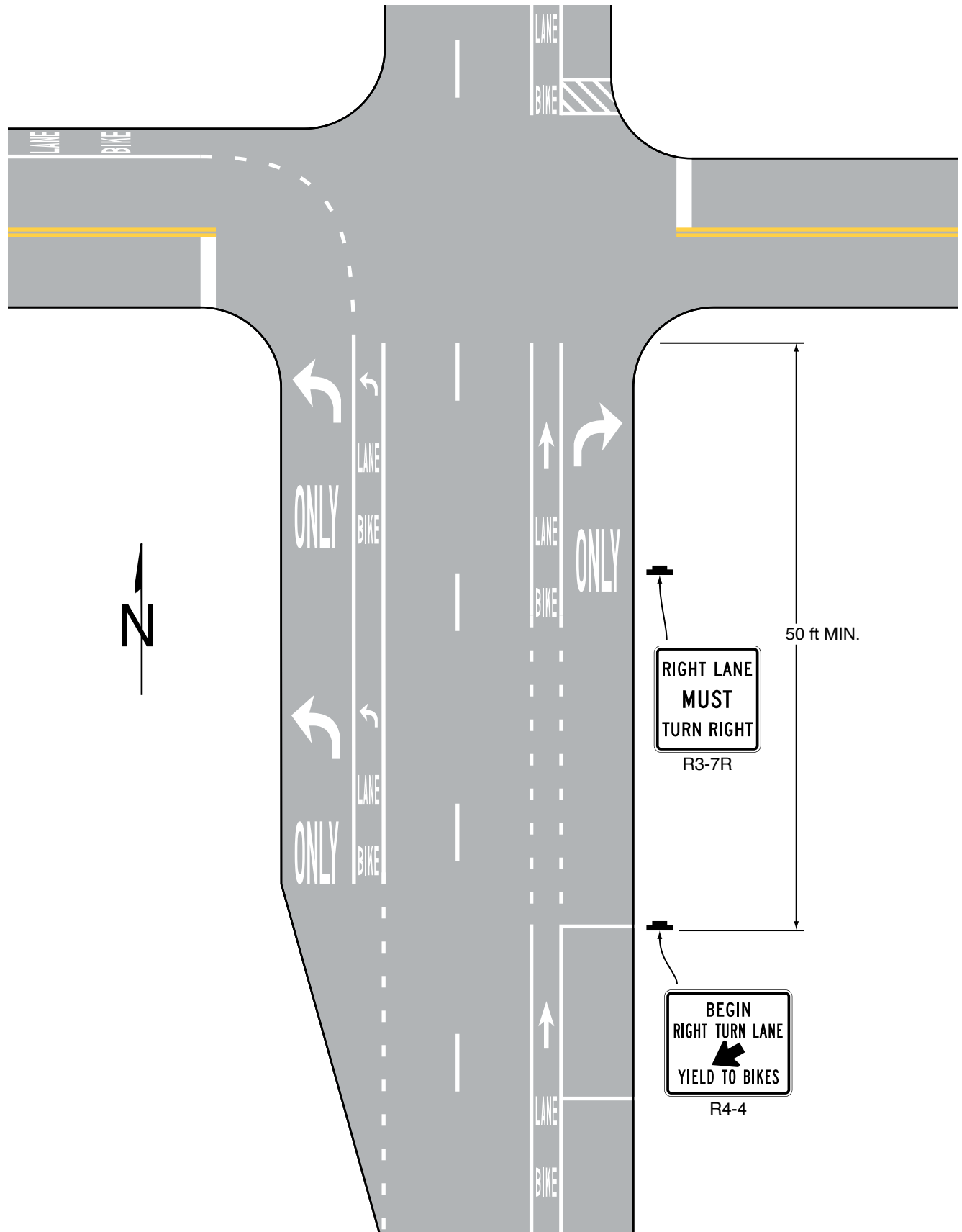
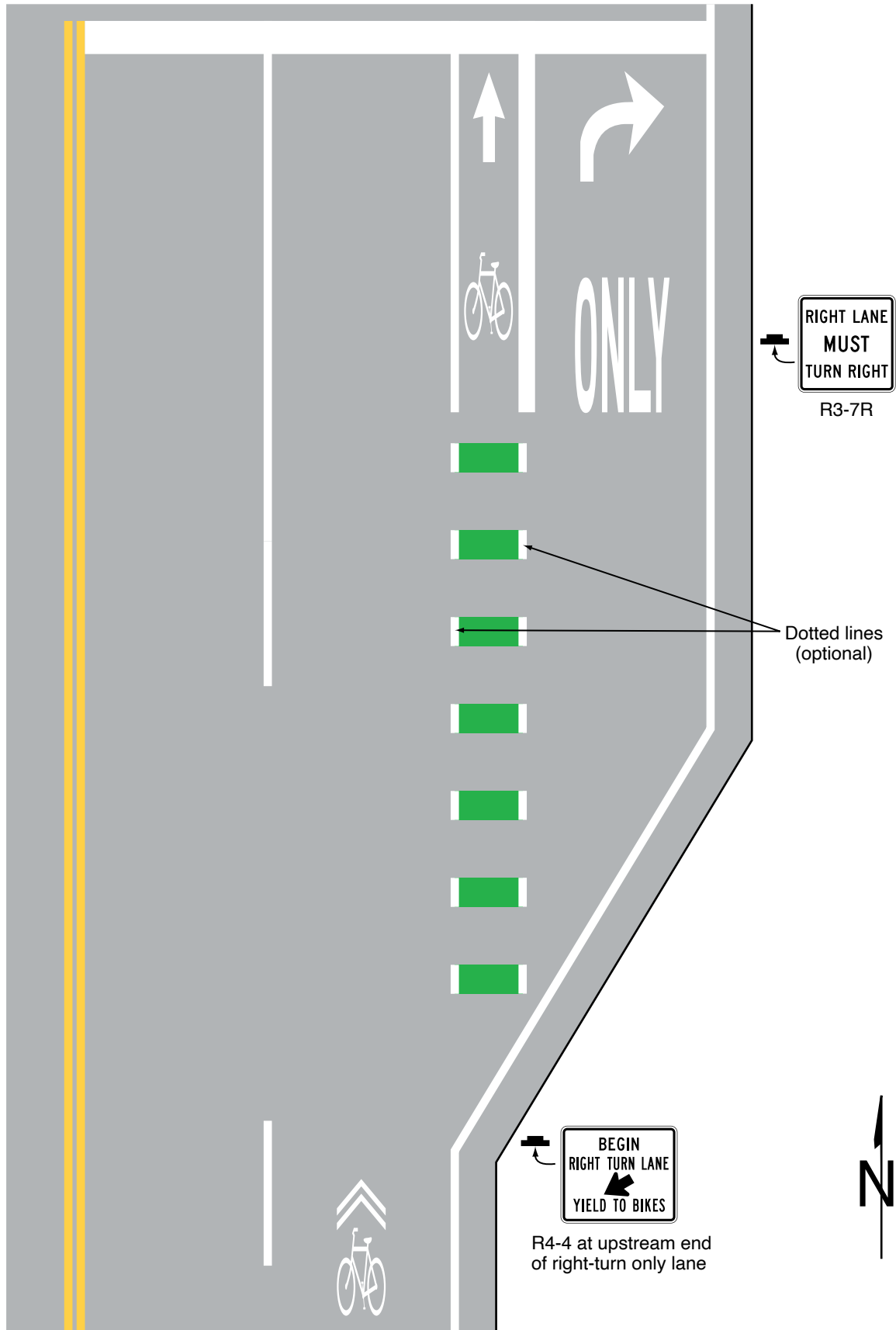


Figure 9E-4. Example of Bicycle Lane Markings on an Approach to an Intersection that Transitions from a Shared Lane



Support:

- 12 Buffer-separated and separated bicycle lanes require additional considerations at intersections, including sight distances for bicycles and other road users, user expectations, and intersection geometry.

Option:

- 13 A buffer-separated or separated bicycle lane may be shifted closer to, or farther away from the adjacent general-purpose lane depending upon site-specific conditions (see Drawings D and E in Figure 9E-7).

Support:

- 14 A buffer-separated or separated bicycle lane shifted away from the adjacent general-purpose lane at an intersection can create space for a motor vehicle to queue between the general-purpose lane and the extension of the bicycle lane. This design can also improve the safety and comfort of bicyclists by reducing the speed of turning motor vehicles, improving sightlines, and creating additional buffer space prior to the conflict point with turning motor vehicles.

- 15 The purpose of shifting a buffer-separated or separated bicycle lane away from the adjacent general-purpose lane is to allow the driver of a turning vehicle to undertake the tasks of turning and scanning for bicycle cross traffic in isolation versus simultaneously. Sufficient sight distance for both drivers and bicyclists is important in this design (see Drawing E in Figure 9E-7).

- 16 The purpose of shifting a buffer-separated or separated bicycle lane toward the adjacent general-purpose lane is to improve the visibility of bicyclists to the adjacent traffic and avoid conflicts between turning motor vehicles and bicyclists (see Drawing D in Figure 9E-7).

- 17 Staggering stop lines (see Section 3B.19) so that general-purpose lanes stop further in advance from the intersection than the bicycle lane can improve the visibility of bicyclists for drivers of turning vehicles (see Drawing D in Figure 9E-7).

Option:

- 18 Where a general-purpose mandatory turn lane is provided at an intersection and the approach also includes a separated or buffer-separated bicycle lane, a mixing zone may be established to allow general-purpose turning traffic to share the roadway space with bicyclists (see Figure 9E-5).

Standard:

- 19 **Mixing zones shall be used only where the bicycle lane is one-way in the same direction of travel as the adjacent general-purpose lane.**

- 20 **Mixing zones with a yielding area shall have yield markings indicating where general-purpose traffic entering the shared space shall yield to bicyclists.**

- 21 **Where a mixing zone continues to the intersection itself sharing space between bicyclists and general-purpose turning traffic, shared-lane markings and turn arrows shall be provided in the lane.**

Support:

- 22 Mixing zones require bicycles and general traffic to share space, interrupting a buffer-separated or separated bicycle lane where bicycle traffic is otherwise separated from general traffic. The preference is to provide a dedicated bicycle facility for the intersection approach. If that is not possible, the mixing zone needs to indicate that bicyclists and motorists are entering a shared condition.

Guidance:

- 23 *Where a mixing zone provides for the re-establishment of a bicycle lane after bicycles and general-purpose lanes cross paths, a buffered or physically-separated space should be provided between the bicycle lane and the adjacent general-purpose lane (see Drawing C in Figure 9E-5).*

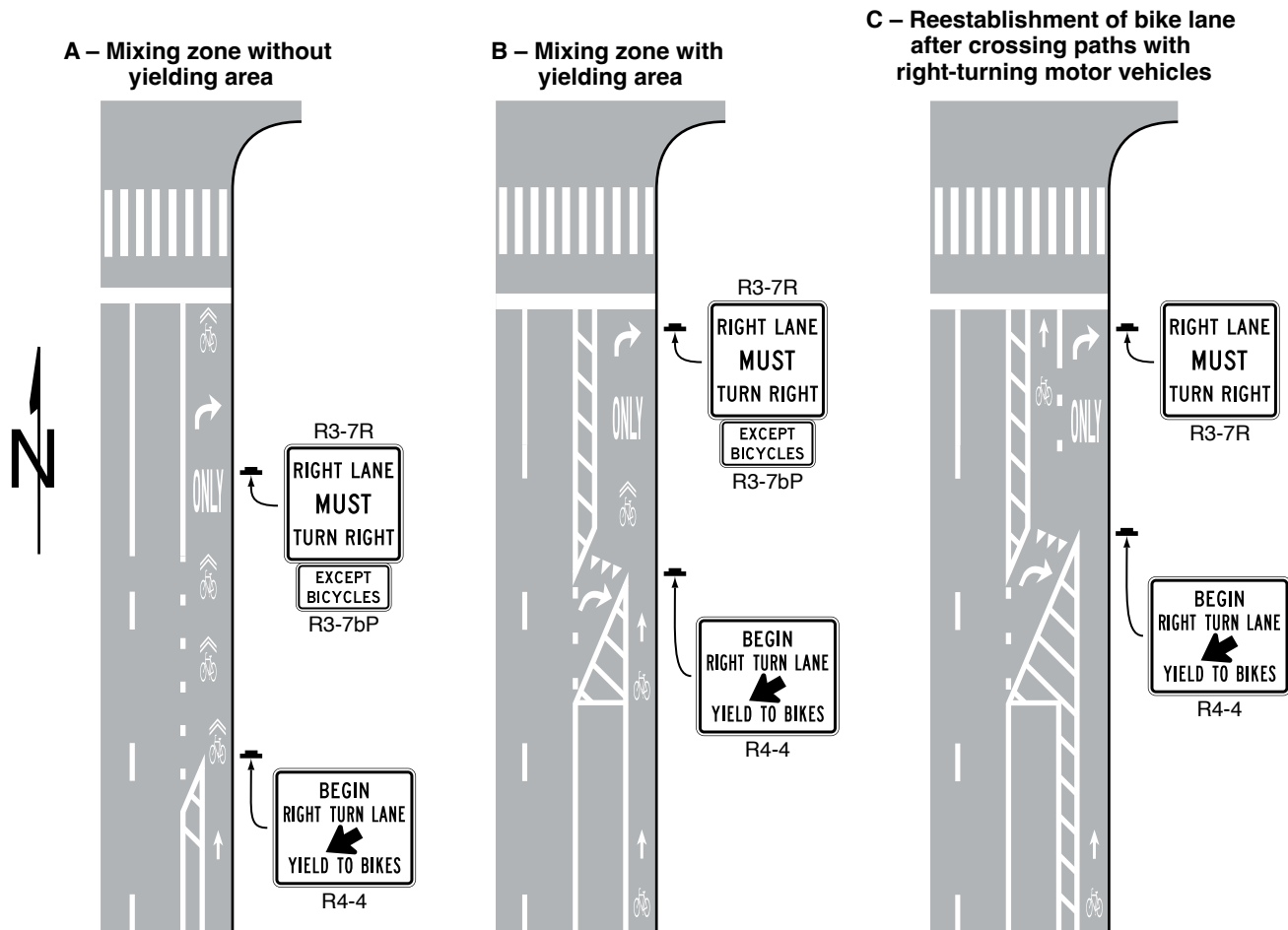
Section 9E.03 Extensions of Bicycle Lanes through Intersections**Support:**

- 01 Extensions of bicycle lanes through intersections can help identify the paths of bicyclists and guide them on movements that could be difficult to discern. Extensions of bicycle lanes through intersections also assist other road users of the intersection to identify where bicyclists are expected to operate and to recognize potentially unexpected conflict points.

- 02 The design, placement, and maintenance of bicycle lane extensions through intersections are important considerations, especially when contiguous to a crosswalk, to avoid potential confusion to pedestrians with vision disabilities.

- 03 The width and color of lane extension markings are discussed in Section 3B.11.

Figure 9E-5. Examples of Pavement Markings for Mixing Zones



Option:

- 04 The bicycle symbol, the arrow marking, pavement word markings, or a combination thereof may be used in bicycle lane extensions through intersections.
- 05 Green-colored pavement may be used in a bicycle lane extension in accordance with the provisions of Section 3H.06.

Standard:

- 06 **Shared-lane markings or chevron markings shall not be used in bicycle lanes or bicycle lane extensions (see Section 9E.09).**
- 07 **Extensions of bicycle lanes through intersections shall use dotted line patterns.**

Support:

- 08 Separated and buffer-separated bicycle lanes may have alignments that are not as obvious within an intersection as a standard bicycle lane, therefore additional conspicuity is important where these types of bicycle lanes cross intersections.

Guidance:

- 09 *Lane extension markings should be used to extend a buffer-separated or separated bicycle lane through intersections and driveways.*
- 10 *The extension of a bicycle lane through an intersection should use two lines defining both lateral limits of the bicycle lane.*

Standard:

- 11 **Where the path of the bicycle lane through the intersection is contiguous to a crosswalk, two longitudinal dotted lines shall be provided to establish the lateral limits of the bicycle lane extension. The transverse line establishing one side of the crosswalk, or the limit of a high-visibility crosswalk pattern (see Section 3C.05) that does not employ a transverse line, shall not be used to demarcate one side of the bicycle lane extension.**

Section 9E.04 Bicycle Lanes at Driveways

Support:

- 01 The definition of an “Intersection” in Section 1C.02 contains information to determine if a driveway can be considered an intersection.

Option:

- 02 Bicycle lanes may be continued through a driveway using solid or dotted longitudinal lines.
- 03 The bicycle symbol, the arrow marking, pavement word markings, or a combination thereof may be used in bicycle lane extensions through driveways.
- 04 Green-colored pavement (see Section 3H.06) may be used as a background to enhance the conspicuity of the bicycle symbol at driveways.

Section 9E.05 Bicycle Lanes at Circular Intersections

Standard:

- 01 **Bicycle lanes shall not be provided in the circulatory roadway of an unsignalized circular intersection that includes conflicts at entry or exit points (see Chapter 3D) except as provided in Paragraph 4 of this Section.**

Guidance:

- 02 *Bicycle lane markings should stop at least 100 feet before the crosswalk, or if no crosswalk is provided, at least 100 feet before the yield line, or if no yield line is provided, then at least 100 feet before the edge of the circulatory roadway.*
- 03 *If used, bicycle crossings should be a minimum of 20 feet from the edge of the circular roadway.*

Option:

- 04 Separated bicycle lanes may be used in circular intersections.

Support:

- 05 Separated bicycle lanes allow bicycles to navigate a circular intersection and its crossing points without merging into traffic and without dismounting and using a crosswalk at the intersection crossing point. This is beneficial at multi-lane and higher-speed circular intersections.
- 06 Section 9E.10 contains information on using shared-lane markings to facilitate the bicycle movement through a circular intersection.
- 07 The “Guide for the Development of Bicycle Facilities,” 2012 Fourth Edition, American Association of State Highway and Transportation Officials, contains information on designing for bicycles on the sidewalk in lieu of, or in addition to, using shared-lane markings in the circulatory roadway of the intersection.
- 08 The FHWA’s informational guide “Improving Intersections for Pedestrians and Bicyclists” contains information on incorporating separated bicycle lanes and other bicycle facilities into circular intersections.

Section 9E.06 Buffer-Separated Bicycle Lanes

Support:

- 01 Buffer-separated bicycle lanes provide additional lateral separation between a bicycle lane and a general-purpose lane by a pattern of pavement markings without the presence of vertical elements. Providing a buffer space between a bicycle lane and a general-purpose lane creates more separation between motor vehicles and bicycles, can reduce vehicle encroachment into the bicycle lane, and can increase the comfort of bicyclists.
- 02 Providing a buffer space between a bicycle lane and a parking lane can reduce crashes involving bicycles and the opening of vehicle doors from the parking lane.

Standard:

- 03 **If used, and except as provided in Paragraph 5 of this Section, a buffer space shall be marked with a solid white line along both edges of the buffer space where crossing is discouraged.**

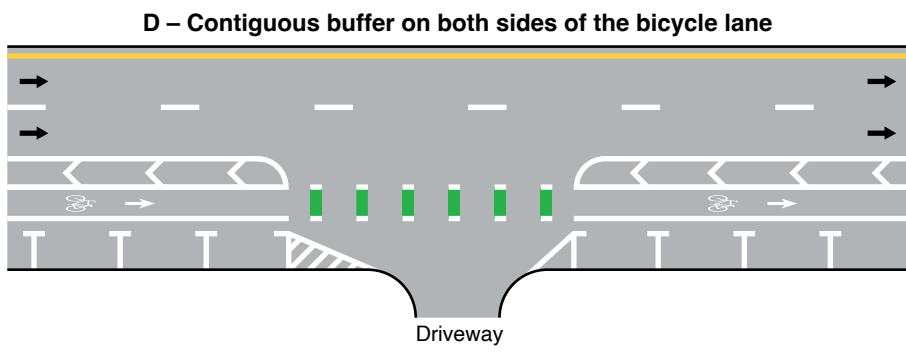
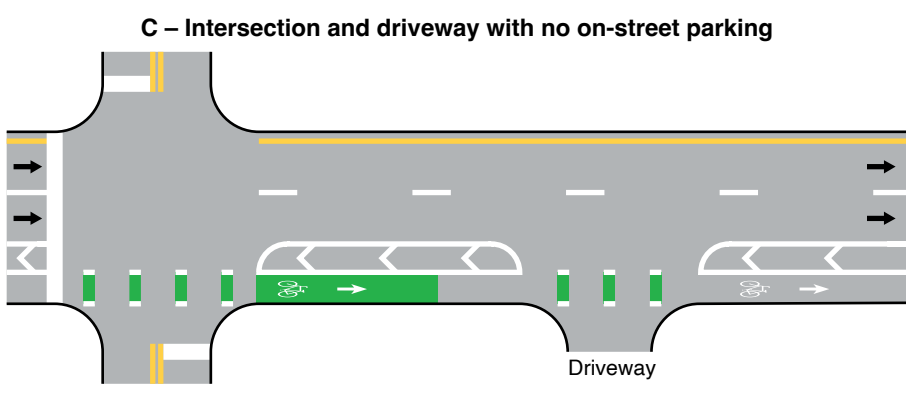
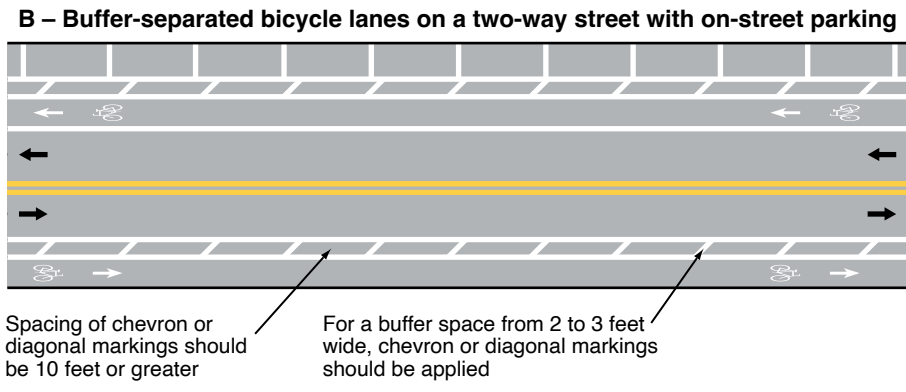
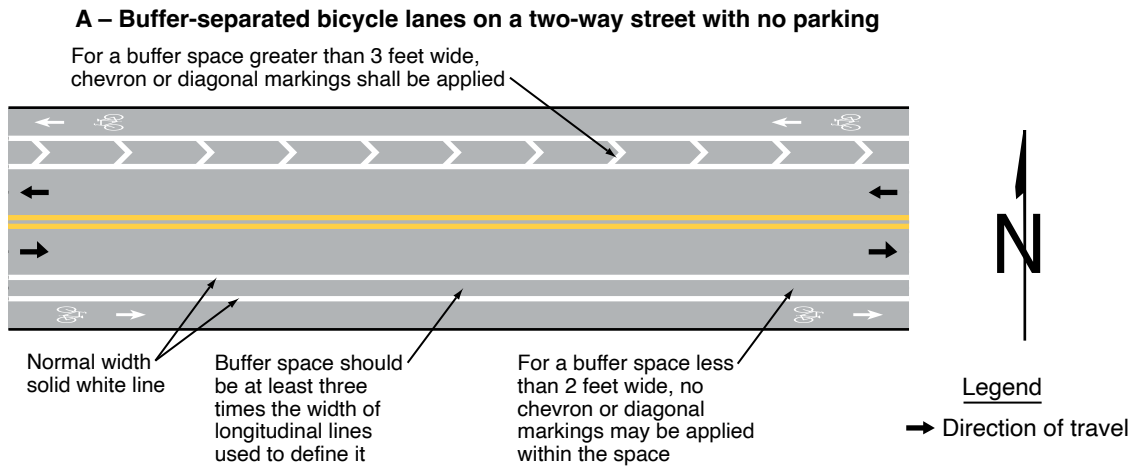
Guidance:

- 04 *Engineering judgment should be used to establish intermittent breaks or interruptions in the buffer space, such as for driveways, transit stops, or on-street parallel parking lanes, in order to convey access points or an otherwise general legal movement to cross the buffer space (see Figure 9E-6).*

Option:

- 05 Buffer spaces may be established without specific longitudinal lines if contiguous facilities have longitudinal lines or other pavement markings themselves that, when installed, automatically demarcate the buffer space (see Drawing D in Figure 9E-6).

Figure 9E-6. Examples of Markings for Buffer-Separated Bicycle Lanes



Standard:

- 06 **Except as provided in Paragraph 7 of this Section, a through buffer-separated bicycle lane shall not be positioned to the right of a mandatory right-turn lane or to the left of a mandatory left-turn lane.**

Option:

- 07 A buffer-separated bicycle lane may be placed to the right of a mandatory right-turn lane (or to the left of a mandatory left-turn lane) only if a bicycle signal face (see Section 4H.01) is used and the signal phasing and signing eliminates any potential conflicts between the bicycle movement and the turning movement.

Guidance:

- 08 *The width of the buffer space should be at least 3 times the width of the normal or wide longitudinal line used to mark the buffer space.*
- 09 *Where a buffer space is 2 to 3 feet wide, chevron or diagonal markings (see Section 3B.25) should be applied within the buffer space.*

Option:

- 10 Where a buffer space is less than 2 feet wide, diagonal markings or no markings at all in the buffer space may be applied within the buffer space.

Standard:

- 11 **If used, diagonal markings shall slant away from traffic in the adjacent travel lane for motor-vehicle traffic.**

Guidance:

- 12 *Where used, the spacing of chevrons or diagonal markings should be 10 feet or greater.*

Support:

- 13 Chevron and diagonal markings convey that the buffer space is not an additional bicycle lane or other travel lane open to traffic.

Standard:

- 14 **Where a buffer space is more than 3 feet wide, chevron or diagonal markings shall be applied within the buffer space.**

Guidance:

- 15 *Lane extension markings should be used to extend a buffer-separated bicycle lane across intersections and driveways.*

Section 9E.07 Separated Bicycle Lanes

Support:

- 01 Separated bicycle lanes provide a physical separation between a general-purpose lane and a bicycle lane through the use of vertical objects or vertical separation between the general-purpose lane and bicycle lane. Providing a physical separation between a bicycle lane and a general-purpose lane can reduce vehicle encroachment into the bicycle lane beyond a marked buffer alone and can in some cases prevent that encroachment altogether.

- 02 Physical separation between general-purpose lanes and bicycle lanes introduces additional design considerations over buffer-separated bicycle lanes, including the awareness of a potentially unexpected conflict point for turning motor vehicles and the provision of adequate sight distance for all users at intersections and driveway crossings.

Option:

- 03 Vertical elements used to provide physical separation between general-purpose lanes and bicycle lanes may include, but are not limited to, tubular markers, raised islands, or parked vehicles.

Support:

- 04 Where on-street parking is provided adjacent to the buffer area of a separated bicycle lane, pedestrians will need to access those vehicles.

Guidance:

- 05 *BIKE LANE (R3-17) signs (see Figure 9B-1) should be used to distinguish a separated bicycle lane from a general-purpose lane.*
- 06 *Where an on-street parking lane serves as the separation between a general-purpose lane and a separated bicycle lane, a buffer space should be provided between the parking lane and the bicycle lane to allow for opening doors of parked vehicles.*

Support:

- 07 Separated bicycle lanes may be designed for one-way or two-way bicycle travel. Providing one-way separated bicycle lanes in the same direction as and on the right-hand side of the general-purpose lane, whether on a one-way or two-way roadway, accommodates the expectations of road users and might result in fewer conflict points at intersections or driveway crossings.

Option:

- 08 Separated bicycle lanes may be provided on one or both sides of a roadway or in a center median.

Support:

- 09 The presence of two-way separated bicycle lanes on one side of a roadway or in a center median can introduce additional challenges and conflict points, which can warrant additional design considerations when selecting the design for a separated bicycle lane. These considerations include design requirements for pedestrians who would interact with the separated bicycle lane.

Standard:

- 10 **The edge line and lane line colors used for separated bicycle lanes shall conform to the requirements in Chapter 3A (see Figure 9E-7).**

- 11 **Directional arrows shall be used in conjunction with the bicycle lane symbol or word marking in separated bicycle lanes, placed downstream from the symbol or word marking.**

- 12 **Turns on red shall be prohibited across separated bicycle lanes while bicyclists are allowed to proceed through the intersection.**

Support:

- 13 Additional information on signals for bicycle facilities is found in Chapter 4H.

Standard:

- 14 **The buffer space for a separated bicycle lane shall be marked with solid longitudinal lines.**

- 15 **A marked buffer space that is 2 feet or wider for a separated bicycle lane, including those buffer spaces where tubular markers are provided, shall use chevron or diagonal markings within the buffer, unless physical separation is provided that occupies the majority of the buffer space, such as raised islands or other physical dividers, or such as where an on-street parking lane occupies the majority of the buffer space.**

Guidance:

- 16 *Where used in the buffer area of a separated bicycle lane, the spacing of chevrons or diagonal markings should be 10 feet or greater.*

- 17 *Crosswalks that cross a separated bicycle lane should be marked consistent with the style of crosswalk marking provided across the adjacent general-purpose lane.*

Support:

- 18 Where on-street parking is provided as the physical separation adjacent to the buffer area of a separated bicycle lane, the chevron or diagonal marking provisions in Section 9E.06 apply to the area outside of the marked parking area within the buffer (see Figure 9E-7).

- 19 Intersection treatments for separated bicycle lanes can vary depending on the geometric and operational conditions at the intersection (see Section 9E.02).

Section 9E.08 Counter-Flow Bicycle Lanes

Support:

- 01 Counter-flow bicycle lanes are one-directional and provide a lawful path of travel for bicycles in the opposite direction from general traffic on a roadway that allows general traffic to travel in only one direction.

- 02 Counter-flow bicycle lanes establish two-way traffic on a roadway. Section 9B.21 contains information on the Left Turn Yield to Bicycles (R10-12b) sign used with traffic signals and counter-flow bicycle lanes.

Guidance:

- 03 *Where used, a counter-flow bicycle lane should be marked such that bicycles in the counter-flow lane travel on their right-hand side of the road in accordance with normal rules of the road, with opposing traffic on the left.*

Standard:

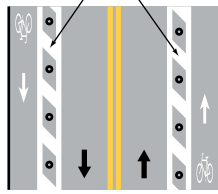
- 04 **Counter-flow bicycle lanes located at the edge of the roadway shall use double yellow center line pavement markings (see Section 3B.01), a painted median island, a raised median island (see Chapter 3J), or some form of physical separation where the speed limit is 30 mph or less.**

- 05 **For speed limits 35 mph or greater, a buffer per Section 3B.25, a painted or raised median island, or some form of physical separation shall be used to separate a counter-flow bicycle lane from the adjacent travel lane.**

Figure 9E-7. Examples of Lane Markings for Separated Bicycle Lanes (Sheet 1 of 2)

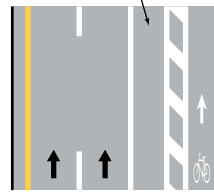
A – One-way bicycle lanes on a two-way street

Note: Diagonal or chevron markings shall be used if buffer width is 2 feet or greater for separated bicycle lanes.



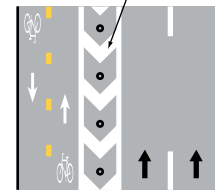
B – One-way bicycle lane on a one-way street behind on-street parking

Note: Parking provides the vertical element of this separated bicycle lane.

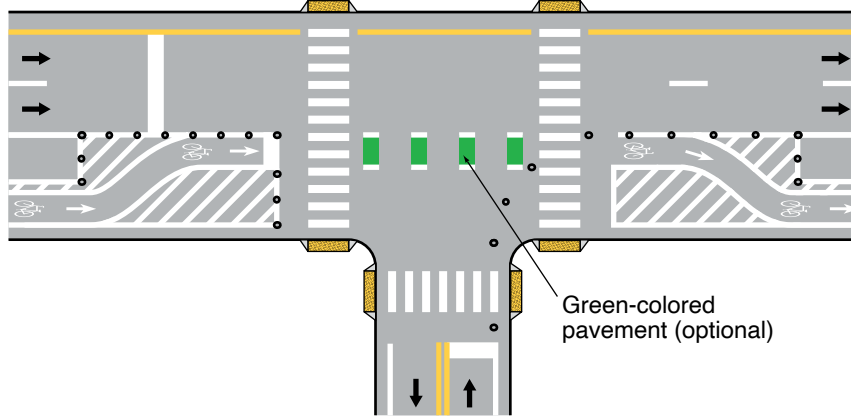


C – Two-way bicycle lane on a one-way street

Note: Diagonal or chevron markings shall be used if buffer width is 2 feet or greater for separated bicycle lanes.



D – Separated bicycle lane shifted toward the adjacent general-purpose lane



Legend

- ➔ Direction of travel
- Tubular marker

E – Separated bicycle lane shifted away from traffic

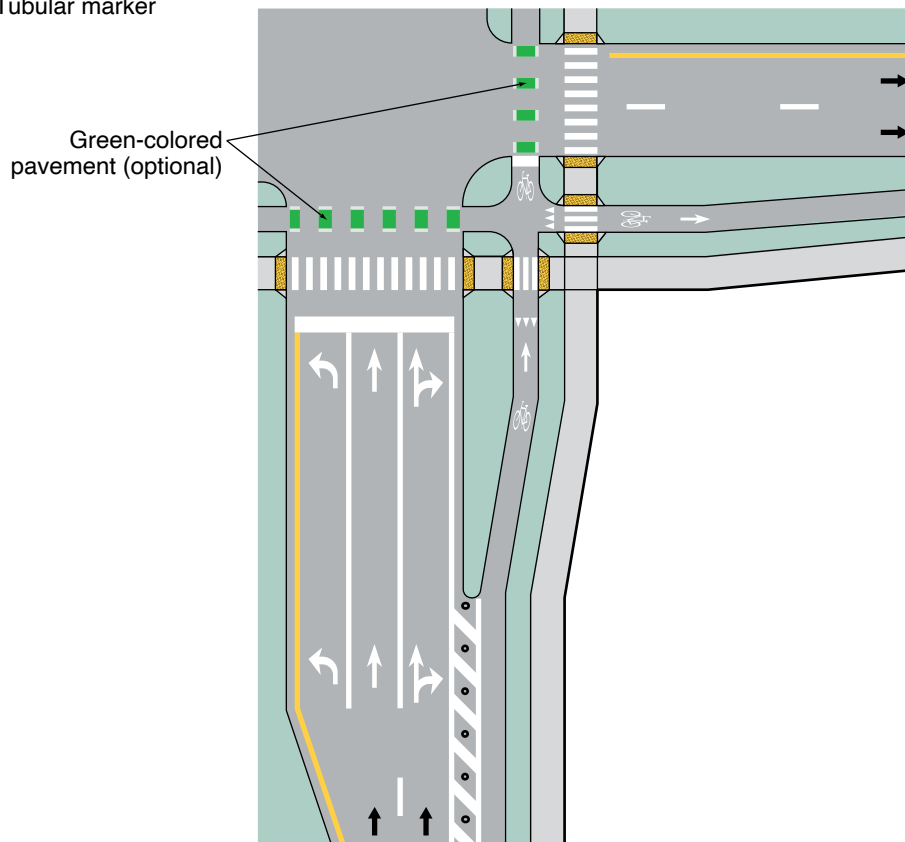
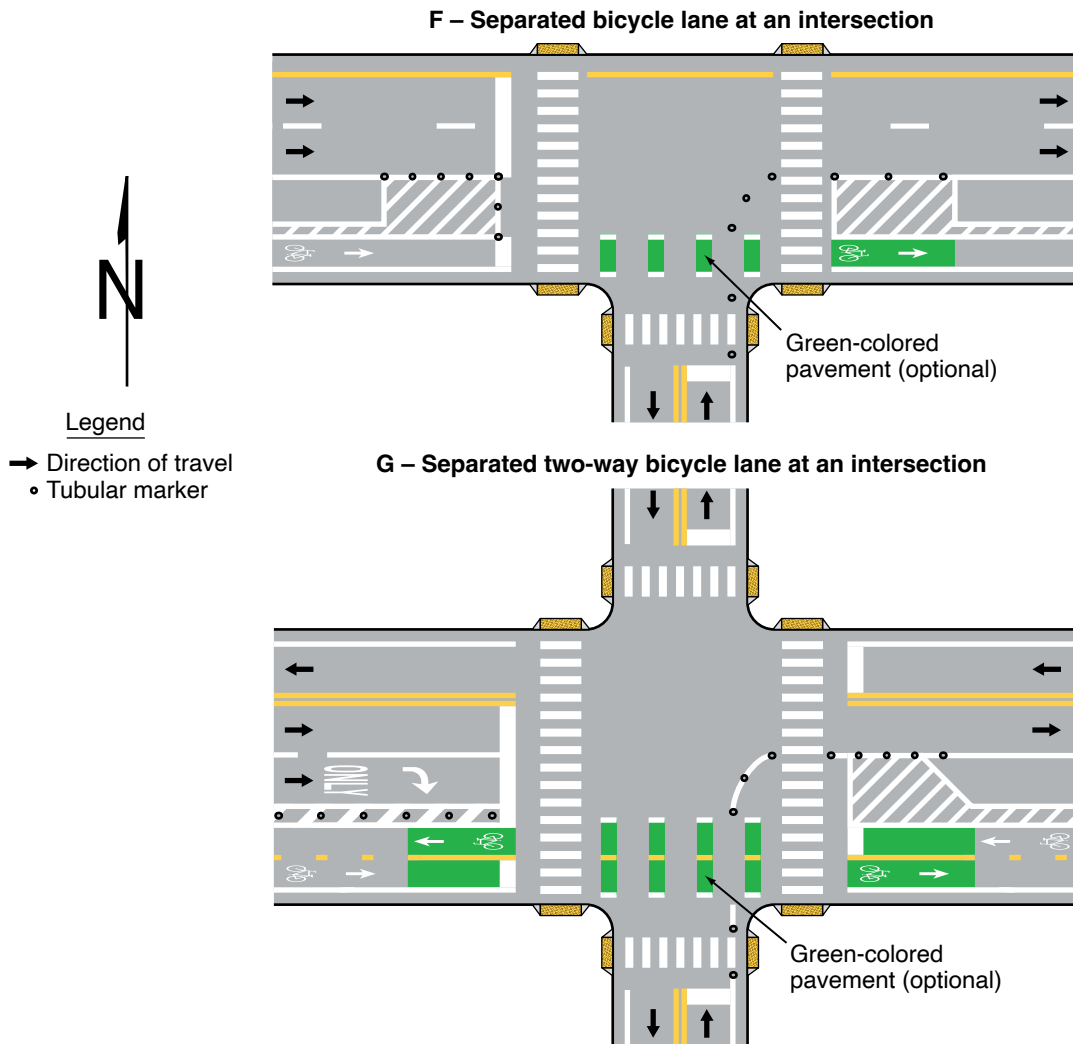


Figure 9E-7. Examples of Lane Markings for Separated Bicycle Lanes (Sheet 2 of 2)**Guidance:**

- 06 Lane extension markings should be used where counter-flow bicycle movements cross intersections.
- 07 Counter-flow bicycle lanes should not be used between a general-purpose lane and an on-street parallel parking lane for motor vehicles.

Support:

- 08 Counter-flow bicycle lanes located between a general-purpose lane and an on-street parallel parking lane for motor vehicles can limit visibility of bicycles for vehicles exiting the parking lane, potentially impacting the safety of bicyclists. Locating counter-flow bicycle lanes at the edge of the roadway can reduce conflicts for bicycles.

Standard:

- 09 Where signs are provided to regulate turns from streets or driveways that intersect with a roadway that has a counter-flow bicycle lane, **ONE WAY** signs (see Section 2B.49) shall not be used. **Movement Prohibition** signs (see Section 2B.26) with supplemental **EXCEPT BICYCLES (R3-7bP)** regulatory plaque(s) shall be used (see Figure 9E-8).

- 10 If a **DO NOT ENTER (R5-1)** sign(s) is used at egress points for motor vehicle traffic, the **EXCEPT BICYCLES (R3-7bP)** regulatory plaque(s) shall be placed under the **DO NOT ENTER** sign (see Figure 9E-8) where a counter-flow bicycle lane is used.

- 11 Where intersection traffic controls are provided (such as **STOP** or **YIELD** signs or traffic signals), appropriate devices shall be provided and oriented toward bicyclists in the counter-flow lane.

- 12 At signalized locations, appropriate bicycle signalization (see Chapter 9F) shall be provided and oriented toward bicyclists in the counter-flow lane, including a method for counter-flow bicycles to actuate the green phase for the counter-flow movement.

Support:

- 13 Higher levels of traffic control or additional signalization, signing, and/or pavement marking treatments can be helpful for intersecting traffic where the counter-flow bicycle movement is unexpected.

Guidance:

- 14 A *Bicycle Cross Traffic* warning plaque (see Section 9C.06) should be used below a *STOP* sign on the crossroad at intersections where a counter-flow bicycle lane is provided on the primary street.

Section 9E.09 Shared-Lane Marking

Support:

- 01 The “Standard Highway Signs” publication (see Section 1A.05) contains details on the shared-lane marking symbol.

Option:

- 02 The shared-lane marking shown in Figure 9E-9 may be used to:

- A. Assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist impacting the open door of a parked vehicle,
- B. Assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side-by-side within the same traffic lane,
- C. Alert road users of the lateral location bicycles are likely to occupy within the traveled way,
- D. Encourage safe passing of bicycles by motor vehicles,
- E. Reduce the incidence of wrong-way bicycling in the roadway, and
- F. Assist bicyclists with lateral positioning in mixing zones.

Guidance:

- 03 The shared-lane marking should not be placed on roadways that have a speed limit of 40 mph or greater.

Standard:

- 04 **Shared-lane markings shall not be used in:**

- A. **Shoulders;**
- B. **Bicycle lanes or in designated extensions of bicycle lanes through intersections or driveways,**
- C. **A travel lane in which light-rail transit vehicles also travel;**
- D. **The transition area where a motor vehicle entering a mandatory turn lane must weave across bicyclists in bicycle lanes;**
- E. **Two-stage turn boxes;**
- F. **Bicycle boxes;**
- G. **Shared-use paths or shared-use path crossings; or**
- H. **Physically-separated bikeways, either in the roadway or on an independent right-of-way.**

- 05 **Green-colored pavement shall not be applied as a background to shared-lane markings (see Section 3H.06).**

Option:

- 06 Black background markings (see Section 3A.03) may be used in combination with shared-lane markings to enhance contrast.

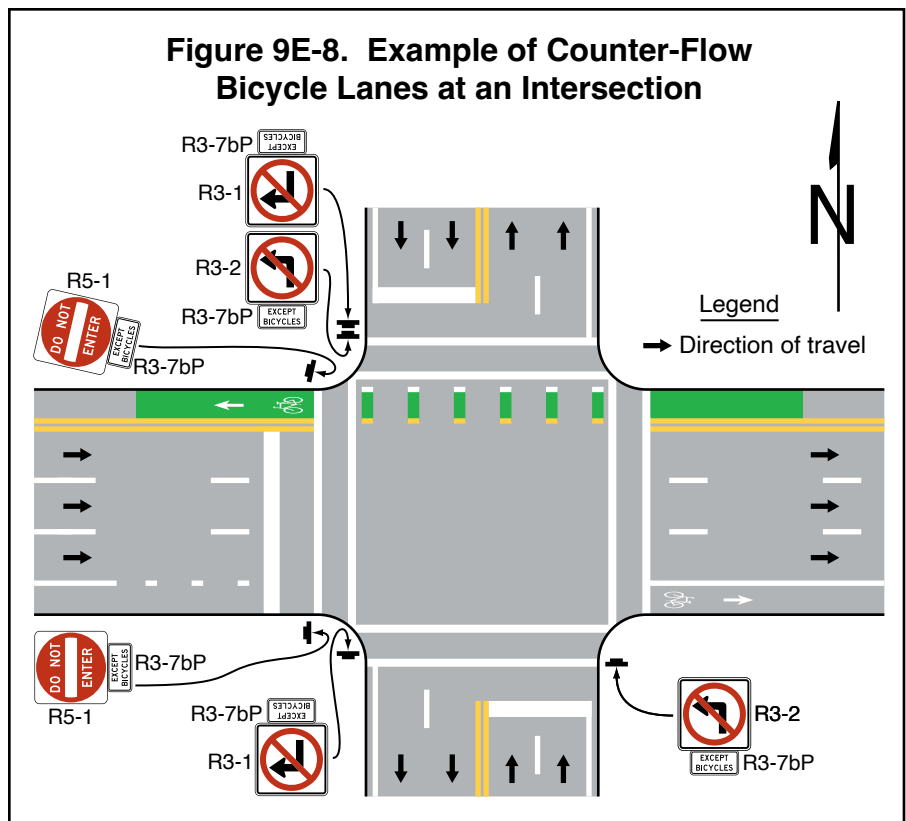
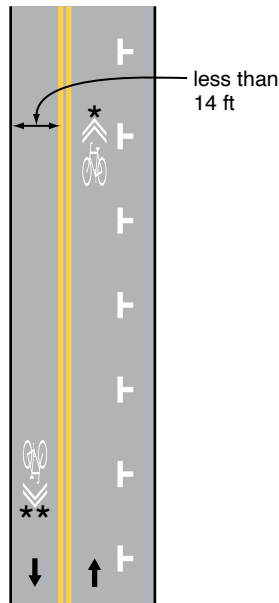
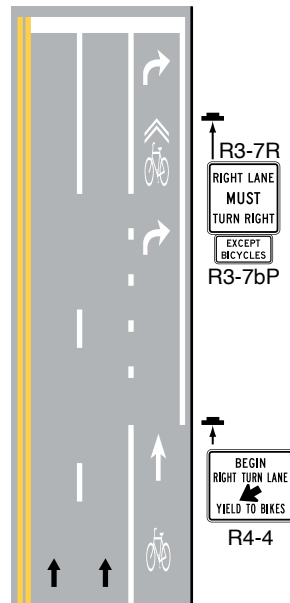


Figure 9E-9. Examples of Shared-Lane Marking Applications

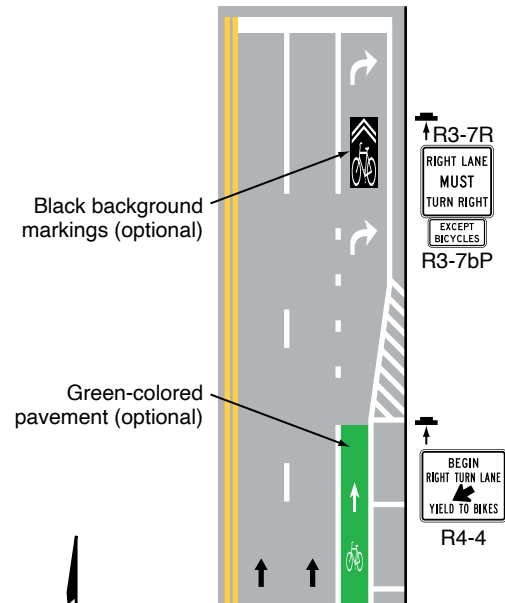
A – Shared-lane markings on a two-way street with parking on one side



B – Shared-lane marking on an approach to an intersection



C – Shared-lane marking with optional black background markings



- * The center of the shared lane marking should be a minimum of 12 ft from face of curb or edge of pavement
- ** The center of the shared lane marking should be a minimum of 4 ft from face of curb or edge of pavement

Legend
 → Direction of travel



Note: For shared-lane marking design details, see the Pavement Markings chapter of the Standard Highway Signs publication

Guidance:

- 07 If used in a shared lane with on-street parallel parking, shared-lane markings should be placed so that the centers of the markings are a minimum of 12 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- 08 If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, shared-lane markings should be placed so that the centers of the markings are a minimum of 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.
- 09 At non-intersection locations, the shared-lane marking should be spaced at intervals of not less than 50 feet or greater than 250 feet.
- 10 The first shared-lane marking downstream from an intersection should be placed no more than 50 feet from the intersection.

Option:

- 11 Section 9B.14 describes a Bicycles Allowed Use of Full Lane sign that may be used in addition to or instead of the shared-lane marking to inform road users that bicyclists might occupy the travel lane.

Guidance:

- 12 If the Bicycles Allowed Use of Full Lane (R9-20) sign is used as an addition to shared-lane marking, the shared-lane marking should be placed so that the center of the marking is in the approximate center of the travel lane.

Option:

- 13 The shared-lane marking may be used (see Figure 9E-9) where the width of the roadway is insufficient to continue a bicycle lane or separated bikeway on the approach to the intersection, or it is advantageous to terminate the bicycle lane or separated bikeway in order to provide for a shared lane.
- 14 The shared-lane marking may be used on an approach to an intersection (see Figure 9E-5) in a mandatory turn lane to indicate a shared space for bicyclists and motorists where there is insufficient width in the roadway for both the bicycle lane and turn lane.

Section 9E.10 Shared-Lane Markings for Circular Intersections

Option:

- 01 Shared-lane markings may be used in the circulatory roadway of circular intersections.

Guidance:

- 02 *If used, shared-lane markings should be placed in the center of the lane when used inside of circulatory roadways.*

Support:

- 03 The “Guide for Development of Bicycle Facilities,” 2012 Fourth Edition, American Association of State Highway and Transportation Officials, contains information on designing for bicycles on shared-used paths in lieu of, or in addition to, using shared-lane markings in the circulatory roadway of the intersection.

Section 9E.11 Two-Stage Bicycle Turn Boxes

Support:

- 01 Two-stage bicycle turn boxes allow bicyclists the opportunity to make turns at an intersection or crossing point instead of requiring them to merge into traffic upstream or to dismount and use a crosswalk at the intersection or crossing point.
- 02 Section 9B.18 contains information on regulatory signing that shall be used in conjunction with a two-stage bicycle turn box pavement marking where bicyclists are required to use the turn box.
- 03 Section 9D.13 contains information on guide signing that can be used in conjunction with a two-stage bicycle turn box pavement marking where bicyclists are not required to use the turn box.

Standard:

- 04 **If used, two-stage bicycle turn boxes shall be located:**
- A. **In an area between the closest through bicycle or motor vehicle movement and the parallel crosswalk (see Drawing A in Figure 9E-10),**
 - B. **In an area between the through bicycle movement and the parallel pedestrian crossing movement if no crosswalk is established (see Drawing B in Figure 9E-10),**
 - C. **On the innermost side of the bicycle facility provided that the two-stage turn box is located in a portion of the intersection where parallel or motor vehicle traffic does not travel, such as projections of islands or parking lanes (see Drawing C in Figure 9E-10), or**
 - D. **In an area between the through bicycle movement and a pedestrian facility for T-intersections (see Drawing D in Figure 9E-10).**
- 05 **A two-stage bicycle turn box shall consist of at least one bicycle symbol pavement marking and at least one pavement marking arrow.**
- 06 **A turn arrow in the appropriate direction shall be used if a two-stage turn box is used with a one-way bicycle lane, and a through arrow in the appropriate direction shall be used if a two-stage turn box is used with a two-way bikeway (see Figure 9E-11).**
- 07 **A two-stage bicycle turn box shall be bounded on all sides by a solid white line.**
- 08 **For two-stage bicycle turn boxes that facilitate turns from a one-way bikeway, the bicycle symbol shall precede the pavement marking turn arrow in the direction of bicycle travel (see Figure 9E-10).**
- 09 **Passive detection of bicycles in the two-stage bicycle turn box shall be provided if the signal phase that permits bicycles to enter the intersection during the second stage of their turn is actuated.**

Guidance:

- 10 *Engineering judgment should be used to develop the size of the two-stage bicycle turn box. Factors considered should include intersection geometry and keeping queued bicycles away from moving traffic, as well as peak hour bicycle volumes to avoid overflow of the two-stage turn box that subjects any bicyclist to conflicting movements.*

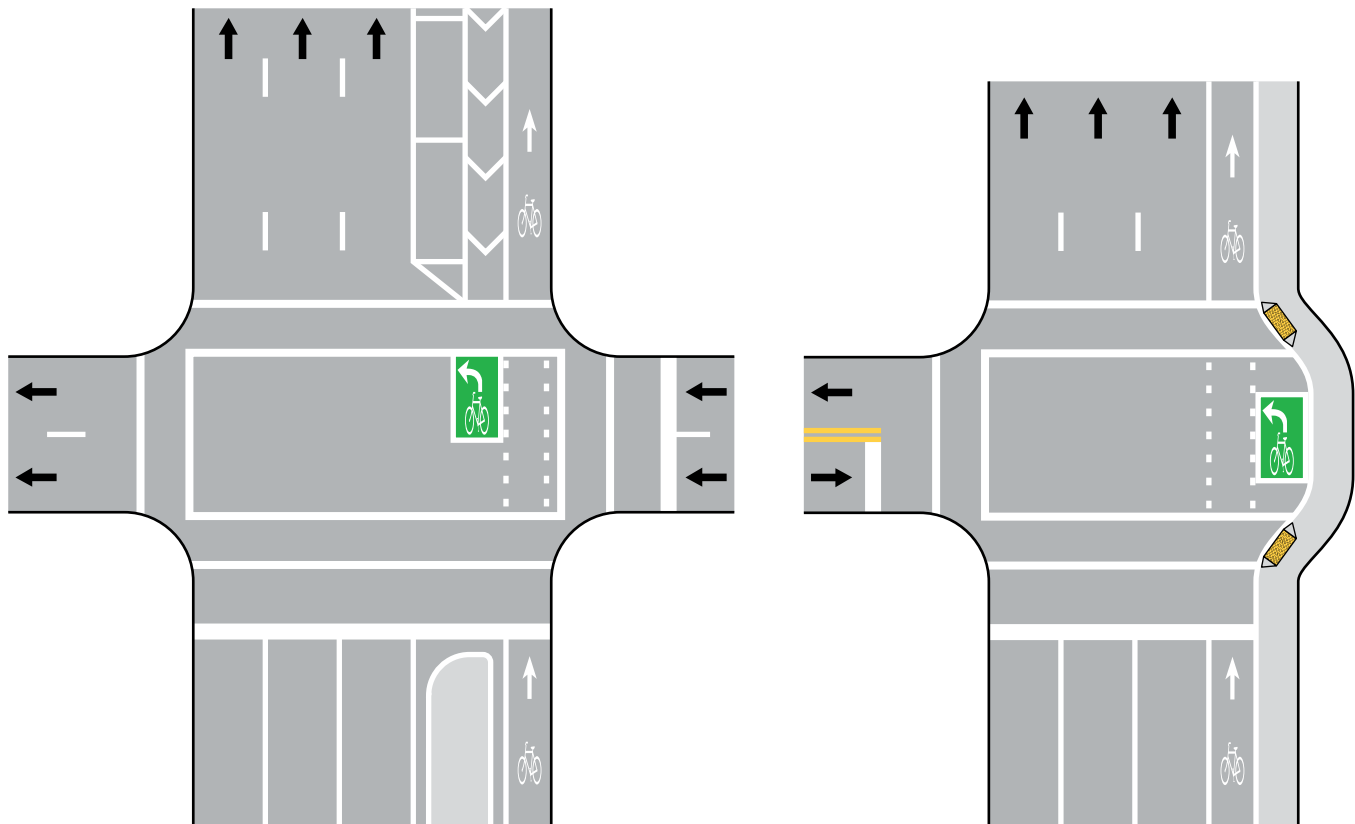
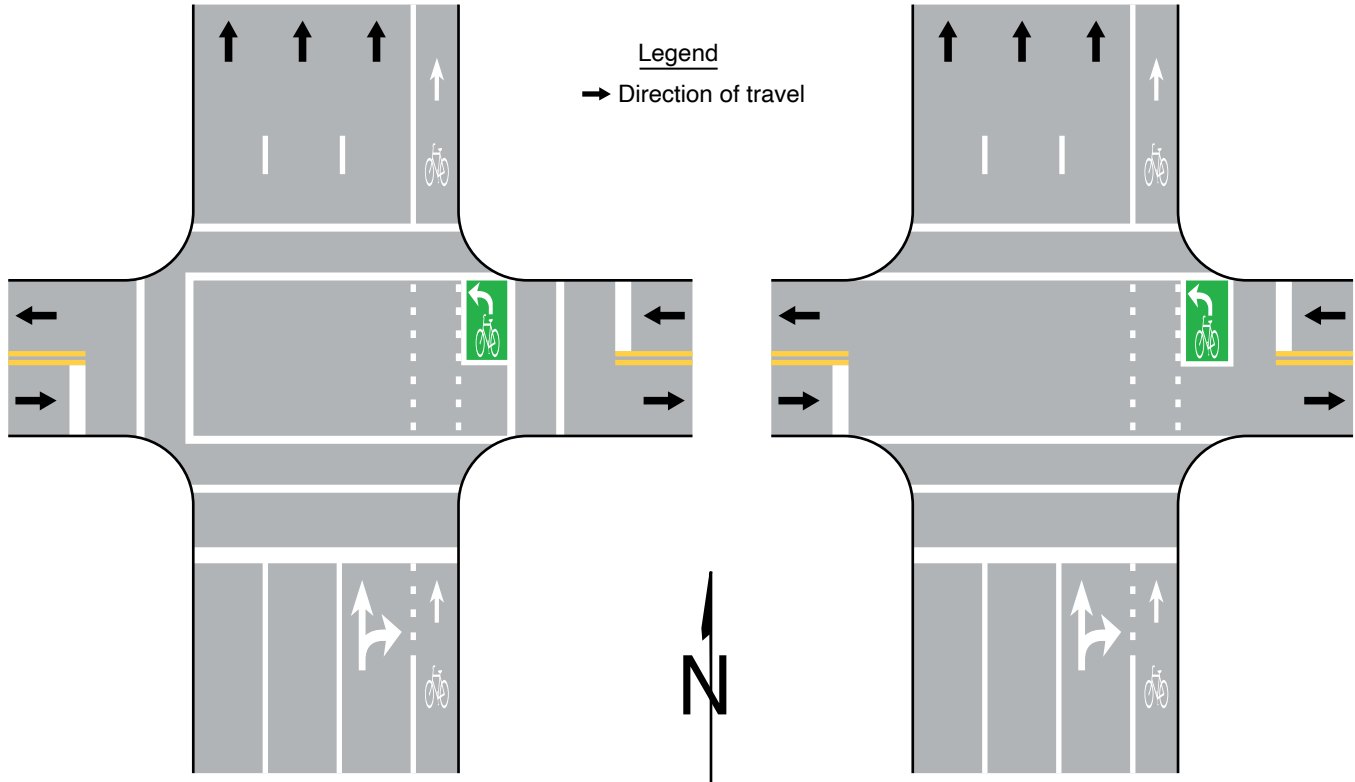
Option:

- 11 The two-stage turn box may use green-colored pavement.

Standard:

- 12 **If used, green-colored pavement shall encompass all of the two-stage turn box.**
- 13 **Where the path of vehicles lawfully turning on red would pass through a two-stage bicycle turn box, a full-time no-turn-on-red prohibition (see Section 2B.60) shall be provided for the crossroad approach.**

Figure 9E-10. Examples of Two-Stage Turn Box Locations at Intersections



Section 9E.12 Bicycle Box

Option:

- 01 A bicycle box (see Figure 9E-12) may be used to increase the visibility of stopped bicycles on the approach to a signalized intersection during the portion of the signal cycle when a red signal indication is being displayed to motor vehicles in the approach lane(s) that is behind the box.

Guidance:

- 02 *Providing a bicycle box on a signalized intersection approach where a discernible number of conflicts between vehicles turning across through bicycles in a bicycle lane has been demonstrated during the green interval of a signal should be evaluated based on engineering judgment or study.*

- 03 *Other treatments should be considered for conflicts between turning vehicles and through bicycles such as using leading or exclusive signal phases, or separating turning traffic from through traffic through mandatory turn lanes.*

- 04 *A bicycle lane should be used on the approach to a bicycle box.*

- 05 *A bicycle box should not be contiguous with a crosswalk.*

A stop line on the downstream end of the bicycle box should be used to mark the location where bicycles are required to stop.

Standard:

- 06 **If used, the distance from the upstream edge of the bicycle box that is nearest to the stop line for motor vehicles to the downstream edge of the bicycle box that is nearest the crosswalk or intersection shall be at least 10 feet. At least one bicycle symbol marking (see Figure 9E-12) shall be used in the bicycle box.**

- 07 **Where an existing stop line for motor vehicles is relocated upstream to install a new bicycle box, the yellow change and red clearance intervals (see Section 4F.17) shall be recalculated and if necessary, reprogrammed to accommodate the length of the bicycle box.**

- 08 **Countdown pedestrian signals (see Section 4I.04) for the crosswalk or pedestrian crossing movement that crosses the approach shall accompany bicycle boxes that extend across more than one approach lane for motor vehicles. Countdown pedestrian signals used with bicycle boxes shall display the pedestrian change interval countdown without the need for actuation.**

- 09 **Turns on red shall be prohibited from the lane where a bicycle box is placed.**

Support:

- 10 Countdown pedestrian signals can inform bicyclists whether there is adequate time remaining to an adjacent lane before the onset of the green signal phase for that approach.

Guidance:

- 11 *Countdown pedestrian signals for the crosswalk or pedestrian crossing movement that crosses the approach should accompany single-lane bicycle boxes where it is demonstrated that bicycles arrive at the intersection at or near the end of the red signal indication being displayed to traffic in the approach lane(s) that is behind the box.*

Option:

- 12 Green-colored pavement may be used in a bicycle box.

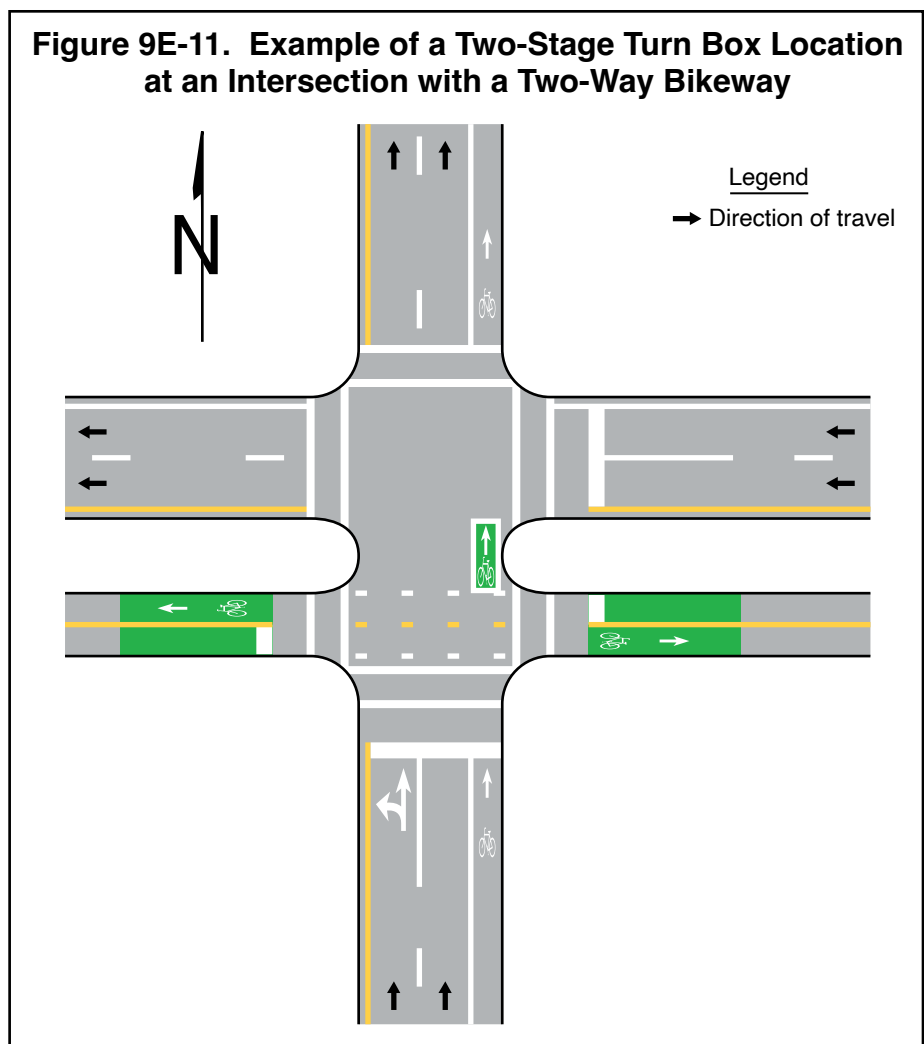
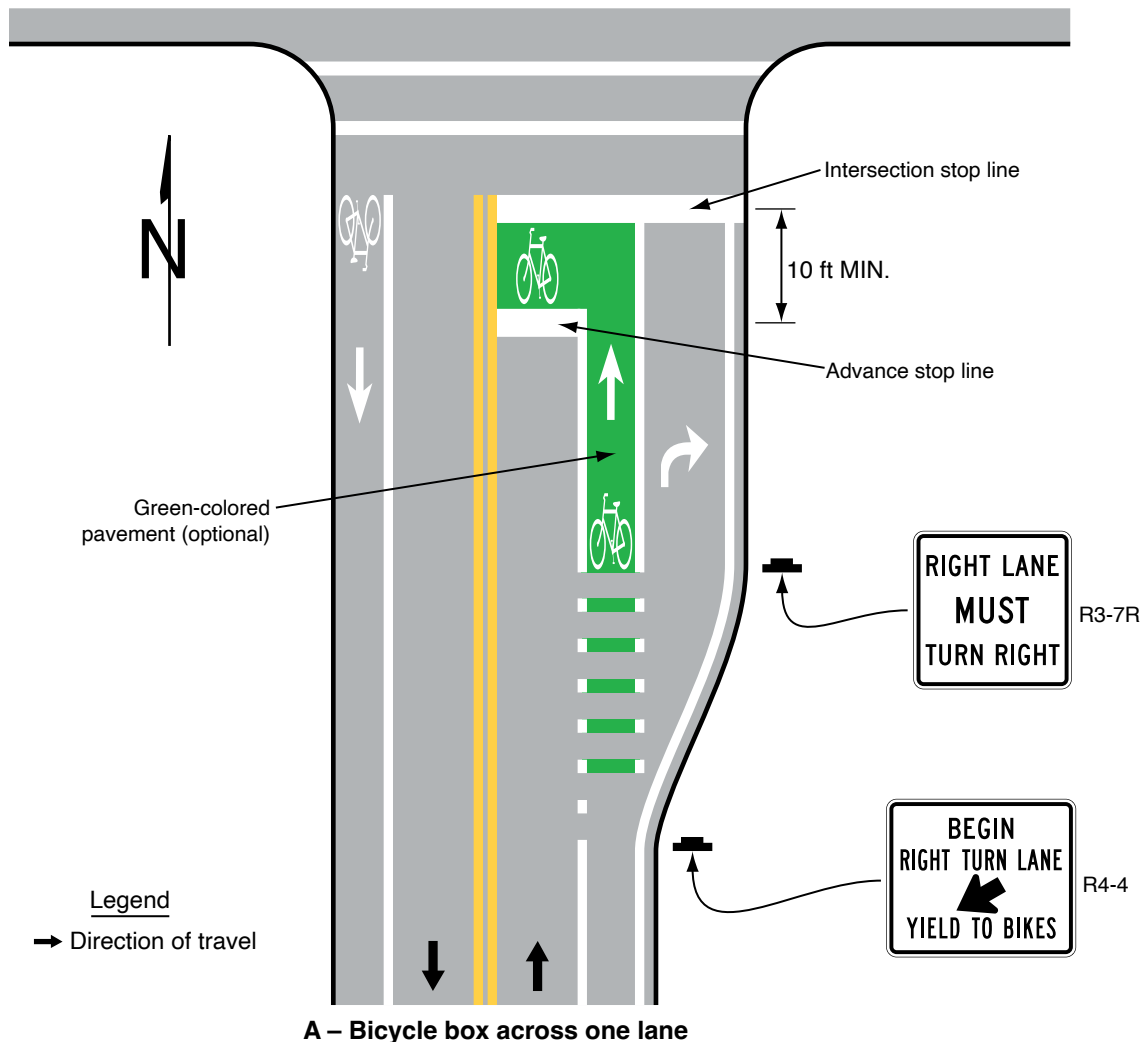


Figure 9E-12. Examples of Intersection Bicycle Boxes (Sheet 1 of 2)**Standard:**

- 13 **If used, green-colored pavement shall be used in the full limits of the bicycle box.**

Support:

- 14 Section 9B.02 contains information on the EXCEPT BICYCLES (R3-7bP) regulatory plaque that can be used below the STOP HERE ON RED (R10-6 or R10-6a) sign (see Section 2B.59) to exempt bicyclists from the requirement of the advance stop line.

Section 9E.13 Shared-Use Paths

Option:

- 01 Where shared-use paths are of sufficient width to designate two minimum width lanes, a solid yellow center line may be used to separate the two directions of travel where passing or traveling to the left of the line is not permitted. A broken yellow center line may be used where passing is permitted (see Figure 9E-13).

Guidance:

- 02 *Broken lines used on shared-use paths should have a nominal 3-foot segment with a 9-foot gap.*

Option:

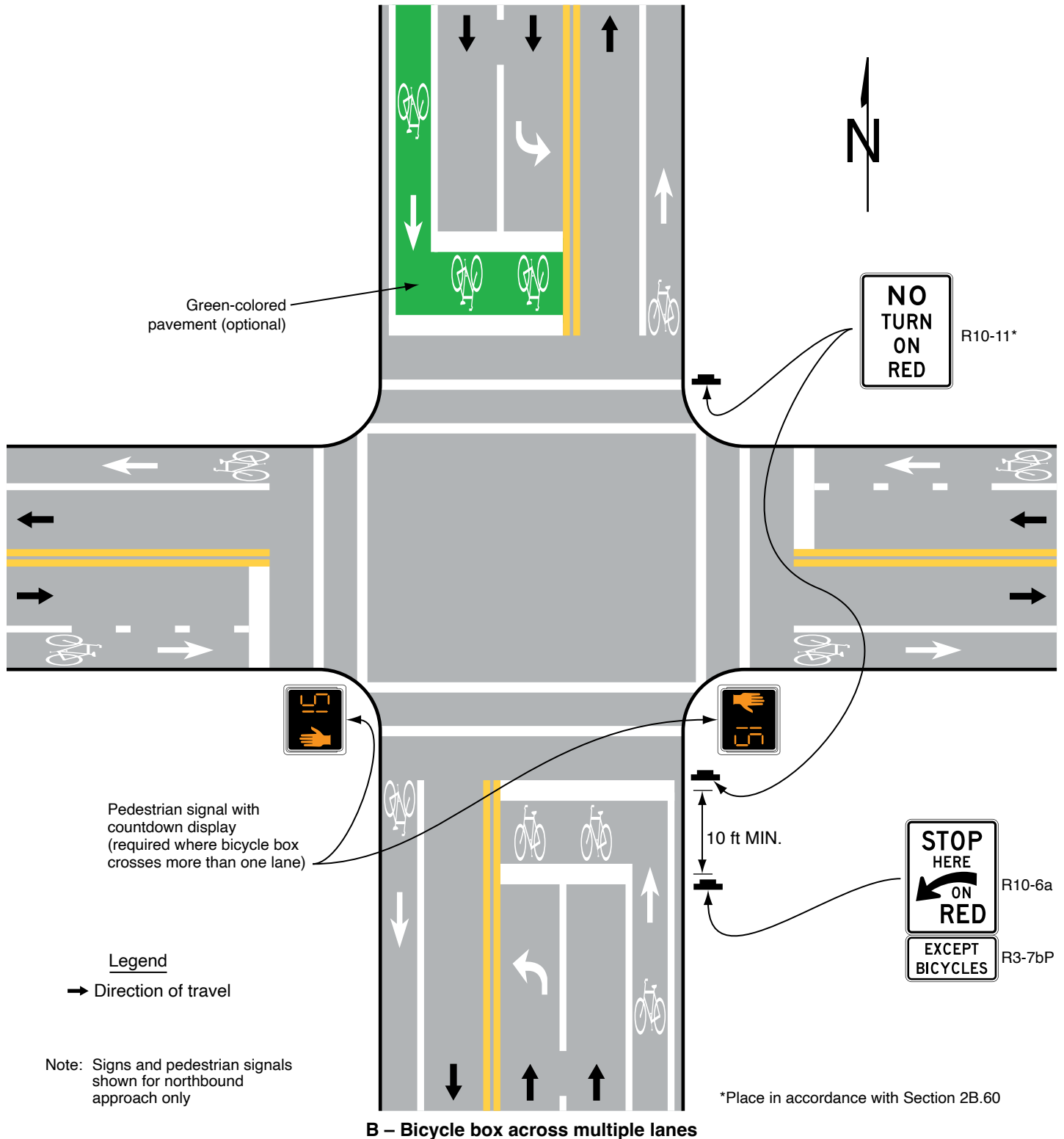
- 03 A solid white line may be used on shared-use paths to separate different types of users in the same direction. The R9-7 sign (see Section 9B.13) may be used to supplement the solid white line.

- 04 Smaller size pavement word markings and symbols may be used on shared-use paths. Where arrows are needed on shared-use paths, half-size layouts of the arrows may be used (see Section 3B.20).

Standard:

- 05 **Where a shared-use path crosses a roadway, crosswalk markings shall be used (see Chapter 3C).**

Figure 9E-12. Examples of Intersection Bicycle Boxes (Sheet 2 of 2)

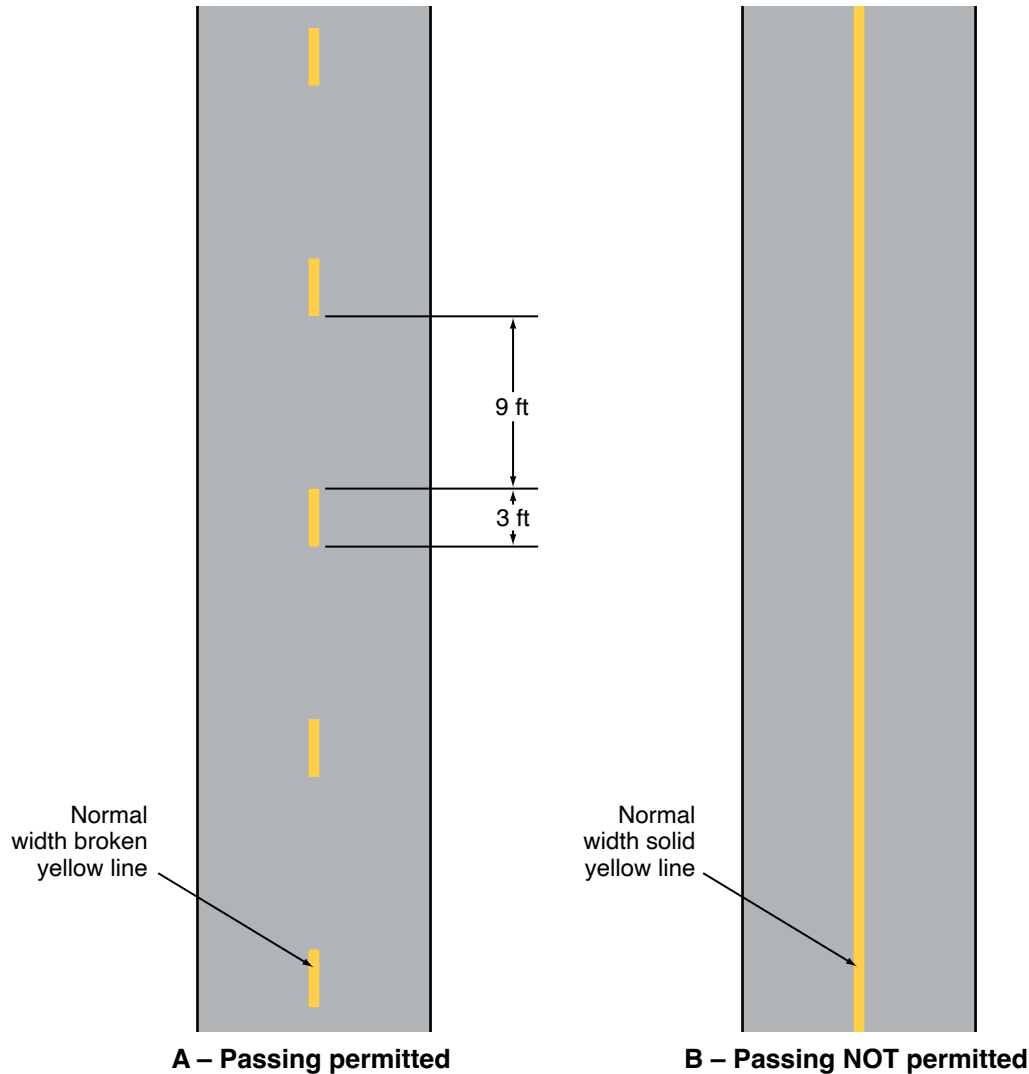


Option:

06 Where pedestrian and bicycle movements on a shared-use path are separated on the approach to a roadway crossing, parallel bicycle and pedestrian crossing markings may be used as shown in Figure 9E-14.

Guidance:

07 If parallel bicycle and pedestrian crossing markings are used where a shared-use path crosses a roadway, crossing areas for bicycles should use green-colored pavement if the shared-use path crossing has a high volume of either mode.

Figure 9E-13. Examples of Center Line Markings for Shared-Use Paths

Section 9E.14 Bicycle Route Pavement Markings

Option:

- 01 Bicycle route pavement markings simulating guide signs for bicycle routes (see Section 9D.02 through 9D.07) and route auxiliary plaques (see Section 9D.08) may be used to supplement guide signing to help bicyclists in navigation (see Figure 9E-15).

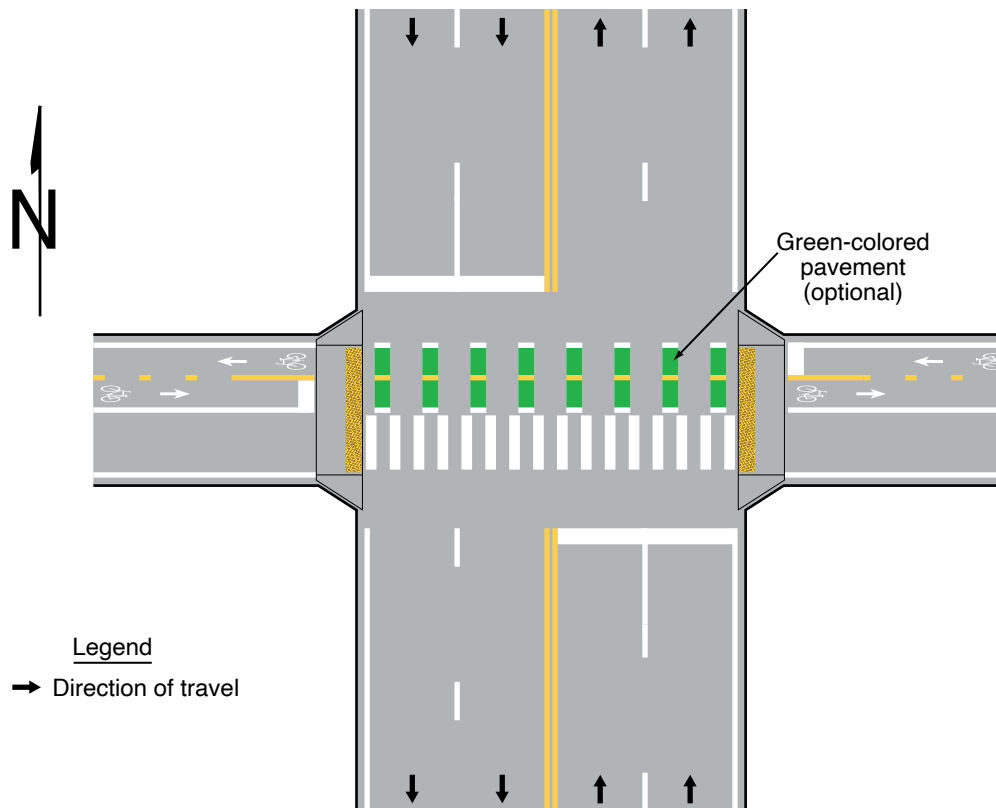
Standard:

- 02 **Bicycle route pavement markings shall be limited to shared-use paths, separated bicycle lanes, or buffer-separated bicycle lanes. Bicycle route pavement markings shall not be used in standard bicycle lanes or in shared lanes.**

Guidance:

- 03 *A systematic methodology of locating guide signs for bicycle routes adjacent to the bicycle route pavement marking should be used that includes locations where either the sign or the pavement marking can exist alone to avoid overuse of the guide sign or the pavement marking.*
- 04 *The route marker pavement marking should be elongated.*
- 05 *The location, size, and materials of the route marker pavement marking should be designed in a manner that will minimize the loss of traction for bicyclists under wet conditions.*

Figure 9E-14. Example of Pavement Markings for a Shared-Use Path with Mode Separation



Section 9E.15 Bicycle Detector Symbol

Option:

- 01 The bicycle detector symbol (see Figure 9E-16) may be placed on the pavement indicating the optimum position for a bicycle to actuate the signal.
- 02 Appropriately-sized WAIT HERE FOR GREEN word markings may be placed on the pavement immediately below the bicycle detector symbol.
- 03 A R10-22 sign (see Section 9B.20) may be installed to supplement the bicycle detector symbol pavement marking.

Support:

- 04 The “Standard Highway Signs” publication (see Section 1A.05) contains details on the bicycle detector symbol.
- 05 Section 3H.06 contains information on incorporating green-colored pavement as a background enhancement to the bicycle detector symbol.

Section 9E.16 Pavement Markings for Obstructions

Guidance:

- 01 *Markings as shown in Figure 9E-17 should be used at the location of obstructions in the center of a shared-use path or a physically-separated bikeway, including vertical elements intended to physically prevent unauthorized motor vehicles from entering the path.*
- 02 *For roadway situations where it is impracticable to eliminate a drain grate or other roadway obstruction that is inappropriate for bicycle travel, white markings applied as shown in Figure 9E-17 should be used to guide bicyclists around the condition.*

Section 9E.17 Raised Devices

Support:

01 Chapter 3I contains information on using channelizing devices to emphasize pavement marking patterns associated with certain bicycle facilities. A common application is the use of flexible raised devices to create separated bicycle lanes (see Section 9E.07).

02 Using inflexible raised devices immediately adjacent to the travel path of a bicyclist without a buffer creates a collision potential for bicyclists.

Option:

03 In accordance with Chapter 3I, channelizing devices may be used to emphasize a pavement marking pattern that establishes a bicycle lane or other bicycle facility provided that the installation of channelizing devices does not prevent motor vehicles from turning when the turn requires the motor vehicle to merge with the bicycle lane or facility as required by law or ordinance.

Guidance:

04 *If used, channelizing devices for bicycle facilities should be tubular markers (see Section 3I.02).*

05 *The selection of a raised device for use with bicycle facilities should consider the collision potential of both the post and the base since the base might still be present in the event the post is struck and missing.*

Support:

06 Measures to reduce the likelihood of a road user striking a channelizing device include marking a buffer space, improving lighting, improving retroreflectivity, or the periodic addition of taller vertical elements within runs of shorter elements.

Standard:

07 **Channelizing devices that are used to emphasize the pavement marking patterns of bicycle facilities shall not incorporate the color green into either the device or its retroreflective element to supplement the presence of green-colored pavement.**

Guidance:

08 *If used in buffer-separated bicycle lanes, channelizing devices should be placed in the buffer space and at least 1 foot from the longitudinal bicycle lane pavement marking.*

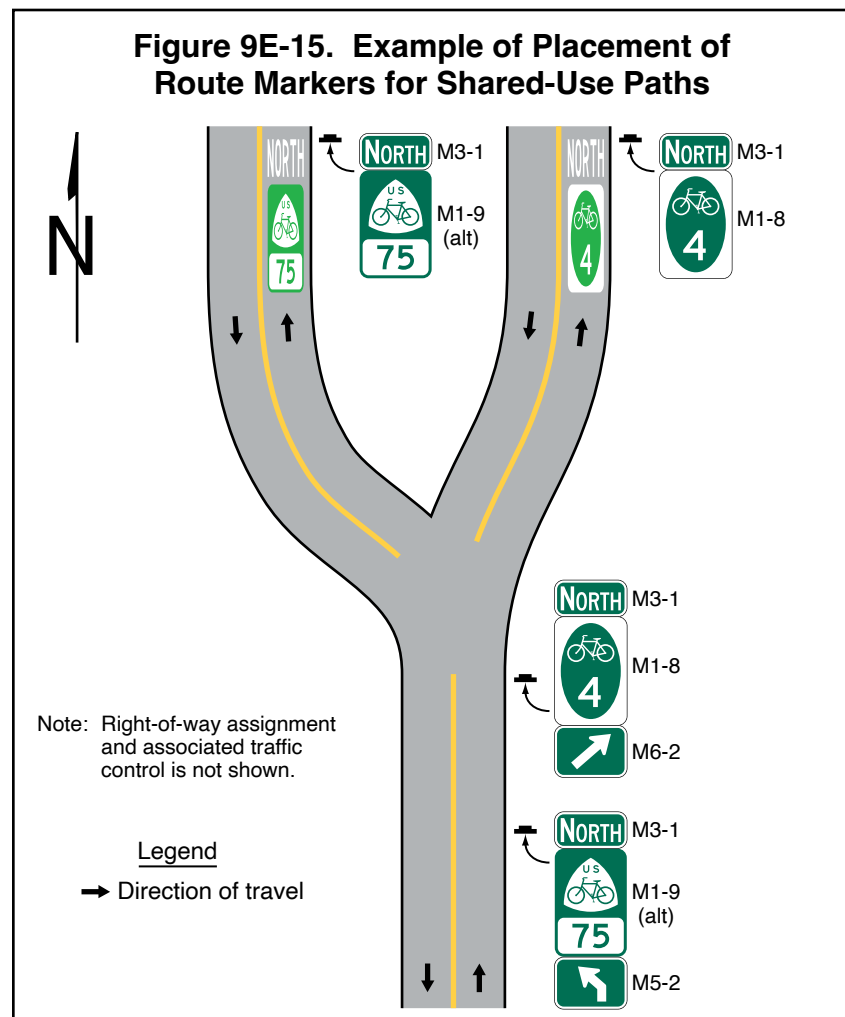
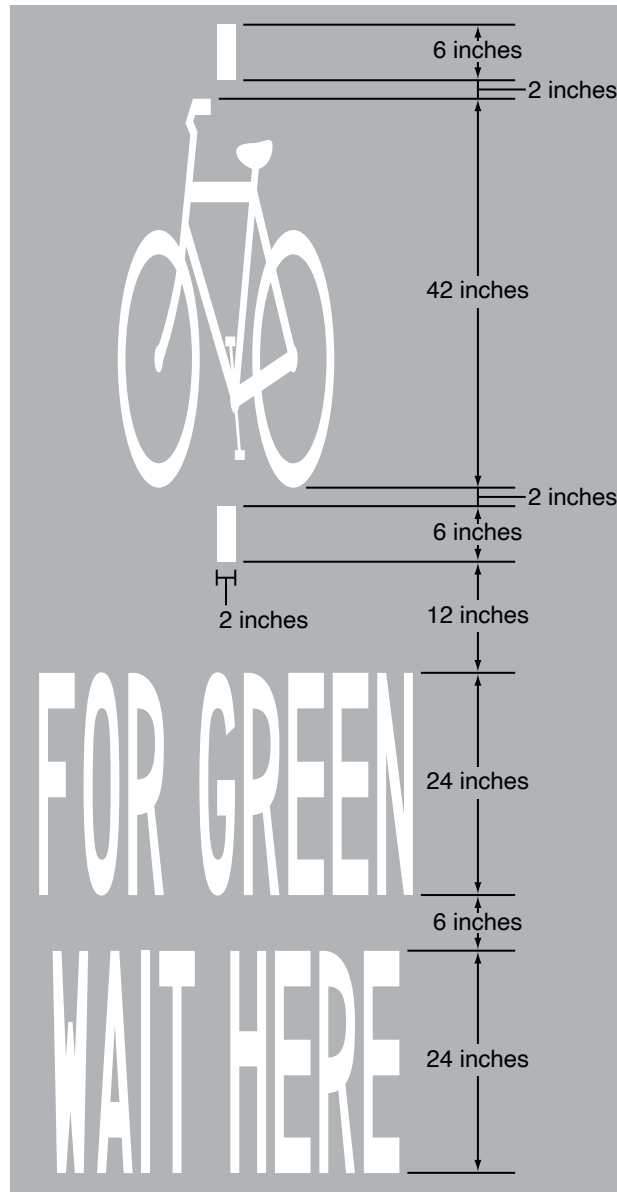
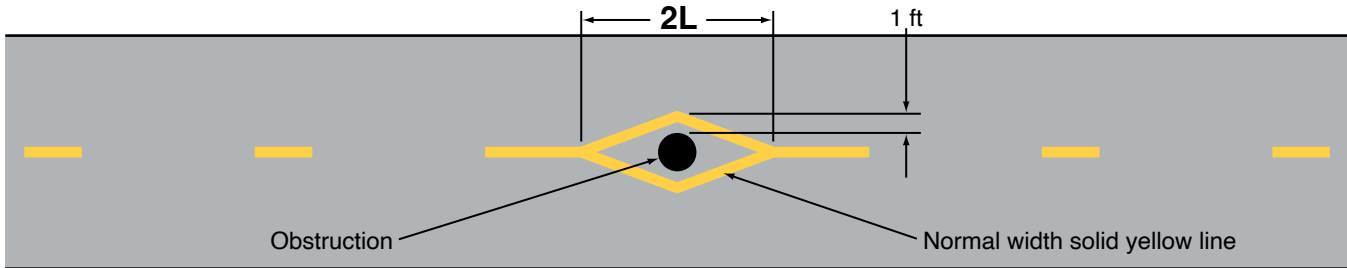


Figure 9E-16. Bicycle Detector Pavement Marking

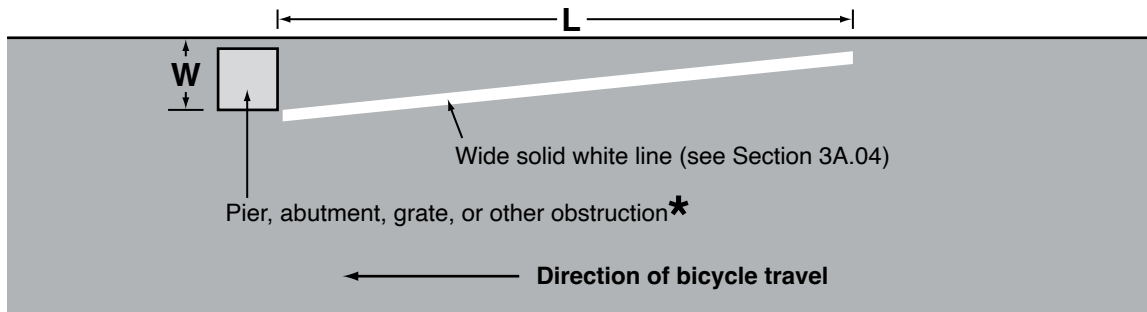


Note: The word pavement markings are optional.

Figure 9E-17. Examples of Obstruction Pavement Markings



A – Obstruction within the path



B – Obstruction at the edge of the path or roadway

$L = WS$, where W is the offset in feet and S is bicycle approach speed in mph

*Provide an additional foot of offset for a raised obstruction and use the formula $L = (W+1) S$ for the taper length

CHAPTER 9F. SIGNALS

Section 9F.01 Application

Support:

01 Part 4 contains information regarding signal warrants and other requirements relating to signal installations.

Option:

02 For purposes of signal warrant evaluation, bicycles may be counted as either vehicles or pedestrians.

Section 9F.02 Bicycle Signal Faces

Support:

01 Chapter 4H contains information on the design and application of bicycle signal faces.

02 Section 9B.22 contains information for the Bicycle Signal sign that is required to be installed with a bicycle signal face.

Section 9F.03 Signal Operations for Bicycles

Standard:

01 **At installations where visibility-limited signal faces are used, signal faces shall be adjusted so bicyclists for whom the indications are intended can see the signal indications. If the visibility-limited signal faces cannot be aimed to serve the bicyclist, then separate signal faces shall be provided for the bicyclist.**

02 **On bikeways, signal timing and actuation shall be reviewed and adjusted to consider the needs of bicyclists.**

(This page intentionally left blank)

APPENDIX F
Urban Bikeway Design Guide
WORKING PAPER



Designing for Small Things With Wheels

February 2023

Acknowledgments

NACTO Board

Janette Sadik-Khan
Principal, Bloomberg Associates
NACTO Chair

Michael Carroll
Deputy Managing Director, Philadelphia Office
of Transportation and Infrastructure Systems
NACTO President

Veronica O. Davis
Director of Transportation
& Drainage Operations, Houston
NACTO Vice President

Gia Biagi
Commissioner, Chicago Department of
Transportation
NACTO Treasurer

Kim Lucas
Director, Department of Mobility
and Infrastructure, Pittsburgh
NACTO Secretary

Brad Rawson
Director of Mobility, Mayor's Office of Strategic
Planning & Community Development, Somerville
NACTO Affiliate Member Representative

Technical Contributor

Alta Planning + Design

Funders

Trek
Bloomberg Philanthropies

Working Group Contributors

Paul Benton, Charlotte Department of Transportation
Russ Brooks, Minneapolis Department of Public Works
Paula Carvajal, Los Angeles County Metropolitan
Transportation Authority
Liza Farr, City of Providence, RI
Roger Geller, Portland Bureau of Transportation
Becky Katz, City of Toronto, ON
Peter Koonce, Portland Bureau of Transportation
Bryan Nguyen, Portland Bureau of Transportation
Rachel Ruhlen, City of Fort Collins, CO
Cara Seiderman, Cambridge, MA
Alessia Zarzani, City of Montréal

NACTO Project Team

Cary Bearn, Senior Program Manager
Matthew Roe, Technical Lead
Jenny O'Connell, Senior Program Manager
Zabe Bent, Director of Design
Kate Fillin-Yeh, Director of Strategy
Alex Engel, Senior Manager, Communications
Celine Schmidt, Visual Communications Manager
Camille Boggan, Associate
Kris Chandler, Associate
Corinne Kisner, Executive Director

Updating the *Urban Bikeway Design Guide*

Designing for Small Things With Wheels is one of seven working papers being released by NACTO as part of the ongoing update to the NACTO *Urban Bikeway Design Guide*. The working papers will cover topics related to equitable planning, engagement, and implementation. The papers will help inform project delivery concerns and policy considerations that should accompany the design updates in the guide. NACTO will develop a complete update to the *Urban Bikeway Design Guide* in 2023 by synthesizing these working papers with state-of-the-practice design guidance.



[GO TO PDF ↗](#)
Making Bikes Count:
Effective Data Collection,
Metrics, & Storytelling



[GO TO PDF ↗](#)
Breaking the Cycle:
Reevaluating the Laws that
Prevent Safe & Inclusive Biking



[GO TO PDF ↗](#)
Shared Micromobility
Permitting, Process,
and Participation



[GO TO PDF ↗](#)
Moving Together: Collaborating
with Communities for More
Equitable Outcomes



[THIS PDF IS →](#)
*Designing for Small
Things With Wheels*



[MARCH 2023](#)
Material Success:
Designing Durable Bikeways



[MARCH 2023](#)
Complete Connections:
Building Equitable Bike Networks



Micromobility requires shifts in infrastructure design

The combination of more varied and faster speeds, a wider variety of device sizes, and more riders overall requires new thinking about street and bikeway design. To build better bikeways and meet All Ages & Abilities¹ street design standards, transportation practitioners are reassessing bikeway design principles and practice.

Over the past decade, biking and the use of shared micromobility has soared in North America—people in the U.S. have taken half a billion trips on shared bike and e-scooter systems since 2010,² and e-bike sales in the U.S. grew three-fold between 2019 and 2021.³ This increase has come on an astonishingly wide variety of new devices. In addition to pedal bikes, e-bikes, e-scooters, cargo bikes, sit-down scooters, and powered skateboards are all increasingly common on North American city streets. These “small things with wheels” come in different sizes, move at a wide range of speeds, handle turns and surfaces differently, and attract people with varying degrees of skill and expertise.

Ensuring a safe, comfortable trip for everyone, regardless of device type, is essential for designing All Ages & Abilities bikeways. The broader range of speeds created by the increase in electric and electric-assist devices means that planners and engineers are reconsidering design criteria for bikeway widths to accommodate comfortable riding and passing. Rapid growth in cargo bikes and trikes for deliveries and family transportation means that many devices in a bikeway are wider, longer, and have larger turning radii than typical bikes. E-scooters have smaller wheels than bicycles and handle surfaces, bumps, grates, and gradients differently than devices with larger tires.

To safely accommodate and encourage these new uses and modes, planners and engineers are revisiting bikeway design practices, including passing widths, queueing lengths, turn radii, grade changes, and surface materials. This paper explores these and other design considerations to ensure that people using the evolving variety of small things with wheels can comfortably ride in urban bikeways.

Note for the reader:

This paper was developed with U.S. customary units for distance (i.e. the Imperial system). For practical international use, the metric units included parenthetically are rounded and do not represent exact conversions.

Strategies for designing for all ages, abilities, and micromobility options

In most cases, bike lanes are the best, safest, and most comfortable place for people using the wide array of (often electrified) small things with wheels. To ensure bikeway design is inclusive of all potential riders—regardless of which wheeled device they ride—designers need to accommodate more people using bikeways with higher speed and size differentials. Effective All Ages & Abilities design will increase comfort and safety for everyone. The new array of vehicle types, sizes, and speeds, requires updated design thinking in four key arenas:



LANE WIDTHS

Allocate extra width to accommodate wider devices and passing

PAGE 9 →



INTERSECTIONS

Create safe and maneuverable spaces at intersections and driveways

PAGE 18 →



SURFACES AND GRADIENTS

Provide smooth surfaces for devices with small wheels

PAGE 23 →



NETWORK LEGIBILITY

Make the best place to ride obvious

PAGE 27 →



Source: Jonathan Maus/Bike Portland

Who is the “All Ages & Abilities” User?

To achieve growth in bicycling, bikeway design needs to meet the needs of a broader set of potential bicyclists. Many existing bicycle facility designs exclude most people who might otherwise ride, traditionally favoring very confident riders, who tend to be adult men. When selecting a bikeway design strategy, identify potential design users in keeping with both network goals and the potential to broaden the bicycling user base of a specific street.



Children

School-age children are an essential cycling demographic but face unique risks because they are smaller and thus less visible from the driver’s seat than adults, and often have less ability to detect risks or negotiate conflicts.



Seniors

People aged 65 and over are the fastest growing population group in the US, and the only group with a growing number of car-free households.¹² Seniors can make more trips and have increased mobility if safe riding networks are available. Bikeways need to serve people with lower visual acuity and slower riding speeds.



Women

Women are consistently under-represented as a share of total bicyclists, but the share of women riding increases in correlation to better riding facilities.¹³ Concerns about personal safety including and beyond traffic stress are often relevant. Safety in numbers has additional significance for female bicyclists.



People Riding Bike Share

Bike share systems have greatly expanded the number and diversity of urban bicycle trips, with over 28 million US trips in 2016.¹⁴ Riders often use bike share to link to other transit, or make spontaneous or one-way trips, placing a premium on comfortable and easily understandable bike infrastructure. Bike share users range widely in stress tolerance, but overwhelmingly prefer to ride in high-quality bikeways. All Ages & Abilities networks are essential to bike share system viability.



People of Color

While Black and Latinx bicyclists make up a rapidly growing segment of the riding population, a recent study found that fewer than 20% of adult Black and Latinx bicyclists and non-bicyclists feel comfortable in conventional bicycle lanes; fear of exposure to theft or assault or being a target for enforcement were cited as barriers to bicycling.¹⁵ Long-standing dis-investment in street infrastructure means that these riders are disproportionately likely to be killed by a car than their white counterparts.¹⁶



Low-Income Riders

Low-income bicyclists make up half of all Census-reported commuter bicyclists, relying extensively on bicycles for basic transportation needs like getting to work.¹⁷ In addition, basic infrastructure is often deficient in low-income neighborhoods, exacerbating safety concerns. An All Ages & Abilities bikeway is often needed to bring safe conditions to the major streets these bicyclists already use on a daily basis.



People with Disabilities

People with disabilities may use adaptive bicycles including tricycles and recumbent handcycles, which often operate at lower speeds, are lower to the ground, or have a wider envelope than other bicycles. High-comfort bicycling conditions provide mobility, health, and independence, often with a higher standard for bike infrastructure needed.



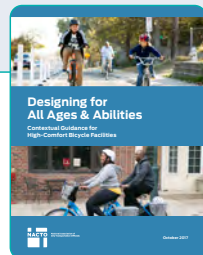
People Moving Goods or Cargo

Bicycles and tricycles outfitted to carry multiple passengers or cargo, or bicycles pulling trailers, increase the types of trips that can be made by bike, and are not well accommodated by bicycle facilities designed to minimal standards.



Confident Cyclists

The small percentage of the bicycling population who are very experienced and comfortable riding in mixed motor vehicle traffic conditions are also accommodated by, and often prefer, All Ages & Abilities facilities, though they may still choose to ride in mixed traffic.



Source: NACTO, *Designing for All Ages & Abilities: Contextual Guidance for High Comfort Bicycle Facilities*.

Common devices in urban bikeways

The most common devices people ride in urban bikeways fit into one of four operational categories: mini devices, typical bikes, cargo bikes, and extra-large bikes. Devices that require a driver’s license and vehicle registration, such as mopeds, are not considered in this paper as a potential bikeway user.



MINI DEVICES

People riding electric and non-electric scooters, skateboards, rollerblades, and other devices are typically riding or rolling upright on small wheels. Many people who use wheelchairs and personal mobility devices also use bikeways.

In cities with shared e-scooters systems, people on e-scooters may be one of the most prevalent bikeway users.

⚡ Electric options for **mini devices** are motor driven and typically limited to 8-15 mph (12-25 km/h).



TYPICAL BIKES

People riding electric and non-electric upright bikes and trikes as well as recumbent bikes, hand cycles, and any wheeled devices up to 2.5 feet (0.7 meters) wide. People riding typical bikes are common bikeway users and the typical bike is the conventional design vehicle for bikeways.



EXTRA-LARGE BIKES

People riding large freight tricycles, pedicabs, and other devices wider than 3 feet (1 meter) and typically up to 4.5 feet (1.4 meters) may also use urban bikeways.



CARGO BIKES

People riding cargo bikes with or without a trailer as well as any wheeled device 2.5-3 feet (0.8-1 meter) wide are often carrying goods or passengers, commonly children.

⚡ Common electric options for **typical bikes, cargo bikes, and extra-large bikes** include electric assistance for pedaling up to 20 mph (30 km/h); some e-bikes also have a throttle that can propel the device up to 20 mph, 25 mph, or 28 mph (30 km/h, 40 km/h, or 45 km/h) without pedaling.

How much faster are e-bikes?

While electric-assist bikes and pedal-only, non-electric bikes have similar top speeds, observed operating speeds for electric-assist bikes are typically higher and spread over a smaller range than pedal-only bikes. Urban e-bike operating speeds are typically 12-18 mph (20-30 km/h), while pedal-only bike speeds range from about 4-18 mph (6-30 km/h).^{4,5} Designers should note that these speed differentials will require design strategies similar to those used when considering downhill and uphill needs.

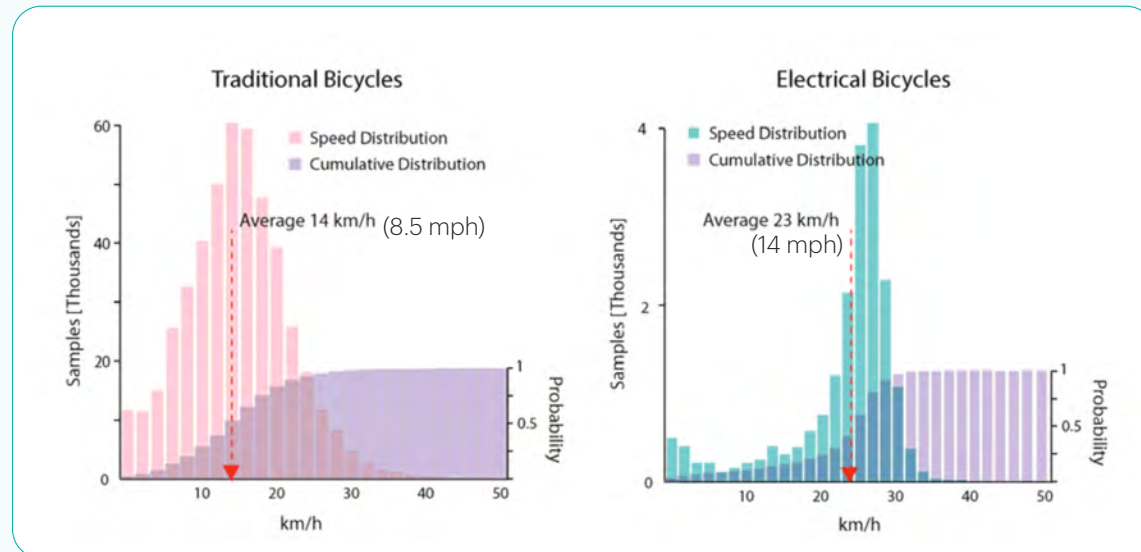
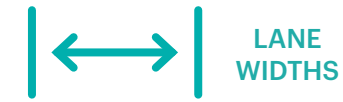


Image source: Dozza, Werneke & Mackenzie, 2013⁶



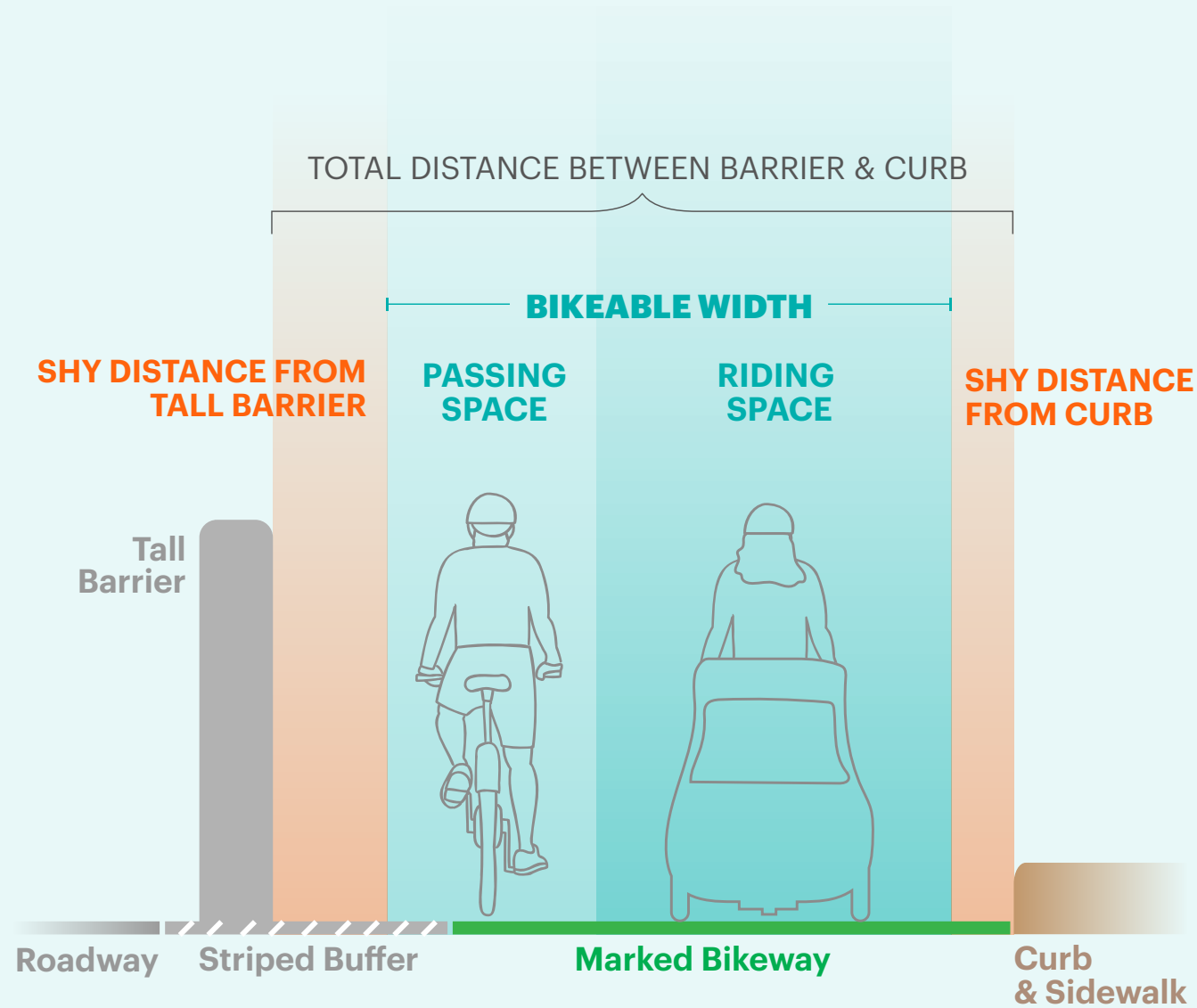
Allocate extra width to accommodate wider devices and passing

As bikeway use grows and people ride a wider mix of devices at different speeds, there is a growing need for space to pass or be passed by devices wider than a bicycle. Wider bikeways can more comfortably accommodate the increase in passing events and the increase in side-by-side riding that comes with higher bike volumes. A bikeway that is too narrow for its particular mix of volume, devices, and speeds can become uncomfortable due to close-passing, even if it meets minimum width standards. Wider protected bike lanes are especially important for children and caregivers, side-by-side riders, people using adaptive devices, and people moving goods.

To determine the width of the bikeway, start with identifying the widest device that people will frequently ride in the bikeway—this is the design bike—and the widest device that people will occasionally ride in the bikeway—this is the control bike. Once the design bike and control bike are identified, follow this step-by-step method for determining the desired bikeable width:

- STEP 1** Calculate the control bike *riding space* - the width needed for comfortable riding by the control bike
- STEP 2** Calculate the design bike *passing space* - the width needed for comfortable passing by the design bike
- STEP 3**
 - A** Determine the desired bikeable width for one-way bikeways - add control bike riding space to design bike passing space
 - OR
 - B** Determine the desired bikeable width for two-way bikeways - double the control bike riding space, and designate additional width for side-by-side riding along busy two-way bikeways

The following pages include a detailed explanation of each step.



Design bikeways to have enough bikeable width for all expected users to operate comfortably and to be passed comfortably by faster riders. Bikeable width is the distance between barriers, minus any shy distance from each barrier. Passing space and riding space should both fit within the bikeable width without overlapping.

For details on calculating bikeable width, see page 16.

Calculate riding space and passing space

STEP 1 Calculate the control bike riding space

To comfortably use a bikeway, people need the space around their body to remain clear of other people and objects. This width is called **riding space**. A person's preferred riding space will vary depending on the width and stability of their device, how fast they're riding, and their overall level of comfort. A comfortable riding space is typically 1.5-2.5 feet (0.5-0.8 meters) wider than the device width and allows users to deviate slightly while riding. For example, a cargo bike or personal tricycle may be 3 feet (0.9 meters) wide, but the rider needs a total of 4.5-5.5 feet (1.4-1.7 meters) to comfortably use a bikeway.

STEP 2 Calculate the design bike passing space

Passing space is the width a faster rider needs to overtake slower riders without entering the slower rider's riding space. When a faster rider overtakes a slower rider, they typically assume a temporarily narrower space, or passing space, that is only 0.5 feet (0.2 meters) wider than the device they are riding.

Calculating riding space for the control bike and passing space for the design bike:

	Comfortable <i>riding space</i> for one-way biking	<i>Passing space</i> for the faster rider during a passing event
	Device width plus 1.5-2.5 ft (0.5-0.8 m)	Device width plus 0.5 ft (0.2 m)
Typical bike Device width is up to 2.5 ft (0.7 m)	4-5 ft (1.2-1.5 m)	3 ft (0.9 m)
Cargo bike Device width is up to 3 ft (0.9 m)	4.5-5.5 ft (1.4-1.7 m)	3.5 ft (1.1 m)
Extra-large bike Device width is up to 4.5 ft (1.4 m)	6-7 ft (1.9-2.2 m)	5 ft (1.6 m)

STEP 3A Determine the desired bikeable width for one-way bikeways

Calculate the bikeable width needed for passing on a one-way bikeway by adding the passing space for a design bike (representing the faster rider passing) and the riding space for a control bike (representing the slower rider being passed).

$$[\text{Recommended bikeable width} = \text{Design bike's passing space} + \text{Control bike's riding space}]$$

For example, a person riding a typical bike passing a cargo bike should have 3 feet (0.9 meters) of space *outside* the cargo bike's comfortable riding space (4.5-5.5 feet or 1.4-1.7 meters) to accommodate comfortable passing, resulting in a desired bikeable width of 7.5-8.5 feet (2.3-2.6 meters).

Bikeable width needed for passing on a one-way bikeway:

Design bike passing space representing the faster rider passing	Control bike riding space representing the slower rider being passed		
	Typical bike Riding space is 4-5 ft (1.2-1.5 m)	Cargo bike Riding space is 4.5-5.5 ft (1.4-1.7 m)	Extra-large bike Riding space is 6.5-7.5 ft (1.9-2.2 m)
Typical bike passing Passing space is 3 ft (0.9 m)	7-8 ft (2.1-2.4 m)	7.5-8.5 ft (2.3-2.6 m)	9.5-10.5 ft (2.8-3.1 m)
Cargo bike passing Passing space is 3.5 ft (1.1 m)		8-9 ft (2.5-2.8 m)	10-11 ft (3.0-3.3 m)
Extra-large bike passing Passing space is 5 ft (1.6 m)			11.5-12.5 ft (3.5-3.8 m)



Along all facilities, look for opportunities to provide and designate wider **passing areas**. Uphill passing opportunities can be especially beneficial along facilities where people use devices with and without electric assistance. To designate passing areas, use lane markings to direct slower users to the right and ensure sufficient space is available for passing. Without lane markings, people may ride in the center of the bikeway, making passing more difficult.

STEP 3B Determine the desired bikeable width for two-way bikeways

A comfortable riding space for two-way biking allows all users to maintain their own riding space within their own directional lane. To calculate the bikeable width for two-way biking, double the comfortable riding space for the control bike.

Along a two-way bikeway, faster riders can pass slower riders by changing lanes during a gap in the opposing flow. However, on busy two-way bikeways, gaps in the opposing flow may be infrequent enough that faster riders choose to overtake slower riders while bikes are passing in both directions. Designate an additional 3 feet (0.9 meter) to accommodate passing along busy bikeways and create space for side-by-side riding.

Bikeable width needed for passing on a two-way bikeway:

Control bike:		Bikeable width needed for comfortable two-way operations	Along busy bikeways accommodate passing and side-by-side riding
Double the one-way riding space			Two-way operations plus 3 ft (0.9 m)
Typical bike One-way riding space is 4-5 ft (1.2-1.5 m) Cargo bike One-way riding space is 4.5-5.5 ft (1.4-1.7 m) Extra-large bike One-way riding space is 6-7 ft (1.9-2.2 m)	8-10 ft (2.4-3 m)	11-13 ft (3.3-3.9 m)	
	9-11 ft (2.8-3.4 m)	12-14 ft (3.7-4.3 m)	
	12-14 ft (3.8-4.4 m)	15-17 ft (4.7-5.3 m)	

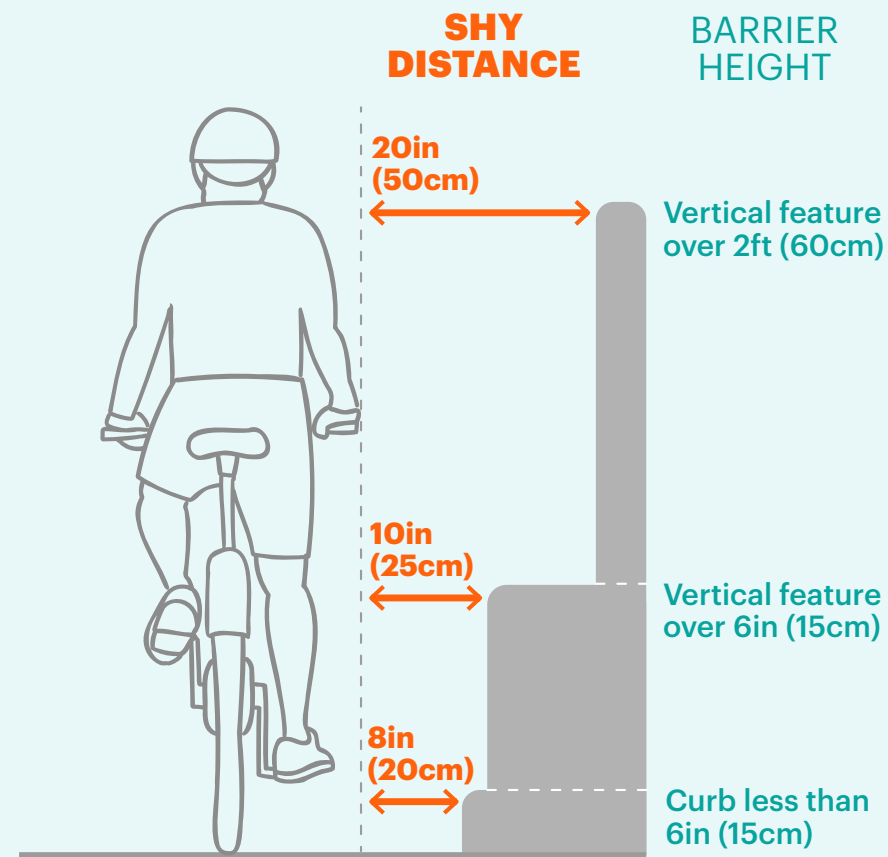


Understanding bikeable width

The marked width of a bikeway on paper is not always the same as the bikeable width that riders experience. The **bikeable width** is the usable space of a bikeway and excludes the space that is unrideable because it is too close to a wall, post, curb, or gutter.

The unrideable surface next to a vertical object is called the **shy distance** and is not part of the bikeable width. The bikeable width of a bikeway is calculated as the distance between two vertical objects *minus* the shy distance from each vertical object.

The amount of shy distance is impacted by the height of an object and the speeds expected along the bikeway.



Adapted from *Cycle Infrastructure Design* Table 5-3.⁷

Some bikeways include physically constrained portions where the bikeable width may not accommodate passing. When width is limited, designers can maximize bikeable width by locating physical objects as far as reasonable from the bikeway and by designing beveled curbs to reduce conflicts. In these areas, designers should also look to reallocate space from motor vehicles (e.g., reducing lane widths or reducing the number of lanes) to ensure that pedestrians and people using the bikeway have sufficient space.

Type of object	Typical shy distance
<ul style="list-style-type: none"> Tall vertical barriers or other objects taller than 2 feet (60 centimeters) are high enough to conflict with handlebars. 	The bikeable surface begins 20 inches (50 centimeters) away from a tall vertical object.
<ul style="list-style-type: none"> Vertical curbs of 6 inches (15 centimeters) high or more can catch a pedal or the side of a trailer or scooter. 	The bikeable surface begins 10 inches (25 centimeters) away from a vertical curb.
<ul style="list-style-type: none"> Half-height curb profiles less than 6 inches (15 centimeters) and beveled curbs reduce the likelihood of a pedal strike. 	The bikeable surface begins 8 inches (20 centimeters) away from a half-height curb and 6 inches (15 centimeters) from a beveled curb.
<ul style="list-style-type: none"> Gutter pans create an uneven surface where they meet the roadway surface, potentially destabilizing wheels. 	The bikeable surface begins 1-2 inches (2-5 centimeters) away from the edge of the gutter pan.

Increase shy distance when higher speeds are expected. Higher operating speeds (e.g., downhills or a desire to accommodate electric powered devices or fast riders at full speed) may warrant an additional **3-6 inches (7.5-15 centimeters)** of additional shy distance.



Create safe and maneuverable spaces at intersections and driveways

Protected and dedicated intersections are a major tool for promoting comfortable and safe interactions between and among all roadway users. To accommodate the expanding range of device profiles in bikeways, cities need to:

- ⇒ Design enough space for people to wait at intersections
- ⇒ Allow turning maneuvers and lane shifts at appropriate operating speeds
- ⇒ Ensure visibility of all bikeway users at intersections and driveways

Protected intersections:

- Reduce motor vehicle turn speeds
- Create dedicated spaces for people using bikeways
- Shorten pedestrian crossing distances

Reconfiguring and redesigning intersections for safer biking and walking changes the way pedestrians use the intersection. Special care should be taken to accommodate the pedestrian direction of travel, accessibility of any ramp changes, and overall legibility for pedestrians who are blind. For applied guidance, see: *Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities*.⁸

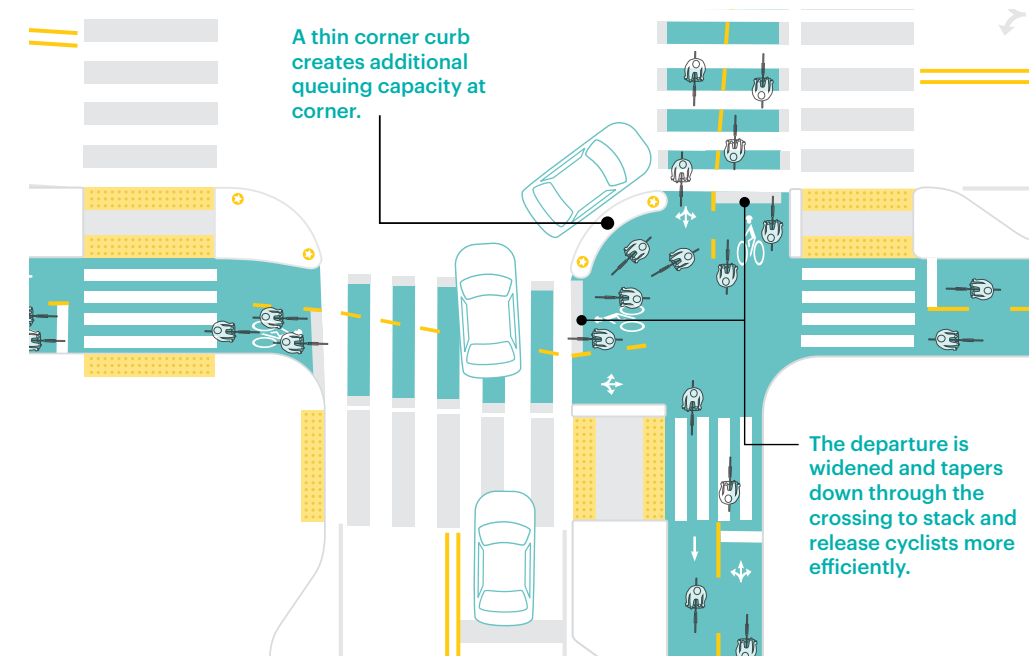
For detailed information on bikeway intersection design, see [Don't Give Up at the Intersection](#).



Design enough space for people to wait at intersections

Protected intersections physically separate queuing bikeway users from motor vehicle lanes, are the site of interaction with pedestrians, and are an especially sensitive location subject to crowding. Queuing areas at intersections should reflect the anticipated use of the intersection. Cargo bikes, pedicabs, adaptive bikes and other vehicle types are not only wider, but often much longer than e-scooters and typical bikes. Protected or dedicated queuing space is especially critical for ensuring a bikeway intersection is attractive and comfortable for small groups, such as a bike with a child trailer or an adult riding alongside a child. Without an obvious safe place to wait, people may spill into a crosswalk or be forced to wait very close to motor vehicle traffic.

Protected corners can be designed to maximize width available for side-by-side queuing and two-stage turns. Narrow the corner curb and make the cross-bike wider on the intersection approach than the receiving side to maximize the available queuing and maneuvering space.



Source: [Don't Give Up at the Intersection](#) page 16

At protected intersections with limited queuing space, use design features to keep riders waiting to cross the street from being forced into motor vehicle lanes or pedestrian areas. Enhance the attractiveness of linear queuing with longer bike signal phases, footrests or curbs, and few—if any—grade changes or curves in the approaching bikeway.

At non-protected intersections, allow for additional or overflow queuing space at intersection approaches to allow faster users to filter to the front of the lane to pass. Create additional space by widening bikeways at the intersections or designating areas as bike boxes.⁹

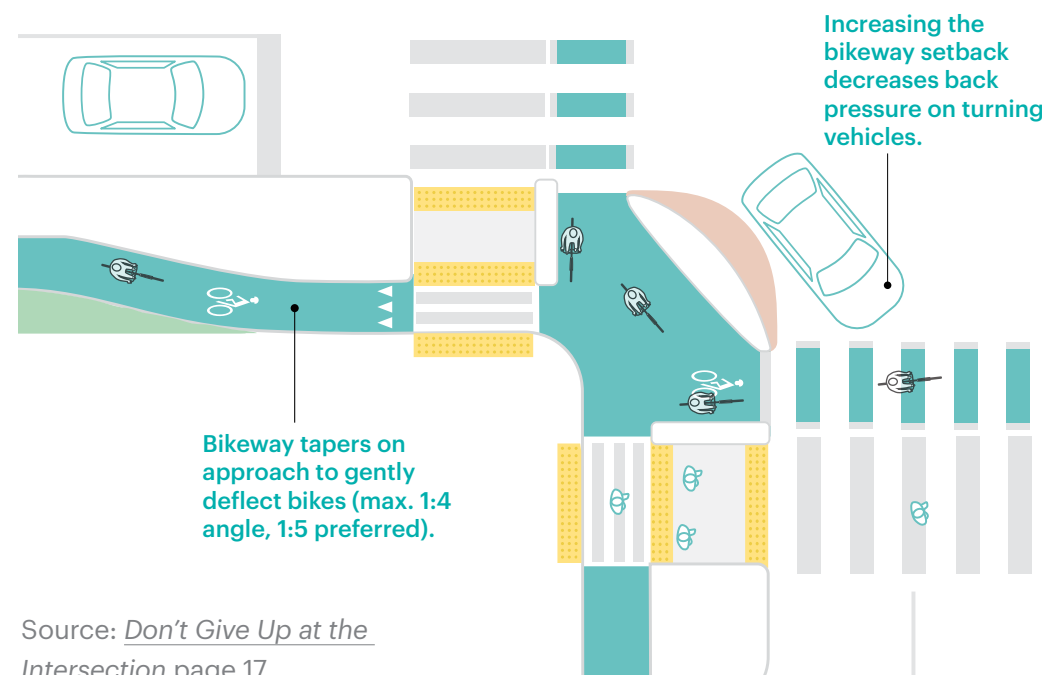
Allow turning maneuvers and lane shifts at appropriate operating speeds

Turning radii at intersections need to be maneuverable by all devices operating in the bikeway.

Beginner e-scooter riders may find it difficult to turn safely at their minimum turn radius and cargo bikes and tandem bikes in particular have wide turn radii. Cargo bikes have a minimum inner turn radius of 5 feet (1.5 meters) and a sweeping radius of at least 9 feet (2.7 meters). Tandem bikes have an inner radius of 7.5 feet (2.3 meters) and a sweeping radius of at least 10.5 feet (3.2 meters).¹⁰ If possible, the inside radius of horizontal curves should be at least 10 feet (3 meters) to accommodate typical bikes and wider-turning devices at low speeds.^{11, 12}

Horizontal tapers and **lane shifts** are important features of bend out designs at intersections and where bikeways need to shift around a curb extension or create room for a parking lane. Design horizontal lane shifts and tapers so that people using the design bike (i.e. the device with the widest turn radius that people will frequently ride in the bikeway) can maneuver completely within the established bike lane at a typical or desired operating speed. A control bike (i.e. the device with the widest turn radius that will occasionally ride in the bikeway) can be accommodated using buffer areas outside the designated bike lane itself.

Gradual tapers of at least 1:5 will allow most users to continue at their typical operating speeds. In high-pedestrian contexts, short blocks, and other locations planned for low bikeway speeds, a 1:3 taper may be appropriate on one-way bikeways.



On two-way bikeways, test the path of two opposing bikes with trailers to confirm they can pass one another without encroaching into one another's riding space. To create space for two devices to proceed simultaneously, make the lateral shift more gradual or make the bikeway wider as it shifts.

Ensure any horizontal tapers are well lit and have retroreflective markings to help with visibility at night. Vertical deflection like raised crosswalks or raised transit boarding areas can help moderate bikeway speeds approaching busy pedestrian areas but avoid starting a horizontal taper and a grade change simultaneously, as three-wheeled devices can become unstable when making this maneuver even at low speeds.

See *Design grade changes sensitively* on page 25 for more details designing vertical deflection across bikeways.



Ensure visibility of all bikeway users at intersections and driveways

At all intersections and driveways, turning drivers need to be able to see approaching users in the bikeway in time to slow, yield, or stop completely. However, the distance needed varies based on motor vehicle speed, driver expectations, and bikeway speeds. People riding powered-devices in the bikeway create the potential for faster speeds, which necessitate longer sight distances so turning drivers can see approaching riders in time to slow, yield, or stop completely.

For all bikeways, but especially when bikeways are separated by parking or other high-profile objects:

- ⇒ Ensure that all users are visible at intersections and use design strategies to meaningfully slow conflicting motor vehicle turning movements with speed bumps and humps, raised bikeway crossings, or smaller motor vehicle turn radii.
- ⇒ Improve visibility at intersections by placing visually permeable items like bike racks, sign posts, and shared micromobility stations within approximately 20-30 feet (6-9 meters) of street crossings and 10 feet (3 meters) of driveway crossings.¹³
- ⇒ Review parking setbacks to create visibility of, and for, children and people using lower-profile devices like sit-down scooters and recumbent bicycles, and ensure clear stopping-sight distances are compatible with faster bikeway speeds.

On very short blocks or blocks with driveways, consider removal of all parking adjacent to the bikeway to improve user visibility. This choice may be a difficult one, but will result in the highest visibility and stopping sight distance.



SURFACES & GRADIENTS



Provide smooth surfaces for devices with small wheels

Devices like skateboards and scooters often have small and solid or dense wheels, usually under 10 inches (25 centimeters) in diameter that will not absorb the shock of uneven surfaces.

For many riders with small wheels, even slight maneuvers to avoid debris can cause the user to fall, tip over, or lose control of the device. Trash, gravel, snow, ice, and other roadway debris become a major challenge for these smaller-wheeled devices and a considerable nuisance for users with larger wheels.

To provide a smooth surface for all user, cities need to:

- ⇒ Design a smooth but not slick surface
- ⇒ Design grade changes sensitively
- ⇒ Maintain bikeways to a higher standard

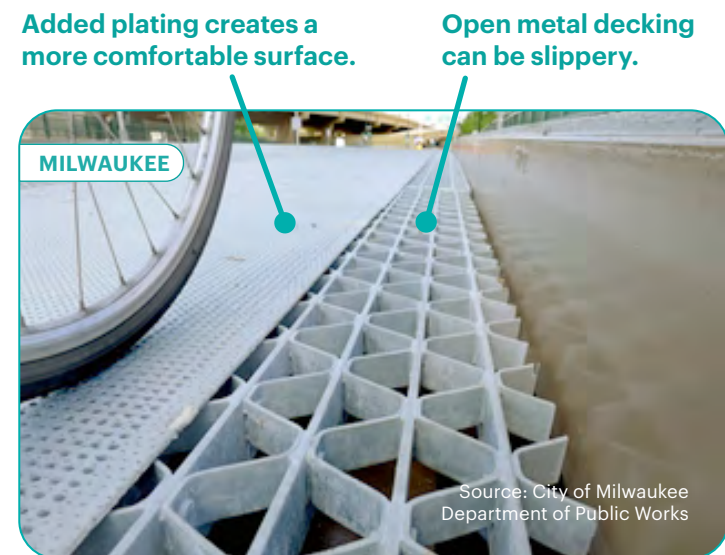


Design a smooth but not slick surface

An ideal bikeway has good traction in all weather conditions. Consider resurfacing the roadway when implementing protected bike lanes. Brick or cobblestone streets and open metal decking on bridges can be particularly slippery, hazardous, and uncomfortable for all users, but especially those with small and narrow wheels. In these locations, replace the bikeway surface with a smoother material.

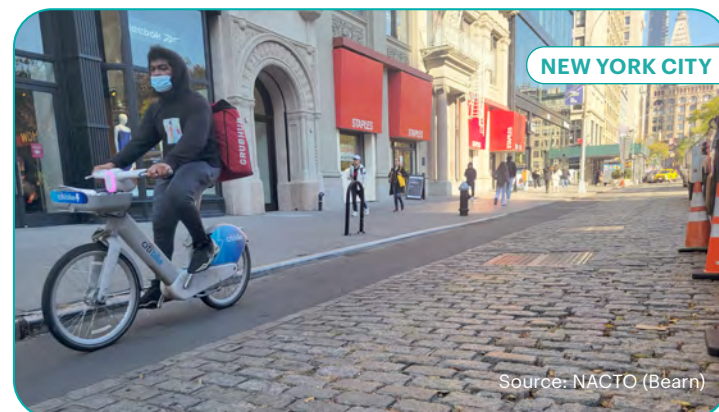
For large markings such as green color on bikeways, use a high friction material such as methyl methacrylate (MMA), polymer resin with color aggregate, or a high-friction (as opposed to conventional) thermoplastic or epoxy. Before selecting a standard or citywide treatment, test materials locally for compatibility with smaller wheeled users in wet conditions.

Where practical, avoid designing curves or lateral shifts on low-traction surfaces.



The City of Milwaukee added anti-skid bridge plates to all of their bridges with open metal decking to create a safer and more comfortable surface for people biking.

To create a smoother riding area, the New York City Department of Transportation installed an asphalt bikeway along a block with cobblestones.



Design grade changes sensitively

Vertical speed management devices are less comfortable for bike riders and particularly people riding e-scooters and devices that do not have handlebars or mechanical brakes.

On streets like bike boulevards, where bikes and e-scooters often go over speed humps, use speed cushions or speed humps with bicycle cut throughs to allow people riding bikes and scooters to continue at-grade. If speed humps need to extend across the entire width of a roadway, consider using sinusoidal speed humps to soften the vertical deflection and improve comfort.¹⁴

Use a gentle slope wherever the bikeway slopes up or down (e.g., at a raised intersection, transit boarding area, or a transition from street to sidewalk grade) aiming for a 1:20 or gentler slope where practical. Even an ADA-compliant slope (1:12), can jolt people riding bikes, e-scooters, or other devices.¹⁵

Avoid abrupt changes in grade where changes in direction also occur. Three-wheeled devices such as tricycles and bikes with child trailers can be ridden on a wide range of cross-slopes, but need a more level surface in order to turn without becoming unmaneuverable or tipping.¹⁶

Ramps connecting two bikeways at different grades (e.g., connecting an off-street bikeway to an overpass or pedestrian bridge) should maintain visibility around corners, be gentle in slope, have minimal grade breaks to soften vertical transitions for users with small wheels, and be wide enough to accommodate the turning movements of larger bikes, especially at switchbacks and around corners.



Maintain bikeways to a higher standard

Utility patches, stormwater grates, utility covers, and other repairs along bikeways should be held to a high standard and inspected following installation. A smooth final surface is required where a utility cut crosses the bikeway or runs along it. If a perfectly smooth final surface is not feasible, lips should be limited to ½ inch (1.2 centimeter).¹⁷

Develop proactive maintenance practices to ensure that bikeway surfaces are maintained to a higher degree. Relatively minor potholes, longitudinal cracks and seams, and other roadway defects can pose a hazard for smaller-wheeled devices.

It is sometimes efficient to resurface only part of the roadway, but narrow strips of asphalt are usually more difficult to maintain in the long term. If only resurfacing the bikeway, consider how the bikeway and remaining asphalt roadway surface can be maintained in the future.

Effective snow clearance or removal practices that keep the bikeway surface ice-free and clear of snow will allow a wider range of devices to be used year-round. Some surface materials are better at reducing icing; for example, permeable asphalt is less likely to ice and become slippery than regular asphalt and can be considered for new construction of raised bikeways.

Develop proactive maintenance practices to ensure that bikeway surfaces are maintained to a higher degree.



Make the best place to ride obvious

Providing easily-identified facilities that work for people riding side-by-side, using shared e-scooters, or riding e-cargo bikes will help guide riders into the bikeway and away from the sidewalk. People rely on a combination of formal information and obvious connections when deciding where to ride. Including additional elements like comprehensive wayfinding and intuitive, comfortable, and safe transitions between facilities improves the function of the bike network and of the sidewalk network.

Signs and markings are not a substitute for good design, but help set expectations for how to use the bikeway. They are helpful for clarifying the variety of ways people can use the bikeway and emphasizing that newly popular device types—like e-scooters and e-bikes—are welcome. When bikeways are designed for all ages, abilities, and micromobility options, people on bikes and scooters will prefer to ride in the well-designed bikeways instead of competing for space on a sidewalk.



In areas separated from motor vehicle lanes, e-scooter stencils are used to indicate to e-scooter riders where to travel. Scooter symbols on signs or markings are considered experimental under the 2009 U.S. Manual on Uniform Traffic Control Devices (MUTCD), so jurisdiction-by-jurisdiction decisions are made about whether to include them in mixed traffic conditions or to limit their application to separated bikeways.

Notes

- 1 NACTO. *Designing for All Ages & Abilities: Contextual Guidance for High Comfort Bicycle Facilities* (2017). https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf
- 2 NACTO. *Shared Micromobility in the U.S. 2020-2021* (2022). <https://nacto.org/shared-micromobility-2020-2021/>
- 3 Toll, Micah. "US electric bicycle sales tracking toward 1 million annually, global market heading to \$40B with a 'B'" (Electrek, Feb 8, 2022). <https://electrek.co/2022/02/08/us-electric-bicycle-sales-tracking-towards-1-million-annually-global-market-heading-to-40b-with-a-b/>
- 4 MacArthur, John. "Are e-bikes faster than conventional bicycles?" (Portland State University, November, 2014). <https://trec.pdx.edu/blog/are-e-bikes-faster-conventional-bicycles>
- 5 FHWA's findings in extensive active and in-situ studies on trails found slightly higher and less widely distributed speeds for pedal-only bicycles, averaging 11 mph (17 km/h), with an 15th percentile of 7 mph (11 km/h) and an 85th percentile of 14 mph (22 km/h). FHWA. *Characteristics of Emerging Road and Trail Users and Their Safety* (2004), Table 12, page: 74. <https://www.fhwa.dot.gov/publications/research/safety/O4103/index.cfm>
- 6 Dozza, M. et al. e-BikeSAFE: A naturalistic cycling study to understand how electrical bicycles change cycling behaviour and influence safety (International Cycling Safety Conference, Helmond, The Netherlands, November 2013). https://www.researchgate.net/publication/287489452_e-BikeSAFE_A_Naturalistic_Cycling_Study_to_Understand_how_Electrical_Bicycles_Change_Cycling_Behaviour_and_Influence_Safety
- 7 Department for Transport. *Cycle Infrastructure Design*. (Controller of Her Majesty's Stationery Office, 2020). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf
- 8 Montgomery County Department of Transportation (MCDOT). *Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities*, First Edition (2021). <https://www.montgomerycountymd.gov/DOT/Projects/TLCVision/>
- 9 Jennifer Dill, et al. *Evaluation of Bike Boxes at Signalized Intersections* (Portland, OR: Transportation Research and Education Center, 2011). <http://dx.doi.org/10.15760/trec.138>
- 10 Department for Transport. *Cycle Infrastructure Design*. (Controller of Her Majesty's Stationery Office, 2020). https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf
- 11 Ibid.
- 12 AASHTO. *Guide for the Development of Bicycle Facilities*, 4th Edition (American Association of State Highway and Transportation Officials, Washington, DC, 2012), Table 5-2, page: 5-14. <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/chapter-22-guide-development-bicycle-facilities-4th>
- 13 From the NACTO Urban Bikeway Design Guide. Cycle Tracks chapter: "The desirable no-parking area is 30 feet from each side of the crossing" and "For motor vehicles attempting to cross the cycle track from the side street or driveway, [design] should accommodate a sight triangle of 20 feet to the cycle track from minor street crossings, and 10 feet from driveway crossings." NACTO. *Urban Bikeway Design Guide* (2012), page: One-Way Protected Cycle Track. <https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/>
- 14 Birmingham, United Kingdom. HW7.53 RevE Sinusoidal Road Hump Detail, Design Detail. https://www.birmingham.gov.uk/downloads/file/2728/hw753_reve_sinusoidal_road_hump_detail
- 15 NACTO. *Don't Give Up at the Intersection* (2019), page: *Minor Street Crossings*. <https://nacto.org/publication/dont-give-up-at-the-intersection/minor-street-crossings/>
- 16 "To maintain comfort for people bicycling with more than two wheels (e.g., cargo bike or tricycle) or with a trailer, bike lane cross slopes should not exceed 2 percent. Gentler cross slopes are recommended where these bicycles are more common." MassDOT. *Separated Bike Lane Planning and Design Guide* (2015), Chapter 3, p. 29. <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide>
- 17 California Department of Transportation (Caltrans). *Highway Design Manual*, 7th Edition (July 2022), Chapter 1000: *Bicycle Transportation Design*. <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>

Further Reading

American Association of State Highway and Transportation Officials (AASHTO). *Guide for the Development of Bicycle Facilities*, 4th Edition. AASHTO, Washington, DC. 2012. <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/chapter-22-guide-development-bicycle-facilities-4th>

Birmingham, United Kingdom. HW7.53 RevE Sinusoidal Road Hump Detail. https://www.birmingham.gov.uk/downloads/file/2728/hw753_reve_sinusoidal_road_hump_detail

California Department of Transportation. *Caltrans Highway Design Manual*. Chapter 1000: *Bicycle Transportation Design*. 2022. <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>

Department for Transport. *Cycle Infrastructure Design*. Controller of Her Majesty's Stationery Office. 2020. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

Dill, Jennifer, Christopher Monsere, and Nathan McNeil. *Evaluation of Bike Boxes at Signalized Intersections*. OTREC-RR-11-06. Portland, OR: Transportation Research and Education Center (TREC), 2011. <http://dx.doi.org/10.15760/trec.138>

Dozza, M., J. Werneke, and M. Mackenzie. *e-BikeSAFE: A naturalistic cycling study to understand how electrical bicycles change cycling behaviour and influence safety*. International Cycling Safety Conference, Helmond, The Netherlands. November 2013. https://www.researchgate.net/publication/287489452_e-BikeSAFE_A_Naturalistic_Cycling_Study_to_Understand_how_Electrical_Bicycles_Change_Cycling_Behaviour_and_Influence_Safety

Federal Highway Administration. *Characteristics of Emerging Road and Trail Users and Their Safety*. Publication No. FHWA-HRT-04-103, October 2004. <https://www.fhwa.dot.gov/publications/research/safety/04103/index.cfm>

Human Engineering Research Laboratories. *Development of Surface Roughness Standards for Pathways Used by Wheelchair Users: Final Report*. December, 2014. <https://www.corada.com/documents/surface-roughness-standards-final-report/whole-document>

Los Angeles Department of Transportation. *LADOT Walk & Bike Count*. 2020. <https://ladot.lacity.org/walkbikecount>

MacArthur, John. "Are e-bikes faster than conventional bicycles?" Portland State University Blog. November, 2014. <https://trec.pdx.edu/blog/are-e-bikes-faster-conventional-bicycles>

Massachusetts Department of Transportation. *Separated Bike Lane Planning and Design Guide*. 2015. <https://www.mass.gov/lists/separated-bike-lane-planning-design-guide>

Montgomery County Department of Transportation (MCDOT). *Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities*, First Edition. 2021. <https://www.montgomerycountymd.gov/DOT/Projects/TLCVision>

NACTO. *Designing for All Ages & Abilities: Contextual Guidance for High Comfort Bicycle Facilities*. 2017. https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

NACTO. *Don't Give Up at the Intersection*. 2019. <https://nacto.org/publication/dont-give-up-at-the-intersection>

NACTO. *Shared Micromobility in the U.S. 2020-2021*. 2022. <https://nacto.org/shared-micromobility-2020-2021>

NACTO. *Urban Bikeway Design Guide*. 2012. <https://nacto.org/publication/urban-bikeway-design-guide/>

Pedestrian and Bicycle Information Center. *Micromobility Resources*. <https://www.pedbikeinfo.org/topics/micromobility.cfm>

SAE International. *Taxonomy and Classification of Powered Micromobility Vehicles*. The SAE Power Micromobility Vehicles Committee, November 2019. https://saemobilus.sae.org/content/j3194_201911

Sustrans. *Sustrans Design Manual: Handbook for cycle-friendly design*. April, 2014. https://www.eltis.org/sites/default/files/trainingmaterials/sustrans_handbook_for_cycle-friendly_design_11_04_14.pdf

Toll, Micah, "US electric bicycle sales tracking toward 1 million annually, global market heading to \$40B with a 'B.'" *Electrek*. Feb 8, 2022. <https://electrek.co/2022/02/08/us-electric-bicycle-sales-tracking-towards-1-million-annually-global-market-headin>

Transportation Research Board (TRB). *E-Scooter Safety: Issues and Solutions*. TRB, Washington, DC: The National Academies Press, 2022. <https://doi.org/10.17226/26756>

CHAPTER 11/SHARING THE ROAD

As a driver, you must learn to safely share the road with a variety of other users. These include, but are not limited to: large vehicles, motorcycles, mopeds, pedestrians, bicyclists, in-line skaters, roller skaters, skateboarders, slow moving vehicles, non-motorized scooters and horseback riders. You should know how to safely manage the problems they can present and understand the special rules they must obey.

PEDESTRIANS

Pedestrians are at high risk in traffic. The law requires you to be extra careful to avoid a collision with them.

Look out for children, near schools, bus stops, playgrounds, parks and ice cream trucks.

When you back up your car or truck, look through your back window for pedestrians. Do not rely only on mirrors when children are near. Before you back into a driveway, or out of it, get out of the vehicle and check behind your vehicle.

Pedestrians are supposed to walk on the side of the road and face the traffic in the lane nearest them. When you make a right turn, watch for those pedestrians on your right. When you make a left turn, watch for pedestrians on the other side of the road on your left.

Pedestrians are supposed to walk on the side of the road and face the traffic in the lane nearest them. When you make a right turn watch for pedestrians on your right. When you make a left turn, watch for pedestrians on the other side of the road on your left.

A special right-of-way law allows blind pedestrians to go across the road with a guide dog or a white or metal cane. You must always give them the right-of-way when they are trying to cross at a marked or unmarked crosswalk even if the traffic signals or other right-of-way rules are not in their favor.

Remember to move your eyes as you drive. Look to either side every few seconds to help you spot pedestrians near or approaching the roadway.

The law requires pedestrians to:

- Obey traffic and pedestrian signals, traffic officers and official signs.
- Use the sidewalk when available or face traffic as they walk, as far from the near traffic lane as possible.
- Never stand in the road to hitchhike or conduct business with motorists.

Tips for Drivers:

- Be alert: Always watch for pedestrians.
- Make sure the pedestrian sees you!
- Scan the road and the sides of the road ahead for pedestrians.
- Do not expect a pedestrian to always follow the rules of the road and expect that a pedestrian may be entering the roadway at anytime, anywhere, including outside of crosswalks. Expect the unexpected.
- Before making a turn, look in all directions for pedestrians crossing. Then look again. Particularly, left turns can be a very dangerous maneuver for a motor vehicle driver.
- For example, > 35% of the NYC pedestrian injury crashes occur when a driver is attempting to make a left turn.
- Don't drive after consuming alcohol or other drugs, or when you are fatigued.
- Do not use your cell phone or text while driving.
- Do not use portable electronic devices, headphones or do any other activity that will distract you.

- Look carefully behind your vehicle for approaching pedestrians, especially small children, before backing up.
- For maximum visibility, keep your windshield clean and headlights on.
- Be responsible: Pedestrians have the right of way at all crosswalks. Yield to pedestrians at all crosswalks and intersections, whether marked or unmarked.
- When there is no traffic control signal, drivers must yield the right-of-way to pedestrians, particularly if a pedestrian is in a crosswalk, or there is potential danger to the pedestrian.
- Every driver approaching an intersection or crosswalk must yield the right-of-way to a pedestrian.
- Drivers may be issued a tickets if they are involved in a crash with a pedestrian, injure a pedestrian/bicyclist or fail to exercise due care.
- Stop well back from the crossing to give other vehicles an opportunity to see the crossing pedestrians so they can stop too.
- Yield to pedestrians when making right or left turns at intersections.
- Expect that someone may be entering the roadway or crossing the street that may not see or hear you – expect that there may be persons with disabilities who may have hearing, sight or mobility challenges in and around crossings.
- Pay particular attention to pedestrians accompanied by a guide dog, using a white cane or other mobility assistive devices.
- Use extra caution when driving near children playing along the street or older pedestrians.
- Do not block or park in crosswalks.
- Always stop for a school bus with flashing red lights. Never pass or overtake a vehicle that is stopped for pedestrians. There may be people crossing where you can't see.
- Obey speed limits and come to a complete stop at STOP signs.
- Use extra caution when driving in hard-to-see conditions, such as nighttime or bad weather.
- Slow down and be prepared to stop when turning or otherwise entering a crosswalk.
- Be extra cautious when backing-up and look for pedestrians.
- Be aware of your vehicle's a-pillars (vertical supports on the vehicle that are located around all glass) as these may interfere with seeing clearly (they can create blind spots!)
- Never pass vehicles stopped at a crosswalk. There may be people crossing where you can't see.
- Follow the speed limit, especially around people on the street, in school zones, in neighborhoods where children are present and as you approach an intersection.

BICYCLISTS

Bicyclists have the right to share the road and travel in the same direction as motor vehicles. They are often hard to see in traffic and have no protection from a traffic crash. Check your “blind spots” before you make a turn, parallel park, open a door or leave a curb. Do not depend only on your mirrors – turn your head to look for bicyclists, skaters and scooter operators that may be next to you or approaching.

Give bicyclists room when you drive. Reduce speed as you pass them. Air pressure from a vehicle that passes them quickly can send them off balance.

Be aware that the bicyclist near or in front of you can react to road hazards like a motorcyclist would with sudden changes of speed, direction or lane position.

Bicyclists must:

- Ride in a bicycle lane, if available. Where there is none, they must remain near the right curb or edge of the road or on a right shoulder of the road, to prevent interference with other traffic. When they prepare for a left turn or must move left to avoid hazards, cyclists do not have to remain to the right.
- Come to a full stop before they enter a roadway from a driveway, an alley or over a curb.
- Never travel with more than two side-by-side in a single lane.
- Never ride on a sidewalk if it is prohibited by local laws.

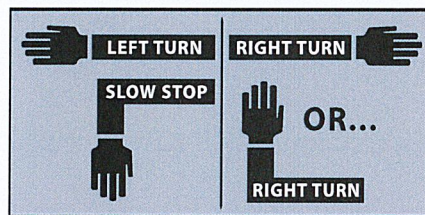
Bicyclists and their passengers ages 1 - 13, must wear an approved helmet. Adults must obey any local laws or regulations about helmet use.

Bicyclists also must:

- Signal turns, lane changes and stops through the use of the hand signals shown. A bicyclist can signal a right turn when they extend the right arm straight out to the right.
- Never carry an infant under a year old as a passenger. It is against the law. Child passengers ages 1 - 4 must ride in attached bicycle safety seats.
- Never carry a passenger unless the bicycle has a passenger seat.
- Keep at least one hand on the handlebars at all times and do not carry any item which prevents correct control of the bicycle.
- Any bicycle crash that causes death or serious injury must be reported to DMV within 10 days of the incident. Bicycle accident report forms (MV-104C) are available at any motor vehicle office.

A bicycle driven on public highways must have adequate brakes and a horn or bell that can be heard at least 100 feet (30 m) away. A bicycle used at night must have a headlight visible from at least 500 feet (150 m) ahead and a red taillight visible from at least 300 feet (90 m) behind. One of these lights must be visible from at least 200 feet (60 m) away on each side. A bicycle sold by a dealer must have wide-angle, spoke-mounted reflectors or reflective tires, a wide-angle rear reflector and pedal reflectors.

The rules of the road and right-of-way apply to and protect these and other highway users. You must yield the right-of-way to them just as you would to another vehicle. And they must obey the rules of the road just as motor vehicle drivers do.



Tips for Drivers:

- People on bicycles have the same rights and responsibilities as people behind the wheel of a motor vehicle.
- Drivers must be alert to the presence of bicyclists and drive responsibly to avoid colliding with them or encroaching on their rightful path of travel.
- Yield to bicyclists as you would other drivers and do not underestimate their speed. This will help avoid turning in front of a bicyclist traveling on the road or sidewalk, often at an intersection or driveway.
- Give bicyclists extra space.
- Make sure bicyclists see you.
- In parking lots, at stop signs, when backing up, when parking, and before opening your door, search your surroundings for people, bicycles and other vehicles.

- Learn to recognize common hand signals used by bicyclists to indicate right and left turns and stopping.
- Drivers turning right on red should look to the right and behind to avoid hitting a bicyclist approaching from the right rear. Stop completely and look left-right-left and behind before turning right on red.
- Obey the speed limit, reduce speed for road conditions and drive defensively to avoid a crash with a cyclist.
- Give cyclists room. Do not pass too closely. Pass bicyclists as you would any other vehicle—when it's safe to move over into an adjacent lane. Look before getting out of your parked vehicle; avoid opening your door into the path of an oncoming bicyclist.
- When passing, reduce speed. Air pressure from your vehicle can send them off balance.
- Be aware that the bicyclist near or in front of you can react to road hazards like a motorcyclist would with sudden changes of speed, direction, or lane position.
- Learn to recognize designated bicycle lanes, bike boxes, 2-way cycle tracks, green painted cycle lanes and other roadway modifications designed for bicyclists to operate safely and efficiently. Drivers are prohibited from operating in these dedicated spaces and must be aware of how bicyclists operate in and around these spaces.
- Bicycle lane – a marked lane dedicated for use by bicycles.
- 2-way cycle track – a marked bicycle lane that allows travel in both directions, similar to a sidewalk for pedestrians.
- Bike Box – a marked area at an intersection, ahead of where traffic is required to stop. This area provides extra space for bicyclists. Some bike boxes extend across the entire intersection and function similar to a crosswalk for pedestrians.

- Green painted bike lanes are used to increase visibility to cyclists in some high traffic areas.

The rules of the road and right-of-way apply to and protect bicyclists and other roadway users. You must yield the right-of-way to them just as you would to another vehicle. Bicyclists must also obey the rules of the road the same as a motor vehicle driver but as a driver you must anticipate that they will not follow the rules of the road.

IN-LINE SKATERS, SKATE BOARDERS AND NON-MOTORIZED SCOOTERS

As with pedestrians and bicyclists, other road users such as in-line skaters, skateboarders and non-motorized scooters are vulnerable to the careless actions of motor vehicle drivers. Motor vehicle operators are responsible for safe and lawful operation of the vehicles they drive. It is important for you, as a driver, to do everything possible to respect the safety of all road users, including in-line skaters, skateboarders and non-motorized scooters. You as the driver are responsible to exercise due care by being aware, alert, and driving defensively.

Just as you would when keeping an eye out for pedestrians and bicyclists, pay attention to the presence of other road users and exercise due care. Pay particular attention when you observe in-line skaters, skateboarders and non-motorized scooters operating along the roadside, in a designated bike lane, when approaching intersections and at crosswalks.

MOTORCYCLISTS

As a driver, you share the road with a lot of other motorists – not all of which are driving cars or trucks. Motorcycles are common on New York roads. As a driver, you are responsible to be aware of motorcycles and understand how to safely share the road with them.

Motorcyclists have the same rights and responsibilities as drivers of other vehicles, and must follow the same traffic laws as pedestrians, bicyclists and skaters. Though you may often see

motorcycles on the roads in the spring, summer, or fall – you can encounter motorcycles anytime and anywhere. Because we don't see them all year, we may not actively think about them.

Motorcyclists have the same rights and responsibilities as drivers of other vehicles, and must follow the same traffic laws. However, motorcyclists, like pedestrians, bicyclists and skaters, are less visible to drivers. Though you may often see motorcycles on the roads in the spring, summer, or fall – you can encounter motorcycles anytime and anywhere. Because we don't see them all year, we may not actively think about them.

When there is a crash involving a motorcycle and another vehicle, the rider (and passenger) have a much higher chance of being seriously hurt or killed than the driver (and passengers) of the other vehicle. Though motorcyclists are required to wear approved helmets and goggles or a face shield, motorcycles themselves do not offer the rider the protections that you have with other types of vehicles. For example, motorcycles don't protect the rider with a frame around the rider.

Many drivers who are involved in a crash with a motorcyclist report that they did not see the motorcycle. The question is "why not?"

There are several factors that make motorcyclists less visible.

- **Motorcycles, when compared to other highway users, are smaller.** No matter from which direction you view a motorcycle (front, back, or side), you'll find they are smaller than most other highway users.
- **Motorcycles may appear to move faster than other vehicles.** A motorcycle's smaller size makes it seem much farther away, and makes it difficult to judge how far away they are or how fast they are going.
- **Motorcycles may not take up the entire lane because they are not as wide as other vehicles, but an experienced rider may move around within a lane to avoid obstacles, or to help them see better.** In addition to using the full lane, two motorcyclists are allowed to ride side-by-side in a single lane, but a motorcyclist cannot pass or share a

lane with another motor vehicle that is not a motorcycle. If you are overtaking a car/SUV/truck, you might not have seen the motorcycle in front of that vehicle until you're already in the passing lane. The same holds true if you are entering an expressway. You may not see a motorcycle that is driving in the left portion of the lane you intend to merge into.

- **Motorcycle lighting is different, and often less obvious, than other vehicles:**
- **Headlights and taillights on motorcycles must be illuminated when driving.** But, with so many vehicles equipped with daytime running lights (i.e. headlights that are always on – even in daylight), motorcycle headlights don't stand out.
- **It's harder to see the brake lights.** Tail lights on a motorcycle are generally smaller in size than those on other vehicles, and because motorcycle tail lights are always on, the brake lights don't always stand out.
- **Motorcycles don't have a tail light at eye level.** Most cars and trucks are equipped with a "Center High Mount Stop Light" (CHMSL) which is designed to be at, or close to, eye level. Most motorcycle brake lights are mounted lower than eye level, which makes them less obvious to many motorists.
- **Turn signals on motorcycles are often close to the headlight or taillights,** which can make them more difficult to see. Additionally, on most motorcycles, the directional signal does not turn off automatically after a turn, so their turn signal may be on inadvertently when the motorcyclist has no intention of turning.

Intersections can be especially dangerous for motorcycles. It's human nature to notice large vehicles first. Motorcycles are smaller than other vehicles, and they may seem to "blend in." Numbers help tell the story:

- The National Highway Traffic Safety Administration reports that, in 2015, 41 percent of fatal motorcycle crashes in the US occurred with “the other vehicle turning left while the motorcycles were going straight, passing, or overtaking other vehicles.”
- In 2014, there were 4,750 reported motorcycle crashes in New York State. 2,546 of these crashes involved another vehicle. That’s 53.6% of the reported crashes.

Another factor is that drivers may not see motorcycles simply because they don’t look for motorcycles. It’s human nature to look for something specific. A new driver may be told to look for cars (and trucks) before going through an intersection – and that is precisely what the driver will look for. All drivers need to train themselves to look for a multitude of hazards (including – BUT NOT LIMITED TO - trucks, buses, bicyclists, pedestrians, and motorcycles).



Because motorcyclists must take additional precautions when they come upon special highway surfaces, you should know what a motorcyclist may do:

- The motorcyclist may quickly change speed or lane position to avoid loose gravel, debris, seams or grooves in the pavement, sewer or access covers or small animals.
- When approaching a railroad crossing, a motorcyclist may decrease speed and rise off the seat to cushion the rough crossing and change direction to go across the tracks at a right angle.
- On steel deck bridges the motorcyclist may move to the center of the lane to adjust for the surface that is not even. Stay a good distance behind a motorcyclist in this situation.

Drivers need to adjust how they drive around motorcycles.

- Don't tailgate. Motorcycles can stop in a shorter distance than cars – under the right conditions. Also, it may be more difficult to notice they are slowing or stopping.
- If it's raining, or dark, give motorcycles even more space.
- Be careful when you pass a motorcyclist. Like bicycles, the air pressure created by vehicles as they quickly pass by can affect motorcycles.

MOPED OPERATORS

Limited use motorcycles, often called mopeds, are low speed, two- or three-wheeled vehicles for limited use on public highways. There are three different classes of mopeds based on maximum performance speed. The chart below describes the requirements for moped operation.

Class	A	B	C
Top speed range mph (km/hr)	31 to 40 (over 48 to 64)	21 to 30 (32 to 48)	20 or less (32 or less)
Type of license or learner permit required ⁴	M	ANY CLASS ⁴	ANY CLASS ⁴
Registration required	YES (A Plate)	YES (B Plate)	YES (C Plate)
Headlight to be on when operating	YES	YES	YES
Helmet & eye protection required when operating ⁵	YES	YES	Recommended
Where operation is permitted	Any Traffic Lane & Shoulder	Right Hand Lane or Shoulder ¹	Right Hand Lane or Shoulder ¹
Mandatory insurance required	YES	YES	Recommended ²
Safety responsibility applies ³	YES	YES	YES
Annual inspection required	YES	Recommended	Recommended
Title required	NO	NO	NO

¹ Except when making a left hand turn

² If a Class C limited use motorcycle is used in a rental business, insurance is mandatory.

³ Safety responsibility is the requirement to pay for or post security for damage or personal injury you may cause in a traffic crash.

⁴ Usual learner permit and junior license restrictions apply.

⁵ At least four square inches of reflective material on both sides. Motorcyclists must also wear approved eye protection, even if the motorcycle is equipped with a windshield. Prescription or made-to-order safety glasses may be used if the user can present written certification that they meet DMV standards. The eye protection must be manufactured in conformity with the regulations issued by the Vehicle Equipment Safety Commission (VESC-8).

Class B and C mopeds can be driven only in the right lane of traffic, as far to the right as possible. Class A mopeds are allowed to drive in any lane and any section of a lane. Mopeds are not permitted on expressways or other controlled access highways unless posted signs permit it.

When you approach a moped, use the same precautions you would when you approach a bicyclist.

LARGE VEHICLES

In more than 60 percent of all fatal crashes that involve cars and big trucks, the car driver, not the truck driver, contributes to the cause of the traffic crash. Four out of five times, it is the car driver who is killed.

Many of these crashes could be prevented if motorists know about truck (and bus) limitations and how to steer free from situations that are unsafe and involve large vehicles.

Large trucks, recreational vehicles and buses are not big cars. The bigger they are:

- The bigger their blind spots.
- The longer it takes them to stop.
- The more room they need to maneuver.
- The longer it takes for an automobile to pass them.

Different from cars, large vehicles have deep blind spots behind them. They also have larger blind spots on both sides than cars do. Tractors with long hoods can have a blind spot of 20 feet in front of the vehicle. You should avoid these "no zones."

Side Blind Spots

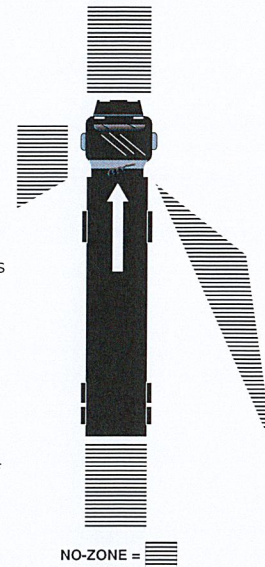
Large vehicles have large blind spots on both sides. If you drive in these blind spots, you cannot be seen by the driver. Even if the driver knows you are there, if you remain next to the vehicle, it can make it difficult for the driver to avoid a dangerous situation.

Blind Spots in Back

If you remain in the back blind spot of a large vehicle, you increase the chance of a crash. The other driver cannot see your car and your view of other traffic will be blocked.

Distance to Stop

Large vehicles take much longer to stop than smaller vehicles that travel at the same speed. For tractor trailers, the difference comes from brake delay. Air brakes transmit brake power from the tractor to the trailer and this can add many feet to the distance it takes to stop. Leave plenty of space between your car and the truck. If you are in front of a truck, indicate your intention to turn or change lanes early. Do not make sudden moves.



Ability to Maneuver

Large vehicles are not as maneuverable as cars. They take longer to stop and to accelerate and they often need to move wide to make their turns.

You can reduce the chance of a collision with a large vehicle if you:

- Do not cut abruptly in front of the large vehicle; when you exit, take a few additional seconds to decrease speed and exit behind it; when you pass, do not pull in front of it unless you can see the whole front of the vehicle in your mirror.
- Pay close attention to the turn signals. Because trucks make wide right turns, they move to the left before they turn right. Look at the turn signals.

- Do not delay near a large vehicle. You may not be visible to the driver in the wide area the truck needs for making a turn.

When you pass

When you pass a large vehicle, it takes a longer time and requires more space than when you pass a car. On a two-way road, leave more time and space when you pass a large vehicle. Make sure you can see the whole front of the vehicle before you return to your lane after you pass. A large vehicle normally loses speed on a grade or a hill. Look far ahead when you drive. If you need to pass a large vehicle, be prepared and know when you are near a grade that can cause the other vehicle to decrease speed. Also, as your own vehicle begins a downward grade, the speed of the other vehicle can increase significantly. This will increase the time it takes you to pass it.

When a truck is backing up

Never pass close behind a large vehicle that is backing up. Often a truck driver has to block a road to back into an area to load or unload goods. Be patient!

It is far better to wait until the large vehicle has

completed its backup maneuver than to try to pass. If you try to pass in this situation, it is likely that you will enter one of the blind spots. This could make your vehicle invisible to the driver and increase the risk of a traffic crash.

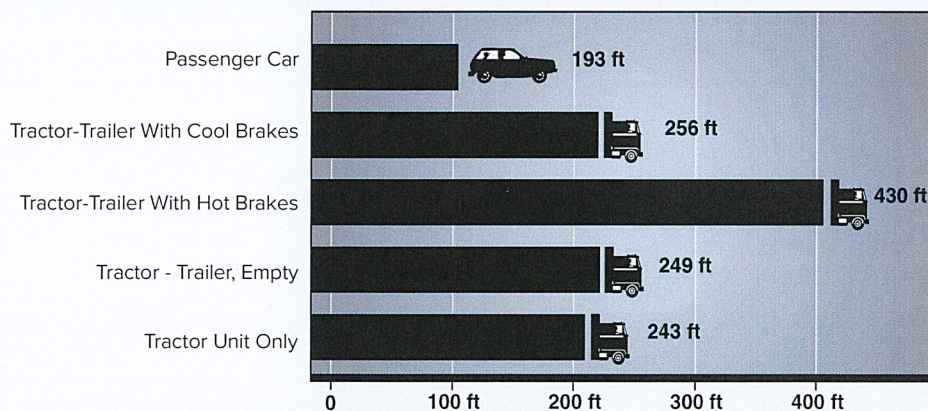
When you approach a truck

Do not underestimate the size and speed of an approaching tractor-trailer or other large vehicle. Its larger size will often make it appear to move at a slower speed than it really is. Also, from a distance it may not appear to be as large as it really is. The other vehicle will often reach you before you expect! When you drive on a two-way highway, it is often better to move as far to the right as possible to make sure your vehicle will not be hit by an approaching tractor-trailer or other large vehicle.

When you stop behind a truck

Always leave space when you stop in back of a truck or bus at a traffic light or stop sign, especially when you face up a hill. The truck or bus could move backward slightly when it starts. If you leave enough room between your vehicle and the vehicle ahead, you usually can pull away from behind and go around it.

Average Total Stopping Distance at 55 MPH*



*Distance based on a study of average braking distances by the Insurance Institute for Highway Safety + reaction distance recommended by the National Safety Council

SLOW-MOVING VEHICLES

The “slow-moving vehicle” symbol, a reflective orange triangle, must be displayed on the back of vehicles drawn by animals, most farm vehicles, and construction equipment. The United States Postal Service also requires these orange safety-triangles to be displayed on all rural mail delivery vehicles. Use caution when you approach a slow-moving vehicle and make sure it is safe before you pass.

ALL-TERRAIN VEHICLES AND SNOWMOBILES

State law allows all-terrain vehicles (ATVs) and snowmobiles to legally go across many state highways and local roadways. Before they cross, they must come to a stop and yield to traffic. They must go across at a 90-degree angle to the road surface.

HORSE RIDERS

Horse riders are subject to, and protected by, the rules of the road. They also must ride single file near the right curb or road edge or on a right shoulder, lane or path that can be used.

The law requires you to be careful when you approach a horse being ridden or walked along a road. You must drive at an acceptable speed and at an acceptable distance away from the horse. It is illegal to sound your horn when you approach or pass a horse.

QUESTIONS

Before you go on to Chapter 12, make sure you can answer these questions:

- How do the blind spots around a large commercial vehicle differ from the blind spots around a car?
- How does the stopping distance of a large vehicle with air brakes compare with the stopping distance of a car?

- After you pass a large vehicle, what should you make sure of before you return to the lane of the large vehicle?

- What is the best method to follow when you approach a large vehicle that is in reverse as it moves toward a loading area?

- When children are close, what should you do before you back out of a driveway?

- How can you identify a blind pedestrian to whom you must yield the right-of-way?

- Where must a pedestrian walk when there are no sidewalks?

- How must you approach a bicyclist?

- **Must a bicyclist obey traffic laws and signs?**

- Where there is no bicycle lane, where on the road must a bicyclist ride?

- What equipment must a bicycle have when used at night?

- What can a driver do to be more aware of motorcyclists?

- What factors contribute to drivers not being aware of motorcycles?

- Why are motorcycles harder to see?

- Why is it important for a motorist to be aware of motorcycles?

- May three motorcyclists ride side-by-side in a single lane?

- What is the slow moving vehicle symbol?

- Where are you likely to find an ATV, snowmobile or horse rider?



APPENDIX H
OFFICE OF THE MAYOR
MAYOR BEN WALSH

Memorandum

TO: Alexander Marion, MPA, City Auditor
FROM: Frank Caliva, Chief Administrative Officer *FEC*
CC: Ben Walsh, Mayor; Sharon Owens, Deputy Mayor
DATE: 8 March 2024
RE: Syracuse Parking Violations Report

Thank you for the opportunity to respond to the recommendations made in the referenced report.

The Administration is very aware of the impact Parking Violations can have on motorists, taxpayers, City operations, and City finances. Your report has provided occasion to step back and consider these operations as a whole.

In general, you will find that the Administration agrees with most of the analysis provided by your report. Some recommended remediation is already underway, other steps will be taken in the near future.

Again, we appreciate the thoughtful and careful review on behalf of taxpayers.

CC: Corey Driscoll Dunham, Chief Operating Officer
Susan Katzoff, Esq., Corporation Counsel
Michael Cannizzaro, Director of Finance
Nico Diaz, Chief Data and Innovation Officer
Julie Shulsky, Deputy Chief of Police
Leah Witmer, Esq., Director Municipal Violations Bureau

Office of the Mayor
233 E. Washington St.
201 City Hall
Syracuse, N.Y. 13202

Office 315 448 8005
Fax 315 448 8067

www.syr.gov.net

Administrative Recommendations

1: Create A New Department of Parking and Mobility Charged with Creating A Comprehensive Parking Plan And Enforcement Strategy

The Administration acknowledges that responsibility for parking operations resides across multiple departments. This poses challenges in terms of close coordination among staff, and the ability to implement a cohesive, comprehensive strategy for parking citywide. The Chief Operating Officer will convene a meeting with the involved departments to strategize solutions, including the feasibility of a stand-alone department. At a minimum, this group will be charged with identifying methods by which staff can work in closer alignment towards established shared goals.

The Administration carefully considered activating the Parking Authority at the time its charter was up for renewal but ultimately the decision was made to allow deauthorization.

2: Consider New Pricing Strategies Around Surge Pricing, Zone Pricing, And Special Events

The Administration agrees that a comprehensive review of parking pricing and strategy is overdue. The intent is to engage both the Chief Operating Officer group mentioned above and the Mayor's Revenue Enhancement Workgroup. The latter having been charged with coordinating an updated approach to all City fees, pricing, penalties, etc.

3: Standardize And Update Public Parking Signage and Markings

The Administration acknowledges that, over time, signage installations have become inconsistent including varied messaging. Now, with an updated sign shop at the Department of Public Works (DPW), the Administration can direct the DPW to begin planning for a comprehensive review and a strategy to budget for and install new signage and ensure more consistency across the city.

4: Update Accessibility Ordinances and Signage To Current State Standards

The Administration will review the relevant ordinances to confirm language that reflects greater inclusivity and ensure the removal of any outdated terminology, while also incorporating an update to accessibility signage as part of the comprehensive overhaul of signage citywide.

As noted, it is important for Syracuse to be as consistent as possible with New York State Vehicle and Traffic Laws (NYS VTL) rules, regulations, and vocabulary.

5: Make Improvements to The Public Parking Dataset

The amount and quality of information on the Open Data Portal has been a key focus of the Walsh Administration and the use of the platform has been greatly expanded. As noted in the portal's terms of use, the City makes every effort to publish reliable, timely and accessible datasets, but errors will occur. As users or data owners alert the team to quality issues, the data program manager will make corrections as quickly as possible.

In this case, the source system had recently been expanded beyond parking to include code enforcement. Code enforcement data has also been categorized as "open" following internal city processes. This was not data that was inappropriate to share, but it was inappropriately categorized as part of the 'parking violations' dataset.

The City data team has worked hand in hand with the vendor to improve the expanded system, including the way the database is structured. The identified dataset has also been reviewed and the non-parking related data has been deleted.

6: Assess A Surcharge on Parking Revenues from Private Lots and Garages

The Administration agrees that a review of current and potential revenues from parking lots and garages is in order. Again, the intent is to engage both the Chief Operating Officer group mentioned above and the Mayor's Revenue Enhancement Workgroup.

Enforcement Recommendations

1: Increase Parking Checkers, Stagger Schedules, And Improve Supervision

The Syracuse Police Department (SPD) is looking into the discrepancies noted in the report; specifically, the anomalies related to parking violations written during certain hours of the day. At the conclusion of this internal review, SPD will provide information related to the next steps. In the meantime, SPD is taking immediate action to ensure parking violations are enforced throughout the entirety of a Parking Checker's shift. This will include working with City Hall IT to implement the use of technology to better track location and productivity and hiring a supervisor to provide better oversight of the Parking Checker Unit.

2: Ensure Violations Are AIMS-Generated with Adequate Evidence

The Administration agrees with this recommendation and has been actively evaluating and addressing handwritten parking tickets. The Parking Violation Bureau (PVB) and SPD are working with City Hall and the AIMS vendor to conduct in-person training of AIMS mobile and create formal AIMS mobile training for Officers and Parking Checkers.

SPD has recently purchased 23 additional handheld devices with plans to purchase more under the FY24 and FY25 budgets. The new devices will be deployed across all ranks of SPD which will increase evidence-based violations and minimize human error.

3: Revisit Loading Zones and Loading Zone Permits

After soliciting input from the relevant subject matter experts in the Department of Transportation, the Administration will consider this recommendation during its comprehensive review of all City fees, pricing, penalties, etc.

Fines, Penalties, and Surcharge Recommendations

1: Consider Alternatives to Fines Program

The Administration continues to follow trends and models across the country regarding fine reductions and deterrent replacements. There are persuasive arguments to be made on both sides of the discussion. No change is immediately contemplated but, should a consensus best practice emerge, the City will work with the Common Council to implement a version that works for Syracuse.

2: Establish A New "Blocking A Bicycle Lane" Violation

The Administration agrees with this recommendation and will work with the relevant city departments to craft legislation for submission to the Common Council.

3: Increase Fines for Violations Impacting Public Safety and Accessibility

The Administration agrees with this recommendation as it furthers the work already underway to promote greater accessibility and create a more walkable community. The Administration has already crafted legislation to be submitted to Council in the coming months that increases penalties for blocking sidewalks during ongoing construction to limit the impact on accessibility surrounding a worksite. The Administration has also undertaken a more consistent, proactive approach to identifying and removing curb cuts within the city that often result in vehicles blocking sidewalks. An increase in fines is a natural next step as the City pursues the goal of Vision Zero.

4: Review State Surcharges and Late Fees

As recommended, Corporation Counsel and the Finance Department have been asked to review the applicable sections of NYS Vehicle and Traffic Law (NYS VTL) applying to surcharges.

As a result of those reviews, the Administration can confirm that the City appropriately retains the NYS surcharge portion of a parking ticket pursuant to §1809-a of NYS VTL, effective January 1, 2008.

The higher surcharges applied to accessible parking violations are split evenly with the County. The City remits the County portion via a monthly wire transfer.

PVB is also working with Corporation Counsel to ensure the City is in full compliance with NYS VTL regarding the assessment of penalties.

Adjudication Recommendations

1: Improve Transparency with Public Portal and Other User Improvements

The Administration agrees with this recommendation and is actively evaluating and addressing the accessibility of parking ticket information. As noted earlier in these responses, there are ongoing efforts to expand the use of handheld devices to replace handwritten tickets. This is the primary way to ensure corresponding evidence for violations.

Motorists can currently request to review evidence or contest a ticket in-person, over the phone, through email or mail. The Parking page of syr.gov (syr.gov/parking) provides step-by-step instruction on how to contest or pay for a parking ticket. Additional information is continuously being added to this page. As recommended, the fine/penalty schedule will be added as will instructional photographs and videos for common parking violations. Links to the applicable State and Local laws are also available on that page.

It is important to note that the PVB cannot provide legal advice and therefore encourages motorists to review the tools on the page and consult an attorney if they need further legal guidance.

2: Increase Initial Payment Due Date From 20 Days To 30 Days

The Administration agrees with this recommendation and will further review to ensure such a change complies with NYS VTL. The City currently offers payment plans for those eligible, which consist of monthly payments that do not exceed 2% of a person's monthly net income or \$25/month, whichever is greater.

3: Ensure Compliance with Local Laws

The Administration believes that PVB is compliant with the noted requirement. The Commissioner of Finance submitted an annual report to the Mayor and Common Council on September 28, 2023. A copy of that report is attached.



City of Syracuse

PARKING VIOLATIONS BUREAU

Annual Report - FY23 - Issued September 2023

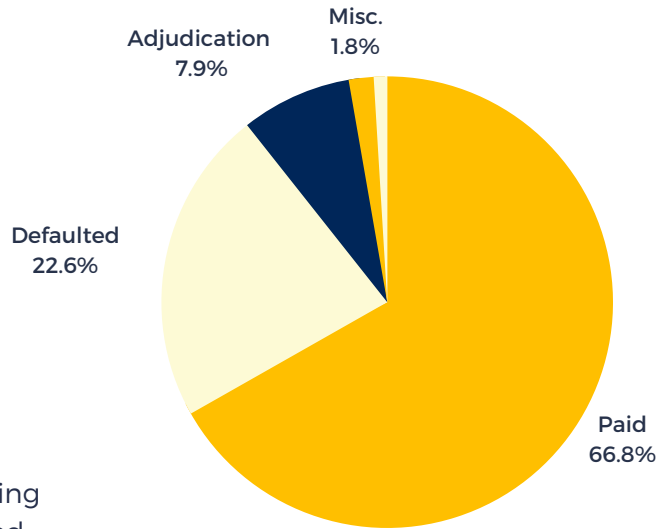


TICKETS ISSUED

This FY there were 65,504 tickets issued. Next FY it is anticipated over 80,000 ticket will be issued. PVB is working with SPD to deploy additional handheld ticketing devices to departments beyond the parking checkers to minimize the manual ticket process.

TICKET OUTCOMES

At the time of compilation, 66.8% of the tickets issued had been paid, 22.6% defaulted and incurred penalties, 7.9% were adjudicated, 1.8% were voided for administrative & technical issues. Less than 1% are within the initial 90 days to contest and still pending,



HEARINGS

5,186 tickets were adjudicated through in-person and ex-parte hearings by six (6) Hearing Examiners. Of these, 48 tickets were appealed and reviewed at two (2) Appeal Panels. As of 6/30/23, there were approximately 490 tickets pending adjudication.

97k+

of post-ticket notices issued

\$3,470,880

Revenue generated from fines and penalties collected this FY

249

Hearing Requests submitted via the City's website: syr.gov/parking

APPENDIX I

VeoRide Service Agreement

This agreement is dated 9-30-, 2021 (the "Effective Date"), and is between VeoRide, Inc., an Indiana corporation ("VeoRide") and The City of Syracuse, a municipal corporation, organized and existing under the laws of the State of New York and having offices at City Hall, 233 East Washington Street, Syracuse, NY 13202 _____ ("the City").

VeoRide operates a mobility sharing company that utilizes a dockless "smart fleet" share system that enables GPS, cellphone connectivity, and self-locking technology to allow City's selected Dockless Vehicles (for purposes of this agreement the term "Dockless Vehicles" includes but is not limited to, pedal bicycles, electronic assist bicycles, ADA Compliant bicycles and tricycles and electronic scooters) to be locked and unlocked by users with an app and tracked ("Services"). The City now wishes to engage VeoRide to provide the Services on the terms provided herein. VeoRide desires to provide the Services for the City.

Therefore, City and VeoRide hereby agree as follows:

1. **License Grant.** City hereby grants to VeoRide a license, during the Term, to utilize the public right-of-way, in order to provide Services for the benefit of the City and Users. The term right-of-way (hereafter "ROW") refers to sidewalks, roads, bike lanes and other pathways owned, controlled, or maintained by the City. This license and authorization is not a lease or an easement, and is not intended and shall not be construed to transfer any real property interest in City property.

2. **Permitted Use.** VeoRide's riders ("Users") may use the ROW for parking of the Dockless Vehicles, in accordance with City parking regulations. VeoRide shall not place or attach any personal property, fixtures or structure to the ROW without the prior written consent of City or unless approved by private property owners to the extent located on private property. VeoRide will use commercially reasonable efforts to ensure use of the ROW, and VeoRide's operations within the City's boundaries shall:

2.1. Not unreasonably adversely affect the ROW within the City's boundary or the City's streets or sidewalks;

2.2. Not unreasonably inhibit pedestrian movement within the ROW or along other property or rights-of-way owned or controlled by the City; and

2.3. Not create conditions which are a threat to public safety and security.

3. **Dockless Vehicle Parking.** Dockless Vehicles may be parked in a legal manner in ROWs including public sidewalks by Users, in accordance with City parking regulations. Dockless Vehicles parked on private property will be allowed at the discretion of the private property

owner. VeoRide will actively manage the Dockless Vehicles to ensure orderly parking and the free and unobstructed use of the ROW. The City, in its own discretion, may choose to support the Services with the installation of additional racks, docking stations, painted fleet parking spots, and/or recommended parking spots without racks or painting.

4. Term and Termination.

4.1. This agreement will commence as of the Effective Date and will continue for a period of three (3) years (the "Initial Term"). Following the Initial Term, this agreement will renew for consecutive three (3)-year periods, subject to the approval of the City's Mayor and Common Council (each a "Renewal Term" and together with the Initial Term, the "Term") unless and until terminated as provided herein.

4.2. Either party may terminate this agreement as follows:

A. In the event of a material breach by the other party, at the non-breaching party's option by delivery of a written termination notice following written notice identifying the alleged breach and not less than 60 days to cure the same; and

B. After the Initial Term, either party can terminate for convenience, with or without cause, with 30 days' prior written notice of non-renewal; provided, such termination will be effective only at the expiration of the Initial Term (if the nonrenewal notice is delivered at least 30 days prior to the expiration of the Initial Term) or the then-current Renewal Term.

C. The City reserves the right, in accordance with its standard practice, to terminate this agreement at any time upon the issuance of a thirty (30) day notice of termination letter by the Director of Management & Budget.

4.3. Upon any termination of this agreement, City shall allow VeoRide access to and use of its ROWs, in accordance with existing City ordinances and regulations, for the purpose of removing its Dockless Vehicles. VeoRide shall have not less than 30 days to do the same.

5. No-Shop. During the Initial Term, the City shall not take any action, , to solicit indications of interest in, or offers for, any Competitive Services.

6. Right of First Offer. If City desires to offer or solicit proposals for Competitive Services ("New Services") during the initial term, then the City agrees to provide VeoRide notification and permit VeoRide 60 days to accept or decline to offer such New Services pursuant to the terms of this agreement, or on terms otherwise mutually agreed, before offering or seeking third party proposals for such New Services.

7. Maintenance and Operations. As between the parties, the Dockless Vehicles will be the property of VeoRide, and this agreement does not and will not be deemed to grant City any right or interest in the same. VeoRide will use commercially reasonable efforts to follow the maintenance, replacement and operation schedules for the Dockless Vehicles listed in Exhibit A, as applicable. At a minimum VeoRide shall maintain all Dockless Vehicles in a condition that ensures safe operation of such Vehicles by the public.

8. Intellectual Property. As between the parties, VeoRide owns all of the user data, services, source code, patents, trademarks, copyright, databases, developments, goodwill, trade secrets, or software related to the Services (“Intellectual Property”), and none of the Intellectual Property will transfer to the City.

9. Insurance. VeoRide will, at its sole cost and expense, maintain insurance during the Term in the following amounts (and shall name the City of Syracuse as an additional insured and furnish the City with certificates of insurance evidencing the same upon request):

9.1. Workers' Compensation Insurance that satisfies the minimum statutory limits; and

9.2. Commercial General Liability in an amount not less than \$1,000,000 combined single limit per occurrence or \$2,000,000 annual aggregate for bodily injury, property damage, products, completed operations, and contractual liability coverage. VeoRide shall also provide an additional \$5,000,000 in excess umbrella insurance coverage for its Commercial General Liability obligations.

10. Confidentiality. City acknowledges that, in connection with this agreement, VeoRide may disclose information, whether orally, visually, or in tangible form, that is nonpublic and/or proprietary to VeoRide (hereafter “Confidential Information”). During the Term and at all times thereafter, City shall only use the Confidential Information to perform its obligations hereunder and will take all reasonable measures to safeguard and prevent the unauthorized disclosure of Confidential Information, but no less than the measures it takes to safeguard its own confidential information, including without limitation disclosing Confidential Information only to those of its employees with a need to know such information to perform their obligations hereunder and which have been advised of the confidential nature of the information and have agreed to protect the Confidential Information to the same extent as the City hereunder. In addition, both VeoRide and the City acknowledge that the City is subject to New York State Law (the Freedom of Information law “FOIL”) and that VeoRide agrees that the City must respond in accordance with the requirements of FOIL and release information accordingly.

11. Indemnification. Each party hereby agrees to indemnify, defend, and hold the other party harmless from any and all third-party claims, demands, costs, liabilities, losses, expenses and damages (including reasonable attorney’s fees, costs, and expert witness fees)

arising out of or in connection with the indemnifying party's intentional misconduct, gross negligence, or material breach of this agreement.

12. Compliance with Law. VeoRide, at its own cost and expense, shall comply with all statutes, ordinances, regulations, and requirements of all governmental entities applicable to its use of the public ROW and the provision of the Services hereunder, including but not limited to laws governing operation of Dockless Vehicles. If any license, permit, or other governmental authorization is required for VeoRide's lawful use or occupancy of any ROW or any portion thereof, VeoRide shall procure and maintain such license, permit, and/or governmental authorization throughout the term of this Agreement. City shall reasonably cooperate with VeoRide, at no additional cost to VeoRide, such that VeoRide can properly comply with this Section and be allowed to use City ROW as specified in Section 2, above.

13. No Joint Venture. Nothing herein contained shall be in any way construed as expressing or implying that the parties hereto have joined together in any joint venture or limited liability Company or in any manner have agreed to or are contemplating the sharing of profits and losses among themselves in relation to any matter relating to this Agreement.

14. Amendment. No waiver or modification of this agreement will be valid unless in writing and signed by the party agreeing to such waiver or modification.

15. Warranty Disclaimer. THE SERVICES ARE PROVIDED AS IS. VEORIDE EXPRESSLY DISCLAIMS ANY AND ALL OTHER WARRANTIES OF ANY KIND OR NATURE, WHETHER EXPRESS, IMPLIED OR STATUTORY, INCLUDING, BUT NOT LIMITED TO, THE IMPLIED WARRANTIES OF MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, NONINFRINGEMENT, DESIGN OR SUITABILITY, OR QUALITY OF SERVICES. VEORIDE DOES NOT GUARANTEE THAT THE RESULTS OF ANY ANALYSIS OR REPORTS PRODUCED BY IT TO BE ACCURATE.

16. Counterparts. This agreement may be executed simultaneously or in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same agreement.

17. Services Updates. The Services may be amended, modified or supplement from time to time in VeoRide's sole discretion provided, however, that VeoRide provides the City with thirty (30) days' notice of its intent to change the nature of the Services.

18. Assignment. City may not assign this agreement, or any rights or obligations hereunder, without the prior written consent of VeoRide. Likewise VeoRide may not assign this agreement, or any rights or obligations hereunder, without the expression written permission of the Commissioner of DPW, which permission shall not be unreasonably withheld.

19. Binding Effect. This agreement inures to the benefit of and will be binding upon the parties hereto and their respective heirs, legatees, administrators, executors, legal representative, successors and permitted assigns.

20. Entire Agreement. This agreement contains the entire agreement of the parties relating to the subject matter hereof.

21. Waiver of Jury Trial. Each of the parties hereby irrevocably waives any and all right to trial by jury in any legal proceedings arising out of or related to this agreement.

22. Governing Law. This agreement and all matters concerning its interpretation, performance, or enforcement will be governed in accordance with the laws of the State of New York. Any litigation arising out of the agreement or the relationship of the parties hereto must be brought in a court of competent jurisdiction in Onondaga County, New York.

23. Severability. In the event any of the provisions of this agreement shall be held to be invalid by any court of competent jurisdiction, the same shall be deemed severable, and as never having been contained herein, and this agreement shall then be construed and enforced in accordance with the remaining provisions hereof.

24. Remedies. In the event either party fails or refuses to comply with the terms of this agreement, then the non-breaching party may seek any remedy available at law or in equity, and shall be entitled to recover its reasonable attorneys' fees in addition to any other remedy.

25. Notice. Any notice required or permitted hereunder will be deemed effective when sent by electronic mail, or by certified mail, registered mail, or a signature confirmation service provided by the United States Postal Service, postage prepaid, or when sent by an overnight carrier as follows:

If to VeoRide, Inc.:
11 E Adams St., Ste. 902
Chicago, IL 60603
Attention: Candice Xie
Email: Candice.xie@veoride.com

If to City:

Attention: _____
Email: _____

With a copy to:
Gutwein Law
250 Main Street
Lafayette, IN 47901
Email: brian.casserly@gutweinlaw.com


With a copy to:

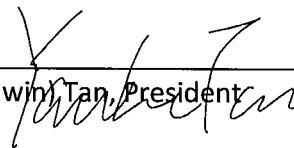
Email: _____

or at such other address as either party may from time to time specify by notice hereunder. If notice is provided by electronic mail, the party sending the notice has the burden of demonstrating that the notice was received. This burden may be met by any written acknowledgment or electronic reply to the electronic message from the party receiving notice, excluding any automatic or computer-generated response. Delivery of a copy does not constitute notice.

The parties are signing this agreement on the date stated in the introductory clause.

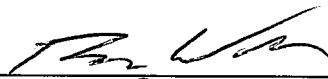
VEORIDE, INC.

By: 
Bowen (Candice) Xie, CEO

By: 
Yanke (Edwin) Tan, President

Counterpart Signature Page to VeoRide Service Agreement

CITY: _____

By: 
Printed: Ben Walsh
Title: Mayor

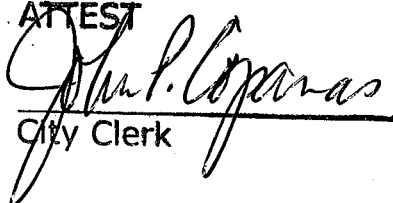
ATTEST

City Clerk

EXHIBIT A

City of Syracuse – Veo Scope of Work
8/19/21

Fleet Details: 500 mobility devices total for full deployment to be reached within 1 year of system start. All standup electric scooters must be lock-to capable unless both parties agree it is not necessary.

- Phase I: 75 devices deployed by 9/28//21
 - o Fleet split to include 25 pedal assist electric bicycles, 50 stand up scooters.
- Phase II: 500 devices deployed by one year date from system start. Starting Spring 2022. All commercially reasonable efforts will be made to maintain the availability of the 50 pedal assist electric bicycles.
- Fleet split to include a minimum of 50% throttle and/or pedal assist bicycles in Phase II and beyond.

Rack/Station Details:

- Reuse existing 32 Gotcha hubs
- Must be signed/branded by Veo.
- City will reserve “outside” portion of any existing stanchions/vertical panels for “SYNC” branding. Veo may provide additional signage as needed.
- Racks/stations are to be kept clean, free of overgrowth, and cleared of snow.

Winter: Fleet hibernation:

- Maintain at least 30% deployment.
- Winter weather issues: City and Veo to discuss pulling devices during major snowfalls as needed, with goal of agreeing to pull devices 24 hours prior to weather events.

Rider Education:

- App must encourage helmet use.
- App must explicitly direct users not to ride on the sidewalk.
- App must direct users to obey all traffic controls and VTL.

Equity Program:

- Must be available at launch.
- Must not be geographically limited; be open to any user who qualifies.

System area:

- All areas within the city limit must be included in the service area for the system.

Dashboard and date:

- Must be available at launch and provide offerings

Bike Share Permit:

- Bike Share Operation Liability Waiver must be applied for by Veo.




OFFICE OF THE MAYOR

MAYOR BEN WALSH

Memorandum

TO: Alexander Marion, MPA, City Auditor

FROM: Corey Driscoll Dunham, Chief Operating Officer 

CC: Ben Walsh, Mayor
Sharon Owens, Mayor

DATE: November 13, 2024

RE: An Updated Analysis of the City's 2014 Bike Plan and Ongoing Improvements to Bicycle Infrastructure and Safety

Thank you for providing an opportunity to respond to the recommendations contained within the referenced report.

The Administration appreciates the recognition of the work performed by the Department of Public Works (DPW) and the City's Planning staff. We agree with the report's assertion that "Syracuse has made significant progress in building out the bicycling network since the 2014 Bicycle Plan" while also acknowledging there is more work to be done to improve the cycling infrastructure throughout the City.

The Administration's efforts are underway to create a Vision Zero Action Plan, with the goal of adoption by the Council and implementation in 2025. This commitment reflects our community's shared desire for a safer transportation network for all, including bicyclists, often among our most vulnerable users.

The Administration has provided feedback in the narrative below with additional context to a number of the report's findings while also responding to the recommendations and observations offered in the document.

Again, we appreciate the time and effort your office has invested in highlighting Syracuse's efforts to become into a more walkable, bikeable, safe and accessible city for everyone.

CC: Jeremy Robinson, Commissioner, Department of Public Works

Office of the Mayor
233 E. Washington St.
201 City Hall
Syracuse, N.Y. 13202

Office 315 448 8005
Fax 315 448 8067

www.syr.gov.net

GROWTH. DIVERSITY. OPPORTUNITY FOR ALL.

Bicycle-Related Capital Improvement Projects

IN PROGRESS CAPITAL PROJECTS

Lodi Street Connector – The Administration acknowledges the challenge with timing in completing this project; however, the initiative has been delayed due to multiple factors, including the I-81 construction and the new tricolor bat regulations. Construction is now scheduled for Spring 2025.

UPCOMING CAPITAL PROJECTS

Lemoyne Avenue Greenway – Originally a grant proposal, this project is now funded through the Capital Improvement Plan and is underway this season. Construction has already begun with the installation of speed humps and new pavement markings, with additional items to come next year.

OTHER CAPITAL PROJECTS

Lodi Street has two related projects planned for the area – the existing “Connector” Transportation Alternatives Program (TAP) funded through New York State Department of Transportation and the “Extension” project that will build on the TAP grant, extending bike lanes over a mile to LeMoyne Avenue, connecting to the ongoing LeMoyne Avenue Greenway project.

Legislative Recommendations

The Administration welcomes the opportunity to work with the Common Council to review the Traffic Code with the goal of having the Council introduce legislation of these specific amendments to update the existing language.

Regarding the recommendation of a violation for blocking a bicycle lane, one note is that bike lanes are currently paired with a No Stopping Anytime restriction, so the solution may be more related to enforcement, which currently rests with the Syracuse Police Department (SPD). Discussions are underway to explore ways in which DPW can assist the SPD with issuance of citations for non-moving violations for blocking bike lanes, sidewalks and other concerns related to accessibility.

Operational Recommendations

Update the Syracuse Bicycle Plan

The Administration agrees with the recommendation and is pleased to report this work is already underway at the Department of Public Works. The city staff involved are looking forward to engaging with the community to solicit feedback on these updates.

Prioritize Protected Bicycle Lanes, Paint All Bike Lanes Green, and Make the Best Places to Ride Obvious

The Administration agrees that the use of green Methyl Methacrylate (MMA) coloring is an ideal method to draw increased attention to bicycle facilities. The DPW is exploring ways to expand its application, with the major limiting factors being the cost and the application. The cost of this material has increased significantly (nearly doubled) in the last few years as witnessed through responses to city-issued bids. A mile of painted green bike lane has a cost of over \$300,000 (not including other markings, signage or design costs). While DPW does not have the ability to install green MMA coloring in-house, DPW will continue to seek additional funding opportunities and qualified contractors for its increased utilization; in the meantime, the City will prioritize the application of the green coloring at intersections and conflict zones for upcoming projects in accordance with applicable guidance.

Add Bike Boxes to Pathways with the Highest Bicycle Ridership

The Administration agrees with the recommendation. Bike boxes were formally approved by the Federal Highway Administration (FHWA) within the last few years, so moving forward, new DPW projects will incorporate them when applicable.

Ensure City Department and Contractors Properly Restore Roadways and Bike Lanes Following Roadwork

The Administration agrees with the recommendation. As mentioned in the Administration's response to the Auditor's Analysis of Syracuse's Road Reconstruction Plan:

"The Administration agrees there is a need to strengthen the City's ability to hold contractors accountable for their work. The Administration has been working closely with DPW, Engineering, Water, Central Permit Office and Corporation Counsel for several months to revise the ordinance governing work performed in the right of way, including street cuts and construction impacting sidewalks, trees, etc."

The Administration concurs that bicycling infrastructure is another asset too often negatively impacted by construction and improper road restoration. The Administration has amended the timeline for submission to the Common Council of these ordinance revisions; the legislation is now planned to go before the Council prior to the end of 2024.

Require Changes to Bike and Scooter Share Programs

The Administration continues to work with members of the Council on an agreement to address concerns with the bikeshare contract with VEO and anticipates legislation to be submitted prior to the end of 2024.

Develop a Bicycle Pathway Snow Removal Plan

The Administration will work with the Department of Public Works to explore the logistics and feasibility of improved snow clearance along the City's bike pathways.

Develop a Bicycle Lane and Markings Repainting Program

The Administration agrees with the recommendation. With the understanding that DPW's Department of Transportation has limited resources in terms of staffing and equipment, the Administration will work with the Office of Budget and Management to determine how the City can attract a wider range of contractors to provide this service and supplement the work already performed by city staff.

Safety and Educational Recommendations

The Administration acknowledges the desire for enhanced awareness of and education about bicycle safety, both in terms of ridership and preventing theft. As mentioned in the report, the adoption of the Vision Zero Action Plan in 2025 offers a prime opportunity to launch such an effort.

One challenge is balancing a call for increased enforcement of helmet mandates with research findings that these well-intentioned laws often result in "a reduction in the number of cyclists on streets, and more exposure among vulnerable populations to unnecessary interactions with police" (Devito, 2022). This finding is echoed in an article published by the Columbia Mailman School of Public Health entitled "A Counterintuitive Argument Against Bicycle Helmet Laws" which found that "helmet laws actively discourage bike-share usage, increase risks to cyclists, and leave opportunities for uneven and discriminatory enforcement" (Smith, 2020).

The Administration will engage with community-based partners as well as the Onondaga County Health Department to discuss this further and call upon best practices in other municipalities on successful bicycle safety initiatives.

Ultimately, as evidenced by the City's effort to create and implement a Vision Zero Action Plan, the Administration believes curbing hazardous or careless motorist behavior is the most important safety factor for cycling; the hope is to pair this effort with continued investments in the City's bicycling infrastructure, as highlighted in the report.

References

Devito, Thomas. "Turns Out, Mandatory Helmet Laws Make Cyclists Less Safe." *Bicycling.com*, 5

October 2022, <https://www.bicycling.com/culture/a29802208/helmet-laws-safety/>.

Smith, Rebecca. "A Counterintuitive Argument Against Bicycle Helmet Laws." *Columbia Mailman School of Public Health*, 2 February 2020, <https://www.publichealth.columbia.edu/news/counterintuitive-argument-against-bicycle-helmet-laws>.

City of Syracuse

APR 04 2014

CITY CLERK'S OFFICE

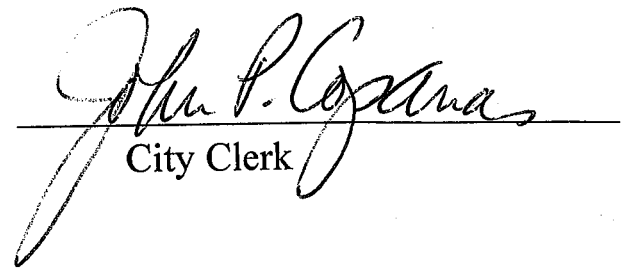
I, JOHN P. COPANAS, City Clerk of the City of Syracuse, New York do hereby certify that the attached is a true copy of an ORDINANCE:

Adopted by the Common Council on

March 17, 2014

Signed by the Mayor on

March 24, 2014


City Clerk

TO:

Mayor
Assessment Commissioner
Aviation Commissioner
Board of Elections
Bureau of Accounts
Citizen Review Board
City Auditor
City School District
Code Enforcement
Neighborhood and Business Development
Finance Commissioner
Corporation Counsel
United States Congressperson
Governor of New York State
New York State Senate
New York State Assembly
New York State Senator
Onondaga County Legislature

Management & Budget Director
Parks & Recreation Commissioner
Personnel & Labor Relations Dir.
Police Chief
Public Works Commissioner
Public Works/Bookkeeper
Purchase Department
Real Estate Division
Research Director
Water Department
Zoning Administration
United States Senator
Department of Engineering
Finance/Treasury
Finance (Water Bureau)
Fire Chief
Grants Management Director
Board of Education

**ORDINANCE ADOPTING A COMPREHENSIVE
PLAN FOR THE CITY OF SYRACUSE**

WHEREAS, the City Planning Commission reviewed and approved the City of Syracuse Comprehensive Plan-2040 at a meeting January 7, 2013 copies of which are on file with the City Clerk and before this Common Council at the time of the adoption of this Ordinance; and

WHEREAS, the Common Council has advertised and conducted a public hearing regarding the proposed City of Syracuse Comprehensive Plan-2040 as required by law; NOW, THEREFORE,

BE IT ORDAINED, that this Common Council hereby adopts the City of Syracuse Comprehensive Plan-2040 as reviewed and approved by City Planning Commission Resolution No. Z-2755 as modified by Z-2755 M2, Z-2755 M3, Z-2755 M6, Z-2755 M11, Z-2755 M12, Z-2755 M13, Z-2755 M14, Z-2755 M15, and Z-2755 M16; and

BE IT FURTHER ORDAINED, that this Common Council recognizes that the implementation of the concept set forth in said Comprehensive Plan-2040 will require additional action by the City Planning Commission and/or the Common Council, which additional action must be accomplished in accordance with applicable laws, local laws, ordinances, rules and regulations.

A RESOLUTION APPROVING
AN AMENDMENT TO THE
CITY OF SYRACUSE COMPREHENSIVE PLAN 2040


We, the duly appointed members of the City Planning Commission of the City of Syracuse, do this 10th day of February, 2014, adopt the following resolution:

- WHEREAS, the Syracuse Common Council has requested that the City Planning Commission amend the City of Syracuse Comprehensive Plan 2040 to include recognition of other subjects which are important planning topics which should be addressed in the future, namely, public transportation; and
- WHEREAS, pursuant to the Charter of the City of Syracuse, the City Planning Commission is charged with preparing a Comprehensive Plan; and
- WHEREAS, on December 10, 2012 the City Planning Commission held a public hearing of a proposed update to the City of Syracuse Comprehensive Plan 2025, adopted in 2005, entitled City of Syracuse Comprehensive Plan 2040; and
- WHEREAS, that Plan was recommended for approval on January 7, 2013 and forwarded to the Common Council; and
- WHEREAS, the Common Council requested an amendment to the Plan to include elements relative to public transportation in correspondence dated January 7, 2014; and
- WHEREAS, the Common Council specifically requested the following to be included in the Plan: "Transportation Plan. Good public transportation is critical to a pedestrian-friendly city and should provide access to workplaces and residential neighborhoods. Impending changes to Interstate 81 will impact future traffic patterns and traffic volumes as well as routes, designs, signage and infrastructure improvements."; and
- WHEREAS, the Commission held a public hearing on the requested amendment to the Plan on February 10, 2014 in the Common Council Chambers, City Hall, Syracuse, New York, heard all those desiring to be heard, and duly recorded their testimony; and
- WHEREAS, the Commission noted that the Plan will guide the preparation of future operating budgets and Capital Improvement Programs, in addition to departmental operations, City regulations, and other regional plans and funding decisions; and
- WHEREAS, the Commission noted that Comprehensive Plans do not include specific development proposals, but rather guide decision makers with respect to potential development proposals; and
- WHEREAS, the Plan includes transportation goals and recommended actions which will also guide decision makers with respect to future development of the City's transportation infrastructure; and

WHEREAS, the changes ultimately to be brought about are intended to improve the environment and the health, safety, and welfare of the community; and

NOW THEREFORE BE IT RESOLVED that We, the duly appointed members of the City Planning Commission of the City of Syracuse, hereby APPROVE the requested amendment to the City of Syracuse Comprehensive Plan 2040 to recognize that public transportation is an important planning topic and should be addressed in the future, and to include the specific requested text related thereto;

BE IT FURTHER RESOLVED that said Comprehensive Plan is subject to the consent and approval of the Common Council of the City of Syracuse.



Ruben P. Cowart, Chairperson
City Planning Commission

A RESOLUTION APPROVING
AN AMENDMENT TO THE
CITY OF SYRACUSE COMPREHENSIVE PLAN 2040

We, the duly appointed members of the City Planning Commission of the City of Syracuse, do this 10th day of February, 2014, adopt the following resolution:

WHEREAS, the Syracuse Common Council has requested that the City Planning Commission amend the City of Syracuse Comprehensive Plan 2040 to recognize other subjects which are important planning topics which should be addressed in the future, namely, planning for the impacts of climate change; and

WHEREAS, pursuant to the Charter of the City of Syracuse, the City Planning Commission is charged with preparing a Comprehensive Plan; and

WHEREAS, on December 10, 2012 the City Planning Commission held a public hearing of a proposed update to the City of Syracuse Comprehensive Plan 2025, adopted in 2005, entitled City of Syracuse Comprehensive Plan 2040; and

WHEREAS, that Plan was recommended for approval on January 7, 2013 and forwarded to the Common Council; and

WHEREAS, the Common Council requested an amendment to the Plan to include elements relative to planning for the impacts of climate change in correspondence dated January 7, 2014; and

WHEREAS, the Common Council specifically requested the following to be included in the Plan: "Climate Change. The City should anticipate the potential consequences of climate change. Weather, temperature and other environmental changes may impact everything from municipal services to land use planning."; and

WHEREAS, the Commission held a public hearing on the requested amendment to the Plan on February 10, 2014, in the Common Council Chambers, City Hall, Syracuse, New York, heard all those desiring to be heard, and duly recorded their testimony; and

WHEREAS, the Commission noted that the Plan will guide the preparation of future operating budgets and Capital Improvement Programs, in addition to departmental operations, City regulations, and other regional plans and funding decisions; and

WHEREAS, the Commission noted that this specific subject matter request is not a normal part of a Comprehensive Plan; and

WHEEAS, the Plan includes a Land Use Plan and a Sustainability Plan with goals and recommended actions that will also guide decision makers with respect to impacts that may occur as a result of climate changes; and

WHEREAS, the changes ultimately to be brought about are intended to improve the environment and the health, safety, and welfare of the community; and

NOW THEREFORE BE IT RESOLVED that We, the duly appointed members of the City Planning Commission of the City of Syracuse, hereby APPROVE the requested amendment to the City of Syracuse Comprehensive Plan 2040 to recognize that climate change is an important planning topic and should be addressed in the future, and to include the specific requested text related thereto;

BE IT FURTHER RESOLVED that said Comprehensive Plan is subject to the consent and approval of the Common Council of the City of Syracuse.



Ruben P. Cowart, Chairperson
City Planning Commission

A RESOLUTION APPROVING
AN AMENDMENT TO THE
CITY OF SYRACUSE COMPREHENSIVE PLAN 2040

We, the duly appointed members of the City Planning Commission of the City of Syracuse, do this 10th day of February, 2014, adopt the following resolution:

WHEREAS, the Syracuse Common Council has requested that the City Planning Commission amend the City of Syracuse Comprehensive Plan 2040 to recognize other topics which are important planning topics which should be addressed in the future, namely, technology; and

WHEREAS, pursuant to the Charter of the City of Syracuse, the City Planning Commission is charged with preparing a Comprehensive Plan; and

WHEREAS, on December 10, 2012 the City Planning Commission held a public hearing of a proposed update to the City of Syracuse Comprehensive Plan 2025, adopted in 2005, entitled City of Syracuse Comprehensive Plan 2040; and

WHEREAS, that Plan was recommended for approval on January 7, 2013 and forwarded to the Common Council; and

WHEREAS, the Common Council requested an amendment to the Plan to include specific information relative to technology in correspondence dated January 7, 2014; and

WHEREAS, the Common Council specifically requested the following to be included in the Plan: "Technology. The City should consider the role of technology, setting an agenda for exploring and access to and use a variety of information technologies. This may include city-wide wireless networks, telecommunications and other technology infrastructures."; and

WHEREAS, the Commission held a public hearing on the requested amendment to the Plan on February 10, 2014, in the Common Council Chambers, City Hall, Syracuse, New York, heard all those desiring to be heard, and duly recorded their testimony; and


WHEREAS, the Commission noted that the Plan will guide the preparation of future operating budgets and Capital Improvement Programs, in addition to departmental operations, City regulations, and other regional plans and funding decisions; and

WHEREAS, the Plan includes Government modernization goals and recommended actions which will also guide decision makers with respect to future development of the City's technology; and

WHEREAS, the changes ultimately to be brought about are intended to improve the environment and the health, safety, and welfare of the community; and

NOW THEREFORE BE IT RESOLVED that We, the duly appointed members of the City Planning Commission of the City of Syracuse, hereby APPROVE the requested amendment to the City of Syracuse Comprehensive Plan 2040 to recognize that technology is an important planning topic and should be addressed in the future, and to include the specific requested text related thereto;

BE IT FURTHER RESOLVED that said Comprehensive Plan is subject to the consent and approval of the Common Council of the City of Syracuse.



Ruben P. Cowart, Chairperson
City Planning Commission

A RESOLUTION APPROVING
AN AMENDMENT TO THE
CITY OF SYRACUSE COMPREHENSIVE PLAN 2040

We, the duly appointed members of the City Planning Commission of the City of Syracuse, do this 10th day of February, 2014, adopt the following resolution:

- WHEREAS, the Syracuse Common Council has requested that the City Planning Commission amend the City of Syracuse Comprehensive Plan 2040 to recognize other subjects which are important planning topics which should be addressed in the future, namely, the State Environmental Quality Review Act (SEQR); and
- WHEREAS, pursuant to the Charter of the City of Syracuse, the City Planning Commission is charged with preparing a Comprehensive Plan; and
- WHEREAS, on December 10, 2012 the City Planning Commission held a public hearing of a proposed update to the City of Syracuse Comprehensive Plan 2025, adopted in 2005, entitled City of Syracuse Comprehensive Plan 2040; and
- WHEREAS, that Plan was recommended for approval on January 7, 2013 and forwarded to the Common Council; and
- WHEREAS, the Common Council requested an amendment to the Plan to include language on the State Environmental Quality Review Act in correspondence dated January 7, 2014; and
- WHEREAS, the Common Council specifically requested the following to be included in the Plan: "The State Environmental Quality Review Act (SEQR). Specific actions and updates taken under the Comprehensive Plan 2040 are subject to SEQR, where applicable."; and
- WHEREAS, the Commission held a public hearing on the requested amendment to the Plan on February 10, 2014, in the Common Council Chambers, City Hall, Syracuse, New York, heard all those desiring to be heard, and duly recorded their testimony; and
- WHEREAS, the Commission noted that the Plan will guide the preparation of future operating budgets and Capital Improvement Programs, in addition to departmental operations, City regulations, and other regional plans and funding decisions; and
- WHEREAS, the Commission noted that the State Environmental Quality Review Act is a process requiring all state and local government agencies to consider environmental impacts equally with social and economic factors during discretionary decision-making; and
- WHEREAS, SEQR applies to all state or local government agencies including districts and special boards and authorities whenever they must approve or fund a privately or publicly sponsored action or when an agency directly undertakes an action; and


WHEREAS, Type II actions listed in the statewide and agency SEQR regulations are determined not to have a significant adverse impact on the environment; and

WHEREAS, Type II actions are not subject to the SEQR process, therefore some actions and updates of the Plan will not require continuing the SEQR process; and

WHEREAS, the changes ultimately to be brought about are intended to improve the environment and the health, safety, and welfare of the community; and

NOW THEREFORE BE IT RESOLVED that We, the duly appointed members of the City Planning Commission of the City of Syracuse, hereby APPROVE the requested amendment to the City of Syracuse Comprehensive Plan 2040 to include recognition that the State Environmental Quality Review Act is important and should be addressed in the future, as applicable, and to include the specific requested text related thereto;

BE IT FURTHER RESOLVED that said Comprehensive Plan is subject to the consent and approval of the Common Council of the City of Syracuse.



Ruben P. Cowart, Chairperson
City Planning Commission

A RESOLUTION APPROVING
AN AMENDMENT TO THE
CITY OF SYRACUSE COMPREHENSIVE PLAN 2040

We, the duly appointed members of the City Planning Commission of the City of Syracuse, do this 10th day of February, 2014, adopt the following resolution:

WHEREAS, the Syracuse Common Council has requested that the City Planning Commission amend the City of Syracuse Comprehensive Plan 2040 to include recognition of important planning topics to be addressed in the future; namely, the Impact of the Greater Syracuse Property Development Corporation; and

WHEREAS, pursuant to the Charter of the City of Syracuse, the City Planning Commission is charged with preparing a Comprehensive Plan; and

WHEREAS, on December 10, 2012 the City Planning Commission held a public hearing of a proposed update to the City of Syracuse Comprehensive Plan 2025, adopted in 2005, entitled City of Syracuse Comprehensive Plan 2040; and

WHEREAS, that Plan was recommended for approval on January 7, 2013 and forwarded to the Common Council; and

WHEREAS, the Common Council requested an amendment to the Plan to include recognition of the Impact of the Greater Syracuse Property Development Corporation in correspondence dated January 7, 2014; and

WHEREAS, the Common Council specifically requested the following text to be included in the Plan: "The Impact of the Greater Syracuse Property Development Corporation (GSPDC). As the GSPDC develops its operating capacity to carry out its mission to become a regional land bank, long range planning should consider the roll of the GSPDC in revitalizing the City's neighborhoods through the control and rehabilitation of vacant, tax delinquent and/or abandoned properties."; and

WHEREAS, the Commission held a public hearing on the requested amendment to the Plan on February 10, 2014, in the Common Council Chambers, City Hall, Syracuse, New York, heard all those desiring to be heard, and duly recorded their testimony; and

WHEREAS, the Commission noted that the Plan will guide the preparation of future operating budgets and Capital Improvement Programs, in addition to departmental operations, City regulations, and other regional plans and funding decisions; and

WHEREAS, the New York State Land Bank Act requires that Land Banks act in accordance with adopted Comprehensive Plans; and

WHEREAS, the Commission noted that the Plan includes goals related to housing, neighborhood revitalization, and economic development; the GSPDC will also develop its own operating plans in such a way to advance these goals; and

WHEREAS, the changes ultimately to be brought about are intended to improve the environment and the health, safety, and welfare of the community; and

NOW THEREFORE BE IT RESOLVED that We, the duly appointed members of the City Planning Commission of the City of Syracuse, hereby APPROVE the requested amendment to the City of Syracuse Comprehensive Plan 2040 to include recognition that the Impact of the Greater Syracuse Property Development Corporation is an important planning topic and should be addressed in the future, and to include the specific requested text related thereto;

BE IT FURTHER RESOLVED that said Comprehensive Plan is subject to the consent and approval of the Common Council of the City of Syracuse.



Ruben P. Cowart, Chairperson
City Planning Commission

A RESOLUTION APPROVING
AN AMENDMENT TO THE
CITY OF SYRACUSE COMPREHENSIVE PLAN 2040

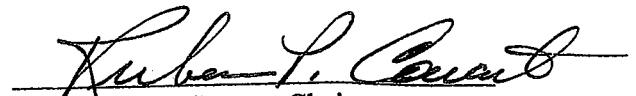
We, the duly appointed members of the City Planning Commission of the City of Syracuse, do this 10th day of February, 2014 adopt the following resolution:

- WHEREAS, the Syracuse Common Council has requested that the City Planning Commission amend the City of Syracuse Comprehensive Plan 2040 to include recognition of important planning topics to be addressed in the future; namely, the aging water and sewer infrastructure of the City; and
- WHEREAS, pursuant to the Charter of the City of Syracuse, the City Planning Commission is charged with preparing a Comprehensive Plan; and
- WHEREAS, on December 10, 2012 the City Planning Commission held a public hearing of a proposed update to the City of Syracuse Comprehensive Plan 2025, adopted in 2005, entitled City of Syracuse Comprehensive Plan 2040; and
- WHEREAS, that Plan was recommended for approval on January 7, 2013 and forwarded to the Common Council; and
- WHEREAS, the Common Council requested an amendment to the Plan to include elements relative to specific strategies for the upgrading and systematic replacement of water and sewer infrastructure in correspondence dated January 7, 2014; and
- WHEREAS, the Common Council specifically requested the following to be included in the Plan: "Water and Sewer Infrastructure. The aging water and sewer infrastructure of the City should be acknowledged and strategies for the systematic upgrading and replacement of that infrastructure, both proactively and in emergencies should be pursued."; and
- WHEREAS, the Commission held a public hearing on the requested amendment to the Plan on February 10, 2014, in the Common Council Chambers, City Hall, Syracuse, New York, heard all those desiring to be heard, and duly recorded their testimony; and
- WHEREAS, the Commission noted that the Plan will guide the preparation of future operating budgets and Capital Improvement Programs, in addition to departmental operations, City regulations, and other regional plans and funding decisions; and
- WHEREAS, the Commission noted that specific proposals for the upgrading and replacement of water and sewer infrastructure is a function of a Capital operating budget set forth by specific departments; and
- WHEREAS, the Plan includes a Land Use Plan component in addition to the *Utilities* goals and recommended actions, which will also serve as a guide to decision makers with respect to future decisions of City's water and sewer infrastructure; and

WHEREAS, the changes ultimately to be brought about are intended to improve the environment and the health, safety, and welfare of the community; and

NOW THEREFORE BE IT RESOLVED that We, the duly appointed members of the City Planning Commission of the City of Syracuse, hereby APPROVE the requested amendment to the City of Syracuse Comprehensive Plan 2040 to include recognition that the aging water and sewer infrastructure of the City is an important planning topic and should be addressed in the future, and the specific requested text related thereto;

BE IT FURTHER RESOLVED that said Comprehensive Plan is subject to the consent and approval of the Common Council of the City of Syracuse.


Ruben P. Cowart, Chairperson
City Planning Commission