

High-Priority Requests: Syracuse Urbanism Club’s Project Recommendations for the I-81 Viaduct Project
6/24/2024

The Syracuse Urbanism Club strives to build access to human-centered, walkable, vibrant communities and spaces for all. Our goal is to enhance the urbanism of Syracuse through physical installations and programming in public space, as well as advocacy on policy and design. We’re a subchapter of Congress for the New Urbanism with over 200 members.

Contracts 4, 5, & 6.

- 1. Underpasses and bridges.
 - a. Ensure underpasses are wide enough and bridge spans are long enough for the creation of wide, 15-ft sidewalks on both sides of each street below in the future. This applies to crossings across I-690 from Leavenworth Ave to Lodi St and everywhere in between, and across I-81 at E Colvin St.

Contract 6.

- 2. Crosswalk to Creekwalk at West Street & Park Avenue.
 - a. Connect Park Ave & Leavenworth Park to NYSDOT’s proposed Creekwalk extension & Downtown.



Contracts 6 & 8.

- 3. Entrance to Hawley-Green.
 - a. Reconnect the city center with the Hawley-Green neighborhood at the northern terminus of the reconstructed Almond Street. Underneath I-690 at this location, add murals, other art, and creative lighting design to encourage people to walk, bike, or drive across. Also, protect the bike lanes up to Burnet Ave with at least flexible delineators rather than ending the protected barriers for the Almond Street bike lanes underneath the dark underpass.



Contract 8.

- 4. Almond Street.
 - a. The Almond Street median should be a linear park, like Commonwealth Avenue in Boston. Or, if space is limited, like the sections of NYC’s Broadway Malls containing a path down the center, such as 143-144th St, or 162-163rd St, which are only 20 ft wide. Our redesign and Broadway Malls are pictured below.



- b. Create safer and more frequent cycling and pedestrian crossings at Almond Street, especially at Madison (below on the left) and Monroe (below on the right) Streets.



- c. Remove the Slip lane at the SE corner of Almond and Genesee for increased pedestrian/cyclist safety. (before/after our redesign pictured below.)



5. Plantings.

- a. Native plantings and meadows instead of lawns.
- b. Vibrant appearance in winter.
- c. Mature trees should be planted in key locations such as the Almond Street linear park.
- d. Plantings on medians instead of pavement.

6. Arts & Creativity.

- a. Locally designers can creatively shape their own communities with public art & beautiful utilitarian objects.

All Contracts:

- 7. Do not allow for design/build contracts out of concern for worsened conditions for pedestrians and cyclists.
- 8. Right of way reductions.
 - a. Reduce lanes and/or lane widths throughout to what is needed for a balanced multimodal system
 - b. Give back land for pedestrian, bicycle, and transit infrastructure, development, and public space.
- 9. Safe bicycle infrastructure.
 - a. All bike lanes should be protected bike lanes with a buffer space and/or physical barrier, ideally both.
 - b. Create a seamlessly interconnected network of protected bike lanes, not disconnected fragments.
 - c. Connect north and south Onondaga Creekwalk with a protected cycle track along West Street at the newly reconstructed West St - Genesee intersection, as shown below. There is already a cycle track further south on West Street that this can tie into.



10. Traffic Signals.

- a. No right on red.
- b. Leading pedestrian and cyclist interval crossing signals.