

SMTC 2050 Long Range Transportation Plan

Appendix

A:

Summary of transportation-related goals and objectives from existing regional plans

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March 2014

FREIGHT MOVEMENT / ECONOMIC DEVELOPMENT

MAP-21 National Goal: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

MAP-21 Planning Factor: support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

Related objectives, etc. from existing studies:

The I-81 Corridor Study objectives	Maintain or improve economic opportunities by addressing multi-modal access
	Minimize capital costs by ensuring that transportation system investments are cost effective
	Minimize long-term operation and maintenance costs
Vision CNY "targets" and "strategies"	Reduce the percentage of household income spent on housing and transportation costs in Central New York (by 10%)
	Expand use of rail and barge systems in the region
CNY REDC Strategic Plan "tactics" and "performance metrics"	Invest strategically in roads, ports, air and rail

Proposed LRTP goal: Support **economic development** within our region, with a focus on strengthening downtown Syracuse and supporting existing commercial and industrial nodes.

Proposed objectives:

- Maintain adequate infrastructure conditions on priority freight routes and commuter corridors.
- Maintain a high degree of reliability on priority freight routes and commuter corridors.

SAFETY AND SECURITY

MAP-21 National Goal: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

MAP-21 Planning Factor: increase the **safety** of the transportation system for motorized and nonmotorized users

MAP-21 Planning Factor: increase the **security** of the transportation system for motorized and nonmotorized users

Related objectives, etc., from existing studies:

The I-81 Corridor Study objectives	Reduce accident occurrences to at or below the statewide average for similar facilities
	Improve existing geometric design through the application of appropriate design standards and the reduction of non-standard elements and/or geometries
	Improve the safety of alternative modes of transportation (pedestrian, bicycle, transit)

Proposed LRTP goal: Increase the **safety and security** of the transportation system.

Proposed objectives:

- Reduce serious injuries and fatalities from vehicle crashes.
- Reduce pedestrian and bicycle crashes.
- Reduce the number of at-grade railroad crossings.

ACCESS AND MOBILITY / CONGESTION REDUCTION

(also INTEGRATION AND CONNECTIVITY)

MAP-21 National Goal: To achieve a significant reduction in congestion on the National Highway System.

MAP-21 Planning Factor: increase the **accessibility and mobility** of people and for freight

MAP-21 Planning Factor: enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight

Related objectives, etc., from existing studies:

Complete Streets policies	
County Sustainable Development Plan “Projects and Practices”	Institute a County Sustainable Streets policy combining the concepts of Complete Streets to create multi-modal transportation networks with the use of green infrastructure to address stormwater issues. Provide guidance and resources to municipalities to help implement local Sustainable Streets policies.
Vision CNY "targets" and "strategies"	Develop "complete streets" to encourage walking and biking
	Promote municipal adoption of a complete streets program
Transit enhancement	
County Sustainable Development Plan “Projects and Practices”	To increase the viability and availability of public transportation, coordinate with the Central New York Regional Transportation Authority (CENTRO) and other local stakeholders to identify and densify transit oriented development (TOD) nodes to support existing and future transit opportunities.
Vision CNY "targets" and "strategies"	Encourage TOD and bus rapid transit service for priority corridors
	Expand network of public transit park-and-ride facilities
CNY REDC Strategic Plan "tactics" and "performance metrics"	Transit accessibility - increase by 5% (as defined and tracked by Brookings - how many jobs a worker can reach at their skill set within a reasonable amount of time)
Trails/sidewalks/bike facilities	
County Sustainable Development Plan “Projects and Practices”	Complete and connect regional and local trail systems, including the Onondaga Lake Loop the Lake Trail, the Erie Canalway Trail and the Onondaga Creekwalk, to form major pedestrian and cycling oriented recreational and transportation spines in the region.
	Assist communities in identifying opportunities for sidewalk/trail enhancements in support of the principles guiding the Safe Routes to Schools initiative with the goal of reducing the number of children bused to and from school.
Vision CNY "targets" and "strategies"	Implement a regional pedestrian and bicycle trail access program.
	Create new dedicated cycle tracks along major commuting corridors (50 miles by 2030).
Alternative modes - general	
County Sustainable Development Plan “Projects and Practices”	Promote coordination between local governments in the planning and implementation of bicycle, trail, transit, pedestrian, and other alternative transportation modes to establish continuous networks. Link neighborhoods to destinations such as restaurants, shops, and work places.

The I-81 Corridor Study objectives	Identify alternative mode improvement in the vicinity of I-81
	Improve connectivity of alternative modes of transportation (pedestrian, bicycle, and transit)
Mobility - roads	
The I-81 Corridor Study objectives	Improve peak period mobility and reduce delay on the highway system (primary, secondary, and city streets) by providing acceptable operating speeds, improving level of service.
	Preserve regional mobility by maintaining travel times
	Improve access to key destinations (i.e. the airport, hospitals and downtown businesses)
Connectivity	
The I-81 Corridor Study objectives	Enhance local connectivity (such as linking University Hill with downtown)
CNY REDC Strategic Plan "tactics" and "performance metrics"	Air connectivity - increase total passengers (by 10%)

Proposed LRTP goal: Provide a high degree of **accessibility and mobility** for people and freight. This should include better **integration and connectivity** between modes of travel.

Proposed objectives:

- Reduce congestion in key commuter corridors.
- Provide high-quality transit service to TOD nodes throughout the community.
- Provide “basic” transit service to “urban” areas (population density at least 1000 people per sq. mi.) and major activity centers.
- Provide more dedicated bicycle facilities throughout the community.
- Provide more sidewalks throughout the community.

ENVIRONMENT AND QUALITY OF LIFE

MAP-21 National Goal: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

MAP-21 Planning Factor: protect and enhance the **environment**, promote **energy conservation**, improve the **quality of life**, and promote consistency between transportation improvements and State and local planned growth and economic development patterns

Related objectives, etc., from existing studies:

Smart growth, integrated LU-Trans planning	
County Sustainable Development Plan "Projects and Practices"	Redevelop existing sites or infill areas already served by infrastructure rather than developing on open land where no infrastructure exists.
	Consider the interrelated impacts of transportation and land use planning during development review to support a safe, efficient and interconnected transportation network. Reduce vehicle trips, miles traveled and greenhouse gas emissions through efficient land use planning.
	Construction of new County roads or significant capacity upgrades to County transportation facilities will only occur when supported by the policies and principles of the Sustainable Development Plan.
	Educate the public on the role that development patterns and transportation choices have on energy usage and greenhouse gas emissions.
The I-81 Corridor Study objectives	Encourage sustainable land use patterns within the city and county
	Encourage smart growth: sustainable regional land use patterns that minimize suburban sprawl which increases demand for infrastructure and services
Vision CNY "targets" and "strategies"	Implement a regional main street revitalization program.
Transit oriented development	
County Sustainable Development Plan "Projects and Practices"	Update comprehensive plans, land use plans and zoning ordinances to identify and build out transit oriented development (TOD) nodes to maximize the use and efficiency of public transportation.
CNY REDC Strategic Plan "tactics" and "performance metrics"	Employ TOD strategies
Air quality/VMT/alternative fuels	
County Sustainable Development Plan "Projects and Practices"	Invest in public transportation, walkable communities, and bicycle corridors to reduce the region's vehicle miles traveled and greenhouse gas emissions.
The I-81 Corridor Study objectives	Maintain or improve air quality (overall emissions and odor)
	Minimize air quality and noise impacts on adjacent neighbors
Vision CNY "targets" and "strategies"	Reduce total VMT annually in the region (by 25% by 2030)
	Develop network of CNG fueling stations and EV charging stations
	Reduce air pollutant emissions for ozone, sulfur, particulates, and carbon monoxide (by 25% by 2030)

Other - environmental, quality of life	
The I-81 Corridor Study objectives	Support local, regional, and state environmental initiatives
	Minimize impacts on designated community landmarks and historic resources
	Minimize storm water impacts and improve water quality
	Improve the visual built environment through context sensitive design that contributes to roadside/street ambiance, community character, and public safety
	Promote other planning and development visions and initiatives (county, city, and region)
	Share the burdens of impacts during construction and long-term across stakeholders (e.g. suburbs, adjacent neighborhoods, low-income communities, and Onondaga Nation)
	Share the benefits across stakeholders (e.g. suburbs, adjacent neighborhoods, low-income communities, and Onondaga Nation)

Proposed LRTP goal: Protect and enhance the natural environment and support energy conservation.

Proposed objectives:

- Reduce VMT in the region.
- Increase the percentage of trips made by bicycling or walking.
- Increase the transit mode share.
- Incorporate green infrastructure to the extent practicable in transportation projects.

SYSTEM RELIABILITY / MANAGEMENT AND OPERATIONS

MAP-21 National Goal: To improve the efficiency of the surface transportation system.

MAP-21 Planning Factor: promote **efficient system management** and operation

Related objectives, etc. from existing studies:

County Sustainable Development Plan "Projects and Practices"	Explore Transportation Demand Management strategies in downtown, University Hill and other locations to manage parking and mobility in the urban center without compromising its dense urban form.
	Investigate the feasibility of implementing employee rideshare or carpooling programs, transit subsidies, bicycle facilities, car sharing and other programs to reduce vehicle miles traveled from commuting.
The I-81 Corridor Study objectives	Improve transportation system efficiency and reliability, and reduce travel costs
Vision CNY "targets" and "strategies"	Develop regional TDM program
CNY REDC Strategic Plan "tactics" and "performance metrics"	Collectively address anchor institution transportation needs

Proposed LRTP goal: Support efficient system **management and operation**.

Proposed objectives:

- Implement TDM strategies in downtown and University Hill that have been recommended through previous SMTC studies.
- Implement employer-based demand management programs at major employers throughout the region.
- Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.
- Implement ITS technology along priority commuter and freight corridors.

INFRASTRUCTURE CONDITION / SYSTEM PRESERVATION

MAP-21 National Goal: To maintain the highway infrastructure system in a state of good repair.

MAP-21 Planning Factor: emphasize the **preservation** of the existing transportation system

Related objectives, etc. from existing studies:

County Sustainable Development Plan "Projects and Practices"	Prioritize maintenance of existing facilities and infrastructure over building new facilities and infrastructure.
	Prioritize use of federal transportation dollars allocated to the Syracuse Metropolitan Planning Area to maintain existing transportation facilities rather than create new or expanded infrastructure.
The I-81 Corridor Study objectives	Eliminate structural deficiencies using treatment strategies which provide the lowest life cycle maintenance costs and restore bridge condition ratings, where applicable, to good condition for at least 30 years
Vision CNY "targets" and "strategies"	Support a "fix-it-first" regional infrastructure policy
	Decrease the number of bridges and roads that are rated as "deficient" or "poor" (by 25% by 2030)

Proposed LRTP goal: Strategically **preserve** our existing infrastructure and focus investment in areas already served by public infrastructure.

Proposed objectives:

- Preserve and maintain pavement.
- Preserve and maintain bridges.
- Preserve and maintain off-road trail systems.
- Preserve and maintain sidewalks.
- Support infill development projects with the necessary transportation investments.

PROJECT DELIVERY

MAP-21 National Goal: To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

MAP-21 Planning Factor: none

Proposed LRTP goal: Reduce delays of federal-aid project development and delivery.

Proposed objectives:

- Encourage sponsors of federal-aid projects to submit all necessary documentation by the 3rd quarter of the federal fiscal year.
- Increase the obligation rate for Federal transportation funding in our region.

OTHER GOAL AREAS:

Proposed LRTP goal: Support local planning goals and enhance the character of individual communities.

Proposed objectives:

- Use high-quality, context-sensitive design on all capital projects.
- Educate the public, local elected officials, and local planners about the transportation impacts of local land use decisions and how to plan for efficient, multi-modal transportation systems.

Proposed LRTP goal: Be an open and transparent process with significant **public involvement** from a wide range of community members.

Proposed objectives:

- Increase attendance at SMTC public meetings.
- Increase overall public interaction with the SMTC, including through electronic means.