

Chapter 2:

Goals and Objectives

2.1 FEDERAL REQUIREMENTS

MAP-21 identifies eight planning factors to be used by metropolitan planning organizations like the SMTC to structure their policies and programs. The eight planning factors require MPOs to provide projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. 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;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

MAP-21 places a new emphasis on measuring and managing the surface transportation system's performance. MAP-21 describes performance management as a way to achieve "the most efficient investment of Federal transportation funds by refocusing on national transportation goals."

Federal legislation requires that the LRTP address eight 'planning factors' and seven National Goals for the transportation system.

The national transportation goals created by MAP-21 are:

1. **SAFETY**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **INFRASTRUCTURE CONDITION**—To maintain the highway infrastructure asset system in a state of good repair.
3. **CONGESTION REDUCTION**—To achieve a significant reduction in congestion on the National Highway System.
4. **SYSTEM RELIABILITY**—To improve the efficiency of the surface transportation system.
5. **FREIGHT MOVEMENT AND ECONOMIC VITALITY**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **ENVIRONMENTAL SUSTAINABILITY**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **REDUCED PROJECT DELIVERY DELAYS**—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.

Progress towards achieving our goals and objectives will be tracked over time using performance measures and targets.

MAP-21 requires that states and MPOs demonstrate that they are making progress toward achieving these goals. Progress is to be tracked by using a set of performance measures. MAP-21 defines several performance measures but it does not specify what a state or MPO's targets should be; states and MPOs are to identify their own targets. For example, pavement condition on the Interstate System is a performance measure included in the legislation, but MAP-21 does not tell states or MPOs what the condition of their pavement should be. The performance measures mandated by federal legislation are:

- Fatalities and serious injuries – both number and rate – on all public roads
- Pavement condition on the Interstate System and on the remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS

Goals, Objectives, Performance Measures & Targets Demystified

This plan is structured around four basic building blocks: goals, objectives, performance measures, and targets. They all sound somewhat similar, but each has a different role in the federal transportation planning process.

Goals are broad statements that describe the way things should be. For example, if you were to say “I want to get more exercise from walking,” this would be a general description of how you want to get more exercise in the future. You have not said how much more walking you want to do or when and where you would do it. The LRTP is built around seven goals that, similarly, provide a general overall direction for the region’s transportation system.

Objectives are specific, measurable steps to be taken to reach a goal. An example would be saying “I will walk during my lunch break.” This objective makes the abstract goal of “walking more” into something specific. Each of the LRTP’s seven goals has distinct, measurable objectives associated with it.

Performance Measures are the means by which progress will be gauged. Performance measures are quantifiable. In the case of walking during lunch, the performance measure could be the number of minutes you walk during a lunch break and/or the number of times a week you take a walk. Each objective in the LRTP has a performance measure associated with it.

Targets indicate where each performance measure should be. A target is the number that the performance measure needs to reach to achieve a given objective. Continuing the example above, you might determine that your target for walking during lunch will be taking a 15-minute walk three times a week. By consistently hitting this target, you will have achieved your goal of getting more exercise from walking. In the case of the transportation system, the SMTC will be tracking the targets identified in the LRTP for each performance measure. The outcomes will be documented in periodic System Performance Reports.

- Traffic congestion
- On-road mobile source emissions
- Freight movement on the Interstate System

Specific performance measures are to be defined in the final rulemaking from the US Department of Transportation (USDOT). To date, Notices of Proposed Rulemaking (NPRMs) have been published for the infrastructure condition (pavement and bridges) and safety (fatalities and serious injuries) performance measures.

MAP-21 requires that states and MPOs prepare regular system performance reports evaluating their progress toward achieving their goals. The consequences of failing to achieve goals are, or will be,

defined at the federal level. One example of how system performance monitoring may work in the future for elements of the transportation system can be seen in how MAP-21 handles bridge condition ratings. MAP-21 states that if more than ten percent of the total deck area of bridges on the National Highway System (NHS) in a given state is located on bridges classified as structurally deficient for three consecutive years, a portion of that state's funding must be set aside to address bridge conditions on the NHS.

2.2 LOCAL PLANNING EFFORTS

The LRTP must address the federal Planning Factors and National Goals described above. But input from local stakeholders should also be incorporated into the LRTP to achieve a plan that supports the unique goals of each region.

Development of the 2050 LRTP began shortly after the completion of several other large-scale planning and visioning efforts centered in the Syracuse area, undertaken by local and regional planning bodies. Each of these plans discussed ongoing transportation issues and included goals and objectives for improving the surface transportation system, and included significant public outreach efforts. Rather than initiate a new planning and visioning process for this LRTP, the SMTC utilized key ideas from these recently-developed plans as the foundation for a new set of goals and objectives. The plans and documents used were:

- Syracuse-Onondaga County Planning Agency - Sustainable Development Plan
- Central New York Regional Planning and Development Board - Vision CNY
- Central New York Regional Economic Development Council - Five-Year Strategic Plan
- New York State Department of Transportation (NYSDOT) with Syracuse Metropolitan Transportation Council - The I-81 Corridor Study.

Appendix A summarizes how each of these documents was used to develop the 2050 LRTP goals.



The future of the aging I-81 viaduct in downtown Syracuse continues to be the subject of extensive local planning efforts.

2.2.1 SYRACUSE-ONONDAGA COUNTY PLANNING AGENCY - SUSTAINABLE DEVELOPMENT PLAN

The Syracuse-Onondaga County Planning Agency (SOCPA) completed the Onondaga County Sustainable Development Plan in 2012. This plan presents a set of policies and practices for Onondaga County and its 35 municipalities that will foster development without compromising the region’s social and ecological assets.

The SMTC’s review of this plan focused on the list of Projects and Practices found in the Action portion of the implementation plan. The Sustainable Development Plan emphasizes the importance of infill development and re-use of existing building sites, rather than continuing to expand development into agricultural areas and other undeveloped parts of the county. This Plan supports the construction of new homes and commercial space in existing villages and hamlets – places currently served by water, sewer, and transportation infrastructure. It also recommends that the County adopt a “Sustainable Streets” policy, which would combine the principles of Complete Streets with the use of green infrastructure to address stormwater issues. Under this Plan, projects to build new or widened county roads would only occur when compatible with the policies and principles of the Plan itself.



SOCPA’s Sustainable Development Plan emphasizes infill development in existing villages and hamlets, which are already served by water, sewer, and transportation infrastructure.

Sustainable Development Plan policy areas

- Grow Smarter: encourage and support sustainable and fiscally responsible development patterns.
- Sustainability Pays: sustainable development today pays dividends well into the future.
- Protect the Environment: support and enforce practices to protect our natural environment for future generations.
- Strengthen the Center: strengthen and support the City of Syracuse as the region’s center of commerce, culture and innovation.
- Fix It First: maximize the use of existing infrastructure as a way to provide fiscally responsible public services.
- Keep Rural Communities Rural: strengthen and protect the region’s strong agricultural tradition and conserve invaluable rural landscapes.
- Lighten Our Footprint: lower our ‘carbon footprint’ by reducing energy demand, embracing cleaner energy options and using resources wisely.
- Plan for People: recognize people as our greatest asset by creating quality places and opportunities for all.

2.2.2 CENTRAL NEW YORK REGIONAL PLANNING AND DEVELOPMENT BOARD - VISION CNY

The Central New York Regional Planning and Development Board (CNYRPDB) produced its Vision CNY: Central New York Regional Sustainability Plan in 2013. Like the SMTC, the CNYRPDB is a regional planning body. The CNYRPDB's planning area extends across Cayuga, Cortland, Madison, Onondaga, and Oswego Counties. Vision CNY examines existing energy use, infrastructure, land use, environmental conditions, economic development, and waste management practices across the five-county region. The plan proposes sustainability goals, targets, and strategies for the region, and describes the benefits that can accrue to residents and municipalities by implementing these strategies.

In the area of transportation, Vision CNY emphasizes the importance of bus rapid transit and transit-oriented development and building complete streets.

Vision CNY goals

- Improve the region's energy management by increasing the efficiency of residential and commercial buildings, curtailing energy demand, increasing the use of local clean energy sources in place of fossil fuels, and accelerating the development of advanced energy technologies.
- Provide infrastructure that reduces greenhouse gas emissions, revitalizes existing communities, improves the quality of life, strengthens targeted industry concentrations, and improves the region's competitiveness.
- Manage the region's economic and physical development through the efficient and equitable use of land to conserve its natural and cultural resources and revitalize its urban cores, main streets and existing neighborhoods.
- Conserve and protect the quality of the region's water, air, land and wildlife resources without compromising the ability to meet current and future resource dependent needs.
- Support the growth of a diverse economic base that will provide employment opportunities for a broad cross section of citizens across the five-county region.
- Improve the environmental performance and the economic development and job creation potential of the region's material management systems by reducing the production of waste and increasing materials reuse, recycling and energy recovery.
- Adapt successfully to a changing climate and improve the resilience of the region's communities, infrastructure and natural systems.

2.2.3 CENTRAL NEW YORK REGIONAL ECONOMIC DEVELOPMENT COUNCIL - FIVE-YEAR STRATEGIC PLAN

CenterState CEO is the largest economic development organization in Central New York. It coordinates public and private economic development activities in a 12-county area and counts more than 2,000 businesses in its membership. Its Five-Year Strategic Plan, developed through New York State's Regional Economic Development Council (REDC) program, provides a set of strategies intended to guide economic development policy from 2012 to 2016.

The tactics and performance metrics in this plan include an emphasis on ensuring that transit service connects workers to jobs that match their skill set.

2.2.4 THE I-81 CORRIDOR STUDY GOALS AND OBJECTIVES

Between 2009 and 2013, the NYSDOT conducted the I-81 Corridor Study. This study initiated a community-wide planning process to address the needs of approximately 12 miles of I-81 through Syracuse. The SMTC undertook a public participation effort, known as *The I-81 Challenge*, in support of this corridor study. The public participation effort included three large public meetings and more than 20 focus group meetings. Total attendance at the three large public meetings (held in 2011, 2012, and 2013) was on the order of 1,880 people, with an additional 784 people reviewing meeting materials by way of "virtual" public meetings. This process provided an unprecedented opportunity for SMTC staff to discuss the region's transportation issues with a wide variety of stakeholders, from citizens' groups to emergency service providers to some of the region's largest employers.

This public interaction included asking people to identify their goals and objectives for I-81; in many cases, these ideas are as applicable to the region's transportation system as a whole as they are to the I-81 corridor. Participants emphasized the importance of the highway system's safety and reliability, as well as the importance of ensuring that highway investments complement other community assets, such as environmental quality and overall quality of life.

CNYREDC strategic plan goals

1. Strengthen targeted industry concentrations that leverage unique economic assets.
2. Improve competitiveness in, and connections to, the regional, national and global economies.
3. Revitalize our region's urban cores, main streets and neighborhoods.

Goals from The I-81 Corridor Study

- Improve public safety
- Enhance the transportation network
- Enhance region-wide mobility
- Maintain or improve economic opportunities
- Preserve or enhance environmental health
- Support community quality of life
- Exercise fiscal responsibility
- Share burdens and benefits

2.2.5 MUNICIPAL PLANS

In preparing this LRTP, the SMTC also reviewed town and village plans, as well as the City of Syracuse's Land Use and Development Plan, Bicycle Plan, and Sustainability Plan.

Local plans tend to focus on a specific set of issues and goals for the municipality. Major themes identified in these plans include:

- Economic development and the need for jobs and investment
- Safety for all transportation system users, including bicyclists and pedestrians
- The need / opportunity for waterfront redevelopment
- Community character, especially supporting pedestrian-friendly environments
- Farmland, habitat, and watershed protection
- The need to both prevent and prepare for global climate change
- The need to increase suburban transit service.

Several suburban towns anticipate that they will see continued residential and commercial development in coming decades.

2.3 PUBLIC INPUT ON GOALS AND OBJECTIVES

In December 2014, SMTC conducted an online survey to get feedback from the general public on the LRTP's proposed planning themes, goals, and objectives.

The survey was available online between December 15, 2014 and January 26, 2015. The public was notified of the survey by way of e-mails sent to the SMTC's electronic distribution lists. This included about 360 recipients of the electronic version of the SMTC's Directions newsletter and the members of the SMTC's Bicycle/Pedestrian Community Interest Group. Information on the survey was also forwarded to e-mail lists maintained by community groups and was posted on the SMTC's Facebook page.

A total of 380 responses were received. The results of the survey are incorporated into the remaining sections of this chapter, and a full summary report can be found in Appendix B. Based on a review of the

380 people provided input on the LRTP goals and objectives through an online survey in December 2014/ January 2015.

survey results and feedback from the LRTP SAC, the final list of goals and objectives remained nearly identical to the list proposed in the survey, with some minor rewording of objectives for clarity. The goals and objectives were also reviewed at the April 2015 public meetings, which are summarized in Appendix C.

2.4 GOALS FOR THE 2050 LRTP

Taking into consideration the federal requirements outlined in MAP-21, the local planning efforts described above, and feedback from the LRTP SAC and the public, the SMTC identified three sets of goals for transportation investments in the Syracuse region over the next 35 years. These goals are can be summarized in the statement of purpose for the 2050 LRTP.

The purpose of the 2050 LRTP is to guide the SMTC’s member agencies in making transportation investment decisions over the next 35 years that achieve the following:

- **Support the planning goals of the region and local communities.**
- **Contribute to the achievement of system performance goals, including both the National Goals and locally-defined goals.**
- **Advance regionally significant public infrastructure projects that have already been the subject of substantial community discussion.**

2.4.1 COMMUNITY PLANNING GOALS

After reviewing the local planning efforts, a list of specific community planning goals emerged. Although not measurable over time, the intent is that transportation projects should be considered at least qualitatively in light of these goals.

- **Contribute positively to the local community character and support locally adopted plans.**
- **Support Smart Growth development patterns, particularly the strengthening of existing mixed-use centers.**
- **Retain rural land and preserve open space.**

The community planning goals indicated in bold were identified by 60 percent or more of the survey respondents as “most important.”

Suggestions for additional objectives

Many survey respondents provided comments and ideas for additional objectives. A few themes emerged from these comments.

- Transit improvements are needed, including: better connections between the City of Syracuse and suburban communities, addition of light rail or street car service, more comfortable vehicles, and more dependable and efficient transit.
- Ensure we continue to have a “20-minute city”, with a smooth flow of traffic along main travel routes and minimal congestion in areas of signalized intersections.
- Separate freight and passenger vehicles as much as possible, particularly freight rail and passenger rail.
- Safety improvements are needed for cyclists and pedestrians.
- Solve the problem of snow-covered sidewalks.

- **Support economic development, particularly in:**
 - **Downtown Syracuse;**
 - **Syracuse Lakefront;**
 - **Existing or planned commercial and industrial nodes throughout the MPA.**
- Incorporate Complete Streets principles and limit capacity increases for single-occupancy vehicles.
- Incorporate green infrastructure and use greener materials wherever feasible.
- Incorporate responsive technology wherever feasible.
- Minimize impacts to sensitive environmental areas.
- **Respect historic resources and local community landmarks.**
- Improve public access to appropriate waterfront areas.
- **Provide convenient connections to intercity transportation facilities, including the Syracuse Hancock International Airport and the William F. Walsh Regional Transportation Center.**
- Improve road access to intermodal freight facilities and major freight generators.
- Increase resiliency to natural and man-made hazards.

Additionally, projects should result from a decision making process that is open and transparent, includes robust public involvement opportunities, and promotes multi-jurisdictional planning.

2.4.2 TRANSPORTATION SYSTEM PERFORMANCE GOALS AND OBJECTIVES

The transportation system performance goals and objectives were developed to encompass both the federal requirements (see Section 2.1) and the relevant transportation-related goals from the local planning efforts discussed in Section 2.2. These goals also address the eight planning factors for MPOs originally identified in SAFETEA-LU, and perpetuated in MAP-21. Over the next 35 years, the SMTC will ensure that the region’s transportation system makes progress toward achieving the goals and objectives listed in Table 2.1. More information about existing conditions relating to each goal can be found in Chapter 4 of this document (specific sections are noted in Table 2.1).

Table 2.1: Transportation System Performance Goals and Objectives

Goal	Objective	Document section
Support efficient freight movement within our region.	Maintain adequate infrastructure conditions on primary freight corridors.	4.2
	Maintain a high degree of reliability on primary freight corridors.	
	Reduce congestion on primary freight corridors.	
Increase the safety, security, and resiliency of the transportation system.	Reduce serious injuries and fatalities from vehicle crashes.	4.3
	Reduce pedestrian and bicycle crashes.	
	Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.	
Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.	Reduce congestion in priority commuter corridors as appropriate based on the character of the adjacent development.	4.4
	Provide essential transit service to urban and suburban areas.	
	Provide higher-quality transit service to transit oriented development (TOD) nodes throughout the community.	
	Provide more on-road bicycle facilities throughout the community.	
	Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.	
	Provide more pedestrian facilities to connect destinations throughout the community.	
Protect and enhance the natural environment and support energy conservation and management.	Reduce vehicle miles traveled (VMT) in the region.	4.5
	Reduce on-road mobile source emissions.	
	Increase the percentage of commute trips made by bicycling or walking.	
	Increase the percentage of commute trips made by transit.	
	Increase availability of alternative fueling and electric charging stations.	
Improve the reliability of the transportation system and promote efficient system management and operations.	Maintain a high degree of reliability on primary commuter routes.	4.6
	Improve transit on-time performance.	
	Improve utilization of transit vehicles.	
	Increase the use of park-and-ride lots.	
	Implement transportation demand management (TDM) strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.	
Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.	Preserve and maintain pavement.	4.7
	Preserve and maintain bridges.	
	Preserve and maintain ancillary transportation structures (culverts, etc.)	
	Preserve and maintain rail infrastructure.	
	Preserve and maintain pedestrian facilities.	
	Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.	
Ensure that transportation system performance improvements are distributed equitably.	Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis).	4.8
	Ensure that pavement conditions within priority target areas are at or above regional averages.	
	Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.	

Note: Objectives shown in **bold** were identified by at least 70 percent of the LRTP Goals and Objectives survey respondents as “most important.”

The I-81 Viaduct Project

The NYSDOT is currently progressing the environmental review process for the I-81 Viaduct Project. The I-81 Viaduct Project is intended to address the structural and highway design needs of the elevated portion of I-81 in downtown Syracuse, which is nearing the end of its useful life. The Scoping Report was released in April 2015. More information on the project can be found at: <https://www.dot.ny.gov/i81opportunities>.

Public feedback strongly supported the objectives addressing infrastructure condition, with over 80 percent of respondents indicating that “preserve and maintain bridges” was “most important.” Other objectives that were identified by at least 70 percent of survey respondents as “most important” are shown in bold in Table 2.1.

2.4.3 REGIONALLY SIGNIFICANT PROJECTS

During the development of this LRTP, four transportation projects were recognized as being major, regionally significant projects:

- **The I-81 Viaduct Project:** advance a solution that addresses the transportation needs within the priority area identified in the I-81 Corridor Study (July 2013) and that supports the goals of the LRTP outlined above.
- **Enhanced transit system:** progress the Syracuse Metropolitan Area Regional Transit Study (included in the SMTC’s current UPWP) to identify a preferred alternative that supports the LRTP goals.
- **Expanded regional trail network:** progress projects identified in existing plans, such as the Onondaga Lake Trail, Onondaga Creekwalk, and Erie Canalway Trail.
- **Inland port facility:** examine options for creating an inland port in the Syracuse area and the opportunities to link to other regional freight facilities, with public discussion of potential benefits and impacts (environmental, traffic, etc.).

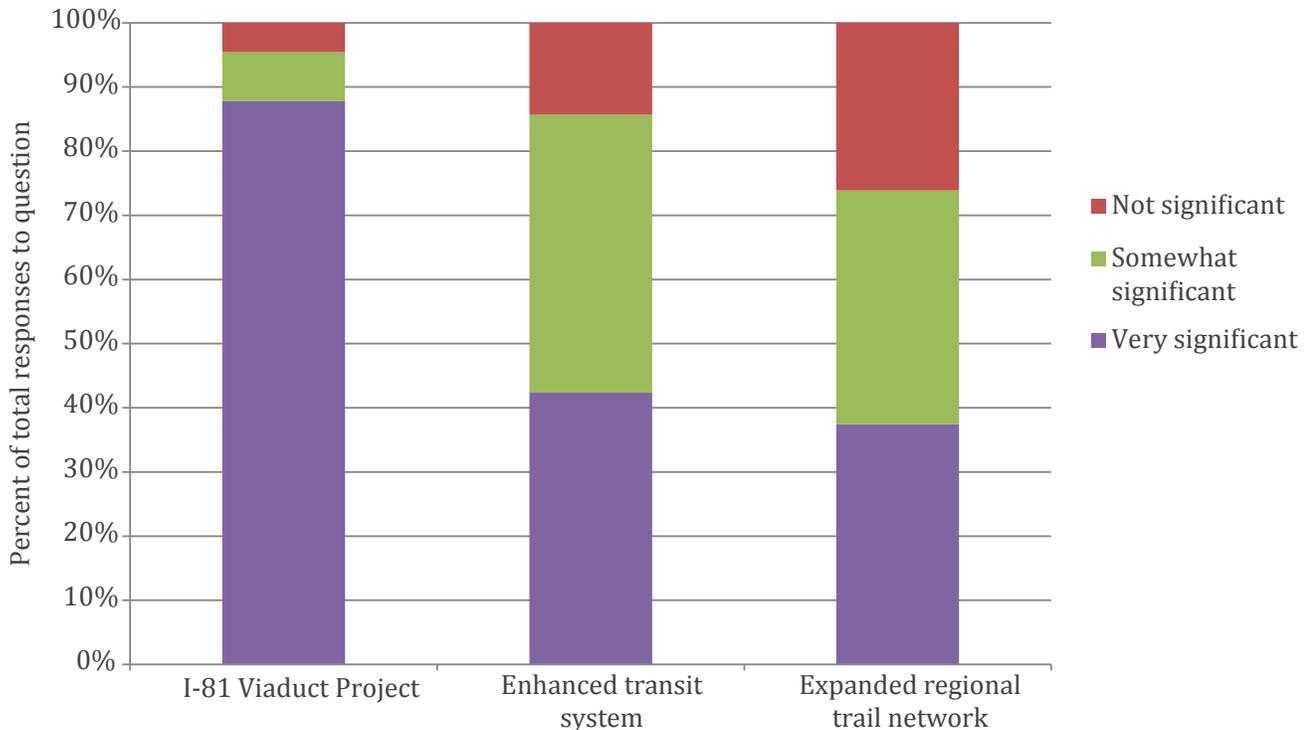
There has been substantial public debate and discussion around the first three of these regionally-significant projects and this LRTP recognizes that there is broad public support for advancement of these

Syracuse Metropolitan Area Regional Transit (SMART) Study

In January 2014, the NYSDOT, in coordination with the SMTC and Centro, completed the Syracuse Transit System Analysis (STSA) as part of The I-81 Corridor Study effort. The STSA reviewed the entire Centro system and outlined strategies for enhancing transit in the region. One of the recommendations from the STSA was to pursue higher-intensity transit services along the DestinyUSA/Regional Transportation Center to Syracuse University and James Street/

South Avenue corridors. Phase 1 of the Syracuse Metropolitan Area Regional Transit (SMART) study, which was launched in June 2015, is advancing this recommendation. The current study will evaluate modes, alignments, station locations, ridership, service plans, capital/maintenance/operational costs, economic development, land use, zoning, engineering feasibility, and environmental factors associated with these two corridors and identify a single corridor preferred alternative.

FIGURE 2.1: SIGNIFICANCE OF MAJOR PROJECTS BASED ON SURVEY RESULTS



Note: The LRTP Goals and Objectives Survey asked “How significant do you feel each project is to the Syracuse Region?” Respondents could indicate whether they felt each project listed above was “very significant,” “somewhat significant,” or “not significant.”

projects. The first three projects were included in the LRTP Goals and Objectives survey. Based on the survey results, the I-81 Viaduct Project is not only the most significant project of the three, it was identified as “very significant” by more than twice the number of people who identified either of the other two projects as “very significant,” as shown in Figure 2.1. Fifty-eight survey respondents (out of 380 total respondents) provided additional thoughts on “regionally significant projects,” with many making general comments about transit, bicycle/pedestrian infrastructure, general highway improvements, and comments on which option the NYSDOT should consider for the I-81 Viaduct Project.

The creation of an inland port was recognized by the LRTP Study Advisory Committee as an additional project of regional significance. At the time this LRTP was written, several inland port concepts were being discussed for the Syracuse area. Additional planning is necessary to advance any concept, and the planning process should include a public discourse around the potential benefits and impacts for the region. The potential for an inland port is also discussed in Chapter 3.

What is an inland port?

An inland port relocates the point at which ocean cargo containers are loaded onto tractor trailers away from the dockside, to sites that may be far from any major body of water. An inland port has the same functions as a maritime port, including a customs check point, on-site logistics services, and container storage. Inland ports can spur the development of warehousing and distribution facilities nearby.

Suggestions for additional projects

A few respondents to the LRTP Goals and Objectives survey, as well as some of the people who provided comments on the draft LRTP, noted some specific projects they believed to be worth considering within this plan, including:

- Rapid transit between Buffalo and Albany and continuing to New York City and/or Boston.
- Making the Erie Canalway Trail a continuous, dedicated multi-use trail across the state.
- Including the Oswego Canal Trail as part of expansion of a Regional Trail Network Project.
- Adding bike lanes to Erie Boulevard and other roads.
- A dedicated transit route between Armory Square and University Hill.
- Organized transportation to/from and around DestinyUSA.
- Safe bicycle routes to allow access between Downtown Syracuse and neighborhoods / communities to the north, south, east and west (for example, Liverpool/Northside, Fayetteville, DeWitt, and the Southside).
- A shuttle system between Downtown Syracuse and the Regional Transportation Center and the airport.
- Increase the capacity of I-90 (adding a third lane through the Syracuse area).
- Urge Downtown employers to “time shift” work days to minimize commuter congestion.
- Daily bus service during very late night/early morning hours from employment centers such as DestinyUSA and the Erie Boulevard East area to city residential areas.
- A public beta-testing program for bicycle and pedestrian infrastructure.
- Reduction of surface parking in downtown.
- Bus rapid transit providing direct service from designated suburban “stations” (with parking) to primary employment locations such as University Hill, downtown, and DestinyUSA as well as the Regional Transportation Center.
- Extend I-690 farther east, beyond I-481.
- Increase the capacity of Route 5 east of Syracuse.
- Create a new Thruway interchange near Chittenango.
- Revive OnTrack service.

As noted in Section 2.4.3, an enhanced transit system and expanded regional trail network have been identified as regional priorities. Specific details about an enhanced transit system will be considered in the SMTC’s SMART study (see page 24). Some public suggestions for projects that would expand the capacity of the road network have already been considered in previous planning efforts and, at this point, have not been identified to move forward (see page 98).