



Syracuse Metropolitan Transportation Council

WORK PRODUCTS PORTFOLIO [2005-2019]

MARCH 6, 2019



WHAT IS THE SMTC?

The Syracuse Metropolitan Transportation Council (SMTC) is the state designated Metropolitan Planning Organization (MPO), responsible for administering continuous and comprehensive transportation planning for this region. The SMTC's planning jurisdiction, called the Metropolitan Planning Area (MPA), covers Onondaga County, the Town of Sullivan in Madison County, and the Towns of Hastings, Schroepfel, West Monroe, and a small portion of Granby in Oswego County.

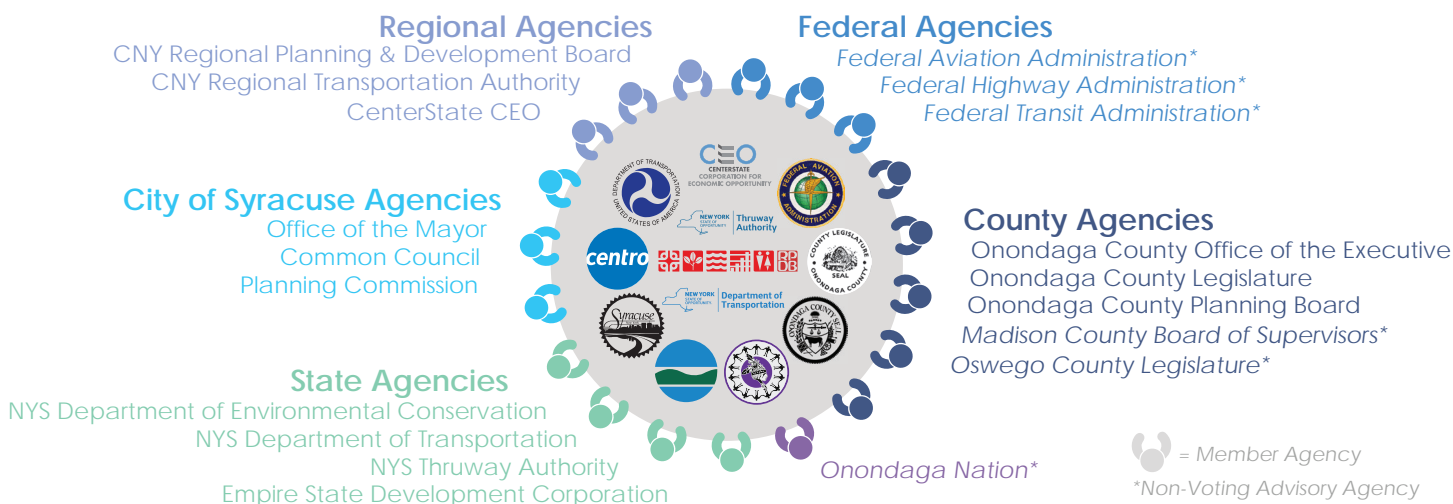
As Syracuse's regional MPO, the SMTC acts as a clearinghouse where long-term and immediate transportation planning decisions are made for the region. These decisions are made through a committee structure that utilizes models of consensus building and cooperative decision making. Many of these committees are managed by the SMTC staff; however, the governing committees are staffed solely by member agencies.

The SMTC additionally provides an opportunity for citizens to participate in the discussion of specific transportation issues, and encourages the public to get involved through workshops and other available opportunities. SMTC's notable projects include studies to gauge citizen desires, technical corridor reviews, and multimedia educational tools.

The SMTC planning process is critical because without it this region would not have access to millions of dollars in federal transportation funding. This funding goes toward projects involving public transportation, bicycling, pedestrians, freight shipping, highways, and more. In short, SMTC's funding is available for almost any transportation project on air, land, or water.

MEMBER AGENCIES

The SMTC Member Agencies are a collection of federal, state, regional, county, and city representatives. Both elected officials and municipal staff serve on the various SMTC committees. They ensure that the transportation planning in the region occurs in a mutually beneficial fashion.



GUIDING DOCUMENTS

Long Range Transportation Plan (LRTP)

- Created via a Study Advisory Committee and approved by the Policy Committee
- Provides a 25 year blueprint to guide transportation development
- Contains a guiding vision, as well as transportation goals, objectives, and performance measures
- Updated every five years.

Unified Planning Work Program (UPWP)

- Identifies annual planning projects to be undertaken by the SMTC central staff
- Contains study requests generated from member agencies' current issues
- Adheres to the long-term goals of the LRTP
- Updated annually.

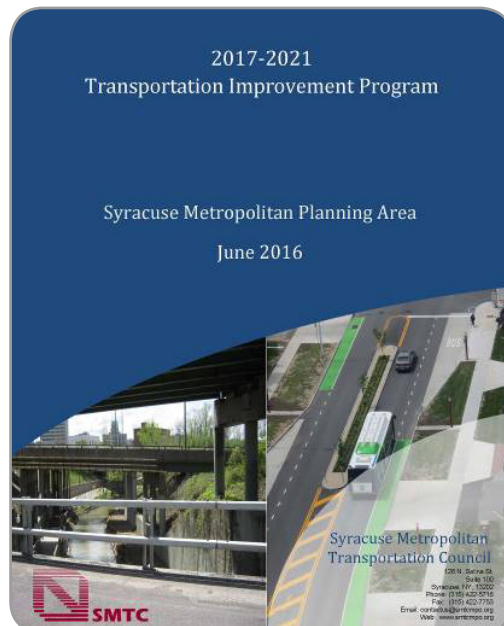


Long-term
Goals



Project-based
Recommendations

Long-term
Goals



Transportation Improvement Program (TIP)

- Catalogs all capital transportation projects in the Metropolitan Planning Area
- Distributes funding for certain capital projects
- Created to be a fiscally constrained document
- Updated every four years and revised as needed.

SMTC STUDY SUMMARY [2005-2019]

The Syracuse Metropolitan Transportation Council completes a variety of planning projects or studies annually, some of which are recurring work items. Topics addressed through these planning studies include:

- Impacts of land use and development on the transportation system;
- Safety;
- Bicycle, pedestrian, and transit needs;
- Traffic operations, including road diets, examinations of one-way to two-way conversions, roundabouts, and signal timing optimization;
- Congestion;
- Parking; and
- Bridge and pavement conditions.

A summary of various planning activities between 2005 and 2019 follows. Following adoption or acknowledgment of completion, all final reports are made available in hardcopy at the SMTC office and placed in the “Final Reports” section of the SMTC website (www.smtcmpo.org).

Updated on 3.05.19

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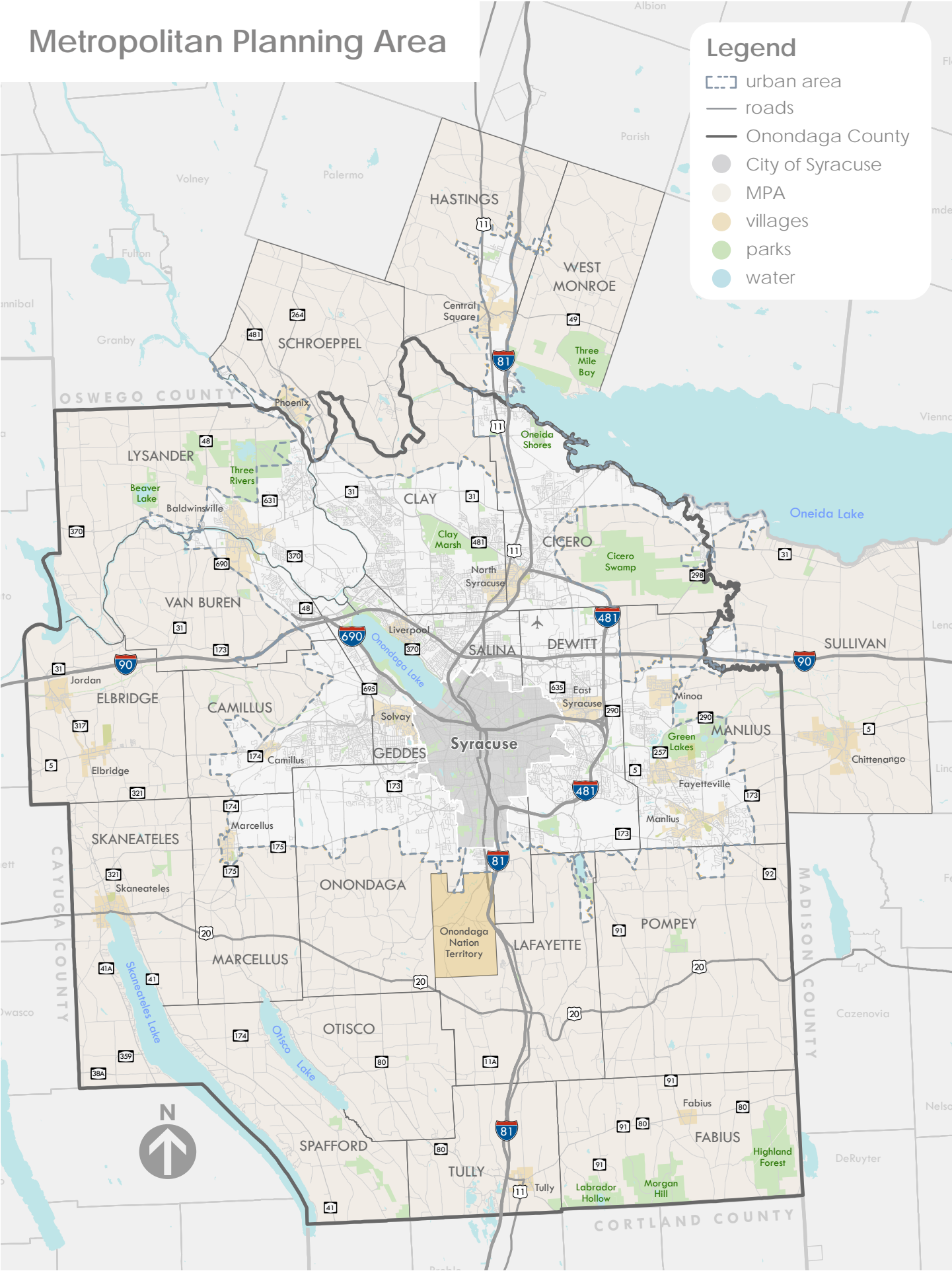
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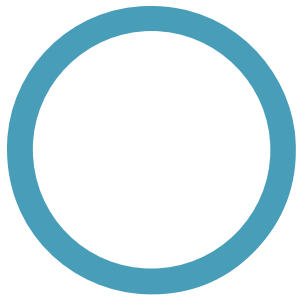
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Metropolitan Planning Area

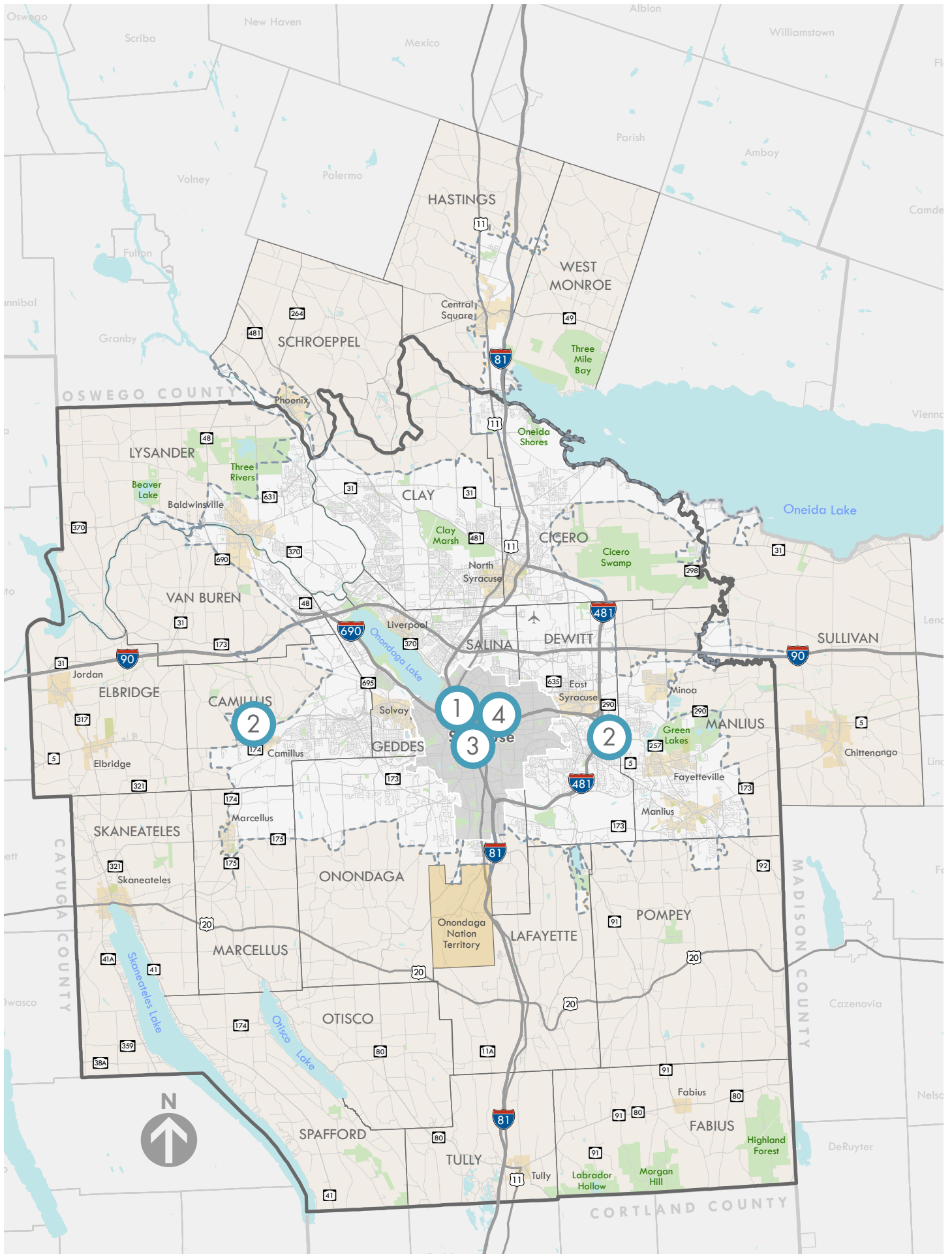




Regionally Significant Projects

The United States Department of Transportation defines a project as Regionally Significant if the transportation project is on a facility that serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. The Syracuse Metropolitan Transportation Council has worked on four multi-year projects that are regionally significant. The SMTC notes that these studies build the foundation for potential new studies and even project development.

- ① Syracuse Metropolitan Area Regional Transit Study, Phase 1
- ② Erie Canalway Trail, Part 1 2013 & Part II 2015
- ③ The I-81 Challenge
- ④ University Hill Transportation Study

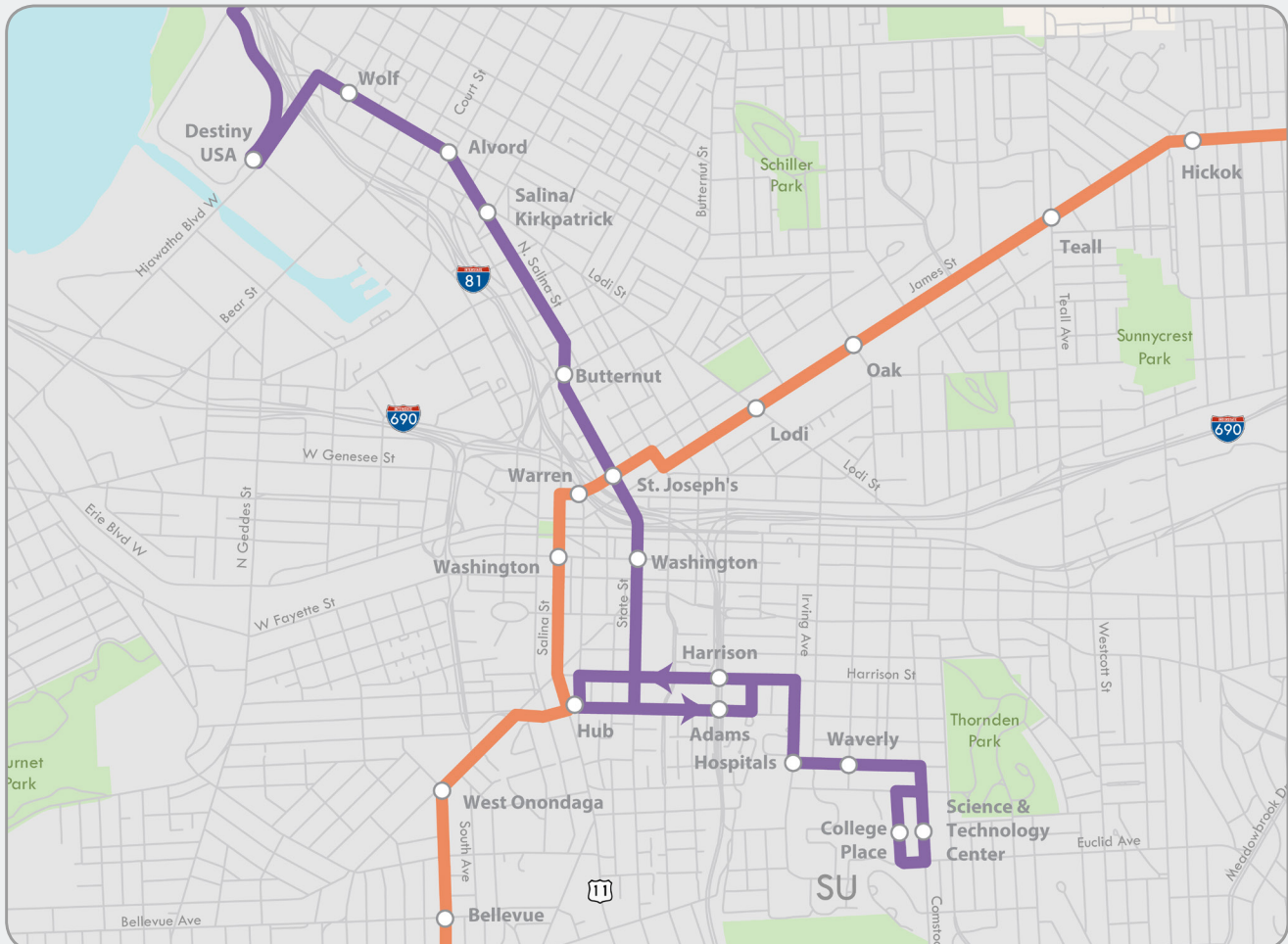


1 Syracuse Metropolitan Area Regional Transit Study, Phase 1, 2018



SMART1
syracuse metropolitan area regional transit study
phase 1

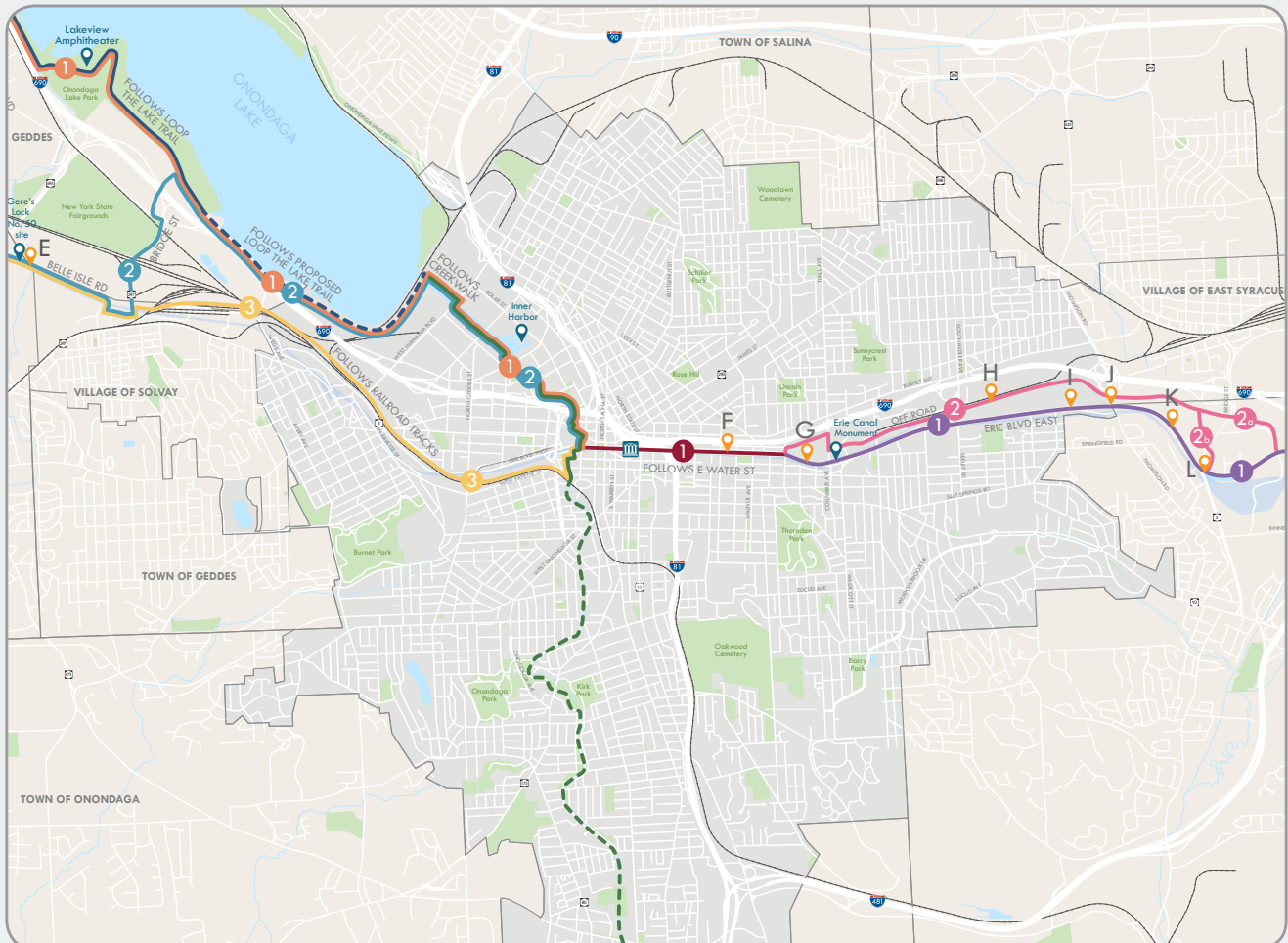
This project advanced a recommendation identified in the Syracuse Transit System Analysis: pursue higher-intensity transit services along the Destiny/Regional Transportation Center to Syracuse University and James Street/ South Avenue corridors. The project included an evaluation of modes, alignments, station locations, ridership, service plans, capital/ maintenance/operational costs, economic development, land use, zoning, engineering feasibility and environmental factors associated with the two key corridors to identify a single corridor preferred alternative. Bus Rapid Transit - Mixed Use was chosen for both corridors.



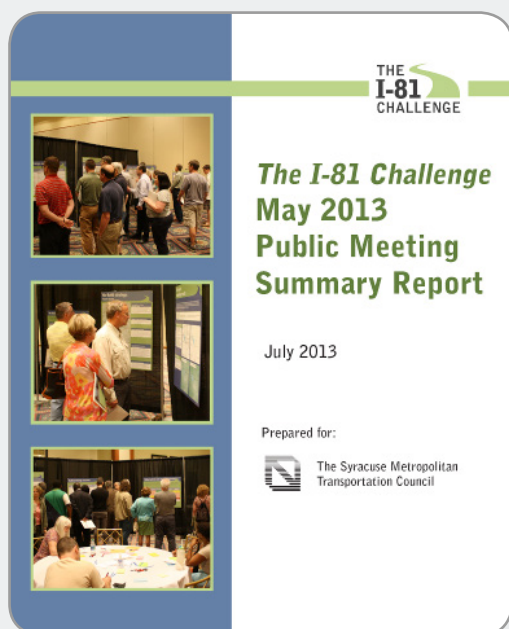
2 Erie Canalway Trail, Part I 2013, & Part II 2015



The intent of the project was to re-establish a working group of interested agencies to continue discussions on how and where to locate the Erie Canalway Trail through the City of Syracuse with connections to the existing sections of the Canalway Trail in the towns of Camillus in the west, and DeWitt in the east. Part I examined the existing un-signed, on-road Erie Canalway Trail route to develop a short-term on-road, signed route that will be utilized until a permanent off-road route is developed and put in place. Part II, the permanent route, examined the same sections as Part I. The intent of the permanent route is to work toward developing a route that is off-road, to the extent possible and desired.



3 The I-81 Challenge, 2013

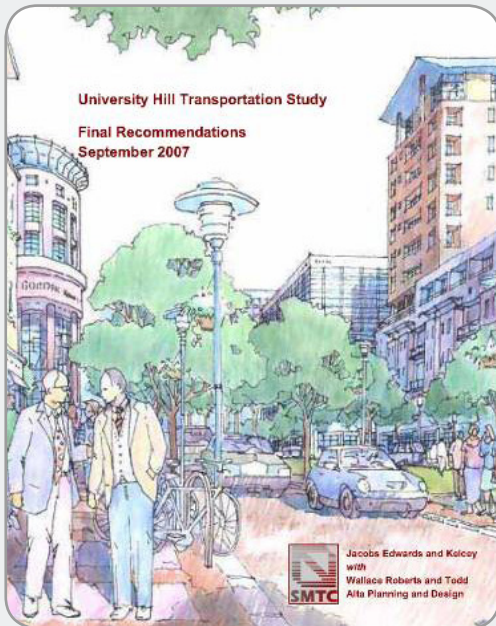


From 2009 to 2013, the SMTC in cooperation with the State DOT completed *The I-81 Challenge*, the regionally significant planning project that engaged a broad cross section of community members for identifying, developing, and evaluating options for the future of the Interstate 81 corridor in the Syracuse and Onondaga County area. The SMTC directed two distinct but integrated efforts of the overall planning project: the Public Participation Program and the Travel Demand Modeling. The Public Participation Program consisted of extensive community outreach through a variety of public engagement methods. The Travel Demand Modeling effort forecast and displayed how future options could affect the regional transportation network.



4

University Hill Transportation Study 2007

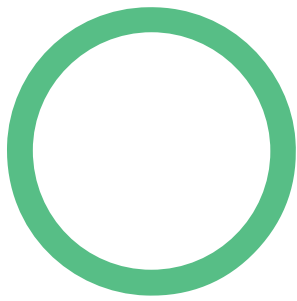


This Study was intended to keep institutions and businesses on the “Hill” viable while reducing growth in automobile use and parking. The study suggested a different approach to development which emphasizes moving goods and people, not just cars. This approach requires a closer connection between transportation and land use when investment decisions are being made by the institutions and businesses.

Key recommendations are contained below. Subsequent studies were completed on recommendations 3, 4, 5 and 6.

1. Implementation of a joint, mixed-use development program to create vibrant, walkable streets with a diverse mix of land uses that supports planned growth.
2. Creation of a prioritized transit network with such amenities as bus rapid transit, streetcar service and the establishment of a mobility hub network to serve the “Hill”, Downtown Syracuse, and the surrounding region.
3. Reconfiguration of the Almond Street Corridor to include items such as narrowing the street, constructing modern roundabouts and long-term feasibility study of creating an urban boulevard in place of the elevated interstate.
4. Restoration of two-way streets to revitalize and improve pedestrian mobility along Adams, Harrison, South Crouse and University.
5. Establishment of a bike boulevard network to increase the visibility of bikeways and acknowledge bicycling as an element of the transportation system.
6. Adoption of an integrated parking strategy which could incorporate Shared parking between the institutions; Wrapped parking; Parking pricing and management; and Remote parking.

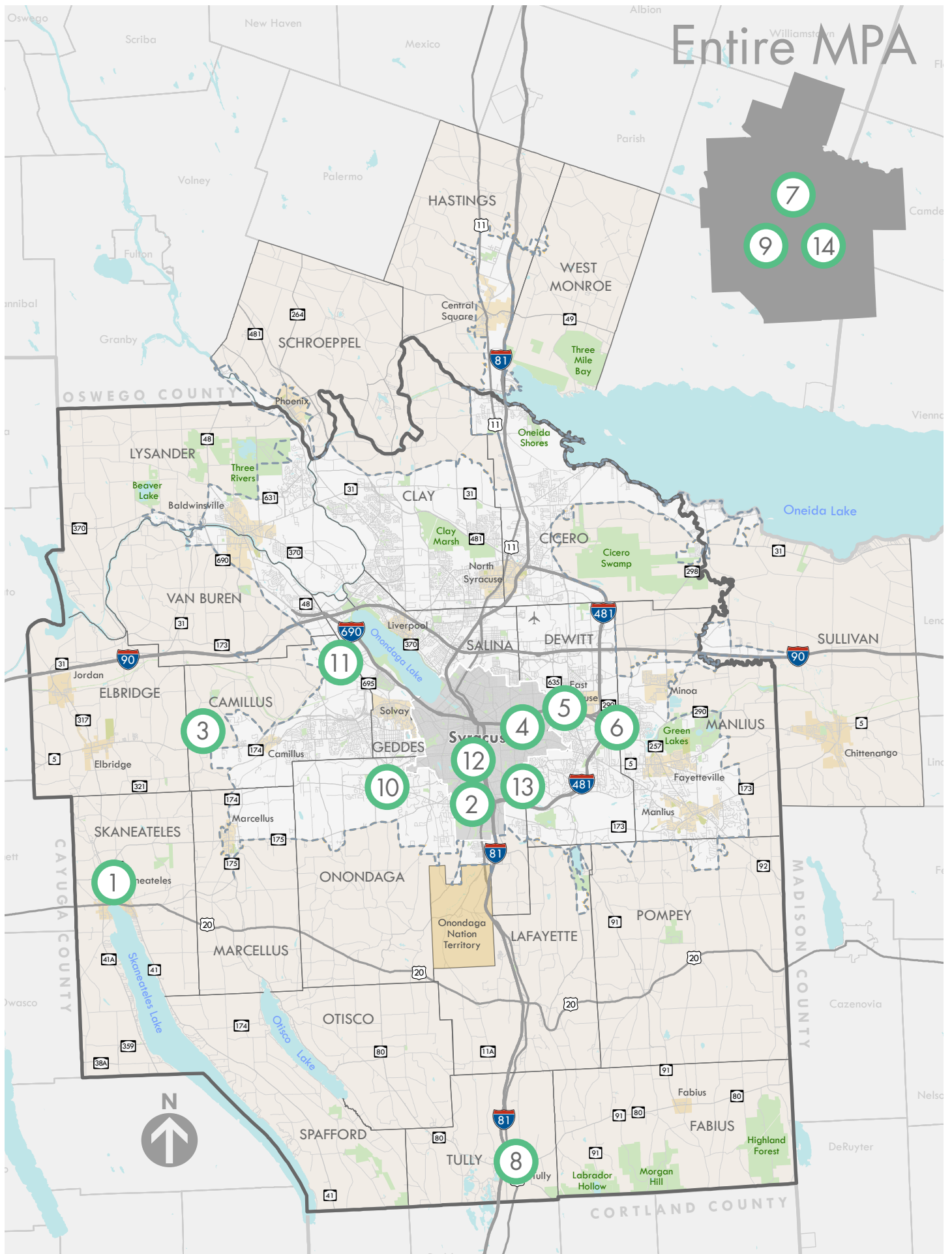




Bike/Ped Planning

Federal legislation requires that transportation planning activities of MPOs increase the safety and security for motorized and non-motorized users. The SMTC has studied a wide variety of bicycle and pedestrian projects throughout the MPA. While many studies are site-specific, other studies are intended to be guidelines for development of bicycle and pedestrian facilities and safety measures. Additional studies may be found at www.smtcmpo.org.

- ① Village of Skaneateles New Sidewalk Prioritization Assessment
- ② Florence Avenue Bicycle/Pedestrian Technical Assistance
- ③ Connections to Township 5: Bicycle & Pedestrian Assessment
- ④ Erie Boulevard Pedestrian Accommodation Study
- ⑤ Carrier Park Mobility Plan
- ⑥ Central DeWitt Mobility Plan
- ⑦ Bicycle and Pedestrian Safety Outreach
- ⑧ Tully Route 80 Pedestrian/Bicycle Connector Assessment
- ⑨ Sustainable Streets
- ⑩ Western Lights Area Pedestrian Access
- ⑪ Bicycle Commuter Corridor Study
- ⑫ Almond Street Corridor Pedestrian Study
- ⑬ University Hill Bike Network Project
- ⑭ Bicycle and Pedestrian Plan



1 Village of Skaneateles New Sidewalk Prioritization Assessment, 2018



Completed in 2018 for the Village of Skaneateles, this planning-level assessment was completed in order to assist the village in prioritizing locations for construction of new sidewalks. Staff reviewed the existing sidewalk locations within the village and relied upon the SMTC's Sustainable Street's project pedestrian demand model for the assessment.

2 Florence Avenue Bicycle/Pedestrian Technical Assistance, 2018



The City of Syracuse requested that the SMTC identify opportunities to improve east-west pedestrian and bicycle access along Florence Avenue and over Onondaga Creek in the North Valley neighborhood. Staff reviewed previous studies completed in and around the study area as well as the existing conditions. The recommendations were largely focused on bringing existing facilities into ADA compliance, as well as up to City code standards.

3 Connections to Township 5: Bicycle & Pedestrian Assessment, 2018



February 2018



**CONNECTIONS TO
TOWNSHIP 5: BICYCLE &
PEDESTRIAN ASSESSMENT**
(TOWN OF CAMILLUS)

This planning-level study identified opportunities to add or improve bicycle and pedestrian facilities along Town of Camillus identified routes between residential neighborhoods, shopping plazas, and the Township 5 development. The town identified several corridors to enhance with new/improved bicycle and pedestrian facilities. The study assessed the existing transportation system, identified bicycle/pedestrian access along the corridor, examined connectivity from populated areas to destinations, closing gaps from adjacent pedestrian facilities, and identified potential locations for bike/ped facilities along each corridor within their existing pavement width and/or right-of-way.

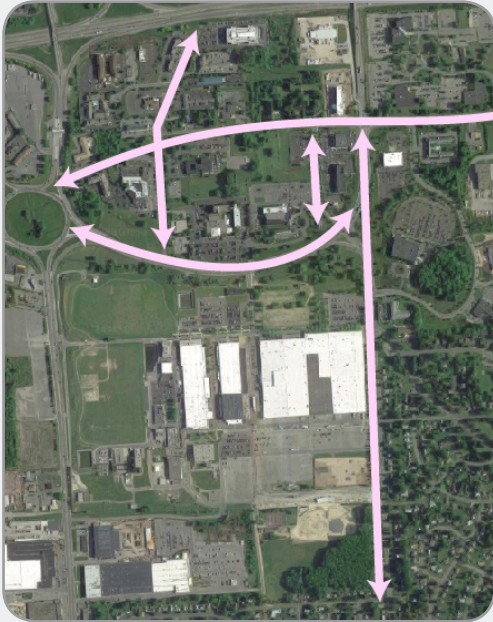
4 Erie Boulevard Pedestrian Accommodation Study, 2018



Erie Boulevard is a primary east-west travel route through Onondaga County. The study focused on the portion of Erie Boulevard East between Beech Street in the City of Syracuse and East Genesee Street in the Town of DeWitt. The study also included the intersection of East Genesee Street/Jamesville Road. The study conducted a thorough investigation of the existing sidewalk system along Erie Boulevard East between Beech Street and East Genesee Street. The investigation included a pedestrian accident history and identified pedestrian needs and improvement opportunities, especially in regard to the safe crossing of Erie Boulevard. Pedestrian connections from Erie Boulevard East to adjacent neighborhoods were also reviewed.

5

Carrier Park Mobility Plan, 2018



The Carrier Park Mobility Plan assessed transportation improvements to benefit pedestrian and bicycle access in the Town of DeWitt, specifically access between the Carrier Circle hotel district and the Field of Dreams park. The Field of Dreams is a 28-acre park that is ultimately planned to include a total of nine championship tournament fields, as well as basketball, tennis, and volleyball courts. All of the park's facilities are designed to be accessible to players with developmental, physical, and emotional special needs.

6

Central DeWitt Mobility Plan, 2017

Central DeWitt Mobility Plan



July 2017

100 Clinton Square
126 North Salina Street, Suite 100
Syracuse, NY 13202
www.smtcmpo.org **SMTc**

This planning-level study identified opportunities to add or improve bicycle and pedestrian facilities along roadways that link residential neighborhoods to the Old Erie Canal State Historical Park. The Town identified several local roadways as well as roads owned by New York State and Onondaga County to enhance with bicycle/pedestrian facilities. The study assessed these roadways, identified bicycle/pedestrian access issues, examined the connectivity from populated areas to destinations, identified pedestrian gaps in the system, and identified a menu of potential bicycle/pedestrian facility improvement options.

7 Bicycle and Pedestrian Safety Outreach, 2017



The SMTC undertook a collaborative planning process to identify, prioritize, and address behavioral-related bicycle safety issues through a televised education campaign. In partnership with AAA and the League of American Bicyclists (LAB), the SMTC cobranded five 30-second bicycle safety videos and broadcast them 700 times during two five-week campaigns (summer and autumn) on CNN, Fox News, MSNBC, and Spectrum News. The campaign was seen by more than 400,000 households. The SMTC collaborated with the New York State Association of Metropolitan Planning Organizations (NYSAMPO), the Governor's Traffic Safety Committee (GTSC), AAA, and LAB to expand the campaign statewide in 2018.

8 Tully Route 80 Pedestrian/Bicycle Connector Assessment, 2016



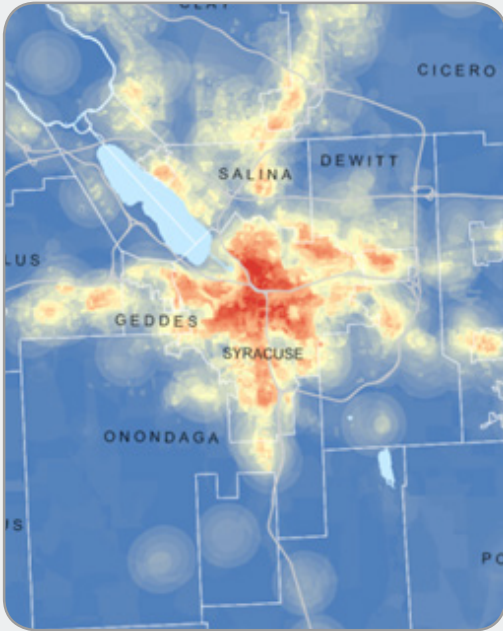
The SMTC examined the feasibility of a pedestrian and/or bicycle connection along Route 80 from the Tully high school (where the existing sidewalks end) to the intersection with Route 11/Route 281, to connect with the pathways proposed by the NYSDOT. The length of the study area was about 2,300 feet (just under a half-mile). Two options are detailed in the assessment for consideration:

- 1: a 10' shared-Use path; and
- 2: a 5' pedestrian path.

Either option requires coordination between the Town and Village of Tully and the Tully school district.

9

Sustainable Streets - Sidewalks: Phase 1 Summary Report, 2014



The Sustainable Streets Project was initiated at the request of the Syracuse-Onondaga County Planning Agency (SOCPA). The project's long-term goal is to encourage the development of streets that both accommodate all users – cyclists, pedestrians, transit users, and motorists – and enhance the environment. This report was developed to assist municipalities with the planning, design, construction, and maintenance of sidewalks and other pedestrian facilities.

10

Western Lights Area Pedestrian Access, 2015



The *Western Lights Pedestrian Access Study* was the second part of the SMTC's *Sustainable Streets – Sidewalks Project* (see #7). The purpose of the Western Lights study was to examine conditions and identify possible improvements to pedestrian access in the area of the Western Lights shopping plaza in the Town of Geddes. The many retail stores in this relatively small area represent a significant destination for people walking to and from nearby neighborhoods. Several possible improvements to pedestrian access, classified as “minor”, “mid-sized” and “major”, depending on their relative complexity, were recommended.

11 Bicycle Commuter Corridor Study, 2013



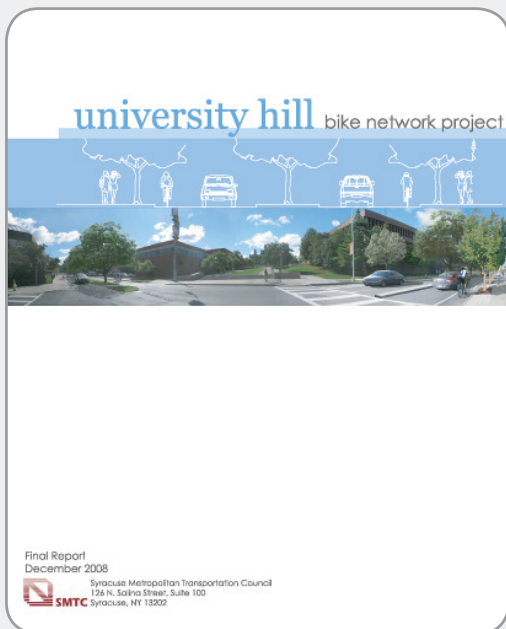
This study identifies corridors that have the potential to be enhanced with bicycle facilities to support long-distance bicycle commutes between residential areas and places of employment. The identified corridors are the most likely to maintain high average cycling speeds for long-distance commutes. As a planning-level assessment, the study informs road owners about cooperative opportunities to develop a seamless bicycle network based on a consistent set of treatments. Road owners may consider applying these treatments when designing and implementing roadway reconstruction and resurfacing improvements.

12 Almond Street Corridor Pedestrian Study, 2010



Given the projected expansion of various University Hill institutions, the number of pedestrians crossing Almond Street between Adams Street and E. Genesee Street was estimated to increase. This study established a set of plausible improvements that emphasize pedestrian safety, mobility and connectivity along and across Almond Street. Three design scenarios were created (i.e., Safety, Mobility, and Streetscape) with the following assumptions: 1: roadway curb-to-curb cross-sections remain as currently exists; 2: existing lane configuration remains; and 3: no right-of-way takings would be sought (City of Syracuse or State DOT). (See Regionally Significant #4)

13 University Hill Bike Network Project, 2008

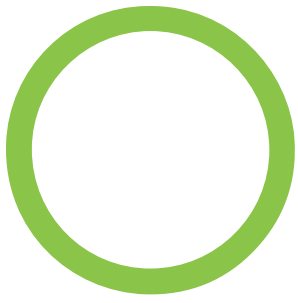


As a follow-up to the 2007 University Hill Transportation Study (Regionally Significant #4) this project focused on establishing a plan for a bike network, including segregated lanes and traffic calming measures for University Hill. The network was designed to link to the community's greater bike lane and trail system, improve bicyclist safety, elevate the priority of bicyclists over cars, and encourage alternative modes of transportation. The study recommended bicycle lane installation along Comstock Avenue, E. Genesee Street, South Crouse and/or University Avenues, Renwick Avenue, and Waverly Avenue. Other streets identified in the study were recommended for signage installations to provide a continuous network.

14 Bicycle and Pedestrian Plan, 2005



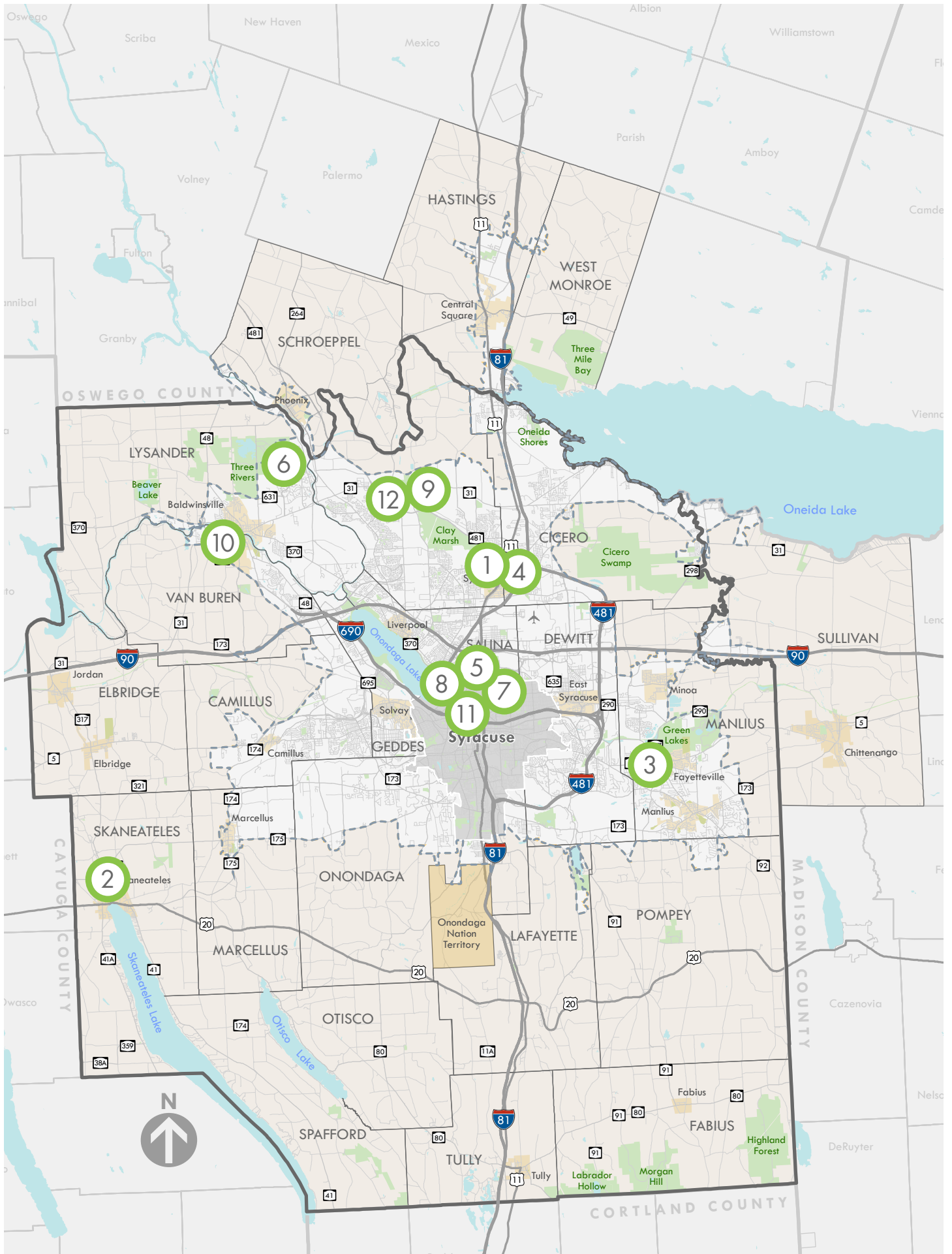
This policy level plan seeks to preserve and enhance the area's bicycling and pedestrian network and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation alternatives. This document puts forth policies and guidelines to guide future bicycle and pedestrian facilities and amenities within the MPO area relying on various goals. The overall Bicycle and Pedestrian Plan is non-location specific so that it can be applied in the various municipalities represented within the MPO region. The SMTC's overall expectation is that municipalities will use this plan as a starting point or as a guideline when addressing bike/ped planning in their community.



Corridor Studies

Corridor studies examine numerous transportation topics from road diets to break-in-access.

- ① Church Street Municipal Lot Assessment
- ② Skaneateles Mobility Study
- ③ Fayetteville Route 5 Buildout Analysis Assistance
- ④ Church Street Realignment
- ⑤ Butternut Street Corridor Study
- ⑥ Clay Three Rivers Access Study
- ⑦ James Street Road Diet Study
- ⑧ Near Northside Parking & Wayfinding Study
- ⑨ Clay-Cicero Route 31 Transportation Study
- ⑩ Downer Street Corridor Study
- ⑪ Seymour-Shonnard Corridor Study
- ⑫ Soule Road Break-in-Access Study, 2007 (Addendum)



1 Church Street Municipal Lot Assessment 2018



Completed as part of our Comprehensive Plan Assistance, the Village of North Syracuse requested the SMTC study traffic impacts on the Route 11/Church Street intersection based on the following: consolidation of several parking lots into a municipal lot; reduced and altered Route 11 driveway access; promotion of primary driveway access on Church Street; maintenance of full intersection access at Route 11/Church Street; and the extension of Church Street as a right-out only at South Bay Road.

2 Skaneateles Mobility Study, 2018



This assessment, completed for the Town of Skaneateles, informs local residents, business owners, and community leaders about potentially feasible options for bicycle and pedestrian amenities along Fennell Street from the Charles Major Trail to Jordan Street. The community's demographics, land use patterns, environmental constraints, and physical roadway characteristics were assessed. The assessment focused on two intersections: Old Seneca Turnpike at Fennell Street and Fennell Street at Jordan Street. Two options were provided for the Old Seneca Turnpike/Fennell Street intersection and three options were presented for the Fennell Street/Jordan Street intersection.

3 Fayetteville Route 5 Buildout Analysis Assistance, 2018



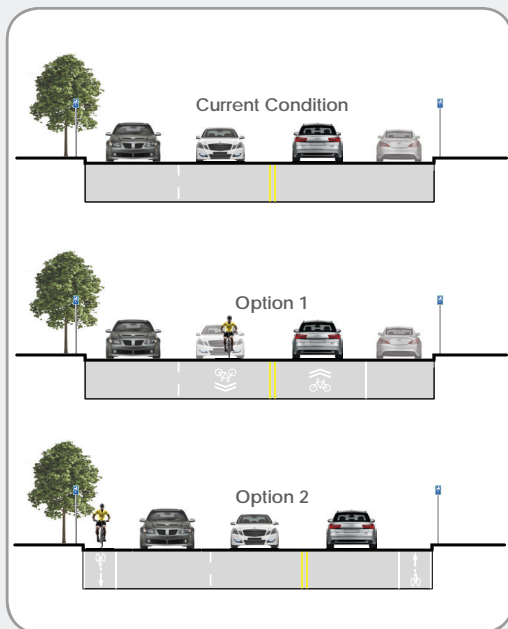
This analysis was completed at the request of the Village of Fayetteville in order to identify methods to allow the village to continue to develop existing underutilized properties by improving and/or creating new vehicle capacity within the village. A travel time study was conducted using GPS for Route 5 and Route 290. The analysis found that overall the travel time on Route 5 was greater than Route 290, but only by four minutes at most. Further analysis indicated that Route 5 serves many purposes as a commuter route, commercial corridor, and 'main street'.

4 Church Street Realignment, 2015



The Village of North Syracuse has made significant investments in its Village Center and wishes to see additional economic growth and development. The Village's master plan and streetscape improvement plan suggest connecting Church Street to South Bay Road or to Centerville Place to improve access and promote economic growth. The Village requested that the SMTC study the feasibility of extending Church Street to either South Bay Road or Centerville Place and evaluate the appropriate type of access at each end of Church Street.

5 Butternut Street Corridor Study, 2015



The purpose of this study was to evaluate the existing conditions in the Butternut Street corridor and identify opportunities to accommodate bicyclists, preferably with low-cost measures that could be implemented within the existing curb-to-curb pavement width. The study also examined the existing parking regulations, with the goal of identifying opportunities to simplify these or to modify parking regulations to better meet existing needs, while also accommodating bicyclists, to the extent feasible.

6 Clay Three Rivers Access Study, 2011



This study was undertaken to understand the level of impact future development may have on the surrounding transportation network in, and around, the Three Rivers area in the Towns of Clay and Schroepel. Two alternative concepts were created to gauge the potential traffic impacts and assess the potential for multi-modal accessibility.



James Street Road Diet Study, 2011



This study considered the feasibility of a road diet along the James Street corridor to a: calm traffic and b: enhance the roadway for all users (i.e., motorists, pedestrians, bicyclists, and transit users) without adversely affecting automobile traffic. Five alternatives for the James Street Corridor were developed.



Near Northside Parking & Wayfinding Study, 2011



Syracuse's Near Northside area has seen investments over several years, such as improved streetscapes along North Salina Street and Butternut Street, investments by St. Joseph's Hospital, and improvements to housing by local housing agencies and developers. The purpose of this study was to:

- 1: document parking and pedestrian conditions within Syracuse's Near Northside area; and
- 2: identify recommended action items for future studies or planning efforts in this area.

9

Clay-Cicero Route 31 Transportation Study, 2010



Route 31 is a major east-west travel route through the Towns of Clay and Cicero. Continued residential and commercial development in these towns combined with an ineffective local road network, limited east-west alternative routes, and a lack of multimodal travel options have severely strained the capacity of the road network. Large areas of developable land combined with continued demand for housing and commercial development are expected to result in increased traffic, placing a greater burden on the Route 31 corridor. This study aimed to explore relationships between land use patterns and transportation alternatives as a framework for decision-making, consistent with available resources and environmental considerations.

10

Downer Street Corridor Study, 2009

DOWNER STREET CORRIDOR STUDY
FINAL REPORT

May 2009



With assistance from

FRA

A TYLIN INTERNATIONAL COMPANY

The Downer Street corridor has experienced increasing commercial and residential development pressure over several years, which led to concerns regarding the corridor's future. This study attempted to address those concerns by examining existing and projected conditions on the corridor, identifying issues and needs, developing alternatives to address these needs, and making transportation and land use recommendations designed to make Downer Street a safer, more inviting, more accessible, and better place to travel by all transportation modes.

11 Seymour-Shonnard Corridor Study, 2008

SEYMOUR-SHONNARD CORRIDOR STUDY



Prepared by



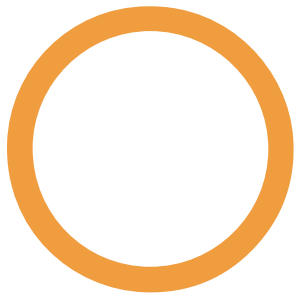
The Syracuse Metropolitan
Transportation Council

The main purpose of the study was to assess the viability of changing Seymour Street, Shonnard Street, and a portion of Gifford Street from one-way to two-way operation. The project included traffic operations analysis and an assessment of the existing roadway conditions to determine the feasibility of converting road segment to two-way operation. The study also considered issues such as vehicle speeds, pedestrian and bicycle safety, and adjacent land uses to assess the appropriateness of the proposed operational changes. The final report and public meeting materials were translated into Spanish given the prevalence of Spanish speaking residents.

12 Soule Road Break-in-Access Study, 2007 (Addendum)



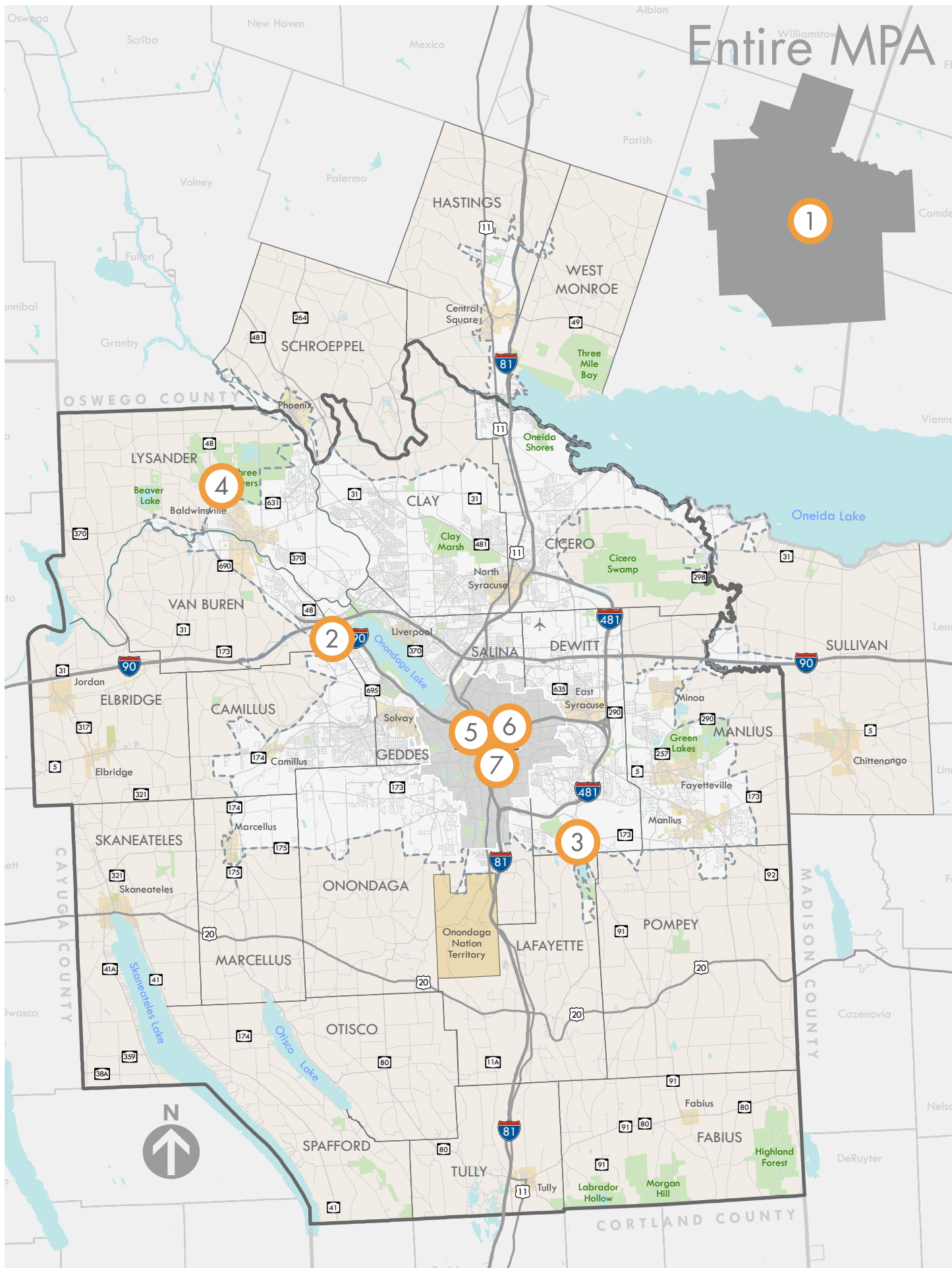
In 2003, SMTC conducted the *Break-in-Access Study: Soule Road (Carling Road Extension Evaluation)*. The original study purpose was to determine if a New York State Department of Transportation (NYSDOT) break-in-access was warranted to connect Carling Road to the Soule Road/Route 481 SB on-ramp intersection. In 2007, at the request of the NYSDOT and the Town of Clay, SMTC completed an addendum to the original report, including a new photo array and operations analysis, with more recent traffic data. The purpose of the addendum was to document any substantive changes in outcomes between the original 2003 study and the revised analysis based on current data.



Comprehensive Planning

Comprehensive Planning topics range from assisting municipalities with the transportation component of their Comprehensive Plans, Feasibility Studies, educational outreach, traffic data collection, and crash data analysis.

- ① Local Comprehensive Plan Assistance
- ② Route 57 Buildout Impact Analysis
- ③ Jamesville Hamlet Transportation Assessment
- ④ Town of Lysander Comprehensive Plan Update Assistance
- ⑤ Downtown Syracuse Transportation Demand Management Study
- ⑥ University Hill Park & Ride Feasibility Study
- ⑦ University Hill Phase II Feasibility Study

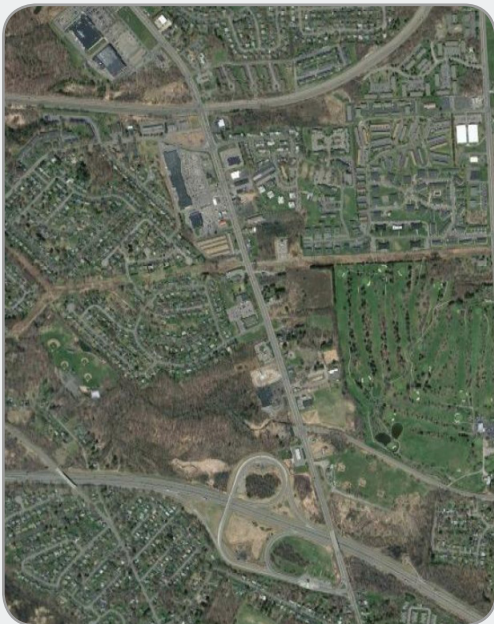


1 Local Comprehensive Plan Assistance, On-going



The SMTC staff will assist municipalities within the Metropolitan Planning Area with the transportation-related elements of their comprehensive planning processes. Requests for assistance will be made by SOCPA based on their interaction with municipalities. The tasks that the SMTC may complete under this work item, include, but are not limited to: educational outreach on transportation planning topics, analysis of traffic volume data, analysis of accident data, identification of transportation system limitations and opportunities, forecasting of future transportation needs, and understanding of the transportation impacts of specific land use scenarios.

2 Route 57 Buildout Impact Analysis, 2018



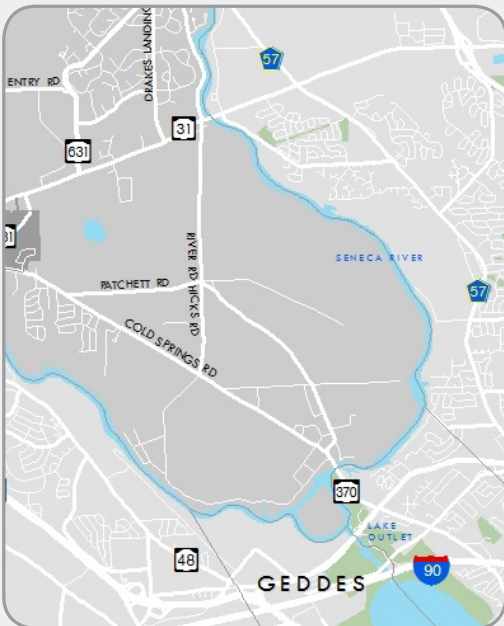
The SMTC provided assistance to the Towns of Salina and Clay relative to Route 57 from the New York State Thruway to John Glenn Boulevard. Two Technical Memorandums were created. The first memorandum addressed current and future traffic volumes and capacity analysis. The second memorandum identified future alternatives, examined traffic volumes for future alternatives and review capacity analysis results.

3 Jamesville Hamlet Transportation Assessment, 2017



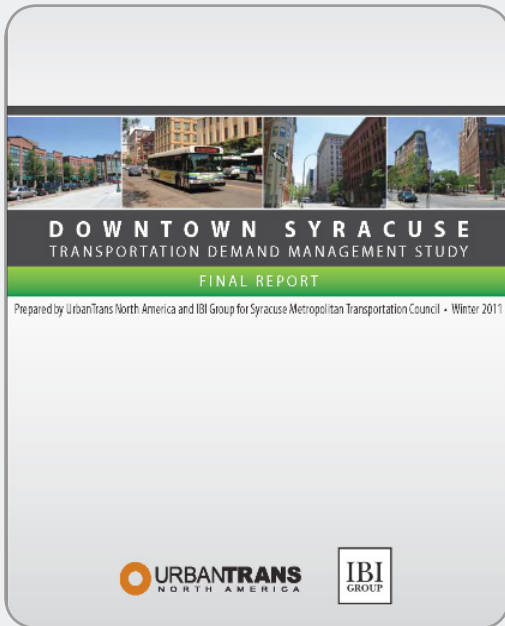
The SMTC provided assistance to the Town of DeWitt and the Central New York Regional Planning and Development Board (CNYRPDB) with the development of the Jamesville Hamlet Master Plan. The SMTC created three Technical Memoranda for the project. The assistance included an inventory of transportation facilities in the study area, an analysis of the accident data, analysis of existing and future traffic operations in the Hamlet, and summary assessment of alternatives for the area.

4 Town of Lysander Comprehensive Plan Update Assistance, 2015



The town's Comprehensive Plan Committee requested assistance from the SMTC with the transportation elements of the plan update, particularly in understanding how much additional development could be supported in the Cold Springs Peninsula area. The SMTC completed four technical memoranda, which were submitted to the Comprehensive Plan Committee.

5 Downtown Syracuse Transportation Demand Management Study, 2011



Transportation Demand Management (TDM) can be defined as a wide range of policies, programs, services, and products that affect whether, why, where, and how people travel. TDM programs and strategies are meant to encourage greater use of sustainable modes of transportation and trip decision making that reduces, combines, or shortens vehicle trips. Developers, property owners, employers, government agencies, and non-profits can implement TDM programs.

6 University Hill Park & Ride Feasibility Study, 2010



The goal of this study was to advance the integrated parking strategy by assessing the development potential for a single, remote, mixed-use facility including shared institutional parking, structurally integrated supportive land uses, and transit shuttle services to major institutions. The remote parking facility was intended to serve the academic and healthcare facilities on the Hill. The analysis examined various local and regional sites, in addition to existing Centro Park-N-Ride locations for applicability according to size and location criteria.



University Hill Phase II Feasibility Study, 2009



Traffic operations analysis was completed on three suggested street modifications from the 2007 University Hill Study 1: narrowing of Almond Street; 2: conversion of Adams Street, Harrison Street, S. Crouse Avenue, and University Avenue from one-way to two-way; and 3: installation of modern roundabouts at the Adams/Almond and Harrison/Almond intersections. It was concluded that each of the suggested modifications would significantly impact vehicular operations in the area with increased congestion and pollution likely. However, the recommendations should not be discounted solely based on the traffic analysis. The changes could be relevant if drastic reductions in passenger car usage occur.



General Planning

General Planning topics include recurring items such as Congestion Management Process, Bridge and Pavement Condition Management System, and Environmental Justice documents. Other topics such as feasibility studies, wayfinding, transit, freight, and modeling efforts are examined.

- ① Centro Surveys
- ② Bridge and Pavement Condition Management System
- ③ Coordinated Public Transit – Human Services Transportation Plan
- ④ Freight Transportation Profile - Syracuse Metropolitan Planning Area Report
- ⑤ Work Link
- ⑥ Roundabout Feasibility Analysis
- ⑦ Congestion Management Process
- ⑧ City of Syracuse Wayfinding Study, Phase I & Phase II
- ⑨ Downtown Syracuse Two-Way Feasibility Technical Analysis
- ⑩ Traffic Signal Optimization
- ⑪ Carrier Site Access Transportation Study
- ⑫ Environmental Justice Analysis

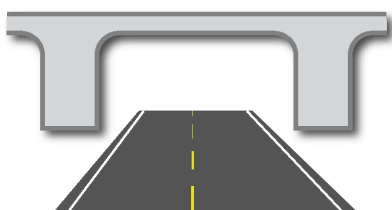
1 Centro Surveys, 2018



Three surveys were conducted on behalf of Centro: Rider, Non-Rider, and Employer. The Rider Survey was conducted on-board Centro buses. Staff collected 1,103 responses by surveying riders on the 20 lines with the highest ridership. Ninety-one percent of riders are generally satisfied with the Centro system. The Non-Rider Survey was distributed via the U.S. Postal Service to 10,000 addresses in the Urban Area. A total of 1,125 responses were received in the mail. The most common reason for not using Centro was that the respondent needed their car during the day. Lastly, the Employer Survey was mailed to 528 employers informing them of an electronic survey. A limited response rate of 4% was achieved.

2 Bridge & Pavement Condition Management System, On-going

Bridge and Pavement
Condition Management System
(BPCMS)



2015-2016 UPWP
report prepared by:



100 Clinton Square
126 N. Salina Street
Syracuse, NY 13202

A Bridge & Pavement Condition Management System is completed annually. The report assembles bridge and pavement condition data from throughout the planning area. By combining all of the relevant condition ratings, data can be mapped, analyzed, presented and accessed in an efficient manner. This serves as a resource in identifying locations for future capital investment opportunities.

3 Coordinated Public Transit – Human Services Transportation Plan, 2018, 2014 & 2008



The purpose of the “Coordinated Plan” is to improve services for underserved populations through identifying gaps and overlaps in service and providing prioritized recommendations for service improvements. The Plan includes an assessment of available services; an assessment of needs; strategies, activities and/or projects to address identified gaps; and priorities for implementation. Numerous strategies, activities and/or projects are included in the Plan for implementation consideration by the various public and private providers of public transportation in Onondaga County.

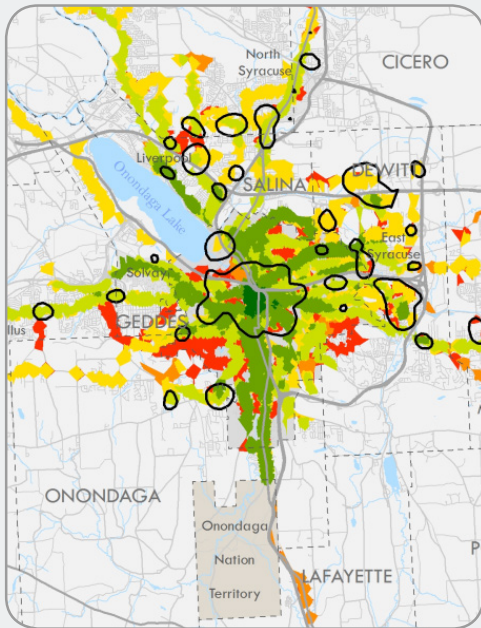
4 Freight Transportation Profile, Syracuse Metropolitan Planning Area Report, 2017



Over the past several years there has been an increased interest in freight and goods movement and its relation to metropolitan planning activities as the freight industry plays an integral economic role for our country and region. Federal legislation encourages the development of state freight plans and state Freight Advisory Committees.

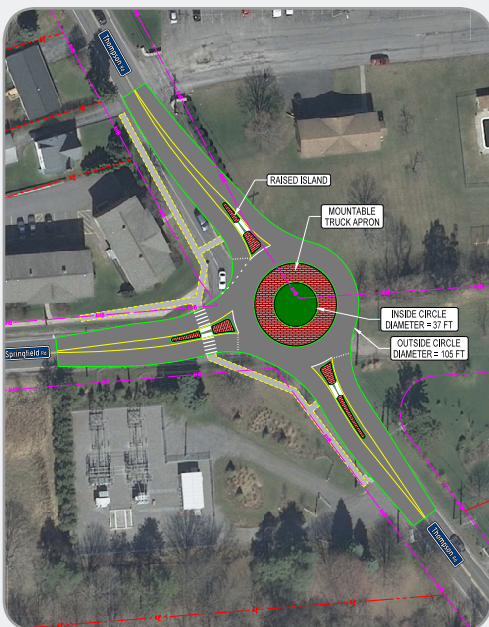
This report provides an overview of the freight transportation systems, commodity flows, outreach and stakeholder engagement, and freight related capital projects.

5 Work Link, 2017



Public transit in Syracuse is provided by Centro, which runs bus service between a central transit hub in Downtown Syracuse and neighborhoods and employment centers throughout the region. Centro has been battling recurring budget deficits over the past 20 years, and both late-night and suburban bus routes have been trimmed in order to ensure that there is funding available for more heavily-utilized routes. Bus service is limited for workers who are attempting to reach jobs with shifts that start or stop on “non-peak” times, or with shifts on the weekends. This study analyzed transportation improvements that can connect transit dependent workers to job opportunities that are currently not accessible to them.

6 Roundabout Feasibility Analysis, 2016



This Analysis was undertaken to evaluate the costs and benefits of installing roundabouts at three existing intersections:

- West Onondaga Street / Onondaga Avenue / Tallman Street / Delaware Avenue (“Leavenworth Circle”);
- East Colvin Street / Comstock Avenue; and
- Thompson Road / Springfield Road (Town of DeWitt).

The study includes an in-depth analysis of existing and future traffic conditions, presents a conceptual roundabout design, and evaluates the expected benefits and costs of installing a roundabout at each intersection.


7 Congestion Management Process, 2015



A Congestion Management Process (CMP) is required by federal legislation in metropolitan areas with populations greater than 200,000, such as here in the Syracuse area. The latest CMP identifies areas of likely congestion and transcribes a coordinated process for monitoring, evaluating, and assessing implemented projects and strategies. Suggested strategies could be included in various municipal capital programs, the SMTC's Long Range Transportation Plan or the Transportation Improvement Program.

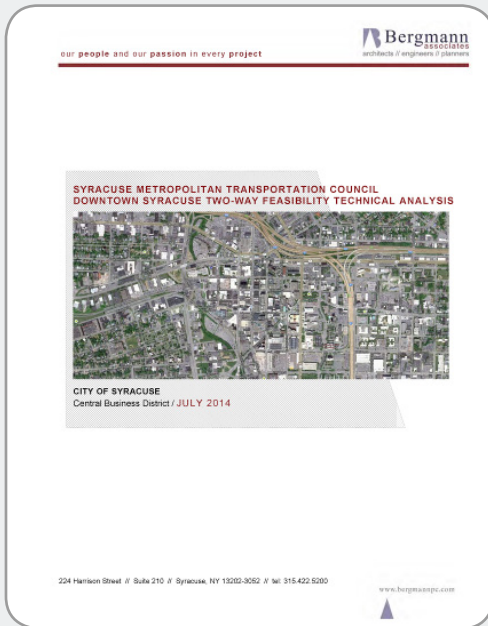
8 City of Syracuse Wayfinding Study, Phase I 2013 & Phase II 2014



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Wayfinding signs help direct motorists to their destinations. The SMTC developed a two-phase wayfinding study. The first phase identified 14 major downtown traffic generating destinations that meet thresholds for listing on interstate guide signs. Phase I identified guide sign recommendations along the interstates and wayfinding signs along city roadways to direct drivers to these destinations. Signs directing motorists back to the interstate were also suggested. Since wayfinding signs can list three destinations and space remained in the legend, phase two identified 26 additional destinations to encourage visitors to explore other downtown destinations.

9 Downtown Syracuse Two-Way Feasibility Technical Analysis, 2014



The purpose of the Downtown Syracuse Two-Way Feasibility Technical Analysis was to evaluate three one-way street conversion alternatives and recommend the most advantageous alternative for implementation. Traffic signal optimization of existing conditions was performed as part of the first steps in the technical analysis. This optimization task resulted in improved operations that would result in immediate benefits to road users once the traffic controllers are adjusted with the optimized timing plans.

10 Traffic Signal Optimization, 2014, 2012, 2010



As Onondaga County continues to develop, travel patterns have changed over the years as well, leading to outdated traffic signal timings that may account for significant amounts of vehicle delay on roadways throughout the county. By updating signal timings and installing new technology, benefits can be achieved at a relatively low cost. This project was completed in three parts for the Onondaga County Department of Transportation. The overall goal was to evaluate the operation of all of its traffic signals in order to maximize intersection capacity, reduce driver delays, reduce vehicle emissions, and improve the overall efficiency of traffic operations for the motoring public.

11 Carrier Site Access Transportation Study, 2009

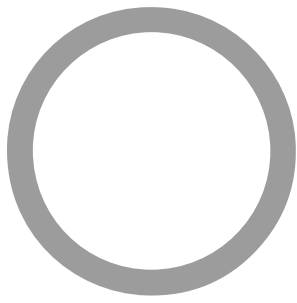


This study was undertaken on behalf the Central New York Regional Planning and Development Board (CNYRPDB). It focused on the redevelopment of the Carrier Corporation unused parking lots on the west side of Thompson Road. The purpose of this study was threefold: Evaluate the ability of the existing site access and the adjacent roadway network to accommodate the traffic associated with the redevelopment of the study site as proposed in the Carrier Site Reuse Plan; Analyze alternative access locations and the effects of each on the adjacent roadway network; and Develop an internal transportation network based on the concepts in the Carrier Site Reuse Plan, including multi-modal accommodations.

12 Environmental Justice Analysis, 2018, 2012, 2006



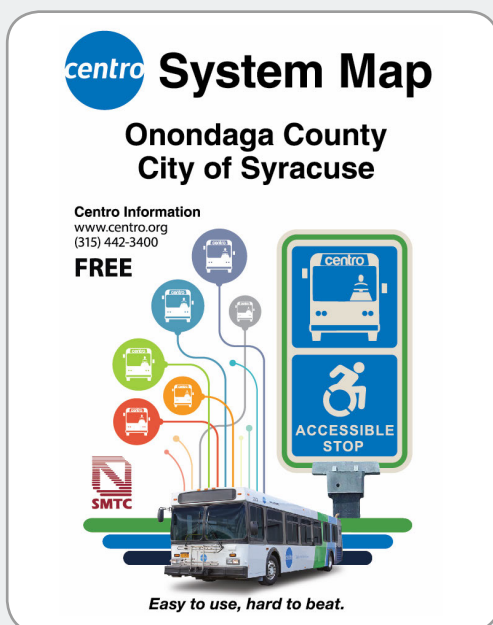
The goal of this analysis is to ensure that both the positive and negative impacts of transportation planning conducted by the SMTC are fairly distributed amongst all socioeconomic populations and that no one population is adversely affected or neglected. This goal has been set to ensure the SMTC's compliance with Title VI of the Civil Rights Act of 1964, which states that "no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."



Additional Resources

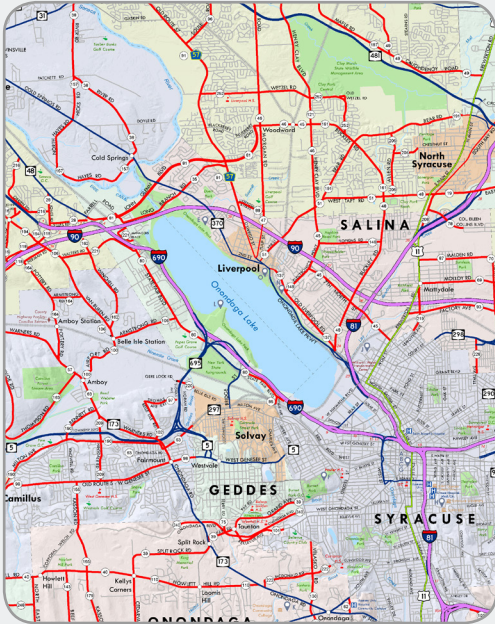
In addition to completing reports and technical memorandums for various studies, the Syracuse Metropolitan Transportation Council also creates maps, newsletters, brochures, reference materials, and other documents for our member agencies. All work products are available free of charge.

1 Centro System Map, 2018



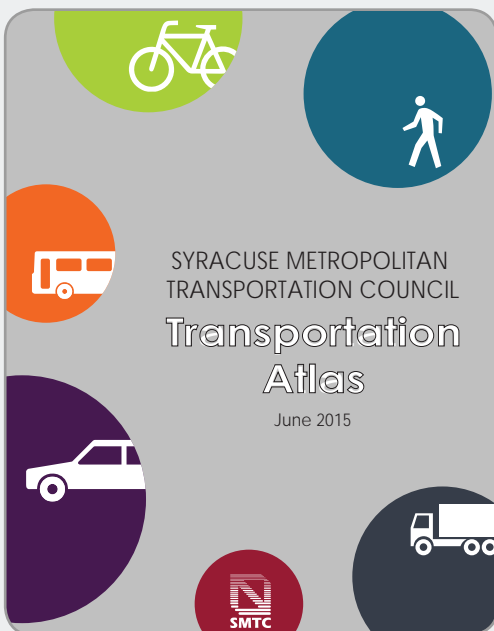
This System Map provided route information for Centro's vast transportation network. The map highlights Centro's Trip Planner, Bus Tracker and Email-Text Alerts features that are available to Centro users. Park-N-Ride locations are noted. Additionally, general Centro information is provided.

2 Highway Map of Onondaga County New York, 2016



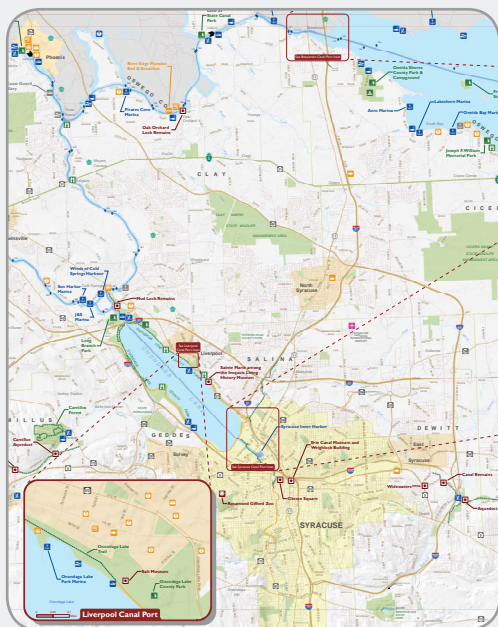
This map was created at the request of the Onondaga County Department of Transportation. The map denotes ownership of the roads in Onondaga County, and also provides information on culture, recreation, and entertainment within the county.

3 Transportation Atlas, 2015



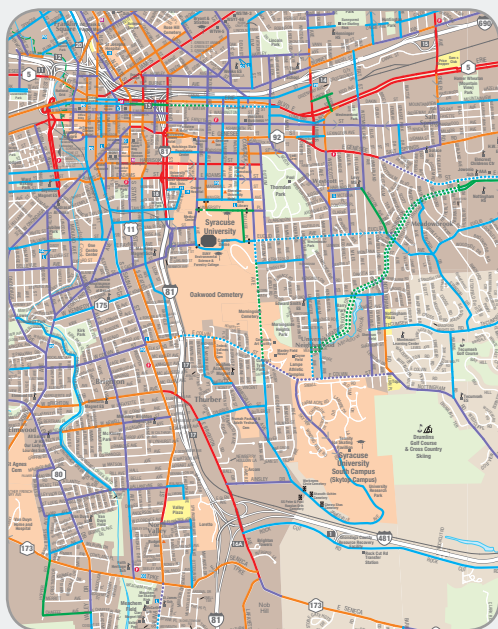
Created as part of the SMTC's 2050 Long Range Transportation Plan, this Atlas compiles various existing conditions data for our planning area and is intended to serve as a reference document for planners, policy makers, and interested citizens. The Atlas was distributed to all member agencies as well as all mayors, supervisors, and highway superintendents in the MPA.

4 Map of Waterway Destinations & Services in the Greater Syracuse Area, 2011



Developed as a guide to the New York State Canal System and other waterways in the Syracuse area, this map highlights marinas (public and private), locks, canal heritage sites, campgrounds, parks, public and private launches, lodging, transportation locations and amenities. Bike routes and trails are also noted on the map. Select waterways have brief descriptions.

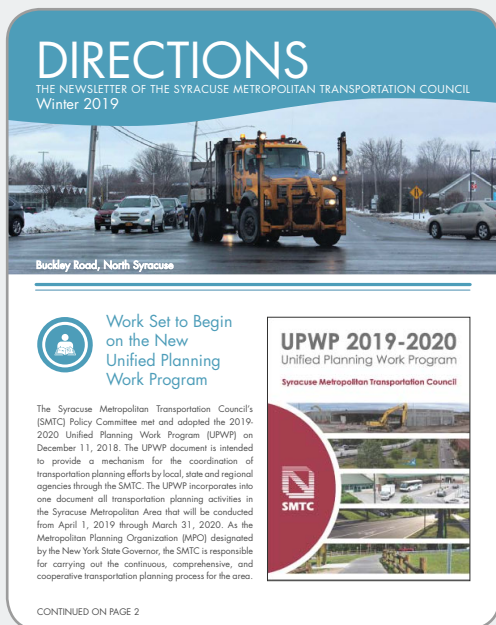
5 Greater Syracuse Bike Suitability Map, 2011



The SMTC rated roads in Onondaga County to serve as a guide for selecting routes to travel between different points via bicycle. In addition, Bicycle Laws in the Syracuse Area and New York State are featured. A listing of Onondaga County bike shops are provided.

The maps are available in standard map size as well as a pocket-sized, waterproof version.

6 DIRECTIONS Newsletter, Ongoing



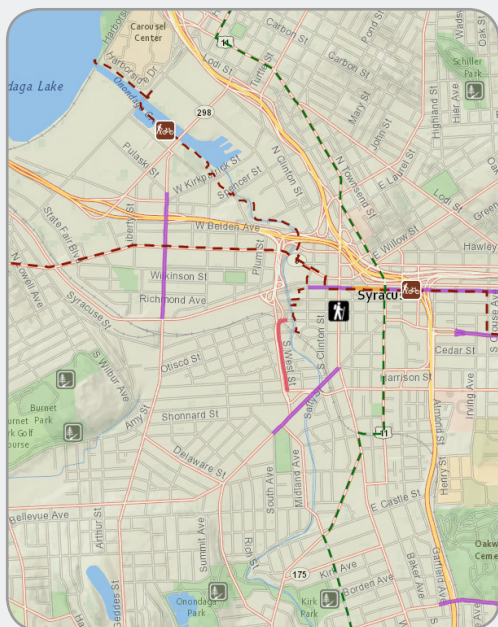
The SMTC publishes a newsletter that offers news about its transportation planning activities and specific studies. The newsletter is distributed to member agency representatives, local government officials, business leaders, the general public and interested SMTC stakeholders.

7 Data Collection, Ongoing



Since 2000, the Syracuse Metropolitan Transportation Council has undertaken a data collection function. The SMTC houses member agency traffic counts (i.e. tube counts and turning movement counts) within the Metropolitan Planning Area. A semi-interactive website is maintained by the SMTC. A traffic count program was established in 2017 to gather information for the City of Syracuse and Onondaga County owned roads.

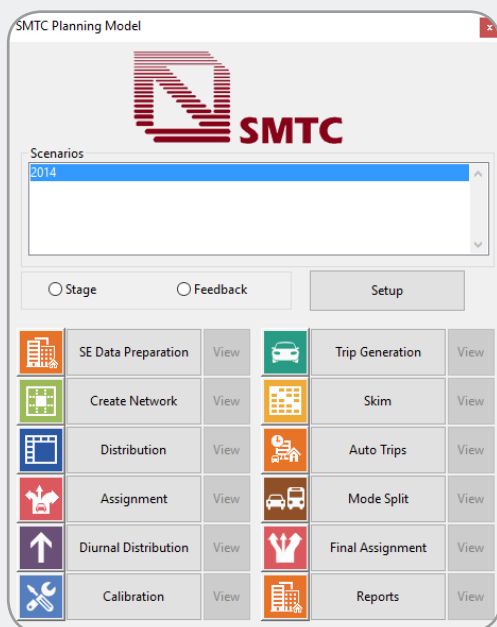
8 Geographic Information Systems (GIS), Ongoing



GIS is a computer-based tool combining mapping and database technologies for the analysis and visualization of all forms of geographically referenced information. GIS technology integrates powerful database functions, such as querying and statistical analysis, with visualization tools to represent information graphically through a static or interactive map. As a transportation planning agency, the analysis and visualization of geographic information is an integral part of what we do. We use GIS to analyze regional and corridor level data and to create maps for display at public meetings and in our study reports.

Interactive maps - <https://smtc.maps.arcgis.com>

9 Travel Demand Modeling (TDM), Ongoing



The TDM is used to predict the amount, type, and location of travel that residents will undertake now and in the future given the spatial distribution of population, employment, and the available transportation facilities and infrastructure. The TDM helps us assess current and likely future problems, develop alternative solutions, and evaluate alternatives.

The TDM can be used to analyze:

- Alternative land use development patterns
- Highway and/or transit infrastructure improvements
- Travel demand management (TDM) strategies
- Congestion management strategies
- Long Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP) projects.



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