



University Hill Park and Ride Feasibility Study

Final Report February 2010

prepared by



for SMTC



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Prepared by

C&S Engineers

for

Syracuse Metropolitan Transportation Council

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UNIVERSITY HILL PARK & RIDE FEASIBILITY STUDY

TABLE OF CONTENTS

1. Introduction.....	1
A. Purpose of Study	1
B. Area to be Served.....	2
C. Definition of Area of Interest.....	2
D. Study Advisory Committee.....	11
E. Institutional Focus Group	11
F. Institutional Interviews	11
2. Background	13
A. Park and Ride Case Studies	13
B. Previous Studies.....	15
C. Data Collection	17
i. Population	17
ii. Parking.....	18
iii. Shuttle Services.....	22
3. Programming Needs and Parameters	25
A. Methodology/Resources	25
i. SAC and IFG	25
ii. Relevant Studies.....	25
iii. Institution Interviews	25
iv. Transportation Opinion Survey	25
v. Facility Case Studies.....	26
a. Wrapped Garage.....	26
b. Mixed Use Parking Structure.....	28
B. Site Needs	30
i. Size.....	30
ii. Location	30
C. Facility Needs	32
i... Users and Availability.....	32
ii. Facility Type	33
iii. Facility Size – Parking Demand	34
iv. Supportive Land Use.....	35
D. Shuttle Needs	37
i. Schedule.....	37
ii. Tracking Technology	37
iii. Vehicle	37
iv. Shuttle Stops	38
v. System Flexibility	38
E. Summary of Program Needs and Parameters	39
i. Site	39
ii. Facility	39
iii. Shuttle	39

UNIVERSITY HILL PARK & RIDE FEASIBILITY STUDY TABLE OF CONTENTS cont.

4. Alternative Analysis.....	41
A. Phase 1 Evaluation.....	41
i. Methodology and Evaluation Criteria.....	41
ii. Suburban Sites	41
iii. Local/Regional Sites	47
iv. Phase 2 Evaluation Sites	51
B. Phase 2 Evaluation.....	57
i. Methodology and Evaluation Criteria.....	57
ii. General Assumptions	59
iii. Option 1 – Fayetteville/DeWitt (P-8)	69
a. Site	69
b. Facility	70
c. Shuttle	71
d. General Summary of Advantages and Disadvantages	73
iv. Option 2 – Liverpool (P-4 and P-6)	74
a. Seneca Mall Site P-4	74
b. Liverpool Wegmans Site P-6.....	75
c. Facility	77
d. Shuttle	78
e. General Summary of Advantages and Disadvantages	81
v. Option 3 – Camillus (P-16).....	82
a. Site	82
b. Facility.....	83
c. Shuttle	84
d. General Summary of Advantages and Disadvantages	86
vi. Option 4 – Kennedy Square Vicinity Sites (A1, A2 and A3).....	87
a. Kennedy Square Vicinity Site A1	87
i. Site	87
ii. Facility	89
b. Kennedy Square Vicinity Site A2.....	92
i. Site	92
ii. Facility	93
c. Kennedy Square Vicinity Site A3	94
i. Site	94
ii. Facility	96
d. Shuttle	98
e. General Summary of Advantages and Disadvantages	100

UNIVERSITY HILL PARK & RIDE FEASIBILITY STUDY
TABLE OF CONTENTS cont.

vii.	Option 5 – Syracuse Housing Authority Sites (C1 and C2)	101
a.	Syracuse Housing Authority Site C1	101
i.	Site	101
ii.	Facility	103
b.	Syracuse Housing Authority Site C2	104
i.	Site	104
ii.	Facility	106
c.	Shuttle	108
d.	General Summary of Advantages and Disadvantages	110
viii.	Option 6 – Teall Avenue (K)	111
a.	Site	111
b.	Facility	112
c.	Alternative Site	113
d.	Shuttle	115
e.	General Summary of Advantages and Disadvantages	117
ix.	Option 7 – Alliance Bank Stadium (D).....	118
a.	Site	118
b.	Facility	120
c.	Shuttle	121
d.	General Summary of Advantages and Disadvantages	122
C.	Evaluation Summary.....	123
5.	Recommendations.....	127
A.	Short-Term.....	128
i.	Parking Capacity.....	130
ii.	Capital Costs	130
iii.	Operations and Maintenance Costs.....	131
iv.	Operations Plan.....	131
B.	Long-Term	131
i.	Parking Capacity	132
ii.	Capital Costs	132
iii.	Operations and Maintenance Costs.....	132
iv.	Operations Plan.....	133
6.	Implementation	135
A.	Policy/Programmatic Framework	135
B.	Funding Sources.....	136
C.	Timeline	137

BIBLIOGRAPHY139

LIST OF APPENDICES

- Appendix A: SAC and IFG Meeting Minutes
- Appendix B: Institution Interviews
- Appendix C: Transportation Opinion Survey
- Appendix D: Employee Zip Code Information
- Appendix E: Proposed Shuttle Routes and Schedules
- Appendix F: VMT & GHG Assumptions and Calculations

LIST OF TABLES

Table 2.1: Population by Institution.....	18
Table 2.2: Existing Parking by Institution	18
Table 2.3: Annual Parking Operating and Maintenance Costs by Institution	21
Table 2.4: Shuttle Services	22
Table 3.1: Estimated Parking Demand	34
Table 3.2: Example Facility Sizes	35
Table 3.3: University Square Land Use Needs.....	35
Table 3.4: Desired Amenities	36
Table 4.1: Phase 1 Site Evaluation	51
Table 4.2: Fayetteville/DeWitt Park and Ride (P-8) – Shuttle Costs	73
Table 4.3: Liverpool Centro Park and Ride (P-4/P-6) – Shuttle Costs.....	80
Table 4.4: Camillus Centro Park and Ride (P-16) – Shuttle Costs.....	86
Table 4.5: Kennedy Square Site A1-East Parking Supply Evaluation	91
Table 4.6: Kennedy Square Site A1-West Parking Supply Evaluation	92
Table 4.7: Kennedy Square Site A2 Parking Supply Evaluation	94
Table 4.8: Kennedy Square Site A3 Parking Supply Evaluation	97
Table 4.9: Kennedy Square Vicinity (A1/A2/A3) – Shuttle Costs	99
Table 4.10: Syracuse Housing Authority Site C1 Parking Supply Evaluation	104
Table 4.11: Syracuse Housing Authority Site C2 Surface Parking Supply Evaluation .	107
Table 4.12: Syracuse Housing Authority Site C2 Garage Parking Supply Evaluation .	107
Table 4.13: Syracuse Housing Authority (C1/C2) – Shuttle Costs	110
Table 4.14: Teall Avenue Site K Parking Supply Evaluation	113
Table 4.15: Teall Avenue Alternative Site Parking Supply Evaluation	114
Table 4.16: Teall Avenue (K) – Shuttle Costs	117
Table 4.17: Alliance Stadium (D) – Shuttle Costs	122
Table 4.18: Options Matrix	125
Table 5.1: Short-Term Recommendations – Reduction in VMT and G.....	129
Table 5.2: Short-Term Recommendations - Parking Capacity	130
Table 5.3: Short-Term Recommendations – Operating Costs	131

LIST OF FIGURES

Figure 1.1.: Institutions to be Served by Park and Ride Facility	3
Figure 1.2.: Local Potential Sites	5
Figure 1.3.: Regional Potential Sites	7
Figure 1.4.: Centro Park-N-Ride Locations	9
Figure 2.1.: Existing Parking Facilities	19
Figure 2.2.: Shuttle Services	23
Figure 3.1.: Location Preferences	31
Figure 3.2.: Employee Travel Approach.....	32
Figure 3.3.: Facility Type Preferences	33
Figure 4.1.: Centro Potential Highest Demand	45
Figure 4.2.: Transportation Time Buffers	49
Figure 4.3.: Centro Park-N-Ride Alternative Sites	53
Figure 4.4.: Local/City Limits Alternative Sites.....	55



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1. Introduction

A. Purpose of Study

University Hill is a thriving center for education and healthcare institutions in Syracuse, New York. Previous studies have documented plans for more than 4 million square feet of development to take place in the area over the next twenty years. Realizing this significant development potential, the Syracuse Metropolitan Transportation Council (SMTC) commissioned the *University Hill Transportation Study*, a comprehensive examination of transportation and land use on the Hill, which was completed in November 2007. The goal of this study was to maintain and enhance the viability of the institutions on University Hill by identifying innovative land use policies and transportation alternatives. One of the key recommendations from the study was the development of an integrated parking strategy to include:

- *Shared parking*: where overall parking demand is reduced by allowing the same spaces to be shared by different, compatible uses (e.g. spaces used by daytime employees can be used at night by residents who work elsewhere during the day);
- *Wrapped parking*: where the “dead space” represented by parking is eliminated by lining the facades of garages with active, pedestrian-oriented uses;
- *Remote parking*: where parking is located off-site; and
- *Parking pricing and management*: where a centralized parking authority would manage all institutional parking facilities and raise or lower parking prices to accurately reflect parking costs (not to be addressed as part of this study).

The SMTC commissioned the *University Hill Park and Ride Feasibility Study* on behalf of the project sponsor, the Metropolitan Development Association (MDA) and the University Hill Corporation. The goal of this *University Hill Park and Ride Feasibility Study* is to advance the concept of the first three parts of 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 service to major institutions.

Ideally, this remote parking facility will allow Hill institutions to accommodate demand generated by new development, replace existing parking on the Hill to make land available for new development, or shift employee parking to preserve nearby spaces for patients and visitors. The remote nature of the facility will benefit traffic operations in the area by preventing cars from reaching already-congested Hill streets. Further, the facility’s wrapped design, which will allow supportive land uses on site, will enliven the streetscape and supply needed services for commuters and residents. The remote parking facility will also allow the University Hill institutions to advance green initiatives by encouraging alternative modes of transportation, including carpooling, walking, and transit.

B. Area to be Served

The remote parking facility is primarily intended to serve the academic and healthcare facilities within the University Hill area, depicted in **Figure 1.1**. These include the academic institutions of SUNY-College of Environmental Science and Forestry, SUNY-Upstate Medical University, and Syracuse University and the medical complexes of Crouse Hospital, SUNY Upstate, VA Medical Center and Hutchings Psychiatric Center. In addition, there is the potential for the facility to serve the needs of the Crouse-Marshall Business District and the East Genesee Business District. Depending on the preferred location for the remote facility, there is also the potential for the facility to serve areas of downtown Syracuse that do not have sufficient parking capacity.

C. Definition of Area of Interest

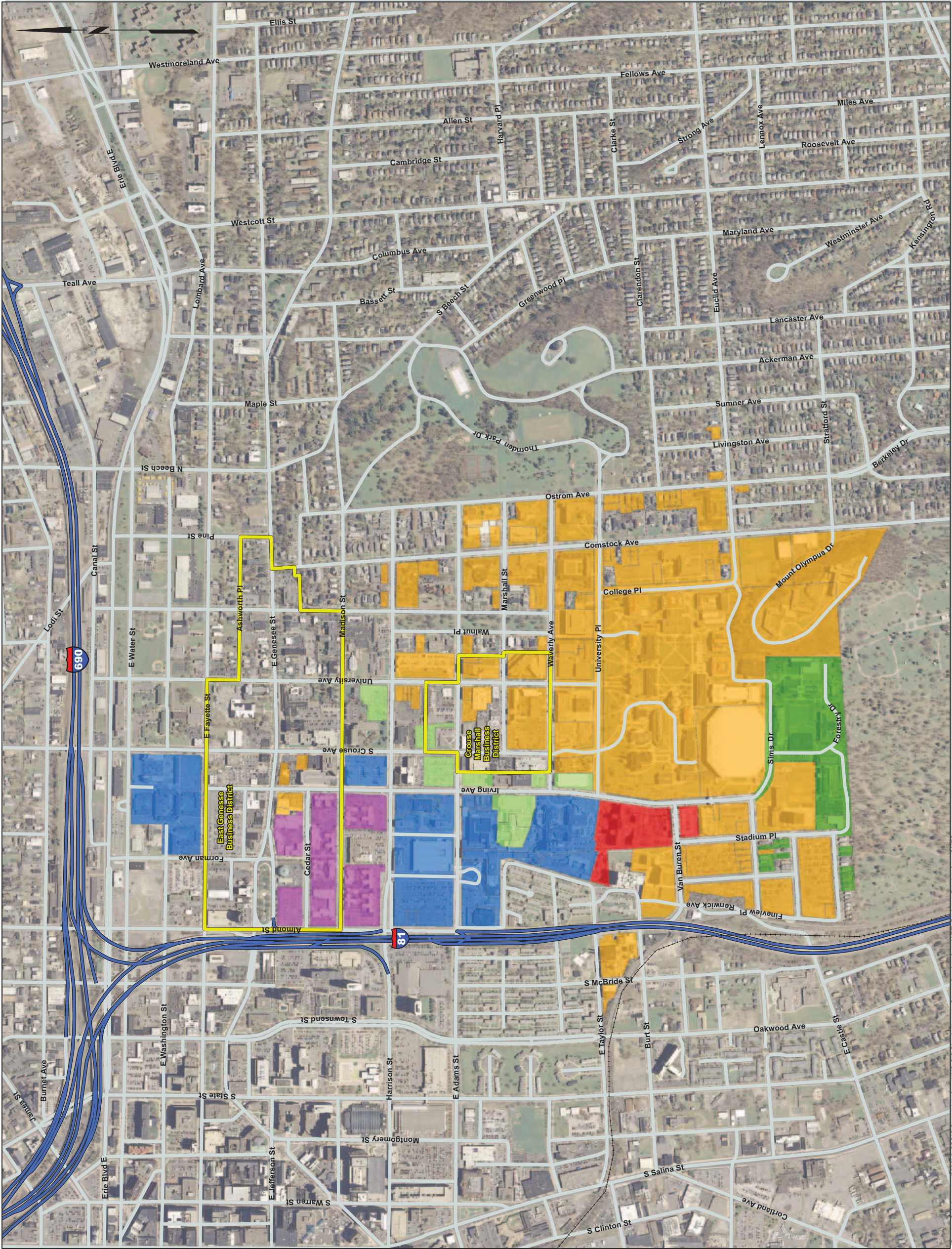
At the initiation of the project, the intent is to be broad in the identification of study area limits. Potential sites should not be precluded because of their size, existing use, or proximity to the Hill. Once the programming needs and evaluation criteria have been identified, all locations will be reviewed for basic functional feasibility and either dismissed or progressed for more detailed evaluation. Potential sites may be actual parcels or general locations that appear appropriate due to travel patterns or employee places of residence.

Site identification was generally based on travel patterns, employee places of residence, highway access, and current use. Potential sites were identified through four main mechanisms:

- Review of relevant prior studies, including the *University Hill Transportation Study* and the *University Hill Site Planning Study*
- Review of vacant land inventory
- Meetings with the project sponsor
- Meeting with the SAC

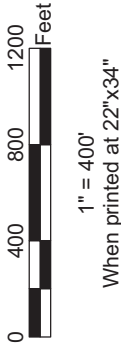
The following figures depict potential sites for park and ride facilities:

- **Figure 1.2: Local Potential Sites** – the sites depicted on this figure focus on the general vicinity of University Hill and downtown Syracuse
- **Figure 1.3: Regional Potential Sites** – this figure covers a broader area, extending to the west to include the area of Carousel Center/Inner Harbor and the State Fairgrounds
- **Figure 1.4: Centro Park and Ride Locations** – this figure represents the potential to leverage the existing park and ride locations operated by Centro



Legend

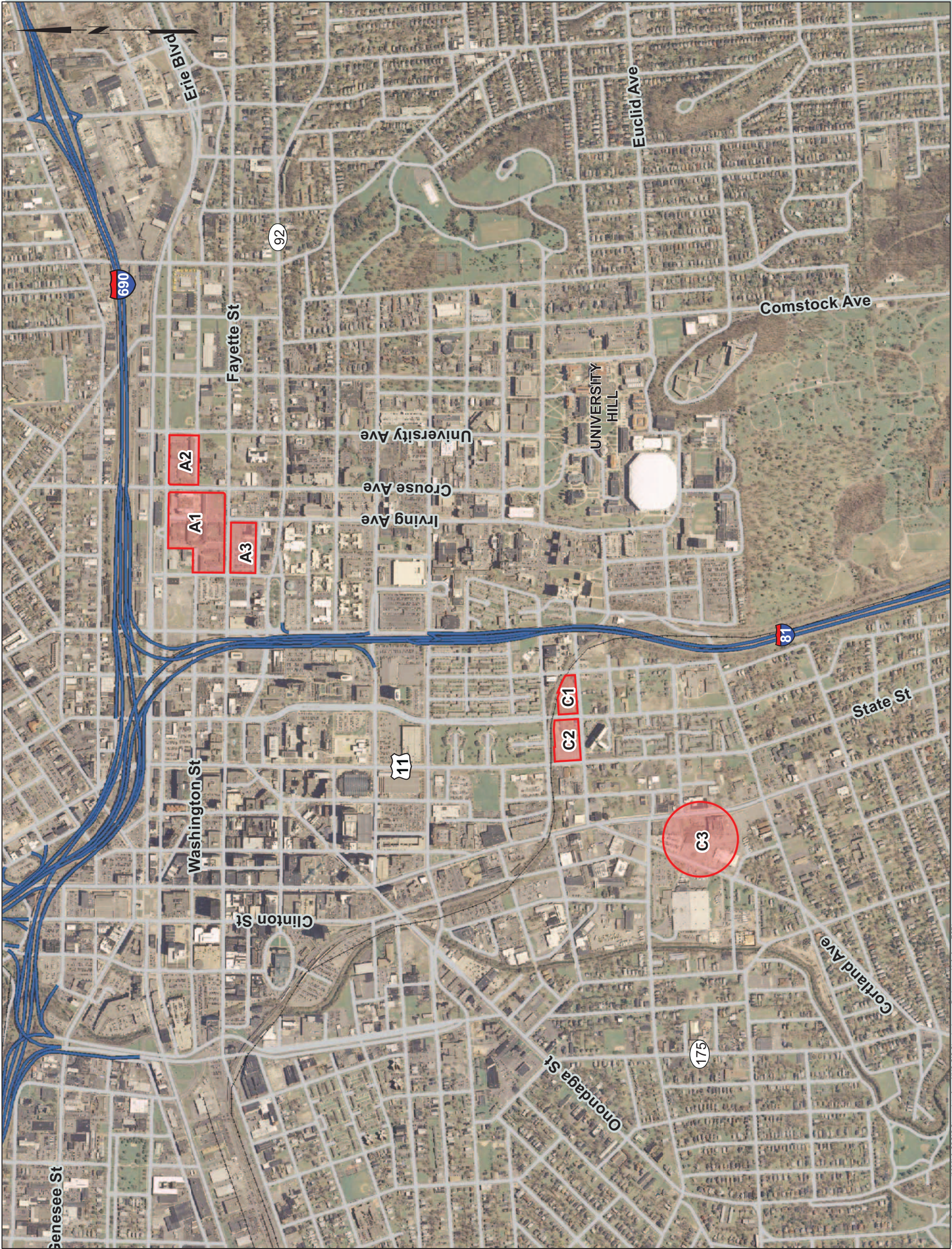
- Railroads
- Street
- Interstate or Ramp
- Business District
- Ownership**
- Crouse Hospital
- Hutchings Psychiatric Center
- SUNY ESF
- SUNY Upstate
- Syracuse University
- VA Medical Center



SMTC

Institutions to be Served by Park and Ride Facility

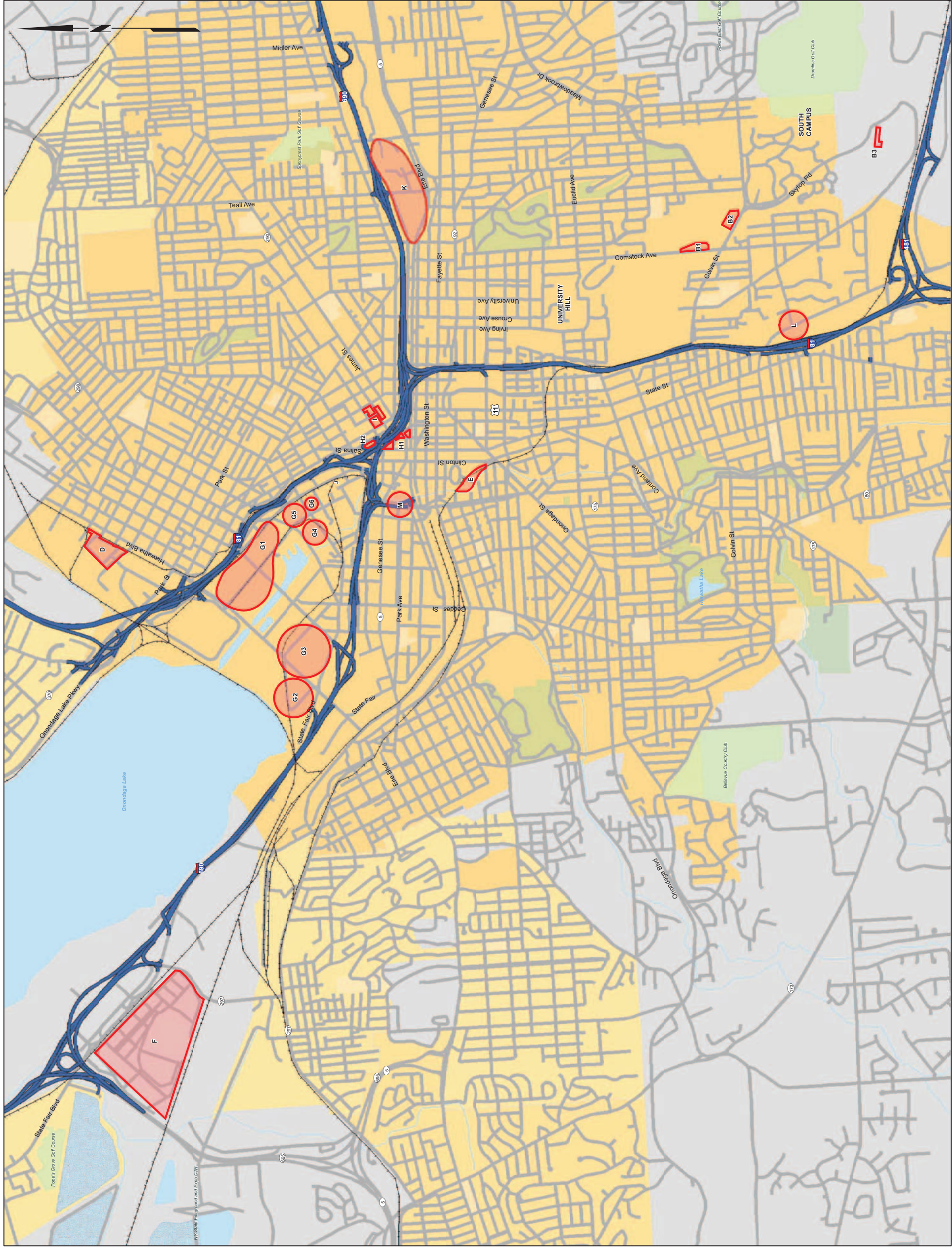
Figure 1.1



SMTc

Local Potential Sites

Figure 1.2



Legend

Potential Sites

Railroads

Street

Interstate or Ramp

A1	Kennedy Square	Kennedy Square	Ken
A2	Kennedy Square	PRIVATE - Kennedy Square	Ken
B1	Manley	Manley	Man
B2	Manley	Manley	Man
B3	Skytop	Skytop	Sky
C1	Centro HQ/Syracuse Housing	Centro HQ/Syracuse Housing	Centro
C2	Centro HQ/Syracuse Housing	Centro HQ/Syracuse Housing	Centro
C3	Centro HQ/Syracuse Housing	Centro HQ/Syracuse Housing	Centro
D	Alliance Stadium	Alliance Stadium	Alli
E	Trolley Lot	Trolley Lot	Trol
F	State Fairgrounds	State Fairgrounds	State
G	Carousel Center/Inner Harbor	Carousel Center/Inner Harbor	Carou
H1	City/Private Lots	City/Private Lots	City
H2	State Lot	State Lot	State
I	St. Joseph's Hospital	St. Joseph's Hospital	St. Joseph's
J	Franklin Street	Franklin Street	Franklin
K	Teal Ave	Teal Ave	Teal
L	Brighton Lane	Brighton Lane	Brighton
M	West Street	West Street	West

 $1'' = 1500'$

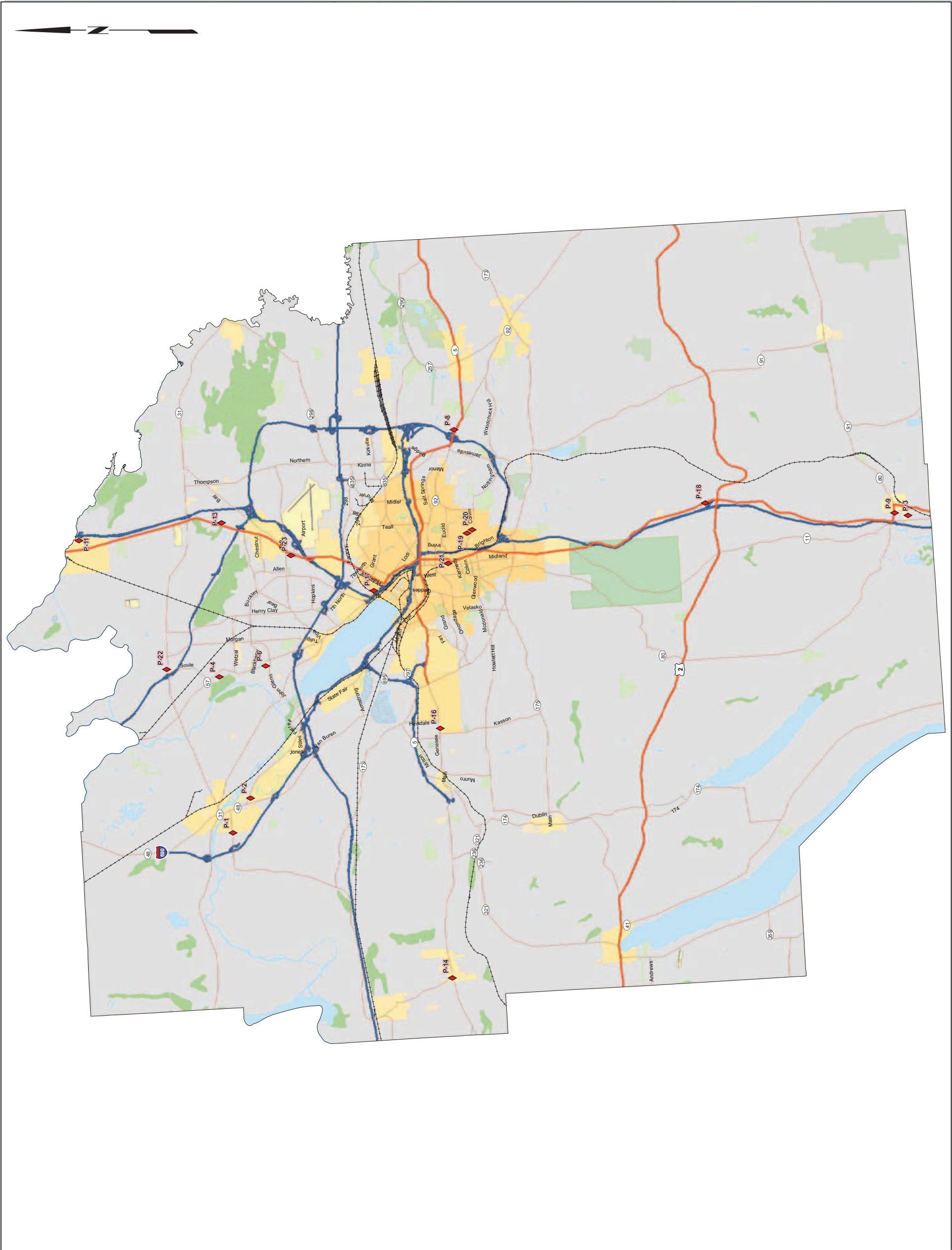
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SMTc

Regional Potential Sites

Figure 1.3



Legend

- Park-n-Ride
- Railroads
- Interstate or Ramp
- Highway
- Major Road
- Local Road

0 1.75 3.5 5.25 Miles

1" = 1 3/4 miles
When printed at 22"x34"



SMTc
Centro
Park-N-Ride
Locations
Figure 1.4

D. Study Advisory Committee

A Study Advisory Committee (SAC) was established at the outset of the study to provide technical and procedural guidance for the project. The SAC includes representatives from the following agencies:

- Syracuse Metropolitan Transportation Council (SMTC)
- Metropolitan Development Association (MDA)/University Hill Corporation
- City of Syracuse
- Central New York Regional Transportation Authority (CNYRTA)
- Syracuse-Onondaga County Planning Agency (SOCPA)
- New York State Department of Transportation (NYSDOT)
- Central New York Regional Planning and Development Board (CNYRPDB)
- Syracuse University (SU)
- State University of New York College of Environmental Science and Forestry (SUNY-ESF)
- State University of New York Upstate Medical University (SUNY Upstate)
- Crouse Hospital
- Veteran's Administration Medical Center (VA)
- Hutchings Psychiatric Center
- Crouse-Marshall Business Improvement District

The SAC has met four times over the course of the study to set direction and discuss deliverables. A copy of the minutes from each meeting is provided in **Appendix A**.

E. Institutional Focus Group

The Institutional Focus Group (IFG) is comprised of individuals from the same institutions and agencies listed above that are directly associated with employee relations, parking and shuttle operations, as well as representatives from businesses on the Hill. One meeting was held with the IFG to obtain existing conditions data, future demand information, and guidance on outlining programming needs and parameters. A copy of the meeting minutes is provided in **Appendix A**.

F. Institution Interviews

Individual teleconference interviews were conducted with operations representatives from SUNY ESF, Hutchings Psychiatric Center, SUNY Upstate Medical Center, Syracuse University, and the VA Medical Center. Centro also provided information via interview. Crouse Hospital representatives were not available when interviews were conducted but provided information and input during SAC and IFG meetings. The institutions provided information regarding their operations and future transportation needs as well as their opinions on the feasibility of a combined park and ride facility. A summary of the interviews is provided in **Appendix B**.

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2. Background

A. Park and Ride Case Studies

The park and ride concept has been successfully implemented in other areas across the country. The following case studies provide some examples of existing park and ride systems.

University of Michigan/Ann Arbor, MI (www.theride.org, pts.umich.edu)

The Ann Arbor Transit Authority (AATA) and the University of Michigan provide parking and shuttle systems designed to encourage parking at the periphery of both the city and the campus, with incentives for the former. The AATA system includes free parking in a series of peripheral lots along highways and at the outskirts of downtown with morning and afternoon bus service from these lots to the University of Michigan, the University of Michigan medical complex, and downtown on 9 to 15 minute headways. Fares are free for Michigan students and employees and \$1 for others, and the AATA advertises an annual savings of \$1,050 over city parking facilities. The AATA provides a guaranteed ride home and real time bus tracking as part of its service.

The AATA's service is integrated with the University's on-campus parking system. The university advertises permit-only parking on the campus periphery for a monthly cost of approximately \$20. These lots are served by either UM Transit and/or UM Health System shuttle buses at 5 to 10 minute headways during daylight hours and 15 to 20 minute headways during evening hours (6:30 – 1:00 am). This parking is supplemented by additional lots at graduated costs based on proximity to major buildings.

Medical Academic and Scientific Community Organization, Inc. (MASCO), Boston, MA (www.masco.org)

MASCO is a Transportation Management Association (TMA), or a private, non-profit organization representing a collection of entities, each of whom is legally and financially invested, for the purpose of improving their transportation services, often through transportation demand management. MASCO was created in the 1970s by a collection of institutions in Boston's Longwood Medical and Academic Area (LMA) with the goal of more efficiently providing services that all of its member institutions need, including planning and development, parking and transportation, collaborative programs, telecommunications, and child care.

MASCO operates a park and ride system through which LMA employees can park off-site at any MASCO-managed facility. Parking permits for these off-site facilities are distributed through the institutions, and are partially subsidized by both the institutions and the TMA. Simultaneously, rates within the LMA are set by the market in an effort to discourage their use. Multiple shuttle buses serve the off-site facilities. Shuttle buses are free to off-site parkers and run on 5 to 15 minute headways. MASCO offers some real-time shuttle tracking.

MASCO supplements the park and ride system with other transportation demand management programs through its CommuteWorks initiative, including guaranteed

ridehome; zipcar; ridesharing and vanpooling; incentives for walking, running or biking; and personalized commute assistance.

Oakland Transportation Management Association (OTMA), Pittsburgh, PA (www.otma-pgh.org, www.commuteinfo.org, www.portauthority.org)

The OTMA is a Transportation Management Association serving the educational and medical complex in Pittsburgh. OTMA works with the region's metropolitan planning organization (MPO), Southwestern Pennsylvania Commission, and its transit authority, the Port Authority of Allegheny County, to service its institutions. Among many objectives, the TMA and the MPO promote alternative modes of transportation and park and ride facilities.

Regional park and ride services are provided through the Allegheny County Port Authority, which operates over 50 park and ride lots throughout the Pittsburgh metro area. Parking is free in the TMA. Employee fares for shuttle services from these lots are subsidized by local institutions, including the University of Pittsburgh and Carnegie Mellon. Some of the park and ride lots are served by rapid transit. Headways are generally 10-15 minutes. In addition, commuter parking on the near fringes of downtown is provided at low cost through a private entity, with free shuttle service into downtown provided by the Port Authority. Shuttles generally run only during peak hours.

The University of Pittsburgh, Carnegie Mellon University, and University of Pittsburgh Medical Center collaborate to provide comprehensive bus service to their employees in the campus district. Staff and students from one institution are generally permitted to ride the shuttles of the other institutions at no cost, given valid identification.

South Main Alliance (SMA), Houston, Texas (www.SouthMainAlliance.org)

The South Main Alliance is the designated Transportation Management Association (TMA) for the greater Texas Medical Center. The organization partners with the City of Houston, Harris County, METRO (Metropolitan Transit Authority of Harris County, Houston, Texas) and the Texas Department of Transportation to promote commute solutions and provide travel information including traffic and accident alerts. The Texas Medical Center (TMC) is home to 47 institutions including 13 hospitals. The Texas Medical Center is served by various METRO bus routes, the METRORail (light rail service), free shuttle service and a low-cost (\$1 fare) trolley service. A single TMC METRO Fare Q Card allows users to travel any of these transportation options within the medical center boundaries.

The Texas Medical Center Contract Parking Department serves the parking needs of employees of the institutions of the Texas Medical Center, students, vendors, contractors and construction personnel. Texas Medical Center currently manages over 34,000 contracts in 18 garages and more than 20 surface lots. Two types of parking contracts are offered. The type of contract a person has depends on the institution with which they are employed by. A Direct Bill Contract is a contract in which an individual is approved by their institution, but monthly payments for the contract are paid directly to Texas Medical Center. Parking rates for 2009 are:

- Campus Garages: \$155-215
- Campus Surface Lots: \$75-125
- Remote Surface Lots: \$60

An Institutional Bill Contract parker does not make payments directly to Texas Medical Center. Parking payments are coordinated through the Parker's TMC institution. The monthly rate an Institutional Bill Parker pays for parking varies from each institution of the Texas Medical Center based on the level of benefits offered.

On campus visitor parking rates are \$12 per day. Visitors can park at off-campus locations for a reduced rate of \$6 per day and use the free shuttle service to access their destination.

In addition to the off campus medical center parking facilities served by the free shuttle service, METRO operates 26 park and ride facilities, across Harris County, where users can park free of charge and use the bus to travel to their destination. To promote their services, METRO's web site provides potential users with a commute calculator, to compare the cost of transit to driving, and a trip planning service.

B. Previous Studies

The following is a summary of previous studies with information relevant to the *University Hill Park and Ride Feasibility Study*:

University Hill Transportation Study

The foundation of the *University Hill Transportation Study* was a June 2006 confidential document completed for the *University Hill Transportation Study* entitled, *Current Planned Vision*. This document identified plans by University Hill institutions and major property owners for approximately 4.2 million square feet of development and the creation of over 2,000 new parking spaces in the next two decades. To improve accessibility, flexibility, economic viability, and sustainability on the Hill, the study recommends the development of an integrated parking strategy to include:

- Shared parking;
- Wrapped parking;
- Remote parking; and
- Parking pricing and management.

The first three aspects of the parking strategy are incorporated into this *Park and Ride Feasibility Study*. According to the *University Hill Transportation Study*, the use of parking facilities, when shared among different users, will reduce overall demand by 700 spaces (from 3,800 to 3,100 spaces).

The study recommends that garages and surface lots be surrounded by a liner building incorporating a mix of uses (wrapped parking) to generate activity and enhance the pedestrian environment. The liner (wrap) buildings can include retail activity on the ground floor and offices and residences on upper floors.

Finally, the *University Hill Transportation Study* documents that remote parking facilities may provide low cost parking while reducing traffic congestion on the Hill. To maximize their effectiveness, remote parking facilities should incorporate mobility hubs, or transit centers, and have convenient access to major commuting routes, including I-81 and I-690. The *University Hill Transportation Study* recommends the development of a West Street Mobility Hub, northwest of Armory Square, to provide improved transit service and serve as a major park and ride facility serving the Hill. The study also notes that other remote parking locations should be explored in coordination with efforts to address the demand for parking and accessibility in downtown Syracuse.

The *University Hill Transportation Study* documents the following two case studies that illustrate the potential for centralized and shared parking.

Centralized Parking: Chattanooga, TN

To encourage urban development in downtown Chattanooga while limiting congestion and air pollution, the Chattanooga Area Regional Transit Authority (CARTA) developed a strategy to provide peripheral parking and a free shuttle service. CARTA intercepts commuters and visitors with a parking garage at both ends of the linear 15-block business corridor. The garages, with 550 and 650 spaces each are owned by CARTA and privately operated. The free shuttle buses are financed through the garages' parking revenues.

Shared Parking: Indianapolis, Indiana

Circle Centre is a 730,600 SF mixed-use project incorporating retail and entertainment destinations. To reduce construction and maintenance costs and provide a pedestrian-friendly design, Circle Centre used a shared parking arrangement to serve both customers and employees. The mixed-use nature of the project allows customers to use a single parking space while visiting multiple destinations. The peak evening and weekend characteristics of retail and entertainment uses also allow employees to use nearby off-site parking that serve downtown workers during the day. By using a shared parking approach, parking requirements were reduced from 6,000 to approximately 2,800 spaces.

Downtown Syracuse Parking Study

The Syracuse Industrial Development Agency (SIDA) commissioned the *Downtown Syracuse Parking Study*, completed in February 2008. The purpose of the study was to address several parking challenges within the Central Business District (CBD). The study assessed existing parking supply and demand as well as the supply and demand relationship anticipated with development projects in a five-year planning horizon. For analysis purposes, the CBD was divided into eight sub-areas. The study documented that parking demand is anticipated to approach or exceed the available capacity in the following areas:

- The Federal Building area
- Hanover Square area
- Armory Square area
- Presidential Plaza area

Depending on the preferred location for a park and ride facility, these areas may also benefit. Consistent with the recommendations of the *University Hill Transportation Study*, the *Downtown Syracuse Parking Study* recommended shared parking agreements and the development of a Transportation Demand Management Program.

University Hill Site Planning Study

The *University Hill Site Planning Study* was prepared for the University Hill Corporation in January 2007. Recent growth in the area and the short-term development needs of several projects raised the issue of sufficient development sites within the University Hill area. The purpose of the *Site Planning Study* was to assist the University Hill Corporation in:

- Verifying development needs,
- Identifying potential development sites, and
- Documenting opportunities and challenges of site development.

Identification of potential development sites focused on vacant properties, underutilized properties including surface parking and low density development, and land identified as available for sale or lease. The study, which identified ten potential development sites, was used in the identification of potential sites for the *University Hill Park and Ride Feasibility Study*.

C. Data Collection

In support of this study, each of the major academic and medical institutions provided documentation of their institution's population and existing parking and shuttle services. The following is a summary of the data provided.

i. Population

Each institution tracks population in several categories, although the categories and how they are defined are not always consistent across institutions. The intent of the population summary is to provide an order of magnitude assessment of the daytime population with a focus on the daytime employee population. As presented in **Table 2.1**, the major institutions in the University Hill area have a daytime employee population of approximately 11,800. To address traffic congestion, the daytime employee population at area hospitals has been distributed in up to 140 discrete shifts.

It is difficult to define the average daytime population of students, contractors, out-patients, and visitors since these numbers vary widely throughout the day. The population data will not be used to calculate parking demand.

Table 2.1. Population by Institution

Institution	Total Employees	Daytime Employees	Total Students	Daily Visitors	Daily Other¹
Syracuse University	4,648	4,150	19,366	600	-
SUNY Upstate	6,200	4,100	1,400	1,000	300
Crouse Hospital	2,750	1,700	200	1,500	-
SUNY ESF	520	520	2,446	50	-
VA Medical Center	1,400	800	-	200	500
Hutchings Psychiatric Center	530	530	10	-	160
<i>Total</i>	<i>16,048</i>	<i>11,800</i>	<i>23,422</i>	<i>3,350</i>	<i>960</i>

¹ – Other includes out-patients and contractors

ii. Parking

The major institutions own or lease approximately 16,800 spaces, depicted in **Figure 2.1**, to serve the needs of their employees, students, and visitors. Syracuse University and Hutchings Psychiatric Center are the only institutions that own adequate parking to meet their demand. The remaining institutions lease or have agreements to make 1,600 parking spaces available.

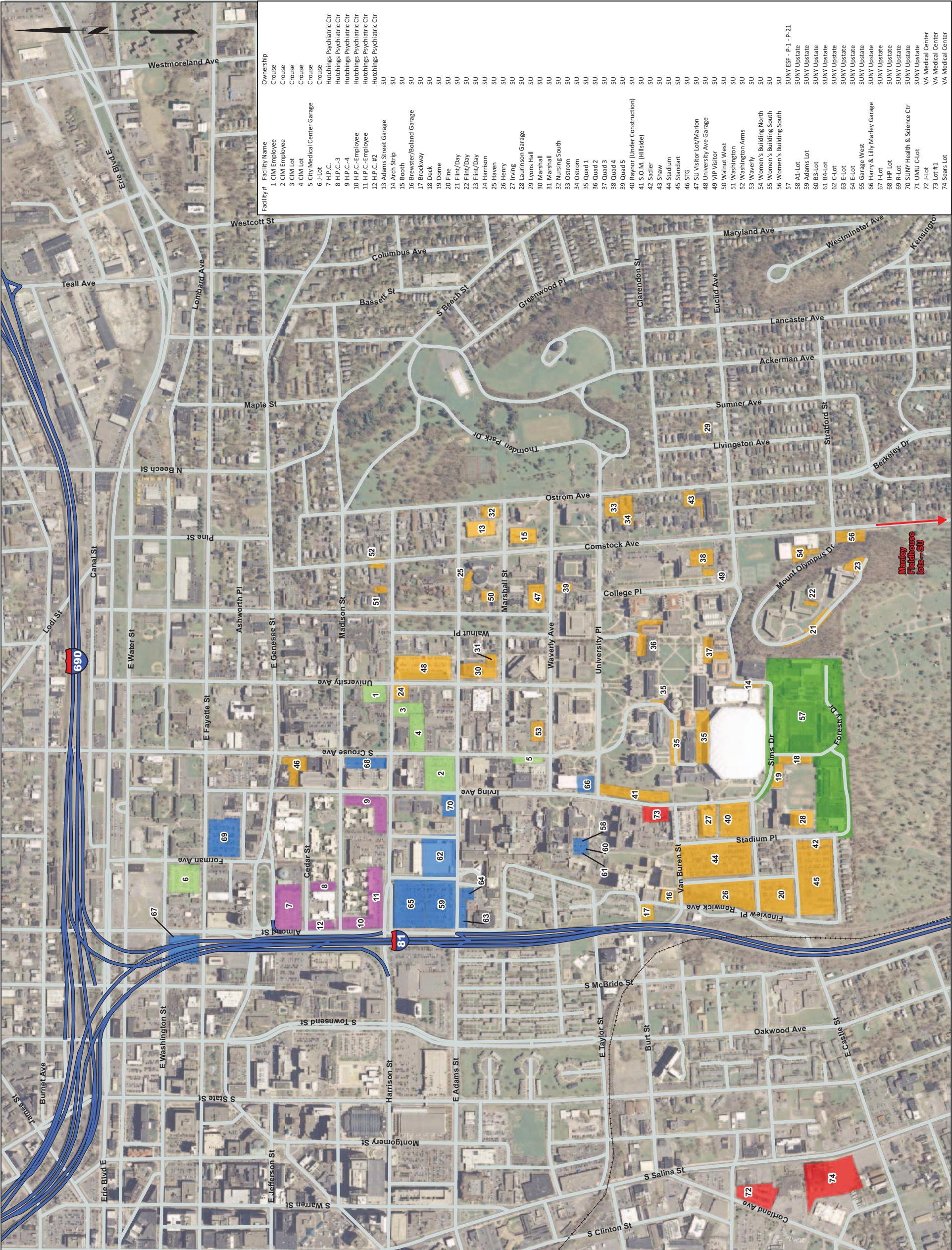
Previous studies have documented an additional 1,150 spaces in off-street private facilities, 380 spaces available in public parking facilities and 945 on-street spaces, for a total of 19,275 parking spaces in the University Hill area. By comparison, the Downtown Syracuse Central Business District has 1,615 on-street spaces, 12,440 off-street public spaces and 4,174 off-street private spaces for a total of 18,229 parking spaces. Parking in the University Hill area is primarily private (93%) as compared to the Central Business District (23%).

Table 2.2. Existing Parking by Institution

Institution	Own	Lease	Total
Syracuse University	9,112 ¹	-	9,112
SUNY Upstate	3,430	802	4,232
Crouse Hospital	1,440	245	1,685
SUNY ESF	349	²	349
VA Medical Center	708	250	958
Hutchings Psychiatric Center	445	-	445
<i>Total</i>	<i>15,484</i>	<i>1,297</i>	<i>16,781</i>

¹ – 180 spaces of the SU inventory located off-campus to serve Syracuse Stage & the Warehouse

² – 300 spaces available through agreement with Syracuse University



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Source: Orthomagey (2006) & CSCIC Street data from NYS GIS Clearinghouse; Parking data from SMTC (adapted from data by Fisher).



SMTC

Existing Parking Facilities

Figure 2.1

The occupancy in the majority of parking facilities is at or near the capacity. The two notable exceptions are:

- Syracuse University's Skytop paved spaces – 70% occupancy
- SUNY Upstate's Adams Lot – 75% capacity

The combined parking availability in these two lots is approximately 115 spaces.

With the exception of SUNY ESF and Hutchings Psychiatric Center, the institutions require parking user fees for employees, staff, and students. The user fees vary depending on a variety of factors including salary, parking location, and facility type (surface lot or garage). Monthly parking fees range from \$4 to \$55 for surface lots and \$14 to \$125 for garages. By comparison, downtown surface parking fees range from \$25 to \$85 with the most common fees in the range of \$50-70. Downtown garage parking fees range from \$55 to \$110 with an average fee of \$75.

Operating and maintenance (O&M) costs for parking facilities vary depending on the facility type (surface or structured parking), the distribution of facilities (consolidated facilities are generally less expensive to maintain), staffing and security. **Table 2.3** summarizes the parking operating and maintenance costs ranging from a low of \$2,000 annually by SUNY ESF that covers striping and signage expenditures to a high of \$8 million by SUNY Upstate which includes \$4 million in debt service of the garages.

Table 2.3. Annual Parking Operating and Maintenance Costs by Institution

Institution	# of Owned Spaces	Owned Costs	# of Leased Spaces	Leasing Costs	Total
Syracuse University	9,112 ¹	\$1.3 M	-	-	\$1.3 M
SUNY Upstate	3,430	\$7.7 M	802	\$340,000	\$8.0 M
Crouse Hospital	1,440	\$800,000	245	\$200,00	\$1.0 M
SUNY ESF	349	\$2,000	²	-	\$2,000
VA Medical Center	708	\$200,000	250	\$155,000	\$355,000
Hutchings Psychiatric Center	445	\$7,500	-	-	\$7,500

¹ – 180 spaces of the SU inventory located off-campus to serve Syracuse Stage & the Warehouse

² – 300 spaces available through agreement with Syracuse University

Note: Although all institutions track operating and maintenance costs, the factors considered by each institution vary. Costs noted above do not always account for annualized costs of repairs and reconstruction, snow removal, staffing and security.

User fees generally do not cover the full operating and maintenance costs of parking facilities. This is particularly evident for leased facilities where the institution may be leasing at market rates of \$25 to \$60 for surface lots and up to \$75 for garage spaces but only charging users nominal fees for remote surface lots

and \$50 for garage spaces. The remote leased parking facilities also have the additional cost of shuttle services that is not covered by the user fees.

Additional parking information provided during the SAC and IFG meetings, as well as the institution interviews are included in **Appendix A**.

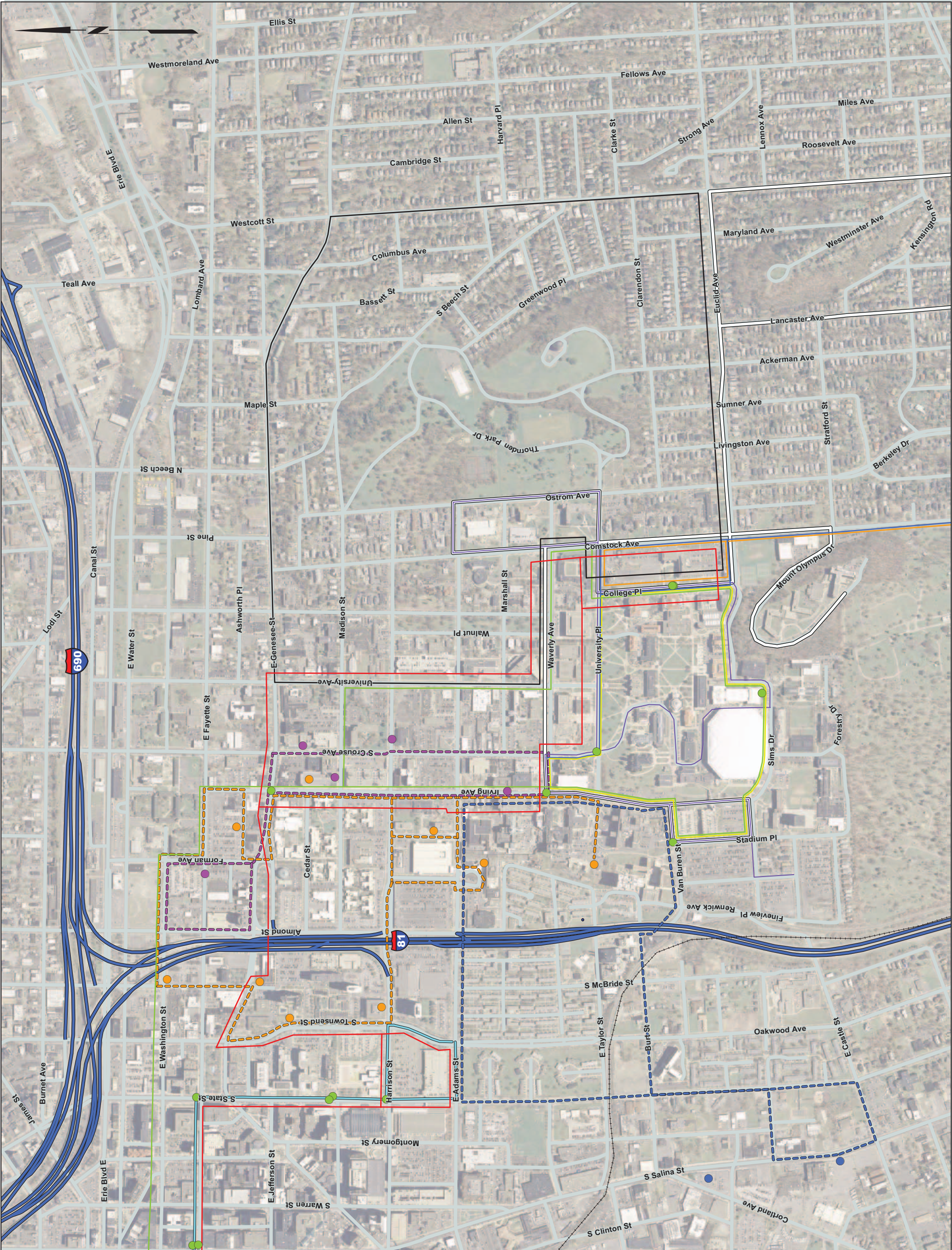
iii. Shuttle Services

Four institutions currently operate shuttle services: Syracuse University, VA Medical Center, SUNY Upstate and Crouse Hospital. Shuttles for Syracuse University, SUNY Upstate and Crouse Hospital serve multiple buildings in addition to parking facilities. Therefore, some shuttles services may need to be retained even if a park and ride facility with a joint shuttle is established. There are several areas where the existing shuttle routes overlap, particularly on Irving Avenue, as depicted in **Figure 2.2** and summarized in the table below:

Table 2.4. Shuttle Services

Institution	Route	Operator	Annual Operating Costs
Syracuse University	43, Brewster-Boland Sadler 45, Carousel Center 543, Connective Corridor 443, Drama Dept. 243, Euclid/Lancaster/Drumlins 343, Euclid/Westcott 243, Flint/Day Hall 44, Manley 143, Quad Shuttle 244, Slocum Heights 444, Vincent 443, Warehouse 144, Winding Ridge	Centro	Not Available
SUNY Upstate	Single route	Birnie Bus	\$455,000
Crouse Hospital	Single route	Crouse	\$60,000
VA Medical Center	J-Lot Sears Lot	Centro Birnie Bus	\$225,000

Additional shuttle information provided during the institution interviews is included in **Appendix B**.



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Source: Orthomagey (2006) & CSCIC Street data from NYS GIS Clearinghouse; Centro Routes from SMTC.



SMTC

Shuttle Services

Figure 2.2

3. Programming Needs and Parameters

A. Methodology/Resources

i. SAC and IFG

As stated in Sections 1.D and 1.E, the SAC provided technical and procedural guidance for the study and the IFG included individuals directly associated with employee relations, parking and shuttle operations, as well as representatives from businesses on the Hill. Meetings were held with both the SAC and IFG separately in order to obtain existing conditions data, future demand information, and guidance on outlining programming needs and parameters. The minutes from these meetings are provided in **Appendix A**.

ii. Relevant Studies

The *University Hill Transportation Study*, *Downtown Syracuse Parking Study*, and the *University Hill Site Planning Study* provided guidance and background information relevant to programming needs.

iii. Institution Interviews

Individual teleconference interviews were conducted with operations representatives from the institutions involved in the study as well as Centro. A summary of the interviews is provided in **Appendix B**.

iv. Transportation Opinion Survey

An employee survey was conducted to obtain feedback from potential users on the desired characteristics of a park and ride facility. The web-based survey was coordinated by the SMTC. Each institution independently distributed a survey link to their employees via internal email or, in the case of businesses, by flier. The survey opened on May 6, 2009 and closed on May 22, 2009. Twenty-six questions were asked including demographic, current commute, and park and ride preference information. Approximately 3,600 submitted surveys had usable data.

The entities included in the survey were Syracuse University, SUNY Upstate, Crouse Hospital, SUNY ESF, VA Medical Center, Hutchings Psychiatric Center, and local University Hill businesses. With a total number of employees at the institutions of 15,498¹, the response rate was approximately 23%. Over 40% of the respondents were from Syracuse University. Only 3% were from local businesses.

Appendix C contains a copy of the survey questions, a summary of the results and the tabulated responses. Specific results of the survey are also reported and discussed throughout the report.

¹ This figure does not include employees of businesses on University Hill.

v. **Case Studies**

The following section briefly describes a number of wrapped or mixed-use parking structures currently operating or being designed throughout the country that can provide a model for the park and ride system on University Hill. Each structure provides 400 to 1,000 parking spaces and at least one additional use on the ground floor. They help to create a pedestrian-friendly, urban environment while providing destination and supporting land uses.

a. **Wrapped Garages**

The *University Hill Transportation Study's* Land Use Concept report states that the land use concept “must mitigate the impacts of the necessary parking supply through wrapping garages with active uses, installing retail on the ground floor of garages, improving the safety at entrances and exits to parking, and designing parking so that it fits into the general milieu and character of a pedestrian-oriented district.” The following case studies provide examples of parking structures that are wrapped (surrounded) by other buildings.

15th & Pearl Parking Garage – Boulder, Colorado²

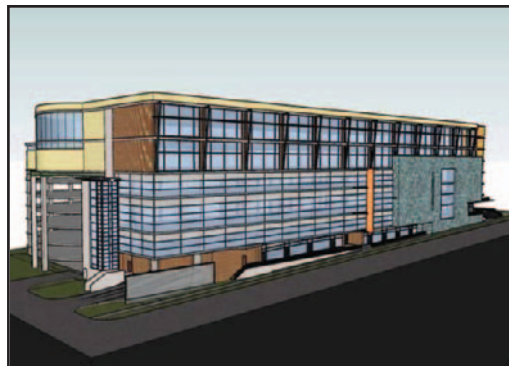
This wrapped, mixed-use structure, in the East End District of Boulder, consists of 700 parking spaces (7 levels of parking) surrounded on three sides by 7,500 SF of ground floor retail and 7,500 SF of upper level office space. The structure is owned and was developed by the City of Boulder and was designed by RNL Design and Shears & Leese (now Shears-Adkins Architects of Denver).



² Dawe, Patric 2004. Solutions to Sprawl through Parking Innovation. *Parking*, March 2004: 39-44; Image source <http://www.jirsahedrick.com/15thandPearlParkingGarage.html>

University Hill Development/University Bookstore – Syracuse, New York³

Designed by Slaggie Architects and developed by the Cameron Group of East Syracuse, this 120,000+ SF building will be 60 feet wide and will be built along the west side of Syracuse University's University Avenue Parking Garage approximately 10 feet off the garage. The 793-space garage will be masked by the building along University Avenue. The building is expected to contain a University bookstore, fitness center and other retail space.

***Morris Street Parking Structure – New Brunswick, New Jersey⁴***

This ten-level, 820-space garage is wrapped on two sides with 13 stories of student housing for Rutgers University and is accommodating parking demands from students, a hotel and conference center, and two other residential projects at the same intersection. The garage was designed by Timothy Haahs & Associates and the façade was developed in collaboration with Hillier.

***Southwest Parking Garage Complex – Gainesville, Florida⁵***

The University of Florida earned the LEED Platinum certification for their Southwest Parking Garage Complex. The six-level, 313,000 square foot building can accommodate up to 950 vehicles and an attached 52,000 square foot, two-story building contains the transportation, parking service and public safety offices as



³ Nancy Cole, "SU Plans Building with Retail Space," *The Post-Standard*, 6 February 2009, final edition.; Image source http://www.slaggiearchitects.com/portfolio/institutional/univ_hill.html

⁴ http://www.timhaahs.com/index.php/site/pdetail/morris_street_parking_structure/

⁵ "Florida University Debuts 'Green' Parking Garage," <http://www.metro-magazine.com/News/Story/2009/10/UF-debuts-LEED-Platinum-parking-garage.aspx>, 12 October 2009; Image source <http://www.facilities.ufl.edu/photos.php?prj=4685&type=aer>

well as retail space. Pierce, Goodwin, Alexander & Linville designed and built the parking facility.

Eastside Transit Village –Plano, Texas⁶

The parking garage next to the transit station in Plano, Texas, is wrapped with residential units and ground floor retail, creating a great station environment. The project, built in two phases, includes a total of 463 residential units, 40,000 square feet of non-residential space, and 770 parking spaces.



b. Mixed-Use Parking Structures

This section provides more examples of successful integrated parking structures, including the various types of land uses that can be incorporated.

Le Meridien Cambridge, University Park – Cambridge, Massachusetts⁷

Forest City Enterprises, the Massachusetts Institute of Technology and the City of Cambridge partnered to create University Park in the Boston area which is anchored by the Le Meridien Cambridge Hotel. Along with the 200-room hotel, the building contains 1,000 parking spaces, indoor bicycle parking and 100,000 SF of office space along with a grocery store, restaurants and other amenities.



⁶ http://www.mass.gov/Agov3/docs/smart_growth/conference08/c7_arrington.pdf;

<http://www.docstoc.com/docs/14449591/Downtown-Plano-Creating-A-Transit-Village>

⁷ <http://www.starwoodhotels.com/lemeridien/property/overview/index.html?propertyID=3253>

Hamilton Square at the University of Pennsylvania – Philadelphia, Pennsylvania⁸

The University of Pennsylvania, Timothy Haahs & Associates and Wood and Zapata, Inc. worked together to design a nine-story mixed-use parking garage and supermarket in Hamilton Square. The final layout utilizes a one-way traffic system throughout with a speed ramp from grade to the parking floor above the supermarket. A pay-on-foot parking access and revenue control system is utilized for effective entry and exit.

***Argyle Parking Facility & Library – St. Louis, Missouri⁹***

This 457-space parking structure, designed by Desman Associates for the City of St. Louis, is located in a residential/retail area. The building provides for a branch facility of the St. Louis Public Library as well as other retail space on the ground level.

***61st & Drexel Avenue Police/Office/Parking Facility – Chicago, Illinois¹⁰***

The University of Chicago Hospitals retained Desman Associates to design a state-of-the-art mixed-use building to provide 1,000 parking spaces on nine levels, 9,000 SF for a police station and 50,000 SF of office space. This facility is a part of the University's South Campus Master Plan.



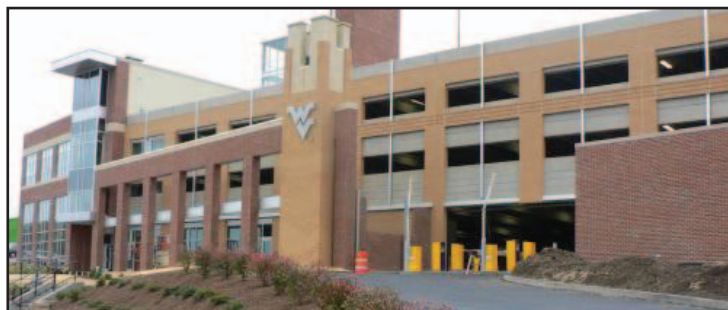
⁸ http://www.timhaahs.com/index.php/site/pdetail/hamilton_square_at_the_university_of_pennsylvania/

⁹ <http://www.desman.com/hotproperty/task/view/id,34/Itemid,189/>

¹⁰ <http://www.desman.com/hotproperty/task/view/id,69/Itemid,168/>

Mountaineer Station – Morgantown, West Virginia¹¹

Mountaineer Station is located within West Virginia University's campus and features a 500-space garage, a commuter student lounge with lockers, interior bicycle



storage and showers, direct access to PRT stations and information for other transit and campus transportation services. The building also contains the West Virginia University's Parking Management and the Department of Transportation and Parking administrative offices.

B. Site Needs

i. Size

The size of the site required to accommodate the park and ride facility will be based largely on the type of parking facility desired, the number of spaces required, and the types of amenities provided. There were no preferences on the size of the site by the SAC or IFG, although it was noted that the site and context should influence the size of the facility. The survey did not include a question on site size preferences.

To maximize efficiency, a parking garage should have a minimum lot size of 200 feet by 200 feet, or approximately 1.0 acre. For a surface parking lot, a minimum of 300 square feet of area per parking space should be allocated depending on landscaping. A minimum of 7.5 acres is required to accommodate 1,060 spaces, the low estimate of anticipated parking demand. 14.9 acres is required to accommodate the high estimate of 2,160 spaces.

Site Size: To accommodate a garage, the site should be a minimum of 1.0 acre. Otherwise, a minimum of 7.5 acres is required.

ii. Location

The SAC and IFG agreed that employees would prefer park and ride locations within a 10 minute walk from the institutions and businesses or sites in suburban locations within close proximity to their home. The SAC and IFG were primarily concerned with employee convenience. They suggested that the facility location be selected so that it does not substantially increase existing commute times or require additional transfers or connections on a shuttle or transit system.

¹¹ "WVU's Mountaineer Station Now Open", <http://wvutoday.wvu.edu/n/2009/10/19/grand-opening-mountaineer-station-on-oct-19>, 19 October 2009; Image source same

Based on the survey results, location factors are among the most important issues for potential users. Ability to access a vehicle quickly in case of emergency and time savings over current commute were among the top two factors that would encourage potential users to choose a park and ride facility. When asked about location preferences,

however, no clear preference emerged. 34% of respondents indicated that either near University Hill, near the city boundary, or in the suburbs would be acceptable locations for a park and ride facility, as depicted in **Figure 3.1**. 36% of respondents answered that the facility should be near the Hill and 26% preferred a location in the suburbs. Only 5% of respondents preferred a site near the city boundary.

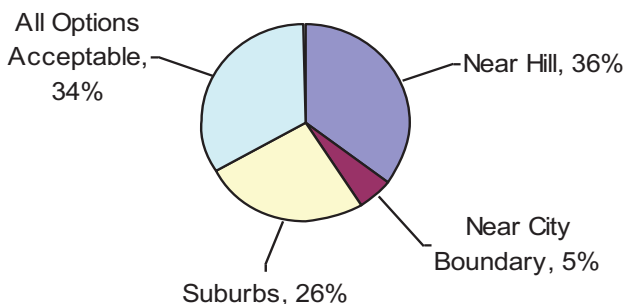


Figure 3.1. Location Preferences

Site Location: The site should be located near University Hill or in a suburban location.

The preference for facility sites near University Hill or in suburban locations is supported by the respondents' preferences for total commute time, the strongest factor in commuting decisions. The majority of respondents to the employee survey stated that their average commute is less than 20 minutes. 82% have less than a 30 minute commute, and about 82% also live within 20 miles or less. Respondents overwhelmingly (90%) prefer a 10 minute or less shuttle ride and acceptance drops to 59% when the ride is between 11-15 minutes. Survey respondents also indicated that a shuttle ride in excess of 15 minutes is generally unacceptable. Given these factors, any park and ride option would have to consider a 30-35 minute window as the maximum commute time for the average participant: a 15-20 minute drive to the facility with a 10-15 minute shuttle ride. These findings tend to exclude regional options (**Figure 1.3**) that require nearly a full commute to the parking facility (20 minutes) and then a significant shuttle ride (greater than 15 minutes).

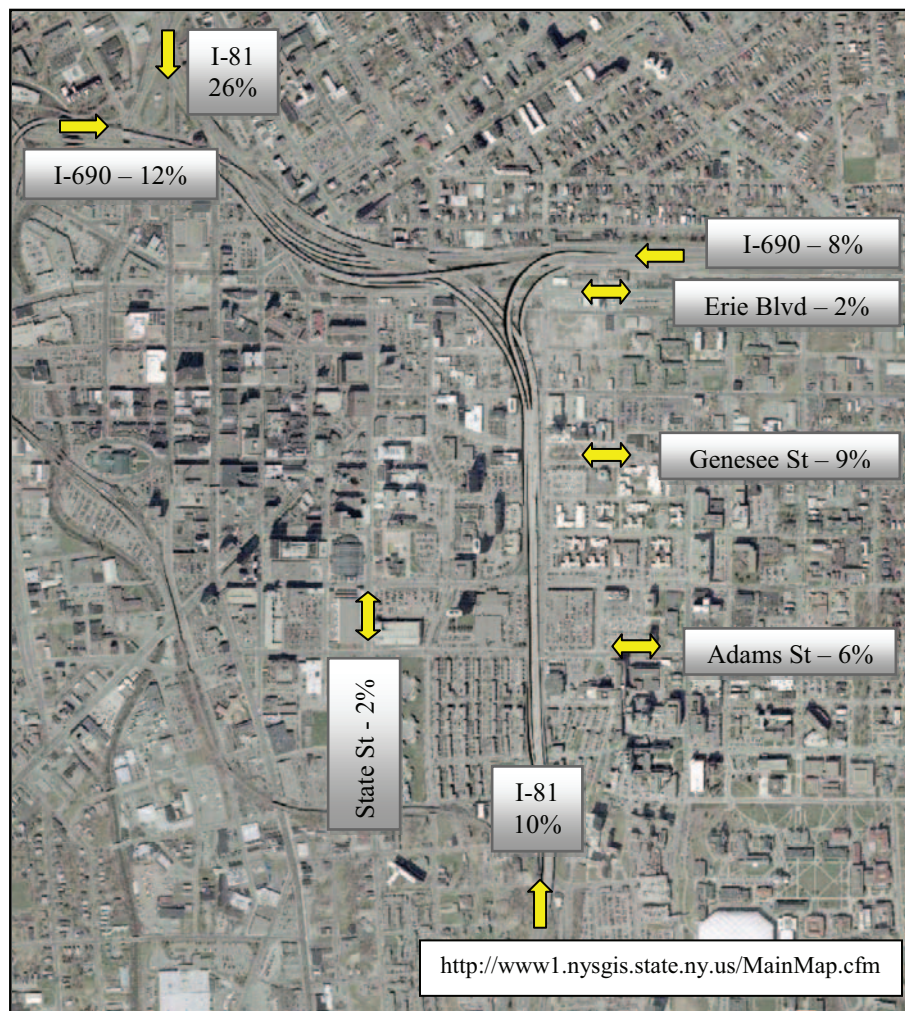
Site Location: The site should be located within a 10-15 minute shuttle ride and preferably a 10 minute walk from the Hill or in a suburban location.

The survey also indicated which major roadways the employees use to get to work. Over 50% of respondents indicated that they access the Hill via Interstates 81 and 690, with the largest portion of these, 26%, traveling I-81 southbound. **Figure 3.2** shows the commute routes reported by surveyed employees. The SAC

and IFG also indicated that locating the facility within easy access of I-81 or I-690 would accommodate most users.

Site Location: *The site should be located within easy access of I-81 or I-690.*

Figure 3.2: Employee Travel Approach*



* The remaining 26% travel on other roadways

C. Facility Needs

i. Users and Availability

The anticipated users of the park and ride facility will have an impact on the parking demand, operations, and costs. Both the SAC and the IFG agreed that the facility should serve institutional and business employees, and that daytime employees should be targeted. Both groups noted that the institutions' night-time and weekend demands are currently being met.

The results of the Transportation Opinion Survey indicated that 88% of respondents, all of whom were employees, currently drive to work alone, and that 80% of respondents are satisfied with their existing commute. This represents a large population of potential park and ride system participants. It also represents a large number of people who would have to change their current commuting habits in order for a park and ride system to be effective.

57% of survey respondents indicated that limiting the system to employees would be very important in encouraging them to use the facility. For safety and security reasons, as well as to simplify operations, the park and ride components of the facility should not serve the general public. However, the facility could be used for special events during evening hours. The SAC also noted that any land uses associated with the facility should be designed to serve the population of the surrounding area.

User: The park and ride facility should serve daytime employees.

ii. Facility Type

The existing park and ride systems in the University Hill area and serving Syracuse more generally are operating from surface parking lots. The SAC indicated that this was not due to preference but the fact that surface lots associated with park and rides are often large, in locations on the outskirts of downtown or the Hill, and, in the case of Centro's park and ride facilities, shared with another use (i.e., Wegmans). The IFG indicated that they believe the user preference is for open surface lots, as they are perceived as being safer than a garage.

57% of employee survey respondents currently park their vehicle in a surface lot. However, as depicted in **Figure 3.3**, the majority (54%) of survey respondents indicated that they prefer a garage. 40% of survey respondents preferred a surface lot.

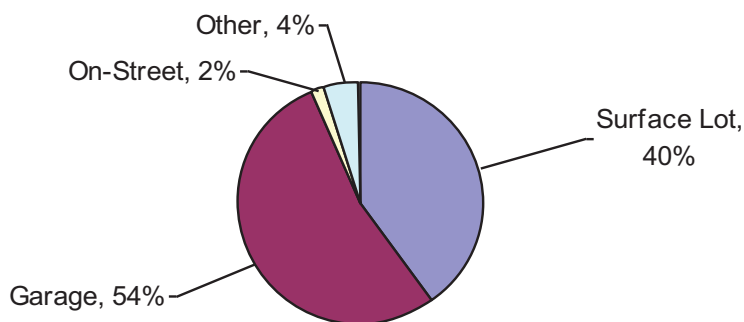


Figure 3.3. Facility Type Preferences

Facility Type: A garage is the preferred facility type.

iii. Facility Size - Parking Demand

At the request of the University Hill Corporation, each institution provided a low and high estimate of their anticipated parking demand for the next three to ten years. Each institution was asked to provide the number of spaces the institution would like (or need) to have accommodated in a park and ride facility. Institutions were asked to consider employment growth and planned development projects that would eliminate existing parking. Institutions did not include demand for development projects that are anticipated to provide their own parking including development at Syracuse University, the Kennedy Square site and the Center for Excellence. The estimated demand is shown in **Table 3.1**:

Table 3.1. Estimated Parking Demand

Institution/Organization	Low	High
Syracuse University	0	0
SUNY Upstate	300	750
Crouse Hospital	350	500
SUNY ESF*	10	510
VA Medical Center	300	300
Hutchings Psychiatric Center	50	50
Crouse-Marshall Business District	50	50
<i>Total</i>	<i>1,060</i>	<i>2,160</i>

* - assumes loss of 300 leased spaces from SU in high estimate

There may be undocumented demand from employees that park on-street or pay for private parking. Demand associated with special events and conferences and latent student demand was not accounted for.

For a sense of scale and comparison between the anticipated demand listed above and the size of facility needed, the size and capacity of a number of large parking facilities in the Syracuse area are referenced below:

Surface Lots

The largest surface parking lots within the City of Syracuse central business district are a 350-space lot on Montgomery Street which is approximately 90,000 square feet (2.0 acres) and the surface lot just north of the Convention Center Garage which contains 335 spaces on approximately 100,000 square feet (2.3 acres) of land. The larger of the New York State employee surface lots under I-81 contains 800 spaces (lot area is not available). The Manley North/South surface lots provide 1,030 spaces and cover approximately 315,000 square feet (7.0 acres). In terms of comparisons to accommodate the high demand estimate, the 2,000-space surface lot at the Syracuse Hancock International Airport is approximately 550,000 square feet (13.0 acres).

Garages

Table 3.2 provides a comparison of local parking garages and their supply:

Table 3.2. Example Facility Sizes

Facility	# of Spaces
Crouse Garage	980
Atrium Garage/Sibleys Garage	800
Washington Garage/Harrison Garage	1,200/1,300
Upstate Garage East/West	1,400/1,500
Rochester - Midtown Garage/Washington Square Garage	1,800
Syracuse Airport Garage	3,068

Facility Size: *The facility(ies) should provide a minimum of 1,060 spaces and maximum of 2,160 spaces.*

iv. Supportive Land Use

The Land Use Concept from the *University Hill Transportation Study*, prepared by Wallace Roberts & Todd, LLC (WRT), forecasted future land uses on University Hill based on interviews with institutional representatives. The land use forecast focused on an area bordered by Madison Street, University Avenue, Waverly Avenue, and Irving Avenue and suggested the following uses:

Table 3.3. University Square Land Use Needs

Land Use	Size
Retail	280,950 SF
Cinema	45,000 SF
Medical	400,000 SF
Daycare	7,000 SF
Housing	970 units (1.2 million SF)
Office	55,000 SF
Academic	384,000 SF

If the park and ride facility is located close to the Hill, one or more of these uses could be incorporated into the building and contribute to the land use concept proposed in the *University Hill Transportation Study*. If the park and ride facility is located on the outskirts of the Hill, meeting the prescriptions of the *University Hill Transportation Study* land use concept becomes less feasible; for example, the retail use becomes inappropriate in terms of walkability and serving those on the Hill. If destination-oriented uses such as medical, housing, and office are included in the park and ride facility, they would create their own parking demand that would need to be accommodated within the structure. Members of the SAC indicated some interest in incorporating office uses into the facility to meet future institutional needs.

The results from the employee survey indicated that the incorporated amenities at the park and ride facility would be the least important factor in encouraging its use. Discussions with the IFG corroborated that result. However, the IFG also expressed the desire to avoid isolating the facility.

The SAC noted the importance of ensuring that the facility supports the surrounding neighborhood and incorporates elements of any existing neighborhood plans. Recommendations for amenities included an alternative fueling station and available parking spaces for CuseCar and ZipCar. However, these vehicles are typically kept closer to the institutions than a park and ride facility would likely be located.

The employee survey queried participants regarding their preferences for amenities or land uses associated with the park and ride facility. Respondents were asked to prioritize eight land use options. An “other” category for write-in suggestions was also provided. Survey results are summarized in **Table 3.4**. The highest-ranked first choice amenity, by over 1,000 of the respondents (32%), was a coffee shop. A convenience/drug store was the highest-ranked second choice. Respondents also showed interest in a bank and auto service/gas station.

The “other” category was the second highest ranked first choice amenity. Of these, the most popular write-in answer was a grocery store. Other amenities frequently noted were clean bathrooms, weather protection, comfortable seating/waiting area, and security on-site. Many write-in comments reflected the relative lack of importance of incorporated amenities in encouraging the use of the park and ride facility.

Table 3.4. Desired Amenities (Based on Transportation Opinion Survey)

Amenities	Ranked 1		Ranked 2	
	Respondents	Percentage	Respondents	Percentage
Coffee shop	1,002	32.4%	484	15.7%
Other (Please explain)	548	17.7%	163	5.3%
Convenience/Drug store	442	14.3%	771	25.0%
Auto repair services/gas station	359	11.6%	434	14.1%
Bank	307	9.9%	485	15.7%
Café/Restaurant	207	6.7%	427	13.8%
Daycare	137	4.4%	63	2.0%
Dry cleaner	45	1.5%	84	2.7%
Entertainment (movie rentals, bookstore, library, etc)	41	1.3%	177	5.7%
Total	3,088	100.0%	3,088	100.0%

The MDA’s Downtown Committee is currently conducting a retail recruitment program for the downtown area, the Hill, and the north side of the City. A study by Buxton Consulting will provide demographic and consumer spending pattern

information that can be used to show retailers that a store would be successful in the area. The study is expected to be finalized in the summer of 2009 and any land use incorporated into the proposed park and ride facility should take the findings of this study into consideration.

Supportive Land Use: The park and ride facility should provide a coffee shop, restrooms and a waiting area. A convenience/drug store or grocery store should also be considered.

D. Shuttle Needs

i. Schedule

Most Transportation Opinion Survey respondents (63%) preferred a frequent but short shuttle ride, which is typical. A majority of respondents (56%) also indicated that predictability in shuttle schedules was important. If both of these needs are satisfied, a slightly longer shuttle route will likely be tolerated. The possibility of a slightly longer shuttle route (closer to 15 minutes rather than 10) will provide more options for park and ride facility locations and help manage the overall cost of the system.

Schedule: Maximum 15 minute shuttle ride with frequent and predictable arrival. If suburban park and ride facility is implemented, total commute time (including average drive time to park and ride facility and shuttle ride to University Hill area) should not exceed approximately 35 minutes.

ii. Tracking Technology

Including GPS tracking technology, which was important to more than 70% of survey respondents, will also help instill a sense of predictability by controlling passenger information about the location and timing of shuttles. When passengers have real time information, either by looking up shuttle locations on their phones (43% of survey respondents stated they would use this option) or viewing shuttle status on an LCD screen (50% of respondents stated they would use this option), the overall satisfaction with the service rises.

Technology: Shuttles should be equipped with GPS tracking technology and users should have access to real time arrival information.

iii. Vehicle

The IFG indicated that vehicles should be comfortable and appropriate for transporting professional employees. Survey respondents were asked how important several vehicle characteristics would be in encouraging them to use a park and ride facility with shuttle service. 60% of respondents indicated that the use of a vehicle other than a bus (e.g. streetcar) was “unimportant.” 78% indicated that having shuttles that accommodate bicycles was also “unimportant.” Respondents did indicate a preference (66%) for smaller shuttles with comfortable

seating with 19% rating this as “very important” and 47% as “somewhat important.”

Vehicle: System should use smaller shuttle buses with comfortable seating.

iv. Shuttle Stops

The availability of shuttle stops equipped with shelters and seating is an important factor in encouraging use of a park and ride system. 51% of survey respondents ranked this factor as “very important” and another 37% ranked this as “somewhat important.”

Stops: Shuttle stops should be equipped with shelter and seating.

v. System Flexibility

Through interviews it was evident that all the institutions support the concept of combining transportation services, so long as service levels, capacity, and frequency were not unreasonably impacted. There is enough overlap in the existing shuttle systems to realize cost savings operationally, as well as through economies of scale with respect to overhead, management costs, and potential volume discounts. One challenge is that some institutions are private and some are public. Any contracted service will be required to address the intricacies of creating a workable agreement that meets New York State procurement law. A second challenge is that Crouse and SUNY Upstate have a need to transport individuals between facilities in addition to transporting employees from a remote lot, while other institutions have no need for a combined internal system. Finally, several institutions identified the need for unscheduled charter type service to provide transportation for conferences, field trips, or other similar activities.

Flexibility: The shuttle serving the park and ride facility should be available to all participating institutions and businesses. If feasible, the system should also:

- ***accommodate the circulation needs of Crouse and SUNY Upstate, including use by patients and visitors,***
- ***provide service to local retail and dining establishments to enhance quality of life for employees, and***
- ***provide charter type service.***

E. Summary of Programming Needs and Parameters

The following park and ride needs and parameters were identified in previous sections:

i. Site

- Size: To accommodate a garage, the site should be a minimum of 1.0 acre. Otherwise, a minimum of 7.5 acres is required.
- Location: The site should be located near University Hill or in a suburban location.
- Location: The site should be located within a 10-15 minute shuttle ride and preferably a 10 minute walk from the Hill or in a suburban location.
- Location: The site should be located within easy access of I-81 or I-690.

ii. Facility

- User: The park and ride facility should serve daytime employees.
- Type: A garage is the preferred facility type.
- Size-Parking Demand: The facility(ies) should provide a minimum of 1,060 spaces and maximum of 2,160 spaces.
- Supportive Land Use: The park and ride facility should provide a coffee shop, restrooms and a waiting area. A convenience/drug store or grocery store should also be considered.

iii. Shuttle

- Schedule: Maximum 15 minute shuttle ride with frequent and predictable arrival. If suburban park and ride facility is implemented, total commute time (including average drive time to park and ride facility and shuttle ride to University Hill area) should not exceed approximately 35 minutes.
- Technology: Shuttles should be equipped with GPS tracking technology and users should have access to real time arrival information.
- Vehicle: System should use smaller shuttle buses with comfortable seating.
- Stops: Shuttle stops should be equipped with shelter and seating.
- Flexibility: The shuttle serving the park and ride facility should be available to all participating institutions and businesses. If feasible, the system should also:
 - accommodate the circulation needs of Crouse and SUNY Upstate, including use by patients and visitors,
 - provide service to local retail and dining establishments to enhance quality of life for employees, and
 - provide charter type service.

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4. Alternative Sites and Evaluation Criteria

Based on the large number of potential facility locations, identified in **Figures 1.2-1.4**, a two-phase screening process will be used to determine the recommended site(s). The first will reduce the number of alternative sites to three to seven based on site needs. Then, more detailed evaluation criteria will be used to qualitatively evaluate the remaining sites based on facility and shuttle needs.

A. Phase 1 Evaluation

i. Methodology and Evaluation Criteria

The Phase 1 evaluation reduces the number of potential facility locations based on the following site needs:

- Size: To accommodate a garage, the site should be a minimum of 1.0 acre. Otherwise, a minimum of 7.5 acres is required.
- Location: The site should be located near University Hill or in a suburban location.
- Location: The site should be located within a 10-15 minute shuttle ride and preferably a 10 minute walk from the Hill or in a suburban location.
- Location: The site should be located within easy access of I-81 or I-690.

These criteria progress all of the Centro Park-N-Ride Locations, identified in **Figure 1.4**, since they are in suburban locations. 26% of employee survey respondents indicated that they prefer a suburban park and ride location. An additional 34% would consider it an acceptable option. Members of the SAC and IFG also stated that employees would prefer a suburban park and ride that reduced their personal commute time and cost. Therefore, all suburban sites have been evaluated in Section 4.A.ii.

36% of survey respondents preferred a park and ride facility located near University Hill. SAC and IFG members also indicated employees would prefer a site within a 10 minute walk. Therefore, all Local Potential Sites, identified in **Figure 1.2**, will be considered for evaluation in Section 4.A.iii. Even though only 5% of survey respondents preferred a site near the city boundary (**Figure 1.3**), the acceptable length of a shuttle ride (10-15 minutes) would include a number of regional sites for consideration. Therefore, all regional sites have also been evaluated in Section 4.A.iii.

ii. Suburban Sites

The intent of the suburban park and ride facilities is that they be located close to the employee's place of residence and would therefore reduce their individual commute time. By their suburban definition they would not be located within the 10-minute walk or 10-15 minute shuttle ride. Due to the proximity to employee residence, it is anticipated that the users of suburban sites would primarily access the sites via local roads. Therefore, the location criteria defined above is not applicable. Similarly, the minimum site requirement to construct a garage would

not be appropriate evaluation criteria since the Centro Park-N-Ride locations operate through an informal agreement to use existing private parking facilities. Therefore, it was determined that the most appropriate evaluation criteria for these suburban sites would be to determine which of the existing Centro Park-N-Ride locations would have the potential to serve the greatest number of University Hill employees.

An analysis of employee place of residence was conducted to determine the potential number of University Hill employees that could be served by each Centro location. **Figure 1.4** shows the existing park and ride locations within Onondaga County. The locations closest to the Hill (P-19, 20, 21 and 17) were eliminated from consideration since these locations will be analyzed as local or regional sites.

For the purposes of this analysis, potential riders are those employees that live within a five mile radius of a park and ride location. If a zip code area fell partially within the radius, an assumption was made for the potential number of employees that could be served based on how much of the area is included. It was also assumed that ridership may be decreased based on the location of the park and ride in relation to the Hill. For example, for the Fayetteville/DeWitt location, those employees on the west side of the five mile radius were not included since they are closer to the Hill than the park and ride facility. A table of the Central New York employee zip codes for all institutions, used to determine the number of potential riders, is provided in **Appendix D**.

Based on the five mile radius, the Fayetteville/DeWitt location (P-8), the two Liverpool locations (P-4, P-6), and the Camillus location (P-16) have the potential to serve the most employees. The two Liverpool locations were in such close proximity that it is assumed that either one could serve the employees and were therefore analyzed as one location.

The Fayetteville/DeWitt location (P-8), located in the Wegmans parking lot off East Genesee Street (New York State 92) in DeWitt, could serve employees from Fayetteville, portions of East Syracuse, Manlius and the Jamesville areas, as well as all of Minoa, for a total of approximately 2,150 employees. While there are hundreds more employees within a five mile radius of this location, those west of I-481 were not considered potential users.

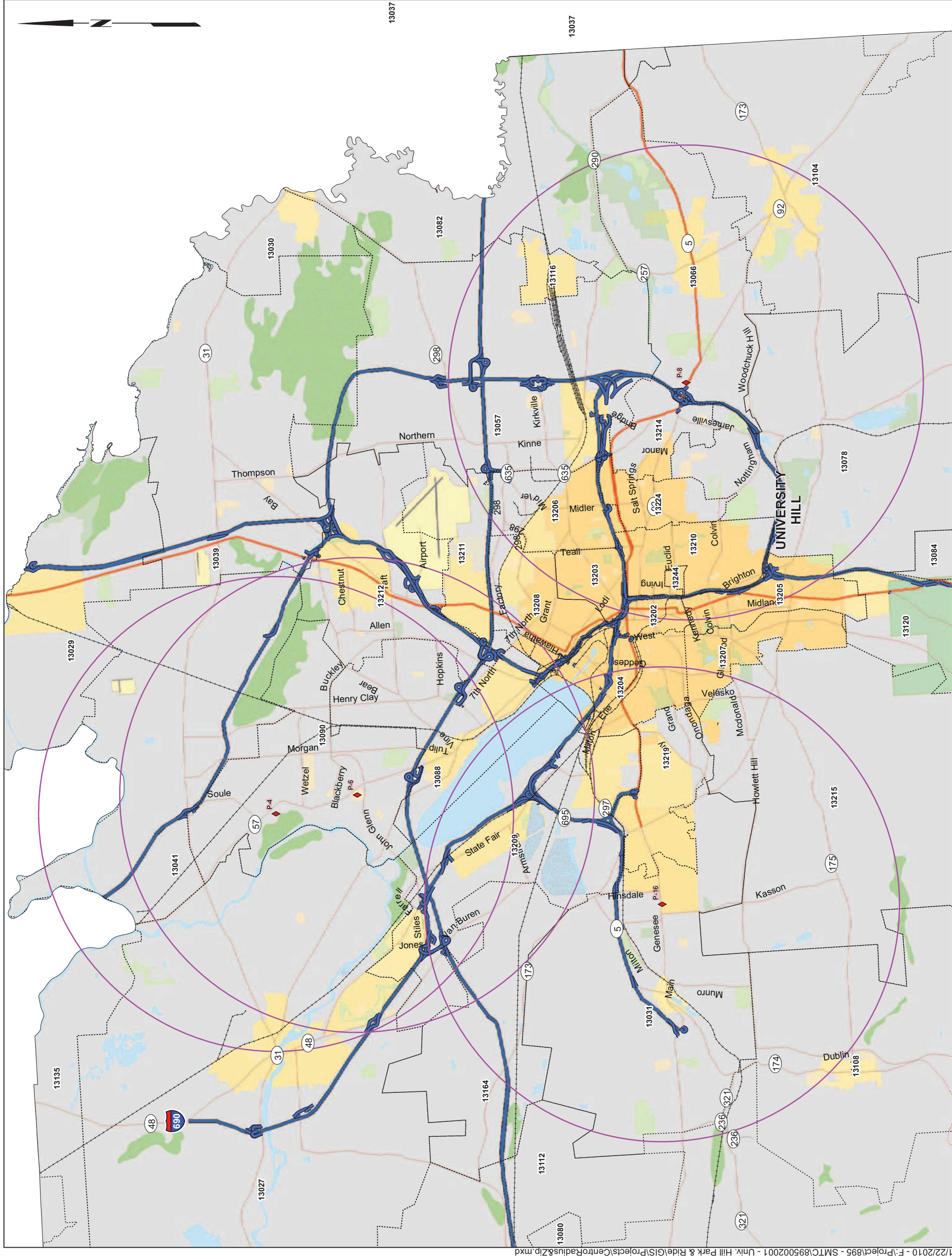
The P-4 or P-6 park and ride location in Liverpool would serve a large portion of the Town of Clay and Town of Salina, approximately 1,900 employees. Location P-4 is off County Route 57 in the Seneca Mall (K-Mart) parking lot. P-6 is just north of John Glenn Boulevard in the Wegmans parking lot, also off County Route 57.

Over 1,500 employees could be served by the park and ride location off West Genesee Street in Camillus Commons (P-16). Employees that live in Camillus,

Fairmount, Solvay, and parts of Marcellus and Onondaga Hill could be served by this location.

These three suburban sites will be among the alternatives evaluated in Phase 2. Each of these locations is served by Centro routes that currently have service to the Hill. **Figure 4.1** shows each of the suburban park and ride alternatives to be progressed.

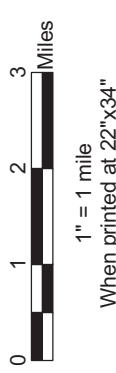
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Source: CSCIC Street data from NYS GIS Clearinghouse; Background info from ESRI; Park-n-Ride data from SMTC.

Legend

- Zip Code Boundaries
- Park-n-Ride
- 5 Mile Buffer
- Railroads
- Interstate or Ramp
- Highway
- Major Road
- Local Road



SMTC

Centro Park-n-Ride Locations: Highest Potential Demand

Figure 4.1

iii. Local/Regional Sites

All local and regional potential sites have been evaluated based on the following criteria:

Size

- **Minimum Site Size of 1.0 acre**

Location

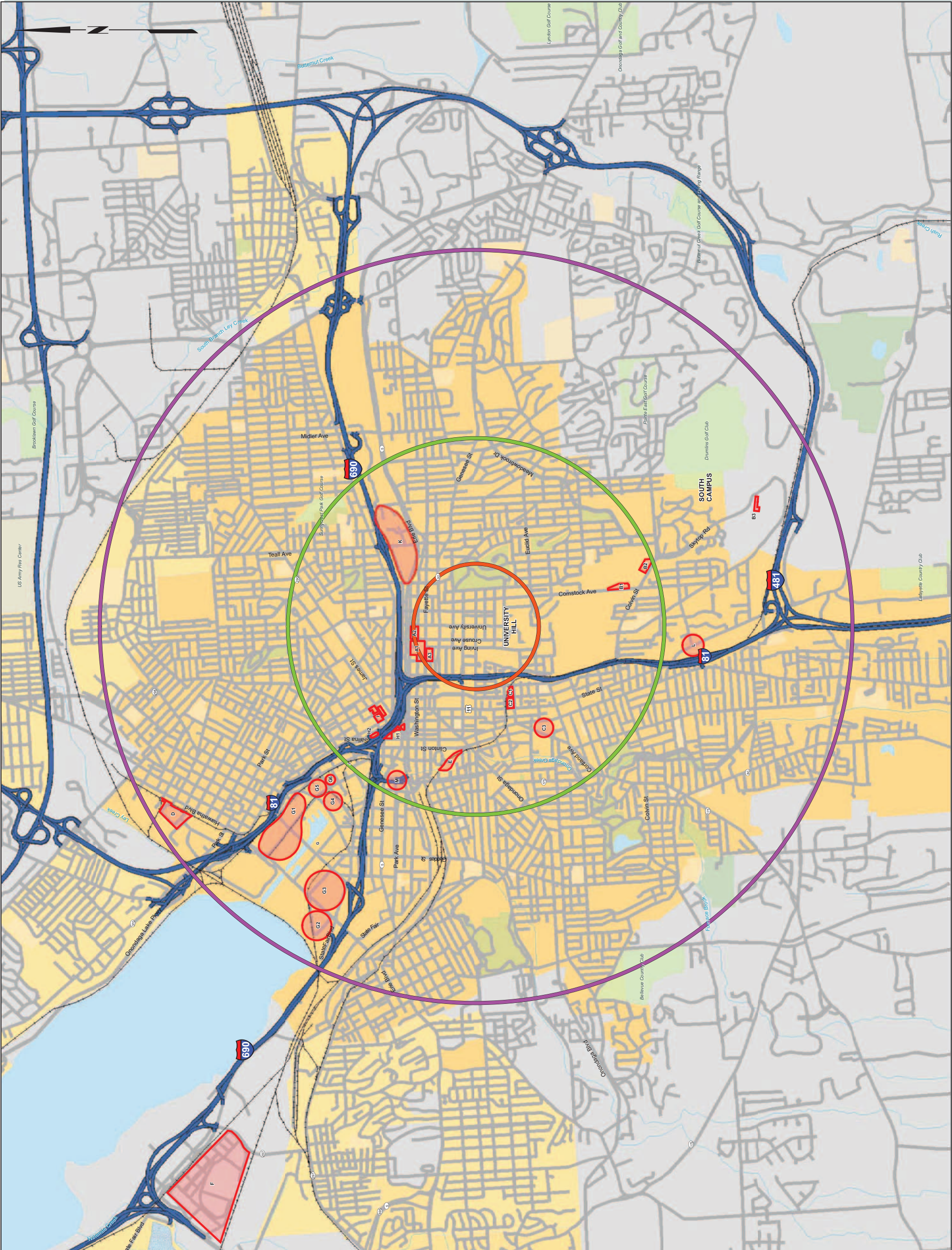
- **Easy Access to Regional Highways (I-81/I-690)**
- **Within 10-15 Minute Shuttle Ride from Hill:** **Figure 4.2** shows a 1 ½ mile (10-15 minute shuttle ride with stops) and 3 mile (15-20 minute shuttle ride with stops) from the center of the Hill
- **Within 10 Minute Walk from Hill:** **Figure 4.2** also shows a ½ mile radius (10 minute walk) from the center of the Hill

First the sites were evaluated to determine if they fall within the 10-15 minute shuttle ride. Those that met these criteria, as shown on **Figure 4.2**, were evaluated to assess if they met the minimum site size of 1.0 acre and are easily accessed from I-81 and I-690. Site size information was obtained through tax map data or scaled from aerial photography and access to the regional highways was based on distance from I-81 and I-690 exits.

Table 4.1 contains the Phase 1 evaluation matrix for the potential sites. Based on the evaluation, the following sites met the criteria to be progressed to the Phase 2 detailed analysis:

1. A1, A2, A3 – Kennedy Square Vicinity
2. C1, C2 – Centro Headquarters/Syracuse Housing Authority
3. K – Teall Avenue
4. I – St. Joseph's Hospital

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SMTc

Transportation
Time Buffers from
University Hill

Figure 4.2

Table 4.1 Phase 1 Site Evaluation

	Kennedy Square Vicinity (A1)	Kennedy Square Vicinity (A2)	Kennedy Square Vicinity (A3)	Manley (B1)	Manley (B2)	Syracuse Housing Authority (C1)	Syracuse Housing Authority (C2)	Centro (C3)	Trolley Lot (E)	City/Private Lots (H1)	State Lot (H2)	St. Joseph's Hospital (I*)	Teall Avenue (K)	West Street (M)
Minimum Site Size (200 ft x 200 ft)	●	●	●	●	●	●	●	○	●	○	○	●	●	○
Easy Access to Regional Highways	●	●	●	○	○	●	●	○	○	●	●	●	●	●
Within 10-15 Minute Shuttle Ride from Hill (1 ½ mile)	●	●	●	●	●	●	●	●	●	●	●	●	●	●
Within 10 Minute Walk from Hill (within ½ mile)	●	●	●	○	○	○	○	○	○	○	○	○	○	○

● Yes

◐ Somewhat/Partially

○ No

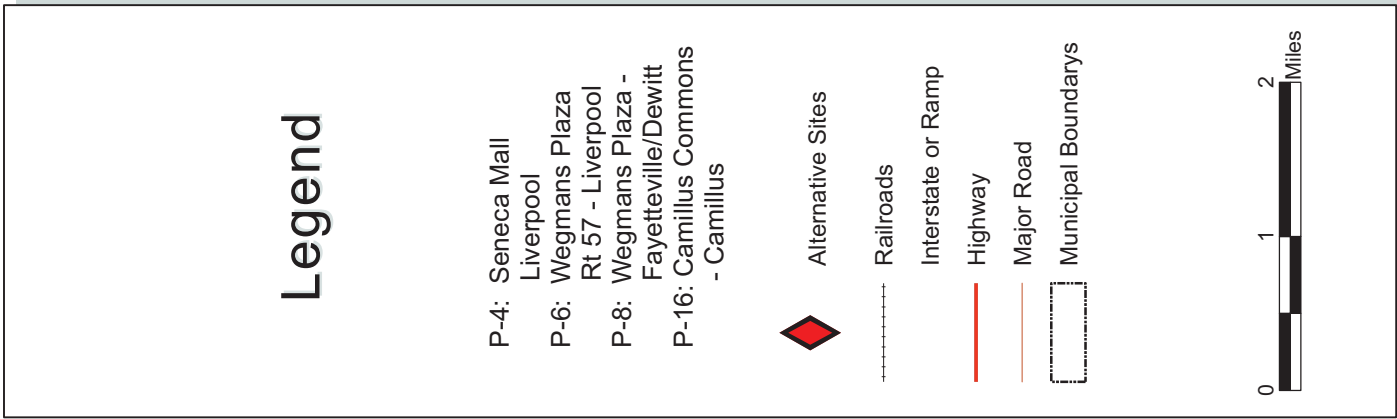
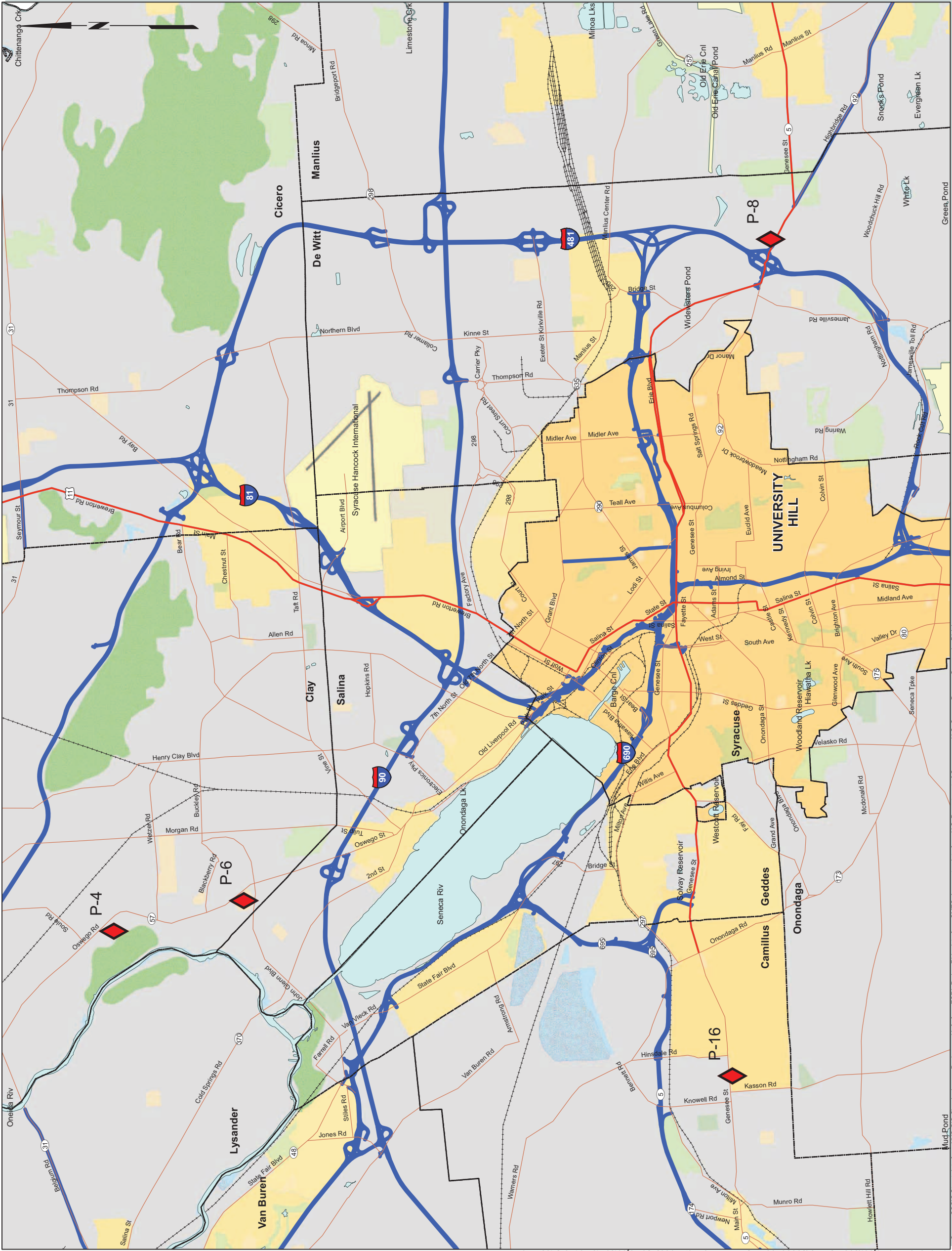
I* - only works for one block if two parcels are combined

iv. Phase 2 Evaluation Sites

Despite the results of the Phase 1 analysis, the progressed sites were modified to remove the St. Joseph's Hospital site and instead progress the Alliance Bank Stadium site. This change was made to reflect the concern of representatives from St. Joseph's Hospital, who felt their own parking demand and expansion plans would preclude the use of their property for a park and ride to serve University Hill. Alliance Bank Stadium was added due to its past success as a park and ride serving SUNY Upstate and the proximity of potential rail access to University Hill. Therefore, the following sites were progressed to the Phase 2 analysis and are shown in **Figures 4.3 and 4.4**:

1. Fayetteville/DeWitt (P-8)
2. Liverpool
 - Seneca Mall (P-4)
 - Wegmans Plaza (P-6)
3. Camillus (P-16)
4. Kennedy Square Vicinity (A1, A2, A3)
5. Syracuse Housing Authority (C1, C2)
6. Teall Avenue (K)
7. Alliance Bank Stadium (D)

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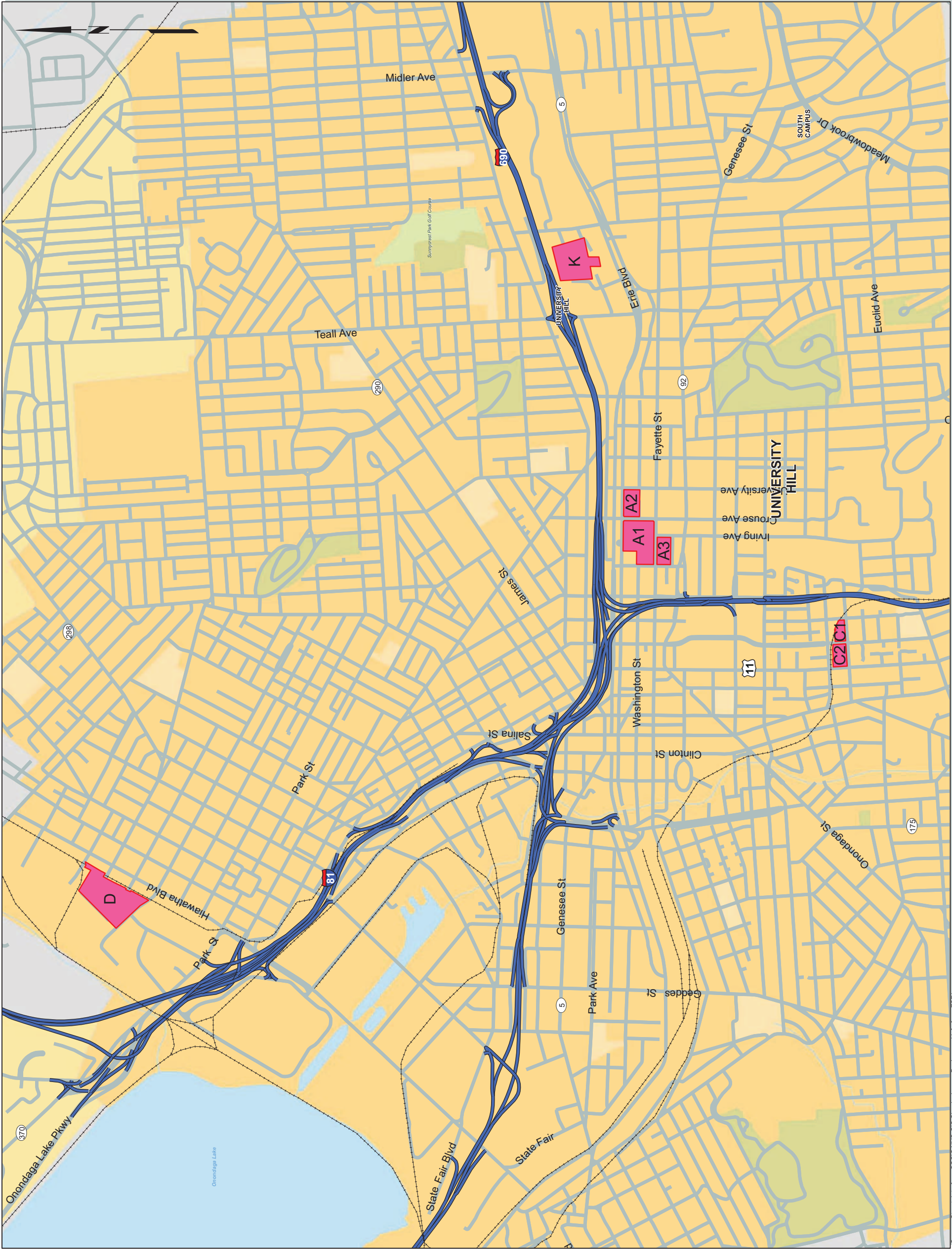
SMTc

Centro Park-N-Ride Alternative Sites

Figure 4.3

1/22/2010 - F:\Project\895 - SMTc\89502001 - Univ. Hill Park & Ride\GIS\Projects\Alternative Sites.mxd

Source: CSCIC Street data from NYS GIS Clearinghouse; Background info from ESRI; Park-N-Ride data from SMTc; Area water data from U.S. Department of Commerce, U.S. Census Bureau, Geography Division.



Railroads

Street

Interstate or Ramp

Alternative Sites

A1

Kennedy Square

A2

Kennedy Square

A3

Kennedy Square Vicinity

C1

Syracuse Housing Authority

C2

Syracuse Housing Authority

D

Alliance Stadium

K

Teall Ave

0

1500

3000

Feet



SMTCLocal/City LimitsAlternative Sites

Figure 4.4

B. Phase 2 Evaluation

i. Methodology and Evaluation Criteria

The following criteria are used for the in-depth Phase 2 evaluation of alternatives based on the findings developed through steering committee and institutional focus group meetings, a transportation opinion survey, research of best practices and case studies, and interviews with the individual institutions.

Site

- **Location:** The site should be located near University Hill or in a suburban location.
- **Size:** To provide a garage with efficient layout and operation, the site should meet the minimum size requirement of 1.0 acre and have the general dimensions of 200 ft. x 200 ft. A minimum parcel of 7.5 acres is required for a surface lot. Suburban park and ride locations are located within existing retail plazas. Since it is assumed that a new parking facility will not be constructed at these locations, the minimum site size criterion does not apply.
- **Acquisition Costs:** Acquisition cost should be minimized. For sites that would need to be acquired, the full market value is documented. For suburban sites, only operation costs are included in this analysis. This project did not ascertain or analyze capital costs or site depreciation values relative to the suburban sites. Centro advises that the private businesses currently hosting suburban park and rides would not likely permit the volume of commuter parking identified in this analysis. If stand alone facilities dedicated to park and ride users only ever become necessary, land acquisition cost and other associated capital costs would require additional review pending consideration of recommendations.
- **Access to commuter corridors:** The site should be proximate to the main commuting corridors, I-81 and I-690. The site should also be located on a roadway that has adequate capacity to accommodate traffic generated by the facility.
- **Visibility from Major Roads:** The site should be visible from major roadways for ease of wayfinding.
- **Walking Distance:** A site located within a reasonable walking time of the center of the Hill (10 minutes) is an advantage. The walking time from the assumed center of the Hill, University Avenue and Adams Street, is noted where applicable.
- **Zoning/Land Use:** By right use of the site for parking is an advantage. Existing land use and zoning are documented. Required modifications to zoning are noted where applicable.
- **Transit Compatibility:** The site should maximize the potential for connections to a broader transit network. Location of a site along an existing transit route is documented. This criterion has been modified from the Programming Needs and Parameters Memo to note all potential transit access rather than be limited to the Connective Corridor.

- **Safety/Security:** The site should be safe. The presence of real or perceived safety issues is documented.

Facility

- **Type:** While a garage is the preferred facility type, the sites were evaluated as with both a garage and a surface parking lot if applicable.
- **Potential to Meet Parking Demand:** The facility(ies) should provide a minimum of 1,060 spaces and maximum of 2,160 spaces. It is assumed that the suburban park and ride locations would not meet the full parking demand. Instead, anticipated demand for these facilities is calculated based on the number of employees within a defined catchment area. This demand is documented in the evaluation of the individual suburban sites.
- **Supportive Land Use:** The availability of the desired land uses in the surrounding areas is documented. The park and ride facility should provide a coffee shop, restrooms and a waiting area. A convenience/drug store or grocery store should also be considered.
- **Development Cost:** To increase the feasibility of a facility, development costs should be minimized. The costs to construct a parking facility and wrap buildings are documented.
- **Operating and Maintenance Cost:** Operating and maintenance costs should be minimized. The annual costs to operate and maintain a parking facility and wrap building are documented.
- **Compatibility with Surroundings:** The facility should be compatible with existing surroundings. Land uses in a wrap structure should support users of the park and ride and where feasible meet the needs of the surrounding neighborhood. Compatibility with existing plans is also documented.

Shuttle

- **Shuttle Trip Length:** The shuttle trip time evaluation criteria consist of two components. The first relates to the total commute time from an employee's home to the park and ride facility and continuation on a bus to University Hill. The total commute should not exceed 35 minutes with an assumed commute to the park and ride of 5 to 10 minutes. The second component relates to the park and ride facilities near the Hill. The maximum shuttle trip time for the University Hill facilities should not exceed 15 minutes. Additionally, all shuttles should provide frequent headways and be designed to maximize predictable arrivals.
- **Peak Hour Ridership:** Potential ridership varies by parking facility size and is documented in the alternative analysis. Shuttle service for each site is designed to accommodate the peak hour passenger volume.
- **Technology:** Shuttles should be equipped with GPS tracking technology and users should have access to real time arrival information.
- **Vehicle Type:** System should use smaller shuttle buses with comfortable seating.
- **Stops:** Shuttle stops should be equipped with shelter and seating.

- **Capital Costs:** Capital costs should be minimized. Capital costs to initiate shuttle service are documented.
- **Operating Costs:** Operating costs should be minimized. Annual operating and maintenance costs are documented.
- **Flexibility:** The shuttle serving the park and ride facility should be available to all participating institutions and businesses. If feasible, the system should also:
 - accommodate the circulation needs of Crouse and SUNY Upstate, including use by patients and visitors,
 - provide service to local retail and dining establishments to enhance quality of life for employees, and
 - provide charter type service.

ii. General Assumptions

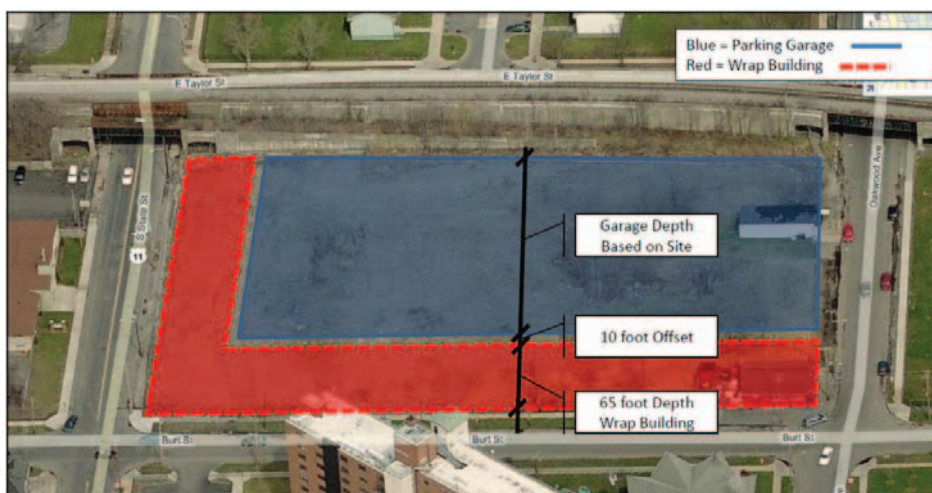
The following assumptions were used in the evaluation of alternatives:

Site Assumptions

- The analysis of potential suburban park and ride locations focuses on existing park and ride facilities operated by Centro. The decision to analyze these specific existing locations was made for several reasons. First, for purposes of analysis, these sites provide ready examples of suburban park and ride locations and can be used as representatives of other potential sites in the vicinity. Second, there is evidence that these sites could theoretically accommodate additional users. However, it should be noted that these existing park and rides sites are privately owned. Centro operates park and ride service from these facilities at the discretion of the property owner. It was assumed that the informal agreements between Centro and the site owners would remain the same, but it should be noted that if ridership increases to a point that demand exceeds the available parking or otherwise affect the surrounding uses, the existing agreement would require renegotiation or alternate locations would need to be identified. It should also be noted that in some cases, these existing park and rides may not represent the optimal locations for suburban park and ride sites.
- Parcel size and acquisition costs are based Onondaga County Property Tax Information (www.ongov.net). The acquisition costs reflect 2009 full market value assessments and do not include site preparation, environmental assessment or remediation costs or any other fees associated with buying or developing the site. For suburban sites, it is assumed that the informal existing park and ride agreements could be extended or renegotiated, and that there would be no acquisition costs.
- To maximize efficiency in terms of layout and the number of spaces available, the minimum lot size necessary for a parking garage was assumed to be 200 feet by 200 feet. These values were considered flexible depending on the individual site and dimensions available.

Facility Assumptions

- The park and ride facility should serve daytime employees
- The suburban sites are privately owned. Therefore, it is assumed that no garage or wrap buildings will be constructed.
- The demand for suburban park and ride sites was calculated based on the total employee population in the vicinity of suburban sites, as estimated through employee zip code data. The survey documented that just under 4% of employees currently take transit often (3-5 days per week). When asked the preferred commute option they would use instead of driving alone, 40% of respondents selected transit as their first choice and 31% identified transit as their second choice. 45% of survey respondents also indicated they would be very likely to shift to transit if express routes were provided from park and ride lots. Although a high number of employees indicated a preference for transit with direct service, the large number of varying employee shifts at the different institutions makes it difficult to accommodate all work schedules. The intent is to serve daytime employees. Given the existing low transit ridership and the limited number of employees that could be accommodated during the typical morning and evening peak periods, a reasonable goal would be to achieve a transit ridership of 10 to 15% of potential demand. Being cognizant of the ability of the existing park and ride facilities to accommodate the increase in demand, an initial ridership of 10% was assumed. Therefore, the assumed parking demand at a suburban site is 10% of the employee population within a five-mile radius of the park and ride location.
- To determine the number of spaces that could be accommodated by each site, it was assumed that 300 square feet per parking space would be needed. This assumption includes accommodations for landscaping in a surface lot or structural purposes in a garage. This number is consistent with the area per square foot for the recently constructed SUNY Upstate West Garage.
- Any wrap buildings associated with a site were assumed to need 75 feet of depth (a 65 foot building with a 10 foot offset from the facility) and contain three floors of supporting uses (see example graphical representation below).

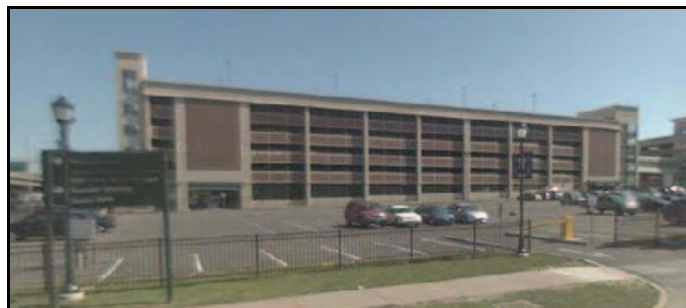


Syracuse Housing Authority Site C2 – Placement of Garage and Wrap Building on Burt Street & State Street
Source: Bing Maps 2009 and C&S Engineers

- The potential height of a parking garage was determined based on the character of the surrounding area, including a review of neighboring building heights.
- It is assumed that the final uses located within a building wrapping a parking facility will include a coffee shop, restrooms and a waiting area. Where there is sufficient demand a convenience/drug store or grocery store will also be considered. The evaluation notes where these uses are currently located within close proximity to an alternative site.
- The parking demand associated with any uses in the wrap building will need to be accommodated within the proposed parking facility. The specific land use and associated square footage will need to be determined during preliminary design. This analysis does not account for demand from uses located in wrap buildings on site.

Facility Cost Assumptions

- For suburban park and ride locations, it is assumed that existing informal park and ride agreements could be extended or renegotiated, and that there would be either minimal or no development or maintenance and operations costs.
- The costs associated with the construction of a garage are more conservative therefore they were the costs documented in this evaluation. For comparison's sake, the per space costs for the construction of a surface parking lot would be approximately \$4,000 per space. This cost includes pavement, drainage, sidewalks, striping and signage. As with the garage costs, this price does not include acquisition costs, site preparations, etc.
- Since the SUNY Upstate structure was recently built on the Hill and contains many of the features that would be desirable or required in a park and ride structure, the \$20,000 cost per parking space for the SUNY Upstate West Garage was used to determine the construction costs for the potential park and ride garages. Characteristics of the SUNY Upstate West Garage include:
 - Concrete structure with 1,500 spaces accommodated on 4 floors plus roof parking (estimated 90,000 square feet per floor)
 - 3 elevators, fire protection, ventilation system, snow melting hopper and deck traffic coating system
 - Federal APD gated access, cash operations and proximity cards and approximately 90 security cameras (360° view)
 - Construction cost (including some fees and demolition costs) of \$29,000,000 or \$20,000 per space



*SUNY Upstate Garage - West
Source: Google Maps 2009*

- Development costs per square foot for the buildings that will wrap around the parking facilities were estimated at \$200 per square foot, based on the following assumed characteristics:
 - 3 floors (no interior fit out for specific uses)
 - Decorative concrete face and slab foundation
 - Includes plumbing, HVAC, and sprinklers
 - No demolition or site work
- A 20% contingency was added to estimated capital costs.
- Operation and maintenance costs for the garages were assumed at \$300 per space per year based on industry standard practices and the SUNY Upstate Garage West:
 - Utility costs were assumed at \$150,000 per year or \$100 per space per year
 - Maintenance costs for a parking garage were assumed at \$200 per space per year and include regular maintenance such as sealing the decks, slab and column patching, drainage and lighting maintenance, revenue control systems management, and cleaning
- General operations and maintenance costs associated with the wrap building are assumed based on the *Whitestone Building Operations Cost Reference 2008-2009, 2nd Edition*, which calibrates costs for the Washington D.C. area. Based on the local cost indexes provided in the reference, the costs in Syracuse are approximately 98% of those listed for Washington D.C. To be conservative, the costs listed in the references were used as documented. Costs assume that the first floor of the wrap building will be comprised of retail uses and the top two floors will be office space. Actual operation and maintenance costs will vary based on the final mix of uses established in the building.
 - First floor costs are assumed to be \$12 per square foot per year
 - Second and third floor costs are assumed to be \$18 per square foot per year

Shuttle Assumptions

- The primary objective of all transportation options is to provide safe and convenient peak period shuttle service from the park and ride facility for employees of each of the six major University Hill institutions and the Crouse-Marshall Business District. The institutions served include Syracuse University, SUNY ESF, the VA Hospital, Crouse Hospital, SUNY Upstate Medical University, and the Hutchings Psychiatric Center. To be conservative in the planning of shuttle services, Syracuse University has been included. SU has not indicated the need to accommodate any demand in a future park and ride facility. If they do not participate, the number of stops could be reduced and improve the travel time for other participants.
- Route recommendations were made based on the shortest and/or most efficient routes as identified by mapping software programs – Google Maps/Earth and Microsoft MapPoint with additional add-in programs.

Manual adjustments were made as needed based on knowledge of the local roadway network.

- The University Hill park and ride shuttle system options vary by the location of the park and ride facility. The suburban shuttle options are focused on direct service to the University Hill area with an average total commute time of 35 minutes. The University Hill options are divided into two groups. Kennedy Square and the Syracuse Housing Authority are essentially on University Hill; shuttles from these sites would not incorporate any highway travel. The Alliance Bank Stadium and Teall Avenue sites are far enough to utilize a limited amount of higher speed highway travel.
- There are four sites that are considered ‘University Hill’ locations. These are identified as non suburban park and ride facilities. Kennedy Square and the Syracuse Housing Authority are essentially in University Hill and the routes do not include highway travel. Routes that include only urban streets run at slower speeds due to congestion, traffic control (stop signs, lights, etc.), and lower speed limits. Conversely, these urban routes benefit from multiple alternate options and shorter total drive times. The Alliance Bank Stadium and Teall Avenue sites will travel on highways at higher speeds for a portion of their routes, but substantially less than the suburban options. The type of roads used on each route influence the schedule estimates and average speed calculations.
- The peak commuting periods are defined as 5:30 AM to 9:30 AM and 3:00 PM to 6:30 PM, Monday through Friday. Peak commuting periods were defined from information gathered during interviews with the individual institutions. During those interviews, representatives from the institutions identified multiple shifts and discussed how the existing bus service schedules were designed around those shifts as much as possible. The proposed service periods provide transportation options for multiple work shifts starting at 6:00 AM and ending at 6:00 PM. Copies of proposed routes and schedules are provided in **Appendix E**.
- Due to the medical and academic nature of the University Hill institutions, many of the employees have varied work shifts. Arrival at the park and ride facility will not be concentrated during any one hour period. For shuttle planning purposes, a peak hour estimate of 30% of total demand is assumed.
- The R1 and R2 SUNY Upstate Medical University parking lots currently begin limited shuttle service at 4:00 AM daily. The proposed University Hill shuttle analysis assumes that this service will be discontinued. Should SUNY Upstate still require this service, any of the shuttle options could be expanded to accommodate it.
- Average vehicle speed includes factors for stops, passenger boarding and alighting, and traffic congestion. For evaluation purposes, highway speed is estimated at an average of 38-39 MPH and urban road speed is estimated at an average of 9-10 MPH based on industry references and averages. It is assumed that vehicles will maintain schedules by adhering to stated time points. No vehicle will leave the route origination point prior to the established schedule time. Where possible, the schedule provides up to an

additional 5 minute cushion on the longer routes. The minutes are added to the schedule at the route origination point. This will allow time to gather passengers as well as to provide some leeway to make up for unexpected delays.

- Currently there is a gated barrier restricting access between South Crouse Avenue and Irving Avenue when using University Place. The recommended routes require the buses to pass along this route. It is our recommendation that the existing barrier be replaced with a gate arm that automatically lifts when the bus approaches, using radio frequency identification (RFID) or other similar technology. This will enable Syracuse University to continue to restrict access while providing a thoroughfare for authorized vehicles.



Existing Gate on University Place
Source: Bing Maps 2009

Technology

- Each vehicle will be outfitted with a GPS (Global Positioning System)-based tracking system that provides management reporting as well as a passenger interface. The system will enable management to track near real time locations of vehicles, route performance, and daily activity. The passenger interface will allow passengers to view the location of vehicles in near real time on the Internet and may include the ability to view locations directly on cell phones.
- An LCD monitor and internet computer setup should be installed at all permanent stop locations where reasonable security levels can be maintained to protect the equipment. The monitors will automatically update vehicle locations and display the information to passengers. Each vehicle will be equipped with the electronic ability to track each passenger's institutional affiliation and report that information to management for cost allocation purposes. The specifics of the system will be established during the implementation stage and will require an evaluation of identification cards from each institution and input from IT departments. The simplest option would be either a self reported touch screen (you indicate your affiliation when entering the vehicle and show your ID card to the driver), or a separate swipe or bar code card that is only for the bus system. Centro currently does

not have swipe or bar code functionality on its inventory of fareboxes. It is assumed that vehicles purchased for this service will include this equipment. The cost is included in the cost of the vehicles.

Vehicle Type and Capacity

- There are any number of vehicle sizes and passenger seating and standee configurations available. For evaluation purposes, two general vehicle types, one smaller, mid-duty-rated vehicle, and one larger, heavier duty-rated vehicle are assumed. The actual vehicles chosen for this service may have slightly different characteristics or capacities due to fleet availability and final cost considerations. All vehicles used for this service should be ADA compliant.
- With respect to the smaller 28 passenger seat buses, it is likely that a private contractor would have them in their fleet, or would be willing to purchase them. A private contractor is not as likely as a public entity to have large buses in their fleet, and the cost to purchase them for this contract may prove to be prohibitive. Typically, more expensive buses are purchased for longer term contracts (e.g. 7-10 years) with high vehicle utilization (e.g. vehicles are in service for 12-16 hours daily). Private contractors may use either larger mid-duty buses, or, most likely, coach style buses. Either vehicle type is acceptable as long as the defined passenger capacity needs are met. If Centro provides shuttle service, it prefers to operate large buses that are compatible with the balance of the fleet
- Assumptions regarding vehicle passenger capacity and bus size have been practical but conservative. The large buses, used for highway travel that requires passengers to be seated, are assumed to have 40 seats. However, a service provider may have the capability to furnish a vehicle with as many as 48 seats in a transit style bus or over 50 seats in a coach style bus. The large vehicles that are on routes where standing is permitted are estimated to carry 50 people (combined seated and standing). In practice, depending on vehicle configuration, transit buses may have the capacity to accommodate 60 people (considered the ‘crush capacity’) if required due to passenger demand.
- According to the *Transit Capacity and Quality of Service Manual—2nd Edition* (TCQoSM), Part 4, Bus Transit Capacity, published by the Transportation Research Board of the National Academies (TRB), maximum schedule loads are typically 125 to 150% of a bus’ seating capacity.
- “Crush loads, typically loads above 150% of a bus’ seating capacity, subject standees and other passengers to unreasonable discomfort. Such loads are unacceptable to passengers. Crush loads prevent circulation of passengers at intermediate stops and so induce delay and reduce vehicle capacity. Although crush loading represents the theoretically offered capacity, it cannot be sustained on every bus for any given period, and it exceeds the maximum utilized capacity” –TCQoSM, 2nd Edition.

Shuttle Flexibility:

- There is a need for a circulator transportation service that incorporates additional facilities, affiliated with core institutions, and access to retail and

dining establishments. The shuttle operations could be expanded to incorporate the additional service needs beyond those for the park and ride facility. The cost for these services could be allocated directly to the institutions based on proportional ridership. A brief description of this service and a suggested route and ordered stop list has been included in **Appendix E**.

- The Kennedy Square and Syracuse Housing Authority park and ride locations are close enough to the University Hill area that shuttle service could potentially accommodate both the commuter and circulator functions, primarily addressing the needs of the VA Hospital, Crouse Hospital, and the Upstate Medical University. This route model would require two additional buses above the amount required for the proposed Kennedy Square and Syracuse Housing Authority park and ride routes. All other service options would require a separate circulator shuttle to meet additional transportation needs.

Shuttle Cost Assumptions

There are three likely options for providing the shuttle service alternatives described in this analysis. Service is assumed to run Monday through Friday, every week of the year except for holidays. It is assumed there would be 10 days per year without service, or 250 total service days per year.

(1) Partner with Regional Transportation System

Centro currently provides transportation to Syracuse University and multiple Park and Ride facilities. They have the infrastructure and a fleet of vehicles readily available to provide the service. Based on discussions throughout the study process and an interview (see **Appendix B**), they have indicated interest in providing this service for the University Hill park and ride facility.

Any route or routes operated by Centro must be available to the general public. Anyone who wishes to pay the fare can ride any of the routes, whether or not they are dedicated to the University Hill park and ride facility. While the routes would be open to anyone wishing to use them, it is likely that in practice only those who are part of the University Hill park and ride system would actually use the routes.

To provide this service, Centro would have to acquire additional vehicles equipped with the desired technology stated in the Technology section of the Shuttle Assumptions. Based on their current operating models, they are strongly inclined to purchase only 40' transit buses. The purchase of smaller transit buses (30' or 35') or smaller (15-28 passenger) cutaway (light- or medium-duty) buses is unlikely to be considered.

To provide this service, Centro may require additional maintenance and storage facilities. Because of the weather in the Upstate New York region, all buses must be stored in enclosed facilities. Centro is currently at capacity in their maintenance facility. At the time of this study, estimated costs for maintenance and storage facilities were not known by Centro and are not included in cost

estimates. The final budget model would require the inclusion of additional costs for capital improvements.

For planning purposes, the amortization of all transit vehicles uses a 12 year depreciation schedule. This is the minimum useful life required when receiving federal money. It is reasonable that Centro could assume the amortization of the cost over the entire useful life of the vehicle, even if the agreement with the University Hill park and ride system is shorter than 12 years. Centro could assign the buses to other operations or use them to replace aging vehicles elsewhere in the fleet should the University Hill contract end or not be renewed.

- Federal subsidy programs will contribute 80% of the total cost of capital (vehicles, maintenance facility, storage facility) if matched by a 20% local contribution.
- New York State will contribute 10% of the total cost of capital (additional supplement to the Federal contribution).
- Approximately 10% of the total capital cost for vehicles, maintenance, and storage facilities will be added to the cost of the transportation provided by Centro.
- 40' Transit Buses are estimated to cost approximately \$375,000 each.

Centro's current cost to provide transportation services is approximately \$60 per hour. This is known as the avoidable cost or variable operating costs to provide additional routes. This would encompass maintenance (parts & labor), driver wages and benefits, and fuel.

Vehicle Cost

The following assumptions were used to estimate the expected capital costs that will likely be added to the hourly rate charged by Centro. The dollar value per hour was calculated and added to the \$60 per hour 'avoidable cost' figure provided by Centro.

- Estimated cost per vehicle is \$375,000 each.
- The customer will be responsible for about 10% of the total vehicle cost after Federal and State subsidies.
- The expected contract length will be five (5) years and the vehicles will be amortized over the length of the contract.
- Number of annual service days is estimated at 250 per year, or five (5) days of service per week for 50 weeks each year.
- 25% spare ratio used in pricing calculations. The costs for the spare buses have been included in the hourly cost estimates.

(2) Outsource to Private Contractor

Private bus contractors/operators are typically flexible and interested in providing regularly-scheduled service to supplement other operations. Companies with local operations and infrastructure, such as Birnie Bus, Caz Limo, First Transit (First Student), are likely candidates to provide this service. Birnie Bus and Caz Limo

provide service to University Hill institutions as of the date of this study. Other companies not yet identified, such as coach operators, providers of non-emergency medical transportation, or livery companies, may be interested in providing this service as well.

Birnie Bus provides service to Upstate Medical University that is similar to the service proposed for the park and ride facility. The current costs are approximately \$43 per hour for the smaller mid-duty shuttle (24 passengers) and approximately \$57 per hour for the larger vehicle (44 passengers). To anticipate general operating expense increases as well as additional costs related to lease or purchase of new or additional vehicles to provide this service, a 15% increase is assumed. Typically, costs of service rise with inflation, increased maintenance and labor costs, and the cost of equipment, which is, on average, approximately 20% of the hourly rate.

(3) Operate Internally

If the capital is available for the purchase or lease of vehicles, and the operations and infrastructure requirements for maintenance and vehicle storage can be met, self operations may be a cost effective alternative that provides operational flexibility. The institutions involved in this study are both public and private and have different financial situations and procurement rules. As a result, this option may prove too cumbersome to implement. A separate operating company could be set up and owned by the institutions and employ a professional manager. Again, based on the variety of institutions involved, this may not be a practical solution.

Proposed schedules are approximate. For purposes of calculating costs, service hours have been rounded up to the next higher quarter hour. It is assumed that all operating costs are included in the hourly rate except where specifically noted in this analysis. These costs include management, maintenance, vehicle costs, insurance, 'deadhead' time (transit time from the storage location or depot to the initiation of the route), and fuel. Fuel is one of the most challenging costs to forecast as nearly all service providers will require a surcharge to protect against fluctuations. For the purposes of analysis, it is assumed that fuel costs are included in the base price. Since fuel is generally the same cost regardless of who provides the service, it is assumed that any increases will be proportionally equal for all providers.

iii. Option 1 – Fayetteville/DeWitt (P-8)

a. Site

Assumptions

The existing Fayetteville/DeWitt Centro Park-N-Ride is located in the suburban town of DeWitt, approximately 5.0 miles from University Hill (as measured along NYS Route 92). The existing park and ride is located within a shopping plaza owned by Wegmans Food Markets Inc. on East Genesee Street (NYS Routes 5 and 92). The park and ride area is on the south end of the parking lot in front of the Value City Furniture store. Site access is provided by a signalized intersection to East Genesee Street. There are signs internal to the shopping plaza to guide drivers to the park and ride shelter.



Fayetteville/DeWitt Centro Park-N-Ride
Source: Bing Maps 2009 and C&S Engineers

Evaluation

This suburban site currently exists on the same parcel as the Value City Furniture store, which is 30.0 acres, and is less than 0.5 miles east of I-481 in the Town of DeWitt. This suburban park and ride location is designed to capture existing commuters on East Genesee Street (NYS Routes 5 and

92), prior to accessing I-481. By removing commuters in single-occupancy vehicles from the section of East Genesee Street between the site and I-481, a minor increase in capacity on this road segment may be achieved. The signalized site driveway with East Genesee Street (NYS Routes 5 and 92) appears to have adequate capacity to accommodate potential users.

Due to the setback of the Centro shelter and the presence of out parcel buildings, the park and ride site is not visible from East Genesee Street. The land use of the parcel is documented as large retail and the zoning was not available but since a Centro Park-N-Ride currently exists, a park and ride facility on this site is acceptable.

Centro currently serves the park and ride through Routes 30, 62 and 262X. Route 262X provides peak hour express service to University Hill. Route 30 also provides local service to University Hill. These routes serve as additional transit service to University Hill commuters. There may also be commuters traveling from the existing park and ride that would benefit from direct express service.

There are no perceived safety issues at this location, although pedestrian access from the current shelter to the services on site is difficult. The Wegmans located within the plaza is open 24 hours and there is adequate lighting in the parking areas. There is existing lighting, landscaping, and a small shelter currently on-site, but no pedestrian accommodations. The site also has bike and pedestrian access from the east via the Erie Canal Trail.

b. Facility

Assumptions

There are approximately 2,150 employees within a five mile radius of the site. Assuming that the park and ride could capture 10% of that population, it would need to accommodate 215 vehicles.

Evaluation

The parking area associated with the furniture store, where the park and ride is located, contains approximately 360 spaces. This number does not include the parking areas in front of the Wegmans supermarket, bank, or strip mall. During a site visit, late on a typical weekday morning, there were approximately 10 vehicles parked in proximity of the park and ride shelter. Given these factors, it is assumed that the parking demand of 215 could be accommodated on site, leaving 152 spaces for the furniture store.



Fayetteville/DeWitt Centro Park-N-Ride – Site Visit Inventory
Source: C&S Engineers

Surrounding land uses are generally commercial in nature, although a large residential neighborhood is also proximate to the site. The use of this site as a park and ride is generally compatible with the surroundings. In addition, the location adjacent to the supermarket, with a café and pharmacy, would provide preferred user amenities within walking distance. There is also a bank located in the plaza.

The only development costs anticipated would be the installation of enhanced signage providing commuters on East Genesee Street with information regarding the presence of the park and ride facility within the plaza. In keeping with the existing agreement, it is assumed that there would be no operations and maintenance costs.

c. Shuttle

Assumptions

Operational Overview

Inbound (to University Hill) Schedule:

First bus departs Fayetteville/DeWitt park and ride at 5:30 AM.

Last bus departs Fayetteville/DeWitt park and ride at 9:40 AM.

Vehicles will depart every 25 minutes.

Roundtrip distance is approximately 19 miles and approximate travel time is estimated at 45 minutes.

Outbound (to Fayetteville/DeWitt park and ride) Schedule:

First bus departs Syracuse University at 3:00 PM.

Last bus departs Syracuse University at 6:45 PM.

Vehicles will depart every 25 minutes.

Roundtrip distance is approximately 17 miles and approximate travel time is estimated at 43 minutes.

Vehicle Requirements

Maximum parking demand is estimated at 215 spaces. For evaluation purposes, the maximum number of passengers who will park in a one hour period is estimated at 30% of total parking demand, or 65. Based on the proposed schedule, one vehicle departs the Fayetteville/DeWitt park and ride facility every 25 minutes. This proposed service schedule would require two buses with a minimum of 28 passenger seats. This yields a maximum capacity of 84 passengers who may originate their trip each hour.

Route Description

The inbound route would operate during AM hours, originating at the Fayetteville/DeWitt park and ride facility, stopping at each of the six University Hill institutions, terminating at the Syracuse University Main Shuttle Stop. The vehicle would then return directly to the Fayetteville/DeWitt park and ride. The first stop, Hutchings Psychiatric Center, is approximately a 12 minute ride. The final stop at Syracuse University is approximately a 27 minute ride. Please refer to the Fayetteville/DeWitt park and ride inbound and outbound route maps found in **Appendix E**.

The outbound route would operate during PM hours, originating at the Syracuse University Main Shuttle Stop, stopping at each of the five additional University Hill institutions, and terminating at the Fayetteville/DeWitt park and ride facility. The vehicle would then return directly to the Syracuse University Main Shuttle Stop. The passengers on University Hill would be picked up within approximately 16 minutes. Those passengers boarding at Syracuse University would have a total ride of approximately 27 minutes, and those boarding at Hutchings Psychiatric Center will have a total ride of approximately 11 minutes.

Evaluation

Centro currently operates a Park-N- Ride service from this location. Route 262X provides direct service to SUNY Upstate. The Centro AM service begins at 6:17 AM and operates for two hours with the last run leaving at 8:07 AM. The vehicle frequency varies with most trips 20-25 minutes apart. There are five inbound trips. The proposed University Hill shuttle option runs four hours from 5:30 AM – 9:40 AM every 25 minutes for a total of 11 trips. The Centro service reaches SUNY Upstate in about 16 minutes. The proposed University Hill shuttle service takes approximately 19 minutes. This also includes a stop at the Hutchings Psychiatric Center.

Centro PM service operates every 30-40 minutes for a total of four trips. The service begins at 3:40 PM and the last trip leaves SUNY Upstate at 5:21 PM. The proposed University Hill shuttle runs from 3:00 PM until 6:45 PM every 25 minutes, a total of nine trips are made each day. Trip time is about 14 minutes from SUNY Upstate to the Wegmans Plaza using both services.

Although Centro currently operates direct service, it is limited in its hours of operation, the number of trips serving the Hill, and the number of stops within the University Hill area. The proposed University Hill shuttle provides multiple stops and travel time meets the evaluation criteria of a total commute time of 35 minutes or less, with an assumed commute to the park and ride of 5 to 10 minutes. Most passengers will have a ride of 20 minutes or less, with the maximum ride estimated at less than 30 minutes.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.2. Fayetteville/DeWitt Park and Ride (P-8) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Mid	2	\$49.45	17.25	250	\$213,260
Centro	Large	2	\$64.35	17.25	250	\$277,500

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles.

The primary challenge with this, and all suburban options, is that the frequency is dependent on high speed travel on highways. Should an accident or excessive traffic congestion occur at any point on the route, the entire operation will be negatively impacted. It is likely that even on this relatively short suburban route, any major schedule disruptions will affect all service for the entire time period.

d. General Summary of Advantages and Disadvantages

Advantages

The site is easily accessible both from a major highway and local roads and is surrounded by a number of amenities. Safety and security concerns would be minimal with existing lighting and adjacent uses. The potential ridership demand could be met at this location. Existing Centro routes would provide additional transit options for Hill commuters. This option would require minimal capital investment to provide additional wayfinding signs which should be coordinated with the property owner.

The site is currently served by Centro, but a dedicated University Hill service would provide improved service to existing riders as well as attract additional riders. If a University Hill stop is maintained on the existing Centro routes it would provide additional flexibility for users.

Disadvantages

Since the park and ride would be located on privately-owned property, site availability could be altered by development plans or changes in the future. Signage in the parking area that contains the existing Centro Park-N-Ride shelter states that parking is for Wegmans customers only, which may deter some potential users. Amenities such as restrooms and an all-weather shelter would only be available at nearby buildings, such as the supermarket.

iv. Option 2 – Liverpool (P-4 and P-6)

The Town of Clay is a suburban location approximately 8.0 miles northwest of University Hill. Two existing Centro Park-N-Ride locations were considered along Oswego Road, County Route 57. The Seneca Mall site (P-4) and the Liverpool Wegmans site (P-6) are approximately 1.5 miles apart from each other.

a. Seneca Mall Site P-4**Assumptions**

The Seneca Mall, owned by Galileo Apollo IV SUB, LLC, is located on County Route 57, 3.0 miles north of the interchange with the New York State Thruway (I-90). The site is accessed by a signalized driveway. The Seneca Mall Centro Park-N-Ride is located in the northwestern section of the mall parcel and is designated by a small sign on a light pole in a parking area, generally removed from existing retail establishments. The Park-N-Ride area is shared with a Baptist Church.

Evaluation

This suburban location is approximately 2.0 acres but is part of the larger Seneca Mall parcel. The intent of the suburban location is to capture some of the existing commuters on County Route 57 prior to accessing I-90, approximately 3.0 miles away. By removing commuters in single-occupancy vehicles from the section of County Route 57, there will be a minor increase in capacity on this road segment. The signalized site driveway with County Route 57 appears to have adequate capacity to accommodate the potential users.

Due to the setback from the road, small signs and the presence of out parcel buildings, the park and ride site is not visible from County Route 57. The Seneca Mall parcel is zoned Regional Commercial 1 and is currently used for a neighborhood shopping center.

Centro currently serves the Park-N-Ride through Route 46: Liverpool – Route 57 and Route 48: Liverpool – Morgan Road. These routes provide morning and afternoon commuter service to University Hill after serving Downtown Syracuse. These transit routes provide additional service for potential riders. There may also be commuters travelling from the existing Park-N-Ride that would benefit from direct express service.

There may be perceived safety issues at this location. The existing designated park and ride location is set-back and not visible from County Route 57. It is also isolated from the existing retail uses. There is existing lighting in the parking area; however, there is no shelter or other pedestrian accommodations within the parking areas.



Seneca Mall Liverpool Centro Park-N-Ride
Source: Bing Maps 2009 and C&S Engineers

b. Liverpool Wegmans Site P-6

Assumptions

The Liverpool Wegmans Park-N-Ride is located in a retail plaza, owned by Wegmans Food Markets Inc. The plaza is on County Route 57 and the existing Centro Park-N-Ride shelter is located between a vacant building (previously occupied by Wegmans) and a new Wegmans. The park and ride shelter is well signed. The site is accessed from County Route 57 via signalized driveway.



Liverpool Wegmans Centro Park-N-Ride
Source: Bing Maps 2009 and C&S Engineers

Evaluation

This suburban location is part of the Wegmans parcel which is just under 75.0 acres in size. The site is approximately 1.5 miles north of an I-90 interchange and has good access to a major commuter corridor, Route 57. Similar to the Seneca Mall site, this site would capture some of the existing commuters on County Route 57 prior to accessing I-90, thereby increasing the road capacity. The signalized site driveway with County Route 57 appears to have adequate capacity to accommodate the users.

The existing shelter is visible from County Route 57 but the deep setback makes it difficult to read the signs. The current zoning of the site is Regional Commercial 1 and it is being used as a neighborhood shopping center.

Similar to the Seneca Mall site, Centro currently serves the Park-N-Ride through Route 46 and Route 48. These transit routes provide additional service for potential riders.

There are no perceived safety issues at the site. The site has adequate lighting and landscaping and the Wegmans is open 24 hours.

c. Facility

Assumptions

There are approximately 1,900 employees within a five mile radius of the Liverpool sites. Assuming that the park and ride could capture 10% of that population, it would need to accommodate 190 vehicles.

Evaluation

Seneca Mall Site P-4

The parking area associated with the existing park and ride currently contains approximately 210 spaces. This number does not include the parking areas in front of the other retail stores in the mall. It also does not include the three most southeastern rows of the parking lot, which are used by the neighboring church. With an assumed ridership and parking demand of 190, this location has adequate supply to meet the demand. During a site visit on a typical weekday morning, there were no vehicles parked in the designated park and ride area. It should be noted that an increase in use of this magnitude would likely require renegotiation of the agreement with the facility host.

The use of this site as a park and ride is generally compatible with the surroundings. However, the uses on site do not represent desired park and ride amenities. These uses include a number of department and specialty stores, a bank, and an organic café and market. The café and market may not meet the needs of all potential users.

Development costs would include the installation of signs identifying the plaza as a park and ride location and directing internal traffic to the parking area. The site should also be equipped with a small shelter. In keeping with the existing agreement, it is assumed that there would be no operations and maintenance costs but any improvements would be discussed with the property owner.

Liverpool Wegmans Site P-6

The parking area associated with the vacant Wegmans building is immediately available for park and ride users. There are approximately 350 spaces, sufficient capacity to accommodate the 190 potential users.

Development costs would include the installation of signs identifying the plaza as a park and ride location and directing internal traffic to the

parking area. These improvements would be coordinated with the property owner. It is assumed that there would be no maintenance or operations costs.

The use of this site as a park and ride is compatible with surroundings, and, as with the Seneca Mall site, could support existing businesses. The Wegmans has a pharmacy and market café. Other uses on site include a bank and McDonald's.

d. Shuttle

Assumptions

Operational Overview

Inbound (to University Hill) Schedule:

First bus departs Liverpool park and ride at 5:30 AM.

Last bus departs Liverpool park and ride at 9:30 AM.

Vehicles will depart every 30 minutes.

Roundtrip distance is approximately 27 miles and approximate travel time is estimated at 60 minutes.

Outbound (to Liverpool Park and Ride) Schedule:

First bus departs Syracuse University at 3:00 PM.

Last bus departs Syracuse University at 6:30 PM.

Vehicles will depart every 30 minutes.

Roundtrip distance is approximately 27 miles and approximate travel time is estimated at 60 minutes.

Vehicle Requirements

Maximum parking demand is estimated at 190 spaces. For evaluation purposes, the maximum number of passengers who will park in a one hour period is estimated at 30% of total parking demand, or 57. Based on the proposed schedule, one vehicle departs the Liverpool park and ride facility every 30 minutes. This proposed service schedule will require two buses with a minimum of 40 passenger seats. This yields a maximum capacity of 80 passengers who may originate their trip each hour.

Route Description

The following routes description is based on origination at the Seneca Mall park and ride, since it represents the more conservative case, being farther from University Hill. The final determination of which site is used would have minimal impact on the shuttle routes and, in the case that a closer site is used, would generally improve route times or keep them constant.

The inbound route would operate during AM hours, originating at the Liverpool park and ride facility, stopping at each of the six University Hill institutions, terminating at the Syracuse University Main Shuttle Stop. The

vehicle would then return directly to the Liverpool park and ride facility. The first stop, Hutchings Psychiatric Center, is approximately a 19 minute ride. The final stop at Syracuse University is approximately a 34 minute ride.

The outbound route would operate during PM hours, originating at the Syracuse University Main Shuttle Stop, stopping at each of the five additional University Hill institutions, and terminating at the Liverpool park and ride facility. The vehicle would then return directly to the Syracuse University Main Shuttle Stop. The passengers on University Hill would all be picked up within approximately 16 minutes. Those passengers boarding at Syracuse University would have a total ride of approximately 34 minutes, and those boarding at Hutchings Psychiatric Center would have a total ride of approximately 18 minutes.

Evaluation

The long distance of this route and the desire to maintain a maximum of 30 minute headways effectively precludes a time cushion between return to and departure from the park and ride facility. While the extended highway travel period may allow the operator to maintain the proposed schedule, it is likely that in-practice delays would occur. Additionally, the tight schedule would require that passengers are queued and board immediately upon vehicle arrival at the park and ride facility. Little or no gathering time would be available for passengers.

Using three vehicles on this route would alleviate the headways challenges and provide passengers with acceptable headways. The challenge is that the cost of three vehicles is not justified given capacity needs. The buses would be underutilized. Smaller capacity buses could be used, but this is an inefficient solution and would result in a net higher cost for this service.

The length of this route would result in total commute times (travel by car to park and ride facility plus bus trip to University Hill destination) in excess of 35 minutes for some passengers. Assuming an average commute time of five minutes to the Liverpool park and ride facility, a passenger traveling to the first inbound University Hill stop at the Hutchings Psychiatric Hospital would have a 24 minute total commute. That same passenger traveling to Syracuse University, however, would have a 39 minute total commute.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.3. Liverpool Park and Ride (P-4/P-6) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Large	2	\$65.55	16.00	250	\$262,200
Centro	Large	2	\$64.69	16.00	250	\$258,750

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles.

The shuttle route to this facility is the longest of all sites that were evaluated. Because of the long route, there are more opportunities for delays such as traffic congestion, accidents, or construction that may delay daily service, than may be found on other routes.

Centro currently provides service from the Seneca Park-N-Ride to the University Hill area on three routes; Route 46: Liverpool – Route 57, Route 48: Liverpool – Morgan Road, and Route 246: Oswego. The Wegmans Park-N-Ride is a subset of the Seneca Mall service.

Centro AM inbound service begins from the Seneca Mall at 5:47 AM. Between 5:47 AM and 9:05 AM there are 12 routes to University Hill. Each of these routes stops at SUNY Upstate and 10 stop at Syracuse University. The average trip time is 48 minutes, but there is a wide range. The minimum trip time is 33 minutes, and the longest is over one hour. The average departure frequency is 18 minutes between buses. Again, this varies greatly, from four minutes between departures to as much as 52 minutes. Six additional routes are provided between 10:08 AM and 5:29 PM. They are about 1 1/2 hours apart and trip time averages about 55 minutes.

Between 3:19 PM and 7:58 PM there are 10 outbound Centro trips from University Hill to the Seneca Mall park and ride facility. Four of the trips do not stop at Syracuse University. All stop at Upstate Medical University. The average trip time is 41 minutes. The shortest is 30 minutes and the longest is 56. Between 4:00 PM and 5:15 PM a bus departs University Hill about every 15 minutes.

Centro provides a reasonable amount of service between the Seneca Mall Park-N-Ride and the University Hill area. Based on the foundation of service outlined above, a cooperative service between Centro and the participating institutions and businesses would likely prove beneficial to both parties. In this scenario, Centro would address frequencies, stop locations within the University Hill area, and service hours to more closely resemble the recommended routes and schedules found in the appendices.

The partnership with the Hill institutions and businesses would provide Centro with revenue and additional passenger ridership.

e. General Summary of Advantages and Disadvantages

Advantages

Both Liverpool sites evaluated in this analysis are located just north of I-90 and are easily accessed from County Route 57. The Liverpool Wegmans site is 1.5 miles from I-90 and the Seneca Mall site is 3.0 miles. The potential parking demand could be met at both locations. Existing Centro routes would provide additional transit options for Hill commuters.

The uses at the Liverpool Wegmans site are consistent with amenities desired by potential park and ride users, including a grocery store with an in-store café and pharmacy and a bank. Existing lighting, landscaping and shelter helps to minimize safety concerns. Since the old Wegmans building is currently vacant, the entire parking area is presumed to be available for use in the short-term.

Disadvantages

Since the Park-N-Ride locations are located on private property, site availability could be altered by development plans or changes in the future. Likewise, a change in demand could affect availability of parking spaces.

Both sites would require additional signage to increase visibility from County Route 57 and provide wayfinding internal to the plazas. The Seneca Mall site would also require the installation of a small shelter.

The Seneca Mall site does not provide the desired amenities identified potential users of the park and ride facility. There are also perceived safety and security issues due to the isolation of the Park-N-Ride location. The location of this facility, south of Soule Road, and the less dense population at the north end of County Route 57 limit its commutershed and potential to decrease traffic.

Given the required shuttle travel time, the evaluation criteria of a total commute time of 35 minutes cannot be met. A separate shuttle service may not be necessary given the existing frequent Centro service. However, a disadvantage of the existing Centro service, as it relates to University Hill, is that it is not always consistent in terms of the number of University Hill stops or frequency of service. The number of routes may also confuse potential users, particularly those not familiar with transit use.

v. Option 3 – Camillus (P-16)

a. Site

Assumptions

The existing Centro Park-N-Ride in the suburban Town of Camillus is located on West Genesee Street (NYS Route 98). The Park-N-Ride is located in the Camillus Commons shopping plaza, owned by Buffalo Main St LLC. There are a number of access points to the Commons via West Genesee Street and Kasson Road.



Camillus Centro Park-N-Ride
Source: Bing Maps 2009 and C&S Engineers

Evaluation

The Camillus site is part of the Lowe's parking area in Camillus Commons (57.0 acre parcel) and is located approximately 1.0 mile south of the NYS Route 5 interchange on West Genesee Street, proximate to a major commuting corridor. There appears to be adequate capacity at the site access and adjacent roadways to accommodate users. The existing shelter

is not visible from West Genesee Street due to the presence of outparcel buildings and setback from the road. There is no sign, on the shelter or in the vicinity, to indicate that the shelter accommodates a Centro Park-N-Ride location. The parcel is zoned Commercial and used as a regional shopping center.

The site is served by Centro Route 36: Camillus and Route 236: Auburn. Both routes currently serve University Hill after local stops and service to downtown Syracuse. These routes serve as additional transit service to University Hill commuters.

There are no perceived safety issues at this site. Pedestrian accommodations such as sidewalks and marked crosswalks exist throughout the parking areas along with lighting and landscaping. A shelter is provided for Centro users.

b. Facility

Assumptions

There are approximately 1,500 employees within a five mile radius of Camillus Commons. Assuming that the park and ride could capture 10% of that population, it would need to accommodate 150 vehicles.

Evaluation

The existing park and ride is located in the parking area associated with the Lowes Home Improvement store. This area includes approximately 600 spaces. This number does not include the parking areas in front of the Walmart Supercenter or other adjacent uses. With an assumed potential parking demand of 150, the park and ride could be accommodated and still leave 450 spaces for use by the Lowes store. It should be noted that an increase in use of this magnitude would likely require renegotiation of the agreement with the facility host.

The use of this site as a park and ride is generally consistent with the surroundings. Camillus Commons includes the Lowes Home Improvement store, a Walmart Supercenter, Bon Ton, restaurants, P&C market, pharmacy, gas station and a bank. These amenities are among those desired by potential park and ride users.

Similar to other suburban park and ride locations, development costs would include additional signage to identify the location of the facility and provide way finding internal to the plaza. Any improvements or associated costs would be coordinated with the property owner. It is assumed that there would be no maintenance or operations costs.

c. Shuttle**Assumptions****Operational Overview***Inbound (to University Hill) Schedule:*

First bus departs Camillus park and ride at 5:30 AM.

Last bus departs Camillus park and ride at 9:30 AM.

Vehicles will depart every 30 minutes.

Roundtrip distance is approximately 23 miles and approximate travel time is estimated at 50 minutes.

Outbound (to Camillus park and ride) Schedule:

First bus departs Syracuse University at 3:00 PM.

Last bus departs Syracuse University at 6:30 PM.

Vehicles will depart every 30 minutes.

Roundtrip distance is approximately 23 miles and approximate travel time is estimated at 50 minutes.

Vehicle Requirements

Maximum parking demand is estimated at 150 spaces. For evaluation purposes, the maximum number of passengers who will park in a one hour period is estimated at 30% of total parking demand, or 45. Based on the proposed schedule, one vehicle departs the Camillus park and ride facility every 30 minutes. This proposed service schedule would require two buses with a minimum of 28 passenger seats. This yields a maximum capacity of 56 passengers who may originate their trip each hour.

Route Description

The inbound route would operate during AM hours, originating at the Camillus park and ride facility, stopping at each of the six University Hill institutions, and terminating at the Syracuse University Main Shuttle Stop. The vehicle would then return directly to the Camillus park and ride facility. The first stop, Hutchings Psychiatric Center, is approximately a 16 minute ride. The final stop at Syracuse University is approximately a 28 minute ride.

The outbound route would operate during PM hours, originating at the Syracuse University Main Shuttle Stop, stopping at each of the five additional University Hill institutions, and terminating at the Camillus park and ride facility. The vehicle would then return directly to the Syracuse University Main Shuttle Stop. The passengers on University Hill would all be picked up within approximately 12 minutes. Those passengers boarding at Syracuse University would have a total ride of approximately 28 minutes, and those boarding at Hutchings Psychiatric Center would have a total ride of approximately 16 minutes.

Evaluation

This service option provides reasonable access to University Hill institutions. Most passengers would have a ride of 20-25 minutes. Based on the desired commute times as expressed by the survey respondents, the majority of passengers desire a total average commute time of approximately 35 minutes. This commute time would include travel to the park and ride facility and the shuttle ride to University Hill. The average commute time from this facility meets the desired target. By extending the ‘cushion’ between arrival at the Camillus park and ride facility and departure back to University Hill to 7-10 minutes, the chance of schedule disruption would be reduced, and a reasonable 30 minute frequency could be maintained. Passengers would also have additional time to gather at the Camillus park and ride facility, which should reduce the number of passengers who miss their desired shuttle ride time.

The Centro AM service from Camillus to the University Hill area begins at 5:47 AM and ends at 7:53 AM. There are a total of seven trips. The buses leave an average of once every 21 minutes, with frequencies ranging from 8-35 minutes. There is one additional trip to University Hill two hours later at 9:53 AM. The proposed University Hill shuttle service covers four hours (5:30 AM – 9:30 AM) with trips at 30 minute intervals for a total of nine inbound trips.

The Centro service only provides one route, 136x at 7:18 AM, that stops at SUNY Upstate, Crouse & Waverly (VA Hospital and Crouse Hospital), and College Place & Euclid Ave (Syracuse University). The proposed University Hill shuttle service stops at each University Hill institution on each trip. Only three of the seven existing trips stop at SUNY Upstate after making three previous stops. It takes the Centro bus about 35 minutes to reach SUNY Upstate from Camillus. The proposed University Hill shuttle service estimates 20 minutes to the same stop, a savings of up to 15 minutes.

Centro PM service from University Hill to Camillus Commons begins at 2:49 PM and ends at 5:27 PM. There are six trips from SU or SUNY Upstate to Camillus. They average approximately 43 minutes each with three stops in between the two locations. Only two trips originating at SUNY Upstate travel to Camillus Commons, the Centro trip is scheduled for 34 minutes, and the same trip using the proposed University Hill shuttle service is estimated at 18 minutes.

The proposed University Hill shuttle service improves upon the existing transit service by expanding hours of operation, reducing travel time and increasing the number of stops on the Hill.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.4. Camillus Park and Ride (P-16) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Mid	2	\$49.45	15.00	250	\$185,440
Centro	Large	2	\$65.00	15.00	250	\$243,750

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles.

The primary challenge with this, and all suburban options, is that the frequency is dependent on high speed travel on highways. Should an accident or excessive traffic congestion occur at any point on the route, the entire operation will be negatively impacted. It is likely that even on this relatively short suburban route, any major schedule disruptions will affect all service for the time period.

d. General Summary of Advantages and Disadvantages

Advantages

The site is easily accessible from local roads and is 1.0 mile from NYS Route 5. Existing Centro routes would provide additional transit options for Hill commuters.

The site has adequate parking capacity to meet the potential demand and the existing retail uses in the Commons are consistent with those identified as desirable by potential park and ride users.

Safety and security concerns would be minimal with existing lighting and pedestrian accommodations within the Commons.

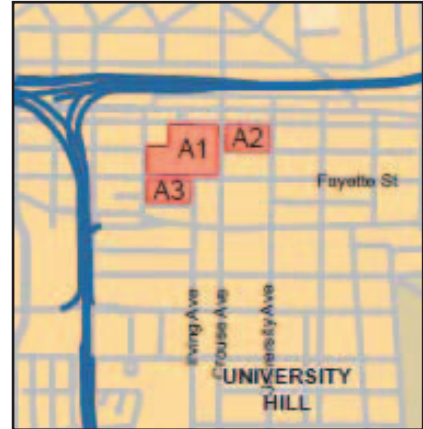
The proposed University Hill shuttle service would provide improved service over the existing Centro operation. Improvements include hours of operation and travel time as well as the number of stops on the Hill.

Disadvantages

Since the existing park and ride is located on private property, site availability could be altered by development plans or changes in the future. Signage improvements would be necessary to make the site visible from West Genesee Street and to clearly designate the park and ride area.

vi. **Option 4 – Kennedy Square Vicinity Sites (A1, A2 and A3)**

Local Sites A1 and A2 are part of the former Kennedy Square site. Site A3 is located immediately south of Site A1.



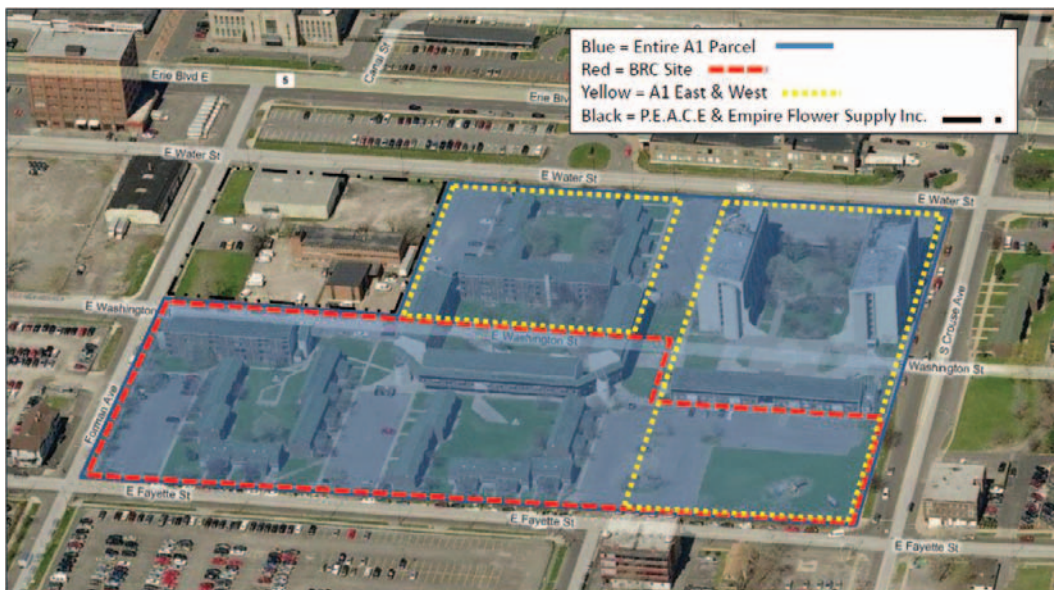
a. **Kennedy Square Vicinity Site A1**

i. **Site (A1)**

Assumptions

Site A1 is generally bound by East Fayette Street, Forman Avenue, East Water Street and South Crouse Avenue. There are two separate parcels with an Empire Flower Supply, Inc. storage/warehouse facility and a P.E.A.C.E. facility on the northwest corner of the block. These are not included in site A1.

The southern portion of site A1 is currently being demolished for the construction of the Biotechnology Research Center (BRC). According to the 2009 Traffic Impact Assessment for the facility, the BRC development will accommodate its own parking demand as well as the SUNY Upstate employees currently parking in site A3. The development plan for the BRC also depicts the future extension of Irving Avenue through the parcel to East Water Street. Therefore, it is assumed that site A1 will be divided by the Irving Avenue extension, leaving two potential sites: A1-east and A1-west. Access to either of these sites would be from East Water Street or the north end of the Irving Avenue extension.



Kennedy Square Site A1 – Parcel Layout
Source: Bing Maps 2009 and C&S Engineers

According to the BRC plans, land at the corner of South Crouse Avenue and East Fayette Street will contain a 107 space surface parking lot. It is assumed that spaces in this surface lot would be included in the development of a parking facility on the A1-east lot. The east lot will be bound by East Fayette Street, the Irving Avenue extension, East Water Street and South Crouse Avenue. The A1-west lot will be bound by the BRC, the P.E.A.C.E. property, East Water Street and the Irving Avenue extension.

Evaluation

Site A1, a local site owned by SUNY Upstate, is 9.9 acres in size. Based on its full market value in 2009, the entire A1 parcel is assessed at \$11,189,349. However, part of the parcel is being redeveloped to include the BRC.

The site has access to I-81 from the Adams Street and Harrison Street exits and there is access onto I-690 East and off I-690 West from McBride Street. Reserve capacity appears to exist on the adjacent local roads, but the highway access points experience congestion during peak periods. There is little to no visibility of the site from I-81 or I-690.

The site is approximately 0.6 miles from the center of the Hill, which equates to a 12 minute walk. Sidewalks are present on all roadways surrounding the site. Other pedestrian amenities, however, are generally lacking. The University Hill Transportation Study identified South Crouse and Irving Avenues as key pedestrian corridors and suggested improvements, including the development of a consistent street edge, for these corridors.

The parcel is zoned Residential Class B and still contains some vacant apartment buildings. The current zoning, Residential Class B, would need to be changed to accommodate the reuse of the parcel for a mix of uses and eliminate setbacks for a potential wrap building. It is anticipated that the site is being rezoned as part of the BRC development. The parcel would also need to be subdivided or land leases provided for future development.

The site is served by Centro Route 443 and is located two blocks north of the Connective Corridor.

There are no perceived safety issues associated with this site.



Kennedy Square Site A1 – Demolition for BRC
Source: C&S Engineers

ii. Facility (A1)

Assumptions

If existing structures were cleared, the A1 site could be used for short-term surface lots or developed with parking structures wrapped by a multi-use building. Based on site layout and the potential for pedestrian traffic, South Crouse Avenue would be the most desirable location for a building wrapping a parking facility. With this layout, the garage width would be reduced to 165 feet. It is assumed that the access to a parking facility would be on East Water Street or the Irving Avenue extension.

In addition to the park and ride demand documented in the evaluation criterion, the A1-east site would need to accommodate the 107 spaces proposed in the BRC plans.

The A1-west site is large enough to accommodate the assumed minimum dimensions (200' x 200') for a garage and a building wrapping the structure. It is assumed that the site would be wrapped on the Irving Avenue extension with vehicle access on East Water Street.

Due to the close proximity of the sites, the proposed parking structure height will be the same for all sites. Existing building

heights in the area range from a one story church to the Renaissance Hotel with over 20 floors. The U-haul building and the existing apartment buildings on site A2 have eight floors. The Center of Excellence building has six floors and the SUNY Upstate's Biotechnology Research Center (BRC) is proposed to have five floors. Therefore, the maximum number of floors for a parking garage assumed for these sites is eight floors.

Evaluation

The evaluation of facility criteria was conducted separately for A1-east and west but the surrounding uses for both sites include surface parking areas, a local corner grocery store, various commercial/industrial uses, the Center of Excellence, and the future BRC. The University Hill Transportation Study and the traffic impact assessments associated with the Center of Excellence and BRC were considered in the facility evaluations.

A1-East

As a surface lot, site A1-east would be able to accommodate 450 parking spaces without a wrap building. With 107 spaces allocated to the BRC, 345 spaces would be available for the park and ride patrons. If a 3-floor, 36,725 square foot per floor building was constructed on South Crouse Avenue to wrap the surface lot, the park and ride parking supply would be reduced to 205 spaces. In each of these surface configurations, the parking supply represents significantly less than the minimum or maximum projected demand.

With an assumed wrap building on South Crouse Avenue and approximately 310 spaces available per floor of a garage, four and eight floors would be needed to meet the minimum and maximum parking demands, respectively. The height of this garage structure would be reasonable given the surrounding building characteristics. Consistent with the Land Use and Transportation Concepts for the University Hill Transportation Study, the development of a wrapped parking structure on this site would replace the proposed BRC surface lot and actively engage pedestrians on South Crouse Avenue.

Table 4.5. Kennedy Square Site A1-East Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap Option 2	# Spaces per Floor	# Floors to Meet Min Demand (1,060) Option 3	# Floors to Meet Max Demand (2,160) Option 4	Max Demand Met On- Site	Wrapping Option/Notes
Kennedy Square Site A1 – East	450 (345)	310 (205)	310	4	8	2,267*	Wrap on South Crouse Avenue, 107 spaces are required for BRC demand

xxx(yyy): xxx = number of spaces available on site, (yyy) = number of spaces available for park and ride use

* Max park and ride demand plus 107 spaces required for BRC = 2,267 spaces

An 8-floor garage, which would provide a total of 2,480 spaces, more than the maximum demand, on A1-east, is estimated to cost \$59.6 million. A wrap building on South Crouse Avenue, providing a total of 110,175 square feet, is estimated to cost \$26.5 million. The total construction cost is estimated to be \$86.1 million including contingencies. The estimated operations and maintenance costs are \$750,000 and \$1.8 million per year for the garage and wrap building, respectively.

A1-West

A surface lot without a wrap building on A1-west could accommodate 250 spaces. A surface lot with a 3-floor, 17,550 square foot per floor wrap building on Irving Avenue Extension could accommodate 185 spaces. Again, in each of these configurations, the parking supply represents significantly less than the minimum or maximum projected demand.

With a wrap building located on the Irving Avenue Extension, the parking structure would be compatible with and capitalize on the proposed BRC development. A 6-floor or 12-floor garage would be needed to meet the minimum and maximum parking demand requirements. Based on the surrounding buildings, a maximum height of 8 floors would be recommended. Therefore, the maximum parking supply for a garage on the west lot of A1 would be approximately 1,480 spaces, 400 spaces more than the minimum demand.

Table 4.6. Kennedy Square Site A1-West Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap Option 2	# Spaces per Floor	# Floors to Meet Min Demand (1,060) Option 3	# Floors to Meet Max Demand (2,160) Option 4	Proposed Max Demand On-Site Option 5	Wrapping Option/Notes
Kennedy Square Site A1 - West	250	185	185	6	12	1,480 (8-floors)	Wrap on Irving Avenue ext

An 8-floor structure on the west lot of A1, which would provide a total of 1,480 spaces, is estimated to cost \$35.6 million. A 52,650 square foot wrap building on the Irving Avenue extension is estimated to cost \$12.7 million, for a total construction cost of \$48.3 million including contingencies. The estimated operations and maintenance costs are \$450,000 and \$850,000 per year for the garage and wrap building, respectively.

b. Kennedy Square Vicinity Site A2

i. Site (A2)

Assumptions

Site A2 includes the entire block bounded by East Water Street, South Crouse Avenue, University Avenue and what would be the continuation of East Washington Street to the south. It is assumed the access would be off East Water Street.



Kennedy Square Site A2
Source: Bing Maps 2009 and C&S Engineers

Evaluation

Site A2, a local site owned by SUNY Upstate, is a 4.1 acre site located one block east of site A1 (1000-56 East Water Street and University Avenue. Based on its full market value in 2009, the A2 parcel is assessed at \$3,052,071.

The site has access to I-81 from the Adams Street and Harrison Street exits and there is access onto I-690 East and off I-690 West from McBride Street. Reserve capacity appears to exist on the adjacent roadways, but the highway access points experience congestion during peak periods. The site is not visible from any major roadways.

Site A2 is 0.6 miles or a 12 minute walk from the Hill. Sidewalks are present on all roadways surrounding the site.

The site is currently zoned Residential Class B, and contains vacant apartment buildings. The site would need to be rezoned to accommodate a mix of uses and eliminate setbacks for a potential wrap building.

The site is served by Centro Route 443 and is located two blocks north of the Connective Corridor but not near a rail line.

Until site A1 is fully developed, site A2 will be isolated by vacant buildings, commercial uses and green space which may contribute to perceived safety issues.

ii. Facility (A2)**Assumptions**

Like site A1, if existing structures were cleared, the site could be used for short-term surface lots or developed with parking structures wrapped by a multi-use building. Consistent with site A1, it is assumed that a wrap building would face South Crouse Avenue. Vehicular access to this site would be on East Water Street since it has the lowest potential for pedestrian activity.

No additional parking demand would need to be accommodated on this site.

As stated for site A1, the maximum number of floors for a parking garage assumed for site A2 is also eight floors.

Evaluation

The block to the east of site A2 is a City park with green space, a baseball field and tennis courts. There are also commercial uses

surrounding the site. These uses are not indicative of those desired by users. The University Hill Transportation Study and the traffic impact assessments associated with the Center of Excellence and BRC were considered in the facility evaluation for site A2.

Without a wrap building, 595 spaces could be accommodated on site A2. That number would be reduced to 520 if a 3-floor, 19,500 square foot per floor mixed-use building was built along South Crouse Avenue. This falls significantly short of the minimum or maximum projected demand.

Assuming there could be 520 spaces per floor of a garage, three floors would be needed to meet the minimum demand and five floors would meet the maximum demand of the park and ride facility. The height of the structure needed to accommodate the maximum demand, five floors, would be reasonable given the surrounding building heights.

Table 4.7. Kennedy Square Site A2 Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap Option 2	# Spaces per Floor	# Floors to Meet Min Demand (1,060) Option 3	# Floors to Meet Max Demand (2,160) Option 4	Max Demand On-Site	Wrapping Option/Notes
Kennedy Square Site A2	595	520	520	3	5	2,160	Wrap on South Crouse Avenue

The cost of the 5-floor parking structure on site A2, which could accommodate a total of 2,600 spaces, is estimated to cost \$62.4 million with another \$14.1 million for a 58,500 square foot wrap building on South Crouse Avenue. Combined, these two facilities represent a total construction cost of \$76.5 million including contingencies. The estimated operations and maintenance costs are \$780,000 and \$940,000 per year for the garage and wrap building, respectively.

c. Kennedy Square Vicinity Site A3

i. Site (A3)

Assumptions

Site A3 is an existing surface parking lot bound by East Fayette Street to the north, Irving Avenue to the east, Forman Avenue to the west and Wellington Place to the south. The site is comprised of two parcels acting as one: one owned by Wellington Place LLC

and the other owned by Paul and Sylvia Norton. Acquisition of the other three parcels on the southeast corner of the block was considered, but since one parcel is an active church, another is being used as a storage/distribution facility and both parcels are in a corner that can be efficiently designed around, it is assumed these parcels will remain. Access to site A3 would remain on Wellington Place.



Kennedy Square Site A3
Source: Bing Maps 2009 and C&S Engineers

Evaluation

Site A3 is comprised of two parcels with two different owners and are being used together to form the parking area used by SUNY Upstate. The local site is located at 800-08 East Fayette Street and Forman Avenue and is approximately 2.6 acres. Based on its full market value in 2009, the site A2 parcels are assessed at \$461,538.

The site has access to I-81 from the Adams Street and Harrison Street exits and there is access onto I-690 East and off I-690 West from McBride Street. Reserve capacity appears to exist on the adjacent roadways, but the highway access points experience congestion during peak periods. The site is not visible from any major roadways.

Site A3 is 0.5 miles from the center of the Hill, which equates to a 12 minute walk. Sidewalks are present on all roadways surrounding the site. The noted land use is vacant commercial for

both parcels. Currently zoned Business Class A and parking is a permitted use of its zoning.

The site is serviced by Centro Route 443 and is located one block north of the Connective Corridor but not near a rail line.

There are some measures in place to address any perceived safety issues. The lot is currently fenced and access to the lot is provided on Wellington Place with a manned vehicular access gate and shelter on-site.



Kennedy Square Site A3 – Access on Wellington Place
Source: C&S Engineers

ii. Facility (A3)

Assumptions

Site A3 would have short- and long-term potential for a park and ride facility since it is currently being used as a shuttle lot for SUNY Upstate with a shelter and security measures in place. With its proximity to the BRC, it is assumed any parking facility would be wrapped on East Fayette Street. If desired, a wrap building could also extend along Irving Avenue to tie into the church. Due to the shape of the parcel, a garage would not extend into the northeastern corner of the lot between the wrap building and church parcel.

As previously discussed, SUNY Upstate plans to accommodate the vehicles currently located on site A3 as part of the redevelopment

of the BRC site. Therefore, the existing parking on site A3 will not need to be accommodated in the new park and ride facility.

As stated for site A1, the maximum number of floors for a parking garage assumed for site A2 is also eight floors.

Evaluation

The BRC will be north of the site opposite East Fayette Street, but the site is surrounded by surface parking areas to the east and west and the rear of buildings with frontage on East Genesee Street to the south. The University Hill Transportation Study and the traffic impact assessments associated with the Center of Excellence and BRC were considered in the facility evaluation for site A3.

According to the traffic assessment completed for the BRC, there are currently 365 spaces in the surface parking lot. If a wrap building was constructed the full length of East Fayette Street, the number of available spaces in a surface lot would be reduced to 245 spaces. This falls significantly short of the minimum or maximum projected demand.

With 205 spaces per floor of a garage, a 5-floor or 10-floor structure would be necessary to accommodate the minimum and maximum demands, respectively. Since the maximum number of floors being considered in the area is 8, the maximum parking demand that can be accommodated in a wrapped garage is 1,640 spaces. This is approximately 500 spaces short of the maximum demand.

Table 4.8. Kennedy Square Site A3 Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap Option 2	# Spaces per Floor	# Floors to Meet Min Demand (1,060) Option 3	# Floors to Meet Max Demand (2,160) Option 4	Proposed Max Demand On-Site Option 5	Wrapping Option/Notes
Kennedy Square Site A3*	365	245	205	5	10	1,640 (8 floors)	Wrap on East Fayette Street, Square off site around church parcel, 8 floor max garage height

* Existing parking spaces based on SUNY Upstate BRC Traffic Impact Assessment

An 8-floor structure on site A3 is estimated to cost \$39.4 million with another \$24.6 million for the 102,180 square foot wrap building on East Fayette Street for a total construction cost of \$64.0 million including contingencies. The estimated operations and maintenance costs are \$500,000 and \$1.7 million per year for the garage and wrap building, respectively.

d. Shuttle

Assumptions

Operational Overview

AM Circulator Route Schedule:

First bus departs Kennedy Square park and ride at 5:30 AM.

Last bus departs Kennedy Square park and ride at 9:30 AM.

5:30 AM – 6:30 AM: three vehicles will run on the route, departing from the Kennedy Square park and ride approximately every seven minutes.

6:30 AM – 8:30 AM: four vehicles will run on the route, departing from the Kennedy Square park and ride approximately every five minutes.

8:30 AM – 9:30 AM: three vehicles will run on the route, departing from Kennedy Square park and ride approximately every seven minutes.

Roundtrip distance is approximately 3.5 miles and approximate travel time is estimated at 20 minutes.

PM Circulator Route Schedule:

First bus departs Hutchings Psychiatric Center at 3:00 PM.

Last bus departs Hutchings Psychiatric Center at 6:33 PM.

3:00 PM – 4:00 PM three vehicles will run on the route, departing from the Hutchings Psychiatric Center approximately every seven minutes.

4:00 PM – 6:00 PM: four vehicles will run on the route, departing from the Hutchings Psychiatric Center approximately every five minutes.

6:00 PM – 6:33 PM: three vehicles will run on the route, departing from the Hutchings Psychiatric Center approximately every seven minutes.

Roundtrip distance is approximately 3.5 miles and approximate travel time is estimated at 20 minutes.

Vehicle Requirements

Parking demand is estimated to be between 1,060 spaces and 2,160 spaces. For evaluation purposes, maximum demand was assumed. For evaluation purposes, the maximum number of passengers who will park in a one hour period is estimated at 30% of total parking demand, or 648.

Based on the proposed schedule, one vehicle departs the Kennedy Square park and ride facility every five or seven minutes, depending on time of

day. The proposed peak service schedule will require four buses with a minimum total passenger capacity of 60. This yields a maximum capacity of 720 passengers who may originate their trip each hour during peak operations.

Route Description

The AM circulator route would originate at the Kennedy Square park and ride facility, stopping at each of the six University Hill institutions in a constant circulator route. All University Hill stops could be completed in approximately 14 minutes, with most passengers completing their ride within about 10 minutes or less, consistent with the evaluation criteria.

The PM circulator route would originate at the Hutchings Psychiatric Center, stopping at each of the remaining five University Hill institutions, and then arriving at the Kennedy Square park and ride Facility. The route would run continuously in a one direction circulator route. All University Hill stops could be completed in approximately 17 minutes. The maximum trip time to return to the Kennedy Square park and ride facility is estimated at approximately 15 minutes with the average trip estimated to be approximately 10 minutes.

Evaluation

The Kennedy Square park and ride facility would provide excellent access to the University Hill institutions. The service would be frequent (5-7 minute headways), trip times would be short (typically 15 minutes or less), and the design of the shuttle system would be simple and easy to understand for passengers. The high frequency would provide service for passengers with very little wait time between vehicles, resulting in minimal need for posted schedules and for passenger arrival planning. Most passengers would arrive as their personal schedule requires and typically get on a bus within a few minutes to depart to their final destination.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.9. Kennedy Square Vicinity (A1/A2/A3) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Large	4	\$65.55	28.25	250	\$462,950
Centro	Large	4	\$65.31	28.25	250	\$461,250

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles.

Should the institutions desire to do so, it would be relatively simple to incorporate additional stops along the proposed routes. The resulting route would still be manageable and additional vehicles could be added to maintain targeted headways. This would result in a more complete

circulator service that includes many of the identified additional facilities for Crouse Hospital, the VA Hospital, and the Upstate Medical Center, as well as access to retail and dining establishments.

e. General Summary of Advantages and Disadvantages

Advantages

All of the Kennedy Square sites are within the 10-15 minute desirable walking distance and are in close proximity or adjacent to two Hill institution development projects. The proximity of the BRC and Center of Excellence would provide the customers needed to support the uses in a wrap building at any of the three sites.

Both sites on A1 and site A2 have short-term potential as park and ride sites once existing buildings are cleared. Site A3 could be used once the existing demand is relocated to the BRC site with existing security measures in place. Parking is an acceptable use on all three sites given the surroundings and no existing demands would need to be accommodated on sites A2 and A3.

The flexibility of the A1 site in terms of size and layout of the site can provide both parking and development opportunities. The size and shape of site A2 would help to make the layout and design of a garage and wrap building efficient and straightforward.

The shuttle service from this site would be frequent (5-7 minute headways), trip times would be short (typically 15 minutes or less), and the design of the shuttle system would be simple and easy to understand for passengers. The service could also be expanded to incorporate an expanded circulator service if desired (see **Appendix E**).

Disadvantages

The shape of site A3 limits the layout options for providing a wrapped structure, precluding this site from meeting the maximum park and ride demand. The zoning of sites A1 and A2 would need to be changed to eliminate the setback requirements. The isolation of the sites may lead to safety and security concerns for users.

Assuming that users are arriving via I-81, the location of these sites, while on the outskirts of the Hill area, would still require the use of the congested Adams Street and Harrison Street exits. A park and ride facility at one of these locations would help to reduce congestion on the local roads in the heart of the Hill but would not help to reduce congestion at the I-81 access points.

vii. Option 5 – Syracuse Housing Authority Sites (C1 and C2)

Local sites C1 and C2 are owned by the Syracuse Housing Authority (SHA). Existing buildings range from one to more than 10 floors (SHA buildings on Burt Street). Therefore, the maximum number of floors considered in a garage on this site is 10.



a. Syracuse Housing Authority Site C1

i. Site (C1)

Assumptions

Site C1 is bound by the railroad to the north, south McBride Street to the east, Burt Street to the south, and Oakwood Avenue to the west. The site consists of three parcels. Two parcels are owned by the SHA. These parcels are fenced and include a number of warehouse/storage buildings. The third parcel is a privately owned residence on Burt Street. The location of the residential property would create a large portion of unusable space to construct a surface lot, garage or wrap building around it. Therefore, the use of this site would require acquisition of the existing residential parcel. It may also require environmental mitigation depending on the results of a Phase I environmental assessment.

*Syracuse Housing Authority Sites
Source: C&S Engineers*



*Syracuse Housing Authority Site C1
Source: Bing Maps 2009 and C&S Engineers*

It is assumed that the primary pedestrian route to and from University Hill would be along Burt Street. Burt Street also serves the adjacent SHA apartments. Therefore, it is assumed that a wrap building would be located on Burt Street. To minimize pedestrian-

vehicle conflicts on Burt Street, vehicle access should be off of Oakwood Avenue.

Due to vacant parcels surrounding the site and a perception of reduced safety, the final design of this site may require additional safety features including enhanced lighting, security cameras and fencing for surface lots.

Evaluation

If all three parcels on site C1 were acquired, the total site would be approximately 1.6 acres. The three parcels have a combined 2009 full market value of \$198,817.

I-81 can be accessed at Adams Street and Harrison Street via Oakwood Avenue/South Townsend Street, Almond Street or South State Street. Adjacent roadways appear to have reserve capacity to accommodate additional demand. Site C1 would reduce traffic on the Hill but would not necessarily reduce traffic at the I-81 access points which currently experience periods of congestion. Due to its location, the site is slightly visible from I-81 southbound.

Site C1 is located 0.8 miles to the west and below University Hill, which equates to a 15 minute walk.

The existing land uses on the site are warehouse and family residential. Zoning is Industrial/Business Class A and parking is a permitted use.



Syracuse Housing Authority Site C1 – Existing Uses
Source: C&S Engineers

The site is located on Centro Route 72 and close to the existing rail line, creating potential opportunities if it were to be used for transit purposes in the future.

Located one block to the east of the site, I-81 is perceived as both a physical and psychological barrier between the site and the Hill. The railroad to the north may also be perceived as a barrier, isolating the site. Due to the physical and psychological barriers and limited activity on surrounding parcels, there is a perceived safety concern in the area. There are sidewalks present on most sections of the roadways surrounding the site but conditions are poor in some locations.

ii. Facility (C1)

Assumptions

Site C1 has short- and long-term potential for a park and ride facility if existing structures were cleared from the site. Due to the site's size and shape, however, both a garage and a wrap building could likely not be supported. Therefore, only a surface lot with and without a wrap building on Burt Street was considered.

Evaluation

Surrounding uses include a mixture of SHA developments, vacant parcels, and industrial/warehouse uses. There are no known development plans for the vacant parcels in the area, but site C1 was included in the University Hill Site Planning Study.

The minimum dimensions noted for the most efficient garage (200 ft. x 200 ft.) would not be met with the inclusion of a wrap building. A surface lot without a wrap building could accommodate approximately 230 spaces on site C1. A wrap building on Burt Street (total of 78,780 square feet) would reduce the number of potential spaces to 120. This is significantly less than the total parking demand.

Table 4.10. Syracuse Housing Authority Site C1 Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap Option 2	# Spaces per Floor	# Floors to Meet Min Demand (1,060) Option 3	# Floors to Meet Max Demand (2,160) Option 4	Max Demand On-Site	Wrapping Option/Notes
Syracuse Housing Authority Site C1**	230	120	NA	NA	NA	230	Wrap on Burt Street

**Site size would not accommodate a wrapped parking structure

The estimated construction costs for a three-floor wrap building to front Burt Street is \$19.0 million including contingencies. The operations and maintenance costs for this structure is estimated to be \$1.3 million per year.

b. Syracuse Housing Authority Site C2

i. Site (C2)

Assumptions

Site C2 is just west of site C1 and is bound by the railroad to the north, Oakwood Avenue to the east, Burt Street to the south, and South State Street to the west. The site consists of three parcels. The majority of the site is a single, fenced-in parcel owned by the SHA. The SHA site was previously used as a parking lot for SUNY Upstate and a small shelter and guard building remains in the northwest corner. There are two privately owned parcels on Oakwood Avenue. The location of the commercial properties would create a large portion of unusable space to construct a surface lot, garage or wrap building around it. Therefore, to maximize the use of this site, the acquisition or relocation of the existing commercial parcel is required. These parcels have existing businesses, a liquor store and market, which would need to be relocated or integrated into wrap buildings on site.



Syracuse Housing Authority Site C2
Source: Bing Maps 2009 and C&S Engineers

Similar to Site C1, Burt Street is assumed to be the primary route for pedestrians and the ideal location for a structure wrapping the garage. Vehicle access could be off of Oakwood Avenue or South State Street. However, South State Street would be preferable to minimize impacts to residences on South Townsend Street. As noted for Site C1, development of this site may require additional security measures to overcome perceived safety concerns.

Evaluation

If all three parcels are acquired, the total site would be approximately 2.7 acres. The three parcels have a combined 2009 full market value of \$395,266. There would potentially be additional relocation costs for the two existing businesses.

I-81 can be accessed at Adams Street and Harrison Street via Oakwood Avenue/South Townsend Street, Almond Street or South State Street. Adjacent roadways appear to have reserve capacity to accommodate additional demand. Site C2 would reduce traffic on the Hill but would not necessarily reduce traffic at the I-81 access points which currently experience periods of congestion. Due to its location, the site is slightly visible from I-81 southbound.

Site C2 is approximately 0.8 miles located to the west and south of the Hill, which equates to a 15 minute walk. As with site C1, I-81 and the railroad are physical and psychological barriers between the site and the Hill.

The SHA parcel is zoned Residential Class B and the two remaining parcels are zoned Business Class A. Parking is a permitted use for all parcels. The Residential Class B zoning would need to be changed to accommodate reuse of the parcel for a mix of uses and eliminate setbacks for the wrap building.

The site is located on Centro Route 72 and close to the existing rail line creating potential opportunities if it were to be used for transit purposes in the future.

Due to the topographical and psychological barriers and limited activity on surrounding parcels, there is a perceived safety concern in the area. There are sidewalks present on most sections of the roadways surrounding the site but conditions are poor in some locations.



Syracuse Housing Authority Site C2 – Existing Facilities
Source: C&S Engineers

ii. Facility (C2)

Assumptions

Two options were considered for the wrap building: Burt Street only or Burt Street and South State Street. Access to the site would be from South State Street or Oakwood Avenue depending on the option chosen.

Evaluation

Surrounding uses include SHA developments, vacant parcels, a liquor store, and a small market. These uses are not indicative of those desired by users. There are no known development plans for the vacant parcels in the area, but site C2 was included in the University Hill Site Planning Study.

On site C2, a surface lot with no wrap building could accommodate approximately 390 spaces. A wrap building (total of 84,045 square feet) on Burt Street would reduce the number of potential spaces to 285 and the number of spaces would be 235 if the State Street side of the site was also wrapped (total of 122,655 square feet). As with other sites, the capacity supplied by a surface lot configuration falls well short of the parking demand.

With a wrap building on Burt Street, the garage would need four floors to meet the minimum future parking demand and eight floors to accommodate the maximum demand. The minimum and maximum required number of floors increases to five and 10, respectively, if the structure is wrapped on South State Street as well.

Table 4.11. Syracuse Housing Authority Site C2 Surface Parking Supply Evaluation

	Surface		
	No wrapping Option 1	Wrapping Option 2 (Burt Street)	Wrapping Option 3 (Burt & State Streets)
Syracuse Housing Authority Site C2	390	285	235

Table 4.12. Syracuse Housing Authority Site C2 Garage Parking Supply Evaluation

	Garage						
	# Spaces per Floor	# Floors to Meet Min Demand (1,060) Option 4 (Wrap- Burt St)	# Floors to Meet Max Demand (2,160) Option 5 (Wrap Burt & State)	# Floors to Meet Min Demand (1,060) Option 6 (Wrap- Burt St)	# Floors to Meet Max Demand (2,160) Option 7 (Wrap Burt & State)	Max Demand On-Site	Wrapping Option/Notes
Syracuse Housing Authority Site C2	285 Alt A 235 Alt B	4	8	5	10	2,160	Alt A - Wrap on Burt Street Alt B - Wrap on Burt Street & South State Street

If the wrap building were constructed along Burt Street only, an 8-floor structure on site C2, which could accommodate a total of 2,280 spaces, would be sufficient to meet demand. The parking facility in this configuration is estimated to cost \$54.8 million, with another \$20.2 million for the wrap building. The estimate for the total construction cost is \$75.0 million including contingencies. The estimated operations and maintenance costs are \$690,000 and \$1.4 million per year for the garage and wrap building, respectively.

If the wrap were constructed along Burt Street and South State Street, a 10-floor structure with a total of 2,350 spaces, would be required to meet demand. The parking portion of this facility is estimated to cost \$56.4 million, with another \$29.5 million for the wrap building. The total construction cost is \$85.9 million including contingencies. The estimated operations and maintenance costs are \$710,000 and \$2.0 million per year for the garage and wrap building, respectively.

c. Shuttle

Assumptions

Operational Overview

AM Circulator Route Schedule:

First bus departs SHA park and ride at 5:30 AM.

Last bus departs SHA park and ride at 9:30 AM.

5:30 AM – 6:30 AM: three vehicles will run on the route, departing from the SHA park and ride approximately every seven minutes.

6:30 AM – 8:30 AM: four vehicles will run on the route, departing from the SHA park and ride approximately every five minutes.

8:30 AM – 9:30 AM: three vehicles will run on the route, departing from the SHA park and ride approximately every seven minutes.

Roundtrip distance is approximately three miles and approximate travel time is estimated at 20 minutes.

PM Circulator Route Schedule:

First bus departs Upstate Medical University at 3:00 PM.

Last bus departs Upstate Medical University at 6:33 PM.

3:00 PM – 4:00 PM three vehicles will run on the route, departing from Upstate Medical University approximately every seven minutes.

4:00 PM – 6:00 PM: four vehicles will run on the route, departing from Upstate Medical University approximately every five minutes.

6:00 PM – 6:33 PM: three vehicles will run on the route, departing from the Upstate Medical University approximately every seven minutes.

Roundtrip distance is approximately three miles and approximate travel time is estimated at 20 minutes.

Vehicle Requirements

Parking demand is estimated to be between 1,060 spaces and 2,160 spaces. For evaluation purposes, demand will be estimated at the maximum. For evaluation purposes, the maximum number of passengers who will park in a one hour period is estimated at 30% of total parking demand, or 648.

Based on the proposed schedule, one vehicle departs the Syracuse Housing Authority park and ride facility every five or seven minutes, depending on time of day. The proposed peak service schedule will require four buses (three buses during off peak period), with a minimum total passenger capacity of 60. This yields a total maximum capacity of 720 passengers who may originate their trip each hour during peak operations.

Route Description

The AM circulator route would originate at the Syracuse Housing Authority park and ride facility, stopping at each of the six University Hill institutions in a constant circulator route. All University Hill stops would be completed in approximately 15 minutes, with most passengers completing their ride within about 10 minutes or less, consistent with the evaluation criteria.

The PM circulator route would originate at the Upstate Medical University, stopping at each of the remaining five University Hill institutions, and then arriving at the Syracuse Housing Authority park and ride Facility. The route would run continuously in a one direction circulator route. All University Hill stops could be completed in approximately 13 minutes. The maximum trip time to return to the Syracuse Housing Authority park and ride facility is estimated at approximately 15 minutes with the average trip estimated to be approximately 10 minutes.

Evaluation

The Syracuse Housing Authority park and ride facility would provide excellent access to the University Hill institutions. The service would be frequent (5-7 minute headways), trip times would be short (typically 15 minutes or less), and the design of the shuttle system would be simple and easy to understand for passengers. The high frequency would provide service for passengers with very little wait time between vehicles, resulting in minimal need for posted schedules and for passenger arrival planning. Most passengers would arrive as their personal schedule requires and typically get on a bus within a few minutes to depart to their final destination.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.13. Syracuse Housing Authority (C1/C2) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Large	4	\$65.55	28.50	250	\$467,050
Centro	Large	4	\$65.26	28.50	250	\$465,000

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles

Service from this site could be modified to provide an expanded circulator service (see **Appendix E**).

d. General Summary of Advantages and Disadvantages

Advantages

Both sites are within a 15 minute walking distance from the Hill and relatively close to I-81, making for quick access from a major commuter highway. The surrounding local roadways appear to have reserve capacity which would provide easy access to and from the sites. Since both sites are not located on the Hill, a park and ride facility here may reduce traffic on the Hill.

The current zoning allows for parking as a permitted use on both sites. A wrap building on site C2 may provide relocation options for the displaced uses currently on site.

Site C1 has short-term potential with minimal improvements (additional lighting, site clearing, etc.) since it is currently fenced with a small shelter and guard building on the premises.

The shuttle service from this site would be frequent (5-7 minute headways), trip times would be short (typically 15 minutes or less), and the design of the shuttle system would be simple and easy to understand for passengers. The service could also be expanded to incorporate an expanded circulator service if desired (see **Appendix E**).

Disadvantages

The real and perceived barriers created by I-81 and the housing buildings between the sites and the Hill may create safety concern for users. Both sites would require significant security improvements, such as lighting and cameras. Significant pedestrian improvements would also be necessary to provide walkable areas around the sites and to the Hill. The perceived isolation may also limit leasing opportunities for filling a wrap building.

Both sites would require the acquisition of business or residential properties to become feasible park and ride locations. Even with the

acquisition of the residential property on site C2, the size and shape of the site would not allow for the construction of a wrapped structure.

The location of these sites, while on the outskirts of the Hill area, would still require the use of the Adams Street and Harrison Street exits from I-81. A park and ride facility at one of these locations will help to reduce congestion on the local roads in the heart of the Hill but will not help to reduce congestion at the I-81 access points.

viii. Option 6 – Teall Avenue (K)

a. Site

Assumptions

The Teall Avenue site, owned by the Syracuse Industrial Development Agency (SIDA), is located within the city limits. The parcel is adjacent to I-690 East between Teall Avenue and Peat Street. Existing access to the site is via City Crossroads Drive off Peat Street.



Teall Avenue Site K

Source: Bing Maps 2009 and C&S Engineers

Evaluation

The Teall Avenue site, a location at the city limits, is 7.6 acres and is visible from I-690. The 2009 full market value for the site is \$976,331.

The site has fairly direct access from the Teall Avenue exit from 690. The local roadways appear to have adequate capacity to accommodate users but the highway access points experience periods of congestion. The site is highly visible from I-690 but not from Teall Avenue or Erie Boulevard. The use of this site as a park and ride facility would require significant site and access improvements as well as environmental mitigation depending on the results of a Phase I environmental assessment. Since Teall Avenue has direct access to both direction of I-690, it would be beneficial to provide an additional driveway on Teall Avenue.

It is approximately 1.3 miles from the Hill, which equates to a 30 minute walk. Pedestrian accommodations are not consistently available between the Hill and the site. The site is currently being used as a brush dump by the city but the land use is recorded as billboard and it is zoned Industrial Class A. Parking is a permitted use on this site.

There are no pedestrian accommodations on or near the site and the site is not serviced by any Centro routes. Due to the lack of pedestrian activity in the area, lack of pedestrian accommodations, and existing uses, there are perceived safety concerns in the area.

b. Facility

Assumptions

With the lack of pedestrian facilities or generators in the area, it is assumed that a wrap building would not be feasible at this location. The facility would not have any street frontage and the potential for leasing out space in the building would be limited. For the same reasons, extra security measures (fencing, lighting and cameras) would be necessary to address perceived safety concerns.

Even though a wrapped structure would not be feasible at this location, both a surface lot and garage were considered. Buildings in the area are mainly one or 2-floor commercial or industrial buildings. Therefore, it is assumed that the maximum number of floors for a potential park and garage on the Teall Avenue site is two.

The costs associated with any environmental mitigation or other site preparation measures are not included in the construction costs for this site.

Evaluation

Surrounding uses are commercial or industrial with a post office branch and strip mall (containing a variety of uses not included on the preferred list of amenities by the users – bottled water supplier, glass shop, car and truck rentals, etc) on Teall Avenue. These uses are not among those noted

as being desirable to users. There are a number of vacant parcels adjacent to the site but no known development plans in the area.

Without a wrap building, the 7.6 acre parcel could accommodate 1,105 spaces, or just more than the minimum parking demand associated with a park and ride facility. To accommodate the maximum demand, a 2-floor parking garage would be necessary.

Table 4.14. Teall Avenue Site K Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap	# Spaces per Floor	# Floors to Meet Min Demand (1,060)	# Floors to Meet Max Demand (2,160) Option 2	Max Demand On-Site	Wrapping Option/Notes
Teall Avenue Site K	1,105	NA	1,105	NA	2	2,160	No Wrapping

**Site size would not accommodate a wrapped parking structure

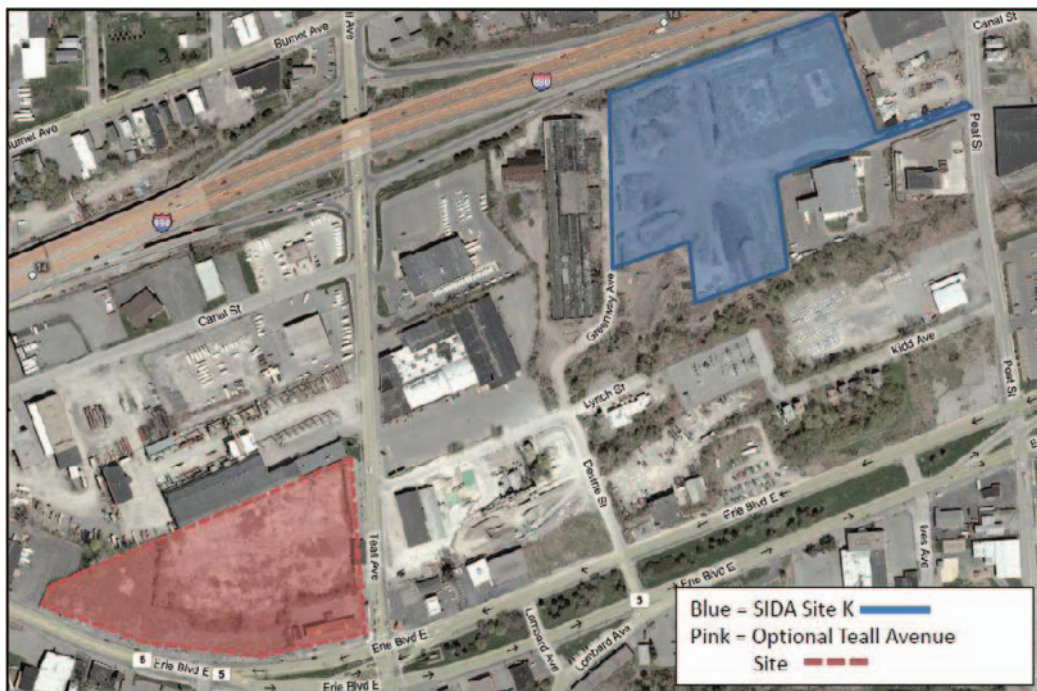
A 2-floor parking garage on the Teall Avenue SIDA site, which could accommodate a total of 2,210 spaces, is estimated to cost \$53.1 million including contingencies. The estimated operations and maintenance costs for this structure is approximately \$670,000 per year.

c. Alternative Site

There are a number of properties on the northeast corner of Teall Avenue and Erie Boulevard that are currently vacant that could be a feasible alternative for a park and ride facility. One such alternative is a site comprised of eight parcels, owned by KBG-I LLC, that totals approximately 10.5 acres. The 2009 full market value for the eight parcels was assessed at \$1,302,893. The site fronts both Teall Avenue and Erie Boulevard and therefore has better access and visibility from the adjacent roadways than the SIDA site. All of the parcels are zoned Industrial Class A and noted as vacant commercial uses except for one that is listed as being used for auto body. There could be environmental concerns with the properties since prior uses include gas stations and auto body facilities.

As a surface lot without a wrap building, this site could accommodate 1,545 spaces. The number of spaces is reduced to 1,420 spaces when a wrap building is included on Teall Avenue. The minimum parking demand for the park and ride facility could be accommodated with a surface lot and the maximum demand could be accommodated with a two-floor parking garage and wrapping on Teall Avenue. The wrap building could be extended along Erie Boulevard to enhance pedestrian activity;

however, this would further reduce the area available to accommodate parking demands.



Teall Avenue – Optional Site

Source: Bing Maps 2009 and C&S Engineers

Table 4.15. Teall Avenue Alternative Site Parking Supply Evaluation

	Surface		Garage				
	No Wrap Option 1	Wrap Option 2	# Spaces per Floor	# Floors to Meet Min Demand (1,060)	# Floors to Meet Max Demand (2,160) Option 3	Max Demand On-Site	Wrapping Option/Notes
Teall Avenue Site K Option	1,545	1,420	1,420	NA	2	2,160	Wrap on Teall Avenue

The 2-floor parking garage, with a total of 2,840 spaces, and wrap building on the optional Teall Avenue site is estimated to cost \$68.2 million and \$23.1 million, respectively, for a total of \$91.3 million including contingencies. The estimated operations and maintenance costs are \$860,000 and \$1.6 million per year for the garage and wrap building, respectively.

d. Shuttle**Assumptions****Operational Overview**

Inbound (to University Hill) Schedule:

AM Circulator Route Schedule:

First bus departs Teall Avenue park and ride at 5:30 AM.

Last bus departs Teall Avenue park and ride at 9:30 AM.

5:30 AM – 6:30 AM: four vehicles will run on the route, departing from the Teall Avenue park and ride approximately every seven to eight minutes.

6:30 AM – 8:30 AM: seven vehicles will run on the route, departing from the Teall Avenue park and ride approximately every four to five minutes.

8:30 AM – 9:30 AM: four vehicles will run on the route, departing from the Teall Avenue park and ride approximately every seven to eight minutes.

Roundtrip distance is approximately 8 miles and approximate travel time is estimated at 30 minutes.

Outbound (to Teall Avenue) Schedule:

First bus departs Syracuse University at 3:00 PM.

Last bus departs Syracuse University at 6:30 PM.

3:00 PM – 4:00 PM four vehicles will run on the route, departing from Syracuse University approximately every seven to eight minutes.

4:00 PM – 6:00 PM: seven vehicles will run on the route, departing from Syracuse University approximately every four to five minutes.

6:00 PM – 6:30 PM: four vehicles will run on the route, departing from Syracuse University approximately every seven to eight minutes.

Roundtrip distance is approximately eight miles and approximate travel time is estimated at 30 minutes.

Vehicle Requirements

Maximum parking demand is estimated at 2,160 spaces. For evaluation purposes, the maximum number of passengers who will park in a one hour period is estimated at 30% of total demand, or 648.

Based on the proposed schedule, one vehicle departs the Teall Avenue Park and Ride facility approximately every 4.5 minutes. The proposed peak service schedule would require seven buses with a minimum seated passenger capacity of 47. This yields a total maximum capacity of 658 passengers who may originate their trip each hour during peak operations. This projected route requires travel along highways, so it is therefore recommended that no passengers stand during the trip.

Route Description

The inbound route would operate during AM hours, originating at the Teall Avenue park and ride facility, stopping at each of the six University

Hill institutions, terminating at the Syracuse University Main Shuttle Stop. The vehicle would then return directly to the Teall Avenue park and ride facility. The first stop, Hutchings Psychiatric Center, is approximately a nine minute ride. The final stop at Syracuse University is approximately a 20 minute ride.

The outbound route would operate during PM hours, originating at the Syracuse University Main Shuttle Stop, stopping at each of the five additional University Hill institutions, and terminating at the Teall Avenue park and ride facility. The vehicle would then return directly to the Syracuse University Main Shuttle Stop. The passengers on University Hill would all be picked up within approximately 14 minutes. Those passengers boarding at Syracuse University would have a total ride of approximately 20 minutes, and those boarding at Hutchings Psychiatric Center would have a total ride of approximately six minutes.

Evaluation

The Teall Avenue park and ride facility is considered a hybrid between a suburban facility and University Hill facility because of its distance from the University Hill area (approximately 8 miles round trip). The extended distance requires more buses than a closer facility might need to meet shuttle capacity requirements. This would result in higher transportation costs than those for a like-sized facility that was situated closer to University Hill. Further, because the vehicles require highway travel to meet the schedule estimates, passengers would not typically be allowed to stand during bus trips due to safety concerns.

The Teall Avenue park and ride shuttle capacity requirement is estimated at 648 maximum passengers per hour. However, the maximum hourly vehicle capacity is estimated at approximately 658. For the purposes of this analysis the difference is negligible, but the closeness of the two estimates indicates that capacity may become an issue depending on passenger trends. The high frequency of trips (every 4 to 5 minutes) would alleviate much of this concern, as the worst case scenario would be that a passenger who could not board a vehicle because it is full would only have to wait another five minutes. Additionally, it is possible that in practice a vehicle with more than 47 seats could be identified by the service provider for use on this route, which would further reduce the capacity concerns.

The proposed schedule provides service at relatively high frequency with limited wait time between vehicles, resulting in minimal need for posted schedules and for passenger arrival planning. Most passengers would arrive as their personal schedule requires and typically get on a bus within a few minutes to depart to their final destination.

The trip times and service to most University Hill institutions would be met. Adding additional stops to this route to make it a circulator route on the Hill, such as Upstate's University Health Care Center, or Crouse Hospital's Madison/Irving, or East Genesee Street, would not be practical on this route as the added route distance and time would negatively impact route times beyond stated time preferences.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.16. Teall Avenue (K) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Large	7	\$65.55	43.25	250	\$708,800
Centro	Large	7	\$66.07	43.25	250	\$714,400

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles

e. General Summary of Advantages and Disadvantages

Advantages

The site provides quick and easy access to I-690 via Teall Avenue and would reduce traffic traveling to and from the Hill area, including at the I-81 access points. Use of this site would alleviate congestion on local roads within University Hill and the Adams Street and Harrison Street exits from I-81.

The size of the site could accommodate the minimum park and ride demand with the installation of a surface lot and the maximum demands could be met with a 2-floor garage. The existing zoning for the site allows for parking as a permitted use.

The alternative site would meet the park and ride demands while providing the opportunity for a wrap building. The alternative side would also improve access to nearby uses such as the post office.

Disadvantages

Before the site could be developed, significant site improvements would be necessary. Safety and security improvements, such as lighting, shelters and possibly security cameras would also need to be added due to the isolation of the site.

The lack of roadway frontage and pedestrian generators in the area would not make the inclusion of a wrap building feasible. Without a wrap building, there is no potential to provide amenities for the park and ride users. Some limited amenities, such as the post office and gas stations, are located nearby.

The shuttle service from this site would be frequent (8 minute headways), but trip times could be as high as 20 minutes. Therefore, several of the stops would exceed the maximum shuttle time of 15 minutes.

ix. **Option 7 – Alliance Bank Stadium (D)**

a. **Site**

Assumptions

The Alliance Bank Stadium site, owned by Onondaga County, is located within the city limits. The stadium is bound by a rail line to the north and west, a warehouse/distribution center, and the Regional Market to the south and properties fronting Hiawatha Boulevard to the east. Existing access to the site is via Alliance Bank Parkway, Grant Boulevard, and Second North Street.



Alliance Bank Stadium Site D
Source: Bing Maps 2009

According to the Alliance Bank Beautification Plan developed for Onondaga County, there are 1,235 spaces in the main parking area, with an additional 300 spaces adjacent to the stadium for staff and VIP Suite guests. These spaces need to be maintained for stadium use. The plan also indicates improvements to naturalize the wetland area between the parking area and the uses to the south and creating a “parkette” to improve pedestrian access from Hiawatha Boulevard to Alliance Bank Parkway. The need to accommodate stadium parking and accommodate the proposed “parkette” precludes the ability to provide a mixed-use structure on the site.

Based on the Syracuse Chiefs schedule, there were 12 home games that started before 6:00 pm on weekdays in 2009 and there will be nine

daytime weekday home games in 2010. Discussions with the Chiefs' General Manager indicate that Opening Day and Education Day (both daytime home games) can reach attendance levels of up to 9,000, but typical daytime weekday home games are generally lower. It is assumed that games starting at 7:00 pm or later will not conflict with users of the park and ride facility since gates open one hour before game time and park and ride evening operations would end by 6:00 pm.

Evaluation

The Alliance Bank Stadium stands on a 30.5 acre parcel at the city limits which is visible from I-81 and easily accessible via Hiawatha Boulevard or Genant Drive. Local roadways appear to have adequate capacity to accommodate users. The parcel is currently zoned Industrial Class A.

The site is adjacent to the Regional Transportation Center which is a hub for rail and bus operations in Syracuse. The rail line could serve University Hill in the future.

The location of the parking area compared to the surrounding uses isolate the site and may require additional safety/security measures for operations as a park and ride facility. Additional lighting may need to be provided and costs may be incurred for using the lighting when the stadium is not in use.



Alliance Bank Stadium Site D – Existing Facilities
Source: C&S Engineers

Since SUNY Upstate recently operated a park and ride system from this site, two shelters with seating exist at the most northern end of the site. There are sidewalks along Alliance Bank Parkway but none leading to the stadium from there or from Hiawatha Boulevard. The Beautification Plan for the site does recommend pedestrian accommodations to improve walkability throughout the site.

b. Facility

Assumptions

As the Beautification Plan indicates, the existing parking supply must be maintained and the site is constrained by wetlands at the south end. The only way to accommodate both the parking demand and a wrap building would be to construct a garage. Construction of a garage or wrap structure would require coordination with the County and the current users. For purposes of this analysis, it is assumed that the existing surface lot will remain.

The use of this site would require a lease agreement with the County. Existing lease agreements for surface parking in the University Hill and downtown areas range from \$25 to \$60 per space per month. SUNY Upstate's previous short-term lease at Alliance Bank Stadium was approximately \$17 per space per month. Although the final lease agreement would be negotiated, for planning purposes it is assumed that the monthly lease per space would be \$30.

Due to the varying attendance at daytime weekday home games, parking may be limited on the 10 to 15 days during the spring and summer. Alternative arrangements would need to be made for users of the facility.

Evaluation

Surrounding land uses include a warehouse/distribution center just south of the stadium, which separates the site from the Regional Transportation Center. The transportation center contains a Dunkin Donuts, Subway, bank and other amenities. The parking area for the stadium is bound by the rear of industrial and commercial properties facing Hiawatha Boulevard. As stated previously, the Alliance Bank Stadium Beautification Plan was considered in the evaluation of this site.

There are 1,235 spaces in the main parking area which would accommodate the minimum parking demand of 1,060 spaces. Anticipating full use of the facility, the annual leasing cost is \$444,600.

c. Shuttle**Assumptions****Operational Overview***Inbound (to University Hill) Schedule:*

First bus departs Alliance Bank Stadium park and ride at 5:30 AM.

Last bus departs Alliance Bank Stadium park and ride at 9:30 AM.

Vehicles will depart approximately every 7.5 minutes.

Roundtrip distance is approximately 10 miles and approximate travel time is estimated at 30 minutes.

Outbound (to Alliance Bank Stadium) Schedule:

First bus departs Syracuse University at 3:00 PM.

Last bus departs Syracuse University at 6:30 PM.

Vehicles will depart approximately every 7.5 minutes.

Roundtrip distance is approximately 10 miles and approximate travel time is estimated at 30 minutes.

Vehicle Requirements

Maximum parking demand is estimated at 1,235 spaces. For evaluation purposes the maximum number of passengers who will park in a one hour period is estimated at 30% of total parking demand, or 371.

Based on the proposed schedule, one vehicle departs the Alliance Bank Stadium park and ride facility approximately every 7.5 minutes. The proposed service schedule will require four buses with a minimum seated passenger capacity of 47. This yields a total maximum capacity of 376 passengers who may originate their trip each hour during peak operations. This projected route requires travel along highways, so it is therefore recommended that no passengers stand during the trip.

Route Description

The inbound route would operate during AM hours, originating at the Alliance Stadium Bank park and ride facility, stopping at each of the six University Hill institutions, terminating at the Syracuse University Main Shuttle Stop. The vehicle would then return directly to the Alliance Stadium Bank park and ride facility. The first stop, Hutchings Psychiatric Center, is approximately a six minute ride. The final stop at Syracuse University is approximately an 18 minute ride.

The outbound route would operate during PM hours, originating at the Syracuse University Main Shuttle Stop, stopping at each of the five additional University Hill institutions, and terminating at the Alliance Stadium Bank park and ride facility. The vehicle would then return directly to the Syracuse University Main Shuttle Stop. The passengers on University Hill would all be picked up within approximately 14 minutes. Those passengers boarding at Syracuse University would have a total ride

of approximately 20 minutes, and those boarding at Hutchings Psychiatric Center would have a total ride of approximately six minutes.

Evaluation

The Alliance Bank Stadium park and ride facility is considered a hybrid between a suburban facility and University Hill facility because of its distance from the University Hill area (approximately 10 miles round trip). The extended distance requires more buses than a closer facility might need to meet shuttle capacity requirements. This will result in higher transportation costs than those for a like-sized facility that was situated closer to University Hill. Further, because the vehicles require highway travel to meet the schedule estimates, passengers are not typically allowed to stand during bus trips due to safety concerns. This further increases the need for additional vehicles on the route.

The relatively high frequency will provide service for passengers with very little wait time between vehicles, resulting in minimal need for posted schedules and for passenger arrival planning. Most passengers will arrive as their personal schedule requires and typically get on a bus within a few minutes to depart to their final destination.

The cost to provide the proposed shuttle service is summarized in the following table:

Table 4.17. Alliance Stadium (D) – Shuttle Costs

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Large	4	\$65.55	31.25	250	\$512,110
Centro	Large	4	\$64.80	31.25	250	\$506,250

Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles

d. General Summary of Advantages and Disadvantages

Advantages

The parking at Alliance Bank Stadium was recently used as a park and ride facility for SUNY Upstate employees and the feedback regarding its operations was positive. With existing shelters and lighting in place, this site would provide short-term potential as well as long-term opportunities.

The site is adjacent to a well-known area attraction and I-81 is easily accessible via Hiawatha Boulevard or Genant Drive. The site's rail access could serve University Hill in the future. The location of the site would help to reduce congestion on the Hill and the I-81 access points.

The site meets the minimum parking demand.

Disadvantages

Parking availability would be impacted 10 to 15 days in the spring and summer months when there are daytime games.

Proposed plans for the site would not allow for a garage or wrap building to be constructed in order to not impact wetlands and maintain existing parking supply. The location of the wetlands and lack of pedestrian access to adjacent roadways isolate the site from surrounding uses, such as the Regional Transportation Center.

Additional costs associated with the installation of a park and ride facility at this site would include safety and security measures, such as increased lighting operations. Directional and identification signage would also need to be installed to notify users of its location.

The shuttle service from this site would be frequent (7.5 minute headways), but trip times would be as high as 20 minutes. For a few stops, the location of the site does not meet the 10-15 minute shuttle ride criteria.

C. Evaluation Summary

The Phase 1 and Phase 2 evaluation sections are summarized in **Table 4.18, Options Matrix**.

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Table 4.18. Options Matrix

	OPTION 1	OPTION 2	OPTION 3
	Fayetteville/DeWitt Centro Park and Ride (P-9)	Liverpool Centro Park and Ride (P-4)	Camillus Centro Park and Ride (P-16)
Site Criteria	Location (Suburban/Local/City Limits)	Suburban (Northwest)	Suburban (West)
	Size (acres)	Approx. 2.0 acres (89,760 SF) Part of Seneca Mall parcel (Entire parcel - 48.2 acres)	Part of Wegmans parcel (Entire parcel - 57.9 acres)
	Acquisition Cost	N/A	N/A
	Access to Commuter Corridors	Less than 0.5 miles from I-481 interchange Local roadways appear to have adequate capacity	Approx. 1.0 mile south of RT 5 interchange Local roadways appear to have adequate capacity
	Visibility from Major Roads	Not visible from Rt. 5/92 - P&R signage on side of shelter, directional signs on internal roadway	Not visible from W. Genesee St. - no P&R sign
	Walking Distance (min.)	N/A	N/A
Facility Criteria	Zoning/Land Use	Land use - large retail Zoning -	Land use - regional shopping center Zoning - Commercial
	Transit compatibility	Centro Route 30, 62 & 262X (express to SUNY Upstate), no Connective Corridor, no rail	Centro Route 36 & 236, no Connective Corridor, no rail
	Safety/Security	Existing lighting, shelter and nearby amenities	Existing lighting, shelter, some internal pedestrian accommodations and nearby amenities
	FACILITY ASSUMPTIONS		
	Type	Existing Surface Lot	Existing Surface Lot
	Potential to Meet Minimum Demand?	N/A	N/A
Facility Criteria	Potential to Meet Maximum Demand?	Ridership demand met - 215 Surrounding uses include supermarket, furniture store, bank, strip mall	Ridership demand met - 150 Surrounding uses include home improvement store, discount store, department store, restaurants, strip mall
	Supportive Land Use		
	Development Cost	N/A	N/A
	O&M Cost (per year)	N/A	N/A
Shuttle Criteria	Compatibility with Surroundings	N/A	N/A
	SHUTTLE ASSUMPTIONS		
	Shuttle Length (min.)	35 minutes or less	30 minutes or less
	Flexibility	None with Centro operator	None with Centro operator
Shuttle Criteria	Operating Costs	Private - \$213,260 Centro - \$277,500+storage costs	Private - \$185,400 Centro - \$243,750+storage costs
	Peak Hourly Ridership (30% of demand)	65	45

	OPTION 4A	OPTION 4B	OPTION 4C	OPTION 5A	OPTION 5B	OPTION 6	OPTION 7
	Kennedy Square Vicinity (A1)	Kennedy Square Vicinity (A2)	Kennedy Square Vicinity (A3)	Syracuse Housing Authority (C1)	Syracuse Housing Authority (C2)	Teal Avenue (K)	Alliance Bank Stadium (D)
Site Criteria	Location (Suburban/Local/City Limits)	Local (820-900 Water St E & Crouse Ave S)	Local (800-08 Fayette St E & Forman Ave)	Local (1226 McBride St S & Burr St)	Local (1105-17 Site St S & Burr St)	Regional/City Limits (341 Peat St)	Regional/City Limits (Alliance Bank Pkwy & Tex Simone Dr)
	Size (acres)	9.9 acres (431,344 SF)	4.1 acres (178,596 SF)	2.6 acres (112,703 SF)	1.6 acres (69,352 SF)	2.7 acres (117,663 SF)	30.5 acres (1,328,580SF) - approximately half is currently surface parking
	Acquisition Cost	\$11,189,349	\$3,052,071	\$461,538	\$198,817 (3 parcels)	\$976,331	N/A
	Access to Commuter Corridors	Close to I-81 & I-690 Local roadways appear to have adequate capacity but highway access is congested	Close to I-81 & I-690 Local roadways appear to have adequate capacity but highway access is congested	Close to I-81 & I-690 Local roadways appear to have adequate capacity but highway access is congested	Somewhat close to I-81 Local roadways appear to have adequate capacity but highway access is congested	Close to I-690 Local roadways appear to have adequate capacity but highway access is congested	Close to I-81 Local roadways appear to have adequate capacity
	Visibility from Major Roads	Slightly visible from I-81 Northbound	Not visible from I-81 or I-690	Not visible from I-81 or I-690	Slightly visible from I-81 Southbound	From I-690	From I-81
	Walking Distance (min.) Zoning/Land Use	0.6 miles - 12 min Land use - vacant apartment Zoning - Residential Class B	0.6 miles - 12 min Land use - vacant apartment Zoning - Residential Class B	0.5 miles - 12 min Land use - commercial Zoning - Business Class A (used as parking/distribution facility)	0.8 miles - 15 min Land use - warehouse, family residential Zoning - Industrial/Business Class A	1.3 miles - 30 min Land use - billboard Zoning - Industrial Class A	3.0 miles - 1 hr+ Land use - stadium Zoning - Industrial Class A
Facility Criteria	Transit compatibility	Centro Route 443, 2 blocks from Connective Corridor, no rail	Centro Route 443, 2 blocks Connective Corridor, no rail	Centro Route 443, 1 block from Connective Corridor, no rail	Centro Route 72, no Connective Corridor, close to existing rail	No Centro, no connective corridor, no rail	Adjacent to Regional Transportation Center
	Safety/Security	Pedestrian accommodation on adjacent roadways	Site isolated by City park/green space, lack of nearby amenities - pedestrian accommodations on adjacent roadways	Existing fencing, shelter, man-booth on-site - pedestrian accommodations on adjacent roadways	I-81 barrier, minimal amenities, may have safety concerns, inconsistent pedestrian facilities	Little to no amenities, no pedestrian accommodations, may have safety concerns (isolation)	Little to no amenities, no pedestrian accommodations on-site, may have safety concerns (isolation)
	FACILITY ASSUMPTIONS						
	Type	Garage	Garage	Garage	Garage	Garage	Existing Surface Lot
	Potential to Meet Minimum Demand?	Yes	Yes	Yes	No	Yes	Yes
	Potential to Meet Maximum Demand?	Yes	No	No	No	Yes	No
Facility Criteria	Supportive Land Use	Surrounding uses include surface parking lots, commercial and industrial buildings, SU Center of Excellence, local grocery	Surrounding uses include commercial and industrial buildings, City park	Surrounding uses include surface parking lots, commercial and industrial buildings, SUNY Upstate BRC, local grocery	Surrounding uses include SHA buildings, power plant	Surrounding uses include SHA buildings, local market, liquor store	Surrounding uses include industrial/commercial uses, Regional Market, Regional Transportation Center
	Development Cost	\$48.3-86.1 Mil	\$76.5 Mil	\$64.0 Mil	N/A	\$53.1 Mil	N/A
	O&M Cost (per year)	\$1.3-2.55 Mil	\$12.7-26.5 Mil	\$14.1 Mil	\$19.0 Mil	\$20.2-29.5 Mil	\$444,600 per year (lease)
	Compatibility with Surroundings	SU Center of Excellence, SUNY Upstate BRC traffic impact studies, University Hill Studies	SU Center of Excellence, SUNY Upstate BRC traffic impact studies, University Hill Studies	\$2.2 Mil SU Center of Excellence, SUNY Upstate BRC traffic impact studies, University Hill Studies	\$1.3 Mil No known development plans, but some vacant parcels in the vicinity of site, University Hill Site Planning Study	\$670k No known development plans, but some vacant parcels in the vicinity of site, University Hill Site Planning Study	\$670k Alliance Bank Stadium Beautification Plan
Shuttle Criteria	SHUTTLE ASSUMPTIONS						
	Shuttle Length (min.)	15 minutes or less	15 minutes or less	15 minutes or less	15 minutes or less	20 minutes or less	20 minutes or less
	Flexibility	Potential with private operator	Potential with private operator	Potential with private operator	Potential with private operator	None with Centro operator	None with Centro operator
	Operating Costs	Private - \$462,950 Centro - \$461,250+storage costs	Private - \$462,950 Centro - \$461,250+storage costs	Private - \$467,050 Centro - \$465,000+storage costs	Private - \$467,050 Centro - \$465,000+storage costs	Private - \$708,800 Centro - \$714,400+storage costs	Private - \$512,110 Centro - \$506,250+storage costs
Shuttle Criteria	Peak Hourly Ridership (30% of demand)	648	648	648	648	648	371

* Costs documented under potential surface lots are for wrap buildings only. Cost for construction of lot itself is estimated at \$4,000 per space as indicated in Section 4.B.ii.

5. Recommendations

The goal of the *University Hill Park and Ride Feasibility Study* is to advance an 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 shuttle service to major institutions. Ideally, this remote facility would accommodate demand generated by new development, replace existing parking on the Hill to make land available for new development, or shift employee parking to preserve nearby spaces for patients and visitors. The remote nature of the facility would benefit traffic operations in the area by removing cars from congested Hill streets. Further, the wrapped design would also include supportive land uses on site, enliven the streetscape and supply needed services for commuters and residents. The remote parking facility would support University Hill institutions as they advance green initiatives by encouraging alternative modes of transportation, including carpooling, walking and transit.

In the process of defining programming needs and parameters, it was determined that there was a desire for two types of facilities:

1. A suburban park and ride, close to a commuters residence, and
2. A park and ride within walking distance of the Hill.

Therefore, this recommendations section identifies several candidates for park and ride facilities including both suburban and near-Hill locations.

Recommendations have also been categorized as either short- or long-term. The identification of short-term recommendations allow for immediate implementation to alleviate some demand while allowing a transition period to implement Transportation Demand Management programs and reduce the overall demand for parking. Short-term recommendations are relatively easy to implement and could be completed within a year. They do not require construction and therefore minimize capital costs (with the exception of the need to expand the Centro storage facility to accommodate new vehicles). All of the short-term recommendations are remote and would reduce congestion not only on the Hill but also on the interstate ramps providing access to and egress from the Hill. Due to their remote location and the consolidation of commuters from single-occupancy vehicles to high-occupancy buses, these sites would reduce vehicle miles travelled (VMT) and associated green house gas (GHG) emissions.

The long-term recommendation focuses on the desire to have a park and ride facility within walking distance of the Hill and incorporating a wrapped design to enliven the streetscape and provide needed amenities for commuters and adjacent land uses. This option would require land acquisition and the design and construction of both a parking structure and wrap building. It would also require the identification or establishment of an entity to own and operate the facilities. It is anticipated that this option would take several years to implement.

Although the long-term option would reduce congestion on the Hill, vehicles accessing a facility near the Hill would still travel the interstates and other major corridors. The proximity of a close-in park and ride facility would not significantly reduce vehicle miles travelled and associated GHG emissions.

A. Short-Term

Recommended short-term options include:

1. Direct transit service from Fayetteville/DeWitt Park-N-Ride (P-8)
2. Modifications to existing Centro service at Liverpool Centro Park-N-Ride (P-6)
3. Direct transit service from Camillus Park-N-Ride (P-16)
4. Establishment of park and ride at Alliance Bank Stadium with direct transit service (D)

Since several of the recommendations involve Centro Park-N-Ride service, it is generally recommended that Centro undertake a reexamination of its park and ride system and policies to determine if modifications are needed to better serve its passengers and the major employment areas.

Both the Fayetteville/DeWitt Park-N-Ride and the Camillus Park-N-Ride options address the desire for a suburban facility and:

- provide adequate service to meet the evaluation criteria of an overall commute time of 35 minutes or less,
- are visible from major roads for wayfinding,
- do not have any perceived safety issues due to adjacent active uses,
- have adequate parking capacity to meet ridership demand, and
- provide adequate supportive land uses.

It is recommended that direct transit service be provided from the Fayetteville/DeWitt and the Camillus Park-N-Rides to University Hill. It is also recommended that multiple stops on the Hill be served to meet the needs of all institutions and businesses. The recommended service every 25 minutes with morning departures from 5:30 to 9:40 AM and evening departures from 3:00 to 6:45 PM is an enhancement of the existing Centro service.

Given the distance from the Hill, it was determined that the evaluation criteria of an overall commute time of 35 minutes or less could not be met from Liverpool. Therefore, the establishment of direct transit service from Liverpool is not recommended. However, since there are a significant number of Hill employees (1,900) that could be served by a Liverpool Park-N-Ride facility it is recommended that the following modifications be made to the existing Centro operations to better serve commuters. These modifications would significantly improve service to University Hill and would benefit other Centro users in Liverpool.

- Focus Park-N-Ride service from one location. Due to on-site amenities, described in Section 2, it is recommended that the Liverpool-Wegmans Park-N-Ride be the preferred site over Seneca Mall.
- Shift existing Centro Park-N-Ride service from Seneca Mall to Wegmans.

- Simplify the route structure so that the schedules are easy to read. All routes serving University Hill should stop at both SUNY Upstate and Syracuse University, providing improved access for all employees.

The Centro Park-N-Ride sites are already established and may be familiar to some commuters. It is recommended that additional signage be installed to identify the presence of the Park-N-Ride facilities within the plazas and provide internal way finding.

To be successful, the implementation of direct Park-N-Ride service needs to be coupled with the implementation of a Transportation Demand Management (TDM) program (See Section 6, Implementation).

Although the Alliance Bank Stadium site does not meet the desire for a suburban or near Hill location, it has successfully been used as a temporary park and ride facility for employees at SUNY Upstate. The Alliance Bank Stadium option cannot serve all five proposed University Hill stops within the 15 minute shuttle ride evaluation criteria. Some distant stops, like Syracuse University, could be as much as 20 minutes. However, if Syracuse University chooses not to participate in the use of the facility, the number of stops can be reduced and service time improved.

The Alliance Bank Stadium option provides adequate parking capacity to meet the minimum demand. It is visible from I-81 and easily accessible from major roads. It is located along an existing rail line that could serve the University Hill area in the future.

The Alliance Bank Stadium has limited supportive land uses. There are some amenities in the adjacent Transportation Center but they are not visible or walkable from the parking facility.

There are some disadvantages of the short-term recommendations. All of the short-term sites are suburban in character or in the case of Alliance Bank Stadium, relatively isolated. The sites are generally not easily accessed by pedestrians.

The short-term recommendations have the greatest potential to reduce VMT and associated GHG emissions. Estimates of potential annual reductions in VMT and GHG emissions are provided in **Table 5.1**. Refer to **Appendix F** for assumptions and calculations.

Table 5.1. Short-Term Recommendations – Reduction in VMT and GHG

	Annual VMT	CO₂e Metric Tons
Fayetteville/DeWitt Centro Park-N-Ride (P-8)	948,150	433
Liverpool Centro Park-N-Ride (P-6)	977,550	446
Camillus Centro Park-N-Ride (P-16)	771,750	352
Alliance Stadium (D)	2,118,025	966
Total	4,815,475	2,197

The Syracuse Housing Authority Sites (C1/C2) and Kennedy Square Sites (A1/A2/A3) were considered as sites for potential short-term surface lots. With the exception of Kennedy Square Site A3, the sites would require existing structures to be cleared and the surface lots constructed. This process would be costly and could only be justified if the sites were acquired for a long-term use. The development of these sites would most likely take at least a year to complete. Portions of the Kennedy Square Site A1 will also be used through 2011 as construction staging for the BRC. In addition, surface lots on sites C1 and C2 combined or sites A2 and A3 combined would not accommodate the minimum parking demand. Kennedy Square Site A3 has 365 spaces that would be available in 2010 when the existing users are relocated to the BRC parking lots. However, this site by itself would only accommodate 34% of the minimum parking demand and would not justify the cost of a direct shuttle service. There is the potential to incorporate this site into one of the recommended short-term shuttle routes; however, the additional travel and stops will exceed the travel time evaluation criteria.

i. Parking Capacity

The recommended options have the potential to provide the following parking capacity:

Table 5.2. Short-Term Recommendations - Parking Capacity

Site	Potential Parking Capacity/Ridership
Fayetteville/DeWitt Park-N-Ride (P-8)	215
Liverpool Centro Park-N-Ride (P-6)	190
Camillus Park-N-Ride (P-16)	150
Alliance Bank Stadium (D)	1,235
Total	1,790

Note: The parking capacity for suburban Park-N-Ride locations is the assumed ridership.

The combined capacity of these four sites is 1,790 spaces. This meets the minimum parking demand of 1,060 spaces and is approximately 80% of the maximum parking demand.

ii. Capital Costs

Though these options require no immediate capital expenditure, some minimal capital investment is recommended. This includes enhanced signage to direct commuters to the location of the park and ride facilities. In addition, any new service provided by Centro would require new storage facilities to accommodate additional vehicles. The capital cost for these new facilities is currently not available.

The use of existing parking facilities significantly reduces development costs. For example, if a facility with the same capacity as Alliance Bank Stadium (1,235 spaces) were constructed on Syracuse Housing Authority Sites C1 and C2 the capital costs would be \$24.7 M for the garage and another \$20.2 M for a wrap building for a combined capital cost of approximately \$45 M. Even if a surface lot was developed, it would cost approximately \$5.0M.

iii. Operating and Maintenance Costs

The following table summarizes the annual operating costs for the recommended options. Additional capital and operating funding would be needed for Centro to operate the services due to fiscal constraints.

Table 5.3. Short-Term Recommendations – Operating Costs

Site	Lease	Shuttle Operations	
		Centro	Private Operator
Fayetteville/DeWitt Centro Park-N-Ride (P-8)		\$277,500	\$213,260
Liverpool Centro Park-N-Ride (P-6)		N/A	N/A
Camillus Centro Park-N-Ride (P-16)		\$243,750	\$185,440
Alliance Stadium (D)	\$440,600	\$506,250	\$512,110
Sub-Total	\$440,600	\$1,027,500	\$910,810
Total	\$1,351,400 - 1,468,100		

Note: There is no operating cost assumed for the Liverpool option since it is a modification of an existing service.

iv. Operations Plan

In Section 4.B.ii, the Shuttle Cost Assumptions describes three options for providing shuttle services:

1. Partner with Regional Transportation System – Centro
2. Outsource to a Private Contractor
3. Operate Internally

For the short-term options, it is recommended that a partnership be established with Centro. Centro currently provides service from the suburban park and ride locations and would be most cost effective in terms of providing service to Alliance Bank Stadium. It would simplify management if all four options had the same service provider.

The primary disadvantages of using Centro would be that they cannot provide charter service for participating institutions and the acquisition of buses to serve new routes would require the expansion of the Centro storage facility.

B. Long-Term

Since the short-term recommendations address the desire for a suburban location, the long-term option focuses on the desire to provide a site within walking distance of the Hill. To support institutions' goals to reduce VMT and GHG emissions, it is recommended that the long-term option be put into practice following the implementation of the short-term recommendations, including a TDM program. If the TDM program and short-term recommendations are successful, the overall parking demand will be reduced allowing a smaller park and ride facility to be constructed.

The sites, within walking distance, that were considered include Syracuse Housing Authority Sites (C1/C2) and Kennedy Square Sites (A1/A2/A3). It is recommended that

a park and ride facility and associated wrap structure be constructed on Kennedy Square Site A2. This site is recommended over the other options for the following reasons:

- Sites A1, A3 and C1 could not accommodate the maximum parking demand.
- Site C2 could accommodate the maximum parking demand; however its use would require the relocation of existing businesses, there are perceived safety issues with the site that would require additional security measures and it is separated from the Hill by I-81, a physical and psychological barrier.
- Site A2 could accommodate the maximum parking demand, it is supportive of adjacent institutional development at the Syracuse Center of Excellence and SUNY Upstate's Biotechnology Research Center and the wrap structure would reinforce the pedestrian corridor on South Crouse Avenue.

Kennedy Square Site A2 is a 12-minute walk from the center of the Hill. The site is served by Centro Route 443 and is located two blocks north of the Connective Corridor. The recommended shuttle service meets the evaluation criteria and could be modified to provide the additional circulator service. The circulator service would provide transportation between the individual institutions, additional facilities owned or operated by selected institutions, existing surface and garage parking that may not be displaced by the park and ride facility, and, to a lesser extent, retail and dining establishments.

i. Parking Capacity

The parking at this site would vary based on the actual demand when the option is pursued. The site has the ability to accommodate the maximum demand of 2,160 spaces if the short-term recommendations are unsuccessful in reducing the parking demand.

ii. Capital Costs

As documented in Section 2, the capital costs for a new facility include property acquisition of approximately \$3.0 M. The cost to construct a new parking facility would vary based on the final parking demand. The maximum parking demand could be met with a garage structure at a capital cost of \$62.4 M. A wrap building adds \$14.1 M in capital costs, for a total capital cost of \$76.5 M. This assumes a wrap building on South Crouse Avenue. If desired, a second wrap building could be provided on University Avenue.

If the shuttle service is provided by Centro, new storage facilities would be needed to accommodate additional vehicles. The capital cost for these new facilities is currently not available.

iii. Operations and Maintenance Cost

The total annual operating and maintenance costs would be approximately \$2 M. The estimated operations and maintenance costs are \$780,000 and \$940,000 per year for the garage and wrap building, respectively. The annual shuttle operating

cost to serve this site would be \$462,950 by a private operator and \$461,250 with Centro.

iv. Operations Plan

Unlike the short-term recommendations, this recommendation requires the construction, maintenance, and operation of a parking facility and associated wrap building. It is recommended that a parking authority be established for this purpose. The parking authority could be developed by a partnership of the participating institutions and businesses or through a Transportation Management Association (TMA) that serves the University Hill area. It is recommended that a private operator be used to provide the shuttle service. The use of a private operator would allow the potential expansion to include a circulator service limited to employees and visitors to the institutions. It would also provide institutions with a provider for charter service.

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6. Implementation Plan

A. Policy/Programmatic Framework

To be successful, the development of a park and ride facility should be a part of a broader transportation strategy that includes several programmatic elements:

Transportation Demand Management (TDM) Program.

TDM is a collection of strategies to reduce vehicle trips and encourage alternative modes. Strategies include:

- financial incentives (e.g. rewards programs)
- transit programs
- carpool programs
- guaranteed ride home/occasional parking permits
- car or bike-sharing programs
- guaranteed ride home program
- education and promotion

A Guaranteed Ride Home program must be included to bring people to their cars for specific and pre-defined reasons, when the shuttle is not providing service. Reasons would include, but not be limited to, family emergencies, employee illness, or other major event. Each institution will be paying for these rides, so they could establish their own rules. The usage should be limited to a maximum number per employee. The service may be provided by internal resources (Public Safety, facilities, etc.) or through a contract with a local taxi service.

TDM is an integral part of encouraging alternative modes and promotion is a significant part of its success. There is a need to provide transportation education through employee orientation, human resource benefits material, and employee communications. A successful TDM program would encourage use of park and ride facilities and reduce the overall parking demand for the University Hill area.

TDM programs could be implemented in a few different ways:

1. Voluntary TDM Program – Institutions and companies who wish to provide choices for their employees or who are committed to a sustainable environment, may voluntarily commit to the implementation of TDM programs. Information regarding TDM Programs and their benefits should be provided to all major employers with a request that they consider implementation of some of the strategies in an effort to support a sustainable transportation system downtown and provide options for their employees.

Signatories to the American College and University Presidents' Climate Commitment have committed to develop a plan to achieve climate neutrality including reducing GHG emissions associated with transportation. Current signatories on University Hill include:

- State University of New York College of Environmental Science and Forestry
Cornelius Murphy, President
 - State University of New York Upstate Medical University
David Smith, President
 - Syracuse University
Nancy Cantor, Chancellor & President
2. Requirement for TDM Program as part of Large Project Approval – To provide consistency and equitability throughout University Hill and downtown, it may be necessary to require the implementation of TDM Programs. The development and approval of a TDM Program could become a part of the project review and approval process. The City would need to establish a policy regarding what size employers or what size project would require a TDM program. Subsequent monitoring of the program would also be required to ensure compliance with the original agreement.
 3. TDM Programs Managed through a Transportation Management Association (TMA) – TMAs are non-profit, member-controlled organizations that provide transportation services in a particular area, such as a commercial district, medical center or industrial park. They are generally public-private partnerships, consisting primarily of area businesses with local government support. TMAs provide an institutional framework for TDM Programs and services and are usually more cost effective than programs managed by individual businesses. TMAs allow small employers to provide services comparable to those offered by large companies.

Regional or local governments, chambers of commerce or management of a major facility (such as a mall or hospital) could help create a TMA and provide seed funding. Developers or facility managers may be required to establish a TMA to mitigate local congestion and parking problems. TMAs are typically funded through dues paid by member businesses and government grants.¹²

B. Funding Sources

The short- and long-term recommendations could be funded through a combination of the following potential funding sources:

1. User fees
User fees should be established that encourage use of park and ride facilities by offering a cost savings over existing market rates on University Hill. User fees for suburban Park-N-Ride options should simply consist of the transit fee. User fees for both the Alliance Bank Stadium and Kennedy Square options should include both the cost of parking and shuttle service.

¹² <http://www.vtpi.org/tdm/tdm44.htm>, accessed December 5, 2007

2. Contribution by affiliated institutions and businesses

Each vehicle should be equipped with the ability to electronically track each passenger's affiliation and report that information for cost allocation purposes. Each participating institution should be assessed a proportional share of the facility's capital, operating, and maintenance costs.

3. Contribution by a TMA

If a TMA is established for the area, the TMA could provide funding support for the recommended options.

4. Lease agreement for the wrap buildings

For any wrap option, the lease agreements for the associated wrap building should provide the funding for this structure's debt service and operating costs.

5. Grants

- The New York State Energy Research and Development Authority (NYSERDA) is a source of potential funding through its Project Opportunity Notices (PONs). Each PON varies but recent PONs have focused on ways to reduce vehicle miles travelled.
- The Grant Program sponsored by EPA's Office of Environmental Education supports environmental education projects that enhance the public's awareness, knowledge, and skills to make informed decisions that affect environmental quality.
- Through Centro, transit operating costs including vehicle acquisition and the required storage facility expansion, may be eligible for grants through the Federal Transit Administration.
- There is the potential for funding through future reauthorization of federal transportation legislation and the emphasis on improving livability and environmental sustainability.

C. Timeline

It is recommended that the short-term recommendations, including TDM programs at participating institutions, be implemented in 2010. Active marketing and promotion of the short-term recommendations should continue for the following two years. In 2013, the recommended options should be evaluated to assess if they are being used to their maximum potential and if modifications are necessary. At that time, the anticipated parking demand for the University Hill area should be reassessed to determine if the combination of the short-term recommendations and the TDM programs have reduced the parking demand. Once the parking requirements are determined, the Kennedy Square Site A2 option should be pursued to meet the remaining demand.

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Appendix A

SAC & IFG Meeting Minutes



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University Hill Park & Ride Feasibility Study Meeting Minutes Study Advisory Committee Meeting No. 1 January 30, 2009

Project: University Hill Park and Ride Feasibility Study

Date: February 4, 2009

Prepared by: Aileen Maguire, C&S Companies

File: 895.002.001

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Nell Donaldson, SMTC
Paul Salvatore Mercurio, SMTC
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Allan Breese, Syracuse University
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David Evangelista, VA Medical Center
Scott Becksted, SUNY ESF
Doug Ballance, Crouse Hospital
Rich Landerkin, CNYRTA
Sean Murphy, NYSDOT
Andy Maxwell, City of Syracuse, Community Development
Mary Robison, City of Syracuse, Engineering
Jeff Wright, City of Syracuse, Public Works
Megan Costa, SOCPA
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The first Study Advisory Committee (SAC) meeting was held for the University Hill Park & Ride Feasibility Study on **January 30, 2009**. Following is a summary of items discussed during that meeting as understood by the preparer. These draft minutes are open for comment and revision by attendees until March 6, 2009 after which they will be considered final and will be filed for the record.

1. Project and Team Introductions

- Nell Donaldson, SMTC, gave welcoming remarks and provided a general introduction to the project and the project team. The project is an extension of the University Hill Transportation Study, initiated in 2003 to address parking and interstate access issues. That study recommended the development of an integrated parking strategy, which is being progressed in the University Hill Park and Ride Feasibility Study. This study will assess the potential for a single remote facility providing shared parking, supportive land use, and transit service. Based on evaluation criteria, a matrix of options will be developed. David Mankiewicz, University Hill Corporation, also indicated that the study will evaluate the existing shuttle operations provided by each institution and assess the feasibility of a consolidation of services. The evaluation will consider demand and institutional needs as well as federal, state and private contracting requirements. James D'Agostino, SMTC, clarified that, because the study does not include a public involvement component, it will not commit to a single specific site. Subsequent to the study, public involvement will be necessary in order to reach a final conclusion regarding site selection.
- Aileen Maguire, C&S Companies, noted that the project team includes C&S Companies and Solstice Transportation Consulting. C&S will focus on the parking analysis and Solstice on the shuttle operations.

2. Project Schedule

- Aileen Maguire, C&S Companies, also reviewed the project schedule. The project will be completed in late October and will include the following additional SAC meetings:
 - SAC Meeting 2 (late March)
 - Review Background Memo – summary of previous studies and Institutional Focus Group Meeting
 - Open discussion on desired outcomes and evaluation criteria
 - SAC Meeting 3 (late April)
 - Review of Programming Needs & Parameters Memo
 - Preliminary discussion of alternatives
 - SAC Meeting 4 (September)
 - Review of Alternatives Analysis Memo
 - SAC Meeting 5 (October)
 - Presentation of Project Findings/Final Report

3. Discussion of Study Area/Potential Sites

- Aileen Maguire, C&S Companies, facilitated a discussion of the proposed study area/potential sites. She noted that as the project starts the intent is to be open-minded about the limits of the study area and that sites should not be precluded because of their size, existing use, or proximity to the Hill. Once the programming needs and evaluation criteria have been identified, all locations will be reviewed for basic functional feasibility and either dismissed or progressed for more detailed evaluation. Potential sites may be actual parcels or general locations that appear appropriate due to travel patterns or employee places of residence. To help generate discussion, representatives from SMTC, the University Hill Corporation and C&S, identified some potential sites. These sites were identified on the following three maps distributed to attendees:
 - Local Sites – focuses on the general vicinity of University Hill and downtown
 - Regional Sites – covers a broader area including Carousel Center and the State Fairgrounds
 - Centro Park and Ride Locations – existing Centro Park and Ride locations in suburban areas

- The following is a summary of the general discussion on the study area and potential sites:
 - How does this effort relate to the planning for I-81? Should there be planning for something that may be obsolete in the future? *I-81 planning has a minimum 10-year planning/design timeframe and will not affect short-term parking solutions. However, parking alternatives need to consider both short- and long-term needs and how they may be affected by known projects like I-81 and Kennedy Square. The study will not identify one definitive program but should identify a couple of preferred parking option. Interstate access will be a feasibility criterion.*
 - Centro will be initiating a transit study that will consider light rail or bus rapid transit. Potential sites along a future transit alignment should be preferred.
 - Some potential sites are currently unutilized while others like the State Fairgrounds have significant demands during peak periods. The analysis needs to document this and propose how peak demand periods will be addressed. It was noted that it would be interesting to see a regional map showing underused or vacant sites.
 - The suburban Centro Park and Ride locations have potential. However, few people want to ride the bus – there are too few routes and the schedules do not meet employee needs. There needs to be some education on the true cost of driving. The fact that parking is often subsidized while transit is not also needs to be addressed. It was noted that buses travelling from park and ride locations are still impacted by traffic congestion and that the overall trip length is still as long or longer than by personal vehicle. Dedicated transit lanes would be needed to address this. It was noted that Centro park and ride locations exist on the kindness of others. Unlike other transit authorities, Centro does not own these lots but has agreements with property owners for use of their facilities. As these locations become more popular, there is the danger that agreements will be terminated. It was also noted that it is difficult for transit to serve up to 140 discrete shifts. (as is currently the case for Crouse Hospital).
 - During the construction of the new garage for Upstate Medical, some employee parking was relocated to Alliance Bank Stadium and served by a shuttle. Many employees got used to the convenience of the location and asked if the park and ride could be continued after the end of construction. This feedback is helpful to educate employees who are reluctant to use a park and ride facility.
 - Aileen Maguire, C&S, asked if any of the institutions had surveyed employees regarding their opinions on park and ride facilities or transit use. *Crouse hospital is initiating a survey baseline program entitled “Opinion Counts.” As part of the University Hill Planning effort, SMTC conducted an employee survey. General results indicated that most respondents were anti-transit and were primarily interested in convenient, inexpensive parking.*
 - Although there is transit resistance, there is always a price point that will shift behavior. It was noted that time and money are the critical factors. There are often parking subsidies, but few institutions provide transit subsidies.
 - It was suggested that a list of best practices for parking and shuttle operations would be beneficial. *The Background Memo will summarize best practices/case studies that were identified in previous studies.*
 - It was noted that there were no potential sites located in the core of University Hill. *This study focuses on remote parking facilities based on the theory that there are higher and better uses for land in the core of the Hill.*
 - It was suggested that some general parameters be listed prior to identification of potential sites. Is there a certain mass that is needed to make shuttle service cost effective? Is there a maximum capacity that can be accommodated without impacting the surrounding road network? *In scoping the study, it seemed important to*

cast as wide a net as possible at the outset and avoid precluding sites without knowing the full range of evaluation criteria. As a result, the study has been designed to complete this kind of “fatal flaw” analysis after the identification of potential sites. It is assumed that this analysis will preclude the progression of many of the alternatives.

- Cost is a factor. To provide a low cost option for employees, the study may need to consider sites further out. This would also reduce congestion. In these outer areas corporate alliances may be feasible. More remote locations need to be served by reliable transportation and a guaranteed ride home so employees do not feel stranded.
 - Use of the park and ride facility by non-institutional employees and visitors should be considered.
 - It is important that a park and ride facility have visibility from the major commuter routes.
 - The evaluation of existing shuttle operations needs to consider that shuttles also provide service between facilities and this service needs to be maintained even if parking is removed from the operation.
- Everyone was asked to review the study area/potential sites and to provide any additional feedback and suggestions to Nell Donaldson, SMTTC. Nell Donaldson will also reach out to SAC members to schedule the next meeting in March. SAC members were asked to come to the next meeting prepared to discuss evaluation criteria.

END OF MEETING MINUTES

cc: Attendees
Jerry Dellas, Crouse-Marshall Merchant Association
Linda Dickerson-Hartsock, Empire State Development
Foster Myers, Hutchings Psychiatric Center
Jeffrey Woodward, Syracuse Stage
Mitch Skyer, Solstice Transportation



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University Hill Park & Ride Feasibility Study Meeting Minutes Study Advisory Committee Meeting #2 March 30, 2009

Project: University Hill Park and Ride Feasibility Study

Date: April 21, 2009

Prepared by: Kim Fabend, C&S Companies

File: 895.002.001

Attendees: Nell Donaldson, SMTC
Paul Mercurio, SMTC
David Mankiewicz, MDA/University Hill Corporation
Christa Glazier, MDA/University Hill Corporation
Eric Persons, Syracuse University
Al Sauer, Syracuse University
David Evangelista, VA Medical Center
Doug Ballance, Crouse Hospital
Eric Smith, SUNY Upstate Medical University
John Reichert, NYSDOT
Don Jordon, SOCPA
Andy Maxwell, City of Syracuse, Community Development
Jeff Wright, City of Syracuse, Public Works
Scott Becksted, SUNY ESF
Rich Landerkin, CNYRTA
David Bottar, CNYRPDB
Aileen Maguire, C&S Companies
Kim Fabend, C&S Companies

The second Study Advisory Committee meeting was held for the University Hill Park & Ride Feasibility Study on **March 30, 2009**. The purpose of the meeting was to review the Background Memo, confirm the parking demand estimates, and discuss the desired outcomes/project goals. Following is a summary of items discussed during that meeting as understood by the preparer. These minutes include comments received after the meeting and are considered final.

1. Introduction

Aileen Maguire, C&S, opened the meeting with introductions and a review of the purpose of the meeting: to comment on the Background Memo and discuss desired outcomes and future needs.

2. Background Memo

Aileen Maguire explained that the Background Memo is an interim document that will not be reissued. Comments will be addressed and incorporated into the final report. She explained that any comments not expressed at the meeting could be sent to Nell Donaldson, SMTC. The following is a summary of questions/comments:

- From Section 1.a: Are we looking to establish a parking authority on the Hill? *The establishment of a parking authority was a recommendation from the University Hill Transportation Study but will not be part of this study. However, this study does have the potential to lay some groundwork for the creation of a centralized parking authority.*
- It was noted that Syracuse University has an additional property on East Genesee Street not shown in Figure 1, the south side of the 900 block. This will be revised for the final report.
- How should we treat future institutions and development like the Center of Excellence or new biotech buildings? *Eric Smith noted that the biotech building would be built in Kennedy Square with parking accommodations for that development, but that there would not be additional parking made available. Aileen Maguire noted that this is the type of information C&S is hoping to obtain from this group. Dave Mankiewicz, MDA/University Hill Corporation, noted that developers have suggested using portions of the Kennedy Square site for parking to accommodate demand beyond the biotech center.*

3. Programming Needs

Aileen Maguire provided a summary of the IFG meeting held on March 18, 2009. She reviewed the parking demand numbers for the next 5-7 years, provided by each of the institutions. There were no comments from the SAC. When Aileen provided a list of example parking facilities and their sizes, David Bottar, CNYRPDB, requested that this information be provided in the report. The IFG concluded that they were not concerned with the size of the facility as much as other factors, such as cost and location.

David Bottar asked if event parking will be considered for this facility given that it would be a source of revenue and may make the facility more cost effective. Nell Donaldson responded that the intent is for the facility to be shared, and that sharing between daytime employees and special events could work well. Several SAC members stressed that, if shared use for special events is a goal, it is important to design the facility to accommodate them, particularly multiple buses at peak periods.

4. Employee Survey

In determining the desired outcomes for the project, Aileen Maguire asked the SAC if they wanted to survey employees to obtain their feedback on the desired characteristics of the facility. She noted that the advantages of an employee survey include getting accurate information from the expected users and building buy-in early for such a facility. She also noted potential disadvantages, including the possibility that the institutions would receive negative feedback and numerous questions. She provided example questions in the meeting handout. The comments noted are as follows:

- Al Sauer, Syracuse University, noted he was concerned about feedback, especially from those that feel they are already pushed out to parking in remote locations. He also believes that the data may end up skewed due to frustrations and worries about losing current parking spaces.
- Eric Smith, SUNY Upstate Medical University, noted that they received positive feedback from their employee survey regarding the Alliance Bank Stadium shuttle. He

stated that he was not concerned about using a survey and mentioned that some concerns may be allayed by crafting the introduction and questions to sound positive and stress benefits to users.

- Doug Ballance, Crouse Hospital, stated that he believed they would receive useful information from a survey and are interested in responses.
- Dave Evangelista, VA Medical Center, stated that he had no concerns regarding the survey.
- Scott Becksted, SUNY ESF, stated that he had concerns about reactions to the survey since their employees currently do not have to pay to park.
- Megan Costa, SOCPA, recommended elaborating on the benefits and other options to the user to ease concerns as well as describe this study and its process in the introduction to the survey.

It was generally agreed that a survey would be a useful tool and could be written to alleviate potential public relations or human resource concerns. Aileen Maguire and Nell Donaldson asked the SAC to provide comments and suggestions to Nell on the survey questions, format, and introduction so that a draft survey could be created as soon as possible.

It was noted that public relations and/or human resource staff will need to be aware of the survey, provide feedback, and be notified of publicity dates and survey deadlines as the survey progresses.

5. Desired Outcomes

Aileen Maguire indicated the importance of having direction from the SAC regarding their preferences for the park and ride facility and associated shuttle system. The meeting handout included a list of suggested desired outcomes. Aileen Maguire used this list to facilitate a discussion. The following is a summary of the discussion regarding the parking facility and shuttle characteristics:

a. Parking

Who would be served?

- Jeff Wright, City of Syracuse Department of Public Works, asked about accommodating visitor demand in the facility. Dave Mankiewicz noted that visitors might be willing to use the facility to avoid driving and parking on the Hill. *Aileen Maguire stated that allowing visitors to use the facility will change operations and most likely add costs.*
- Nell Donaldson asked the SAC their opinion on opening the facility for nighttime use. *Doug Ballance mentioned that their nighttime demand is accommodated by their existing facilities. Representatives from other institutions agreed.*

Proximity to the Hill?

- Eric Smith stated that the study should look at both remote locations (to reduce congestion on the Hill) and immediate locations (to consolidate parking on the Hill)
- Megan Costa recommended that ‘inner ring suburban’ locations be considered vs outer locations even if populations indicate more users for an outer site. She also questioned if coordination with the Connective Corridor services would have higher priority as an evaluation criterion.
- There was discussion regarding existing CENTRO Park and Ride locations and whether this study could recommend enhancing services. *Rich Landerkin, CENTRO, noted that CENTRO is currently looking to cutback on a number of routes. He also noted that ridership suffers if the mass does not exist at origins and destinations (e.g. the number of shifts operating on the Hill precludes the*

effectiveness of mass transit, since desired arrival times vary so widely). He stated that the existing park and ride shuttle down Route 11, which runs during rush hour only, barely reaches 20% capacity. He also noted that prior efforts to link park and ride locations directly with the Hill have met with mixed success. Parking at Centro's park and ride locations may also be a problem, as Centro does not own the lots.

- Megan Costa asked if the analyses of CENTRO Park and Ride locations in general be part of the 'New Starts' program (federal funding program for transit) since she keeps hearing about a desire to look more into park and rides but there seems to be a lot of issues with service, constraints and property use.
- The SAC agreed that suburban park and ride locations as well as those within 10 minutes walking distance should be examined in this study.
- Dave Mankiewicz noted that the Alliance Bank Stadium shuttle worked for Upstate and should be a model. If all institutions simply required their employees to use a system like Upstate's, this system could work. However, he questioned if there is a location that could accommodate enough users for transit to work efficiently.
- Rich Landerkin noted that the farther the facility is located from the intended destination, the more busses will be needed. This affects cost and efficiency. He also noted that every time a traveler is asked to change seats, 20% of the transit market is lost.

Type of facility

- Dave Mankiewicz noted that all existing park and ride systems are operating from surface lots. The SAC agreed that is not due to preference but because their surface lots tend to be larger and sited in fringe locations.
- Megan Costa indicated that the type of facility should depend on the location and surrounding areas (urban vs suburban) and its size determined by usage and economics of scale as well. A large open lot should not be considered on the Hill since the goal is to eliminate surface lots in the area.

Pricing

- Dave Evangelista stated that each institution should independently subsidize parking for its employees so that each institution can maintain consistency with its current parking rates.
- Eric Persons asked if there have been any discussions with political entities regarding subsidizing costs, since the park and ride facility would reduce congestion on Hill. *Nell Donaldson stated that this has not been addressed. Aileen noted that the goal is to get away from subsidies but that other funding might be available through agencies like NYSEDA to encourage use of a park and ride and reduce vehicle miles travelled.*

Associated/Supportive Uses

- David Bottar stated that spillover benefits to the surrounding neighborhoods should be reflected in the evaluation criteria. This facility could support community development wherever it is located. It could also incorporate elements of existing neighborhood plans.
- Aileen Maguire asked if there was a demand for a daycare facility by any of the institutions. There will be a question regarding this demand in the employee survey.
- Dave Evangelista noted that office should be examined as a supportive land use. The VA is currently leasing 20,000 SF of office space and will be looking for 30-40,000 SF more.
- David Bottar suggested that an alternative fueling station might make a good supportive use at the facility.

- Providing spaces for CuseCar and ZipCar was also suggested. Megan Costa noted that these vehicles should be kept at the institutions not next to the user's parked vehicles in a garage or lot.
- Megan Costa recommended that a potential site and its uses be analyzed in terms of how the facility benefits or detracts from a site and its surroundings and vice versa. This aspect would be very important in terms of site selection.

b. Shuttle Service

- Eric Smith stated that there is interest in consolidating the existing shuttle services to eliminate duplication. A number of SAC members agreed, stating that consolidated services would be more cost effective. It was noted that Syracuse University's shuttle services could not be completely consolidated.
- David Bottar asked if light rail was considered for this study. *Aileen Maguire and Nell Donaldson noted that the SMTC and Centro are currently studying light rail possibilities through a separate project. Information from that study will be considered.*
- Dave Evangelista noted that the idea of some sort of vehicle besides busses is attractive, since people may accept new and/or unique vehicles better than a bus. He stated that cable car or light rail Possibilities should be considered.
- Aileen Maguire said that in order to look at route structure, ridership information will need to be collected from institutions, where available. Estimates based on building population could also be used.
- Rich Landerkin stated that CENTRO currently has automated vehicle locator technology but that it is not available to the public. This technology is also currently being considered by CENTRO and Syracuse University for use on the Connective Corridor
- Rich Landerkin noted that, due to federal regulations, CENTRO can not be used for charter services. For CENTRO to serve as the transit operator, the buses need to be available to the general public. If CENTRO was not used as the shuttle operator, then buses would have to be paid for out of pocket at a cost of approximately \$350,000 for each large bus.

In correspondence after the meeting, Dave Evangelista stated that cost is the biggest factor in moving to a centralized system for parking and transport. He noted that costs have consistently been the problem with prior efforts in this regard. He stated that, as businesses, the institutions are looking for better service for the same price or equal service for a lower price.

Aileen Maguire reiterated the need for feedback regarding the survey, the Background Memo, and the desired outcomes/project goals. Everyone was asked to review the meeting materials and provide any additional feedback and suggestions to Nell Donaldson, SMTC.

END OF MEETING MINUTES

cc: Attendees
 Jerry Dellas, Crouse-Marshall Merchant Association
 Foster Myers, Hutchings Psychiatric Center
 Mitch Skyer, Solstice Transportation



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University Hill Park & Ride Feasibility Study Meeting Minutes Institutional Focus Group Meeting March 18, 2009

Project: University Hill Park and Ride Feasibility Study

Date: April 21, 2009

Prepared by: Kim Fabend, C&S Companies

File: 895.002.001

Attendees: James D'Agostino, SMTC
Nell Donaldson, SMTC
Paul Mercurio, SMTC
Mario Colone, SMTC
David Mankiewicz, MDA/University Hill Corporation
Christa Glazier, MDA/University Hill Corporation
Eric Persons, Syracuse University
David Evangelista, VA Medical Center
Bob Stapleton, Hutchings Psychiatric Center
Foster Myers, Hutchings Psychiatric Center
Beth Rougeux, Syracuse University
Tom Bassett, Crouse Hospital
Jim Toman, Sheraton Hotel
David Heymann, Sheraton Hotel
Mitch Skyer, Solstice Transportation
Aileen Maguire, C&S Companies
Kim Fabend, C&S Companies

The Institutional Focus Group (IFG) meeting was held for the University Hill Park & Ride Feasibility Study on **March 18, 2009**. Following is a summary of items discussed during that meeting as understood by the preparer. These minutes include comments received after the meeting and are considered final.

1. Project Introduction

Nell Donaldson, SMTC, opened the meeting with introductions and a review of the purpose of the project. She explained where the recommendation for an integrated parking strategy originated then handed the meeting over to Aileen Maguire, C&S.

Aileen Maguire, C&S, provided the background for the project, explained the difference between the Study Advisory Committee (SAC) and the IFG, and differentiated between the roles of C&S

and Solstice, the two consultants on the project (C&S – project manager, parking, and land use; Solstice – shuttle and transit services).

2. Review of Existing Parking & Shuttle Services

Aileen Maguire explained the meeting handouts, which included tabular and graphic summaries of existing parking and shuttle services (see attached), reviewed existing services, and opened the meeting to questions and comments regarding the existing information. The following is a summary of the discussion:

- What are the boundaries for this project? *There are no specific boundaries since the focus is on the institutions being served. There are no boundaries regarding where the proposed facility could be located.*
- Who would build the facility and where would funding come from? *There is no funding currently in place, nor is there an identified entity to handle construction. This project is the first step in the process and will determine the feasibility of a shared park and ride facility. It is assumed that further work around construction and financing will be required.*
- It was noted that the facility does not necessarily have to be a garage and could be a surface lot.
- When was the existing parking information collected? *The existing parking and shuttle information presented at the meeting was updated within the last couple of months. It will not be updated again over the course of the project. The park and ride facility will consider demand within a 5-7 year time frame.*
- Were the 305 spaces in the Sheraton Hotel Garage included in supply numbers? *No, only the parking associated with the major institutions are accounted for.*
- Some SU lots (e.g. Warehouse lots, Quad lots) are missing from the parking map, and some lots (#22 and 23) have been replaced by development. *The map will be updated.*
- The total employee numbers for each institution seem low and may be excluding significant portions of their populations. *Numbers were provided by each institution but information will be reviewed, making sure that specific groups were not inadvertently excluded. The following table provides an update on population numbers for SUNY Upstate:*

Table 1.1. Population by Institution

Institution	Total Employees	Daytime Employees	Total Students	Daily Visitors	Daily Other¹
Syracuse University	4,648	4,150	19,366	600	
SUNY Upstate	6,200	4,100	1,400	1,000	300
Crouse Hospital	2,200	1,600		1,500	
SUNY ESF	520	520	2,446	50	
VA Medical Center	1,400	800		200	500
Hutchings Psychiatric Center	530	530	10		160
<i>Total</i>	<i>15,498</i>	<i>11,700</i>	<i>23,222</i>	<i>3,350</i>	<i>960</i>

¹ – Other includes out-patients and contractors

Aileen Maguire, C&S, asked each institution to summarize their existing parking and shuttle services:

Tom Bassett, Crouse

Shuttle Service

- Have 6 shuttles that run 24 hours/day with decrease in night runs
- Run Monday-Friday with 4 or 5 buses running at a time
- Runs from parking to buildings and between buildings
- Track the # of riders and found that 10's of thousands ride the shuttles monthly
- Shuttles are free to all employees, visitors, and patients
- Drivers will ask for ID or destination but ID not required
- Some buses handicapped accessible
- Drivers are registered security officers, which has helped to reduce crime

Parking

- People may not be willing to give up a space that they've waited or worked for
- Noted the existence of CuseCar

Dave Evangelista, VA

Shuttle Service

- Shuttles operated by CENTRO and Birnie Bus
- Shuttles strictly for employees
- Transportation to other facilities handled internally

Parking

- Parking is based on seniority, and doctors park on site
- Employee parking fees: J lot (150 spaces) - \$4/month; Sears lot (300 spaces) - \$4/month; Garage - \$14/month
- Patients and visitors park in garage (some loss of parking in garage due to construction)
- Planning to relocate some services to Erie West (80 employees & outpatient) & suburbs (80 employees)

Foster Myers and Bob Stapleton, Hutchings

Shuttle Service

- No shuttle services

Parking

- Parking is free for employees and demand is met
- Short peak parking demand period (demand less by 3-3:30pm)
- Recent construction has reduced number of spaces
- Employees are often commuting from some distance, making a park and ride system difficult to sell

Beth Rougeux & Eric Persons, SU

Shuttle Service

- Run by Centro
- Students do not have to pay, but are required to show ID
- Faculty, staff, and residents are supposed to pay, although unofficially, drivers do not typically ask for ID – there are a few routes (Manley, Warehouse, quad shuttle and possibly others) that are free to faculty and staff with ID
- Connective Corridor is free to everyone
- Regulations have made it impossible for CENTRO to change routes for special events (charters), so SU pays for smaller buses or other charter services separately
- There have been issues with sharing CENTRO resources during events (State Fair vs Student Orientation)

- Shuttles run to Manley, South Campus & Warehouse 24 hours/day, but for other routes service is limited to daytime
- The University offers a daily “Shuttle-U-Home” service from 8:15pm – 3:30am

Parking

- Use sliding fee scale
- During the summer, staff can shift parking due to changes in availability
- Budget cuts may affect ability to pay for additional parking

Other services

- Provide ZipCar service with option for department memberships
- Both SU & ESF signed President’s Commitment to reduce carbon footprint

Jim Toman & David Heymann, Sheraton Hotel

Parking

- Have some professors and students that pay to park in their garage – sell approximately 15 spaces/semester
- Cannot expand current garage
- Have lost business due to lack of parking
- Employees park off-site or in alley during special events (up to 20 cars in alley at times)
- No fee for employees in garage
- Only 28% of employees drive alone – most use transit
- Noted that there is a lot of informal sharing of resources (Sheraton uses UAG, SU uses Sheraton, etc)

3. Discussion of Programming Needs

Aileen Maguire, C&S, began a discussion of parking needs. 5-7 year parking needs for each of the institutions, collected prior to the focus group meeting, were presented (see attached). The following is a summary of the discussion:

- May be undocumented demand based on comments from Sheraton and SU.
Undocumented demand may include:
 - employees that park on city streets or pay for private parking
 - demand associated with special events, including conferences
 - latent student demand
- The loss of demand due to proposed development may not be captured accurately – *This will be verified with institutions.*
- Was retail demand taken into consideration? *Projected needs from Crouse–Marshall Business District (50 spaces) were included.*
- Has demand due to fleet vehicles been accounted for? *It has been assumed that parking demand numbers provided by the institutions include all parking needs, including that for fleet vehicles as necessary.*

4. Discussion of Desired Outcomes

The following is a summary of the desired outcomes for the parking facility & shuttle/transit services:

Parking

- Serve daytime employees
- Preference for both suburban locations and locations within walking distance
- Locations should not be isolated (cafes and restaurants should be close by)
- Facility should be open for special events but not general public
- Safety perceptions - user preference, particularly among females, is for open lot; perceptions of walking danger after dusk

- Not concerned about size of facility as long as demand is met
- Provide reasonable capacity for entering/exiting facility (no long waits to get in/out)

Shuttle/Transit

- Want predictability (people should know location of bus stops, routes, and schedules)
- Provide a number of stops close to buildings – will be difficult to consolidate stops; still need to serve each institution
- Not willing to spend excessive amounts of money on being “green”
- Real time travel information is desirable and is being tested through a collaboration between CENTRO and SU
- SU has found that smaller buses are preferable, as are branded (“attractive”) buses

A brief discussion was held regarding the advantages and disadvantages of using an employee survey to solicit information regarding parking and shuttle preferences. The consultant team will prepare a draft survey for discussion at SAC Meeting #2.

Everyone was asked to review the meeting materials and provide any additional feedback and suggestions to Nell Donaldson, SMTC.

END OF MEETING MINUTES

cc: Attendees
 Steve Brady, SUNY Upstate Medical University
 Eric Smith, SUNY Upstate Medical University
 Jerry Dellas, Crouse-Marshall BID
 Joe Rufo, SUNY-ESF
 Allan Breese, Syracuse University
 Al Sauer, Syracuse University
 Derrick Suehs, Crouse Hospital



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University Hill Park & Ride Feasibility Study Meeting Minutes Study Advisory Committee Meeting #3 September 10, 2009

Project: University Hill Park and Ride Feasibility Study

Date: September 17, 2009

Prepared by: Kim Fabend, C&S Companies

File: 895.002.001

Attendees: Nell Donaldson, SMTC
Paul Mercurio, SMTC
Mario Colone, SMTC
David Mankiewicz, MDA/University Hill Corporation
Christa Glazier, MDA/University Hill Corporation
Steven Schroeder, Syracuse University
Al Sauer, Syracuse University
Bob Kertulis, Crouse Hospital
Eric Smith, SUNY Upstate Medical University
Megan Costa, SOCPA
Andy Maxwell, City of Syracuse, Community Development
Jeff Wright, City of Syracuse, Public Works
Scott Becksted, SUNY ESF
Rich Landerkin, CNYRTA
Anthony Rotolo, Hutchings Psychiatric Center
Jerry Dellas, Crouse-Marshall Business Association
Aileen Maguire, C&S Companies
Kim Fabend, C&S Companies

The third Study Advisory Committee meeting was held for the University Hill Park & Ride Feasibility Study on **September 10, 2009**. The purpose of the meeting was to review the results of the Transportation Opinion Survey, discuss the evaluation criteria and confirm potential park & ride sites as noted in the Programming Needs and Parameters Memo, clarify demand projections, and explain the next steps of the project. Following is a summary of items discussed during that meeting as understood by the preparer. These draft minutes are open for comment and revision by attendees until October 16, 2009 after which they will be considered final and will be filed for the record.

Introduction

Nell Donaldson, SMTC, opened the meeting with introductions and a review of the purpose of the meeting. She also noted that Mario Colone, SMTC, will be taking over the management of the project while she is on family leave starting in mid-November.

1. Transportation Opinion Survey

Aileen Maguire, C&S, summarized key findings from the Transportation Opinion Survey. The following is a summary of questions/comments and answers about the survey:

- Rich Landerkin - Does the site location term 'near the Hill' include locations on the Hill? *The purpose of the park and ride facility is to reduce traffic on the Hill by removing commuter traffic in the area. Thus, 'near the Hill' does not include locations on the Hill itself.*
- Steven Schroeder - Was there a preference shown by individual institutions in regards to where the facility was located? *The survey and analysis of the results did not get into that level of detail.*
- When it was noted that an acceptable walking time from a facility was found to be 5-10 minutes and acceptable shuttle time was noted between 10-15 minutes, the following questions were asked:
 - Jeff Wright - How far do we want people to be willing to walk? *A 10 minute walk would be preferred by planners.*
 - Steven Schroeder - How does this walk time compare to other areas? *An acceptable walk time for the public depends on the region in question. Based on prior work done in this area, a preferred 5 minute walk time is typical for Central/Upstate New York.*
 - Rich Landerkin - It would take 10 minutes just to service each institution/shuttle stop without including the time it takes to drive from the facility to the Hill. *The evaluation of total commute time for a site will take stop time into consideration. The 10 minute shuttle ride preference assumes a local facility site is used, not a suburban site. Analysis of suburban sites will assume a total commute time of 35 minutes.*
 - Eric Smith - The analysis should consider the acceptable threshold for commute time as a whole (drive plus shuttle plus walk). The survey did not take into consideration the commuters' time or costs saved/added with a shuttle route.
- Dave Mankiewicz - Since Hutchings and Syracuse University will not have a need for the facility, if their responses are removed from the survey, would any of the results change? *No analyses were conducted by removing any one institution. A number of crosstabs were created by institution which may help to provide that information. These are included in the appendix of the Programming Needs and Parameters Memo.*

2. Evaluation Criteria

Aileen Maguire provided a summary of the evaluation criteria as developed through the survey, SAC, and IFG meetings and explained in the Programming Needs and Parameters Memo. The following is a summary of questions/comments about the evaluation criteria:

- Dave Mankiewicz - Wouldn't the 6 acre minimum site requirement for a surface lot eliminate all potential sites? *Some sites were and will be examined as a combination of parcels. Otherwise, this site requirement would eliminate many of the options. It is possible that a combination of options may be necessary in order to meet total demand.*
- Steven Schroeder - Why was SU's Skytop area not considered? *Skytop was one of the original potential sites, but the Phase 1 analysis eliminated the site since it did not meet the location or easy site access criterion.*
- Jeff Wright - Does the 15 minute shuttle time include wait time at the facility or planned stop? *The 15 minute time was used as a Phase I criterion. As applied, it did not include headways (time spent waiting for shuttle), but included an approximation for the time it takes to make all stops on the Hill.*

- Rich Landerkin - In terms of the preferred bus size, if Centro will be the operator of the shuttle, small buses will not be available. A number of small buses were purchased for the Connective Corridor and they cannot be interchanged with other routes because they cannot accommodate demand. *Size of buses recommended will be dependent on the different sites considered.*
- Megan Costa - Was proximity to OnTrack considered? *The survey results showed no shuttle preference for light rail or other alternative modes of transportation. It was also noted that there is no known timeframe for the implementation of a light rail system and the timeframe for this study was for the next 5-7 years. Subsequent discussion by all attendees indicated the desire to progress at least one site with proximity to OnTrack. Sites to be considered include Alliance Stadium and the Trolley Lot. Proximity to potential transit routes will also be used as a Phase 2 evaluation criteria.*
- Rich Landerkin - Why are sites on the Hill not included? If the demand on the Hill or downtown is diffused, the demand for a light rail system will never be met. *The purpose of the park and ride facility is to reduce traffic on the Hill by removing commuter traffic in the area. It was also noted that this study is intended to free valuable land on the Hill, making it available for uses other than parking.*

3. Phase 1 Analysis

Aileen Maguire explained that the list of approximately 40 potential sites was going to be evaluated in two phases. The first phase, to reduce the number of potential sites to 5-7 locations, was conducted as part of the Programming Needs and Parameters Memo. This first phase evaluated sites based on site size and location. The sites progressed from Phase I will then be evaluated in the Phase 2 analysis as part of the Alternatives Analysis Memo. The potential sites to be progressed in the Phase 2 analysis were presented as follows:

1. Fayetteville – existing suburban park and ride
2. Liverpool – existing suburban park and ride
3. Camillus – existing suburban park and ride
4. A1, A2, A3: Kennedy Square
5. C1, C2: Syracuse Housing Authority
6. K: Teall Avenue
7. I: St. Joseph's Hospital

Aileen Maguire noted that additional locations were recommended as potential sites: existing City garages, the Public Safety Building location downtown, Alliance Bank stadium (since SUNY Upstate employees were satisfied with a recent park and ride system from that location), and a site along the West Street corridor. The following is a summary of questions/comments regarding the list of potential sites to be progressed:

Local Sites

- Steven Schroeder - Is the Teall Avenue site viable given the site conditions and potential environmental issues? *The sites will be evaluated based on site size, location, zoning, surrounding land use, ownership, etc. If a condition such as soil contamination is known, it will be noted, but a site will not be eliminated for that reason. The study does not include a Phase 1 Environmental Assessment.*
- Al Sauer - Why was Alliance Bank stadium eliminated from the list of potential sites? *Alliance Bank stadium is outside the 10-15 minute shuttle ride area. It was also noted that while Upstate users were pleased with the shuttle service, it was free to employees and was direct service from the stadium to SUNY Upstate, meaning that it might not be as viable if unsubsidized or expanded to include other institutions.*

- Eric Smith - Are the Kennedy Square sites viable since there are development plans currently moving forward for the sites? *Dave Mankiewicz commented that he had spoken to a number of developers. He stated that they may want to accommodate additional parking demand to compliment their development so the Kennedy Square sites should not be ruled out. If the facility is going to be part of a larger development, the difference in parking fees set by a developer vs. the potential low rate offered by the institutions should be considered. Aileen Maguire noted that existing demand will need to be accounted for in any potential site. For example, if the St. Joseph's sites were developed, the facility would need to be able to accommodate the number of spaces currently used by St. Joseph's as well as the demand from the Hill institutions.*
- Bob Kertulis - What is the plan for the development of Kennedy Square? *The Kennedy Square sites are owned by SUNY Upstate, where they are currently developing a biotechnology research center. The facility would accommodate its own parking demand and would be a walkable site.*
- Al Sauer/Jeff Wright - The access to the St. Joseph's and Public Safety Building sites is currently difficult and the adjacent roadways appear to already be at capacity. How will the traffic generated by the facility affect the surrounding roadways, I-81 or I-690 ramps, etc.? *A capacity analysis or traffic impact study at the potential sites is not included in this study, but any known capacity issues will be documented in the report. Dave Mankiewicz will speak with St. Joseph's officials to discuss their plans for the sites in question. Following the meeting, conversations with St. Joe's officials revealed that the hospital sites are not likely candidates for a park and ride facility, as they are important to the hospital's expansion plans. However, St. Joe's representatives did indicate possible interest in using a future park and ride facility.*
- Steven Schroeder - If the I-81 project results in its removal through the city, wouldn't that affect potential sites with current access to the highway, making other sites better alternatives? *The best estimates at this time assume that any changes to the I-81 corridor would not happen within the next 10 years. This project is considering demands within a 5-7 year time frame.*
- Rich Landerkin - How will this facility and the traffic generated from it affect adjacent neighborhoods? *A park and ride facility will help to reduce traffic on the Hill but increase it somewhere else. Because of the high demands of the institutions, it is most likely that the demand will not be met by one park and ride location. Neighborhood impacts will be included as part of the Phase 2 evaluation criteria.*
- Jeff Wright - Why is there a focus on including a site on the West Street corridor? *The University Hill Transportation Study recommended the corridor as a potential location for a facility. It was noted that there do not appear to be any easily identifiable potential sites, but there is reserve capacity on the roadways in that area.*
- Jeff Wright - Why was the Trolley Lot not progressed as a potential site? *The Trolley Lot was eliminated because of the lack of easy access to the major highways. It was also noted that coordination with the County would be necessary. Megan Costa will talk to the County regarding their plans regarding the lot before adding this location as a potential site. (She will also inquire about the Public Safety Building garage). Subsequent to the meeting, Megan Costa noted that County officials indicated that while there may be some land available upon completion of the storage facility, there are already a few other projects that have been identified that the County would rather see for the Trolley Lot. Therefore, this site should not be progressed as a potential site for a park and ride facility.*
- Rich Landerkin - Could the Hotel Syracuse garage work as a potential site since it would be close to the proposed transit hub? *It was noted that there is supposed to be a new owner for the hotel in the near future.*

Suburban Sites

- Rich Landerkin - Since existing Centro park and ride lots are shared with other uses (Wegman's, shopping plazas, etc.), there is a concern that with the increase in use (i.e. more spaces occupied) at these locations, owners may not be willing to house a park and ride facility. *This study will document existing agreements at each potential site and the potential impact increased use could have on these agreements.*
- Steven Schroeder/Megan Costa - Are existing park and ride locations where we want this facility to be?
 - Shoppingtown Mall may welcome the idea of a park and ride facility on their property.
 - There is a concern that a suburban park and ride location could contribute to urban sprawl. Location of facilities should promote access by pedestrians.
 - Locations should have direct access to I-81 to reduce congestion.

This study will analyze the existing suburban park and ride sites, but some of the analysis will be relevant to other locations in the vicinity. The report will document the park and ride feasibility of the general area of the suburban sites. The intent of suburban facilities is that they are located close to employees' place of residence and employees would access them from local roads. All suburban locations will contribute to a reduction in highway congestion and congestion on the Hill by reducing the number of single occupancy vehicles traveling to and from University Hill.

Potential Site Summary

- The three suburban sites will be progressed: Fayetteville, Liverpool, and Camillus.
- The Kennedy Square, Teall Avenue, and Syracuse Housing Authority sites will be progressed.
- Dave Mankiewicz will talk to St. Joseph's officials regarding including the potential site(s) in this vicinity. Subsequent to the meeting, St. Joseph's officials indicated that these sites would not be feasible for use as park and ride facilities due to conflicts with the hospital's expansion plans. As a result, this site will not be progressed.
- One site on the former OnTrack line (Trolley Lot or Alliance Bank Stadium) will be considered. Megan Costa will talk to County officials regarding these sites. Subsequent to the meeting, County officials indicated that the Trolley Lot would not be available and should not be progressed. However, County officials suggested that the Alliance Bank Stadium could be further pursued as a potential site. Any detailed analysis of this site should include input from the Syracuse Chiefs. The Alliance Bank site will be progressed.
- Megan Costa will talk to County officials regarding the Public Safety Building site. After the meeting, County officials indicated that this site would not be available and should not be progressed.

4. Phase 2 Analysis

Aileen Maguire showed the evaluation matrix that will be used during the Phase 2 analysis and asked the group to provide any additional evaluation criteria that should be considered. *It was suggested that access to transit corridors should be included. Also, it was reiterated that some measure of the potential to induce sprawl should be applied to the suburban sites.*

5. Next Steps and Action Items

The next SAC meeting to discuss the Alternatives Analysis memo is anticipated to be scheduled in late October/early November. The final meeting to discuss the draft final report for this project is anticipated to occur early in December.

The following is a list of action items as a result of this meeting:

- Dave Mankiewicz will speak to St. Joseph's regarding including their sites as potential facility locations. *The results of this conversation have been incorporated into these minutes.*
- Megan Costa will speak to the County regarding the Trolley Lot and Public Safety Building plans for the future. *The results from this contact have been incorporated in these minutes.*
- SAC members will forward comments on the potential sites, any additional evaluation criteria, clarification of demand (Kennedy Square and/or others) and the Programming Needs and Parameters memo to Nell Donaldson, SMTC, by September 18, 2009.

END OF MEETING MINUTES

cc: Attendees
Mitch Skyer, Solstice Transportation
John Reichert, NYSDOT
David Bottar, CNYRPDB
David Evangelista, VA Medical Center



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University Hill Park & Ride Feasibility Study Meeting Minutes Study Advisory Committee Meeting #4 December 21, 2009

Project: University Hill Park and Ride Feasibility Study

Date: December 30, 2009

Prepared by: Kim Fabend, C&S Companies

File: 895.002.001

Attendees: Mario Colone, SMTC
David Mankiewicz, MDA/University Hill Corporation
Christa Glazier, MDA/University Hill Corporation
Steven Schroeder, Syracuse University
Al Sauer, Syracuse University
Eric Persons, Syracuse University
Bob Kertulis, Crouse Hospital
Eric Smith, SUNY Upstate Medical University
Scott Becksted, SUNY ESF
Rich Landerkin, CNYRTA
Sean Murphy, NYSDOT Region 3
Aileen Maguire, C&S Companies
Kim Fabend, C&S Companies

The fourth Study Advisory Committee meeting was held for the University Hill Park & Ride Feasibility Study on **December 21, 2009**. The purpose of the meeting was to review the final alternatives, site evaluation criteria, assumptions, alternatives analysis, recommendations and implementation plan and allow for the committee members to provide their comments on the Alternatives Analysis Memo. Following is a summary of items discussed during that meeting as understood by the preparer. These draft minutes are open for comment and revision by attendees until January 8, 2010 after which they will be considered final and will be filed for the record.

Introduction

Aileen Maguire opened the meeting by thanking the committee for attending the meeting. She noted that since the goal is to begin implementing short-term recommendations in 2010, this study needs to be completed as soon as possible. Questions were encouraged throughout the presentation. The following is a summary of the questions/comments raised:

Alternative Analysis

- Rich Landerkin noted that there are no official contracts with owners at Park-N-Ride sites only agreements as needed for liability coverage.

- Steve Schroeder – Was the zoning at suburban sites reviewed to determine the amount of parking required for the existing uses? *Existing occupancy was spot checked at each site to be able to comment on available supply but requirements based on zoning were not determined. Zoning requirements are often based on peak periods and exceed average demand.*
- Rich Landerkin – Why is there no capital costs included in estimates to reimburse owners of suburban sites for increased demand? *It was assumed that costs at suburban sites would consist of operations & maintenance (O&M) costs. If lease agreements are required at suburban sites they would be an operations cost similar to the assumption used for Alliance Bank Stadium. Centro currently does not pay leasing fees for existing Park-N-Ride locations. Owners may require leasing fees for the suburban park and rides if demand increases. However, these fees should be shared among all users not just those destined for University Hill.*
- Eric Smith – Are the lease prices for Alliance Bank Stadium included in costs? *There is an assumed lease cost per space included in the costs for that site based on the costs for the Upstate shuttle.*
- Eric Persons – Are the desired design guidelines for the Hill (like University Avenue Garage) included in the assumptions for the parking structures and wrap buildings? *Any structures would be similar to the University Avenue Garage. A wrap building would front the sidewalks and roadways to hide the parking structure. Modifications to zoning and site plan review should be made to incorporate the design guidelines.*
- Steve Schroeder – Was capacity information included for the suburban sites? *Capacity information was documented based on field visits and demand information was assumed based on employee zip code information and ridership assumptions.*
- Steve Schroeder – Instead of a wrap building, could the entire 1st floor of a structure provide retail/commercial uses and have parking on the upper floors? *The wrapped structure concept stems from the University Hill Transportation Study recommendations. A wrap building was the preferred style due to the varying life cycles of retail/commercial buildings and parking facilities.*
- Dave Mankiewicz to Rich Landerkin – What is Centro’s opinion on the Teall Avenue site as a potential park and ride location? *There are access and visibility issues for the Teall Avenue site and concerns that there would be environmental issues with the site.*

Recommendations

- Dave Mankiewicz to Eric Smith – How did Upstate address capacity issues at Alliance Bank Stadium during a day game? *Upstate leased 600 spaces and only 1 or 2 conflicts arose. When capacity was an issue, Upstate worked with Carousel to provide parking and transportation from their available lots. Sean Murphy indicated that ‘education day’ would be a potential conflict.*
- Eric Persons – How would site A2 be accessed – Teall Avenue/I-690 or I-81? *It was assumed that access to A2 would be from the Adams/Harrison Street exits on I-81.*
- Steve Schroeder – Does Centro have reserve capacity to accommodate additional demands? *Rich Landerkin replied that most routes have some reserve capacity for additional demand. Aileen Maguire noted that new buses were assumed to accommodate additional demands/routes.*
- Eric Smith/Dave Mankiewicz - Upstate will be issuing a Request for Proposals for the development of A2 in the near future. The status of the RFP is in the State’s control and could be out within a few months to a year. Most preliminary responses have been in the form of mixed-use development with parking.
- Dave Mankiewicz – Since A2 is part of Upstate, are there any examples of a public/private development that serves the surrounding community? Would there be any funding that could be used by private developers to help subsidize the costs of building

the additional parking? *There are examples in Boston (Columbus Center and Wilkes Passage) where additional parking was provided to accommodate nearby residents. It was noted that the demand from those using the parking facility for on-site retail or other businesses may provide incentive for private developers. Aileen Maguire also noted that developers may be able to negotiate design requirements (setbacks, height and FAR) to offset the cost and design implications of providing additional parking on site. Grants/funding sources are generally limited to O&M and not capital costs.*

- Eric Smith noted that costs for demolition of existing residential buildings on A2 will be a deterrent for development.
- Dave Mankiewicz noted that there is sensitivity near Syracuse Housing Authority sites (C1, C2) regarding the type of adjacent development. *They want uses that will provide a benefit/service to nearby residents not just a parking garage.*
- Aileen Maguire asked how the group felt about the recommendations and the response was that A2 was an ideal site. Rich Landerkin noted that it was a good choice operationally since it could provide high frequency trips at a minimum cost. Sean Murphy noted it was a benefit to have a pedestrian component to the long-term recommendation as well. Eric Persons noted that this location could also provide service to downtown as well.

Implementation

- Eric Persons recommended that there be a branding strategy with the signage for future park and ride facilities based on experience of Connective Corridor signage. Should include a broader vision for the area to encourage transit use to the Hill. *Aileen Maguire reminded the committee that any improvements associated with the suburban sites will need to be coordinated with the owners.*
- Dave Mankiewicz clarified that the long-term recommendation does not replace the short-term recommendations but would be implemented after short-term recommendations are in place. *Aileen Maguire indicated that demands should be reevaluated after short-term recommendations have been established. The only caveat is that an RFP for Site A2 may require this option to be advanced prior to 2013. Aileen Maguire indicated that the RFP should include language regarding the need to incorporate additional parking in any structure.*
- Dave Mankiewicz mentioned the Regional Greenhouse Gas Initiative (RGGI) (www.rggi.org) as a potential funding source if it could be proven that the project reduces greenhouse gas emissions. *Aileen Maguire noted that the potential for the biggest reduction would be with the suburban locations. Steve Schroeder asked if making the facility more multi-modal would help to increase opportunities for funding. Aileen responded that there would be a better chance by submitting the project as a whole (including suburban and Alliance Bank Stadium sites) instead of just the parking structure on Site A2.*
- Rich Landerkin noted that the operational hurdle will be providing direct service to the Hill. The existing direct service route (from Airport Plaza on NYS Route 11) has low ridership. A funding stream will be needed to provide that service.

Closing

In order to compile the draft final report in January 2010, any questions or comments regarding the Alternatives Analysis Memo should be submitted to Mario Colone in the first few weeks in January.

END OF MEETING MINUTES

cc: Attendees
Mitch Skyer, Solstice Transportation
David Bottar, CNYRPDB
Mark Tartaglia, VA Medical Center
Anthony Rotoco, Hutchings Psychiatric Center
Megan Costa, SOCPA
Pete O'Connor, City of Syracuse, Public Works
Jerry Dellas, Crouse-Marshall Business Association

Appendix B

Summary of Institution Interviews

Summary of Interviews with Institution Transportation Staff

Operations representatives from SUNY ESF, Hutchings Psychiatric Center, SUNY Upstate Medical Center, Syracuse University, and the VA Medical Center participated in the Stakeholder Interchange Sessions with Solstice Transportation Group. Centro also provided information. Crouse Hospital representatives were unavailable for an individual interview but their comments/needs were provided through SAC and IFG meetings.

Hutchings currently does not have any transportation, and SUNY ESF utilizes the Syracuse University system. All of the institutions have an ongoing need to provide some level of transportation for employees (except for Hutchings) and, to a lesser extent, for visitors. Syracuse University currently meets all of their transportation needs, and those of SUNY ESF, with their existing system. This fact would not preclude them from participating in a system that would further reduce the number of cars on campus, thereby reducing their overall carbon footprint.

The institutions all supported the concept of combining transportation services, so long as service levels, capacity, and frequency were not unreasonably impacted. The ridership requirements are likely to be manageable for one system to adequately and cost effectively transport all passengers from all institutions. There is enough overlap in the systems to realize cost savings operationally, as well as through economies of scale with respect to overhead, management costs, and potential volume discounts. One challenge is that some institutions are private and some are public. Any contracted service will be required to deal with the intricacies of creating a workable agreement that meets New York State procurement law.

Overall response was positive, with a proclivity towards a combined solution for transportation in the University Hill area. The results of the individual interviews are described in the following sections.

SUNY ESF

Stakeholder Interchange Session

March 19, 2009

Attendee: Scott M. Becksted, Chief of Police

Operations and Future Transportation Needs Summary

SUNY ESF does not operate any shuttle buses themselves as they utilize the Syracuse University system.

Comments and Issues Regarding Park and Ride Approach

Most likely, the need would be for visitors and convention center guests to use the shuttle system, which is not the preferred user group for this park and ride facility. If the college began charging for parking, then there would be an incentive for some to use the shuttle system. Until a parking policy that charges employees and graduate students is implemented, none of them are likely to take advantage of any shuttle system.

The 300 graduate student spaces currently provided by Syracuse University could be taken away. Should that occur, the need for participating in a remote parking and shuttle system would increase immediately. This is not an imminent situation, but one that has been discussed as a possibility.

All the planned and current construction creates an immediate parking need. An access road from Sims Drive to Campus Drive will be constructed beginning in May 2009. This road could potentially be used for a shuttle bus. A pedestrian bridge between the buildings may impact bus selection due to height restrictions.

Finally, SUNY ESF needs transportation system flexibility. If they have a large event or have additional needs that greatly exceed normal operations capacity they have no options on campus. They have no choice but to find remote parking locations to meet the temporary demand.

Hutchings Psychiatric Center

Stakeholder Interchange Session

July 9, 2009

Attendee: Rick Howard

Operations and Future Transportation Needs Summary

Current transportation needs are very limited. Hutchings does not currently have any transportation. There are two small but important constituent groups that would benefit from a shuttle system serving the Center. They would likely be willing to make an investment in transportation, albeit a very small one, commensurate with their need:

1. Visitors and patients coming from locations outside the University Hill area would benefit from a shuttle system to transport them from off-site parking or from the city metro lines.
2. The staff would benefit from a simple and convenient way to get from work to retail/dining establishments to take care of personal needs.

SUNY Upstate Medical Center

Stakeholder Interchange Session

June 16, 2009

Attendees: Eric Smith, AVP Finance
Julie Ann Shanley, Director of Parking
Peter Marthia, Parking Account Supervisor (operates huttles)

Operations Summary

Depending on the time of day, there are either one or two buses on route. Route operations begin at 4:00 AM and end at 1:00 AM, weekdays only (ending early Saturday morning). There is no service on major holidays. Service is contracted to Birnie Bus. The majority of users are employees and students. The annual cost is approximately \$455,000 per year.

Current Schedule

	Start	End	Time	
Route 1	4:00	5:35	1.50	24 Pass
Route 2	5:35	9:20	3.75	24 Pass
Route 3	6:03	8:55	3.00	40 Pass
Route 4	6:13	8:25	2.25	40 Pass
Route 5	5:48	9:20	4.50	24 Pass
Route 6	9:20	2:51	5.50	24 Pass
Route 7	2:00	5:56	4.00	40 Pass
Route 8	3:10	5:23	2.25	40 Pass
Route 9	3:40	8:34	5.00	40 Pass
Route 10	8:35	1:00	4.50	24 Pass
Total Time			16.50	40 Pass
Total Time			19.25	24 Pass

(Route schedule accurate as of 23 June 2009)

Future Plans and Needs for Transportation

SUNY Upstate believes there is a high level of redundancy between their system and Crouse's system. One area that could be eliminated going forward is the route that provides service along Irving Ave. This is chiefly for students only and is not highly utilized.

Comments and Issues Regarding Park and Ride Approach

SUNY Upstate is concerned with the transportation of unaffiliated passengers. Either tracking technology or a bus pass system would be required for their participation. Cost and frequency of service is more important than amenities or vehicle quality. The service must be consistent, high quality, and on-time. Reduction of frequency will not be acceptable to many of SUNY Upstate's passengers. In the event that a limited amount of frequency is lost in a combined system it must be coupled with lower cost to SUNY Upstate in order to be considered acceptable.

SUNY Upstate is concerned that as a state institution they have limited flexibility with regards to purchasing as it relates to the park and ride transportation system.

Rush hour transportation congestion on Harrison and Almond Streets will impact any transportation plan. Because of DOT rules and the volume of traffic leaving the area to access I-81, any bus system design may be severely impacted between 3:30 PM and 6:30 PM on a daily basis.

SUNY Upstate has stated preference for a suburban remote lot with relatively frequent service to the Hill area. They have recent experience with displacing approximately 1,200 people due to construction at the Alliance Bank Stadium and this model was effectively implemented for their employees.

Syracuse University

Stakeholder Interchange Session

June 23, 2009

Attendee: Al Sauer, Director, Parking and Transportation

Operations Summary

The on-campus shuttle system is a separate entity and is not included in this study. As a point of information, there are 13 routes running daily during the academic year. Current remote parking options include Manley Fieldhouse that has a bus that runs every 10-12 minutes throughout the day. Parking at Manley is low cost (\$70/year). The service is safe and cost efficient for commuter students, faculty and staff. Additionally, some students live near there. The system works because it is 95% on time, even with weather and traffic congestion.

Institutional Transportation Requirements

Syracuse University would like a program that encourages faculty and staff who use personal vehicles to utilize a park and ride system that gets them to the internal shuttle system. The system should be fast with direct frequent service during rush hour. Students who are commuters, living approximately 5-8 miles away would benefit from a remote option. This would probably impact approximately 1,000 (15%) students. The current Syracuse University system cannot go into the city but it brings students from on-campus student housing to campus buildings.

Tracking technology to determine if passengers are authorized to use the bus system is not critical to the University. Primary concern revolves around who is riding and where they are from. This information can be determined through passes, renewal of parking permits, and by drop off statistics.

Comments and Issues Regarding Park and Ride Approach

Syracuse University does not typically have passengers who are unaffiliated with the University using their transportation service. There is little to no duplication of service with the other Hill institutions. Syracuse University technically has enough parking to meet all of their current needs, but the parking available may not be the most convenient. One area of interest to the University would be to route the park and ride vehicles through nearby neighborhoods to further reduce automobile traffic on campus.

The top reason for the University to participate in a park and ride program revolves around the reduction in the number of cars coming to campus. They will support a reasonable alternative transportation system that meets environmental objectives in addition to addressing parking issues.

The University would consider increasing the costs of 'close-in' parking to increase demand for remote parking options. There is a strong sense of responsibility within Syracuse University to adopt programs that benefit both community and environment. In support of that sentiment, Al Sauer provided this quote during the interview session, "What may be lost in revenues may be found in other areas."

VA Medical Center

Stakeholder Interchange Session

June 23, 2009

Attendee: Dave Evangelista, VA Medical Center

Operations Summary

Two routes are currently operated for employees. The J-Lot Route is operated by Centro and includes both parking and shuttle management. The shuttle costs are \$7,940 per month, and they run the service 12 months per year. The J-Lot is scheduled to be closed in the near future, but a specific date was not available. The Sears Lot route is operated by Birnie Bus. The cost for the Sears Lot bus system is approximately \$128,700 per year.

Both routes begin operations at approximately 5:30 AM and extend throughout the work day, ending at approximately 6:00 PM. At peak service there are two buses running at one time on each route. The service transports between 400-450 people per day.

Institutional Transportation Requirements

Currently the VA has a limited need for transportation around the Hill area. The Community Care Center (Mental Health Center) is located less than 1 mile from the main campus at the 1000 block of East Fayette St and South Crouse Ave. In August or September, 2009 the outpatient mental health center will be opening. It is located approximately 2.5 miles from the main campus, at the 600 Block of Erie Blvd West on the corner of Leavenworth Avenue. It would be a strong benefit if both of these facilities were included on any combined route servicing the Hill. The service would only require coverage from 7:00 AM – 7:00 PM during weekdays. The VA is a federal institution, and as such must have at least a moderate level of assurance that those who enter the vehicle are authorized to ride the service.

Future Plans and Needs for Transportation

Frequency of the shuttle is the most important issue to employees at this time. The employees would require 15 minute service during peak periods, and no more than 30 minute service off peak. The employee base is becoming more technology savvy, making it likely that a GPS tracking system would be both desired and beneficial to passengers.

CENTRO

Stakeholder Interchange Session Transcript Notes

September 22, 2009

Rich Landerkin, CENTRO

CENTRO currently operates routes to and from campus for students at Syracuse University. Any student may access bus for free by showing their valid university ID. There are additional routes that provide service to students from more remote residential locations. These routes are open to anyone who pays the required fare.

In Mr. Landerkin's opinion, University Hill currently has a significant parking problem that may impact any results of this study. He stated that currently ½ of the surface area in the

University Hill area is used for parking, and nearly all of the institutions involved with this study have future development plans that call for additional parking requirements on University Hill.

CENTRO Operating Costs and Overview

CENTRO's current cost to provide transportation services to the University Hill Park & Ride System is approximately \$60 per hour. This is known as the 'Avoidable Cost', or variable operating costs to provide additional routes. This would encompass maintenance (parts & labor), driver wages and benefits, and fuel. This does not include any capital costs for additional equipment or facility requirements.

1. Any route or routes run by CENTRO must, by definition, be completely open and cannot be restricted. Anyone who wishes to pay the fare can ride any of the routes, whether or not they are dedicated to the University Hill Park & Ride System or not.
 - a. NOTE: While the routes will be open to anyone wishing to use them, It is likely that in practice only those who are part of the University Hill Park & Ride System will actually use the routes. Additionally, if parking at the facilities is somehow restricted, then the actual usage of the routes will be further limited.
2. To provide this service, CENTRO will have to acquire additional vehicles. Based on their current operating models, they are strongly inclined to purchase only 40' transit buses. The purchase of smaller transit buses (30' or 35') or smaller (15-28 passenger) cutaway (light or medium duty) buses is unlikely to be considered.
3. To provide this service, CENTRO will require additional maintenance and storage facilities. Because of the weather in the Upstate New York region, all buses must be stored in enclosed facilities. CENTRO is currently at capacity in their maintenance facility.
 - a. NOTE: Mr. Landerkin believes that if CENTRO is selected to provide the transportation service for the University Hill Park & Ride System, they will be able to acquire the necessary storage and maintenance facilities. The budget model will require include some additional costs for capital improvements.

CENTRO Capital Costs

1. For planning purposes the amortization of all transit vehicles can use a 12 year amortization schedule. This is the minimum useful life required when receiving federal money.
 - a. NOTE: It is likely that CENTRO could assume the amortization of the cost over the entire useful life of the vehicle, even if the agreement with the University Hill Park & Ride System is shorter than 12 years (very likely). CENTRO will probably have no issue with assigning buses to other operations or using them to replace aging vehicles elsewhere in the fleet should the contract end or not be renewed with the University Hill Park & Ride System.
2. Capital Cost Calculation
 - a. Federal programs contribute 80% of the total cost of capital (vehicles, maintenance facility, storage facility) if matched by a 20% local contribution.
 - b. New York State will contribute 10% of the total cost of capital (additional supplement to the Federal contribution).
 - c. Approximately 10% of the total capital cost for vehicles, maintenance, and storage facilities will be included in the budget model.
 - d. 40' Transit Buses are estimated to cost approximately \$375,000 each.
 - e. Maintenance and storage facility costs are unknown at this time. Mr. Landerkin was unable to provide an estimate for these costs.

Additional Comments

1. Potential options for private operators in area.
 - a. First Transit/1st Student.
 - b. Burnie Bus – based out of Rome, NY, facility in Syracuse.
 - c. Kaz Limo – currently has small contract with Syracuse University.
 - d. Various companies with small non emergency medical transport contracts in the area may be interested in participating.
 - e. Possibly 2 or 3 charter companies in the area that may be interested in participating.
2. Suburban Park and Ride Facilities
 - a. According to Rich Landerkin they are not good options. They are too small to accommodate the numbers of people this study is anticipating. The retail facilities will end their relationship with CENTRO if large numbers of parkers use the facility and take away parking from their customers.
 - b. Additionally, when the snow arrives, approximately 25% of the usable parking spaces will be removed because of snow storage. This will further reduce the capacity of these lots.
 - c. Several of the hospitals/medical facilities have very high number of shifts (Landerkin referenced one facility with 140 separate work shifts). Accommodating these shifts in a park and ride facility near the University Hill area will be problematic, trying to accommodate this type of situation in a suburban park and ride lot may prove impossible.

Appendix C

Transportation Opinion Survey



University Hill Park and Ride Feasibility Study

Employee Survey

February 2010

prepared by



for SMTC



University Hill Park & Ride Feasibility Study

Prepared by

C&S Engineers, Inc. and

Solstice Transportation Consulting

for

Syracuse Metropolitan Transportation Council

Employee Survey Report

February 2010

This report was funded in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

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**UNIVERSITY HILL PARK & RIDE FEASIBILITY STUDY
EMPLOYEE SURVEY****TABLE OF CONTENTS**

1. INTRODUCTION.....	1
2. PLACE OF EMPLOYMENT	2
3. EXISTING COMMUTE	3
4. PARK AND RIDE PREFERENCES	12
5. SHUTTLE PREFERENCES	20
6. MODE SHARE PREFERENCES	22

LIST OF APPENDICES

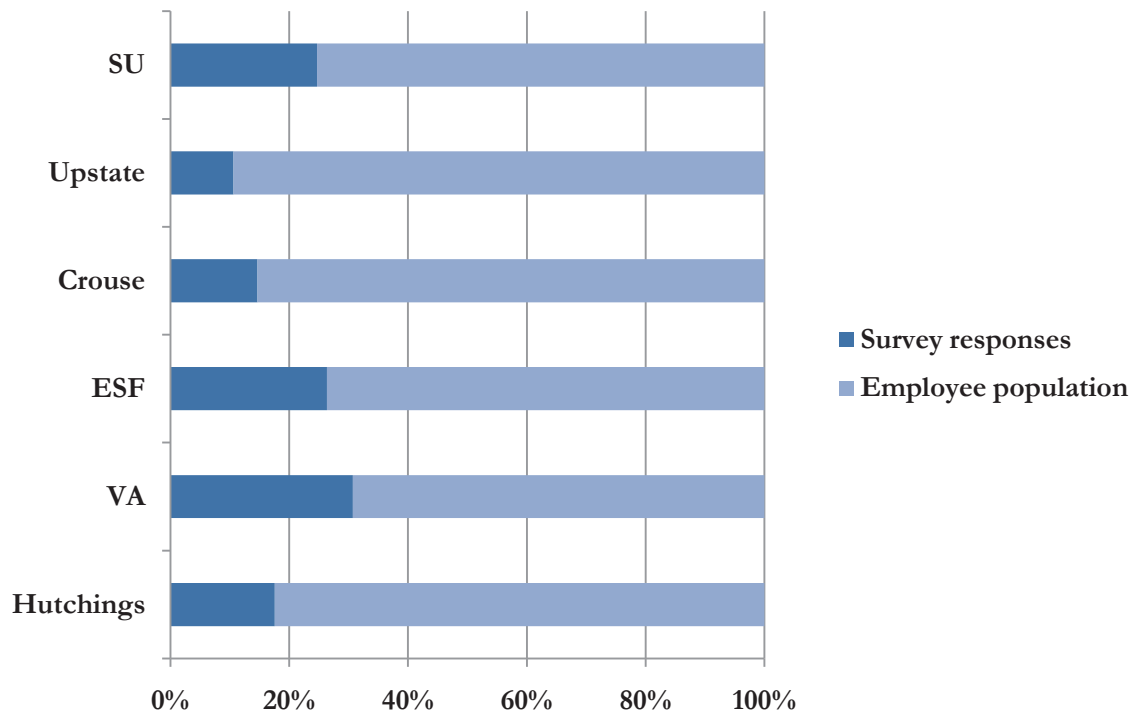
Appendix A: Employee Survey	A
Appendix B: Detailed Survey Responses	B
Appendix C: Survey Comments	C
C-1 Question 2 Comments	
C-2 Question 18 Comments	
C-3 Question 21 Comments	
C-4 General Comments	

1. INTRODUCTION

An employee survey was conducted to obtain feedback from potential users on the desired characteristics of a park and ride facility. The web-based survey was coordinated by the SMTC. Each institution independently distributed a survey link to their employees via internal email or, in the case of businesses, by flier. The survey opened on May 6, 2009 and closed on May 22, 2009. Twenty-six questions were asked including demographic, current commute, and park and ride preference information. Approximately 3,600 submitted surveys had usable data. With a total number of employees at the institutions of 15,498, the response rate was approximately 23%.

The survey was distributed to the entire population and requested voluntary participation. The results represent the opinions of the individual respondents. However given the response rate, the responses may be generally applicable to the broader population.

The entities included in the survey were Syracuse University, SUNY Upstate, Crouse Hospital, SUNY ESF, VA Medical Center, Hutchings Psychiatric Center, and local University Hill businesses. Over 40% of the respondents were from Syracuse University. Only 3% were from local businesses. The 23% response rate is not consistent across institutions. VA has a slightly higher representation and Crouse and Upstate employees are underrepresented. The following chart shows how the response rates by institution compare to the employee population.

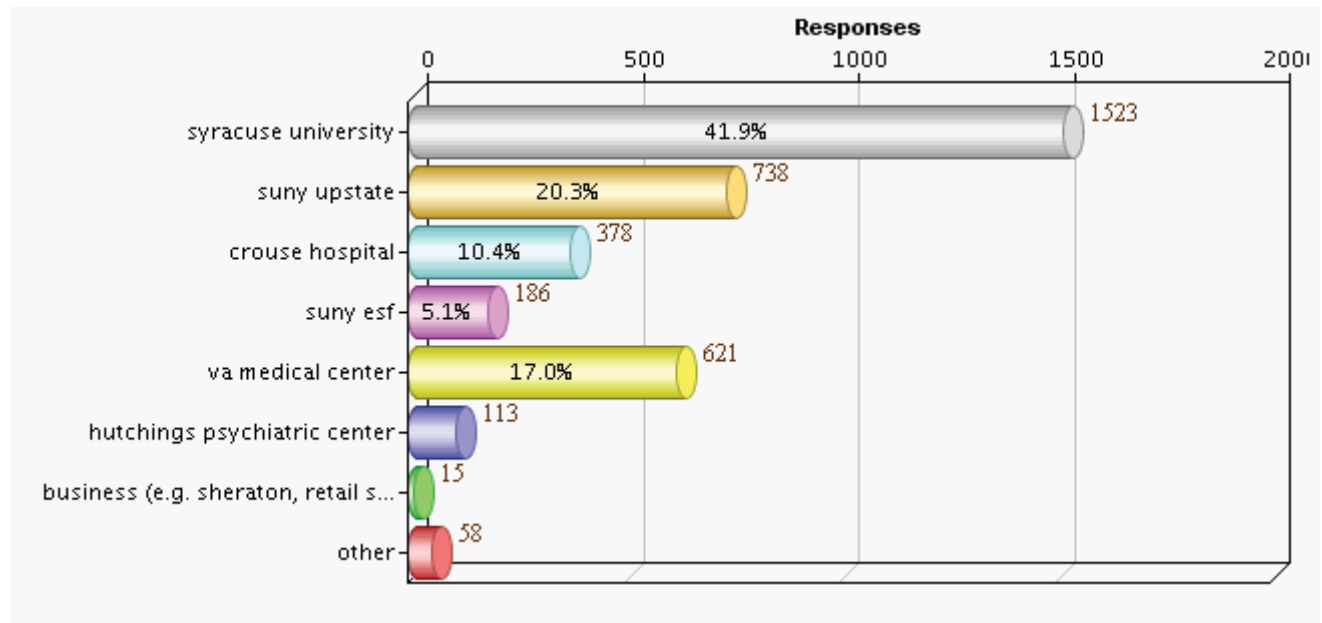


This figure does not include employees of businesses on University Hill.

The appendix contains a copy of the survey questions, tabulated results and the written comments.

2. PLACE OF EMPLOYMENT

1. Please select your place of employment.



Based on the actual number of employees per institution, listed in the table below, employees at Syracuse University, SUNY ESF and the VA Medical Center are overrepresented and employees at SUNY Upstate and Crouse Hospital are underrepresented.

Institution	Employees	% of Total
Syracuse University	4,648	30%
SUNY Upstate	6,200	40%
Crouse Hospital	2,200	14%
SUNY ESF	520	3%
VA Medical Center	1,400	9%
Hutchings Psychiatric Center	530	3%
Total	15,498	100%

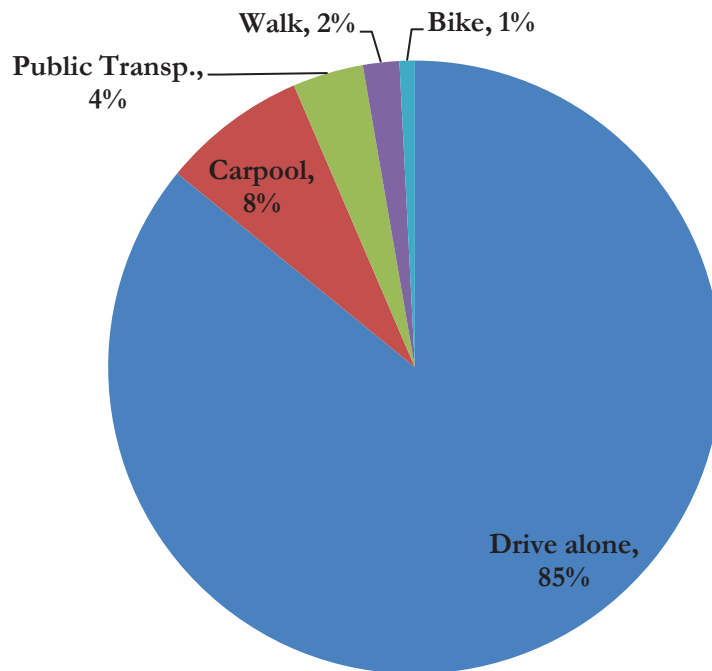
3. EXISTING COMMUTE

2. Please indicate how often you commute to work using each of the following modes of transportation.

Total Respondents	CATEGORY				
FREQUENCY	BICYCLE	CARPPOOL	DRIVE ALONE	PUBLIC TRANS	WALK
Often (3-5 Days/WK)	0.8%	7.6%	85.2%	3.7%	1.9%
Sometimes (1-2 Days/WK)	1.0%	3.1%	5.4%	1.4%	1.4%
Rarely (< 2 Days/MTH)	2.9%	8.3%	4.0%	6.0%	4.6%
Occasionally (2-4 Days/MTH)	0.8%	2.5%	2.8%	1.2%	1.8%
Never	94.5%	78.5%	2.6%	87.6%	90.4%
Grand Total	100.0%	100.0%	100.0%	100.0%	100.0%

If respondents commute to work using a mode of transportation other than one of those listed in the question they were asked to describe it and indicate how often you use that mode of transportation. The responses are provided in **Appendix C-2** and primarily include motorcycle, carpooling with a family member or being dropped-off and picked-up.

As summarized in the following chart, the vast majority of respondents (85%) drive alone. The next largest mode share is carpool at 8%. Transit accommodates 4% of the employees and less than 3% of employees walk or ride a bike.



In 2007, SMTC conducted a Downtown Parking Analysis which included a survey of employees. The majority of those respondents (93.7%) drove to work alone. The Downtown survey drive alone share

is higher than the University Hill share. However, it should be noted that census data for downtown showed a lower drive alone share (83%) which is consistent with the University Hill survey.

Institution Comparison: Commute Type and Frequency

1. Please select your place of employment.	2. Please indicate how often you commute to work using each of the following modes of transportation. : Drive alone					
	Often (3-5 Days/WK)	Sometimes (1-2 Days/WK)	Occasionally (2-4 Days/MTH)	Rarely (< 2 Days/MTH)	Never	Total
Syracuse University	88.0%	5.2%	2.3%	2.9%	1.6%	100.0%
SUNY Upstate	83.7%	6.1%	2.7%	4.5%	3.0%	100.0%
Crouse Hospital	85.4%	5.0%	3.7%	3.7%	2.1%	100.0%
SUNY ESF	76.9%	10.2%	4.8%	5.9%	2.2%	100.0%
VA Medical Center	81.9%	4.7%	3.1%	6.1%	4.2%	100.0%
Hutchings Psychiatric Center	86.7%	3.5%	2.7%	1.8%	5.3%	100.0%
Business (e.g. Sheraton, retail stores, restaurants, etc.)	80.0%	6.7%	0.0%	13.3%	0.0%	100.0%
Other	84.5%	1.7%	3.4%	5.2%	5.2%	100.0%

1. Please select your place of employment.	2. Please indicate how often you commute to work using each of the following modes of transportation. : Take public transportation					
	Often (3-5 Days/WK)	Sometimes (1-2 Days/WK)	Occasionally (2-4 Days/MTH)	Rarely (< 2 Days/MTH)	Never	Total
Syracuse University	2.9%	1.6%	1.1%	7.2%	87.2%	100.0%
SUNY Upstate	4.8%	1.2%	1.9%	6.0%	86.1%	100.0%
Crouse Hospital	1.3%	0.8%	0.8%	6.4%	90.7%	100.0%
SUNY ESF	2.2%	1.1%	0.0%	6.5%	90.3%	100.0%
VA Medical Center	7.0%	1.6%	1.1%	3.7%	86.5%	100.0%
Hutchings Psychiatric Center	0.9%	0.9%	1.8%	2.7%	93.8%	100.0%
Business (e.g. Sheraton, retail stores, restaurants, etc.)	0.0%	0.0%	6.7%	6.7%	86.7%	100.0%
Other	3.4%	1.7%	1.7%	3.4%	89.7%	100.0%

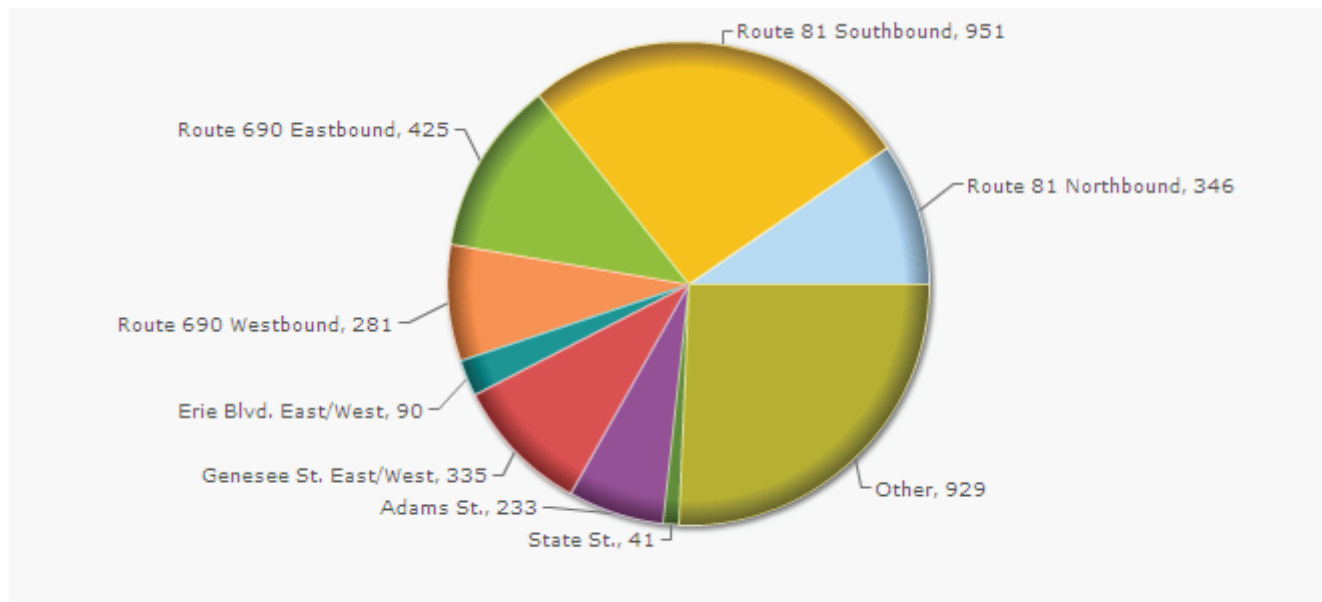
1. Please select your place of employment.	2. Please indicate how often you commute to work using each of the following modes of transportation. : Carpool					
	Often (3-5 Days/WK)	Sometimes (1-2 Days/WK)	Occasionally (2-4 Days/MTH)	Rarely (< 2 Days/MTH)	Never	Total
Syracuse University	5.8%	2.9%	3.0%	11.5%	76.8%	100.0%
SUNY Upstate	7.8%	2.6%	2.2%	6.1%	81.4%	100.0%
Crouse Hospital	5.8%	3.4%	2.4%	7.2%	81.2%	100.0%
SUNY ESF	10.8%	5.4%	4.3%	5.9%	73.7%	100.0%
VA Medical Center	11.9%	3.1%	1.6%	5.0%	78.4%	100.0%
Hutchings Psychiatric Center	8.0%	3.5%	0.0%	3.5%	85.0%	100.0%
Business (e.g. Sheraton, retail stores, restaurants, etc.)	13.3%	13.3%	0.0%	26.7%	46.7%	100.0%
Other	5.2%	3.4%	0.0%	6.9%	84.5%	100.0%

SUNY Upstate and Crouse Hospital have drive alone shares comparable to the survey average of 85%. Syracuse University and Hutchings Psychitric Center have slightly higher drive alone shares while SUNY ESF, VA and the businesses have lower drive alone shares.

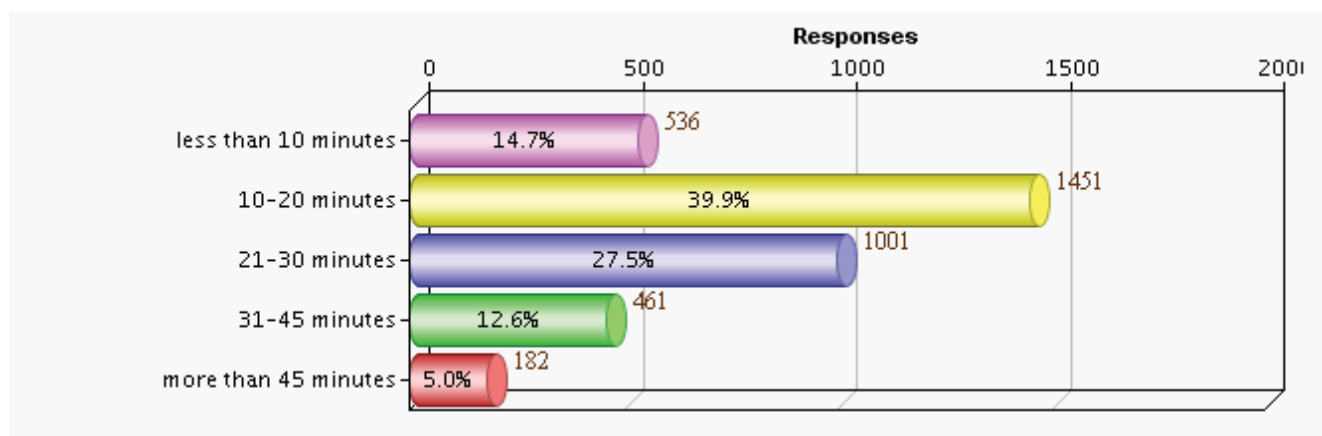
The two institutions with the highest drive alone share are SU (88%) and Hutchings (87%). Both of these institutions have adequate parking on-site to accommodate employee parking needs. Hutchings does charge employees for parking and rates at SU are salary based.

An important factor to consider when planning a remote park and ride is evaluating how employees access the University Hill area. The responses to question #3 provide an indication of the areas that may provide access for the largest number of people. Just over 50% of the respondents access the Hill by I-81 or I-690.

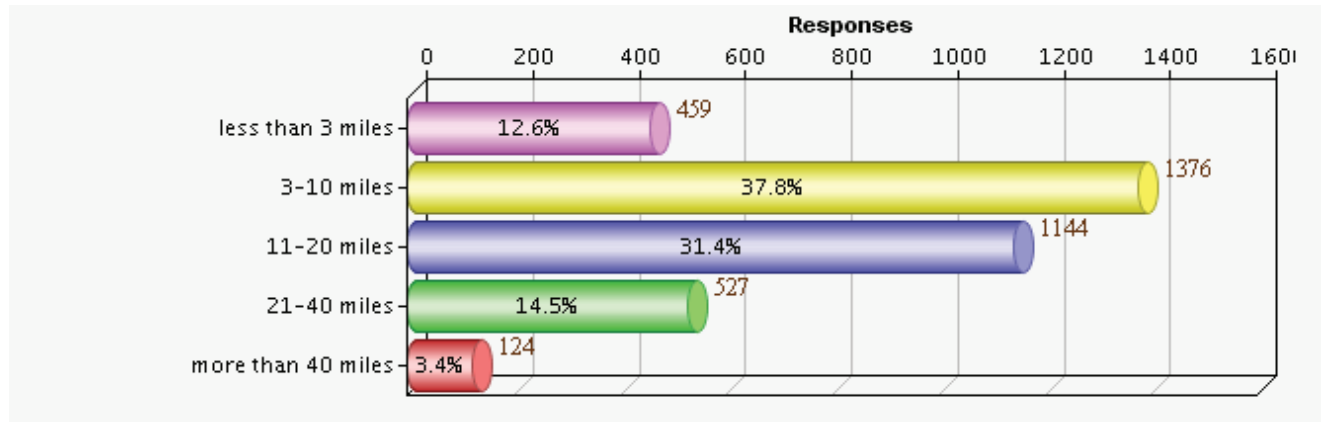
3. Which choice below best describes the way you access the University Hill area when you come into work on a typical day?



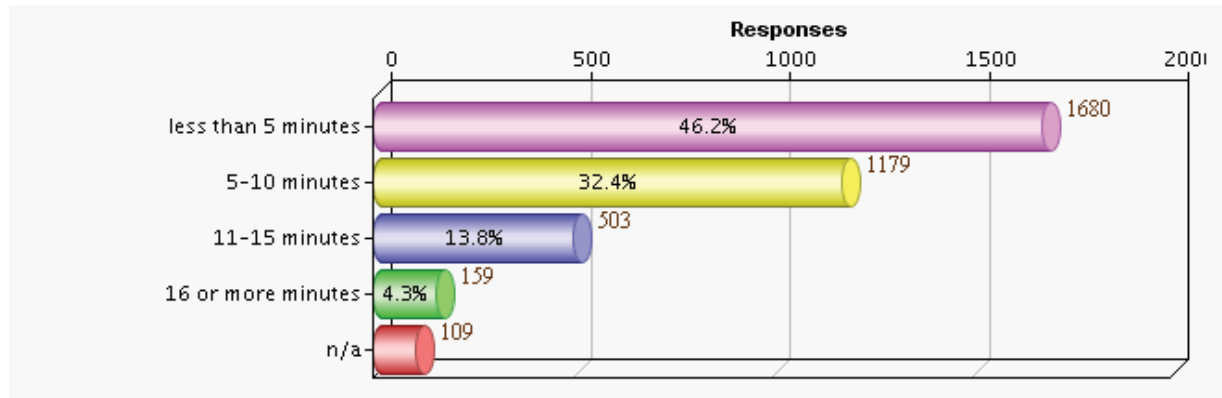
4. How long on average does it take you to commute to work (one-way)?



5. How many miles do you travel from home to work (one-way)?



6. How long, on average, does it take you to travel from your parking space to your work locations (one-way)?



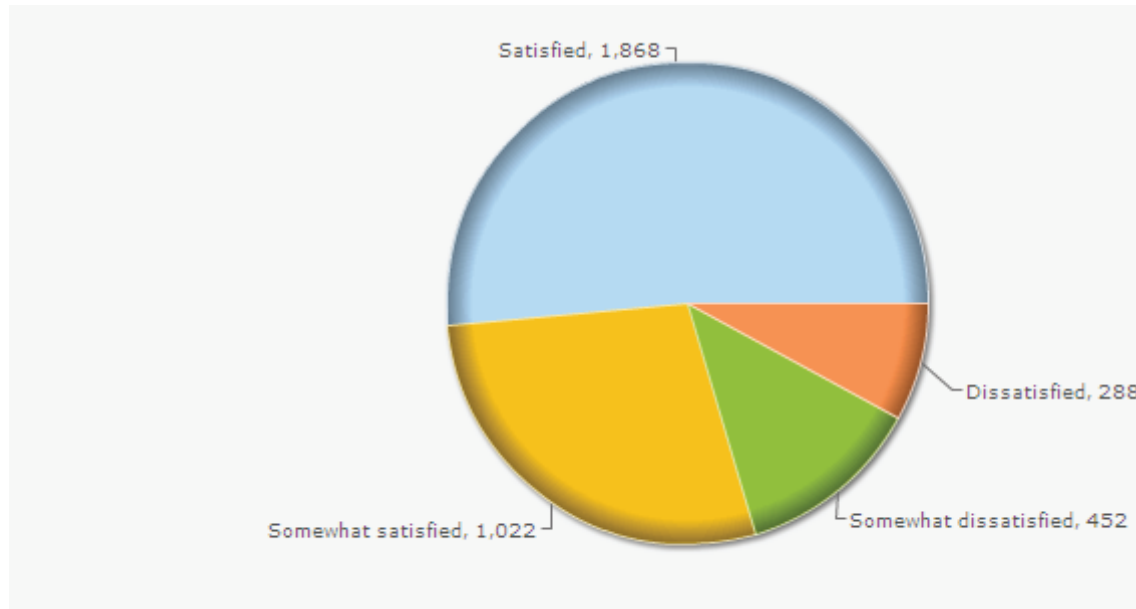
Questions 4, 5, and 6 identify the baseline reported commute time and distances. This represents an important factor in evaluating transit options connected with a park and ride solution. The majority of respondents stated their average commute is less than 20 minutes, 82% have less than a 30 minute commute, and about 82% also live within 20 miles or less. Roughly, the data shows that the entire commute should take no longer than 30-40 minutes from leaving home to arriving at work, for the majority of commuters. The shuttle 'leg' of this trip must take into account this target commute goal when planning frequency and route design.

Institution Comparison: Commute Time

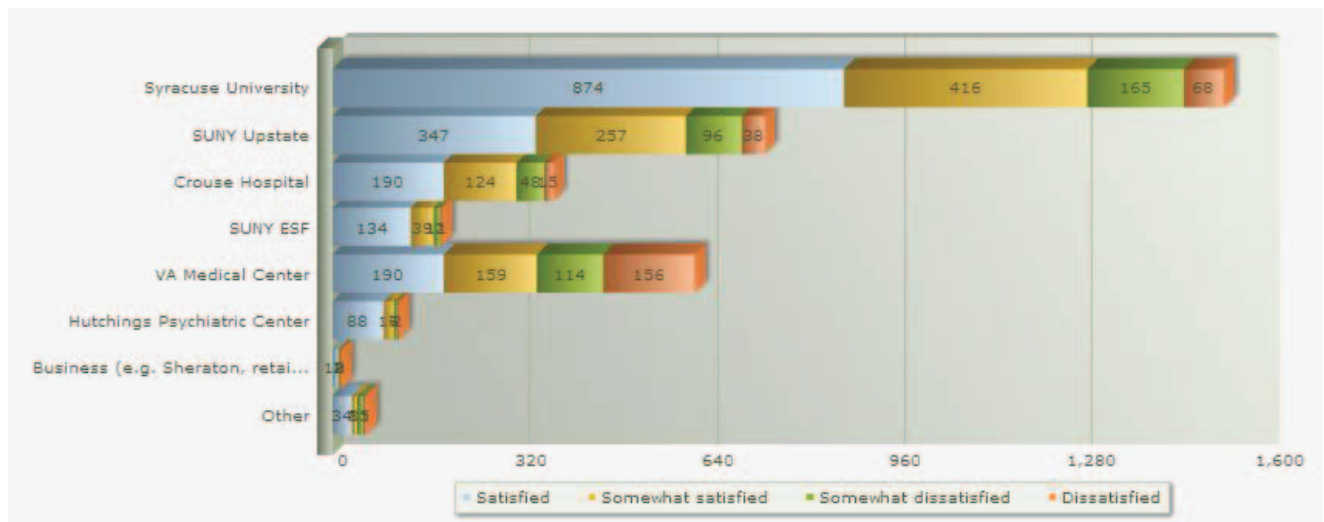
A) 1. Please select your place of employment.	B) 4. How long on average does it take you to commute to work (one-way)?					
	Less than 10 minutes	10-20 minutes	21-30 minutes	31-45 minutes	More than 45 minutes	Total
Syracuse University	19.5%	37.7%	26.6%	12.2%	4.0%	100.0%
SUNY Upstate	10.6%	42.1%	29.4%	12.3%	5.6%	100.0%
Crouse Hospital	11.1%	43.0%	30.0%	12.7%	3.2%	100.0%
SUNY ESF	21.0%	33.3%	29.6%	10.8%	5.4%	100.0%
VA Medical Center	8.2%	42.9%	26.3%	15.2%	7.4%	100.0%
Hutchings Psychiatric Center	20.4%	40.7%	21.2%	11.5%	6.2%	100.0%
Business (e.g. Sheraton, retail stores, restaurants, etc.)	20.0%	40.0%	26.7%	13.3%	0.0%	100.0%
Other	3.4%	41.4%	34.5%	12.1%	8.6%	100.0%

80% of survey respondents indicated they were somewhat satisfied or satisfied with their current commute. This high satisfaction level may impede efforts to modify commute behavior.

7. How satisfied are you with your current commute?



Institution Comparison: Satisfaction with Current Commute

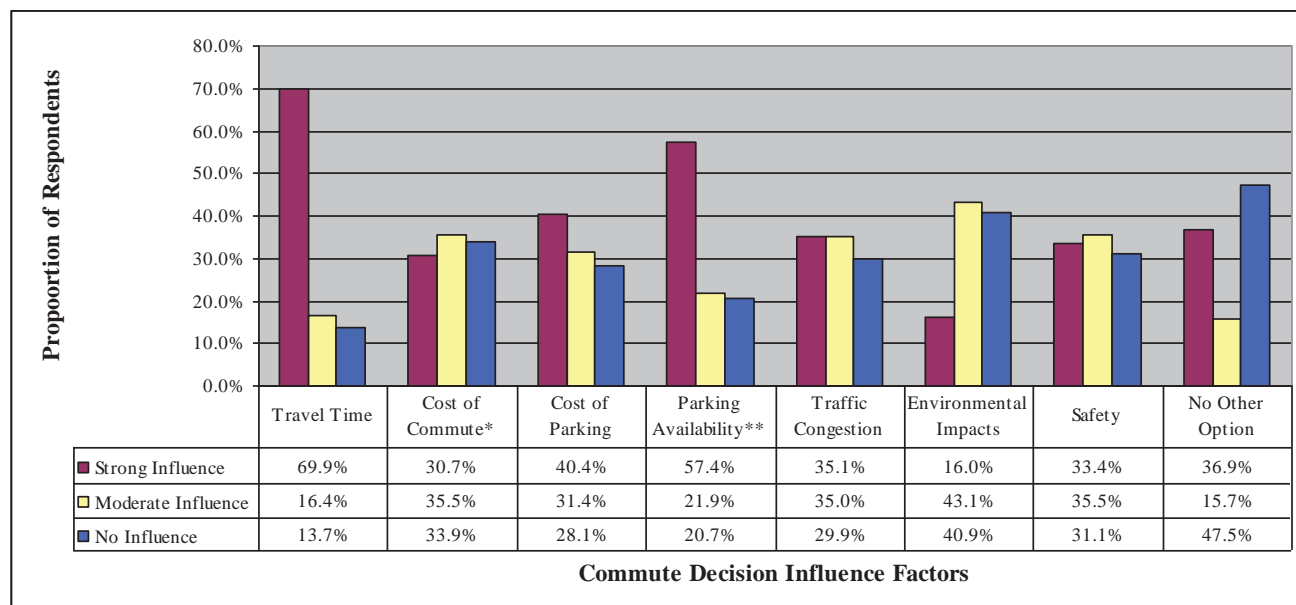


Commute Satisfaction by Frequency of Commute Method

Comparison of Question 2 (Please indicate how often you commute to work using each of the following modes of transportation.) and Question 7 (How satisfied are you with your current commute?).

A) 7. How satisfied are you with your current commute?	Often (3-5 Days/WK)	Sometimes (1-2 Days/WK)	Occasionally (2-4 Days/MTH)	Rarely (< 2 Days/MTH)	Never
Drive alone					
Satisfied	51.3%	49.7%	48.0%	53.7%	61.3%
Somewhat satisfied	27.9%	30.5%	37.3%	30.6%	18.3%
Somewhat dissatisfied	12.9%	11.2%	8.8%	9.5%	9.7%
Dissatisfied	7.9%	8.6%	5.9%	6.1%	10.8%
Take public transportation					
Satisfied	39.1%	48.0%	40.0%	48.4%	52.4%
Somewhat satisfied	35.3%	38.0%	35.6%	35.6%	27.1%
Somewhat dissatisfied	14.3%	8.0%	17.8%	11.4%	12.5%
Dissatisfied	11.3%	6.0%	6.7%	4.6%	8.1%
Ride in a carpool					
Satisfied	48.2%	40.7%	43.8%	52.8%	52.3%
Somewhat satisfied	31.4%	35.4%	40.4%	30.2%	26.9%
Somewhat dissatisfied	9.5%	13.3%	11.2%	10.6%	13.0%
Dissatisfied	10.9%	10.6%	4.5%	6.3%	7.8%
Bicycle					
Satisfied	66.7%	56.8%	57.1%	66.0%	50.8%
Somewhat satisfied	23.3%	21.6%	32.1%	23.6%	28.4%
Somewhat dissatisfied	3.3%	16.2%	7.1%	7.5%	12.7%
Dissatisfied	6.7%	5.4%	3.6%	2.8%	8.2%
Walk					
Satisfied	60.3%	64.7%	65.6%	69.3%	49.9%
Somewhat satisfied	19.1%	19.6%	28.1%	15.7%	29.1%
Somewhat dissatisfied	5.9%	9.8%	3.1%	9.6%	13.0%
Dissatisfied	14.7%	5.9%	3.1%	5.4%	8.0%

8. When thinking about why you choose to commute to work the way you do today, please indicate how much each of the following factors influences your decision.



*Including cost of vehicle ownership, maintenance, and gas prices or transit pass.

**Availability of a Convenient Parking Space/Bicycle Parking.

9. Do you typically drive to work alone?

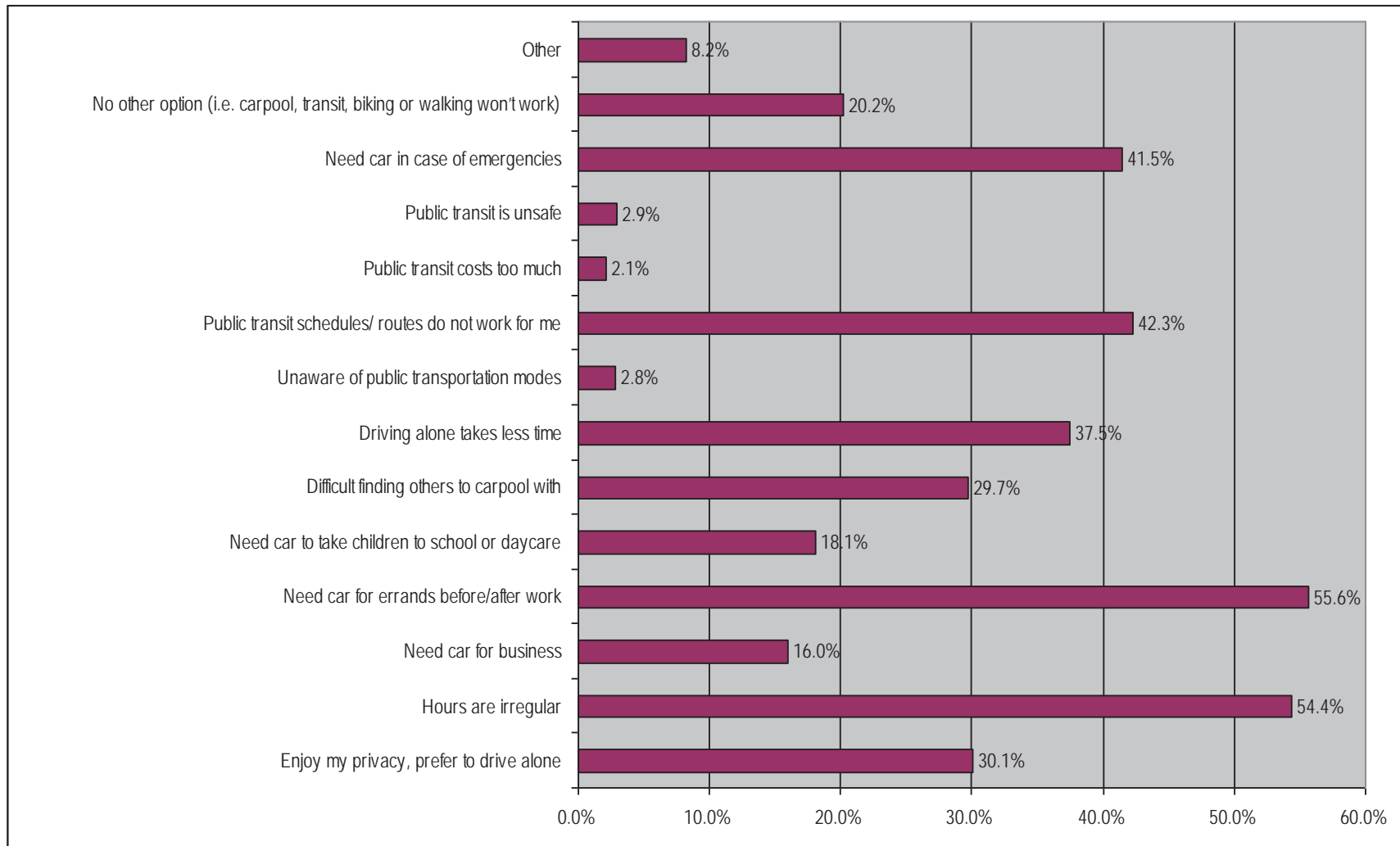
88% of respondents indicated that they drive to work alone, 11% did not, and 54 of 3,611 respondents to the question answered N/A.

The high number of single occupancy vehicles commuting to the University Hill area indicates a strong need for education with respect to Transportation Demand Management strategies and benefits of participating in a park and ride commuter program.

When asked why they drive alone, respondents highlighted the following:

1. Need car for errands- 56%
2. Hours are irregular – 54%
3. Public transportation routes/schedules do not work for me – 42%
4. Need car in case of emergencies – 42%

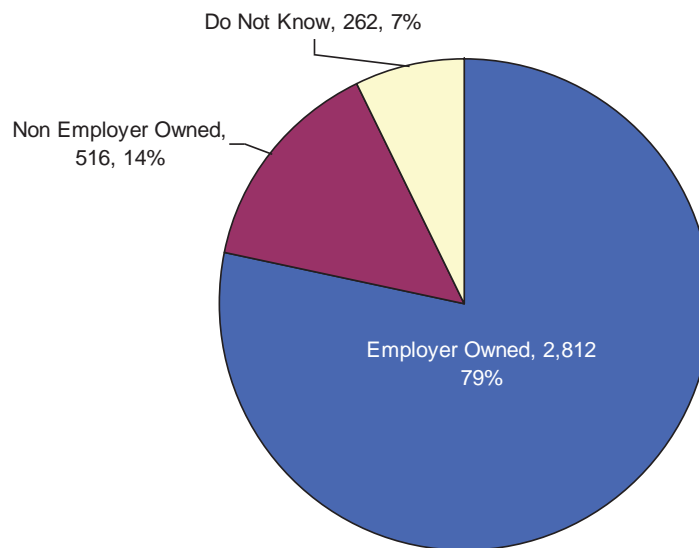
9a. Please indicate all of the reasons you choose to drive alone.



10. In which type of facility do you usually park?

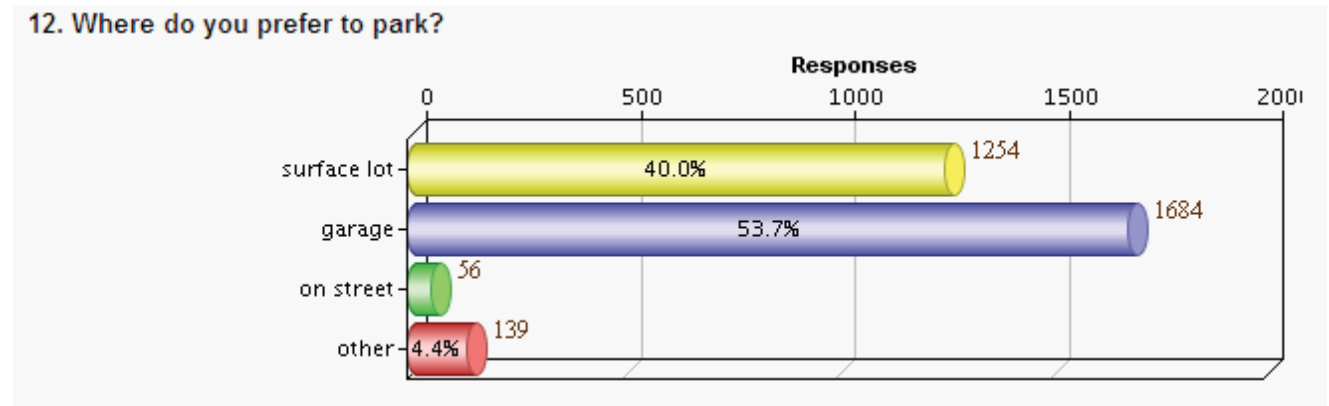
Result	Responses	Percentage
Surface Lot	2,052	57.1%
Garage	1,365	38.0%
On Street	173	4.8%

11. Do you park in a facility managed/owned by your employer, or by someone else? (If you pay someone not uniformed with the name of your institution or business, or if you park on the street, you probably do not park in an employer owned facility)



4. PARK AND RIDE PREFERENCES

When asked about their preference for the type of parking facility, 54% preferred a garage and 40% indicated a preference for a surface lot.



When asked about preferences, survey respondents are often biased by existing conditions or what options they believe are available to them. This bar chart shows how respondents from the different institutions responded to the question about parking preferences. At SU where only 25% of existing campus spaces are in a garage, only 40% of respondents prefer a garage. Similarly, at ESF and Hutchings where all existing spaces are in surface lots, only 15% and 10% of respondents prefer garage structures. In contrast, at the VA where there is an existing garage immediately adjacent to the facility that provides 58% of their existing parking, the overwhelming preference (90%) is for garage parking.

Comparison of employer and parking type preference



Survey respondents were asked how important issues were when considering using a park and ride facility. The most important issue noted – location – is closely related to both shuttle frequency and safety/security. In addition to site selection and design, cost and safety/security also have to be considered in the operation of the facility.

This data is consistent with the SMTC survey of Downtown employees – when asked the most important factors when considering parking – top 2 choices were: location (44%) and price (24%).

13. If parking at a park and ride facility, please indicate how important the following issues are to you when considering parking options. Rank them from 1 (most important) to 7 (least important).

Total Respondents Ranking by Issue		Ranking						
Issue		1	2	3	4	5	6	7
Location		35.2%	32.0%	17.6%	9.0%	4.5%	1.3%	0.3%
Cost		26.5%	18.1%	19.6%	15.9%	12.1%	5.2%	2.7%
Frequency of Shuttle Services		19.8%	21.0%	21.4%	19.8%	14.9%	2.3%	0.7%
Safety/Security		15.1%	21.1%	26.3%	20.9%	11.6%	3.7%	1.2%
Existence of Weather Protection (i.e. garage or shelter)		2.1%	5.7%	11.8%	25.6%	33.7%	16.3%	4.9%
Nearby Amenities (Retail, Convenience Stores, Food, etc.)		0.9%	0.5%	0.8%	2.5%	6.6%	14.8%	74.0%
Size of Shuttles		0.3%	1.7%	2.5%	6.4%	16.7%	56.2%	16.3%
Grand Total		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

14. If parking at a park and ride facility, please indicate how acceptable you would find the following shuttle bus ride times?

Less than 10 Minute Shuttle Ride (All Institutions)

Result	Responses	Percentage
Very Acceptable	2408	76.8%
Somewhat Acceptable	426	13.5%
Somewhat Unacceptable	123	3.9%
Completely Unacceptable	169	5.3%

11-15 Minute Shuttle Ride (All Institutions)

Result	Responses	Percentage
Very Acceptable	471	15.0%
Somewhat Acceptable	1376	43.9%
Somewhat Unacceptable	540	17.2%
Completely Unacceptable	739	23.5%

16-20 Minute Shuttle Ride (All Institutions)

Result	Responses	Percentage
Very Acceptable	198	6.3%
Somewhat Acceptable	480	15.3%
Somewhat Unacceptable	844	26.9%
Completely Unacceptable	1604	51.1%

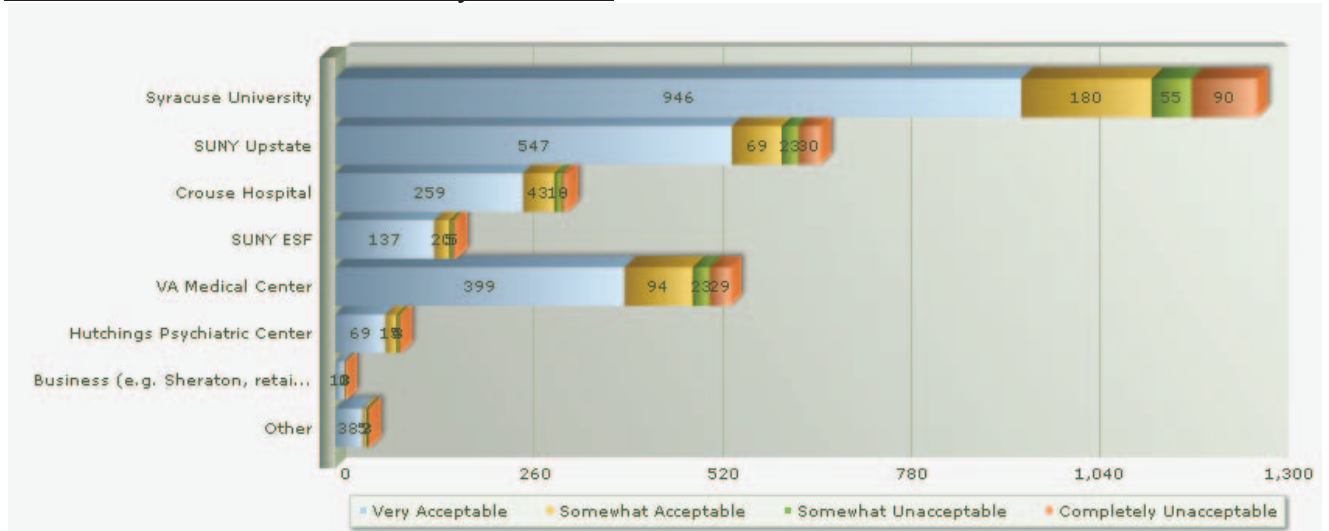
21+ Minute Ride Park and Ride Facility would be near your home (All Institutions)

Result	Responses	Percentage
Very Acceptable	402	12.8%
Somewhat Acceptable	552	17.6%
Somewhat Unacceptable	392	12.5%
Completely Unacceptable	1780	56.8%

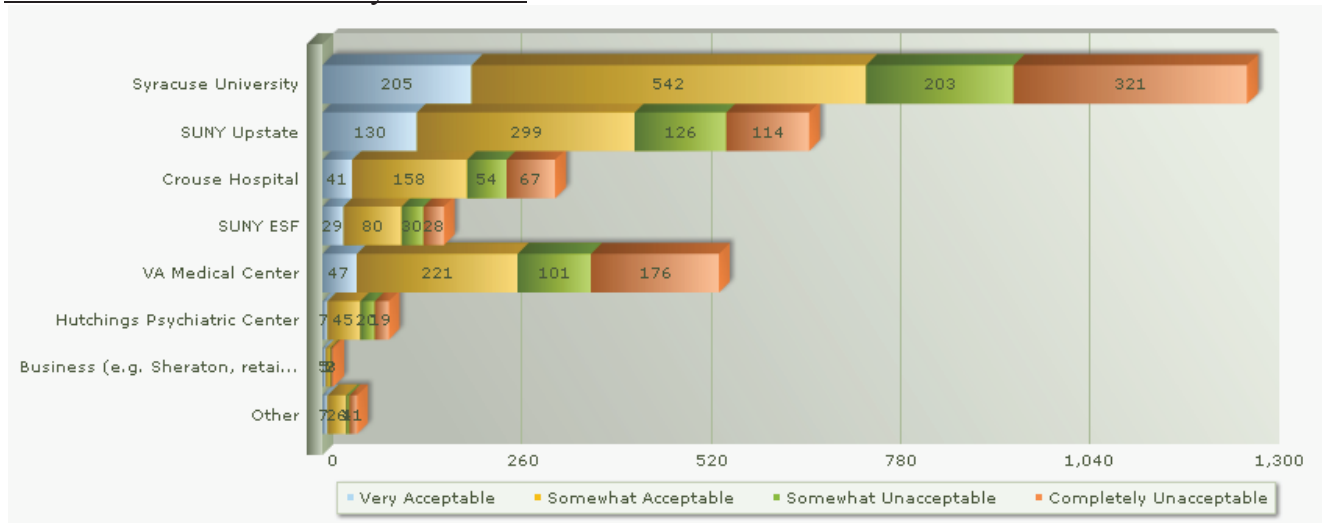
Respondents overwhelmingly (90%) prefer a 10 minute or less shuttle ride, acceptance drops to 59% when the ride is between 11-15 minutes. The route planning and design will focus on options that fall within these criteria wherever possible. Based on these responses, any ride times approaching 20 minutes will likely be met with a great deal of resistance and complaints, or may cause any solution to be underutilized.

Each individual institution essentially had the same proportional ratings of acceptability for the under 10 minute shuttle ride as the entire group, no individual institution varied by more than 5%. When rating the acceptability of an 11-15 minute shuttle ride, all the institutions had nearly the same proportional ratings as well, with the exception of the VA Medical Center, which rated an 11-15 minute ride as 10% less acceptable than the average.

Less than 10 Minute Shuttle Ride by Institution



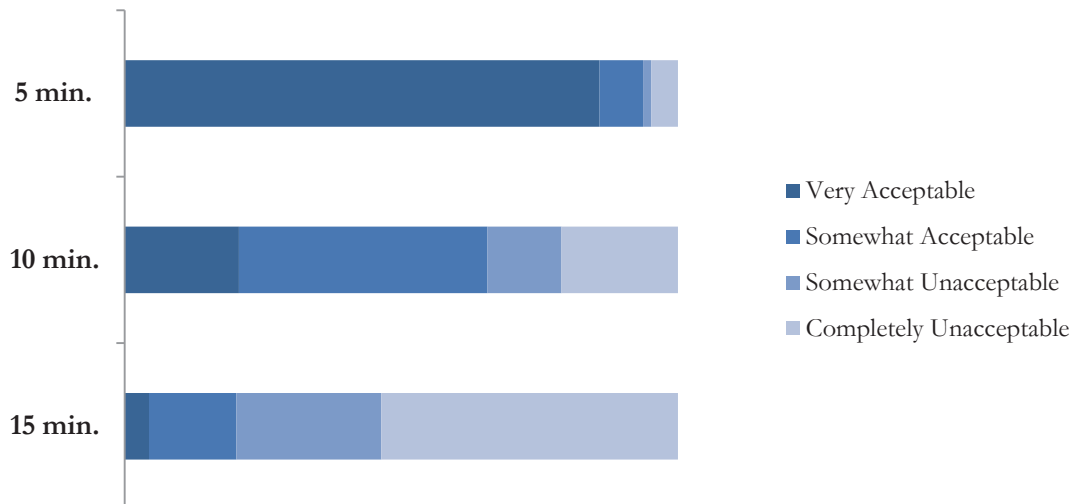
11-15 Minute Shuttle Ride by Institution



15. If parking at a park and ride facility, please indicate how acceptable you would find the following walk times (from parking to place of employment).

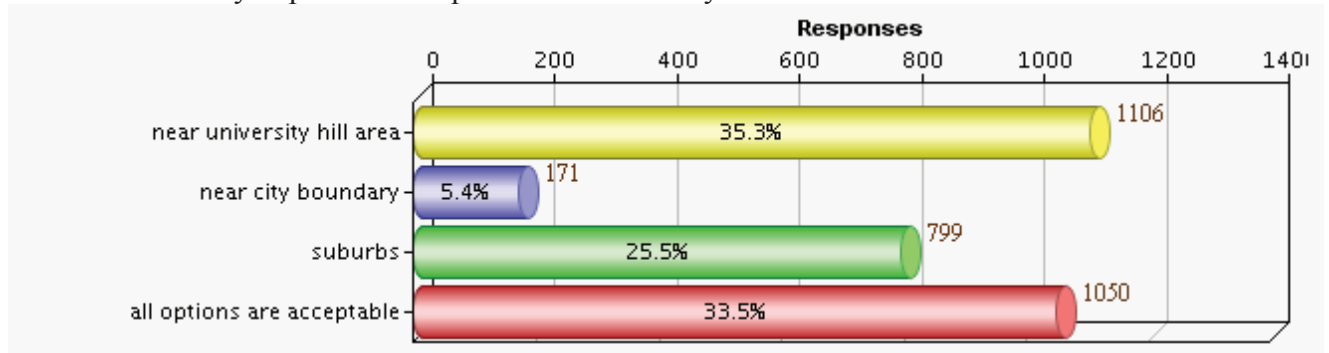
Walk Time Ratings	Walk Time		
	Less than 5 Minutes	5-10 Minutes	11-15 Minutes
Very Acceptable	85.9%	20.6%	4.4%
Somewhat Acceptable	7.9%	44.9%	15.8%
Somewhat Unacceptable	1.5%	13.4%	26.2%
Completely Unacceptable	4.8%	21.0%	53.6%
Grand Total	100.0%	100.0%	100.0%

Walk time responses indicate that 5 minutes is acceptable and that quickly drops off as can be seen by the changes in color gradation in the following chart. Darker blue indicates very acceptable with the lightest color indicating completely unacceptable. To stay within the acceptable range for the majority of respondents the maximum walk time should be 10 minutes (approximately ½ mile). This is consistent with the Downtown survey which indicated that 60% of respondents selected parking within a 5 minute walk of their place of employment.

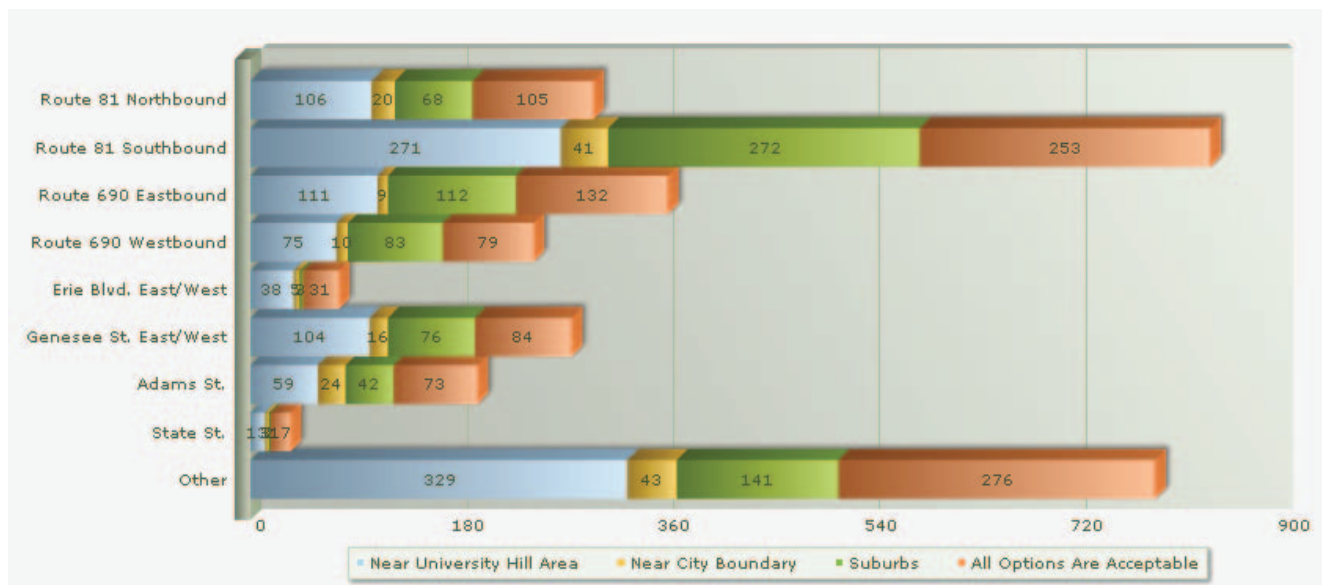


When asked to identify their preferences for the location of a park and ride facility, 36% identified “Near Hill” and 26% identified the “Suburbs”. The least interest was in a site near the city boundary which is contrary to Crouse’s experience with Alliance Stadium. It is interesting to note that 34% of respondents did not indicate a preference for location which is inconsistent with location being the number one issue when considering parking options.

16. Where would you prefer that a park and ride facility be located?



Park and Ride Facility Location Evaluation by Access Route



A) 3. Which choice below best describes the way you access the University Hill area when you come into work on a typical day?	B) 16. Where would you prefer that a park and ride facility be located?			
	Near University Hill Area	Near City Boundary	Suburbs	All Options Are Acceptable
Route 81 Northbound	106	20	68	105
Route 81 Southbound	271	41	272	253
Route 690 Eastbound	111	9	112	132
Route 690 Westbound	75	10	83	79
Erie Blvd. East/West	38	5	3	31
Genesee St. East/West	104	16	76	84
Adams St.	59	24	42	73
State St.	13	3	2	17
Other	329	43	141	276

17. Please indicate the top 2 factors that would encourage you to park at a off-campus park-and-ride facility. Enter a 1 next to the most important factor; enter a 2 next to the second most important factor.

Factors Encouraging Park and Ride Facility Usage	Ranked 1		Ranked 2	
	Respondents	Percentage	Respondents	Percentage
Ability to quickly access vehicle in case of emergency	945	30.0%	732	23.4%
Reduced parking fees	911	28.9%	668	21.3%
Time savings over current commute	754	24.0%	749	23.9%
Quality shuttle services	300	9.5%	545	17.4%
Reserved Parking Space	161	5.1%	321	10.2%
Secure and weather protected bicycle parking	60	1.9%	78	2.5%
Incorporated amenities (e.g. coffee shop, dry cleaner, bank)	16	0.5%	40	1.3%
Total	3,147	100.0%	3,133	100.0%

18. Please select the top 2 amenities that would encourage you to use a park-and-ride facility. Enter a 1 next to the most important amenity; enter a 2 next to the second most important amenity.

Amenities Encouraging Park and Ride Facility Usage	Ranked 1		Ranked 2	
	Respondents	Percentage	Respondents	Percentage
Coffee shop	1,002	32.4%	484	15.7%
Other (Please explain below)	548	17.7%	163	5.3%
Convenience/Drug store	442	14.3%	771	25.0%
Auto repair services/gas station	359	11.6%	434	14.1%
Bank	307	9.9%	485	15.7%
Café/Restaurant	207	6.7%	427	13.8%
Daycare	137	4.4%	63	2.0%
Dry cleaner	45	1.5%	84	2.7%
Entertainment (movie rentals, bookstore, library, etc)	41	1.3%	177	5.7%
Total	3,088	100.0%	3,088	100.0%

If the respondent selected 'Other', they were asked to explain which amenities they would like to see that are not listed. All comments are provided in **Appendix C-2**.

In general, respondent indicated that amenities were the least important factor in encouraging their use of a park and ride facility. If specific amenities were to be identified, the following were preferred:

- Coffee shop
- Convenience/drug store
- Grocery store
- Bathrooms; lobby/waiting area

5. SHUTTLE PREFERENCES

When asked about their preferences regarding shuttle service, respondents indicated they preferred:

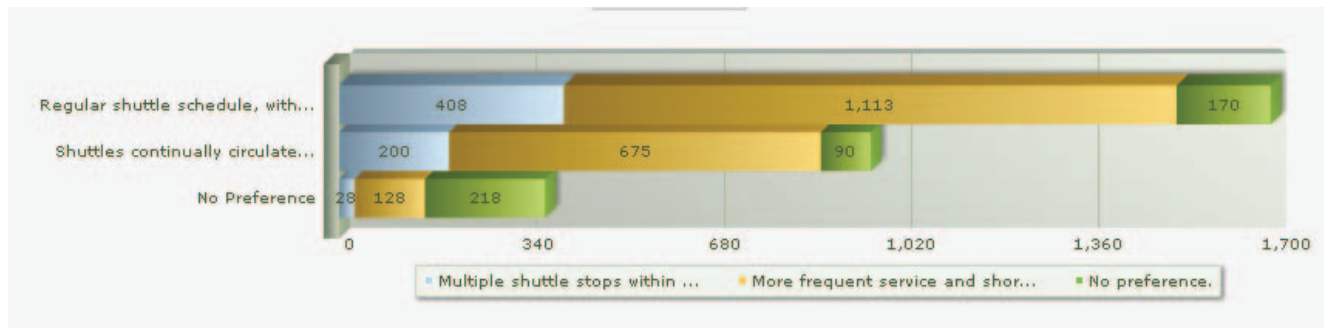
- Frequent and predictable arrival (60%)
- GPS tracking technology (70%)
- Shuttle size – small with comfortable seating (66%)
- Shuttle stops with seating (88%)

Respondents also indicated that having a vehicle other than bus was not important (60%).

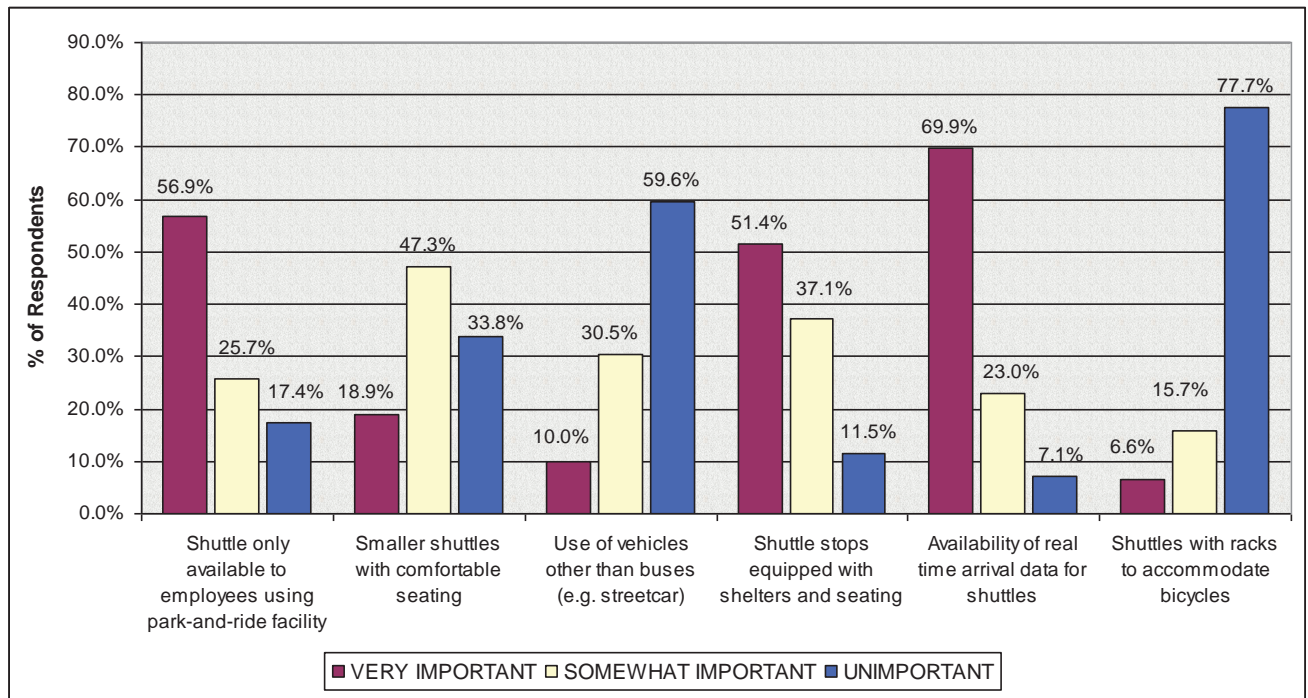
19. Please indicate your preference for shuttle service schedule:	Responses	Percentage
Regular shuttle schedule, with shuttles coming at set times.	1,691	55.8%
Shuttles continually circulate on routes, come as often as possible, but with no set schedule.	965	31.8%
No Preference	374	12.3%

20. Please indicate your preference for shuttle service:	Responses	Percentage
Multiple shuttle stops within close proximity to places of employment.	636	20.9%
More frequent service and shorter travel times.	1,916	63.2%
No preference.	478	15.7%

About 2/3 of the respondents prefer short routes with higher frequency, rather than an all inclusive route that services more stops, but could take longer. Just over half prefer a schedule that is timed (passengers know the exact time bus will leave major stop locations and the bus will wait until that time prior to continuing on the route). These two options when combined may result in less service for each individual destination, but higher service predictability with respect to the bus schedules.

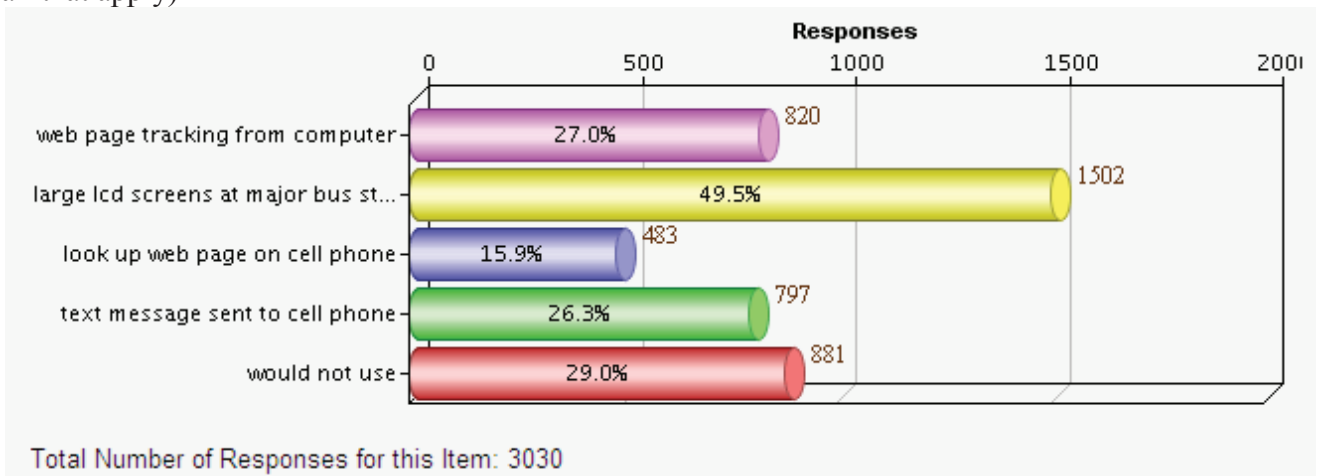


21. Please indicate how important each of the following characteristics would be in encouraging you to use a park and ride facility with shuttle service.



Respondents were asked to indicate if there are other characteristics that would encourage them to use a park and ride facility with shuttle service. The detailed responses are provided in **Appendix C-3** and primarily include extended hours of operation and short wait times for shuttles.

22. If the shuttles were equipped with tracking technology so you could find out their location and arrival time at the shuttle stop, which of the following features would you likely use? (check all that apply)



6. MODE SHARE PREFERENCES

When asked about their preference regarding a potential change in mode share, 40% preferred public transportation and 35% carpool. Incentives to encourage transit include a “guaranteed ride home” (77%) and “express routes from park and ride lots” (78%). Transit subsidies and sale of transit passes were not highly rated as incentives. Incentives to encourage carpool include a “guaranteed ride home” (66%), “reduced parking fees” (59%) and “preferential parking or reserved space” (57%). The majority of respondents (70%) would not consider bike/walk so improvements and incentives here would have little impact.

23 – 25. How likely would you be to change to ridesharing, transit or other commuting alternative if the following incentives or services were available?

23. TRANSIT	Very Likely	Somewhat Likely	Not Likely
Free guaranteed ride home in case of emergency	49.0%	28.0%	23.0%
Express routes from park-and-ride lots	45.3%	32.2%	22.5%
Flexible work hours to accommodate public transit schedule	35.6%	29.5%	34.9%
Improved public transit routes and schedules	34.1%	34.3%	31.6%
Different transit option than currently exists (e.g. streetcar, light rail, bus rapid transit)	25.4%	35.5%	39.1%
Discount on public transit pass	19.7%	33.2%	47.1%
On-site information of public transit routes and schedules	18.8%	35.7%	45.5%
Sale of transit passes at places of employment or through mail	17.3%	33.1%	49.5%

24. CARPOOL	Very Likely	Somewhat Likely	Not Likely
Free guaranteed ride home in case of emergency	38.8%	27.4%	33.8%
Preferential or reserved parking for carpool vehicles	25.2%	31.9%	42.9%
Reduced parking fees	24.9%	34.0%	41.2%
Flexible hours to accommodate carpool schedule	24.5%	31.2%	44.3%
Car made available for business during the day (ZipCar or CuseCar)	19.4%	29.9%	50.7%
Assistance finding a carpool match	18.5%	35.1%	46.4%

25. BICYCLE/WALK	Very Likely	Somewhat Likely	Not Likely
Established bike routes or dedicated lanes on city streets	14.6%	13.6%	71.8%
Improved sidewalks or better sidewalk maintenance	14.1%	15.1%	70.8%
Secure, weather protected bicycle storage	12.7%	13.9%	73.4%
Cash rewards or gift certificates for employees who bike or walk	12.6%	14.7%	72.7%
Secure, convenient bicycle racks	12.6%	13.6%	73.8%
Bicycle route and parking maps	10.3%	13.4%	76.3%
Shower and locker facilities	9.0%	12.7%	78.2%

26. Please rank your preference for each of the commute options you would consider using instead of driving alone:

Commute Option Preferences	Mode		
	Bicycle/Walk	Carpool	Public Transit
First Choice	9.1%	34.6%	39.7%
Second Choice	7.8%	32.2%	31.0%
Third Choice	14.4%	10.7%	9.0%
Would Not Consider	68.7%	22.5%	20.3%
Grand Total	100.0%	100.0%	100.0%

Comparison of Commute Satisfaction and Preferences for Alternative to Driving Alone

Q7. How satisfied are you with your current commute?

Satisfied, Somewhat Satisfied, Somewhat Dissatisfied, Dissatisfied

Q26. Please rank your preference for each of the commute options you would consider using instead of driving alone: Bicycle/Walk, Carpool, Public Transit

Alternative to Driving Commute Options	Commute Option	Current Commute Satisfaction Level			
		Satisfied with Current Commute	Somewhat Satisfied with Current Commute	Somewhat Dissatisfied with Current Commute	Dissatisfied with Current Commute
First Choice	Bicycle/Walk	14.1%	6.7%	8.2%	12.2%
	Carpool	44.3%	39.9%	35.2%	42.3%
	Public Transit	41.6%	53.4%	56.6%	45.5%
First Choice Sum		100.0%	100.0%	100.0%	100.0%
Second Choice	Bicycle/Walk	11.9%	10.2%	11.8%	7.9%
	Carpool	40.9%	49.6%	51.9%	42.4%
	Public Transit	47.2%	40.2%	36.4%	49.7%
Second Choice Sum		100.0%	100.0%	100.0%	100.0%
Third Choice	Bicycle/Walk	39.0%	46.1%	46.7%	43.1%
	Carpool	31.4%	29.9%	31.1%	38.5%
	Public Transit	29.7%	23.9%	22.2%	18.5%
Third Choice Sum		100.0%	100.0%	100.0%	100.0%
Would Not Consider	Bicycle/Walk	57.5%	67.5%	69.2%	57.1%
	Carpool	21.9%	17.6%	17.4%	22.1%
	Public Transit	20.6%	14.9%	13.4%	20.8%
Would Not Consider Sum		100.0%	100.0%	100.0%	100.0%

At the end of the survey, respondents were provided with an opportunity to provide general comments. A copy of all comments is provided in **Appendix C-4** and is summarized in the following general categories:

1. Park and Ride
2. Carpool
3. Transit
4. Bike/Walk
5. Miscellaneous

Appendix A

Employee Survey

University Hill Park and Ride Employee Survey

"This survey is being conducted as part of the Syracuse Metropolitan Transportation Council's University Hill Park & Ride Feasibility Study. It has been designed to gather information about the parking and transportation preferences of employees at businesses and institutions on University Hill. This survey should take approximately 15 minutes to complete. A response is required for all questions with the exception of comments. All data is anonymous.

Background Information/Current Commute

*** 1. Please select your place of employment.**

- ☐ Syracuse University
☐ SUNY Upstate
☐ Crouse Hospital
☐ SUNY ESF
☐ VA Medical Center
☐ Hutchings Psychiatric Center
☐ Business (e.g. Sheraton, retail stores, restaurants, etc.)
☐ Other

*** 2. Please indicate how often you commute to work using each of the following modes of transportation.**

	Often (3-5 Days/WK)	Sometimes (1-2 Days/WK)	Occasionally (2-4 Days/MTH)	Rarely (< 2 Days/MTH)	Never
Drive alone	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Take public transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ride in a carpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you commute to work using a mode of transportation other than one of those listed above, please describe it below, and indicate how often you use that mode of transportation.

*** 3. Which choice below best describes the way you access the University Hill area when you come into work on a typical day?**

- ☐ Route 81 Northbound
☐ Route 81 Southbound
☐ Route 690 Eastbound
☐ Route 690 Westbound
☐ Erie Blvd. East/West
☐ Genesee St. East/West
☐ Adams St.
☐ State St.
☐ Other

*** 4. How long on average does it take you to commute to work (one-way)?**

- ☐ Less than 10 minutes
☐ 10-20 minutes
☐ 21-30 minutes
☐ 31-45 minutes
☐ More than 45 minutes

*** 5. How many miles do you travel from home to work (one-way)?**

- ☐ Less than 3 miles
☐ 3-10 miles
☐ 11-20 miles
☐ 21-40 miles
☐ More than 40 miles

*** 6. How long, on average, does it take you to travel from your parking space to your work location (one-way)?**

- ☐ Less Than 5 Minutes
☐ 5-10 Minutes
☐ 11-15 Minutes
☐ 16 or More Minutes
☐ N/A

*** 7. How satisfied are you with your current commute?**

- ☐ Satisfied
☐ Somewhat satisfied
☐ Somewhat dissatisfied
☐ Dissatisfied

*** 8. When thinking about why you choose to commute to work the way you do today, please indicate how much each of the following factors influences your decision.**

	Strong Influence	Moderate Influence	No Influence
Travel Time	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost of Commute (Including cost of vehicle ownership, maintenance, and gas prices or transit pass)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cost of Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of a Convenient Parking Space/Bicycle Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No Other Option	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*** 9. Do you typically drive to work alone?**

☐ Yes

☐ No

☐ N/A

*** 9.a. Please indicate all of the reasons you choose to drive alone.**

- ☐ Enjoy my privacy, prefer to drive alone
- ☐ Hours are irregular
- ☐ Need car for business
- ☐ Need car for errands before/after work
- ☐ Need car to take children to school or daycare
- ☐ Difficult finding others to carpool with
- ☐ Driving alone takes less time
- ☐ Unaware of public transportation modes
- ☐ Public transit schedules/ routes do not work for me
- ☐ Public transit costs too much
- ☐ Public transit is unsafe
- ☐ Need car in case of emergencies
- ☐ No other option (i.e. carpool, transit, biking or walking won't work)
- ☐ Other

*** 10. In which type of facility do you usually park?**

*** 11. Do you park in a facility managed/owned by your employer, or by someone else? (If you pay someone not uniformed with the name of your institution or business, or if you park on the street, you probably do not park in an employer owned facility)**

- ☐ Employer Owned
- ☐ Non Employer Owned
- ☐ Do Not Know

Parking Facility Preferences

* 12. Where do you prefer to park?

- ☐ Surface Lot
☐ Garage
☐ On Street
☐ Other

* 13. If parking at a park and ride facility, please indicate how important the following issues are to you when considering parking options. Rank them from 1 (most important) to 7 (least important).

	ranking
Cost	<input type="text"/>
Location	<input type="text"/>
Safety/Security	<input type="text"/>
Existence of Weather Protection (i.e. garage or shelter)	<input type="text"/>
Frequency of Shuttle Services	<input type="text"/>
Size of Shuttles	<input type="text"/>
Nearby Amenities (Retail, Convenience Stores, Food, etc.)	<input type="text"/>

* 14. If parking at a park and ride facility, please indicate how acceptable you would find the following shuttle bus ride times.

	Very Acceptable	Somewhat Acceptable	Somewhat Unacceptable	Completely Unacceptable
Less than 10 Minute Shuttle Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11-15 Minute Shuttle Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16-20 Minute Shuttle Ride	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
21+ Minute Ride (Park and Ride Facility would be near your home)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 15. If parking at a park and ride facility, please indicate how acceptable you would find the following walk times (from parking to place of employment).

	Very Acceptable	Somewhat Acceptable	Somewhat Unacceptable	Completely Unacceptable
Less than 5 Minutes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5-10 Minutes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11-15 Minutes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 16. Where would you prefer that a park and ride facility be located?

- ☐ Near University Hill Area
☐ Near City Boundary
☐ Suburbs
☐ All Options Are Acceptable

* 17. Please indicate the top 2 factors that would encourage you to park at a off-campus park-and-ride facility. Enter a 1 next to the most important factor; enter a 2 next to the second most important factor.

	ranking
Reduced parking fees	<input type="text"/>
Time savings over current commute	<input type="text"/>
Quality shuttle services	<input type="text"/>
Ability to quickly access vehicle in case of emergency	<input type="text"/>
Incorporated amenities (e.g. coffee shop, dry cleaner, bank)	<input type="text"/>
Secure and weather protected bicycle parking	<input type="text"/>
Reserved Parking Space	<input type="text"/>

Preferences for Supportive Uses

* 18. Please select the top 2 amenities that would encourage you to use a park-and-ride facility. Enter a 1 next to the most important amenity; enter a 2 next to the second most important amenity.

	ranking
Coffee shop	<input type="text"/>
Café/Restaurant	<input type="text"/>
Bank	<input type="text"/>
Dry cleaner	<input type="text"/>
Convenience/Drug store	<input type="text"/>
Daycare	<input type="text"/>
Auto repair services/gas station	<input type="text"/>
Entertainment (movie rentals, bookstore, library, etc)	<input type="text"/>
Other (Please explain below)	<input type="text"/>

If you indicate 'Other' above as one of your choices, please explain which amenities you would like to see that are not listed.

Shuttle Preferences

* 19. Please indicate your preference for shuttle service schedule:

- ☐ Regular shuttle schedule, with shuttles coming at set times.
- ☐ Shuttles continually circulate on routes, come as often as possible, but with no set schedule.
- ☐ No Preference

* 20. Please indicate your preference for shuttle service:

- ☐ Multiple shuttle stops within close proximity to places of employment.
- ☐ More frequent service and shorter travel times.
- ☐ No preference.

* 21. Please indicate how important each of the following characteristics would be in encouraging you to use a park and ride facility with shuttle service.

	VERY IMPORTANT	SOMEWHAT IMPORTANT	UNIMPORTANT
Shuttle only available to employees using park-and-ride facility	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smaller shuttles with comfortable seating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Use of vehicles other than buses (e.g. streetcar)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttle stops equipped with shelters and seating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of real time arrival data for shuttles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shuttles with racks to accommodate bicycles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If there are other characteristics that would encourage you to use a park and ride facility with shuttle service, please indicate them below.

* 22. If the shuttles were equipped with tracking technology so you could find out their location and arrival time at the shuttle stop, which of the following features would you likely use? (check all that apply)

- ☐ Web page tracking from computer
- ☐ Large LCD screens at major bus stops
- ☐ Look up web page on cell phone
- ☐ Text message sent to cell phone
- ☐ Would not use

Commute Information

How likely would you be to change to ridesharing, transit, or other commuting alternative if the following incentives or services were available?

* 23. TRANSIT

	Very Likely	Somewhat Likely	Not Likely
Discount on public transit pass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sale of transit passes at places of employment or through mail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-site information of public transit routes and schedules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved public transit routes and schedules	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Different transit option than currently exists (e.g. streetcar, light rail, bus rapid transit)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Express routes from park-and-ride lots	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible work hours to accommodate public transit schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Free guaranteed ride home in case of emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 24. CARPOOL

	Very Likely	Somewhat Likely	Not Likely
Reduced parking fees	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Preferential or reserved parking for carpool vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Assistance finding a carpool match	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car made available for business during the day (ZipCar or CuseCar)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible hours to accommodate carpool schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Free guaranteed ride home in case of emergency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 25. BICYCLE/WALK

	Very Likely	Somewhat Likely	Not Likely
Cash rewards or gift certificates for employees who bike or walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improved sidewalks or better sidewalk maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Established bike routes or dedicated lanes on city streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure, convenient bicycle racks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure, weather protected bicycle storage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle route and parking maps	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Shower and locker facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

* 26. Please rank your preference for each of the commute options you would consider using instead of driving alone:

	First Choice	Second Choice	Third Choice	Would Not Consider
Public Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carpool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle/Walk	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

General Comments

The survey is complete. Thank you for your time. Please use the following space to provide additional comments or suggestions:









A large, empty rectangular box with a thin black border, intended for users to provide additional comments or suggestions.

Appendix B

Detailed Survey Responses

Appendix B – Detailed Survey Responses

1. Please select your place of employment.

Result	Responses	Percentage	Graph
Syracuse University	1523	41.9%	
SUNY Upstate	738	20.3%	
Crouse Hospital	378	10.4%	
SUNY ESF	186	5.1%	
VA Medical Center	621	17.0%	
Hutchings Psychiatric Center	113	3.1%	
Business (e.g. Sheraton, retail stores, restaurants, etc.)	15	0.4%	
Other	58	1.5%	

Total Number of Responses for this Item: 3634

2. Please indicate how often you commute to work using each of the following modes of transportation.

Drive alone

Responses Percentage Graph






Result			
Often (3-5 Days/WK)	3092	85.0%	<div></div>
Sometimes (1-2 Days/WK)	197	5.4%	<div></div>
Occasionally (2-4 Days/MTH)	102	2.8%	<div></div>
Rarely (< 2 Days/MTH)	147	4.0%	<div></div>
Never	93	2.5%	<div></div>

Total Number of Responses for this Item: 3634

		Responses Percentage		Graph
<i>Take public transportation</i>				
Result				
Often (3-5 Days/WK)	134	3.6%		<div></div>
Sometimes (1-2 Days/WK)	50	1.3%		<div></div>
Occasionally (2-4 Days/MTH)	45	1.2%		<div></div>
Rarely (< 2 Days/MTH)	219	6.0%		<div></div>
Never	3176	87.3%		<div></div>

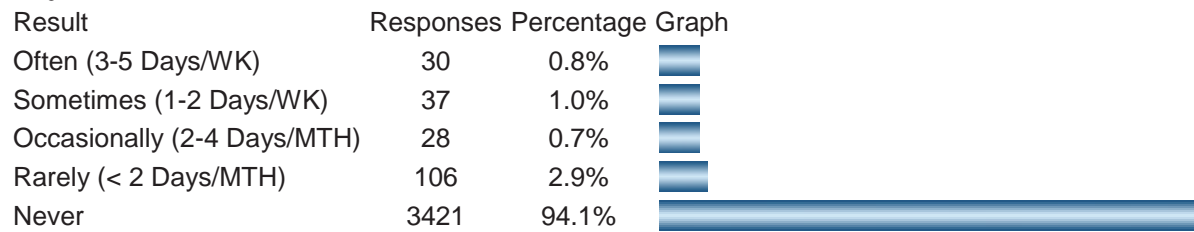
Total Number of Responses for this Item: 3634

Ride in a carpool

Result	Responses	Percentage	Graph
Often (3-5 Days/WK)	274	7.5%	
Sometimes (1-2 Days/WK)	113	3.1%	
Occasionally (2-4 Days/MTH)	89	2.4%	
Rarely (< 2 Days/MTH)	301	8.2%	
Never	2845	78.2%	

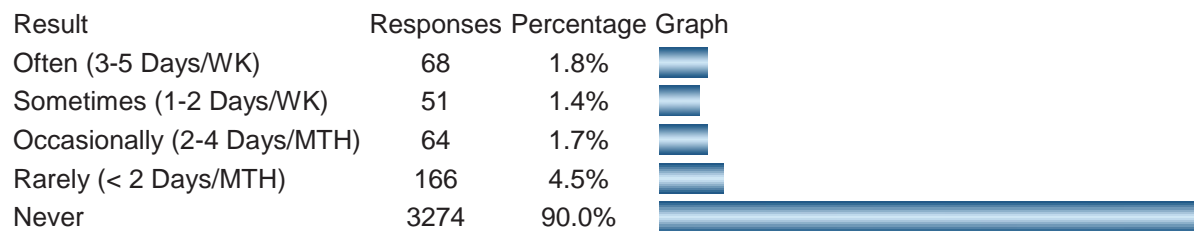
Total Number of Responses for this Item: 3634

Bicycle



Total Number of Responses for this Item: 3634

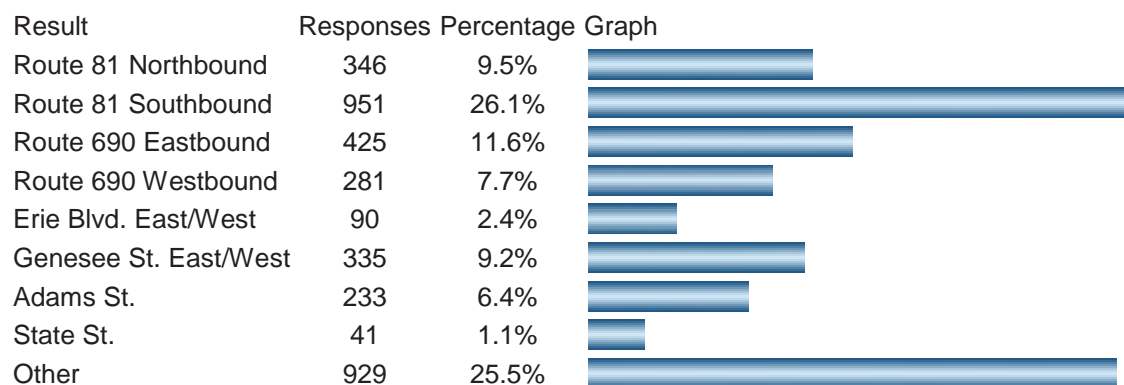
Walk



Total Number of Responses for this Item: 3634

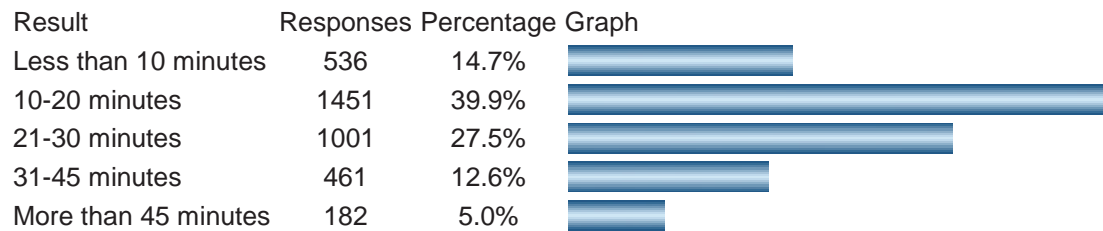
If you commute to work using a mode of transportation other than one of those listed above, please describe it below, and indicate how often you use that mode of transportation. –See Attachment 1 for comments.

3. Which choice below best describes the way you access the University Hill area when you come into work on a typical day?



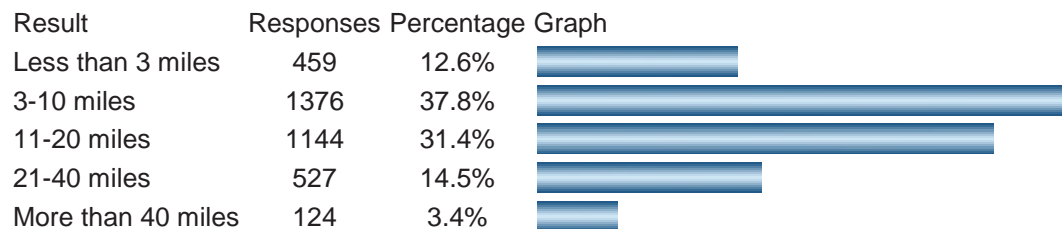
Total Number of Responses for this Item: 3634

4. How long on average does it take you to commute to work (one-way)?



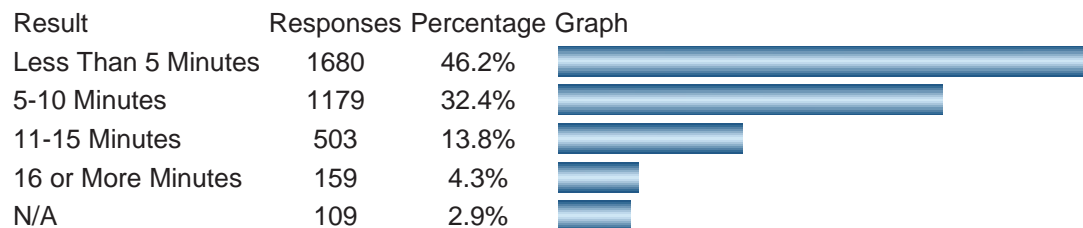
Total Number of Responses for this Item: 3634

5. How many miles do you travel from home to work (one-way)?



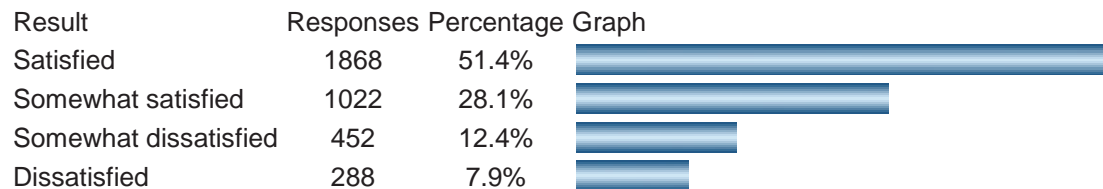
Total Number of Responses for this Item: 3634

6. How long, on average, does it take you to travel from your parking space to your work location (one-way)?



Total Number of Responses for this Item: 3634




7. How satisfied are you with your current commute?



Total Number of Responses for this Item: 3634




8. When thinking about why you choose to commute to work the way you do today, please indicate how much each of the following factors influences your decision.

Travel Time

Result	Responses	Percentage	Graph
Strong Influence	2536	69.7%	
Moderate Influence	596	16.4%	
No Influence	497	13.6%	




Total Number of Responses for this Item: 3634

Cost of Commute (Including cost of vehicle ownership, maintenance, and gas prices or transit pass)

Result	Responses	Percentage	Graph
Strong Influence	1113	30.6%	
Moderate Influence	1287	35.4%	
No Influence	1229	33.8%	




Total Number of Responses for this Item: 3634

Cost of Parking

Result	Responses	Percentage	Graph
Strong Influence	1467	40.3%	
Moderate Influence	1141	31.3%	
No Influence	1021	28.0%	




Total Number of Responses for this Item: 3634

Availability of a Convenient Parking Space/Bicycle Parking

Result	Responses	Percentage	Graph
Strong Influence	2082	57.2%	
Moderate Influence	796	21.9%	
No Influence	750	20.6%	




Total Number of Responses for this Item: 3634

Traffic Congestion

Result	Responses	Percentage	Graph
Strong Influence	1273	35.0%	
Moderate Influence	1268	34.8%	
No Influence	1086	29.8%	




Total Number of Responses for this Item: 3634

Environmental Impacts

Result	Responses	Percentage	Graph
Strong Influence	582	16.0%	
Moderate Influence	1563	43.0%	
No Influence	1482	40.7%	




Total Number of Responses for this Item: 3634

Safety

Result	Responses	Percentage	Graph
Strong Influence	1213	33.3%	
Moderate Influence	1286	35.3%	
No Influence	1128	31.0%	




Total Number of Responses for this Item: 3634

No Other Option

Result	Responses	Percentage	Graph
Strong Influence	1335	36.7%	
Moderate Influence	568	15.6%	
No Influence	1719	47.3%	

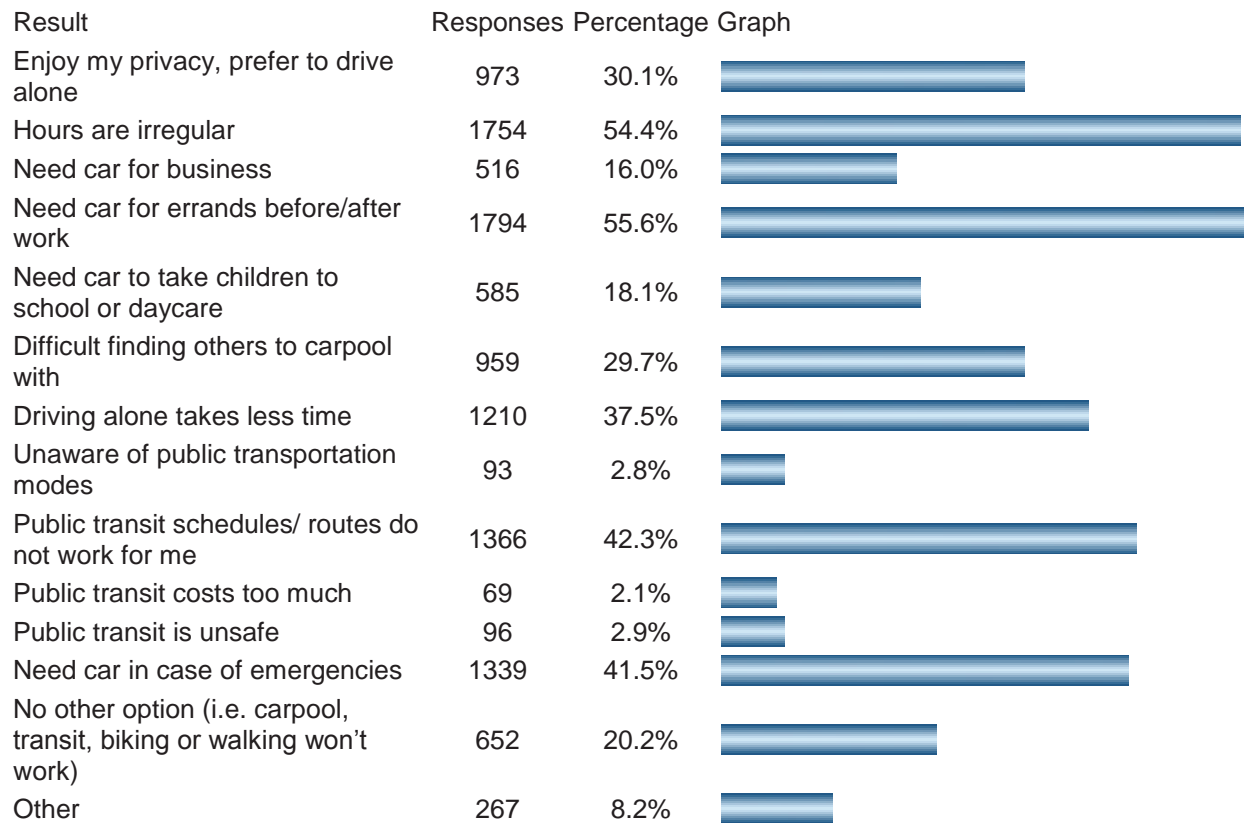
Total Number of Responses for this Item: 3634

9. Do you typically drive to work alone?

Result	Responses	Percentage	Graph
Yes	3172	87.8%	
No	385	10.6%	
N/A	54	1.4%	

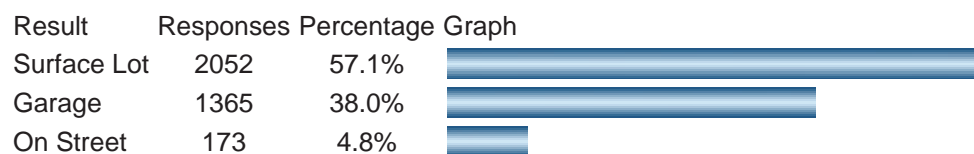
Total Number of Responses for this Item: 3611

9.a. Please indicate all of the reasons you choose to drive alone.



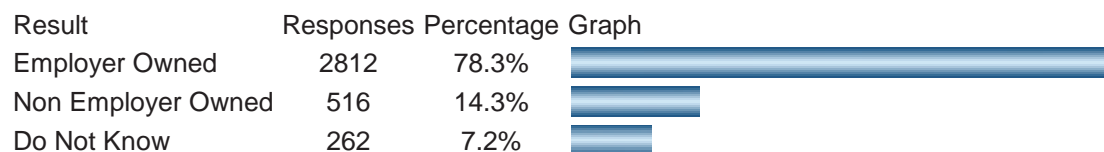
Total Number of Responses for this Item: 3222

10. In which type of facility do you usually park?



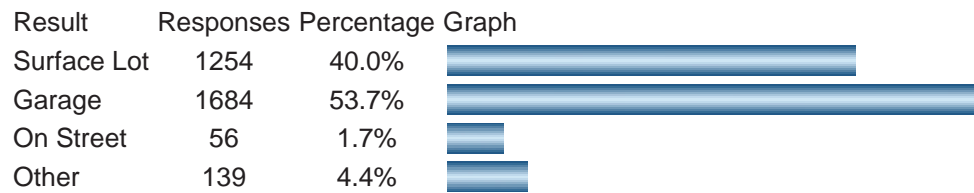
Total Number of Responses for this Item: 3591

11. Do you park in a facility managed/owned by your employer, or by someone else? (If you pay someone not uniformed with the name of your institution or business, or if you park on the street, you probably do not park in an employer owned facility)



Total Number of Responses for this Item: 3591

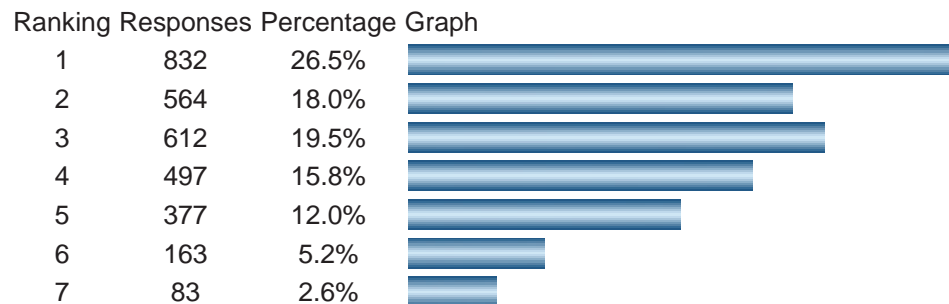
12. Where do you prefer to park?



Total Number of Responses for this Item: 3133

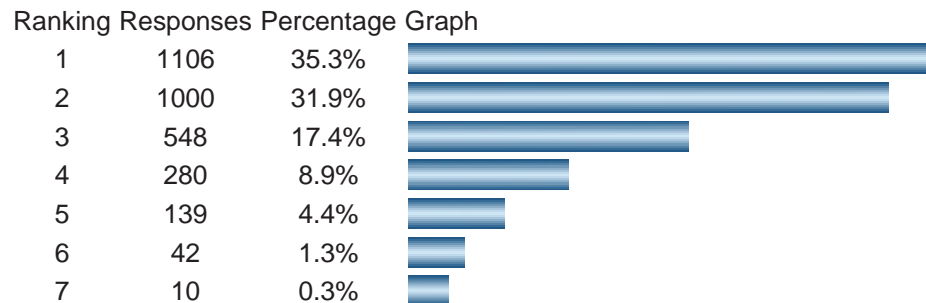
13. If parking at a park and ride facility, please indicate how important the following issues are to you when considering parking options. Rank them from 1 (most important) to 7 (least important).

Cost



Total Number of Responses for this Item: 3133

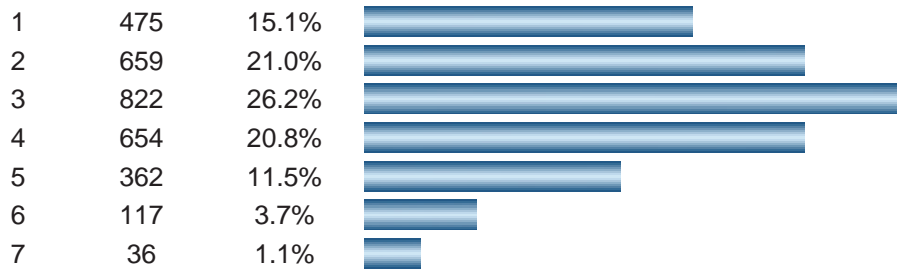
Location



Total Number of Responses for this Item: 3133

Safety/Security

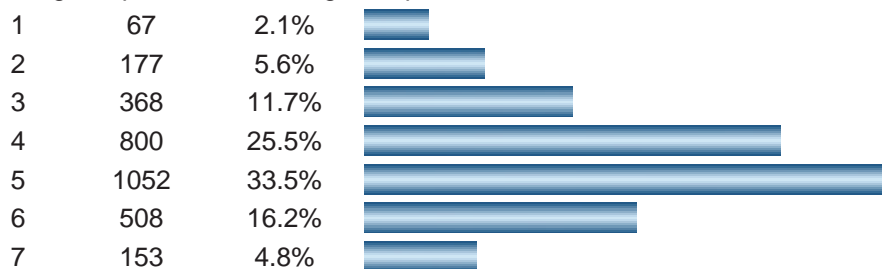
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Existence of Weather Protection (i.e. garage or shelter)

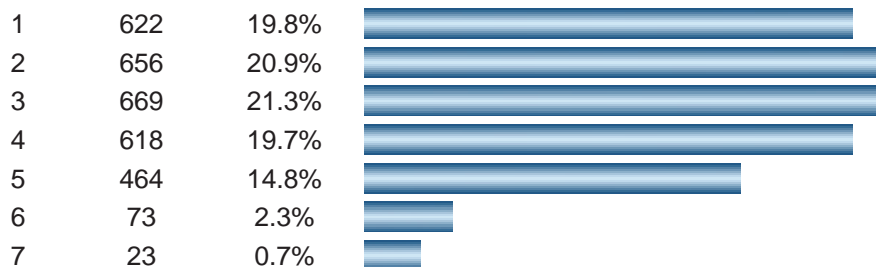
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Frequency of Shuttle Services

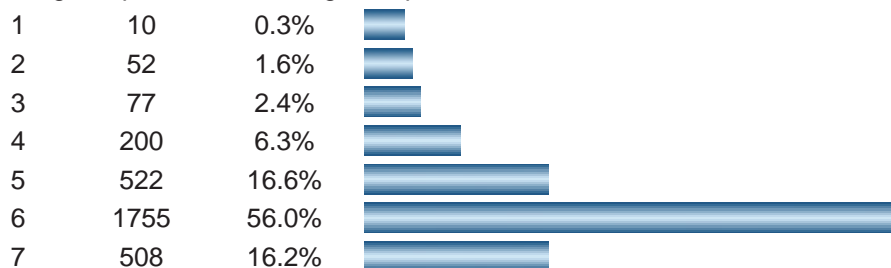
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Size of Shuttles

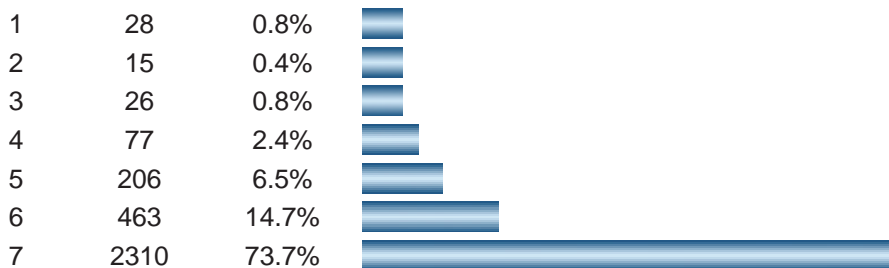
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Nearby Amenities (Retail, Convenience Stores, Food, etc.)

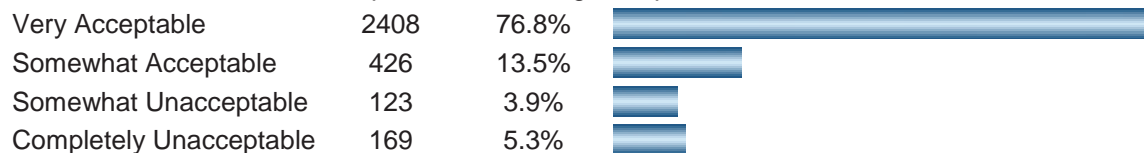
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

14. If parking at a park and ride facility, please indicate how acceptable you would find the following shuttle bus ride times.**Less than 10 Minute Shuttle Ride**

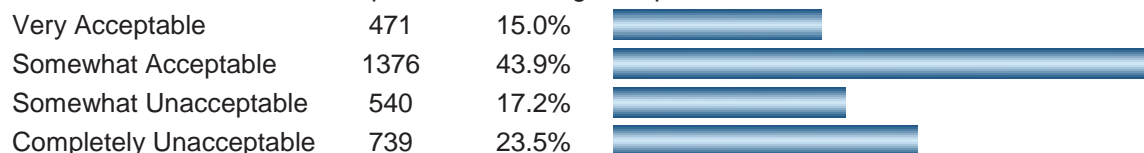
Result Responses Percentage Graph



Total Number of Responses for this Item: 3133

11-15 Minute Shuttle Ride

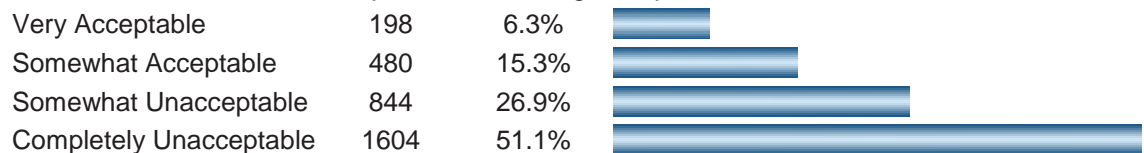
Result Responses Percentage Graph



Total Number of Responses for this Item: 3133





16-20 Minute Shuttle Ride

Result Responses Percentage Graph







Total Number of Responses for this Item: 3133

21+ Minute Ride (Park and Ride Facility would be near your home)

Result	Responses	Percentage	Graph
Very Acceptable	402	12.8%	
Somewhat Acceptable	552	17.6%	
Somewhat Unacceptable	392	12.5%	
Completely Unacceptable	1780	56.8%	





Total Number of Responses for this Item: 3133

15. If parking at a park and ride facility, please indicate how acceptable you would find the following walk times (from parking to place of employment).**Less than 5 Minutes**

Result	Responses	Percentage	Graph
Very Acceptable	2683	85.6%	
Somewhat Acceptable	246	7.8%	
Somewhat Unacceptable	47	1.5%	
Completely Unacceptable	149	4.7%	





Total Number of Responses for this Item: 3133

5-10 Minutes

Result	Responses	Percentage	Graph
Very Acceptable	644	20.5%	
Somewhat Acceptable	1404	44.8%	
Somewhat Unacceptable	420	13.4%	
Completely Unacceptable	657	20.9%	

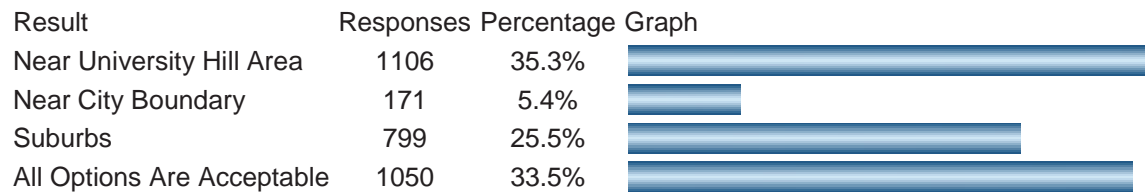
Total Number of Responses for this Item: 3133

11-15 Minutes

Result	Responses	Percentage	Graph
Very Acceptable	136	4.3%	
Somewhat Acceptable	494	15.7%	
Somewhat Unacceptable	820	26.1%	
Completely Unacceptable	1675	53.4%	

Total Number of Responses for this Item: 3133

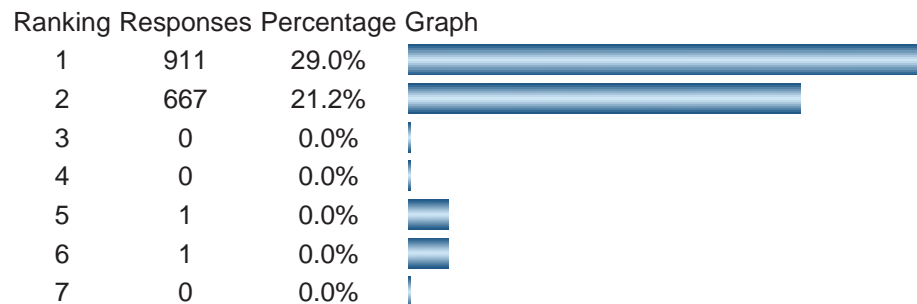
16. Where would you prefer that a park and ride facility be located?



Total Number of Responses for this Item: 3133

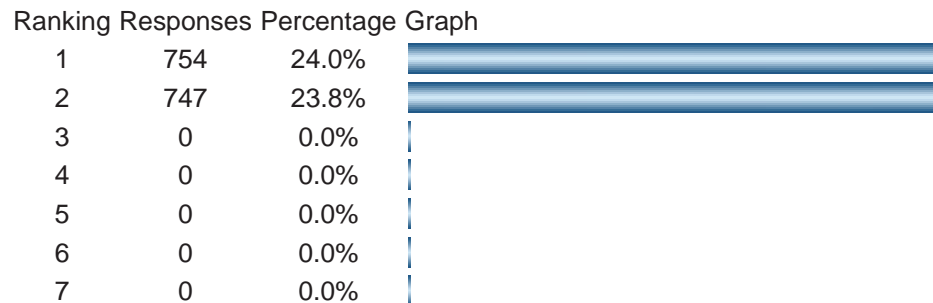
17. Please indicate the top 2 factors that would encourage you to park at a off-campus park-and-ride facility. Enter a 1 next to the most important factor; enter a 2 next to the second most important factor.

Reduced parking fees



Total Number of Responses for this Item: 3133

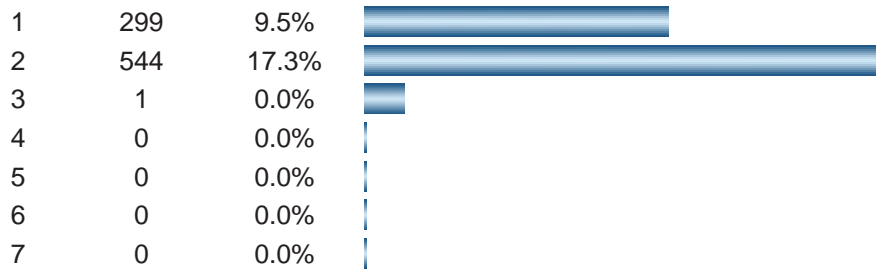
Time savings over current commute



Total Number of Responses for this Item: 3133

Quality shuttle services

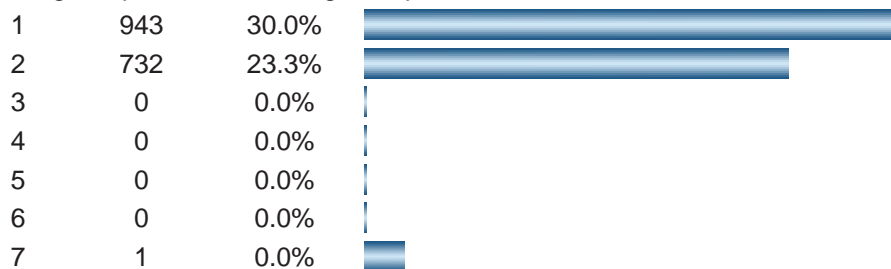
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Ability to quickly access vehicle in case of emergency

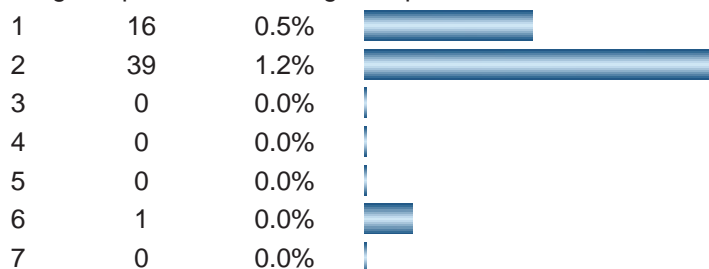
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Incorporated amenities (e.g. coffee shop, dry cleaner, bank)

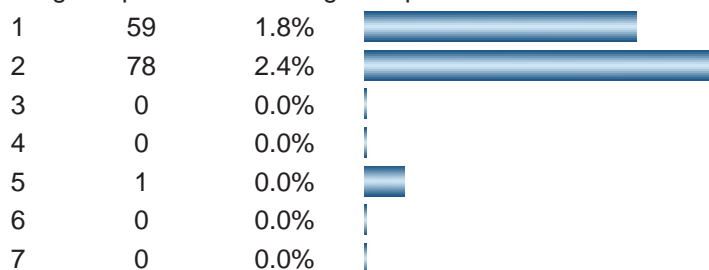
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Secure and weather protected bicycle parking

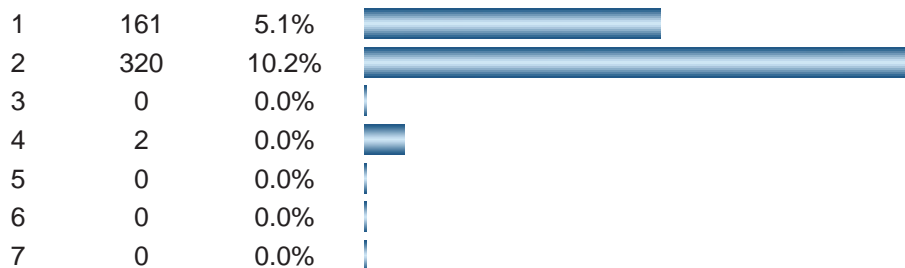
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3133

Reserved Parking Space

Ranking Responses Percentage Graph

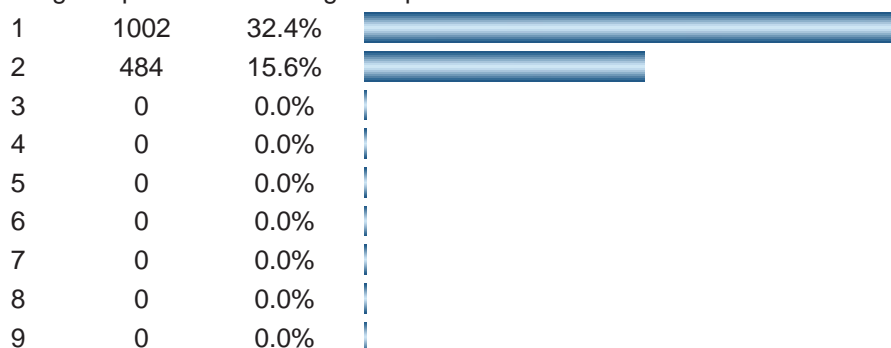


Total Number of Responses for this Item: 3133

18. Please select the top 2 amenities that would encourage you to use a park-and-ride facility. Enter a 1 next to the most important amenity; enter a 2 next to the second most important amenity.

Coffee shop

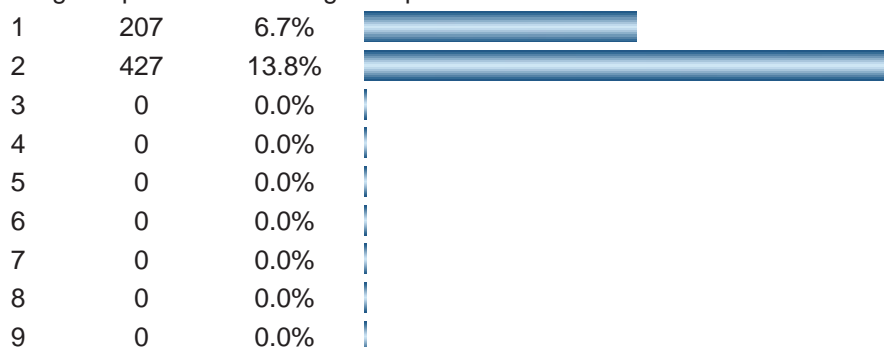
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Café/Restaurant

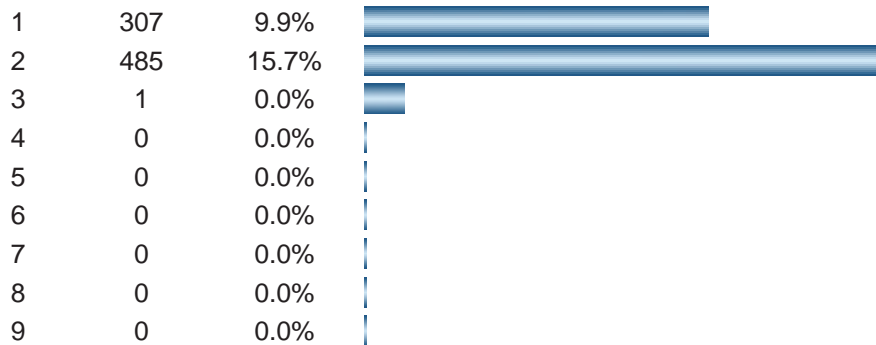
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Bank

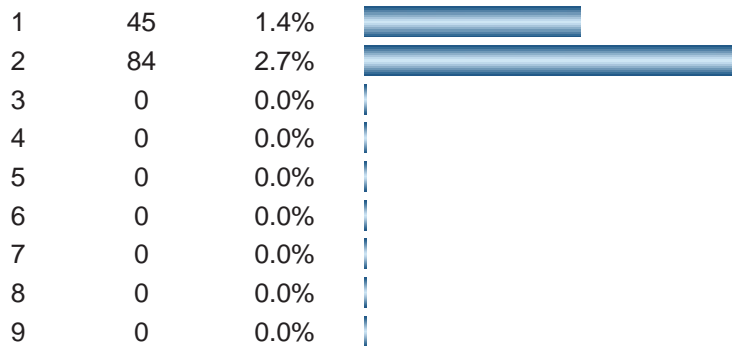
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Dry cleaner

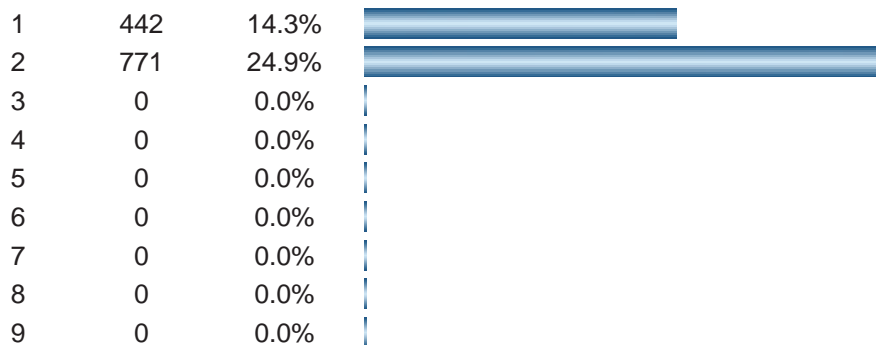
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Convenience/Drug store

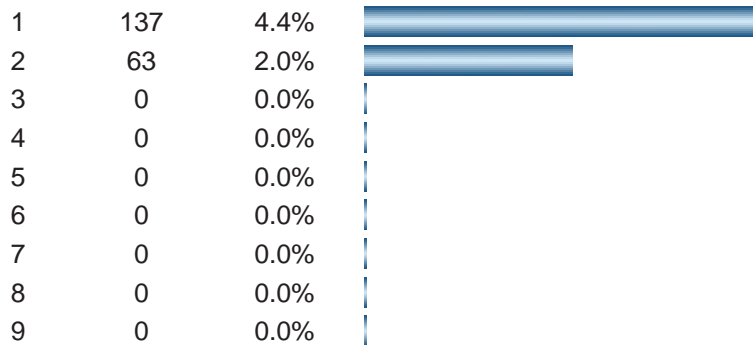
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Daycare

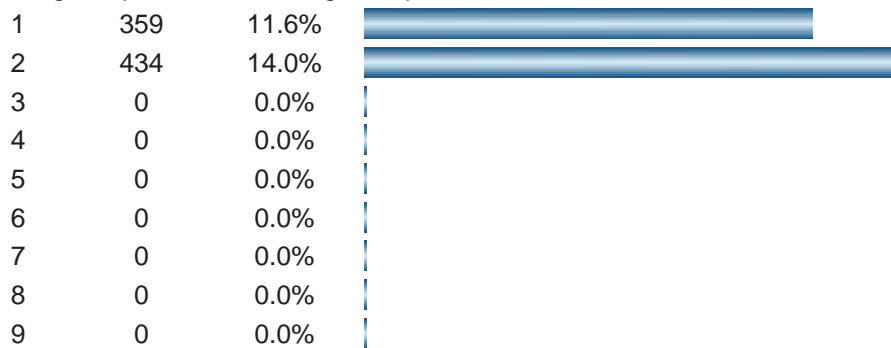
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Auto repair services/gas station

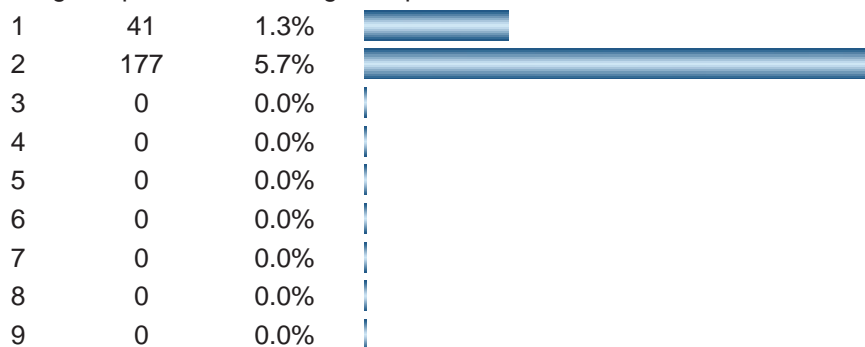
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Entertainment (movie rentals, bookstore, library, etc)

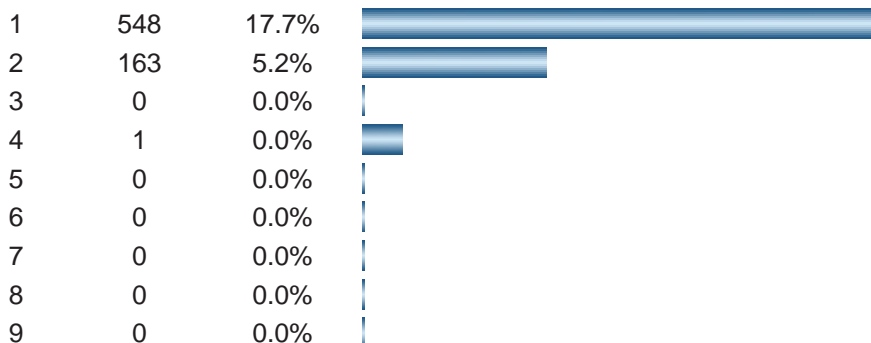
Ranking Responses Percentage Graph



Total Number of Responses for this Item: 3088

Other (Please explain below)

Ranking Responses Percentage Graph

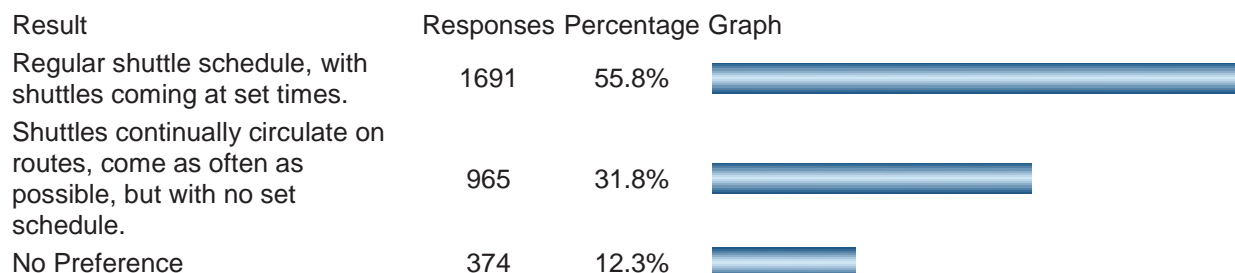


Total Number of Responses for this Item: 3088

If you indicate 'Other' above as one of your choices, please explain which amenities you would like to see that are not listed. –See Attachment 2 for comments.

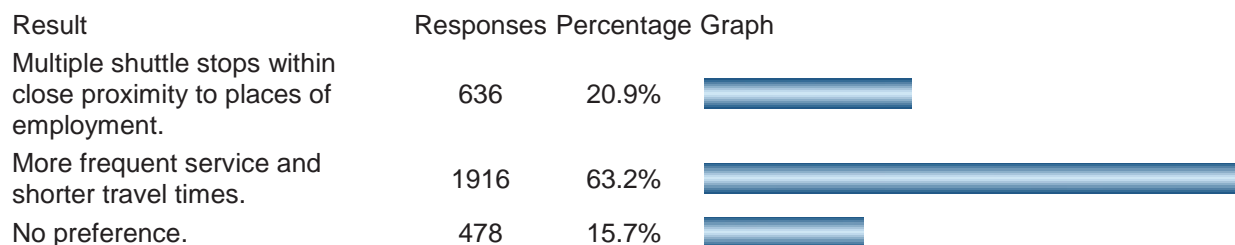
Total Number of Responses for this Item: 3088

19. Please indicate your preference for shuttle service schedule:



Total Number of Responses for this Item: 3030




20. Please indicate your preference for shuttle service:






Total Number of Responses for this Item: 3030

21. Please indicate how important each of the following characteristics would be in encouraging you to use a park and ride facility with shuttle service.




Shuttle only available to employees using park-and-ride facility

Result	Responses	Percentage	Graph
VERY IMPORTANT	1725	56.9%	
SOMEWHAT IMPORTANT	778	25.6%	
UNIMPORTANT	527	17.3%	
Total Number of Responses for this Item: 3030			




Smaller shuttles with comfortable seating

Result	Responses	Percentage	Graph
VERY IMPORTANT	574	18.9%	
SOMEWHAT IMPORTANT	1432	47.2%	
UNIMPORTANT	1024	33.7%	
Total Number of Responses for this Item: 3030			




Use of vehicles other than buses (e.g. streetcar)

Result	Responses	Percentage	Graph
VERY IMPORTANT	302	9.9%	
SOMEWHAT IMPORTANT	923	30.4%	
UNIMPORTANT	1805	59.5%	
Total Number of Responses for this Item: 3030			




Shuttle stops equipped with shelters and seating

Result	Responses	Percentage	Graph
VERY IMPORTANT	1557	51.3%	
SOMEWHAT IMPORTANT	1125	37.1%	
UNIMPORTANT	348	11.4%	
Total Number of Responses for this Item: 3030			

Availability of real time arrival data for shuttles

Result	Responses	Percentage	Graph
VERY IMPORTANT	2118	69.9%	
SOMEWHAT IMPORTANT	696	22.9%	
UNIMPORTANT	216	7.1%	
Total Number of Responses for this Item: 3030			

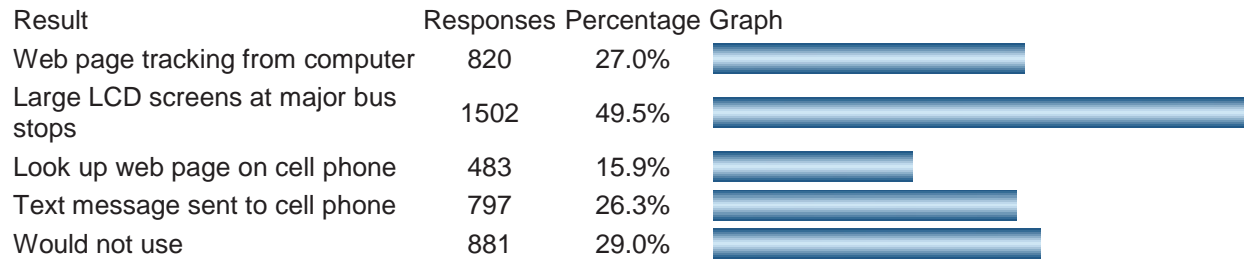
Shuttles with racks to accommodate bicycles

Result	Responses	Percentage	Graph
VERY IMPORTANT	199	6.5%	
SOMEWHAT IMPORTANT	476	15.7%	
UNIMPORTANT	2355	77.7%	

Total Number of Responses for this Item: 3030

If there are other characteristics that would encourage you to use a park and ride facility with shuttle service, please indicate them below. – See Attachment 3 for comments.

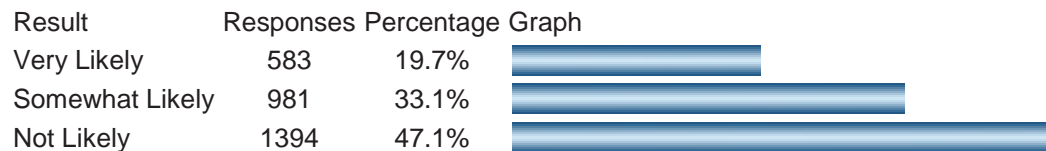
22. If the shuttles were equipped with tracking technology so you could find out their location and arrival time at the shuttle stop, which of the following features would you likely use? (check all that apply)



Total Number of Responses for this Item: 3030

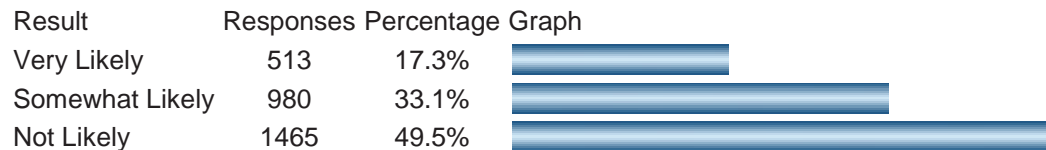
23. TRANSIT

Discount on public transit pass



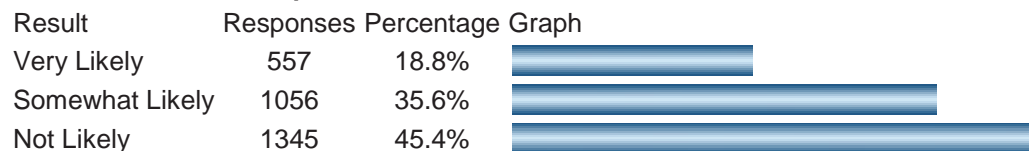
Total Number of Responses for this Item: 2958

Sale of transit passes at places of employment or through mail



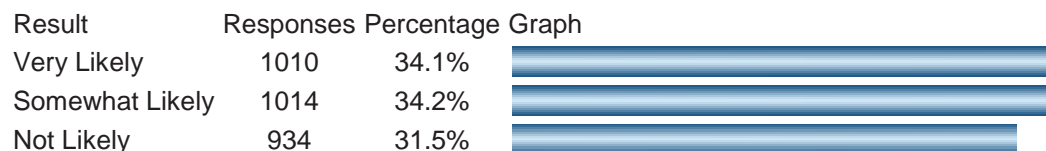
Total Number of Responses for this Item: 2958

On-site information of public transit routes and schedules






Total Number of Responses for this Item: 2958

Improved public transit routes and schedules






Total Number of Responses for this Item: 2958

Different transit option than currently exists (e.g. streetcar, light rail, bus rapid transit)

Result	Responses	Percentage	Graph
Very Likely	751	25.3%	
Somewhat Likely	1050	35.4%	
Not Likely	1157	39.1%	




Total Number of Responses for this Item: 2958

Express routes from park-and-ride lots

Result	Responses	Percentage	Graph
Very Likely	1341	45.3%	
Somewhat Likely	952	32.1%	
Not Likely	665	22.4%	




Total Number of Responses for this Item: 2958

Flexible work hours to accommodate public transit schedule

Result	Responses	Percentage	Graph
Very Likely	1052	35.5%	
Somewhat Likely	873	29.5%	
Not Likely	1033	34.9%	

Total Number of Responses for this Item: 2958




Free guaranteed ride home in case of emergency

Result	Responses	Percentage	Graph
Very Likely	1449	48.9%	
Somewhat Likely	829	28.0%	
Not Likely	680	22.9%	

Total Number of Responses for this Item: 2958




24. CARPOOL

Reduced parking fees

Result	Responses	Percentage	Graph
Very Likely	736	24.8%	
Somewhat Likely	1004	33.9%	
Not Likely	1217	41.1%	




Total Number of Responses for this Item: 2958

Preferential or reserved parking for carpool vehicles

Result	Responses	Percentage	Graph
Very Likely	746	25.2%	
Somewhat Likely	942	31.8%	
Not Likely	1269	42.9%	




Total Number of Responses for this Item: 2958

Assistance finding a carpool match

Result	Responses	Percentage	Graph
Very Likely	546	18.4%	
Somewhat Likely	1039	35.1%	
Not Likely	1372	46.3%	




Total Number of Responses for this Item: 2958

Car made available for business during the day (ZipCar or CuseCar)

Result	Responses	Percentage	Graph
Very Likely	574	19.4%	
Somewhat Likely	884	29.8%	
Not Likely	1499	50.6%	




Total Number of Responses for this Item: 2958

Flexible hours to accommodate carpool schedule

Result	Responses	Percentage	Graph
Very Likely	724	24.4%	
Somewhat Likely	923	31.2%	
Not Likely	1310	44.2%	

Total Number of Responses for this Item: 2958




Free guaranteed ride home in case of emergency

Result	Responses	Percentage	Graph
Very Likely	1148	38.8%	
Somewhat Likely	810	27.3%	
Not Likely	999	33.7%	

Total Number of Responses for this Item: 2958




25. BICYCLE/WALK

Cash rewards or gift certificates for employees who bike or walk

Result	Responses	Percentage	Graph
Very Likely	374	12.6%	
Somewhat Likely	435	14.7%	
Not Likely	2149	72.6%	




Total Number of Responses for this Item: 2958

Improved sidewalks or better sidewalk maintenance

Result	Responses	Percentage	Graph
Very Likely	418	14.1%	
Somewhat Likely	446	15.0%	
Not Likely	2094	70.7%	




Total Number of Responses for this Item: 2958

Established bike routes or dedicated lanes on city streets

Result	Responses	Percentage	Graph
Very Likely	431	14.5%	
Somewhat Likely	403	13.6%	
Not Likely	2124	71.8%	




Total Number of Responses for this Item: 2958

Secure, convenient bicycle racks

Result	Responses	Percentage	Graph
Very Likely	372	12.5%	
Somewhat Likely	403	13.6%	
Not Likely	2183	73.7%	




Total Number of Responses for this Item: 2958

Secure, weather protected bicycle storage

Result	Responses	Percentage	Graph
Very Likely	375	12.6%	
Somewhat Likely	411	13.8%	
Not Likely	2172	73.4%	




Total Number of Responses for this Item: 2958

Bicycle route and parking maps

Result	Responses	Percentage	Graph
Very Likely	305	10.3%	
Somewhat Likely	397	13.4%	
Not Likely	2255	76.2%	

Total Number of Responses for this Item: 2958





Shower and locker facilities

Result	Responses	Percentage	Graph
Very Likely	267	9.0%	
Somewhat Likely	377	12.7%	
Not Likely	2313	78.1%	

Total Number of Responses for this Item: 2958

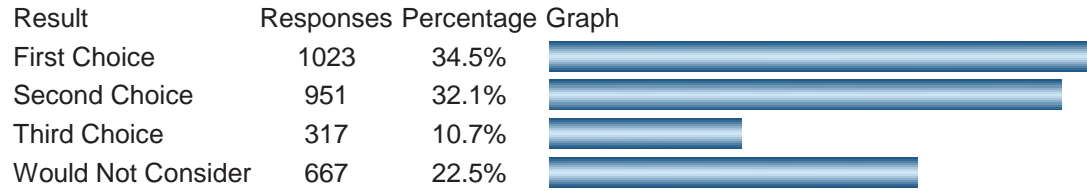
26. Please rank your preference for each of the commute options you would consider using instead of driving alone:

Public Transit

Result	Responses	Percentage	Graph
First Choice	1173	39.6%	
Second Choice	918	31.0%	
Third Choice	266	8.9%	
Would Not Consider	601	20.3%	

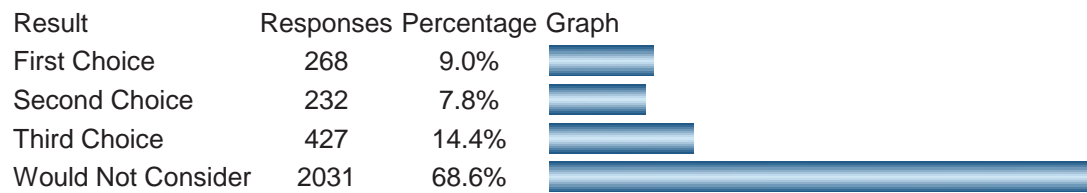
Total Number of Responses for this Item: 2958

Carpool



Total Number of Responses for this Item: 2958

Bicycle/Walk



Total Number of Responses for this Item: 2958

Appendix C

Survey Comments

Appendix C-1

Question 2 Comments

Appendix C-1: Question 2 Comments:

Question 2. Please indicate how often you commute to work using each of the following modes of transportation: Drive alone/Take Public Transportation/Ride in a Carpool/Bicycle/Walk

If you commute to work using a mode of transportation other than one of those listed above, please describe it below, and indicate how often you use that mode of transportation.

every day

Walking is from the parking lot

motorcycle 2/3 days a week april to oct

Not applicable.

Ride a motorcycle

husband brings me and picks me up 3 x's per week.

I usually get dropped off because there are never any parks.

drive alone from cicero

Ride bus to work from lot.

i wish there were more options for park and ride in camillus commons esp for weekends and eves shifts

Have my husband drive me to work once or twice a week in good weather, more often in winter.

Drive self about between 2-4 times per week.

carpool with other employees

Motorcycle.April through October.

no other means

Bicycle only in summer. When I drive I often park in Manley, which means I have to take a bus also.

Drive personal vehicle 5-7 days a week.

Drive with husband who works at Weiskotten Hall

5 days a week

ride in with spouse.

NOTHING

I will occasionally take the bus during the winter months.

Work nights at SUNY 11pm to 730am, drive car alone

motorcycle - average 1 day/week summer and fall

dropped off by family

I am retired. I rarely drive to the University. For University lectures, concerts, etc., I walk. I live within 10-15 min. walking distance from the University

None

I take Centro Bus 2 days per week from Baldwinsville, Tri-County Mall Park-and-ride.

Motorcycle when its not snowing.

As a 9-year retiree, I'm not sure my situation makes much contribution to this survey, but I'm filling it out to describe the occasional trips I make to the University. Unfortunately, I visit the Medical Center (as a patient) more often these days.

I drive to Fairmount Park & Ride...12-15 min. and take public transportation via Camillus Express to Upstate Med. Univ., 30 min.

Boyfriend picks me up once or twice a week for dinner dates.

motorcycle

If it were safer, I would love to ride my bike on many days. I am concerned about bike theft, as well. Even a secured bike, parts can be stolen.

Public transportation when weather is bad and I would walk.

I park in R Lot and walk to the hospital from there. Sometimes I ride the shuttle from R lot.

Always drive. I work long irregular hours, and usually start and get out of work when there is little public transportation.

motorcycle during the summer season

My husband drops me off and then drives to his place of employment in East Syracuse

driven in and picked up by spouse

Driven to work and home daily M-F by my husband; he owns a taxi company in the University Area.

centro

n/a

I drive from my home to Manley and then walk the rest of the way.
dropped off & picked up each day.

My spouse (also a university employee) and I alternative driving and walking, because someone has to drop off/pick up kids at school. Sometimes we drive together depending on weather.

NA

My commuting habits are weather related. In the warm months I usually bicycle on most "dry" days.
Beginning in mid-late Oct I will drive by myself on most days. Some days I will take the bus (my wife is at home and doesn't have a car/truck etc.)

someone drops me off

carpool is just with my husband who also works in the city area

I don't use another method

I have my Finace drop me off and my Mother pick me up - but have been looking for a park and ride alternative.

Motorcycle, when weather/schedule permits

I ride with a family member

I drive to my lot, then walk about a mile to weiskotten hall

Park and ride from Airport Plaza, North Syracuse. 5 days per week, unless I have an appointment, then I buy a day pass to RLot.

car everyday

walk during week, drive at night and on weekends

my "car pool" is riding with a spouse when we can make our schedules mesh

I drive in 54 miles each way from the Clifton Springs area. Hours are not set, but generally are 7:30 to 5:00ish.

N/A

Sometimes I get dropped off to work

I am dropped of every morning 5 days a week. My boyfriend works 2nd shift so he drive the car in and I drive myself home.

N/A

bus from Manley

I walk 1.5 miles in for 8:00am but I also work at night and I do not feel safe walking in so I park by my building at night. If I can not park by my building I turn around and go home. I do not feel safe walking to the womens building at night.

drive part way and take the Warehouse Route or walk to the VA

I live about 2 miles from my employment. I will walk to work if the weather is decent.

n/a

I am a blind person and I use the Call-A-Bus. I do not walk to work unless I use the Centro shuttle that is provided by Syracuse University and Centro. During the summer is when I am not able to use the shuttle because it is not a provision for the employees/students during that time.

To clarify above--summer and fall are when I'm most likely to use bicycle or walk.

Does the bus from Comart count as public transportation

I drive a hybrid vehicle, which may explain some of my responses below. I am concerned about the environment (hence, I drive a hybrid).

S.U. bus service (Manley, Winding Ridge, or Slocum Heights). 3 times/week In winter or rainy weather. 2-4 times/month in fair weather above freezing, i.e., when bicycling would be too unpleasant.

my wife drops me off at campus as she drives to work (often)

My wife is a student at SUNY Upstate Medical University. I drop her off for class on my way to work and pick her up on the way home most days

Drive to lot, take university bus onto campus.

I drive to Manley and take a bus to campus

I like to bike but am constrained by: (1) winter weather, (2) lack of safe bike lanes on city streets, (3) difficulties coordinating with picking up my child at daycare, (4) insufficient secure, weather-protected bike parking at work.

n/a

walk more in summer w/ summer schedule being more flexible

My spouse drives me to work and picks me up every day.

I would commute if I did not have to transfer downtown.
 my partner drops me off if the weather is bad
 If there were safe bicycle routes to Dewitt, I would love to do that in the summer. Not feasible during school year because of amount of work I carry back and forth.
 drive alone 5-7 days/wk
 motorcycl
 bike, few times a month
 I give someone a ride home every day, but she otherwise would take the bus
 I drive to SU once a week.
 personal car
 Personal vehicle 70 miles round trip.
 Motorcycle - March-December when weather allows
 I live in La Fayette. The bus comes thru at 7:30 AM however that bus either goes downtown or stops at the end of Adams Street;not sure. I work in Quad 1 which makes the walk up E Adams St. to Quad 1 impossible for me. Periodically I see an E. Colvin Street bus. However I'm not sure the route it takes to get to the University.
 I park at Manley and take the shuttle. We're converting a gas car to an EV to reduce cost and environmental impact.
 Motorcycle when the weather permits.
 Motorcycle. 3-5 times a week from April to November.
 when the price of gas gets to high,I car pool with my wife and have to stay late for her to pick me up.
 my husband and I drive to work together 98% of the time.
 Bicycle or walk
 Scooter
 I need to throw in, for the survey portion below, that I take my child to SU Daycare which makes the math less smooth. I added that portion to my drive time because it counts!
 If I could fly, I would no doubt fly every day.
 Drive alone, but drop kids off at school on trip.
 Motorcycle
 During academic year, I park at Manley & take bus to campus. During summer, I park offstreet.
 Personal car
 My wife is a student at SUNY Upstate. I drive her to class daily and then continue to work at SU. I reverse the process at the end of the day
 I was in a carpool until Jan. 12 when the other person was laid off.
 I used the SU Nob Hill bus provided by SU when it went into service. However, this free bus service stopped on 5/1.
 the public transportation and walking is from the parking lot.. I use the quad shuttle and when not in service, the sadler bus and when both are not running regularly i walk.
 take the bus in the winter months when road conditions are bad.
 I have a motorcycle and try to drive to work at least 3-4 days a week when the weather is nice.
 I take public transportation or walk from Manley to the main campus.
 Centro from manley
 Point of clarification: My wife and I both work on the hill, so we do our best to commute in one car. Drive alone was the closest I could get above!
 I car pool 5 days a week in the summer (approx May 15-August 25)but drive alone the remainder of the year.
 If I have errands to run, I'm dropped off at work. I have taken Centro on a minimal basis.
 rail system--which we do not have of course.
 drive to J-lot and take shuttle to VA
 none
 mortocycle whenever weather permits
 3/2
 I Live too far away and have to take the interstate,so I am unable to bike or walk to work. I don't live close to anyone working my hours to carpool.I can't take public transportation without adding substantial amount to time to my commute. I am satisfied with my current mode of transportation.
 N/A

I sometimes choose to work at home rather than commute at all.

I drive alone to a location close to work, then carpool to the garage on site.

None

I commute from 1 hour away by car then catch centro bus from J Lot to Veterans Hospital this is an additional 20 mins to my already 1 hour drive one way

N/A

I do not work days, I work 3:30 pm to midnight and I drive to work 5 days per week.

park in a garage down the street and walk in to work 5 days a week

I use a private car and travel 26 miles to work each time I work.

ride with wife who works here and she has garage parking but when she doesn't work i am stuck dropped off (0-2)

own car no public transporation

I ride to work with my husband most of the time because we both have to be at work at the same time in the morning.

During good weather I'll take public transporation to work and ride my bicycle home.

Drive to J-lot and walk to VA hospital

I either: 1) Drive to J lot, take the bus to the VA. 2) Drive to Fairmount park & ride, take bus to Bird Library, walk to VA.

This may change in the future, I would always want the public transport system we have, especially in winter months.

I ride to work with my husband since we both start work at the same time. We work five days a week.

I only ride my bicycle

wife and I ride together when possible

I drive alone from home to J lot for VA employees for 11 min, then wait for shuttle bus ride which takes about 10min. If I was to drive to VA garage directly (on weekends), then I use Adams St.

BIRNIE BUS FROM SEARS LOT

Park at Sears lot and shuttle to work

Motorcycle

Carpool 2 days/week. Drive self in other days. Carpool buddy has another job after work.

Dropped off/ picked up - daily

My husband drives me to work due to parking restrictions

My husband works nearby and drops me off. Otherwise I use street parking on days I have appointments.

Drive to VA parking area and take public transportation up to the hospital.

Motorcycle

I drive to our employee parking lot which is about a mile from my house. Then I take an employee bus to the VA.

Employer sponsored bus from parking lot to work site

Husband drives me to work 2-3 x per week

there are no trains or buses from where I live.

Total Number of Responses for this Item: 3634

Appendix C-2

Question 18 Comments

Appendix C-2: Question 18 Comments:

18. Please select the top 2 amenities that would encourage you to use a park-and-ride facility. Enter a 1 next to the most important amenity; enter a 2 next to the second most important amenity.

If you indicate 'Other' above as one of your choices, please explain which amenities you would like to see that are not listed.

A safer place with easier access and larger shuttle
grocery store
bathroom- I commute a long way- that becomes longer in the winter
Don't care if there are amenities.
Grocery Store
grocery store
shelter from weather while waiting for shuttle
doesn't matter
grocery store
safety is number one, with frequent shuttles a close second-who cares about the amenities. The focus is to get to work on time and reduce one's carbon footprint
This is stupid
DON'T NEED AMENITIES - NEED PARKING
none
i don't need amenity just want to go to work
Bathrooms
these do not matter to me, but I had to put in choices
these aren't important to me (i didn't want to pick anything above, but couldn't continue w/out picking 2 items)
Not driving 2-3 times current distance/time to have to wait for a bus!
grocery
grocery store
restroom
none of these would have any impact.
Only if I could get on at Fairmount Fair and be to work in 30 min or less and if it was free or much less than 80.00 per month.
I don't need amenities
Schedule of use since my day is rarely 9AM to 5PM
none of the above!
not needed
Weather protection!!!! We're in Syracuse.
I would prefer less time in a vehicle so parking and riding in a bus is longer and more gas used. I would prefer to park my own vehicle closer to the college and walk 5 minutes into the door.
Amenities not necessary, would like a park & ride to be some what closer to home
none
this(amenities) is not a factor in this option
None of the above matters to me
none of these
post office or fed ex,
None - Not interested in any amenities. Only chose Convenience? Drug store as #2 because it was required.
Grocery Store
none
Grocery store
Coverage in case of poor weather conditions
I drive to get to/from work only. I don't worry about anything else in the middle, prior, or after work.

Large Grocery Store ie Wegman's
really would not like that mode of parking
my own vehicle is best for me. my time is precious
There is nothing that would make me park and ride. The previous page forced me to answer as if I do, I do not, so this survey is useless. If you are going to send out one, make it relevant, or don't waste my time.
if the park &ride could meet my arrival time for work .
I would not use a park and ride facility under any circumstances
grocery store, commons area
full grocery store
grocery store
None of these are important!!!!!!! Who developed these questions? I am going to work, not to socialize!!!
secure area. I commute after midnight every night!!!!
not interested in any of the above like to come to work, do my job, leave and go home
Wegmans
Grocery Store, preferably Wegmans
none I support my neighborhood based amenities
Easy in and easy out of the park-and-ride-facility and save time. The above is not needed
none. I come to work not amenities
gerceries
KMart
Attendant or security person
A combination of gas station and convenience store (i.e. Hess or Sunoco A-Plus)
no amenities required
safe location with indoor waiting area
none of these appeal to me; I prefer to ride alone and park in the garage d/t my work/home situation
Grocery Store *if it was my bank
Secure bicycle parking.
Amenities don't matter much at all
Near major roads/ highway
All irrelevant
Actually, none of these would encourage me to use a park-and-ride facility.
frequent shuttle service to and from vehicle
Wegmans
If campus parking did not cost so much, it is unfortunate the more you make the more you have to pay.
And there is not incentive that if I make more I will have a better parking spot!
NOT SURE
grocery store
Grocery Store
since I live so close, I'm most interested in convenience to my home
Ability to access car quickly as my job sometimes requires use of my car during the work day
groceries
None of the above - Not looking for amenities, ease of parking; cost; access in emergencies.
grocery store
These are NOT important to me. I want FAST and EASY access to my car AT ALL TIMES!
All are irrelevant
covered parking
Most important is early shuttle times available. I start work at 5AM
Amenities are not important
none that i can think of
This is less important compared with cost of parking.
Secured lot, bathroom
I would need none of these.
Why? Where are you going to put these places of business whose footprint will take up parking space.
none
This is not important

grocery store
How close it is to my house without driving many miles out of my way to get to it
Grocery Store
grocery store
Easy access to a main highway like 81 North or 690 West
I used a park and ride through centro but my schedule changed and it the bus schedule did not flex with my schedule
grocery store
grocery store,
I work a night shift. None of the above would do me any good.
None of the above although I was forced to pick one that I don't care about
none of the above
inexpensive day care for dog
I am not interested in a park and ride, I am very happy with my current parking situation.
A place that would be open and populated so I am not alone, late at night, in the cold and snow and dark waiting for a bus.
ability to get to my car quickly with my irregular hours - often working into the evening
Grocery store
Grocery store
none
Grocery Store
knitting store!
Only interested in getting to work as quick and easy as possible.
grocery store
1. Grocery Store--2. Fitness Club
Major grocery store
not interested in amenities.
grocery store
Grocery Store
knitting shop!
Bally's Total Fitness Center
Looking to park my car, not shop.
not interested in amenities. This question does not have that option. Ignore #2 choice.
MAJOR GROCERY STORE
grocery store
Gym
grocery store
Any park and ride would increase my commute time. I now park and am at work in 2-3 minutes. Having to shuttle would mean I'd have to get up and leave home earlier.- I would not like this at all.
WOULD NOT CARE TO USE PARK AND RIDE FACILITY
Concierge service
The above really don't matter to me. I would like to be able to park and catch a bus to work on time.
I don't think any would really influence me
Grocery
Really don't need any
Place one in Cazenovia or Morristown.
I don't think these would make much difference to me at all.
The time between each shuttle, and Cost
a park and ride should have the makings of a rest stop like on the ny/nj turnpike (more than one gas station/restaurant) and be accessible by other traffic
None
post office
supermarket
not an issue
I would prefer to take the bus without having to drive to a park and ride facility.
anywhere with a restroom grocery store

vicinity to classrooms

Being able to enter and most importantly exit easily-- the garages and traffic exiting the hill are a nightmare!

none of these would be important to me

Grocery store would be tops on my list...and probably on yours had it been listed.

Grocery Store

none of that is of interest to me.

doesn't matter

none

totally unimportant to me. survey is amatuerish: assumes in all categories factors listed (which must be acknowledged) are important. I must rate falsely in each category just to complete

quick access to vehicle from workstation

none

Restroom use and seating for wait time!

Grocery store

None of these options would be enticing enough.

I just want to get to work as quickly as possible, no amenities required

a 24hr amenity accessible with phone/some type of security and visibility/well lighted available.

park and ride at Drumlin's for convenience of those of us on East side near SU, but a bit distant for a quick walk and relatively immediate access to car after teaching part-time, needing then to get car and travel to other business location for other employment

I don't care about amenities, it's just a place to park

none of the above, but I was forced to make 2 choices, I don't care about any of these or have any need for amenities

an amenity would not influence me.

nothing

I would like to return to Alliance Bank Parking, with extended bus hours. The amenities do not matter to me.

Amenities do not matter

grocery store

none of the above explanations are important to me - closeness to my home, dependability are important

None interest me

doesn't matter

These are not that big of a deal. Most of the time, I just want to park and get to work.

could not care less about any of the above

None of the above

Wegmans grocery store

none of the above would be a factor

shelter while waiting

No preferences

Please make sure restaurant offers healthy choices!

would not want to park at a park and ride

shelter

I don't care what is next to where I park; I just want to get there and back quickly.

Just parking close to campus period. These questions are horrible they do not capture the sentiment of the users they only drive this surveys' agenda.

I really don't care about amenities

Nothing would encourage me to use a park-and-ride facility. Absolutely nothing. I am extremely environmentally conscious in all other aspects of my life. If forced to park off-site I would have to find a different job in the suburbs.

None of these choices appeal to me. This survey is poor.

A place one could ride bike or walk to....

Park and ride is not acceptable.. I need my car for business during work hours

grocery store

Bathroom

Grocery Store

grocery store

enough parking spaces in surface lot and no congestion when entering or leaving.

none

1. none 2never!!!!

nothing

Amenities not important at all. I am handicapped and need easily accessible transportation.

Grocery store

Grocery store

close to my house so I could walk to shuttle. wegmans taft rd

amenities not a factor in my parking

1doesn't matter, 2grocery store

None, I don't care about amenities I want to get to work as soon as possible

Easy access to highway if located near city border

none of these are important- only time of commute is important

Amenities are unimportant to me.

grocery store

does not matter

none

IF GETTING MY CAR WORKED ON AND NO OTHER OPTIONS AVAILABLE (ie wife's car)

APARTMENT COMPLEX

n/a

This whole line of questioning is irrelevant to me -- I live within 2 miles of my work place.

Doesn't matter

none of the things listed about would encourage me to use a park and ride facility however you requested an answer

none of these

Car detail shop.

All of the above are of little interest. Concentrate on the task at hand and skip the "extras."

being able to walk weather permitting is the only ammenity important to me (10-15 min)

gas station and grocery store

I park at Manley there is nothing there but parking.

Grocery store

Kid's school

Wegmans

Post office

I don't care if there aren't ANY amenities.

I do not care what is nearby a park and ride facility. I would use this service for commuting only.

grocery store

Grocery store

I wouldn't use any of the above. Not only are most of them useless to me, but they would probably be absurdly expensive due to their convenience.

Security guard at all times

location of parking for emergencies

None of these are important to me at all. I just want to be able to park somewhere in between my home and work and not have additional commute time.

the is nothing that would encourage me to park and ride. I have two children and a sick mother I need to have my car in a quick convient spot at all times...A park and ride would not benefit me in anyway. I park in a garage that is attached to the building I work and that is were I would like to continue parking

Nothing

Grocery Store

Restroom

Safety

grocery store

amenities not important

no amenities are important to me

SECURITY!!!!!!!!!!!!!!

none necessary

wireless internet service at facility and on shuttle

amenities are not important. i ranked a #2 just so the survey would continue

None of these or other amenities would sway my decision.

I don't care - need some were close to work - we have a shuttle serv now but most times I walk for the surface lot

Clean bathroom facilities

GROCERY STORE

adequate number of parking spaces

grocery store

I feel that none of these are necessary at a this type of location

Grocery store

Grocery Store

I just want it near home. I don't care about the amenities.

I could only use a park and ride if it were near my car as I need to be mobile during the day for my job.

Other amenities are not important to me.

none

I do not need amenities to be encouraged to use a park and ride facility, just availability and convenience

I don't know

Who cares? I have amenities by my house. Get me back and for to work quickly.

amenities dont matter

I WORK NIGHTS AND FEEL PARKING GARAGE IS MOST SAFE FOR NIGHT SHIFT EMPLOYEES.

i don't need anything near it

The only thing I would use is an actual large chain grocery store. I would not use any of the others mentioned. I prefer to get from home to work and back in the least amount of time possible.

not really concerned about amenities just getting to work timely

None of these are important

Gas station

this is not important to me

Grocery store

quick access to highway

Don't need amenities

location of drop and and ick up and time frames

Shuttle needs to stop at other hospital locations. ie Hutchings

Not applicable for my lifestyle

none

subway or light rail

I usually don't frequent places of business on the way to and from work other than the grocery store and gas station, which are located near to where I live.

A quick food and coffee place

grocery store

Grocery store

grocery store

Grocery Story

Safe parking area 1st

To be honest, I am having a difficult time ranking the items that are important to me; and this applies to ALL of the questions that ask the respondent to rank or "name top 2" on this survey. For the most part, there are a number of things on each list that would influence my decision roughly equally - and it would depend on the execution of what you are describing, rather than a binary "yes/no" response. Other things don't matter that much, and some don't matter at all. I would have had an easier time responding to a 3-option or 5-option answer matrix to most of these, ranging from "not important" to "very important," and centered around "neutral." Getting back to point above, about execution....I indicate that a coffee shop would be a good amenity at a Park-and-Ride. However, if what ends up there is a vending machine, or a rudimentary set-up with lousy coffee, I'll drive and stop where I want for my morning java, thanks.

grocery store

grocery/retail target/walmart type "everything" store

grocery store
I don't care about amenities
gas station
pedicures
grocery store
wegmans
i could care less about amenities
These are not important to me
Grocery Store
None necessary
something that could get you here by 5:00 am
grocery store
Grocery Store
safe protected place to wait
When the student are gone but staff needs to get to work, the time it takes to go anywhere during the day (doc. visit, ect.)is crazy. We have to wait to long for a shuttle. When the students are gone, even though I have a parking sticker I end up parking on the street when I need to use my car during the day. Why can we not have a small shuttle that goes back and forth to and from Manley.
mostly irrelevant
Amenities are not as nearly important as the shuttle schedule options.
Shelter while waiting.
A large grocery store
If it's faster AND cheaper than taking my own car.
availability and timely
I will not use a park and ride facility
None.
Amenities within or near building I work in
I would not use a park and ride. I live close enough to my employer that it is not necessary.
Near my eye doctor.
wegmans, price chopper, affordable supermarket
I don't go to work to access amenities. Get in and get out. "2" entered as a demand of the program.
liquor store
carwash
I want my car to be accessible and safe, for the shuttle to come regularly (which they never do), and for the ride to work to not be more than 10 minutes.
Warm area in the winter, cool area in the summer.
I really don't care about amenities. The point is to get to work and home. :-)
your survey does not give a person any N/A options
These amenities would not enough of a "push" for park and ride
None of the above
groery store, post office
Emergency support service
none are important to me
a postal service
nothing> I do not want to do this.I have asthma so in the winter I cannot wait outside or walk more than a minute
there should be shelter while waiting for shuttles
N/A
Amentities would not matter to me. 2 is irrelevant, and only inserted because your poorly designed survey would not let me move on without it!
grocery store
Needs to be in an area with lots of 'people traffic', not isolated due to safety issues.
none of these matter
Grocery Store
none of the above.

It would have to be clean
rest room
I will not be using park and ride.
I would probably not use such a facility.
grocery store
there would be no other reason except for a coffee shop
gas station
Highly trafficked
I need to have my own car to come and leave quickly.
Other: Grocery Store
Charging stations for cellphones and laptops
You assume in this survey that I want a park and ride which I do not
grocery store
Restroom facilities
While I was required to rank 2 items or I could not proceed further, none of these would have any affect in
a choice to use public transportation
These don't interest me.
Bathroom available
This option really doesn't matter to me.
Grocery Store
There is already a park-n-ride lot at the Wegman's one mile from my house. It is not convenient to
daycare.
post office
Does not matter
none of these matter to me; #2 selected b/c it was required to rank two... bad survey format...
None of these impact my decision at all - you should have included a none of the above. I put in a #2
ONLY because you required me to do so, but it does not impact my decision at all
Cost - want to give me FREE parking to go to a park-and-ride facility? Then - MAYBE! I made a second
choice because the screen wouldn't go ahead without two picks BUT there is NOTHING on this list whose
availability would make me happy to use a park and ride facility.
None of the above
"Amenities" have no effect on my use of a shuttle. Cost, speed, and covered parking are the only
significant considerations.
Wegmans
grocery store
wegmans
RedBox
frequent access throughtout the day for emergencies
Wegmans
Convenience to where place was located to my commute
plug in for auto engine block heater
Amenities do not matter.
I couldn't care less about any of those. I suppose the garage would be good if my car wouldn't start. I
would just want a safe place to park my vehicle that I could quickly get back to in an emergency.
not really an amenity, but once again, cost is a factor
This question made me pick something, but honestly, I don't need amenities near a park-n-ride facility.
I cannot use a park in ride due to my current situation - none of these apply to me.
grocery store
restrooms
none would influence me
Amenities are not important to me at all, as I indicated in the section before this one.
nothing as I won't use a park&ride facility given it takes more time (and effort on my part) to get to work
none
post office/copy center
gocery store
none of the above- i am interested in getting to work

Grocery store
no interest in using park and ride
grocery store
Shuttle idling at facility
dont care about ammenities.. just want more timely shuttles to fit changing schedules at work--this survey
doesnt fit what we want to say... i didnt want to check a second item here
larger grocer to pick up items such as milk, drycleaning, bank, return movie, etc
Grocery store
None would encourage me to park and ride. This question is worded so only a positive answer can be
given.
Grocery
None of them
large Grocery store
library books on order and pick-up
There needs to be a way to indicate that I don't care at all about amenities.
supermarket
None would really make a differnece
nothing
I don't care about any of these, save me time and money...
NOTHING would make a park/ride option palatable. It is a time-waster & I have no hours in the day to
waste on this~!~!!!!!!
I don't want an amenity - I just want to get to work
well stocked grocery store.
Amentities are not important to me
Grocery Store
Police presence for my car and myself.
I don't need amenities . I would never use a park and ride facility. However this survey forces me to pick
things I don't want.
no amenities of these would encourage me--I think forcing me to state 1 & 2 choices here is inappropriate
post office
Grocery
Grocery Store
None of the above would influence me to use a park-and-ride facility
Adequate convenient parking
none
my home
Convenient location to work and home. Time is a factor for me.
wait area at which work could be done.
Amenities would not persuade me as I don't access any of the above
Wegmans
grocery store
none
I am not intersted in a park and ride facility
Really none of these would have any influence
not important
grocery store
Park and ride won't work for my position
None of the above would encourage me to use a park and ride facility
Must be weather protected given our harsh winter
None of the above
Grocery store,School B/A
Safety issues resolved for early and late arrival and departure.
Grocery store
grocery store
Grocery store

Really none of the above. Grocery Store is not listed. A well-lighted lot would be important.
I would not use park n ride
supermarket
I would like a truly good coffeeshouse. Look to national trends and get someplace like gimmecoffee.com
As indicated on the previous page, amenities would make absolutely no difference whatsoever in my choice of a parking option.
Stupid question
none
Neither I do not need these amenities.
I don't need amenities. Not important
Not interested in amenities.
no other traffic through the park and ride location, that just slows things down
I don't think any of them would have an effect on my parking.
Convenience of location to place of business
I could care less about an amenity. I care more about the shuttle being on time and reliable.
Direct routes from north country to park and ride right now it adds significant commute time.
Grocery Store
Grocery store.
Grocery Store
If I could get to my office which is off campus and still have regular and convenient transportation to and from campus from my office.
Amenities would not be a factor.
Grocery Store
Security present to protect vehicle in my absence.
None of the above (I am retired).
None of these would encourage me to use a park and ride facility.
NONE - I'm parking and going to work!
Suburban location
grocery store
none of these are important
I do not care
I have not interest in amenities where I park
don't need any of the above
Quality Shuttle Services
None of these are important...none of these are relevant because I live too far away and these aren't of the utmost importance to me for my commute.
#13 on previous page is problematic, because you have to respond, even if you don't use park and ride
Credit Union
Ease of access to the shuttle
I have absolutely no interest in a park-and-ride facility. I'm not comfortable working with a shuttle schedule.
Availability at odd hours and odd days
don't understand ques. - i would only use it to park my car to get a ride to work. not spend the day there
none of the above, I am not interested in park and ride
rest room facilities
proximity (time to and from) is the most important amenity
amenities not important
must be extremely close to work!!!!!!!!!!!!!!
Grocery
Location
Secure Bicycle Parking
Major grocery store
Near My Church
I would prefer a park and ride that is close to where my child currently attends day care. That way, I can avoid the congestion here on the hill.
Neither, I live 6 minutes away

cost

Grocery Store would be 1

I don't require amenities while I wait for the shuttle

I really have no idea whether such amenities are important

clean restrooms and security

Amenities of any kind would not persuade me to use a park and ride facility. Location and time of commute would be the deciding factors.

I wouldn't care what amenities were available. None of them would encourage me to use a park-and-ride-facility.

Shuttle buses that run more often in the summer

Grocery Store

None of the above.

none of that is important to me

none of those matter

As I have a 15 minute walk to work, or if I need to drive, it's only 3 minutes, none of the park and ride stuff is terribly attractive to me. I don't think I'm your target audience for any of these questions.

Not really interested in amenities - just want to get to/from work in shortest time possible

Don't know.. thought park and ride was just a big lot that you get shuttled to work from

Grocery Store

Grocery store

None of these are important to me

The park and ride now is too far away from my house and I don't always have a car to do the park and ride

None of these would matter to me.

Grocery Store

safe location

don't really care what it's located next to. close to home is better

none

This would not be an important factor

none of these would encourage me

Amenities are not important.

don't need amenities

Acceptable grocery store

Grocery store

I would not do park/ride

Convenience

Nothing. Park & Ride would not work for my schedule - the survey should have been set up to allow respondents to avoid all of these impossible hypothetical answers. All of my answers about park & ride need to be ignored in any data collection/statistics, as I am unable to use such a set-up.

a way to get one kid to daycare & one kid to Ed Smith and still be at work on time. PARK & RIDE would only add to my problems. I live 5 minutes from campus but now allow 45 minutes to get here.

i would not use this

I don't really care about amenities

none

I want to park at my facility on site.

Grocery store

1. safety 2. garage

Safe, 24 hour security, and heated place to wait for shuttle-NOT IN MY CAR!

Amenities do not affect me or are not applicable

n/a

not interested in any amenities

ability to shorten my commute and save gas and be more green

amenities make no difference whatsoever

in the garage

none of these really matter to me, I'm trying to go to work not the mall

Home

whorehouse

Othr local businesses

None of these really pertain to me as I should be in Garage with 30 years of service.

I don't care about the amenities, although perhaps near/at a real grocery store would be helpful 24 hour store. eg. Wegmans or WalMart

don't really care about amenities at park-and-ride

None. I would NEVER park at a park and ride facility.

PARK AND RIDE WOULD NOT BE A GOOD OPTION FOR ME,IT WOULD ADD TOO MUCH TIME TO MY COMMUTE

I am not interested in any amenties

None of these are attractive to me

neither really, i just want quick in/out from work, don't want to have to wait for a shuttle if I want to leave work. shouldn't have to sit on a shuttle for 10 minutes to get to car 10 minutes away, could be home by then.

It really does not make a difference to me. I just interested in getting to work in a fast, safe way, and having access should I need to leave early.

No amenity necessary

Covered/sheltered stop

none

no response to any amenities dont need any of them just want to shorten commute time !!

Sams club

none of these matter to me

I DO NOT want to use a park and ride!!!

Your survey sucks. I have to answer questions that don't pertain to me to proceed to the "next".

none, not interested in any amenities

Don't care if there are amenities at park and ride

no specific needs, I can access on my way home if needed

actually I don't consider these at all but if you insist,bank would probably be it.

none

None; my biggest complaint is that I spend alot of time getting to work, I live off of Fay Rd, close to work, and use the govt car every day, I park on the street or in garage depending on what time I get in to the area, I park in SU garage once weekly, then I use the J-lot when I have no other choice, my hours vary widely depending on the work load on a particular day.

none

no cost parking close to work= as it has been- all the other stuff is waste!!!

bar!!!!!!!!!!

Just want to park!

If it were near my home like in Wegman's plaza

NONE

None would be important to me.

Have Park and Ride For N.Y.S. Thruway

no preference

none a place that is quick and fast to get too

shuttles picking you up more frequent

No amenities offered would encourage me to want to use a park and ride facility

just the park and ride. dont care about the other stuff....

best amenity would be easy access to my car to leave work and get to appointments quickly

Not interested in anything

grocery store

Park and Ride is not an acceptable option for me due to childcare issues and emergency issues. I also feel the security of my vehicle is an important issue, most park and ride lots are not secure and are open to vandalism. I feel parking in a lot that is associated with my employer is of the safest option.

None of the above.

None of these are necessary for me.

These amenities are not important to me, as I would use amenities closer to my home, rather than by my parking area

Easy access into hospital on weekends or late at night
police station/fbi office

#18 What a stupid question, not relevant to this survey, where are the people from that devised this survey? probably NYC...

none of the above

grocery store

none

None

QUICK AVAILABILITY TO MY TRANSPORTATION WHEN NEEDED

non

dedicated safe parking place

just want safe, fairly nearby place to park

Getting to my Jeep and going home as soon as my tour of duty is the only factor.

None of the above are important enough to me to encourage me to use a park-and-ride facility

grocery store

Don't care about any amenities - I just want to get to work.

No amenities would encourage me to use a park-and-ride facility.

Grocery Store such as Wegmans or Walmart

i only request that shuttles travel every 15 min. and/or that we get taken to our car without being hassled about when and how long. questioned about it being an emergency, etc. i am totally amenable to parking offsite i only ask to go home when i need without begging and arguing. i also don't care about amenities.

grocery

NO OFF STATION PARKING IS ACCEPTABLE!!!!

Covered heated waiting area

i just want to be able to get into work or leave in the most timely matter.

quick access to vehicle time saving commute

none

I just want to get out of this area and get home syracuse is not safe with all the gangs and shooting and we park in a bad section and the bus route is unsafe.

emergency access to my vehicle

cost, safety, increase bus times

don't care

None of these has any bearing on the park & ride facility

not looking for amenities

I want to get to my car as fast as possible

GROCERY STORE

nothing

Amenities will not encourage me one way or the other

grocery store

Bike repair/maintenance shop

Amenities are not needed

This is somewhat odd - there seems to be places where garages can be built that can be close enough to the top employers so that nothing like amenities need to be added - fees for employees should be almost non-existent

into an indicator

Amenities do not appeal to me when I am using a shuttle lot. A covered waiting area would be nice.

not important

Shelter and benches to utilize when waiting

distance of commute

none are important - just convenience of location and frequency of shuttle.

link to other public transit

Shuttle service on demand less than 5 minutes away. Safety and a bank then all other items.

no preference

these items are not important. Ease of parking and shuttles that get me to work on time are.

None of the above, convenient parking

comfortable seating / waiting area - with tv

Grocery

Location, Location, Location

Wegmans on 57 liverpool. Grocery shopping after work would be very convenient.

Safe location within 5 minute safe walk to the hospital

aesthetics

none of the above matter to me

none of this matters to me

Not just any coffee shop - it would have to be a Dunkin Donuts.

dont really care about any of these

I am on call for my job and need to be near my place of employment

none

I really don't care about any of the amenities unless my credit union had an office or the grocery store was next door!

Due to where I live a park and ride is not feasible

haven;t thought about it & don;t have time now

free coffee or soda :)

gym

keeping my car safe and clean.

Frequent and timely door-to-door shuttle service with coverage throughout the work day.

there is nothing that would make me want a park & ride

honestly don't prefer any

Shelter while waiting for shuttle

None of the above. Need to have vehicle available for emergencies

Near University Health Center pediatrics

This does not matter to me.

Amenities are not an incentive. Being available for a family emergency is more important. And being able to get to work very early is important to me.

Do not care about any of those things.

None

I care about the park and ride being close to my employer, frequent shuttles, and safety/security for myself and vehicle. I do not care at all about amenities

less commute time from my home. pick up and ride directly to my facility.

Grocery store (Wegmans, P&C, etc)

Reduced fees & quick access to vehicle

Supermarket

close proximity to work

none of these factor into my commute

I do not care

grocery store

None of these

grocery store

Grocery Store

Just quick service, varied times, a way to get you out for emergencies

not interested in amenities

Grocery Store (Wegmans, Target, Wal-Mart)

close to home

These do not matter to me

Warm waiting area

Safe, Covered Parking

none

wireless internet service - FREE

I don't know that any of these would encourage me to use a park and ride facility. There aren't any amenities I want/need to have at the park and ride facility. I prefer to use amenities near my home.

amenities aren't important - just the inconvenience of having to park off sight

GROCERY STORE

Post Office

let's not get fancy. just get me to my car when I need to leave.

none, I only need to park and ride, don't care what is near the parking place.

I don't care about amenities being close by.

Don't need any of these

None of them

none are important

No amenities desired.

there is no amenity that would encourage me to use a park and ride. This mode of parking does not go well with my hours or my position

grocery store

i don't care to have amenities because i live so far away, i just want to get home after work. my children are in daycare in my hometown -35 minutes from work.

none of the above, I am interested only in parking on university hill

not interested in amenities

I am not interested in a park and ride- I am interested in parking space on University Hill

grocery store

there is no other, your survey does not allow for it

these aren't important to me

There are NO amenities that I need to be near.

SCHEDULES ARE MOST IMPORTANT, NEED TO HAVE MORE AVAILABLE FOR PEOPLE THAT HAVE TO DROP KIDS OFF AT DAYCARE, DAYCARES ONLY OPEN SO EARLY AND THE BUSES RUNS WITH THE TIMEFRAMES DO NOT CONSIDER THAT DUE TO TRANSPORTATION LIMITS nothing other than mandate to use it.

None of these

none

I just want to park and get to work

1)One in VILLAGE GREEN in Baldwinsville. 2)One at Fairmount Fair in Fairmount

Gas station/convenience store

do not care about amenities

I don't care about amenities. This is a dumb survey. Poorly crafted.

I live out of town, there would be very few amenities that I would use here. In other words, what service I use at "home" may not be available here, such as banking. And I'm not sure I would want everyone to know where I do my banking. I drive to Syracuse daily to come to work...

none of these are important to me

A safe to park and walk to work

none of these would encourage me

none

I would strongly protest a park and ride - to the extent of seeking other employment

Appendix C-3

Question 21 Comments

Appendix C-3: Question 21 Comments:

21. Please indicate how important each of the following characteristics would be in encouraging you to use a park and ride facility with shuttle service.

If there are other characteristics that would encourage you to use a park and ride facility with shuttle service, please indicate them below.

Shuttle service at times other than morning and evening rush hours (for mid-day appointments)

Frequent shuttles throughout the day in cases of emergency

Service until midnight.

matching my schedule within a few minutes. No one wants to stay later, if you already got out late

Shelters that are smoke free.

direct hospital drop off from a safe parking location for my car that is secure

reliability

No

make it cheap and convenient

quiet and polite drivers who drive safely. Too much talking about their personal opinions is annoying, particularly at 5 AM

Size of the bus (to fit more people)

location - location - location. I don't want to add time on to my commute to work.

I live in Liverpool and would have to drive to the village in order to catch 1 shuttle then transfer downtown (that's just not worth the hassle) OR catch the bus @ Seneca Mall which would add over 2 hours to my day (again, not worth it). I don't mind adding a little time, but not being inconvenienced that much. I am in favor of public transportation and am looking forward to a solution - other cities have great public transportation systems.

Need to not make it more difficult to get to work. Having to climb less hills would definitely help.

Close to current short time commute and frequent pickups, with extended hours.

Pick up at Wegmans at Fairmount and delivery to Parking Garage or Front door of hospital

Evening service

Nice drivers!

Would have to be significantly less of a drive for me from home to park and ride than I currently have from home to work which is 10-15 min.

safety and access to car in case of emergency or illness

i would not use park and ride no matter what

none

safe location with guard presence

timing is all

Would not use such a service, so none of the characteristics are important

Service would need to extend well into the night since I work until 10 p.m. or later. It would be unacceptable (probably impossible) for me to move my car after 5 p.m. to a close in lot if shuttle service was not maintained well into the evening. ALSO, it would need to be frequent since I would not want to be all alone waiting a long time for an infrequent shuttle late in the evening (especially in winter).

no

If shuttle drive is long, then offer computer tables / outlets for work.

schedule times convenient to hospital shift times (start times between 7-8am/ending between 4-5pm

Allow for greater in schedule flexibility from 7-9 AM and from 4-6 PM (so if you your running late in the morning or need to stay late at the end of the day, there is less stress in using the public transportation - i.e., there will be a bus every ten minutes, rather than having to worry about missing the only bus in the

next hour.

easy access to the park and ride located in non-congested area. Covered parking. time savings and be able to come and go to work without waiting.

Around the clock service

Convenience & reliability of shuttles very imp.

Convenience...I live in Mexico, N.Y.

i have no desire to use a shuttle as the current parking is bad enough.

arrive upstate @ 7:00 am leave Wegmans James St 6:40

convenient shuttle schedule throughout the day. I sometimes don't leave my office until after 6PM and would not want to wait 15-30 minutes for a shuttle

SAFETY

if coming at set times the shuttle needs to be able to handle all people waiting at peak times

no

I would never use one

prompt service. I need to be at work at a certain time and I NEED to know my shuttle will be there on time shuttle doesn't have to wait for two shuttles to be there before leaving- like at Alliance Bank Stadium....

parking must be inside a shelter/weather protection

Frequency of service, location of parking facility wrt home.

I live in the city and it would be nice if there were shuttles to work in the Syracuse city area.

Ability to get to car quickly if needed Frequency of shuttles

They have to come every 5 minutes or it's not worth it.

a shuttle stop at Shop City would be ideal!

Access to car when it is needed as part of my job to travel to offsite activities required by job

Cost

must be reliable- not running early or late and have good drivers

I need FAST and EASY access to my car AT ALL TIMES!

Clean, reliable (ON TIME), numerous arrival times.

covered parking

Shuttle fits my work schedule time frame.

Enough room in a shuttle and running often enough so that you do not have to wait when arriving to work or leaving work

non-stop service

Shuttles MUST be continuously available during prime shift changes. ALL shift changes.

Convenient location to park and ride and not have to worry about delays and being late for work

better scheduling around my work hours

frequency of shuttles - continual service

Shuttle runs when I work in the late evening.

all are unimportant because my schedule is so chaotic I don't want to use a park & ride at all

Frequent shuttles with short wait times

I moved to Syracuse so that I would have the convenience of a city without the hassle of a significant commute. Using a shuttle to get to work adds a hassle, especially in our climate.

Perhaps use parking as a reward - get stamped each time you ride, and if you have 30 rides in a 45 day period, have it equivalent to 1 hour personal time, or some other reasonable reward

the knowledge of what to do if you park in this facility and you are scheduled to come in late or you are running late that day. Can you call for a shuttle to come and get you so you are not just sitting there wondering if you are going to get a ride in to work? Are you going to have to wait another 1/2 hour or hour. Maybe an emergency phone would help not everybody has cell phones.

Close proximity to my home and work

ecologically friendly shuttles

I would prefer an Eco-friendly shuttle solution such as a Hybrid, or a vehicle that runs off of rechargeable batteries (batteries that are recharged via renewable energy).

Has anyone considered the "late" policy if the shuttles are late or no room available? I don't feel like coming to work an hour early. I would like the ability for my dept to know I'm here waiting on the shuttle. services available until 8PM

The parking lot in good condition and paved

I tend to walk because of how close I live to work

evening hours for employees who work at night

Buses with internet connectivity to Upstate system

No overcrowding at peak hours--I teach at 8 am.

A shuttle bus that has a bus every 5-10 minutes at the busy times of the day when people are coming to work and leaving.

shuttle service should consist of NO MORE than 4 stops. these stops would have to be strategic as it would most likely not be door to door for most folks

Cost

no smoking

I only live 3.3 miles away from work now and I am not on a bus line. When I lived in Cicero I used the park and ride at Wegmans on Rte 11 and before that I carpooled with 3 other employees using a Centro park and ride on Rte 31 by Rte 81 exit. Both worked for me at that time.

Buses that don't make multiple stops all the way down route 11 -- a 30 min. trip is 1 hour on the bus!

I would like there to be continually circulating routes only if the shuttles come frequently (every 10 mins or so)

Availability of service after and before "regular" business hours

Location, location, location. By the way, there are zillions of us living in Cazenovia working at ESF/SU, hospitals, etc.. I suspect many of us would pay for a daily direct shuttle.

Handicap accessible shuttle

The whole she-bang has to be FASTER than what I can do by myself.

More availability for earlier and later hours into the suburbs and between country and suburbs for those traveling longer distances.

BATHROOM FACILITIES

using the shuttle at times that are less popular.

SHELTER VEHICLE FROM WEATHER

good lighting/visibility, security on site.

Shuttles available for very early and late scheduled runs (i.e. 5 am and 11 pm)

drop off and pickup closer to offsite work place

the need to accommodate a flexible schedule

streetcars would be nice

Extended hours to accommodate workers with unique schedules

Shuttles that ran past business hours. I often work until 6-6:30 or later.

I will NEVER use a park and RIDE facility your questions are leading, just do what you want and don't ask then.

Convenience of site near Cortland, NY that drops off right at hospital

would not use a shuttle service under any circumstance

Easy access to Park and Ride facility by bicycle.

shuttle not an option

The biggest concern is to have transportation to meetings at other SUNY buildings if I do not drive to work on any given day. Poor weather, late meeting, etc. make it not feasible to walk being so far off site.

Security on site

air conditioning in summer. Adequately heated in winter.

If they just had one at a time that worked for me I would do it.

lower overall cost to commute

secure area with security guard to watch for undesirable folks wandering near known park and ride vehicles (a.k.a. thief bait!)

It is imperative that the shuttles be on time, because there have been multiple instances where they were late and/or did not show up for the scheduled time. I would also appreciate if the drivers waited to make sure there are no other people left in the parking lot before driving off.

Closer distance to home so I don't have to drive far.

If it was close to my home and I could walk to the park and ride, then could I still use the shuttle to ride into work everyday?

not being docked because of poor shuttle service, clean shuttles, ease of loading and unloading

A frequent, (not more than a 10-15 minute wait), continuous shuttle from Great Northern Mall would be fantastic!

reliable connections to centro express shuttles to the suburbs.

door to door service

Have more Manley buses for employees.

Roomy seats and aisles

Safety for off peak hours, frequency of shuttles for off peak hours, reliability of service, no overcrowding it's all about the time. I like to be at work by 7 AM and leave between 3 and 4:30 and some days I am in late or out early to accommodate off campus meetings

frequent shuttles

It would be nice if it were either a busy public area, or there was a guard on duty.

What ever you do - don't use the old school buses that Upstate uses. Use a real city bus that has large doors for loading and unloading fast.

Parking discount

frequent pick ups, drop offs for those with irregular hours

ability to walk to hospital (10-15 min)

use of green vehicles

location of facility

Keeping on stated schedule. Friendly drivers who wait when they see people running to make the bus on time shuttles

I get off of work at 1910-1920 and get to the garage in 5 min., so I do not want to wait a half hour to get on the shuttle and then ride another 15 or minutes to get to my car. My off time is valuable to me and my family.

If the shuttle service was actually reliable. I pay extra to park in the garage west because the shuttle service was so unreliable from the R Lot to Weiskotten Hall and no one would do anything about it. The drivers were very very rude and I found that I would rather pay more and not have to deal with the terrible drivers of the buses or not knowing the driver was going to skip my stop. Terrible.

There are none I don't like park and rides

IT WOULD NEED TO BE MORE CONVENIENT AND COST EFFECTIVE THAN DRIVING YOUR OWN CAR. IT MUST BE CONSISTENT SERVICE.

free parking

signage that is easy to read from the street

important to be punctual and polite.

If not on a specified schedule, pick up should be frequent with a wait time of 10 minutes or less.

Convenient times and buses that drop me at the door of Upstate, and get me home on time as per my work schedule,

real time departures from work

Short direct route to SUNY Upstate with no diversion to the other sites on the Hill. Shortest possible

commute times.

Do not use school buses with no air-conditioning that are overcrowded with passengers.

Well lit, safe environment with security cameras

Frequent service all day long.

employees that can walk to shuttles should be able to continue to work on the shuttles also.

safety of waiting area and drop off points

personal and auto safety

Availability

Reliable shuttles as time spent in transit is time away from my job.

it all depends on the location and the frequency of the shuttles

The ability to get to your car during the day if you have an appointment, which is the only downside to my current park and ride situation.

shuttle service available to and from all campus buildings including UHCC & IHP.

Clean vehicles with well kempt drivers who have pleasant and helpful attitudes (talk to the parking lot drivers at Buffalo Airport or those at Rochester Medical Center)

alliance stadium was very convenient

Shuttles must leave on time, not wait for everyone that happens to drive up at the last minute. This just causes people on the shuttle to be late, and it is the number 1 annoyance with shuttle service.

place to be in out of the weather.

security

An extra shuttle run midday. I currently ride the 7:30 from Airport Plaza to SUNY Upstate. The next bus home isn't until 3:45. It would be nice to have one at noon, if I had an appt. in the afternoon or something.

expanded hours and shorter commutes. Ability to park in garage on days when I need my car at a rate of less than \$14.00/day

I did park and ride and would never do it again

I would park anywhere, as long as the shuttle dropped me off at my place of employment - Hutchings.

Shuttles should be non-stop to the Hill to and from the Park-N-Ride locations.

Important for garage parkers to be able to use shuttle to go around campus in bad weather!

LOCATION

increased frequency of shuttles

reliability of schedules and comfort and cleanliness of vehicle

Secure lot

Here is a list of items, in no particular order: - Close proximity to my home in the FM area. If I could WALK and ride on nice days, that would be ideal! - VERY FREQUENT shuttle rotation. If one of my kids gets sick and I need to rush home, for example, I don't want any more inconvenience in getting back to FM-area from SUNY Upstate than if I could simply hop in my car and drive. - Warm, weather resistant shelter important in this climate. - A GOOD coffee shop where I could wait for the shuttle, grab breakfast, check work e-mail, etc. would be nice. - Up-to-date web notices on delays would be good. - Cost should be minimal, and certainly no worse than it costs to gas up the car and park downtown (although my department picks up my parking tab for a garage attached to my building, I should add). - Should be safe. Winter travel.

I wouldn't go to a park and ride that was out of the way of my regular route.

some kind of incentive, tax break, company pay for parking, etc.

I would NEVER use a park and ride facility.

I have a long commute from the north country, so public transit is not a great option in general. However, I would use park and ride if there was a significant dollar savings over SU parking and my commute time was not significantly impacted.

Direct route that does not go downtown

drop off locations near SU offices..ie SU Abroad/Hillel/Alibrandi area

I have a 2 year old that I must drop off and pick up at daycare. That is the single reason that I don't use park & ride.

continous service and small/no waits

availability to get back to my car any time of day, frequent transports.

Overall route more or less along a straight line between home and work; devious route would be viewed very negatively.

need very early park and ride service in the suburbs to bring workers to SU area. Before 5am

I get car sick very easily, so I don't even take the quad shuttle unless the weather is horrific. A shuttle service would have to be amazing for me to opt for it.

None of these are important.. I will not use such a facility..

I would not use a park and ride shuttle.

Has to get me home by 5:35PM school days, I work TWO jobs

live in-flight entertainment tour guides

pleasant and friendly

A place to put my car in the meantime, and a regular schedule I can rely on.

shuttle that could accommodate people working odd hours

cheap and quick

Heat that works in the colder months.

free parking and service to work facility

Pick up within one block of my home so that I don't have to drive at all.

I would perfer not to have to use shuttles

park and ride thats near my house in liverpool

Run later than 6pm, not everyone gets off work before 6.

wireless access

frequent shuttles

Extended Hours before and after the "normal" work day.

covered parking

Direct shuttles with minimal stops providing quick access to vehicles

Reduced parking rates on those days I need to park in my regular spot.

web tracking of shuttles and busses.

Near to my house- service to outlying areas. I'm in Madison County. I would only use park and ride if it was closer than the existing Fayetteville Town Center and Wegmans sites.

wide parking space to avoid car dents

again I would prefer more parking where I work and no shuttle

My hours are so very irregular, being in the School of Music, that I would never choose this option.

Proximity to residence, total commute time

Courtesy drivers. Kindness does make a difference.

Availablility in case of emergency to arrive at parking location also more frequent service during peak hours in morning and afternoon.

Buses with bike racks.

If there was one closer to my house I would. The two that are somewhat near my house are in the opposite direction of the university so I would be going out of my way to get to them.

Shuttle frequency and travel time are big. Right now I'm afraid to use the shuttle because there is only one in the evening and I can't make it if I leave work at 5:00. Even if I left a few minutes early, if I miss the shuttle I have no ride home. Also, when I did try the shuttle, it added an extra 1/2 hour to my commute so it took me an hour and 15 minutes counting the drive to the park and ride location. I found that was a lot.

frequent, convenient, and flexible--i'm often at work until 9pm... is there a shuttle that late or available "on call" when i need it?

Frequency of shuttles

NO!!!!!!!!!!!!!!!!!!!! THIS IS A HORRIBLE IDEA! WE SIMPLY NEED MORE CLOSE-IN GARAGES AT THIS UNIVERSITY. WE WHO WORK LONG LONG LONG LONG HOURS AND HAUL STUFF TO AND FROM CLASSES CANNOT SPARE THE EXTRA HOURS NEEDED TO DO THESE PARK/RIDES. THIS IS ABSURD! AND THOSE WHO MAKE THESE DECISIONS FOR US HAVE THEIR OWN CLOSE IN PARKING SPACES RESERVED AND THEY HAVE ABSOLUTELY NO UNDERSTANDING OR EMPATHY FOR WHAT A HUGE HASSLE AND EXPENSE THE PARKING IS HERE AT THIS UNIVERSITY. IT IS A SCANDAL THAT HARD-WORKING FACULTY AND STAFF ARE NOT TREATED BETTER. LET THE TOP ADMINISTRATORS PARK & RIDE AND SEE IF THEY LIKE THE HOURS WASTED EACH DAY AS THEY TRY TO HAUL SIX BOOKS ON THEIR BACKS IN THE SNOW. IT IS COMPLETELY RIDICULOUS!!

Alternative fuel shuttle vehicles.

Convenient schedules and similar commute time to what I currently am used to.

I want to eliminate use of my car by walking or bike riding to the park and ride.

route close to home

how to pick up kids @ school for illness/closings, etc?

Service to car outside of daily schedule

CLEAN transportation in a SAFE& SECURE lot, which is EASY to run to in case of an emergency with efficient shuttles that are consistent with their time schedule. Also, I work when students aren't here for breaks and vacations, so keep the shuttles running so I can make it to work on time without having to guess if the shuttle arrived 5 minutes early leaving me completely &*@%ed

Ability to bring my dog to work, as I do now.

We do not have a convenient location in ESM area- Shoppintown is to far away and times are not appropriate.

My problem is that your bike racks don't fit my recumbent trike. Three wheel bicycle. I would ride or take the bus each day if they did.

highly reliable, short wait times

Non-stop service from SU Hill to Great Northern Mall or Seneca Mall

Drop off on campus

There is currently no shuttle service close to 426 Ostrom and late evening shuttles are irregular

If it was located at the day care center, but even then it wouldnt be worth it to me since I live so close

Times through out day that are not dependent on students being on campus

It would be helpful if shuttles ran on schedules that allow for overtime and shifted schedules along with the university during summer hours.

more frequent service

Enviro. Impact.

Frequency of service is very important, since I have children in school.

Location would be extremely important--proximity to home.

shuttles with very few stops so that it reduces commute time

Need to have regular sch and be able to have access to leave quickly or if you come in late not have to waste 1/2 hour waiting for next ride

Safety of Vehicle and Person.

I would never use a park-and-ride facility

Ability to get from home to Skytop within 45 minutes

Shuttles to and from South Campus

convience--I have less than a 5 mile commute from my house . . . I don't want to wait 20 minutes for a shuttle to arrive and then another 15 to get me to work.

If I can wait in my car until I see the shuttle, and easily walk to stop in time to get it, other factors are unimportant.

Direct to University no Stopping on the way no transferring

Security for my vehicle in my absence.

The shuttle schedule would primarily need to fit into my other than work daily obligations - i.e. children's school schedule...

location would have to be nearby to my residential area, or on the way to work

I work in 2 different buildings. The travel time if taking shuttles is enormous. I will never do it unless I can get one when I want it, on time, EVERY TIME

I like a schedule that is easy to follow and has options for a flexible work day

I have to be at work in the building by 6:45AM, so shuttle needs to running to make that arrival time after safety, the most important factor is convenience - easy access to work site and shuttles running often and regularly

more frequent shuttles in outlying areas

real time data would only be relevant if wireless computing connection was available so it could be checked or large screen to verify next shuttle arrival time, shelters and seating are only important if it is a large lot and where you park and where you catch the shuttle are a considerable distance
There really isn't anything. I've done it and much prefer parking in a garage between 5 and 10 minutes walk from my office.

asfd

I currently 'park and ride' from Manley, south of campus because the parking is cheaper there, but I live north of campus. Would prefer a park and ride north of campus.

Shuttle services must be close to work, safe, very frequent buses, UNLIKE they are now!!!!!!

Shuttles with many windows, I get car sick if there are few windows.

Convenient location close to Homer, NY or along normal route to work wouldn't get out of way to get to the shuttle stop.

I would NOT USE a shuttle service - I need to attend church services in the morning.

Maybe near to my child's day care facility?

for me, given the fact that I live 6 minutes away I guess I would like it to be near my home.

I would be more likely to use a shuttle service if it were quicker than it currently is. Also I need to flexibility to park in University lots for meetings, etc.

straight from park and ride to main campus without stops

On time and often so continuous availability since traffic to the Park & ride area is affected by other factors, esp. weather and other traffic

If it were cost and time effective.

not interested in shuttles

I am unable to accurately respond to park and ride or shuttle service as I do not know how you are defining these activities, their intended purposes.

option for emergency (quick) service to car if shuttle stop more than 5 minute walk from office

Easier access to stops and more time available for stops

I would love to see one closer to home, i.e. in the suburbs. Ideally, I would like to be able to walk to a bus that could take me to the facilities. Therefore, the Transit system needs to be improved too. If I need to drive a long way to get to the park and ride facility off campus, what is the point of using it at all?

allow for emergency access rides for our vehicle

Safety

a park and ride facility close to my home

convenience

safe location early morning and late night

No characteristic, other than a valet that will retrieve my car and get it to me so I can pick up my kids in the 30 minutes I have after work, could or would encourage me to use a park & ride service.

it would have to stop at Ed Smith school before 8:45

choose an area where there is not already a bottle neck of traffic...example the P&C parking lot on E Genesee st close to 481 for sure but the traffic there is highly congested at rush hours..

I live so close to where I work, I would not take a shuttle unless it made it possible for me to bike or walk. I live on the top of Onondaga hill, and there is absolutely NO public transportation available anywhere close to my house.

Drive by my house and pick me up there.

Shuttle with actual 'working' ventilation and A/C, in addition to adequate seating.

I live 4.5 miles from va and leave my house at 6am to be here at 7am, I could drive to va in ten min, shorter travel times would be important to me.

massages/spas/bars/lap-dancers/car-washes

easy access from rt 690 or thruway

Frequent shuttles SERVICE VERY EARLY IN MORNING AND LATE AT NIGHT!!! Otherwise this would not be useful to me.

I would NEVER use a park and ride facility or shuttle service!

N/A

N/A

adequate number of parking spaces

reserved weather protection for motorcycles

would like to be able to get back to my car easily and in a timely manner if i need to leave work early

People who control the parking have perfered parking and don't give a shit.

Shuttles that go later for those people working 12 hour shifts

need access to car at off times to accommodate my schedule. Need to be able to access car in emergency

Would like more frequent shuttles especially going home.

no long gaps between pick ups and drop offs.

I don't care where I park as long as I dont have to get up 1 HOUR EARLIER to go to the shuttle to make it to work on time. . . This is rediculous

Close proximity to work so if you miss shuttle can walk or shuttles running continuously- every 5 minutes at one stop or another.

None

Shuttle times that make sense to correlate with shift start times - ie; current shuttle @ 9:25 am doesn't get to the building until after a 9:30 shift start time. A 9:20 or 9:15 shuttle would make more sense! Then you'd be at work 5 minutes early (instead of 5 minutes late.. your only other option is to take the 8:55 shuttle, then you're 25 minutes early, twiddling your thumbs..)

drink service

availability of shuttle service when leaving work which is not available now

N.Y. S Thruway Shuttles

shuttles that arrive on time and that don't make you have to arrive 45 minutes before work starts just to catch them. also avoid overcrowding.

Cannot use a bus because of orthopedic injuries

I would not use a park and ride service

presently the bus for the sears lot is very punctual and one can set her watch with it. A timely, accurate shuttle service is very important to guarantee people arrive to work on time.

Streetcar? text messaging, cell phone? Ha, Ha, Ha....

security

secure parking area

I already use the Sears lot

The only factor is being able to walk to my car after work.

It's all about getting to work quickly and not having this be a daily aggravation. THis survey is skewed in that it assumes one uses a park and ride and requires answers which don't necessarily apply . I live a 7 minute ride through the city away from work and park for free behind my workplace. There is nothing that would make park and ride attractive to me.

Here and in #17, location and travel time are the most important, but these factors not included

IF A PARK AND RIDE IS NEEDED FOR ONE PERSON THAN ALL SHOULD USE IT!!!!

Park near my home and ride 20-30minutes on shuttle to palce near work place

I think the whole park and ride idea is foolish - garages near employers would work better

travel time from park and ride facility did not make commute longer

links to other public transit options

AIR CONDITIONING/ HEAT

Low cost, no cost, safe,close, shuttle available on demand like my car in the garage.Time traveled to my

car is my time or pay hourly rate for traveling. It is my time.

Allow those who work long hard 12hour shifts park in or close to the garage, or at the very least provide scheduled shuttles to run after 6pm. Waiting for an available police vehicle to bring me to the J lot is very inconvenient for both parties.

Availability in suburbs to get to the hill.

Direct transport for park and ride to employment facility

Direct routes with few to no stops

Quality of parking lot surface (paved vs. gravel/mud). Marked/defined parking spaces.

Major concern - convenient service to allow shuttle to vehicle.

Reserved parking space Uncrowded shuttles

Shortage of commute

If available, I would use a shuttle service from the Baldwinsville area. Shuttle must depart after immediatley after tour (within 10 minutes). ie, 4:40pm

during the day in case of emergency

convenience

would like the final destination closer to my house (Manlius)

low environmental impact shuttle vehicles (i.e. natural gas, hybrid, electric, etc.)

heated shelters

On time arrival in any type of weather

frequent shuttles

Close to my home and able to get me to work faster

A shuttle that is handicapped accessible; not with a high step to access the vehicle.

more frequent shuttles. the suttles are so packed full that it is not comfortable, and annoying the way everyone piles in and out of the buses.

I have mobility problems, but at this time they are unpredictable, and I do not qualify for handicap status (nor do I want if I can avoid). But sometimes I have to stand in my shuttle, and I've almost fallen.

Arriving to work is not the real problem it is leaving work going to your car. The wait, congestion, crowds on bus etc...

shuttle that does not stop along the way and continually circulates with a set schedule.

convenience.

1. Cost; 2. Secure area for employees and vehicle

Park and ride facility near daycare centers used by employees

You need to take into consideration that not all employees can get on a bus...buses do not stop at curbs...people with bad backs and knees take a beating hitting the pavement. Vans need to have realistic entry... no step is not acceptable, nor is no assistance or grip to hold on to when employees are entering and leaving. I pay thru the nose right now to avoid the risk of falling due to these safety issues.

very short wait for shuttle to go home

Safe place to park and walk to work

I simply would not use a park and ride. My commute is an hour now and I won't spend more time.

Total Number of Responses for this Item: 3030

Appendix C-4

General Comments

Appendix C-4: General Comments

Section 1 – Park and Ride Comments

If there was a direct shuttle or bus service from and to park and rides, that did not stop downtown to catch a connecting bus that would work for me. Plus later hours.
This is a great idea. I would switch to park and ride if the schedules were more accomadating. I live in the outer eastern 'burbs.
Due to the fact that I am retired (emeritus) and travel to campus infrequently at various time of the day or evening the various commuting options would not be practical. Were I still employed full time a park and ride system might be an option.
I'm all for park&ride places and would feel like I'm also doing my partfor the environment. Since I hate driving in the winter, I would like to have some place (Western Lights???) that was close to my home and was secure for my car.
Centro service to Baldwinsville would need to be increased before it would be feasible and practical for me to use park and ride services.
current park/ride sites offered by centro are convenient but scheduled times do not work well with my schedule
I work abnormal hours, (1545-2400) Tues-Sat. Often times I may get extended up to 8 hrs w/only 30 min advance notice. I also work scheduled OT primarily on weekends. The P&R system would have to be EXTREMELY flexible to accomidate my commute.
MY Commute is 37 miles. I would consider a seasonal park/ride area that would alow me to drive to city and then bike to SUNY Upstate with secure parking for bike at work site and shower/change facility at bike park spot
I think this is a good idea. It would not work for everyone though, but for those it would work for, I like the idea of a 'park and ride' for those who work in the University area in order to alleviate traffic congestion and polition.
Do you really think professionals should be walking or riding a bike to work? how about the winter. it's bad enough walking from your car. I'll be in my car.
I think it is an excellent idea to have more park-n-ride facilities available. In my opinion, important factors to consider are frequency of shuttle service (continuous rather than set schedule), location, mode of transportation (no school buses, but Centro buses/smaller shuttles), and ease of use (must be reasonable to leave during day for appointment or emergency). Honestly, I prefer to use my own two feet whenever possible. I walk 10-15 minutes to and from my vehicle every day, weather permitting. I much prefer this over using the shuttle service, because I enjoy the health benefits and the freedom of being more in control of my own transportation. Thanks for putting together this survey and considering these various options!
It sounds as if the existing Park-N-Ride options work well for the Northern Suburbs, but thos eof us who live West would require a much longer commute time as they are not "Express" options.
I work a different hours when ask instead of my part-time schedule. Need a flexible park and ride schedule. Need to be able to get a ride after 1 am.
I live in Baldwinsville with two children in High School. At this time their schedules are extremely busy and require me to drive alone in order to be able to accomodate their needs. I do not like to drive if I do not have to and I would prefer to be able to ride if it is accessible and convenient.
I teach at odd times-- 8 am, and 4-7 pm off campus. I am in the community a lot. Ride sharing, etc. is almost impossible for me to consider.
Park and ride should be well thought out - have convenient ammendities (gas/food,etc) for park and ride patrons and other(non-p&p) traffic to accomidate 100's. Should be like the rest stops

found on many thruways. entrances and exits should allow for quick enter/exodus - to save time and reduce pollution due to idling and promote use. Cars should have a sort-of ez-pass for entrance and bikes a valid sticker - all shuttle riders should have a metro-like card (pre-paid or monthly) for rider convenience. should have a minimum of three (3) located east, west and south of the city with traffic from the north split between the east and west lots - the closest of which would be the east lot (inbetween dewitt and fayetteville off 690).
park and ride section assumes that i would use it -- i would not!
The biggest issue for me is that I need to be able to access my vehicle quickly in the case of an unplanned need. I have school age and preschool age children that I could potentially need to get to during the day. I would need the peace of mind knowing I could get to them if I had to before I could even consider utilizing a park and ride facility. If my needs were met, I'd likely give it a try. Also, it would be important for me to be able to get back into the hospital garage east(not on a waiting list)if I tried a park and ride facility and it didn't work out.
While I see the benefits of a park and ride system, it would not be feasible in my current situation.
Options other than driving are not currently convenient for full time employees with young children who work in the city and live in the suburbs. Consider placing park and ride facilities in the suburbs where families live!
WOULD LIKE TO SEE SHUTTLE SERVICE OR PARK AND RIDE FOR JAMESVILLE, KNOB HILL AREA
I would avail myself of a park and ride if I could be assured that the shuttles would run as the schedule is set. I shuttle up from the Hill Bldg. parking garage now and the service is iffy at times.
If there was a Park and Ride on Onondaga Hill, with a direct route (less than half hour commute) to the University Hill Hospitals, and I had an option to use either the Park and Ride or my Hospital's garage depending on my schedule that day, I would have no problem using public transportation (especially in the winter).
My issues with a park and ride situation are: a) the lots you leave your car in are not covered and b) if you do have to drive to work my employer does not allow for even a discount for parking occasionally. You have to pay the full price to park. Discount vouchers to park for the day would be a nice incentive.
Park and Ride would be great if it would save parking garage fees and gas but it would have to be affordable, continuously running so you can come and go as needed for appointments and especially for emergencies such as children, accidents and older parents. Security where we would leave our cars would be another important issue.
Am not sure if this is addressed, but I could only use a park-and-ride IF a reliable shuttle was available to take me to meetings during the day. (Our offices are distant from University Hill and while walking is a great option, many of us can't the 20 minutes needed from the work day.) Thanks for providing the survey.
if i had a park and ride closer to my side of town, and the price was better than driving i would park and ride most days of the week
Have recently been diagnosed with a condition that enables me to handicapped parking in Onondaga County. Would like to be sure park and ride options would be close enough where I wouldn't have to walk too far
I am unlikely to use the public transportation options. I currently drive 10 minutes, park on the street, and walk 10 minutes. The parking is free, and any options you come up with are unlikely to be cheaper or faster. The only inconvenience for me is walking from my car in bad weather. So if there was a free park and ride option I could use for the 4 months of winter, then I would consider it.
With a 25 mile commute, driving most of the way to a park and ride lot would not likely offer significant appeal over driving the whole way, especially in snow season. Hours I spend at work can be unpredictable due to the nature of my work, so direct access to my vehicle proves

important.
Give discount coupons for park & ride users for the business/restuarants/gas stations etc located near the shuttle stops.
I think the concept is great, but again - with a specific daycare situation involved, I have that extra stop to make between home and work. And since I use SU daycare, driving to SU to drop off my child and then driving to a park and ride obviously doesn't make sense
It seems that the survey is designed for 9-5 M-F workers. SU has people working shifts 24/7. Is the park and ride able to accommodate us?
biggest hurdle to using public transportation for me is having no regular hours - particularly at end of day- and that current express option has park and ride location which would take almost as long to drive to as my parking lot
I would like to see a park and ride near my house in Liverpool. The bus station near the big lots/raymour and flannigan outlet is not close to my house. It take me 10minutes to get there. Within 10min I'm halfway to campus in my car. Maybe something on Henry Clay Blvd, 7th North Street or the villiage of Liverpool
I dont think a park and ride system would work because not all departments would be willing to give their people the flexibility needed to make it work. Where some people would get great flexibility to make this work for them, others would get none. Thats just the way it is up here. Everyone has to cooperate or it WONT work.
would not use the park and ride
The survery was Forced question about park and ride which I do not want to do.
I live in Marcellus and set my own hours. Some music students have late night rehearsals/concerts. I'd never use a park and ride or would be able to carpool regularly. Please send out a survey to those of us who drive in and park. I have much to say about that, especially those of us who teach in the School of Music and are continually turned away from parking in Q1 at night for our students' performances/rehearsals, even though Q1 seems empty. It makes one want to look elsewhere for a job!!!
I'm all for encouraging biking, but since I commute 50 miles, I can't do it. I commute from the Dryden, NY area. If there were a park and ride option from where I get on near Cortland, I'd consider leaving the car there if it were convenient with my long hours.
I live in Madison County and at this time the closest park and ride is at Wegmans in Dewitt, which is only ten minutes from my office. If a bus were offered from the PC in Chittenango, I would consider using the park and ride program. In addition I also work on South Campus and the buses do not come as frequently as needed for meetings and events to main campus. This would have to be resolved before I considered park and ride or carpooling/rideshare.
Would particiapate in a park and ride from Nedrow, preferably from the Green Hills Plaza. Obviously cost and schedule and commute time are a factor.
There is a park and ride option from Airport Plaza but the schedules do not mesh very well with the 830-5 work hours at the University. If the schedule could be changed to accomodate University hours, I would be much more likely to use Centro. Although, since I would still need to drive to work sometimes, I would not like paying full price for parking when I am taking the bus 3 times a week.
Look again at #13. It's set up so that you have to answer it, even if you don't use park and ride.
My current normal commute is about 25 minutes. A park-and-ride including transfer waiting and walking times would take me over three times longer. The time difference needs to be much less before considering public transportation.
I would like to see more park and rides east. I live in the Chittenango area and more (better schedule) from the Fayetteville park and ride would be wonderful to take advantage of. I would do that for sure if they had better times available for me to use. Thank you very much.
I live within 4 miles of campus so walking in good weather would be an option but I frequently

need my car during the day. The park and rides I've seen would take me further from work in order to take public transit to work. It doesn't make sense for me to consider it.
The park and ride program is designed with main campus in mind. The program doesn't accommodate staff working off campus (ie, Skytop and Hawkins buildings). The excessive amount of time it takes to shuttle to main campus, then to south campus prohibits most staff from choosing this option. In my case, my daily commute is ~75 miles and already ~90 minutes. Adding additional commute time to wait for shuttles - for initial pick up or to south campus - would make my daily commute excessively long. Losing that much additional time every day to your commute is too much!! When are you supposed to spend time with your family?
I live far away, I cant imagine these options working for me. I would need a park and ride at exit 34 on NYS thruway. I would ultimately prefer a real live parking spot near my building.
I am very tempted to try the Park & Ride Express buses from the Liverpool Rt. 57 Stops, but the limited schedule of available Express buses does not currently meet my needs (not designed for the SU employee). I also am not clear on what to do if an emergency comes up and I need to leave campus quickly.
If there were a more direct route on the bus from home to work I would probably use the bus at least twice a week. If there were a park and ride facility close to my home I would consider that option. I would also consider park and ride if there were more times available to get to and from the shuttle location.
I would not use a park and ride option since I live 10 minutes 'as the crow flies' from home to office. I do not live near a large area that would be considered for parking. It would be out of my way and cause me to use extra time and gas to get there.
i drive from another county to work a night shift and i would consider parking and riding if it was feasible. taking a bus, walking or riding a bike are not options for me. i am very interested in saving money and saving gas. the survey does not acknowledge when someone lives in an outlying area that doesn't have other people to commute with and when someone works an off tour
I work 'off shift' hours, this survey did not specifically indicate the park and ride would provide transit alternatives for 'off shift' workers.
Travel to and from work lengthy, days long, additional time to commute to and from work lenthens both travel time and work day. No public transportation in suburb I reside, no possibility
I work off hours til midnight. Buses don't run that late and I would still have @1mi walk to and from the bus stop. I would consider riding my bike to a park and ride if I could bring the bike to work and keep it secure (very weather dependent). I would also consider a park and ride to drive to, but off hours would not likely have sufficient participants.
It was hard to answer questions about the time it takes the shuttle to work and location of parking sites because it is total commute time (drive + wait + ride) that is important. If I could drive 5 minutes to a suburban location, then have combined wait and ride time be under 15 minutes, that might work, but to drive 15 minutes then take another 15 minutes to get to work wouldn't be attractive.
park/ride in each direction west-fairmount fair onondaga hill-OCC south-Green Hills area east-fayetteville north-Alliance bank stadium fairgrounds this would significantly reduce the parking congestion, vehicle emissions and congestion.
I am interested in using the park and ride bus instead of the park and shuttle system to the VA but the bus involves nearly an hour in transport time as opposed to 40 minutes using the shuttle and 25 minutes using garage parking. Thanks for trying to improve the system.
I would like to see light rail follow routes 11/81 with park and ride lots at major cross routes available for all shifts.
I come from the north, weather and emergencies are a factor in getting to my car. I would not use the park and ride. Being bused in now adds an additional 1 hour of commuting time to each day as it is.

Park and ride biggest issues are not getting out of work in time for shuttle. Lack of timely transportation to and from car. No protected area to wait for bus.
I think that this is a great idea. A number of us live in the Fabius-Pompey area where there is no park and ride. A park and ride from Rt20 and Rt 91 intersection would be well received.
Simple garages convenient to downtown employers is a better option than distant park and rides
Because of the length of my commute, I really have no other options. Right now I am often responsible for getting two more people home from school at all hours. I am responsible for getting the mail mailed, the groceries, the banking done, all of which gets done on my way home. I have looked into riding a bus but that takes twice as long and costs more. I can't really ask someone else to carpool as long as I have no idea when I might have to leave work in order to get someone whose match has been cancelled because of rain or because I need to make 3 stops on the way. So, I have purchased a small car that gets well over 30 miles to the gallon and I try to drive the speed limit! Park and ride might be an option I would consider if it saved gas money but parking at ESF is wonderful. If I leave early enough I will get a parking space close to the office. If I don't leave early I might have a bit of a hike but not overwhelming.
My original commute was 25 minutes from door to door. Now it is about 55 minutes. Any longer is quite a change from where I was. The biggest problem with park and ride is when you need to get back to your car in a hurry. Waiting for the shuttle to take you back to your car. Also, if you have a lot close to my house, it would be nice on normal days, but on those days when I have to get my car and return to the city, it adds a lot of time.
Park & ride is fine, however need to return to park ride as needed is required.
I take the shuttle to park and ride due to no parking available. My biggest gripe is no busses at noon, just morning and evening. I got sick one day, it cost me \$35 dollars to get to North Syracuse. The express is great in the morning and evening.
I think a park and ride facility is a great idea, especially at Seneca Mall, Route 57 in Liverpool.
I have entered into the tuition program and I am taking classes at SU so I qualify for student parking through SU. SU has lots available near my work and they are inexpensive. I hope to continue with my education at SU however if I drop my "student" role at some point it will be very expensive and/or very difficult to park my vehicle. I will need to use a park and ride program at that point.
believe the VA should focus more on improving the shuttle service already in place - ie more often. Also should have more park and rides from the suburbs, ie Camillus, Fairmont, Liverpool, East syr, Jamesville.
A park and ride with short times from places like the baseball stadium or farmers market or malls would be a great idea. As long as there was not a long delay or wait for the next bus. Currently I wait 10 mins in the am and 10 mins in the afternoon for a bus to the J lot. If there is an emergency or a need to leave in a hurry you have to call and wait for a ride sometimes waiting for as long as a half hour or more to get a ride to the lot where your car is. This is very frustrating. Also this is frustrating in the leave process. For someone who parks in the J lot or Sears lot we must take leave time for the time to get to our vehicle where someone in the garage doesn't have the extra commute and doesn't have to take the extra leave time.
Solution would HAVE to be better than current arrangement for me to change.

Section 2 – Carpool Comments

Presently carpool with family member(s). Carpooling with others seems very difficult logistically. More convenient, direct bus routes would tempt me more than current routes do, at least for days with no off-campus appointments.
I come into the city between 4 & 430 am, I am typically the 1st person to arrive on campus. I don't see car pooling or shuttles as an option.
having a cusecar would be great for a bunch of people riding together-love the idea
I am a night shift worker, parking in the garage is the only acceptable thing as far as I am concerned. I also prefer to drive alone, carpooling is not an option. I am sure this would be good for some, but hope it would not be forced on all employees and we would be free to continue our current mode of transportation & parking.
Live too far to walk/bike, although I like walking. Carpool 1/2 the time roughly and by self 1/2 time.
I currently park in provided lots in dirty dangerous areas. I have to come in before my shift and am stuck at work well after my shift. "carpooling", riding with a stranger at their convenience, unacceptable! The solution is for all employers to share the cost of a joint vertical garage as tall as needs to be to get the job done. Then sell extra spots to the public.
I do not pay to park in the surface lot I am in now, and I am in a carpool. I would NOT appreciate losing my free lot in exchange for one I have to pay for. I would appreciate a time clock at the parking lot so we could be paid for waiting for the shuttle. Too much of our personal time is spent in waiting for shuttles and planning ahead to get to work on time when you have to park 6 blocks away. It is up to 6 hours each month!!
I car pool anyway (with my wife), and bicycle when weather and my old legs allow. Since I live in "the country" It is hard to figure out a route that would easily pick me up. We have a Prius, and two people in a Prius is probably tough to beat with a bus...
The difficulty with carpooling is finding riders who have the same hours that you work which in my case vary from day to day.
my biggest issue for carpooling is that I often work overtime and that is not predictable
My job is such that I have to respond within a specific time period when called. I could not rely on carpooling, or public transportation.
My main issue with car pooling is the need to be able to leave work in an emergency. My main issue with transit is multiple stops - not a direct route. Would prefer to ride with other employees rather than strangers.
I won't consider public transit or walking/biking now because my shift ends at 12:30 am and I feel those methods would be unsafe for a woman at that hour of the night. However, if I were working a shift where I got out while it was still light, I'd consider one of these options. I currently carpool with a nurse who pays for parking in the garage and generously lets me ride with her. I park in R lot, because I can't afford the garage, but I almost always end up waiting for the shuttles which feels like an annoying waste of time.
I commute from New Hartford, NY, which is a long commute. I prefer to stay in the garage for the winter, since I get out of work around 7:00 at night. That's a long commute back and forth, and would like to have a clean car waiting for me. Carpooling from Westmoreland is a thought, but I don't know anyone that leaves at 6:50 AM, and returns at 8:00 PM.
Hi - Just a quick mention of the fact that many of us in the village of Cazenovia have already identified each other and have been informally carpooling. We all have different

schedules so we're somewhat limited, but I strongly suspect that you could subsidize a private operator (say Caz limo) to provide a daily direct shuttle. It might not take much to subsidize as there's no Syracuse to Caz public transit and I'm sure the operator would pick up other business. I'm also sure there are lots of people in the more rural areas of Caz that would participate if you had a park and ride location out here. There are many folks living out here who work on the Hill. Might be interesting to have each institution geocode our home addresses to see where we all live... which would be a good idea in general when considering your park and ride locations. Good luck!
Would attempt to car pool now if parking garage sticker/fee could be shared.
I was very happy parking at Alliance Stadium. The buses were there when we needed them..never had a problem. I didn't have to worry about driving throughout the winter down 81 and through the city traffic. It was convenient to the highway and I was able to go anywhere I needed to after work. A University Hill park n ride would not serve that purpose. Traffic is too congested around this area with so many people going home from not only the hospital but other businesses. Last night for example was a nightmare !! You would not be alleviating traffic congestion by putting a park n ride in this area....It would be a waste of money if that was your intention. thank you
I was carpooling until the layoffs occurred in the library eliminating my carpooler's job. I am in a position now where I would not carpool as it's too complicated when left on your own at the drop of a hat.
carpooling is great WHEN person I occasionally car pool with works the same hours. A lot of us work two jobs, the unreliability of centro to get us home in time to prepare for second job is a MAJOR factor. I can do easily with car. PS: Enforce the 7ft tall spaces in UAG. look at it as a revenue generator. Allow law enforcement to ticket drivers in garage that are talking on their cell phone and or texting. very dangerous in garage, esp when full of people heading to their cars
While I like the idea of carpooling or using a shuttle, the most important thing to me is having quick access to my car so I can get to my children in case of an emergency. I don't see how I could give up that convenience.
Married and same sex couples who come together to work (carpooling) should get discounts on parking fees. Otherwise, impose penalty fees on couples who come to work in separate cars (many do).
I don't think this survey is an accurate assessment as one is forced to answer questions one has no opinion on.] Carpools are unreliable
My life is way too complicated to carpool, and use public transportation. I totally believe they are important to pursue
I need a car many times during the day and my hours are all over the place. I would rather pay five times what I am paying for parking if I could have a spot closer to work. If someone wants to hitch a ride with me that is fine.
when doing the survey - questions were not easy to answer - I do not want to carpool or ride and drive!
I work long hours - usually until 8 PM at night, and by the time I leave I want to get home ASAP. I live 10 miles from work, so walking or biking are not an option - I can't take that much time to commute. I have a high pressure, demanding job, and need to have the flexibility to drive to work without the time and constraints of car pooling and public transportation.
people would be more likely to carpool etc if they could park whatever vehicle they had close to their place of work. Good reward, but they should have to prove it too.
I'm sorry to be negative but you haven't taken into consideration people who carpool with someone who ISN'T a SU employee. I carpool everyday with someone who works

downtown. I drop them off, come to work and park in my lot and then pick them up and drive home. If there is an emergency with my carpool companion (and there have been several in just this last year) I need quick access to my car to go to their aid. Nothing you have outlined in this park and ride survey would be a useful alternative for me.
I prefer to rely on my own driving than someone else. I've found that many people are unreliable.
Carpooling - You just need to create a website either on HR or Parking website that will allow people to network and arrange rides with each other. Either in the long or short term. Mass Transit/ park and ride - The biggest limitation is being able to get either to or from the P&R Lots in the middle of the day. If you're coming in later in the day or having to leave early or late it's tough. I'm not looking for regularly scheduled buses to the lots, just have someone on an on call setup who can drive you out to your car. Make it an electric car even.
I currently carpool with someone who parks in a different lot than me. We carpool at least 3-4 days per week and I would like to see a reduction in our permit cost as an incentive to continue carpooling and possibly encourage others to carpool.
I am an part-time instructor so my schedule is different semester to semester...very difficult to accomodate for a carpool situation.
I work at Skytop, so some of this isn't an issue for me. Although I would consider carpooling if available.
I've tried using a bus from East Syracuse. It increases my transit time from 12 minutes to nearly 1.5 hours! A lot of that is standing around waiting for a connection downtown in an unsheltered location - NOT good in work clothes in the winter or a typical spring thundershower! If I miss one bus I'm really stuck for at least an extra hour. It was terribly frustrating and left me totally unable to accomodate any childcare options I could find. It would be nice if SU made some sort of carpool service available. If they do, they don't really advertise it. I wish they would! It would be a great option. With so many employees, it seems like most people should be albe to find someone nearby to pal up with.
I drop off my kids at daycare and sometimes must leave to pick up the kids early. So carpooling wouldn't be a good option. And Manlius is too far for bike riding.
I live close to cmapus, so the park and ride option might not be the best. I also have small children who need to use carseats, and I take them to/pick them up from daycare. I would love to find a way to carpool.
Parking at Syracuse University is outrageously expensive. It has forced me to consider carpooling or another alternative. When I tell friends at other universities how much I pay for parking, they are shocked. I feel as if we are held hostage by the parking rates. The elevators in the UAG are slower than molasses and the parking garage, waiting areas and elevators are often loaded with litter. For what we pay, and for the impression this dirty garage leaves with visitors, I think the university could do a much better job.
At this time I park at West Lot for Syracuse University. My normal mode of transit though is with my husband who drops me off on his way to work. I only drive myself when he is not at work or when he is in travel mode.
I live in Pompey so my only option is driving. I carpool in with my husband every day. Preferential parking in close proximity to workplace would be great based on the fact that we carpool. I often drive to work meetings off of SU's main campus where my office is. It would save me time not to have to go and get my car in Irving Garage to get to the meeting and then park it after the meeting. Maybe a Zip car for meetings or the ability to schedule a meeting shuttle when multiple people need to attend?
I can't carpool nor is it easy to use public transportation because of the irratic hours I

work. There are many times that I end up staying late, and especially in the winter when it's dark, would be uncomfortable waiting for transportation. Also, I work at Skytop, which is out of the way. If I worked on Main Campus, I might feel differently.
I would LOVE to walk or ride my bike but because of the distance I live from work it would NOT be possible. I live in Auburn at work at SU. I also work odd hours because of daycare/school. Even though I work with one other person nearby our hours make it impossible to carpool. I would be happy to do that also but it can't work right now with my children as young as they are.
I would carpool more if SU considered a 35 hour work week so that we would have more time in the morning to get here. I would like to have the flexibility to arrive at 9:00 instead of 8:30. When I carpool now, I have to leave 15 minutes earlier than I normally do for both of us to be on time to work, as it takes time to pick up the person with whom I carpool.
I'm too far to consider a bike option, and I would not lug my bike back and forth on mass transit. If bikes were available to cross campus, maybe, but in those cases, I walk anyway. I might carpool with someone I like who works in my office, but I don't think I would spend every day in a small space with random people who I didn't know if I'd want to see every morning and every evening. Also, I don't like relying on others to be on time. I make an effort to be at my desk ahead of the work day and it would be frustrating waiting for others or making small talk every day.
If living outside Onondaga County, carpooling is the only viable alternative to driving alone. Providing incentives for carpoolers is a great idea.
My commute is very short (10-12 minutes) and it doesn't parallel any bus lines, so only a park-and-ride lot that was near my home in Strathmore would be likely to cause me to make a change away from driving---other than carpooling, which I really would like to do.
I will not carpool, use public transportation, or use a park and ride facility.
I currently park in the V.A. garage and would prefer to stay there. With my schedule and my kids schedule, it is more convenient for me. I carpooled in the past and it was quite inconvenient. The 2 people I carpooled with were not always ready to leave on time and I would arrive to work late at times.
ANYONE THAT LIVES IN OR CLOSE TO MATTYDALE AND NEEDS A RIDE I HAVE TO BE AT WORK BY 7:00 AM DONT MIND GIVING RIDES
everyone does not wish to carpool or ride public transit.
I live in rural area of Pompey and already in a 2 person carpool. When I previously worked at University, initially I parked at a lot and usually walked 10 minutes to work. It was under the 690 bridge and it was a pretty polluted and busy area. The other thing I did not like was if I got out late, the parking area would already be locked and it was somewhat of a hassle getting it unlocked. I moved over to the parking lot which was good overall. It was just a little scary at night. The best option is how I have it now-lot located on HPCcampus and carpooling to work.
I drive in on the N.Y.S. Thruway (Oneida N.Y.). Carpooling or public transit would be a good thing.
I am currently in a carpool and it works well for us. If I was not in a carpool (and if I did not have garage access), I would like a park and ride that was located close to our facility and a shuttle that drops us off in front of the facility. Those are alternative sites have to take more sick leave off when leaving for doctors appointments as we have to get back to a car that is not near the facility. Parking at an alternative site already increases commute times and this is frustrating. Anything that would increase my current commuting time to the VA would not be helpful. Also, I don't want to stop at

every hospital when dropping off/picking up as this would increase commute times. I would want a shuttle that was specific for the VA and for each hospital. I like the system that the VA currently has and would only consider a new situation that would improve what we already have.
I live in Boonville, have been trying for 9 yrs to find a carpool/ride with someone from Rome. I would appreciate the VA making more of an effort to help people find carpools/rides. I would even ride with someone from Crouse or University Hill, ie. SU. Not afraid to walk a few blocks to get to work. thanks.
Like i said in an earlier response, you ask if one uses a ride and park, then ask questions as if everyone answered yes. I answered theoretically because I am lucky enough to live 7 minutes from driveway to parking space at work and have free parking in a lot next to my workplace. I don't have many incentives to do something less convenient than that. Carpooling would be something I would be open to, biking (if I had a bike) in good weather (which is maybe five months of the year) possibly. I try to live green, but Park and Ride and buses I would never do unless I moved or changed jobs.
If car-pooling from a park-n-ride location outside the city center from which you bike or shuttle there is a need for a wait station at the park-n-ride location to collect all the carpools when they are leaving the city center
I have used public transportation from Camillus but the commute is one hour versus 25 to 30 minutes by car. I have tried to find others to carpool with but no luck. If a larger pool of people were involved in carpooling, we could reduce the number of cars on the road. For example, if SU, ESF, Upstate and hospitals were to join in and try to set up joint carpooling, more people would do so.
I carpool right now. None of us live near each other, so we park in the same area on a city street near the VA and then take one car to the garage. Would be nice to have a "carpool" lot where we could park our cars off the street and still be able to park in the garage. Would rather carpool and park in the garage than use the J-Lot bus system.
Simply put, I like having my car with me as I am single and often make plans to do things while at work after work such as go to a gym, sports, travel, etc. Car pooling and public transportation inhibits my liberty to move about as I choose.
Currently I carpool with my husband, I don't see this changing in the future; rarely do we need to ride separately but it does happen on occasion. If the times were more convenient I would consider an alternate mode of transportation (i.e. park-n-ride, light rail, etc).
i cannot walk or ride a bike to work. i live too far away, but i do carpool (9yrs) & that has been working out very well. My children are in daycare in my home town about 30-40 minutes away, so getting to my car and getting on interstate 81 quickly are my main concern. thank you.
Living about 50 miles away (in Waterloo) is difficult. I'd appreciate being connected with a carpool option.

Section 3 – Transit Comments

I have irritable bowel syndrome and the mornings are not good for me. I tried the bus a few times from Wegmans in N Syracuse and on a couple occasions the bus was late and I was late for work which was unacceptable. On another occasion I needed to drive because I had stomach problems. It was just easier for me to drive myself.
I would like a subway type system from north
I have a flexible schedule which makes it difficult to take the 2 busroutes offered in my area. If biking were safer I would certainly consider it, but public transportation would be an attractive offer to me if it were more accessible.
By public transportation I would have to leave 1.5 hrs. earlier to get to work including almost an hour wait downtown in a dangerous area. Then I would have to walk up a hill when it is difficult for me to breath due to health problems. Park-n-Ride is further from my home than work. Unless and until better and safer public transportation is created in this city, it is ridiculous to expect many people to take these options.
I drive an hour to get to work, 57 miles. I have no interest in addingto that a drive to a parking lot further from the hospital, and then riding a bus for 10 minutes or more to get to work. Leave the parking as is.
I would be willing to consider public transport of schedules were frequent and much longer hours of availability than now.. We do not yet have a good public transport culture here.
I live in North SYracuse and the only public bus stop is too far from my house to walk, nor do the times work with my irregular schedule that includes evening and weekend hours.
Because I live in Syracuse (Eastwood) and work at Skytop, and theris no efficient public transportation for me to get to and from home and work, and the liklihood of there being a park-and-ride that would actually reduce my personal drive time (not necessarily the entire commute), much of this survey was not applicable to me.
I work different hours than most of my co-workers, making it difficult to carpool. I would consider public transit if it was more convenient. Currently it would take me much longer and be more costly to use public transit to and from work.
Centro buses with greater frequency would do the trick!!
I LIVE IN CICERO, THE BUS SCHEDULE IS SKETCHY AT BEST, IF THE ROUTES COULD IMPROVE I MIGHT CONSIDER USING PUBLIC TRANSPORTATION OR SOME SHUTTLE SERVICE
It would be nice if there were different alternatives to come to work. I take public transportation 85% of the time. It would be nice to have direct service to work instead of waiting downtown if. If not I would still consider continuing with public transportation.
My only complaint about the current Centro bus service is the time it takes to go downtown and transfer to the hill. I would certainly consider using direct transportation to/from the Eastwood area. I used to walk &/or ride my bicycle when I started work later, but now that I start at 7am, it's often too dark, unsafe and/or inconvenient to have to leave my home around 6am.
I lot of the questions do not apply to me because of the fact I have to have access to a vehicle to travel for my position. I live in the city and would consider a ride share or public transportation of my position changes.
If we had public rapid transit 24/7 I wouldn't hesitate to leave my car and utilize it.
My whole parking experience is different because I work downtown at the Warehouse for the past 3 years. In the beginning the parking here at the "worse" lot was better than on campus, but it is dangerous crossing West Street with cars almost running me over at least once a week. The crossing and walking in winter and bad weather is worse than on campus because here the sidewalks are not as well maintained and we slip a lot. Now I am in the lot closer to the building

<p>and parking is very convenient. However the longer I have been away from campus the fewer attendants know my face and are not familiar with me or my work and are less inclined to believe me when I come to campus and have to drop something off quickly to let me just park for 5 minutes to do so. The rules of where our Warehouse parking pass is honored on or close to campus has changed in the meantime with no easy understanding how or where we can park. I do community outreach work. I drive a lot during the days to meet somebody or deliver something or attend a community or campus event. It seems we have no thoughts about how off campus employees are affected going back on the hill. And no, the Service pass solution is not easy. For budget reasons we now all 5 in the office share one Service Pass that can be signed out if one has to attend on campus events, but the second or third person in need of it is out of luck. We try to share rides a lot, but if you have to go and pick up kids from school or something else, the ride sharing becomes too complicated. I need my car for my job so relying on a bus is tricky if I try to max out my work time instead of standing at a stop waiting for the buses. Technology is a great idea. I would probably use the bus more often if I knew when it comes and how long it takes.</p>
<p>I live in Manlius and work on the south campus of SU. I am very environmentally conscious and would strongly prefer to commute via public transit. Two factors hold me back: 1. Time. My current public transit options all take far more than double the time of my solo commute. I just don't have that much time. 2. Campus shuttle service. I stopped carpooling a couple of years ago because my job required fairly frequent travel between SU campuses for meetings, etc. Again, the shuttle bus required so much more time than solo driving that it was just not even remotely practical.</p>
<p>I park in the surface lot now, used to park in the I lot. The shuttle service for the outlying lots is unacceptable. To get out of work at 730pm and have to wait 15, 20, sometimes 30 minutes for the shuttle is absurd. Especially after working 12 hours! Waiting for the bus was an almost everyday event. Or to come running out of the building to see the bus drive away. Or see it sitting across the street waiting for the right time to come. Other times I saw a full size bus coming in the middle of the day, to pick up 1 person!! Or no person!! Too much waste and not efficient!</p>
<p>I live out in Oswego County, Great Northern Mall would be an excellent place for me especially with our brutal winters and the security of knowing I would have other options during a particularly heavy snow day. BUT I would need to be guaranteed that I would be to work on time, we get wrote up for being 1 minute late (yes 1 minute)if I had the secure knowledge that I would be to work on time 7:30 but not have to be at the bus stop at 5:30 or 6 to be to work at 7:30 and know if an emergency came up and I needed to leave that I could get to my car, I would definately take advantage of this program.</p>
<p>Working at Crouse Hospital it would be nice to have the drop off in front of the hospital. City buses do not do that any more.</p>
<p>I work irregular hours arriving by 7 am and often not leaving till 7PM when I am ready to leave I do not want to wait for a shuttle I am impatient and just want to get out of here. Currently I will walk to get to the car on the way home rather than wait for the shuttle.</p>
<p>If Syracuse is truly dedicated to becoming a green city, then the first thing they should be addressing is public transportation. Most large cities have several forms of public transportation, other than bus service. Syracuse needs to invest their \$ in some type of express train such as the trains used in and around DC or in and around Chicago. If these trains were available in the suburbs, I can bet at least 50% of the people who drive now will probably switch to the train, plus it will probably attract more people downtown. Most people do not want to go downtown because they do not want to deal with parking. Mass public transporation will be the biggest factor in making Syracuse Green!</p>
<p>I would only be open to taking a shuttle from a parking lot from the sub-burbs and only if I could get a ride to my car when ever I needed it.</p>
<p>I considered Centro at one time but couldn't figure out how to read their route schedules. It would</p>

be great if I could put in a computer or cell phone, where I am and where I want to go and have very clear bus stop locations and routes - without having multiple stops. I live off Howlett Hill near OCC. The closest stop is 1 mile from my home, and I'm not clear how to get to work from that stop.
Shuttles from the suburbs and beyond to the hill without stopping on Salina Street for a bus change would be ideal. I believe gas prices will have a lot to do with how many get involved.
I would absolutely shuttle as long as the services did not end at 6PM as I work late many days of the week. Additionally, if the shuttle was nearby and not 10 miles away.
There is no public transportation from Cazenovia to HPC. Carpooling would be unrealistic because I frequently don't get out on time. Possibly the same would be true for others.
If set shuttle times, then they should be timely both ways, pick up from employer especially.
The most important consideration is reliable schedule at low cost and reach out far enough to gain ridership of the many folks commuting 40 or more miles a day one way. Forget free emergency rides, and amenities like shelters. These only drive up cost. Each car is its own shelter and personal responsibility should dictate if I need to respond to an emergency I take a cab or ask a friend for a ride.
Many employees live in the auburn area. Would be very interested if the bus schedule could correspond to work schedule. Arriving at 6:55 am to start work at 7 am with a 4 pm departure for the 7-3:30 staff and a 8 pm departure for the 12 hour shift staff. One more thing is I do not know the number of staff that might work 3-11:30. from auburn area.
I would definitely consider taking public transportation if: 1. Commute time was similar to driving alone (bus now takes one hour each way-my drive is only 20 min.) 2. Eliminated parking garage fees 3. Times of operation fit my work schedule.
I work 7:00 to 3:30 pm at Upstate. The #88 bus comes to Upstate at 3:31PM. There is no way I can cross the upstate campus in 1 minute. Please modify this bus schedule to accommodate our needs.
Great idea to pursue this, hopefully it will happen quickly. The traffic trying to get out of the Upstate garage and anywhere up, down or across Harrison St. in the afternoon is absurd. How about some short term measure with traffic cops, light synchronization, etc.?
To get to the University area from Camillus takes you through the city where you have to switch buses and this all takes over an hour to get to work. In addition to taking forever you have to pay twice as much as my current parking rate. I would love to see a light rail that serves the greater Syracuse area extending into the suburbs. I am moving from Camillus to the Wescott neighborhood to be closer to work, but I would like a cheaper or free bus/ shuttle option to get to work from my new apartment in the winter (I plan to ride my bike in the Summer). It's only 2 miles from SUNY Upstate but the cost of a bus pass is much greater than parking.
Shuttle service MUST be on time and AVAILABLE with emergent needs. Employees should not be penalized with shuttle service delays.
I would absolutely take an alternative means to work IF: there was proper security/seasonal cover etc lighting/ reasonable price. Shuttle service needs to accommodate shift number of riders and some of us work til 1a.m. or 2a.m.>>>>walking even in plural is not advisable at early hours.
I live very far away and drive in every day. Public transport is not a feasible option.
I commute from Auburn which is about 40-45 min drive. When my office was located in the hospital I didn't have too much trouble. Now my office is located at UHCC. I park in I lot. I find it easier to walk to my office from the parking lot than take the shuttle. It takes 20-30 min to get to my building using the shuttle. I think it is ridiculous. I would like to use the shuttle during inclement weather, but that would mean arriving much earlier and getting home much later. For me using the shuttle is not an option unless things were to change.
The shuttle system many times are late and you do not know when they are going to show up to pick you up. There are many shuttles in the very early hours but when you are scheduled to work later it can take more than 15 min. before you are picked up. In the afternoons if you have an

appointment you have to wait before a shuttle comes to pick you up. There must be a better system for parking.
I especially would like to see alternative vehicles to busses and cars. Streetcars and rail are an excellent idea. Also, living in the University area, I hope the transportation plans will include convenient access for those employees who live close by to campus but a little too far to walk every day, especially in bad weather. A streetcar running down Euclid Avenue (just like in the 1940's) would be a welcome addition!!
We are often required to work mandates and have inservices in the morning after shift. Mass transit/car pools would not work in my department.
I live in a rural community 17 miles from campus. I looked into taking Centro when gas prices went up last summer but I would have to drive to a village, pay to park there (which has limited two hour parking so isn't really an option) and then take an hour ride into the city. A 35 minute commute by car would be an 1.5 hour ride by bus and car. Not very time efficient.
It would be great if there were a shuttle bus from the Cortland, NY area. I would love to take a shuttle bus or train to work instead of my car. Thanks
At this time there are no REAL options for people commuting from the LaFayette, Tully area (One bus per day is NOT an option). If there were real bus routes south of the city(not ending in Nedrow)I would consider taking a bus as opposed to driving.
I live in Central Square. At this time there is no public transportation that would get a worker to this area to start work at 7Am, even though I see a Centro Bus in the area at 06:25. Difficult to understand when there are so many places that start at 7 AM.
I currently live in the city on a bus line, yet do not use it as the time it takes to transfer downtown & then get to work is twice as long as it takes me to drive. I am environmentally conscious, and am thrilled that some attention is being paid to seeking out alternatives to driving alone.
There is a park & ride close to my home (Airport Plaza in N Syracuse), but the schedule is not conducive to my hours. Additionally, the bus only picks up/drops off on SU main campus. I cannot work a regular work day (7.5 hours), let alone my current schedule (4 day week), & get to the pickup on main campus. I have many co-workers who have expressed the same frustration. It would be great if the bus could stop at South Campus. If not, there needs to be more runs than the two in the morning & evening between SU & the suburbs. An earlier suburban pickup & a later return to the suburbs is really necessary if you expect employees to be able to use this option.
While I live on a bus route, I would have to TRANSFER to another bus in downtown in order to get to University Hill. Having an express bus to University Hill, with NO stop in downtown, would increase my interest in using public transport.
i will never take public transportation or carpool. I live too close (1 mile)
I would use park and ride or take a bus if there was a stop at the Wegmans on Taft Rd. that went right to the hospital or close to it.
There is a park and ride at Great Northern Mall but the hours start after work begins and stop before the workday ends. They are also infrequent. A missed bus would result in extreme difficulty. If there were a frequent (10-15 minutes apart), continuous express to the hill, I would take it in a heartbeat and walk to Upstate.
I have inquired many times about public transportation from Auburn to Upstate that would get me to work on time as well as in a timely manner. Each time I hit a BIG brick wall, by both the only public transportation we have and MY EMPLOYER! I think it's a great idea if you can do something!
I live in Cicero and there is no Centro bus that can get me home faster than driving myself, even on days that the traffic coming out of the garage is backed up and other traffic is heavy. It would take a lot for me to switch from driving myself to using public transportation, but I would consider it if the travel time and schedules were right for me.
I am someone who when the old garage closed at Upstate, I started riding Centro which runs

from Auburn-Syracuse. It goes in front of my house and lets me off at the hospital. I drive the 21 miles only occasionally. So this has colored my answer.
The hours I am scheduled to work in the library do not work with the availability of public transportation at this time.
The hours I am scheduled to work in the library do not work with the availability of public transportation at this time.
So pleased that you are doing this! It would be wonderful to have another choice. One note- MANY Upstate employees commute from suburbs where there is little or no public transportation.
It would be great if there was a (green) low-cost shuttle system for Syracuse neighborhoods not well served by bus routes. I live only a few miles from Upstate, but to take a bus, I'd have to catch one at Upstate, go downtown, transfer, and get off 3 blocks from my home. That would triple my car commute time, and wouldn't be optimal after dark, or in bad weather.
During the summer it would be more convenient to have buses running from Manley more frequently during lunch times ex. 12-2 p.m. With times spaced so far it is difficult to run errands within the one hour lunch period.
--Due to the distance between my home and work, my husbands longer hours and the need to run errands after work, it would be very difficult to carpool with my husband or another employee. However, if there was an express rail or bus service directly to the hill area from Camillus, I would be happy to consider that alternative.
I would use the Centro bus system if there was a route that stopped within a mile from my house and would stop at Weiskotten Hall. I only live a few miles from the Hill but the Centro route doesn't work with my schedule.
Current buses are too few and far between
Discount rates on Centro Bus would be great. Also a card that could be used on a monthly basis to purchase. I ride Centro now from Skaneateles to Syracuse and it is great for the environment and also gives me time to relax on the way home. I also dont have to worry about parking fees and finding a place to park. Please support Centro Bus users .I dont feel enough people are aware that this is an option for them and if the cost was less that would be great A great employee benefit. Would help with retention of employees also. Thanks
I already ride X88 from P&C in North Syracuse and love the convenience. It is very important to me that the drivers be ON TIME and also POLITE - in both of these points of interest there have been some drivers that have not been adequate, to the point where letters have been written. Just as we are now going to voice complaint regarding the evening driver who is consistently 10 minutes or more late picking us up every single day since he started on May 4. Unacceptable - other appointments are pushed back - standing out in bad weather (the shelter is no where good enough) - or just tired and want to get home to take care of pets and family. thank you and I look forward to what is to come - hopefully even better than it is now.
The problem for me is that the Centro stops from Bville do not fit my schedule, nor does it come to the Hill. Ours goes from Bville to the Civic Center. The schedule does not fit mine. I would have to be at Civic Ctr before 4:40, and I get out of work at 4:30. If I miss it, I have to wait an hour. leaving at 7am is OK, but it is the after work part I have a problem with.
I have often looked into using Centro - but the present schedule will not work for me. There is little point in taking the bus from the reginal market to Upstate that takes hours when I can park in one of their lots and walk or take the shuttle in 15 - 20 minutes.
The public transportation needs to stream-lined. I originally was shuttled into work from from under I-690. It was a nightmare!!! It used to take 45 minutes to get to work from Manlius and between an 1 hr to 1 1/4 hours to get home. If you tack that onto an 8 1/2 hour day at work it is way to long. I elected to pay the high cost of parking in the garage for mere convience. I had 2 kids with practice doctors appointments etc. It added way to much stress into my life. In order to consider something other than driving alone Upstate would need to do something much better than

what is available now.
Would like to use public transit, etc. if it was easy to get to kids at daycare during the day, if needed and if transportation was provided for business use (required to use my vehicle for business use).
I have an administrative position, which requires me to come in very early on some days and stay late on others. Because of my professional obligations, it would be difficult to flex my time on a "regular" basis, carpool with others, and not have access to a car to get to meetings in locations across town or downtown. I am also a working mother, who needs to have flexibility in my schedule to stay late on one day and get out "on time" another day because of my children's activities. Also - huge consideration for me with the bus, is that I have motion sickness, am bothered by multiple stops and the odor of the fuel emissions.
I ride a shuttle from Cicero @wegmans for the last 3to4 yrs.This has worked out very well however If we got our discount back that would probably bring more riders to the route.I also think some type of incentive for taking the shuttle or any other type of public transportation like a reate type check or a monthly transportation bonus,something to reward the use of this option. We are cutting down on air pollution, the amount of traffic into the area and also opening up parking space for others who drive.I have been thinking green for years it is time others start.
I believe the most critical concern is for those of us that work unpredictable/variable hours and both the feasibility and safety of the current public transportation. Park and ride facilities for employees with set hours is a wonderful idea however.
If you could bring your child to day care, park your car there and hop on a shuttle, that would be so sweet!
I have been using Centro's 88x bus for several years now. The major drawback is there is no midday bus so If I need to come in late or leave early I must make alternate arrangements. There are buses that run but require going downtown and transferring which takes a considerable amount of time. At least one direct midday run would be great. The other problem is that the shelter on Sarah Loguen provides no shelter from the elements and is too small to accommodate many people in our nasty winter weather.
I would be very interested in switching to public transit if the shuttle routes were frequent and speedy. Centro takes ~1hour to go from downtown syracuse to cicero. I would only consider this if the total commute time were about 30mintues and the price was less that parking/gas is now, since I would be giving up the convenience of coming and going as I need.
I think it is a much needed service for the university hill area. This is something that absolutely will have to be done eventually as there are just so many businesses, hospitals and also a major university all located in a very compact area. The Children's Hospital will soon be opening creating even more traffic. If you build it, they will use it! The experience of getting out of this area at 4:00 is just a nightmare, even riding a bus!
I would very much like to use a public transportation but I live on the west side (baldwinsville) and the time and convienence is not reasonable. I work long and varied hours 6:30-6.
In order for me to switch to public transit, it would have to be significantly cheaper, my parking place would have to be covered, so I don't have to brush my car off in the winter and the shuttle would have to pick up and drop off at the door of the hospital, as I can currently walk in the covered overpass. I am not a princess, but it's no secret Syracuse winters are not fun, and I do not like to deal with the snow more than 1 time when I leave my house in the morning.
I would happily accept public transit if there was service to where I live. However I would currently have to drive about half the distance from my home to work in order to catch a bus to downtown Syracuse; at that point the bus does not offer any real advantage over driving the full distance.
Shuttle service would need to be very timely, with a place to wait that is heated and out of the weather.

It is very important to me that shuttles arrive every 5 minutes during the morning and afternoon commutes. From 9:30am until 3:30pm, they should run every 10 minutes.
More people have expressed taking public transportation if we were able to get a discount on monthly pass.
I understand looking for a long range plan but you also need to think short term. There are many people who would ride Centro if a bus was coming from the place they lived to work and back home at the end of the day with out making us wait for over an hour. You need to survey where people commut from and what times they work. This hospital employs many 7-3 workers even if I can get a bus in I can't get a bus out without waiting over an hour. That is the only reason I do not use Centro now and I am not alone.
As stated previously, people who work off site need shuttle service to their destination. Also, accommodations if someone has to drive occasionally, ie for appts. Reduced rate parking in the garage on certain days where public transportation just won't work.
I've always thought that the OnTrack (Now shut down) would have been a perfect option for commuters. You could board at the Regional Transportation Center, right near Alliance Stadium where a lot of us were parking last year during the garage construction. The rail lines were already in place to go downtown, then on to SU. There could have been shuttles ready to tranport people here when they got off the train at SU. Enough people live in the northern suburbs that it could have been a big hit once people tried it.
The Seneca Mall shuttle is extremely convenient and the \$60 cost would likely cover what I spend now between R-Lot fees, gas, etc. I don't use it because I have to leave my house more than an hour early to take an 18 minute trip. The shuttle arrives at Upstate between 8:10 & 8:12. Also, the last shuttle leaves at 5:09pm to go back to Liverpool. I often have to work overtime and would not be able to use the service. I think we would need a discounted rate for a surface lot for the days we know in advance we need to work overtime. If I could afford to park in the Upstate Garage, I would, but I can't.
It is very important that if shuttles are incorporated for this system, they must be on a schedule and keep to that schedule unless the weather is so inclement that the schedule cannot be kept.
I feel like I'm in a unique situation with such a long commute and a job with hours that are longer (7:30-5:00+). Car pooling has some appeal, as does having a site to park & ride (near Thruway exit 39). Frequent shuttle departures and pick-ups would be great.
I would love to take advantage of public transportation and/or car pooling however my schedule practically forbids this possibility.
Below is a repeat of my answer to a previous question. However, I think some of your options might be a bit "canned." Here is a suggestion to research this issue - why don't you start with focus groups from target communities? For example, an attractive commuting option from Fayetteville-Manlius might not be an attractive option for residents of Liverpool. Such is life, but this might skew your results. Speaking of skewing the results - you didn't ask me where I am from - how are you controlling for such biases in your response sample???? Here is a list of items, in no particular order: - Close proximity to my home in the FM area. If I could WALK and ride on nice days, that would be ideal! - VERY FREQUENT shuttle rotation. If one of my kids gets sick and I need to rush home, for example, I don't want any more inconvenience in getting back to FM-area from SUNY Upstate than if I could simply hop in my car and drive. - Warm, weather resistant shelter important in this climate. - A GOOD coffee shop where I could wait for the shuttle, grab breakfast, check work e-mail, etc. would be nice. - Up-to-date web notices on delays would be good. - Cost should be minimal, and certainly no worse than it costs to gas up the car and park downtown (although my department picks up my parking tab for a garage attached to my building, I should add). - Should be safe.
I live in Tully and use Centro's Tully/Lafayette Express bus when I can. Unfortunately, there is only one trip each way per day and my irregular schedule makes it very hard to take the bus with

only one ride home at 4:47 PM. If there were another, later, ride home I would use this bus service much more.
I would be willing to take a public bus if they would pick me up and drop me off within two blocks of my home (I live in the village of Liverpool).
I think the main concern with people with children is being able to access their car in an emergency. There should be a car on hand to take people to their cars in that situation. incentives of some kind for people that use public transportation(discount bus fare).
I would like to take public transportation (from Fayetteville), but the current one-seat ride schedules do not match my work schedule (not even close!) and my work schedule is also unpredictable. The only way the bus currently works for me is to transfer downtown. I used to do that and it takes 45 - 1 hour, if everything is on time, and that doesn't include the walking time from the bus stop to my office location. It's less than a 15 minute drive for me, so the bus is not currently a very attractive option. If these one-seat options could operate more frequently and longer into the evening, I would definitely switch to the bus. My unpredictable schedule is also a reason I can't carpool anymore.
Again, I have a long commute from the north country. When I looked into public transit last fall, I saw that there was a bus I could pick up from Central Square, but it would add nearly 90 minutes to my overall daily commute. Since I already have 2+ hours a day in the commute, it just wasn't feasible for me. If there was a "North Country Express" that offered some cost relief (i.e. reduce my gasoline bill and car mileage while not having a huge impact on commute time) I think there would be a number of folks who would take advantage (I would) but I'm not sure there would be enough to make a sound business case.
Additional express buses after 5:00 from Campus.
I would actually prefer to park at Manley and take a shuttle to the main campus, with the option of walking to campus when the weather is nice. The most IMPORTANT issue for me is that the buses adhere to a schedule! I greatly prefer this to either carpooling, which is difficult due to where I live, or public transportation which is not available where I live. I did do this when I first came to the university, but I found the shuttle buses to be UNRELIABLE! Sometimes 2 or 3 buses would come at once, but if you missed them you would have to wait another 10 minutes (and be late for work!). Also the buses would be filled with students and 9 times out of 10 you would have to stand. If there could be buses that could come exclusively for employees, so employees did not have to take buses that had come through South Campus first (at least at times prior to the scheduled office hours), and if the buses adhere to a schedule that would be great. This would definitely encourage me to park at Manley instead of driving to the Irving Garage which is a longer and more frustrating drive through the city for me.
Because of my particular work schedule most of your survey questions do not apply as I must be on campus before buses are even running. Also I live far enough away so that buses do not come at appropriate times
I would take the city buses I live in Eastwood and am at work at 6:30am to 6:45am daily , if I could take a bus from James street directly to the University without transferring downtown I would in a heart beat. I don't want to be downtown in the winter in the dark at 6 am alone, waiting for a bus transfer. They need to run on an early schedule and throughout the day.
I really wanted to use public transit to get back and forth to work. Surprisingly, there was not a convenient way to get from Strathmore to SU without it taking over 1 hour! Thinking I had misread the bus routes, I asked the Centro rep at the parking office to assist me in finding a good route and even he agreed there was no convenient way. Unfortunately, I am forced to drive alone, creating more congestion and emissions, and have to pay to park my car on campus. I hope in the future more options for public transportation become available. If I wanted it to take an hour to get to work, I would live outside of the city.
I think that I live a little too far for the public transit but would consider the options if they were to

become available only if I would receive a reduced parking rate. I will not give up my parking space for days I need to park on campus
The shuttle service through SU works very well. It would be nice to see a similar service for the rest of the University Hill area. Driving in the Crouse Hospital/Upstate/VA corridor is very congested and feels unsafe.
I used to take the bus, many years ago, but stopped when CENTRO changed the route of the Drumlins bus into something like a pretzel and made the trip markedly longer. Bus transport was not always reliable because the drivers would not always leave Drumlins at the scheduled time--their only concern seemed to be arriving downtown at the scheduled time at "Common Center," and the hell with people who had to wait in the cold. At one point having two trips--having a family member drive me in and drop me off and then drive in later to pick me up--became a reasonable option. (I gave this up when we could afford a second car; I know of one person who uses this option still.) Fully reliable bus service would be a good option but I doubt that CENTRO could provide it. My arrival and departure times are a bit unpredictable, even on teaching days. I often time my arrivals and departures to avoid times of traffic congestion. I often come in once or twice on weekends. I used to walk occasionally, but it takes too much time. In a typical week I work over 60 hours at my job, part at home and part on campus. Meetings of various types account for much of the irregularity in my travel times.
I work nights so I really don't have any true options available for my commute to work. If options became available I would consider using, however based on my home location and my work hours I would find it hard to believe that any mass transit would become available.
The closest a bus comes to my house is 4km. There are days I have to be AT work before 5:00AM. Other days I am scheduled to start work at 9:00AM. I have the lowest seniority for my job and have to take what is left. That is the primary reason I have to drive and drive alone to work. There are people who work in my building from 8:00 to 4:30. I never have those hours
I ride S.U. financed transit from Manley Field House to SU Hill. When classes are not in session it can be a long wait to and from - this is miserable in the winter and not good when there is an emergency with elderly parents. If there was a direct bus route to Jamesville (where many SU employees live) I would probably use it if I knew I could get home in an emergency. The park and ride from Shoppingtown entails driving an equal distance to Manley or Shoppingtown and does not arrive on time for work.
walking or biking is not an option - I live too far and would have to take heavy traffic roads. I'd consider carpooling or public transport but it would take some attitude adjustment. If the busses were regular and reliable, I'd consider parking at Carousel Mall and then busing from there. Because of after-work activities, doing anything other than driving alone would only be an option on certain days, I couldn't do it everyday.
Because my commute is short (less than 10 minutes) and my parking spot is excellent, it would be difficult to make it more convenient for me to commute other than driving. I don't work standard hours, which makes carpooling difficult. I could, however, easily take public transport. I don't in large part because it's often dark when I leave work.
My office is at Skytop but I am required to attend frequent meetings on campus. The time lost riding the campus transmit back and forth almost requires that I bring my own vehicle.
I live 5.5 - 6.0 miles from campus, so I like the convenience of arriving early, & staying later during the academic year. I do take the bus when my car is often in the shop, but walk about 0.6 mile on busy dark road, and if buses are on snow emergency I walk over 1.0 miles on the same road, no sidewalks/dark/snow covered, icy.
I live quite close to SU but my hours are very irregular and I'm often attending events until 10:30-11:00 at night. (I work in the Theater Dept/Syracuse Stage.) If there were busses or shuttles available Wed - Sat evenings after shows, that would be a big help. thanks
I am most deterred from using mass transit due to the fact that it would double my commute time.

In addition, there are currently no options that would get me to and from work at the appropriate times.
I used the Centro bus on one occasion and actually enjoyed the ride to my car parked at the Cicero Wegmans. I am considering using this method again but if the Centro fare goes up I probably will not. Also the University needs to run the shuttle later that goes to the outer lots and garages.
smaller vans NO BIG buses Centro is a public paid co that has a lot of mostly empty BIG buses that stop in the middle of the street and not at the curbs most of the time they tear up the pavement too In my mind they are in business just to get their retirement might be better to give discounts for Taxi instead of riding the buses
Because I live over 45 minutes away in a rural area and no access to public transportation, I plan on always using my car on a daily basis.
mass transit that is effective, convenient & reliable to nearby suburbs is a huge challenge due to the current infrastructure and transportation paradigm that exist for most people who reside in nearby suburban areas.
The survey was very frustrating, my inclination halfway through was to cancel out. Hopefully I'm in the minority.
It seems you are pressuring people to take a bus. It is not feasible if you have a long commute and further responsibilities before and after work.
I live only three miles from work, but a direct bus route is not available. I have lived in many large cities and would love to ride the bus in Syracuse. Please consider a route all the way between Nottingham HS and SU on Euclid.
A park and ride in Manlius would be a good addition to the existing schedule. Also, it would be nice to have shuttles from park and ride throughout the day, not just at the beginning and end of the day.
I would not use public transportation, park and ride, or carpool to and from work.
I work at Skytop Office Building and would have to take 2-3 buses to get to work. Centro buses do not go to my building. In the summer, SU shuttle buses only run about every 40-45 minutes from main campus to Skytop. That makes it EXTREMELY inconvenient and time-consuming. So I drive my car. It's much quicker.
It takes an hour to ride the bus, not counting the time it takes to get to the bus stop. It takes ten minutes to drive. While I would prefer not to drive, the other options simply don't make sense.
Reduced parking fee and fee for riding the bus would be two incentives for me.
I wish there were train service from the Ithaca area.
Because I have to travel back and forth to campus once I am here it makes public transportation difficult. the shuttle services to campus make too many stops to make it convenient when you have to get to a meeting, or are dragging a lot of things with you for the meeting.
I tried using Centro from Manlius to SU. The schedule and route simply made it crazy to impossible. I thought about Centro's park and ride from Wegman's DeWitt but then I have the same downtown detour. Park and ride from P&C Dewitt would almost work, but it adds at least 10 minutes to my short commute if the timing works perfectly. On top of that, if I miss the few buses that come before 5 pm, the busses are spaced by a LOT of time. Overall, it all comes down to the schedule for me. If I get in my car at home, I am most likely driving all the way to work without waiting for another form of transportation. I would catch the public transit now available at the end of my street but it just isn't feasible. I'm not going downtown and catching a transfer.
Public transportation or carpooling is too limiting for me. I have two teenagers that need to be transported at different times. Their schedule changes daily and sometimes I don't know what it is until the last minute. I need to have my vehicle and don't want to worry about someone else.
University Hill transit should be considered in the broader context of improving public transportation throughout the city, not as just another form of privilege for the University faculty and staff.

I find some of the express routes, that may go downtown, but I do not need to get off, are very convenient...
Note that THERE IS NO PUBLIC TRANSIT from where I live to the SU Hill. If there were, it would be considered. Also, I tried ride share for awhile, but my fellow driver does not wish to share anymore (after arrival of a child, which changed patterns).
I cannot walk or bike to work from where I live. I do already take CENTRO bus and drive when CENTRO doesn't fit my schedule. I find CENTRO to be a great alternative to driving. Unfortunately, the 88x route doesn't run throughout the day and evening. It would be nice to be able to take the bus home after an evening class. I'd like a feature on the CENTRO web site that would tell me what routes I could take to get from X to Y. Some cities (D.C.) have this feature and it is very handy. It may come up with a route possibility that I hadn't considered.
It is all about Ease of Use and Reliability. Passes like the Eurail or Tube passes (ie a card) need to be available. And the buses need to be reliable. Too many buses come when/if they happen to come, making use of a bus for work purposes a non-starter. Lastly, reduce the number of transfers. At present it would take me at least 3 buses and nearly 1 1/2 hours - 2 hours to get from North Syracuse to Skytop via bus. It takes me about 10 - 15 minutes to drive. By shuttle bus it takes almost 40 minutes to go from Skytop to Campus(!) - three times as long as it takes to get here from North Syracuse - and that assumes the scheduled bus actually shows up. When reliability and speed come to public transportation then you can come talk to me. In the meantime it is not an option worth persuing.
I used the Centro system when the gas prices were extremely high. I would consider using again if more express routes were available. I work at skytop from 8am to 4:30pm and it took three buses and an hour-and-a-half to get home (Baldwinsville). In addition, a transportation service in an emergency (e.g. kids are sick and need to be picked up) is extremely important and currently not offered.
My experience seems to indicate that parking/public transportation highly favors those commuting from the Northern and Eastern suburbs. The only current park/ride scenario for me would be to travel twice as far in the wrong direction than it currently takes me to drive to work. Taking a normal bus to/from campus requires a transfer downtown which significantly adds to total commute time.
I live in Pulaski. If there were some sort of express service from that area (or even from Central Square) to SU area that ran late enough to accomodate my schedule (I work from 8am to 5:30pm on SU south campus) at a reasonable price, I would most likely use it. As it is the buses don't run late enough to be able to use, the cost is very close to what it costs me to drive, and the schedule would currently add almost an extra 1/2 hour to my drive time from Central Square (each way).
I would like to see commuter trains in Syracuse. North, South, East, West line.
I work Carrier Dome events schedule very irratic and many times not available.
I mostly commute via a bus from Skaneateles to go to SU. My only complaints are: 1. The 5-6 block uphill walk from the Upstate stop in bad weather is a little rough (closest stop without a transfer) 2. The buses only run every 1-1/2 hrs or so. Good to see people are working on this for the community and the environment!
dedicated suburban lines would increase my desire to commute longer distances through shuttle bus
The biggest issue for me is public transportation. It is poorly designed. All bus routes run into downtown before going off to other areas. I would be happy to ride public transportation if there would be connections through other parts of the city. For me, for example, I go from Eastwood to SU. At present, there is no way for me to do that without going through downtown. So to avoid a lengthy commute and because of my flexible hours I drive. Streetcars would be such a fantastic addition to the city. It brings character. Is easy and would just have to be constructed to link different parts of the city rather than assuming that everything should connect through downtown.

I would be very intrested in public transportation however , living in Pompey and having to drive all the way to DeWitt in order to take a bus is not acceptable in my situation. If there was transportation from the Enders Rd. area (Manlius) with a commute time of about 45 minutes I would utilize in a heartbeat!!!!
I'm glad that you are looking at this. My biggest complaint is the public bus, which is unpredictable in its arrival has an infrequent schedule for business commuting.
I have looked into using public transportation but there isn't a bus I could get to after work that would get me home at a resonable time.
for public transportation, need a service that runs from eastern suburbs on Genesee St. directly to University Hill area--with no detours onto 481, 690, or downtown.
I live so close to work (3+ mi) that transit options are not particularly appealing or efficient.
Bus drivers are very insensitive to riders.
The only bus service on my commute in does not get close enough to campus for me to even consider. It drops down on Harrison Street.
The survey did not give sufficient attention to public transit issues. Most needed at SU are subsidized public transit passes. The current costs of passes are as much as most SU parking options - not an encouragement to use public transit. Additional Express routes for people who have to get their kids off to school before they can catch the bus, or who start work closer to 9 am are much in need.
I would like to see reduced parking pass available to employees for 1-10 time use only for the year instead of having to pay for an entire year when I am not using the pass but only a handful of times a year as i take the centro bus to and from work.
I said I would not consider the bicycle/walk option because I live too far from my place of employment for either of those to be realistic. Plus the routes I would have available if I did decide to bike, I don't feel would be safe. I do take the bus one to two days per week so I am definitely in favor of public transportation. The problem is there are just some days I need to have my car for meetings and/or errands during the day and after work.
I live nine miles out and there are no public transportation options. I do not know if there is any other person working at the university that lives within two miles. Hence private car is the only real option.
My biggest issue is my children and the tight afterschool timeframes for pickup and getting to activities. Most after school programs require pick up by 5:30 The park and ride is too far to arrive and then get to school in time. Also rigid schuttle times frame. There are also need to be able to bring car on certain days. If you give up your current parking you will not get it back. Need to have flexibility to bring car. Zip cars were too expenses and campus shuttles switch times when student leave making certain meetings not convient to attend without losing a large amount of work time.
I park at Syracuse University's Manley Field House. While I understand the need for the University to operate a park-and-ride, I think the current service is absolutely terrible! Buses are always irregular, crowded (if you're not riding early in the morning), the shelters are small and unprotected from weather, parking is often difficult... and we PAY for this! What's even worse, we lose any right to reliable service when classes are not in session or there are special events on campus. This is completely unacceptable, especially from SU, with all it's resources.
My position will not allow flexible hours therefore it would be most helpful if public transportation was available on a rotating basis until approx. 7 p.m. Coming in is not an issue, but return trip needs to be more forgiving.
I live in a rural area, so cannot use public transportation to get to work.
Substantial Annual Cash Payment to Employees who carpool or use public transport or bike/walk would be the most effective incentive.
I've looked up the public transit schedule from closest to my area (pulaski), the closest was Central Square, but it would have added another 45 minutes to my commute each way. For a commute

that's already 45 minutes each way - I can't face adding that time on. If I could get a bus from the Tinker Tavern 81 exit parking location that made just one additional stop (maybe the truck stop off the Mexico Exit), and came straight to SU Hill from there, I would absolutely ride it every day.
I would love to see Syracuse get some better public transportation from the near suburbs--I live in the Bradford heights area and would like to be able to take a bus on days when I don't really need to have my car on campus.
SU needs to offer commuter passes that you can pre purchase and should have a commuter lot that is close to campus. I carpool with someone who does not work at SU but sometimes I need to drive in and I don't have time to run to parking and get a pass everytime and there is no discount so I would pay about the same as I would for a whole permit for the year.
I would happily take public transit if a bus a.) went to/from Jamesville & b.) fit my schedule (8:30-5; 8-4:30 during summer). I also would love to park & ride if there was one that would save me mileage from that direction (southeast). Carpooling matching is also a great option.
Inconvenient bus schedules are a huge deterrent from taking public transportation as well as an inability to get to my office using public transportation. Commute from office to campus to teach is also not convient on the bus as the schedule is irregular. There are no shower facilities at my office to incourage biking and then, again, there is still the issue of getting from my office to main campus.
A public transportation system such as light rail which provides routes from the suburbs into Syracuse would be the most preferential. I drive my kids to school, but after that point in the commute, getting on a lightrail which has 24 x 7 schedule would be ideal.
I live 1.5 miles due east of my SU office. In acceptable weather, I walk or take CENTRO; in bad weather, I use the INFORMAL park-and-ride at the shopping center at Nottingham Road and Tecumseh Street (along with about half a dozen other regulars) and take the #340 bus; when I am running late or have medical appointments or other need of my car, I park in Manley (I pay for the sticker to have that option and to be able to park for campus events after business hours and on weekends). I use CENTRO often to commute to work. The main reason I don't always use it is because of the circuitous route that bus #340 takes, which turns a 4-minute car ride into a 20-25-minute bus ride. It takes me about 28 minutes to walk, but dangerous sidewalk conditions in the winter cut down my walking days considerably. If you ignore this information, you will have learned very little about my real commuting habits from the survey.
Since I work at Skytop, the only bus avaialable to me is the shuttle to the SU main campus. Taking public transit from the Valley to main campus, then transfering to the campus shuttle to Skytop is just not practical. If there was an express service from the Valley to Skytop and then a zip car or campus shuttle for my frequent transprtation needs during the day, I would consider using it.
I would be hesitant to give up my paid parking space for public transit, for the days when I would need to drive for some reason. Therefore, a "part time" parking permit would be helpful otherwise, there is no savings.
public transportation servicing areas outside of syracuse (particularly east -- Manlius/Cazenovia would be a significant benefit.
The current public transit system is too expensive and not frequent enough for those who live in the northern suburbs to use when working in Syracuse.
I hesitate with car pool as my hours can be so erratic, being tied because I need to pick some one else up or race out the door to get someone would add way to much stress, I do occassionaly give rides to people when situations arise, I am looking into bus from home but the schedule is restrictive, I need to leave my desk early to catch the bus. Ths is not possible. There seems to be no option after that bus.
I live less than two miles to my office. I have walked on several occasions but find that due to health reasons, this is becoming less of an option. I can be to work in less than five minutes and occasionally need my vehicle for SU business. Public Transportation would require much more

commute time.
The idea of carpooling or public transit are good and I wish I could take advantage of them, however, I live more than 30 miles (one-way) from my place of employment. Buses are not convenient for getting children to child care before school and then to work. Because I live so far away, a light rail train would be outstanding to get back and forth. I would be most inclined to use this form of transportation, even if it meant taking another shuttle or walking to my final destination.
I travel a significant distance from my employer, and therefore not interested in public transportation.
I live in Fayetteville, need better public transit from there to work at SU. I work off campus. Driving the car is much easier for me to you use. It takes two buses for me to get to work. So, using public transit would not be freible for me. I have to walk a great distance to catch the bus from Fayetteville.
Regularly use car to get to-from meetings on and off campus. At-office-door parking cannot be beat by pooling/park-ride. Vehicle access convenience is mandatory.
We have exactly NO INTEREST in shuttles! Let's let us continue the quality of worklife we currently have and NOT TAKE AWAY OUR FREEDOMS and replace with real HASSLES!!!! Make parking available at the work place, or move the workplace to the parking(and delivery access). This is not NEW YORK CITY, OR L.A.!!!!!!
Because I live 24 miles north of Syracuse, I would like to find a service that does not take longer to get home than my present method. To help support sustainability however, I do own a hybrid car which gets 45 miles per gallon.
I would use the park and ride at Wegmans in Dewitt, but right now it is cheaper of me to have a Manley Parking Pass then pay \$2 a day for a full year. Also, the schedule is very limited - I would arrive to work late and have to leave early to catch the suttle.
I need to be able to drop off child to daycare and pick up immediately after work. There is no time to be able to do so (within the daycare hours) to enable me to also incorporate a carpool, walking or bike time, or catching public transit to work. In addition, I needed to be able to leave immediately (in case of emergency) to pick up child when sick. Unfortunately, the daycare situation is terrible in Syracuse. There are very few good options available and the hours are very constricting.
Having a direct shuttle service from the main suburbs West,Fairmount Fair or Camillus (Fairmount Fair to downtown, hospital and University with no other stops in between during the winter months Dec. Jan. Feb would be acceptable. A pass that would give you so many rides just in case you did not want to use it on some days. A shuttle bus from Manley just for employees starting at 7:45 for those who begin work at 8 am and then another at 8:15 for those who begin work at 8:30.
If I could walk to a shuttle stop (HOMER,NY) I would definately take a shuttle. We have one car and my spouse and daughter would appreciate having access to it during the day. If there was a reliable shuttle stop anywhere between Homer and Tully I would consider regular usage.
I commuted via public transportation (CENTRO) daily for 10 years. Though it had some flaws, it worked for me. I would love to save money and "be more green" by using some of these options (and if they saved me time, even better), but the reality is that I have to go from the far south side to the north side for day care (81 North) and take the city streets back to SU to come to work. My car also needs to be convenient in case of emergencies. Frankly, I have reviewed the schedules-- and I would take the bus if it didn't require me to leave my house at 6:15 a.m. to get to work by 8:30 a.m. Working a full day and making it to day care for pick-up by 5:30 p.m. is virtually impossible with the routes and schedules in place now. (I would have to leave campus by about 4:20 p.m. and wouldn't get home until after 6:30 p.m. Four hours of commuting each day (within a 12 mile radius) just doesn't cut it for me. If some brilliant mind comes up with a solution, I'm willing to try it.
I live a distance away (Cortland/Homer) and I would love public transit - bus, train, etc from my

town to work or from park and ride to work!
I would not consider bicycle because I live too far away from work to ride a bike to work in an efficient manner-- way too long of a distance. I'm not sure this survey will yield data you are looking for, since the vast majority of the public transportation questions do not apply to me. Public transportation is not available where i live. Driving to a park and ride option generally means spending more time commuting than if I drove straight to work. There was some talk of putting a park and ride in the Camillus area/Fairmount area. It would take me longer to drive there than to simply drive to work. Unless there was a Park and Ride on Onondaga Hill, it would not be convenient for me to even consider. And, even Onondaga Hill would not be that convenient, since SU Manley parking lot is only five minutes from there. Would not be worth waiting for a bus and paying for a bus to take me to Manley from Onondaga Hill :-)
Shuttling from manley is not bad, but when the students are not here it is hard to catch a bus - especially is you have to run an errand, appoint, etc... buses should run more often - even a samll shuttle bus would be great...it horrible if an employee has a dr. appointment and it take 3-45 minutes to get to your car and the same to get back - alot of time has been wasted...
I live too far from everyone (and public transportation) and my hours are very un-predictable so I would not car pool, take public transportation, ride a bike or walk.
The bus shedule to Camillus area does not accomodate SU work schedule. and my hours are irratic and longer than the standard businss day. I have long been a mass transit user but have had to drive to work because of inadquate schedules (i will not ride the bus 1.5 hrs for a 15 minute car trip). Also routes do not have adequate signage --> bus stop with routes posted. as available in Albany, Bergen County NJ, San Francisco etc.
My commute is over 20 miles. I drive 3x a week and take Centro twice a week. Sometimes I change to driving more, for the issues of lack of fresh air. Using public transportation increases my morning commute time due to scheduling. An express smaller bus if necessary would be nice with less stops. I would use public transportation more in that case. My biggest concern would be scrambling for a ride home in case of an emergency at home or if I suddenly felt ill at work. The biggest issue with riding Centro is not getting any fresh air, windows don't open, bus smells like cleaning products. Drivers are very nice and professional. The other concern is the bus stop. Even though signs are posted smoking is common. Due to allergies, that is an issue with me as well as the bus air quality.
The first problem that needs to be solved in public transit. Once Public transit is improved, then the park and ride idea might be appealing to people living in the suburbs like me. I would like to be able to get to work in less than 30 minutes. If I can do that using public transit, as opposed to the driving which is taking me approx. 20 minutes, I would do it.
Currently I park at Manley and work on the main campus. Forty minutes between shuttle pick up is ridiculous. Can't a smaller bus that circulates more often be used? I have children and depend on easy access to my car, Most of the time I ended up walking because I don't work normal hours but when it's inclimate weather it's very disappointing.
I live in a rural area. Public transportation, and or bicycling,/walking is not an option from 20 plus miles away. The closest public transportation is at lease five miles from my home.
I would consider using these options other than carpool , but with an hour commute already. I will not add to my drive time to take other options. It does not make any sense to drive my car halfway and switch to another form of transport to save a little gas and lose a lot of time.
I live around the corner from where I work. I walk half way and then take the campus bus to my office building. The problem now is that I cannot get to work on time because the bus that goes to my building does not have its first pick up until after 8:00am when I need to be at work. Last summer this was not an issue, but then they changed the schedule for this summer. Plus, if I wanted to take the bus the whole way, I would need to take three different buses. Additionally, part of the route that I walk does not have sidewalks. It is pretty dangerous. This is not really a city for

walkers or bike riders. There is a definite lack of bus shelters, especially in the winter.
I would have used the park and ride but for me I would prefer a shoppingtown mall location...unfortunately there was no "early" morning pick up at that location..yeth they would drop off there in the afternoon. Flex hrs are not avaiable in my area so the later pickup times at shoppingtown are not an option for me. I used to carpool with a friend but she changed jobs and now her location and mine wouldn't allow for carpooling to work.
If I lived closer to work,I would love to bike or walk. I think that the zip car option would be a huge plus toward my using either public transportation, off-site parking, or car-pooling. I work on South Campus, and need to go to the main campus a couple of times each week (not always with advance notice). I need access to a car for this reason, but it wouldn't necessarily have to be my own car.
I am a long term employee of the Veteran's medical center. I agree that a public transportation service should be set up for employees of the university hill area since it is costly for us to park up here with not many other options. I however had until construction of our parking garage been in our parking garage and now have been relocated to salina street parking hopefully only until construction is complete. The service is adequate but there is no protection from the elements while waiting for the shuttle and this is unacceptable in my opinion and there is nothing to indicate to employees that there will be a delay on the bus wait time which on occasion has been 15 minutes of standing in the cold waiting which also is not acceptable esepcially for the elderly people that work in this area. it needs to be addressed and I hope that this survey helps. Thanks
The biggest problem is our irregularity of hours and call back time. Set schedules work for the morning commute but the evening commute is impossible with our current transit system
It does not seem like anyone is keeping track of the VA shuttle bus contract from Sears Lot. The 7:10am & 4:10 pm trips are unsafely crowded. Birne Bus line does not maintain #855 well at all with dysfunctional A/C, poor ventilation and sometimes a smell that resembles vomit. Real classy.
Need flexible public transportation from the East - Oneida area.
There is NO public transportation where I live. One thing that might work is having park and rides at each highway entrance and shuttles from there to the hill -- would reduce commuting. I live ~15 miles from campus, but might bike occasionally if it were safer to bike. It is insanely dangerous right now -- crazy drivers, no bike lanes, and very scary situations at night. It's the worst college town I've lived in (out of 4) for biking. I own a hybrid that gets 70 mph, and right now that's the best it seems I can do to improve the environmental impact of my commuting (my husband telecommutes, so at least only 1 family member is driving). I hope you can improve the public transit system in Syracuse and get some dedicated bike paths from different directions outside of town and bike lanes in town -- this would be awesome for the region.
I live in a neighborhood through which the bus travels, however if I were to catch the bus, it would end up taking me much longer to get to the college, if I got here at all. That would have to change for me to consider another option other than my car, or appropriate carpooling.
Why is not Public Transit reimbursement to employees advertised more? I have been taking it for quite a while and I enjoy the bus better than driving. If this were advertised more freely you may not have the problems with parking that you do.
I would use public transportation all of the time if the schedule fit my needs. Currently I reside in port Byron and the schedule would not get me to work until 8:15am. I would much rather get to work earlier and leave at a decent time. I ahve no problem walking 5-10 minutes to get to public transportation.
Woudl be nice to get transportation from Pulaski NY to the VAMC
With a child in daycare it is nearly impossible to use public transport as I would need a bus that would wait for me to drop off my child and then get back on the bus. And since Centro doesn't even offer a route to Onondaga Hill past OCC the point is moot.
This survey may be good for that live within a 10-15 mile radius of the hill. For me though, living

in Mexico, NY and with the winters we have, unless there was an express bus from Tinker Tavern Rd (RT 28) or off of Rt 104 driving myself is the only option.
I would prefer transit from suburbs to place of business.
More convenient shuttle times to accomodate 12 hour shifts or allow those individuals to park in garage. Safety is a concern when getting your car so late and we should not have to wait for Police from VA to take us to our car when we are already taking a bus adding time in the morning to a long commute and then wait simetimes 45 mins or more for Police at night so you can get to your car in the evening because shuttles dont run that late
I do not want to board a shuttle, 10 minutes past my tour of duty, shuttle downtown, then deal with rush hour (city traffic). This extends my commute home by 30 to 40 minutes past those people who have garage parking and leave on time. Let me ride an ealier shuttle to compensate some of the inconvenience. this only implies to the commute home and not the ride in. Thank you, Mike
The public transportation in Syracuse does not allow for off work hours. I work 4am to 2:30pm & would not feel safe standing at a bus stop, walking or rideing a bike through the south side of the city to get to work.
I AM A DAY/NIGHT SWING SHIFT EMPLOYEE. I DRIVE 45 MILES ONE WAY. FOR THESE REASONS IT IS DIFFICULT TO ACCOMODATE ME. WHEN I PARK OFF SITE AND GET BUSED IN- IF I DON'T MOVE MY CAR BEFORE SHUTTLE SERVICE ENDS (BECAUSE MY SHIFT ENDS AFTER SHUTTLE SERVICE ENDS ON DAY SHIFTS) THEN I HAVE TO WAIT FOR A RIDE FROM OUR VA POLICE TO GET TO THE LOT ON SOUTH SALINA STREET. MY WAITS HAVE BEEN ANYWHERE FROM 5 MINUTES TO 50 MINUTES. AFTER A 12H SHIFT- NO ONE WANTS TO WAIT TO GET TO THEIR CAR ONLY TO HAVE ANOTHER LONG DRIVE HOME. WHEN I WORK EVE-NIGHTS OR JUST NIGHTS, I PARK ON THE STREET NEAR OUR FACILITY. OBVIOUSLY, THIS IS MOST CONVENIENT. THANK YOU
Is it possible to have multiple shuttles from different locations and have their pick up times differ by ~5 min so if you miss one shuttle you know where to travel to (another location) so you do not have to wait more than a couple min for the next shuttle to arrive. -> this would allow us who travel 20 to 45 min depending on traffic/weather, the option of knowing beforehand which shuttle is arriving where depending on the time of the AM, so you do not have to wait an additional 15 min for the next shuttle if you missed the previous shuttle d/t unexpected traffic/weather. Or if the shuttles are within a 15 min walk to work through a SAFE neighborhood then multiple shuttle stops would not be as necessary because if you missed the shuttle you could always walk.
Was all excited when I moved that there was bus stop on corner...No buses leaving Univ Hill area for those that work past 5pm AND live in North Syracuse. Syracuse definety needs better public transportation.
I am always scheduled to work off tours, but do occasionally get called to come in earlt or change my time in some way. This would make carpooling impossible for me. I live too far away and the highways are too busy to use a bike. The bus schedule does not accomodate my off tour hours.
i do not want to use a shuttle. that is why i come to work a hour early so i can get on street parking.
It's all about the convenience to get to/from my car. I used to pay "too much" to park, but that was for convenience. I am used to parking near my employment and being able to come and go when I need to. Waiting for a shuttle for 10 minutes or revolving around a shuttle time is cumbersome and adds time to my day.
Why don't I take public transit: Bus drivers are very rude & not at all helpful. They are very poor drivers & do not show coutersy to other drivers on the road. The city of Syracuse is very lax in training these drivers if regard to driving skills & customer service. The schedules for buses contain very poor information. The buses that I have taken are not on time. Centro receives public money, & this is a terrible waste. Until the public transit system is improved I will continue to drive. Improvements not in taxpayers money but in hiring administrators who are caplable of doing

their job.
Because of my job I need to drive and visit various sites and attend meetings throughout the day. Possibly i could use one of these options if I had a day where I was going to stay on site.
If I lived within the proximity of the University Hill, I wouldn't mind using another mode of transportation. But I live too far out (more than 20 miles)to consider it an option.
I did take the bus recently when my car was in the shop . It adds a couple of hours onto the work day and is more expensive than the little gas it takes to drive to and from Solvay.
need to improve public transportation and have better cooperation between all the hospitals in the area to reduce congestion in the area.
Would love to be able to get out of my car and just walk into my job or leave my job like most everyone else does; not paying \$6.00 a day for street parking or having to put in a leave request for being late because the current shuttle transportation is not on schedule. Would also like to have parking privliges based on almost nine years of service to my facility and not see people with less service get into the parking garage based on who then know.
The shuttles would need to be more frequent so that I can get to work on time and don't have to wait once work is done.
AT times I have to change my schedule on a hours' notice in addition I take college classes, so trying to carpool or rely on public transportation is not convenient for me. I have used public transportation quite a bit in my past, and am quite familiar with the process. At this point taking the time to wait for a bus, and or transferring from downtown is not convenient for me. Because our facility is using a park and ride during the construction of the parking garage, the convenience of having my car available to me at all times, for doctors appointments has changed and added on 1-2 hours extras away from my place of employment. Although our travel office is doing an excellent job in providing transportation, its very difficult and an inconvenience to rely on others to bring you to your car or place of employment.
parking at the hill would be great, short walking distance would be great, avoid shuttle/bus rides
Centro needs a better website for showing available routes and times (such as an interactive map) and real-time tracking at bus stops.
I would like to have both options Public and Shuttle transportation.
We do not pay for our parking at this facility, the hours are inconvinient, and I only live a short distance away, so there would be little benefit for me personally to changing to public transpotation.
When working for my employer, they wants thier time used and not wasted, because time is money. When I am not working it is my time. The longer I have to travel, wait for a shuttle so I can go home or go to a second job is less of the time I have to use. I already pay to park where I work. That by itself is not right. So bottom line is get me to where I need to be safely, quickly, and add all the little extras so I do not notice or mind the use of my time. 20 mins twice a day is 40 minutes. With bad weather add 10 mins each way. So we round up to an hour a day. At \$20.00 an hour that is \$100,00 a week and \$430 a month and \$5160.00 yearly. That is pre tax but you get the idea.
I live to far away to even consider taking public transportation.
Coming from Liverpool with hours of 6:30 - 4, Mon-Fri, it is difficult to find a carpooler or transit schedules that work for me. The schedules I've explored would add ~30 minutes to my normal commute - I can't afford that extra time due to post-work commitments. I was in the VA garage, but have been removed due to construction. Can't wait to return, but would be willing to park in some of the nearby SU lots if allowed. Currently, I'm fighting for street parking on the streets near the dome.
i take the city bus every day to work. it works well for me and the hospital re-imburses me. it would be nice to be able to purchase a pass for the month at the VA.
there is a public system that comes through my town. It would take me two hours to get to work if I used it. There are no other employees here that work the same time I do that live in my town. Public transportation and carpooling is not feasible.

My problem with public transport is that none is available at the times I need between my residence and Syracuse. Driving is really our only choice.
If buses are on a MUCH MORE reliable schedule, I would be glad to use them. Schedules should be posted at stops and should not be changed much throughout year (maybe summer and winter schedule). Obtaining printed schedule has not been convenient - another deterrent.
For those of us who live in the Country (north of the City), the public transportation that is available would require me to: leave 1 hour earlier than I currently leave to arrive at work on time, which essentially will double my commuting time both coming and going home. The facility I work at provides free parking, is located within one-half a block from my work building. Therefore, to pay for public transportation would cost me about the same amount of money as it would to drive myself to work, so I do not see public transportation as saving me any money (unless the gas prices skyrocket again).
my drive to the VA is 15 minutes maximum. I already have to leave my home ONE HOUR before I have to be to work in order to catch the J LOT shuttle that leaves JLOT at 6:20, I do not like the idea of having to DRIVE FARTHER AWAY from the VA/SU area to catch a shuttle. I would love to get a free pass to ride public bus, or to carpool.
During the present construction period I think the VA has been doing a great job in providing off site parking and shuttle service, I can only speak concerning the Sears lot. The current Sears lot could use some major cleaning and surface improvements but at least seems to be pretty secure with having the attendants on site. The Bernie bus times have greatly improved in the last four months. However the shuttle transportation office here at the VA is sadly mismanaged. And the attitude of the clerk handling the off time VA shuttles really stinks! I don't believe that anyone is actually monitoring the shuttle departures and arrivals, or how many employees actually use the service.
Baldwinsville area does not have a CENTRO or any PARK'N RIDE LOT shuttle(with express bus routes into University or Hospital Quad Area) without transferring buses from downtown during morning or afternoon commute times.
I live in Eastwood on the East side of Syracuse and cannot take a bus from my home area to work without transferring to another bus downtown. If they offered bus transportation to and from my home/work area without a transfer I would take the bus.
I commute from 50 miles west of Syracuse. It would be nice to find something flexible to accommodate this commute.
If there was a express from the baldwinsville, liverpool area I would take it! Thanks for putting this together and I look forward to information regarding options for commuting.
Please note that I currently take a Centro Express bus from the Cicero Wegmans. It is great! However, we are moving to Bradford Hills (East side), and bicycling may be the best commuting option. I do not see many VA employees riding the 88X bus from N.Syr/Cicero. Even with the incentive! I don't understand why. Adding/expanding parking garages will not help to change our habits.
I work at an off "campus" clinic of Hutchings, and would be very interested in a shuttle to the downtown Express bus stop to Manlius.
Need to address shuttle service at irregular hours (i.e. doctor appt's during the day, leave early, etc.).
As a handicapped person (no wheelchair) it is difficult to walk more than a block especially in snow/ice and difficult to approach a shuttle bus and find the step is almost waist high and nearly impossible for a handicapped person to board.
I already live in the city close to my employer's paved lot. However, I can arrive just as the bus pulls away and must wait 20 minutes for the next. If that happens in the same day, that means I use 45 minutes to commute less than 5 miles. I would really appreciate having this time back!
Mass parking lots for all hospital employees with shuttles run by the hospitals would allow lots in

<p>different areas...for example Cicero/N. Syr/Clay areas could have a stop at Great Northern Mall. This could encourage employees to use the service saving gas money and making it easier to drop off kids to a daycare in their home area while still meeting a shuttle timeframe. Sometimes daycare schedules and the traffic in the city makes it hard to get to the allotted shuttles on time...and you sit and wait 15-20 minutes in a parking lot for your next ride to the hospital (does not include the time spent on the ride to the actual hospital after the shuttle arrives again) because you missed the shuttle by one minute. If there was more of a designated express run grouped by the area...than your time waiting could be spent on the bus in route to work. Employees with the shuttle parking waste about an extra hour a day of their time waiting for the hospital's transportation arrangements before and after work. Also, when an emergency comes up you are at the mercy of the hospital and do not have access to your car, sometimes are late for your appointments and you are wasting your own time off waiting for the system's transportation.</p>
<p>I do not think that combining shuttle services for hospitals/employers on syr. hill would be a step forward. The majority of people need to use the shuttle service at the same times in the morning and when leaving in the afternoon. Unless multiple shuttles would be used at the same time it would defeat the purpose. I do not want to travel longer than the current 5-7 minutes on the shuttle; nor do I want to pay any more for parking. Nor do I want to park any further away from work.</p>
<p>I have to carry two heavy bags to work. I drop off a child at school on the way to work and on the way home. There are also activities and the need to be able to get to school if there is an emergency. I do not have access to public transportation where I live. I have to work late at night twice a week.</p>
<p>- The university could be a substantial partner in developing the feasibility and success of a light rail system in Syracuse. -Thank you for doing this.</p>
<p>There is a need for public transportation for the outskirts of the city such as trains buses etc.</p>
<p>Many staff live in the outskirts, such as Chittenango, Canastota, Rome, etc...Shuttles would benefit these areas greatly.</p>
<p>I have parked on the hill for 10 years and have recently been removed d/t construction at the VA parking garage. Although it is very inconvenient to my schedule with my children, I can honestly say it has not been that bad. I think an increase in the rail system in Syracuse from the outer suburbs would be a fantastic idea providing it does not stop every 10 minutes like the "express" bus service that stops too frequently and not on a convenient time schedule.</p>
<p>Here's the deal. I've spent over 15 years looking for other options and there are none. I spent 2 hours a day commuting and would leave my job if required to spend more. Park and Ride, with the shuttle hassle, is not going to happen. If there were direct bus service to Morrisville, I'd consider it. Until then, good luck!</p>

Section 4 – Bike/Walk Comments

I can not commute on bicycle from Central Square !
I wish I could walk or bike but I live in Baldwinsville, 15 miles from work!
Re: Bicycling questions don't direct to those that would consider taking public transportation from the suburbs, (a major shopping mall)
I would not consider the bike/walk option only because of safety concerns. Otherwise, I'd make it my first option!
Bicycling would be nice but the distance, hills and area would not allow me to consider using a bicycle.
I live so far from the city that bike and walking are not options for me but they are important for people living in the city. Thanks for doing this, I would love options that allow me to get to work, accomodate odd schedules and allow me options to get around the city to meetings during the day.
The main thing that kept me from selecting "Very likely" for biking/walking to work is the hills I would encounter. I live on the outskirts of Onondaga Hill which is very hilly and not fun after a long day at work.
I would love to be able to ride my bicycle to work on a dedicated bike path and avoid the dangerous city streets.
I bicycle to work 12 months a year- during the winter it gets sort of tricky, but it would be easier to get here if there was a place to put the bulky winter outer clothing. It would be very excellent to have a locker & shower facility available as well, to wash off the salt, the mud, the sweat, and so on. I really enjoy biking here, but there are myriad ways it could be made easier. I would suggest contacting a group such as the Onondaga Cycling Club, any of the bicycle shops in town, or having a round table of those employees who regularly bike in order to get a better sense of what we could use most.
where I live, walking or bicycle use is not an option.
Currently unsafe & long route to bike from Pompey near Rt 92 to Crouse Hosp or Commonwealth Place as bikes not allowed on 481 or 690. I do bike around Caz lake refectionally & think it is great you are enc. employees to do so if safe route or close to mass transit w/ bike storage, etc.
I'm open to consider all my options, however, having a 24 one-way commute pretty much rules out the walking or bicycle.
Live in south-west area of Syracuse. Safety is prime importance in non-daylight hours. I have walked to work during daylight hours but taxi back. Cheaper taxi rates for 'regulars' would be nice.
I live so close to work that I don't think some of these apply to me, but I answered as if I lived further away. I also have a bad knee so walking is not usually an option. I would be riding my bike to work more but the construction on South Campus makes it rough.
I would not bike from my current location as it is too far away. I wish I could.
I like the idea of having bike rides so we can ride to a shuttle stop....put the bike on the shuttle (or lock it if convenient) and be able to pick it up after....
You can't widen Randall Rd./Tecumseh, but that's the most direct route to ride a bike from my home. Bike routes along E. Genesee past Nottingham H.S. would probably help, as would slower traffic patterns and educating the public about safety concerning bikes sharing the road would make that route more likely to be used.

The current "dedicated" bike lanes around SU are not enforced--there is alternate side of the street parking in those same lanes. They are a joke!
We live in Central New York where winter is the longest season. Walking and Bike riding- no matter what the incentive- is unfortunately not going to be a viable option for many because of the inclement weather that we have to deal with a good portion of the year.
A regional bike path system would be needed and welcome. Currently cycling to work from Jamesville (hamlet) is very unpleasant and one risks getting struck by car due to lack of bike path/lanes. If these existed, I would commute by bike often!!! Comment 2: Pay the planners of this study to visit the Netherlands where they have put a lot of thought and \$\$ into non-car based transportation. It is my understanding that 50% of in town trips are made by bicycle there. (This is dreaming big, but why not!)
A bicycle route on or along the major highways would be most desirable. For me especially, a bike route along 81 north of the city would be nice. But then, there isn't a shower facility in or near my office space.
We need better biking routes from the suburbs to university hill area (dedicated bike lanes) I usually drive Rte 57 to parkway to 81 south. we need a safe efficient bike route to university hill along this path. I would definitely bike more to work if this was in place!!!
Most of these issues not relevant for me because: I live close to work anyway; The reason I need to drive is to drop off/pick up kids at school. Otherwise I would walk every day.
I can tell no one who designed this survey has ever bicycled to work in Syracuse on anything that approaches a "routine" basis. The number one problem with using bicycle or walking is with the drivers here. They are absolute A-holes when it comes to bicycles/pedestrians. Traffic law enforcement is absent in Syracuse and that needs to be fixed first before you can even begin a program like this. Sorry.
I have physical restricts and cannot walk a long distance, so my options are limited, although I would consider carpooling if I were the driver.
I currently am able to walk or take a shuttle from the surface lot to my place of employment, I like having that option.
provide new employees with walking map of facility inside and outside.
Syracuse would be a great bicycle city, but it is one of the most bicycle-unfriendly metro areas in the country. Downtown is unsafe and there are no support facilities (bike racks, for example) and the suburbs have no bike paths. Drivers are reckless so biking in from the suburbs is unsafe on the roads. Making the biking improvements mentioned in this survey would be the single best thing that could be done for Syracuse transit.
The single biggest reason I do not bike more is the lack of bike racks. I've gotten numerous "tickets/notes" on my bike for chaining it to fences around the SUNY Upstate campus. Am I seriously being punished/reprimanded for riding my bike? A bike rack should be available outside of all buildings, and it is somewhat infuriating that there is NO bike rack outside the hospital! The lack of places to leave a bike without it getting stolen or getting some weird campus security ticket is definitely NOT encouraging to those who may consider biking to work. Bike racks are cheap, much cheaper than a new parking lot or some elaborate shuttle service. Also, some sort of shelter over the bike racks that do exist would make a huge difference. On a different note - SU students get to ride

the public buses for free. I would take the bus to school (Upstate) every day if it was free (I live 2 blocks from a stop), as it would actually take LESS time to take the public bus than it does to commute and then hike across town from I-Lot or hope that a shuttle shows up anytime soon. So if there was any way to offer reduced or free bus tickets, I would most certainly use them. As is, it would cost me twice as much to ride the public bus than it does to park in I-Lot.
Not only is it too late & too hard to retrofit the path from my suburb to my workplace, the weather would permit biking in about 15% of the year & I can't do it in dress pants. Biking may be an option for the minority of employees that are not in the suburbs near University Hospital (that is, the few that live near SU and the hospitals.) Check the addresses employees list as their home address...you'll see.
I moved to a less desirable residence to outrageous increase in garage parking fees. It is safer to walk from my current residence versus parking at an outer lot for a reasonable fee.
During the summer months, I am very interested in cycling to work, but it takes me about 45 minutes one-way, and is rather exhausting because to avoid heavy traffic, I have to come in a roundabout way filled with hills. In addition, during the winter months, cycling to work is not feasible. What would be ideal is a park and ride public transportation system that would allow me to ride my bike to the park and ride facility when it is nice out, but provide parking for winter/inclement weather, when cycling will not work. I would REALLY love it if new bike lanes were developed to make it safer to ride my bike to and from the park and ride facilities and/or around the metropolitan area in general. This would encourage multitudes of additional people to ride bikes, as most people feel intimidated riding in traffic under the present conditions. I think that many people would be interested in using this facility and the community would also reap public health benefits (reduced obesity, etc.).
I would not use public transit at all. If there was a safe way to bike from Liverpool to Upstate I would really consider it.
I live only a mile from campus. If it were safer to cross the Comstock/Colvin intersection I might be tempted to walk more
My residence is located close enough to walk to work, however, I am worried about safety and security. The sidewalks on Euclid Avenue are not shoveled in the winter and there have been burglaries on the side streets. In the winter it is dark at 5:00 and I don't feel safe walking alone in the dark. I think park and ride is a great idea for people with a longer commute. A lot of people drive to Syracuse University at the same time each business day and many come from the same suburbs. It would be a wonderful effort to reduce pollution and traffic congestion.
The only reason i would not choose bicycling or walking is that I live further away from campus. If the transit time was only 15 -20 minutes, I would bicycle and definitely would walk to work.
If every CNY highway and road had bike lanes there would be more bikers biking to work. From NobHill, it is difficult to bike on brighton ave - no bike lanes...
I live in the city precisely to avoid long commutes. If neighborhoods I pass through near the University were safer, I might bicycle. If there were non-transfer, cross-town public transit I would be MUCH more likely to use it.
I live so close to campus that carpooling makes no sense. I either drive, walk, or

bicycle. I would prefer to bicycle, but do not because there is no secure, weather-protected facility. I paid \$500 for my bike and do not want to leave it susceptible to the elements, to vandals, and to thieves.
There isn't a convenient alternative at this time for public transportation. Not very accessible for me and I am not far from the university, within 7 miles. It is hard to bicycle to work if you need to wear business attire and come in sweating from a bicycle ride. In the winter bicycle riding is not an option.
i live close-by; i'd walk more regularly if weather better, time allowed, access to run errands during lunch; my schedule cannot guarantee that i'd get out at a certain time so not comfortable walking home in dark. would love to be able to walk in summer months and NOT have to pay for parking for portion of the year but have access to lot for academic year
I live in Bayberry near the Seneca Mall on 57. Riding my bike is ok, at best, until I get on Old Liverpool Rd. From there, there is no established or safe from traffic route for bikes to take. There is a lot of fast traffic the rest of the way and riding in the street is not advised so a bike lane on the side of the road would not suffice. What about something along the lake/rail tracks on Onondaga Lake Parkway? The only issue is getting around the train bridge. The route can follow the tracks and follow the 81 south and somehow get to the hill area. I envision a route that makes minimal use of sidewalks and crosswalks, has bridges that go over (or tunnels under) major roads/highways, has guardrails or concrete barriers on either side to protect from traffic and is wide enough for bikers and walkers to share. It should also be patrolled by police on bikes. I am from Buffalo and we had bike paths all around the city, plus, every town and villiage has sidewalks....something that is severly lacking in Syracuse as a whole!!!
My situation is different than most. I live close enough to walk but no really, 60 minutes. I can ride a bike about 35 minutes. My parking spot is great at my work location. It only takes 12 minutes to drive to work. I don't know any neighbors who I could ride in with. Thank you for asking these questions about the challenging topic.
Need much better bike lanes within the City. Current lanes begin and end randomly.
I drive to my parking lot, then bicycle to my building. I have had two bikes stolen off of the rack. There is no such thing as "a secure bicycle rack" in this neighborhood. Event parking rates are absolutely ridiculous, and is why my family does not come back to the hill on weekends.
Becasue I live so far away, walking or bike not an option.
Bike lanes do exist from my home to the university area. I believe that due to the ODD/EVEN parking regulations, sections of the bike lanes are usually blocked by parked cars making it more hazardous to ride a bike to and from work. If bike lanes were on both side of the road to allow for ODD/EVEN parking, street cleaning, and others, perhaps a bike ride to and from work would be safer.
I live in North Syracuse and work at Syracuse University. I ride my bicycle to work when ever possible. Safer bike routes would help me the most. Also, I would consider bike and bus ride more often, but your busses do not fit my recumbent trike. Lastly, you who drive most of the time should try biking the city streets once in a while. You would not believe the amount of glass all over the sidewalks and streets. It really is shamefull the amount of trash and glass everywhere.

<p>If I did not have a child, I would consider biking or walking. problem would be where I live... though it is close to the University, it is not the safest route. That said, I have a 3 year old in daycare and do not see a very feasible alternative to my current commute unless I was allowed to work home for one day, and I do not see that happening in my office.</p>
<p>I walk to work for: excersize, environment, cost of permit. I live about 1.5 miles from my office. It's often the best part of my day (as long as it's not raining). Thanks and have a nice day.</p>
<p>You mention sidewalks as an incentive for bicycle commuting. It is illegal and unsafe for bicyclists to use sidewalks. Bicyclists are required by law to behave as normal traffic and to use roads rather than sidewalks.</p>
<p>The only reason I would not consider a carpool, taking the bus, or bicyling/walking, is because I live only about 3 miles away. Carpooling is inconvenient, especially when I'm already doing my part for sustainability by living close to my workplace. Walking through the city is extremely difficult and at times dangerous, especially at rush hour. Bicycling faces the same obstacle. Taking a bus would involve a transfer, taking at least three times as long as it takes me to drive to work.</p>
<p>I would love to bike to work, however I would have to travel through the south side of town which is very dangerous. We really need to establish a safe bike/walking/jogging path throughout the downtown area for those who like to exercise during the day or to patronize the local businesses. Currently it's unsafe to ride a bike/walk because of increased traffic, broken sidewalks, potholes all over, shady people hanging out on the street, the lack of bike racks, and clusters of cars parked close to intersections.</p>
<p>I am planning on changing my current lot to Manley, to save on parking fees, and to create an exercise [walking] for myself. I am hoping that I am not being delusional in making this change. I am concerned about arriving at work on time 6:45 AM Mon-Fri.</p>
<p>I would like to bike or walk, but don't feel biking on the city streets is safe and/or encouraged (no bike lanes in my part of town or downtown)</p>
<p>I would happily take Centro to work, but current bus routes are no help at all. I live close enough (4 mi) to bicycle or even walk on nice days, but it would be very dangerous because there is little to no pedestrian or bicycle space on my route, particularly on Teall between Burnett and Genessee. It is frustrating that I have to drive 1 mile past my workplace and then bus or walk back just to find affordable parking.</p>
<p>I am on the university's Wellness Committee and have suggested that SU participate in the federal program that gives employees who bike to work \$20 a month, tax free. I would also like to see federal and state monies that have been earmarked to create bike lanes used to actually create more bike lanes so that more of us have the option to bike to work. SU already has great shower facilities that we can use if we choose to bike to work.</p>
<p>I would love to bike to work as I live less than a mile away, but the traffic on Teall and Erie in the morning makes this an unsafe option. In addition, the parking costs at SU are based on your salary and are not reasonable for someone only making \$12/hour. I also know no one who lives close by or who has the same work schedule as I do (I leave SU to work a part time job most evenings and often head right from SU to the other job) which makes eliminates carpooling as an option. Furthermore, the cheaper lots are closer to South</p>

Campus than they are to North Campus and being situated on the outskirts of North Campus, it is not feasible for me to park in the cheaper lots. I really think our Hill and surrounding community need to be more pedestrian friendly.
Bicycling or walking is not an option due to distance between my home and SU.
biking and walking are first preferences, but are weather dependent. Finding a fellow walker(s) would increase the frequency of walking to work. I generally only bike in warmer weather and when commute is in daylight
Really, again...I don't think this is aimed at me. I live just a few blocks away, and depending upon my day's activities I either walk or share a ride with at least one if not more, co-workers. Of course, during the winter there's less walking and more driving due to weather, but also due to the deplorable condition of the sidewalks in the area.
My commute is 2.5 miles one way, taking around 10 minutes (Eastwood). One of the reasons I chose to purchase a house in Eastwood was the short commute to work. I would be hard pressed to change to an alternative that would increase my commute time. I would not feel safe walking or biking to work given my age, sex, and locations I would need to travel through.
all the suggestions about walking/biking ect are fine but what about winter? it is 5months long.
I would very much like to bike if there was a bike rack and a place to clean up before work
IT WOULD BE TOO DANGEROUS TO TRY TO BIKE HERE FROM WHERE I LIVE.IF THERE WERE BIKE ROUTES THAT WOULD BE GOOD,BUT THERE ISN'T ANY.
Difficult to answer some of the questions when distance is traveled is to far to consider bike/walk.
Euclid Avenue needs to be converted to a true multi-modal roadway as its current configuration is not safe for cyclists (the recently painted "bike lanes" are not actual bike lanes to any standard I am aware of, there are too many near "doorings" and poor site lines at intersections). Additionally, sidewalks are irregular, with many in a poor state of repair. Recommendations include eliminating alternate side parking, creating a permanently defined parking aisle with curb extensions on the south side of the road. This would give room for true 4' striped bike lanes in both direction. Also, sidewalks should be repaired, and winter maintenance improved (perhaps an agreement with SU to extend their plowing/salting to Westcott).
I would ideally love to have a parking area that is within walking distance to the hospital where I could access my car at any time. I do not live close enough to walk or bike. Would consider alternatives if there was easy access to vehicle as I have small children and my work hours vary from the norm.
Would much prefer improved bike lanes in city of Syracuse.
I would like to walk but the neighborhood is not safe.
I answered some of the questions the way I did especially the ones about walking home because I work the night shift, so I said I would never consider walking home. If I worked days I would of answered many of the questions differently.
presently park at an off site location paying a large fee per month and walking a few blocks due to abnormal schedule not always able to leave to catch a shuttle. On occasion leave work after shuttle service has stopped. less stressful to just drive& walk

I live on Tipperary Hill and feel that it is too dangerous to bike and too far to walk to the university area. If there were established bike lanes linking the outer neighborhoods to the university area I would love to bike to work, and having locker rooms is a great idea. However, it seems more feasible to create a public transit situation, in which case I would be happy to take advantage of in order to improve my carbon footprint. It would be beneficial to have four major park & ride bases in order to increase efficiency, one for each major side of town: east, west, north and south
I think that entertaining the thought of actually being able to ride a bike to work in the Syracuse area is unrealistic. Weather factors play a role. For those of us who have to "dress up" for work, there would not be enough time in the day to change from bicycle clothes to work clothes. I don't think that Syracuse car drivers are bicycle safety-conscious.
Riding my bike on some days is acceptable, but only to the city limits or slightly less. Bicycle commuting in the city is dangerous and unpleasant (I have done it!). I would like to see my employer deem it acceptable to work 30 minutes less a day, if I commute by bike or public transport. I would consider public transit, if there was a dropoff location (with no transfer) closer to the ESF campus.
A safe bicycle route from Downtown to Liverpool would be ideal. Currently, the only "safe" route requires an over 10 mile detour on the West side of the lake.
My 4-mile commute from the Southwood area is very easy. I would not use a park-and-ride but would use public transit if it was available and frequent. I bike when weather permits, but I would feel much more comfortable biking if there were bike lanes along Brighton Ave past the I-481 interchange.
I would never ride a bike 30 miles to come to work. There are no buses in my home area.
I have substantial difficulty with my work facility providing a place to change out of biking clothes into work clothes. And then out of work clothes into biking clothes
I already bike or walk to work, so I answered the last page of questions based on the assumption that I was driving to work. It may skew your results somewhat.
Fix the bike paths in the University Neighborhood!
I'm a bicycle commuter - I wish there was more emphasis on bicycling as a year-round option for commuting. People regard it as a non-option but it is a fine option.
Tax dollars should not be used to give cash to those who decide to walk or bike. Let me keep my money.
I would love to bike to work, however, the areas surrounding the "hill" are not safe to be walking and cycling alone

Section 5 – Miscellaneous

Please do something to improve traffic flow during some events such as football and basketball games. The Syracuse police do a poor job with traffic control.
Don't overload lots so people can park where there space is indicated. not so they have to park farther away.
In my commute I find the traffic signal at Euclid and Comstock to be problematic. It does not respond to the vehicle detectors most times. Heading west to SU, I can sit for what seems forever- at 5:30a.m., with no traffic in site. Wicked fuel/time waster! I'm sure it can be adjusted by the city.
I would find it hard to rely entirely on any of the systems
Don't get me wrong I could use the exercise, but I have not ridden a bike in years and fear hurting myself. I really don't live close to my fellow coworkers because of our schedules, I arrive rather early. I do know how to catch the bus or walk, but I really love the fact my car is available to me.
My primary reason for driving alone is to be able to get to my childcare facility quickly after work and to allow me to leave if there should be an emergency. If these issues were addressed, then I would consider other options
Please consider not charging employees for parking. My husband was laid off this year...in fact 3 of us in my office alone have husbands who lost their jobs. The University should compensate people in such circumstances by giving them a reprieve on parking fees.
Every time I have thought about this issue, I have concluded that it would add time to my commute by using alternative means. I am simply not wanting to do that. I work late, come and go on my own schedule and I like it that way.
my hours are irregular so I could use another option sometimes but not all the time.
If I could work a 4 day/40 hour week instead of a 5 day/40 hour week, it would save me 20 % in gas, but I have looked into this and it is not available to me.
nothing to add
I think our (Crouse) shuttle service is great. Our parking is getting better. We can't please everyone; but it's nice to know we are still trying to please everyone 100%.
I am already inconvenienced by the ridiculous amount I pay to park for work (approx \$70/month). There is no free parking convenient to the hospital, and I find it silly that I have to pay to work. I refuse to be inconvenienced by making my commute time any longer than it already is. I have very little free time and I am not going to spend trying to get to work. I already get out of work later than I am supposed to as I wait for other employees who take the shuttles to show up, plus at the end of my work day, I want to leave, not wait around for transportation.
A Shuttle at Town Center, along Burdick and Bridge Streets would be great.

Good Luck
An option not considered in this survey is telecommuting. I would prefer to limit all SU teaching to 2 days per week, and work from home via internet on all other days. This would save more fuel and pollution costs than ride sharing, park 'n ride, etc.
I am a part-time upstate employee. There are 2 garages and never are completely full. Employees should have the option to park in the garages at a discounted price. \$70-\$80 is not a discounted price. Especially those who work only part-time and odd hours. Thank You.
The survey appears to have been designed by someone(s) who is (are) dedicated to public transportation. After messing up my knee, and facing winter where people do not shovel sidewalks, I will drive. It is not good for my car to drive a short distance, but it is better for my health!
i think our parking or lack of is one of the major problems w/recruitment and retention at this facility. many people travel from a distance, have odd schedules as there is very seldom a guarantee on what time we are done w/our shift, and have families-so we would not want to be caught without transportation in an emergency.
The survey required participants to answer each question regardless of whether or not it as applicable or the participant wanted to consider it. This could sway the survey results.
I feel I travel too far out the Syracuse area that this would work to my benefit of not driving myself. I live in a very rural area east of Syracuse(Canastota).
this survey was way too long.
I have convenient and available parking now. I often need to work beyond my normal schedule. My typical commute is 25 minutes from door to door. I would be willing to add some time to my daily commute for the sake of taking public transportation, but would not be willing to double my commute time or subject myself to extended periods of having to walk substantial distances in inclement weather.
my work habits and commitment off campus make not havingg easy access to a vehicle a problem. Cuse Car is more appealing than ZIP because Cuse Car is locally owned and a not for profit.
Currently, I am not likely to make changes if driving & parking remain a reasonable option; however it is good to look to the future as it sounds like there would be considerable lead-time for such a project.. 1. To me, user convenience, shuttle availability, cost & lot safety would seem to be more important then the amenities at a park&ride facility. 2. I would also like to see some flexibility so you don't lose your existing parking rights if you decide to try a different option & find it doesn't work out. Also, could you use a combination of options if you really need your car certain days? 3. In the meantime, has anyone looked at combining / sharing shuttles where lots & destinations are nearby? EX. -- I use the Upstate shuttle & see that Crouse Hospital has a lot real close to ours (the lot used to be an Upstate lot) yet both faciltiies run their own shuttles on basically the same routes. I often wonder why.
I would like to see a rail line from the northern suburbs to downtown or better yet from all of the suburbs to downtown. There is a CSX line that

runs from watertown to syracuse area if I am not mistaken....
upstate medical Hours 7am to 3:30pm
I think this is a great idea for those whose work/location/home life support these options - but for others, these options will just add one more hassle into an already hard to balance work-home system. If garage options were taken away or garage parking prices became too high in order to discourage use - it would be time to find another place of employment.
The shuttle service takes way too long for people who are not on set schedules and it is impossible for people to carpool who are not on set schedules or have to stay for call. The area around upstate is too dangerous to walk around alone in especially with the unpredictable hours I work.
Emeritus faculty with flexible parking living within 10 minutes of campus. Very happy with current arrangements.
I have been disappointed with transportation for Upstate employees since the old garage was torn down. The garages are WAY too expensive, the shuttles are reasonable but take as long to get to the hospital as walking....
If limited parking on campus would still be available, I feel strongly that senior employees should be allowed to park on campus. For ex: employees with 20+ years of service. I for one, like the fact that my car is available to me for any last-minute situations, or if I decide to go off campus for lunch. Generally, we have 1 hour for lunch. To wait for a shuttle, get your car, go where you need to, return to the park-and-ride location, wait for a shuttle to bring you back to work --- this seems like it would take longer than 1 hour. Also, while parked on campus, I take comfort that University Police patrols the campus and are vehicles are safe. Who will protect our vehicles from vandalism? What happens if a vehicle is broken in to or damaged?
I moved to Syracuse from an area that had a large commute population (Sacramento, CA). I used park and ride and public transporation for commuting for years. The most important features were consistant schedules. We had light rail service that had commuters that either parked at the stations or rode buses to the stops. It was heavily used by outlying individuals but only because of their consistency. Amenities such as shopping were not the reason people used the public transporation. Monthly passes available at work, consistent schedules, and clean commute shuttles/buses/trains were what attracted people to the mass public transit system.
Again like I said earlier. I hope something is done about parking. This is not understandable that I make more than someone else in our office and we can park in the same place but I pay more than the other person. There needs to be a CHANGE!
Good luck and thank you for taking the time and research to potentially make something happen.
Questions of the form "If you ..." had to be answered as if I did, even if the response should have been "I don't." The results are pretty meaningless. When the Chancellor surrenders her reserved parking space and begins to take public transportation, we'll know it is time to

follow her example. But for the same reasons she can't be expected to do this, and indeed for even stronger reasons, many of us cannot, either. We need to be able to come and go on a completely flexible schedule, morning, noon, night, weekends, holidays. And we need to be able to leave in a hurry, on a tight schedule, for any of a variety of destinations, without taking a shuttle to get to our car first.
I think the efforts to increase commuting & parking options is great. For myself I find it hard to find an option that is more ideal than being able to park my own vehicle close to my place of employment. I have small children who need to be dropped off and picked up every day from Daycare, and who get sick and need to be picked up at a moment's notice. I don't have relatives that live close by to act as back up if I can't get there quickly. I would definitely embrace the options in this survey if I didn't have children or they were older. Thank you for exploring these issues. I hope there is success and progress made.
It's the right thing to do....go green!
I would not like to rely on the schedules of others which may cause time tables to be held up.
I need FAST and EASY access to my car at all times
I would prefer a shuttle directly to my place of employment. No stops in between.
The Syracuse Metropolitan Transportation Council must be a paid position otherwise they wouldn't waste their time. Don't we already have park and ride from the suburbs (Centro and Wegmans). I would bet all employers currently run a shuttle service from distant lots. Both these options are run as best as possible and are still somewhat painful because of the extra time it takes to commute. Maybe the SMTC should invent the wheel next. Considering anything short of a nonstop rail service is limited thinking. Unfortunately, to build such when cities, states, and the country are constantly in debt and over budget would be irresponsible.
i live in Cortland and drive to work at SU a couple days a week, often at odd hours.
I currently park at a non-employer facility and am VERY pleased with my current situation. At this point, I would NOT consider changing it.
I would only consider an alternative to driving to work if it could clearly save me money and was reliable and convenient.
no comment
working nights precludes most of these possibilities.also,car often needed for stops along the way home for "chores".
I have a varied work schedule: sometimes need to be at work at 5:30 a.m.; sometimes need to stay until midnight. I bought a house near the University so there is not much of a commute.
I have always lived near the University because I hate commuting. I moved from NYC to Syracuse and stayed in Syracuse--despite the weather--in part because I so enjoy having a short, convenient commute to work or almost anywhere. Twenty years ago, I did walk to work 1.5 miles each way, even in the dead of winter (which was difficult). But now that I am older and frequently spend late nights at the University because of events or obligations, it is neither safe nor

convenient to commute in the ways suggested, not to mention the fact that I would find it difficult to be out in the cold at a bus or shuttle stop for any length of time just standing around. The quality of my life would change, and not for the better, if I could not bring my car to campus. I am surprised that this survey does not include any demographic information. I am female and older--which should help you put some of my remarks in context.
Several of your questions do not offer an option for "does not apply," so I had to randomly choose an entry in order to be allowed to complete the survey. That will threaten the validity of some of your results.
The University should have planned for underground parking underneath all the new buildings, instead of inconveniencing the U community and taking parking away due to poor planning! Most modern cities have such amenities to offer their citizens.
It would be nice to consider other alternatives to commute to work, however, time is already a problem when I drive in myself. I work until 5(most of the time I do not get to walk out of the building until 15 or 20 minutes after 5) It takes 8 minutes as it is to walk to my vehicle and due to the large volume of traffic at 5:30, I don't get home until after 6 o'clock and the night is practically over at that point. We scramble to eat dinner and then before you know it, it is time for bed. Using public transportation or carpooling would have to save me much time in order for me to use it. I don't need to add any time to my commute in the morning and night. Thank you.
The problem with most programs is that many of us do not work "normal" business hours and schedules fluctuate every day. I also need my car for business every day.
WE DONT PAY FOR PARKING NOW AND WE PARK RIGHT NEXT TO WORK -WHY WOULD I WANT TO PAY FOR PARKING AND THEN HAVE TO PARK FAR AWAY- EVERYBODY KEEPS PUTTING UP BUILDINGS AND FORGET ABOUT THE EMPLOYEES WHO WORK THERE AND NEVER ACCOMODATE FOR PARKING -THE WEATHER IS STINKY AROUND HERE MORE THAN NOT -PEOPLE DONT WANT TO TRUCK THRU CRAPPY WEATHER WAIT FOR A BUS TO PICK THEM UP AND THEN HAVE TO WALK A DISTANCE TO WORK IT MAKES FOR A BAD START TO YOUR WORK DAY
I have a 48 mile round trip and many of the questions do not apply but the survey would not let me skip them such as bicycle and walk questions. There really should be a "does not apply" option for many questions. It was frusting to be sent back to answer questions that do not in any way apply. I was tempted to bail half way through the survey but ai was asked to complete it so I did.
merchants and their employees should be offer discounted rates at the parking garages in the ie. su and hospital facilities
Paying to park at your job is a joke ! Syracuse is a rotten place to work too !
I have seen that the large parking lots near Stadium Place on the university campus are never to capacity. These lots are a convenient lot

to the hospital employees. Perhaps one of them can be leased for this purpose.
Thank you and I wish you luck.
forced me to answer questions that were irrelevant to my status.
There are no questions related to people with disabilities and how parking affects them. As we move disabled people into the workforce their needs must be considered.
As I wrote above, my opinions as a retiree probably do not have much relevance to your decisions. Generally, I filled out the choices on the basis of what I would have chosen if I were still working.
walk or bicycle or public transit not an option related to distance from work. what would happen if worked an off shift - would have no privledges or access to garage parking
Motorcycle use (which is used much greater than biclyces within this facility) were totally ignored. Discharge of both garages onto the same street is what creates the congestion. the new parking garage should be discharged onto Almond St. which has much less traffic flow and congestion, with light assist. This would also create a safer traffic flow for motorcycles (which also are a more ideal, efficient and green transportation method than cars).
RESTROOMS ARE A MUST!
Getting out of work from 3p.m.-5p.m. is horrendous!!! I would never work the day shift for that reason alone. The traffic lights are poorly timed, don't allow ENOUGH time for cars to get through before they change, and idiots don't know that they are not supposed to "block the box." I work night shift and getting in and out is no problem. But the few times I have to come in at that time are highly stressful.
Im not getting up at 5am just to get to work by 7. I drive by myself and park as close as possible so I dont have to spend the extra time picking people up or waiting for a bus. I dont like to have to worry if someone else is going to make me late for work.
Arriving to campus at 7 a.m. for 8 a.m. class to prepare, etc. and then needing to return after class or appointments with students on campus to prepare to travel to another location for other work, time is most important. Having an easy access system back to Drumlin's for example would be desirable and allow part-time instructors like me to not drive to campus, avoiding expensive parking costs, etc.....
A large factor is the need to get home quickly and the need to run errands after work
The garage parking costs are too high.
people should review the rules block lanes, or intersections. TAKE TURNS of the road and be kind to each other and not (<i>this is how it reads on original document</i>)
I used Alliance parking lot before, and I think it is a good option.
`The cost of a company doing business should be the expense of providing their employees with free parking. Parking though essential is priced too high to often make employment in the city attractive.
The questions in this survey are leading the survey's agenda which is clear, a park and ride solution with some tracking technology. You are not capturing the real need here, parking, period. There is not parking

near the administrative office in the university, the waiting lists go for years with hopeless wait. The blizzards that we see here in the winter are inhumane and we have to walk 8 to 10 blocks to get to our offices, by the time we get there we are sick or sicker than the day before. I guarantee that the abandonment rate on this survey will be very high, most faculty WILL NOT tolerate these questions and poorly constructed survey, they will close it.
The congestion and parking fees are both a problem
Getting out of the univ hosp parking gargages during peak hours is impossible. This sometimes adds 20 minutes to my commute home. Everyone on University Hill has to funnel out onto Harrison St. The alternate routes are just as bad.
I did not mind parking at Alliance Stadium. I thought it was great!!!
It is important to me that I can enter and exit parking area without congestion or delay. Also, need to be able to get to hosp within reasonable time (5 to 15 minutes) after parking car.
SUNY Parking is horrendous.
I am currently only paying \$37 for parking off campus, but we're supposed to move back on campus next year, & then I'll have to pay the \$80+ for the parking garage, which I can't afford, so I'd like to see other options available.
I like to drive and would not change for any reason.
I am currently unable to drive due to a recent seizure. Prior to that I drove myself to work and parked in a handicap parking space in the "old" Upstate garage. My work hours are shorter than most 8:30 am to 2 pm so carpooling is difficult.
Isn't there something that could be done to stop the traffic jam when cars sit under the light on Harrison St and block traffic attempting to join from Sarah Logan St. At times I have waited at least 5 light turns before being able to turn left join the Harrison St traffic and on to 81North.
as this idea will not benifit me in all liklyhood i am very sceptical that it is a fesable option. I feel it would more than likely add to my already overly long day and would be filled with many inconvenancies.
One concern I have with my current employer is that I pay the same as a full time employee and I am a part time employee. A second concern I have is that I can not have my parking fees directly withdrawn from my pay because I am part time. A third concern I have is it would be fantastic to know when the games are and when there are major events on the Hill so that I know how congested roads will be on given days.
Build enough parking into the Kennedy square complex. More than we currently need! have Birnie schedule more morning runs to Weiskotten Hall. A lot of techs and students have irregular hours.
Although you addressed child care in some of your questions, it is important to note that taking children to and from child care centers and before and after school programs influences many parents in how they get to work. Some parents have 2 to 3 stops to make for kids in the morning and then the same to get home. Not using your own vehicle or riding with someone makes the drop off pick up process with kids almost impossible. I live near someone who works in my office,

however between her and her kids, and me and my kids we would not fit in one vehicle.
The most important criteria for me for any type of transportation is time of commute and parking location next to my building.
due to irregular work schedule that varies day to day and encompasses 24 hour call makes most options not viable for me
free parking would be great .
I appreciate efforts required to review the parking on University Hill. However, I prefer to continue to drive my personal vehicle and hope this choice does not become one that is taxed heavily in an effort to get people to use alternative forms of commuting.
My work (hospital)is unpredictable with long hours and so unfortunately not amenable to any options other than personal car. Would suggest that you consider adjusting the survey to allow that option (personal car only)quickly rather than requiring all those park/ride questions which did not apply. I answered them only because it would not allow me to proceed with the survey. I understand that there is a real issue here for the area - for me, beacuse I come very early and leave late, I rarely ever have trouble with traffic.
I live in a rural area over 25 miles from Syracuse, public transit and bike/walking to work are not an option for me.
I do not like the parking at all at upstate. I think that it is too expensive and the traffic is ridiculous. St. Joseph's hospital built a garage and only charged \$4 biweekly for it's employees. The new garage and the old garage exits are very poorly placed and I am very unhappy to sit in 10-40 minutes of traffic after I get out of work. I think that parking both in the lots and the garage are far too pricey and unfair. I am extremely dissatisfied as are many of my coworkers. Bad, bad, bad.
This contains some good ideas. If my situation were different (no sick wife or father at home) I would gladly consider them. Right now my options are non-existent.
I like to reduced rate compared to the garage in the ground lots and also that in nice weather I am able to walk to the hospital. I feel that the current rate for those parking in the garage is very inappropriate, and that the amount the outside lots have to pay is also unrealistic. I will always pay the lesser rate compared to the garage, but both prices are unfair.
Figure out a solution of exiting the garage onto Sarah/harrison street in a more timely fashion. Both garages (east and west) are emptying out to the same street.
I think it is absurd that SUNY Upstate staff have to pay over \$75 dollars per month to park in thier own garage!
My transportation arrangement at this time works well for me. I live 3 miles from work, I use 1 full tank of gas every 2 weeks and my parking spot is across the street from my work place. I don't think it could get any better than that!
I have difficulty ambulating anything but short distances and would need accomodations for that at drop off point.
If I lived close to where I work, many of the options would be more feasible. I live past Cazenovia and have irregular hours. I do not see

many options to accommodate my needs.
I have children that I take to school first and pick-up afterward. I could leave my car at their school, and take other means of transport into the hospital...which was not a option.
Why can't the garages at Upstate Medical Center reduce their parking fees instead of spending an excessive amount of money trying to make other parking facilities available. The reason most people don't use the garage is that it is too expensive and if you are willing to spend an astronomical amount of money to build other options, please don't...just take that money and put it towards making parking cheaper in the garages across the city. Sounds more economical to me!
LOWER PARKING FEES!!!!!!!!!!!!!!
I suggest that when these companies build all these buildings with money they have raised, they should have good plans in place to accommodate everyone who needs to park not only at the present time but also to accomodate growth into the future and they should also have the money to attract and pay staff/employees to come here to work in these buildings.
In addition to a guarantee of a ride home in case of emergency, you would also need to guarantee a ride to work the next day, or people would have no way to get there. I live too far to ride a bike safely reguarless of weather, but the weather is a huge factor in this city with regard to bicycle activity. Not a good option, as not year-round. There should be a policeman stationed between Hutchings exit and Elizabeth Blackwell Street directing traffic EVERY day. I waited 25 minutes to exit the UH parking garage at that intersection yesterday. I can't imagine how frustrating this must be for patients' families exiting the hospital or the UH emergency room, but it was complete gridlock at 4:15 p.m. on May 11. Bad enough when you expect it; terrible for a patient. Completely ridiculous for a city of our size to experience these kinds of delays. I applaud the efforts to reduce the volume of traffic, but I doubt there will be any improvement unless you jointly hire police to direct traffic at that intersection EVERY day.
I live in the suburbs, child care and availability of child care that fits my schedule and still gets my school aged children to and from school would be a must. My schedule must work around their school schedule.
I drive down from Pulaski. Sometimes it can take almost as long to get from the bottom of the Rt 81 off-ramp to the lot and the hospital as it does to get to the ramp itself!
Would consider alternative if parking garage was available at a significantly reduced rate for occasional use...NOT \$14/day!!
I live too close for any of this to matter.
One of the flaws with all of this is that no one is providing a comprehensive look at this issue. You are looking at one thing. Syracuse University is doing pie-in-the-sky with no real plan, mostly only publicity. You have others looking to tear down I81. There is the revisiting, dropping and revisiting of completing an 'outer loop'. Yet all of these are in isolation. Without a comprehensive planning system, none of this will work. We have a River Walk that will never be complete, an inner harbor that is a mess, a mall expansion that is being

<p>built and intentionally now being shuttered because there are no takers for the space. It is like everything else in Syracuse - - no one wants to work together. Part of the problem is that if someone doesn't get their way, they never work on compromise, they just call a lawyer and sue someone. We need to enjoy what we are - a mid sized city - - an figure out how to make the best of it. Pittsburgh and Cleveland did not expand, they made themselves better cities. New York made itself a better city. Even the cabbies in NYC are generally pleasant, bathe regularly, aren't sloppy, take you where you want to go without question. Yes, some of that is dictated by regulation, but it works. For a pleasant ride take any random cab in Chicago. A great experience. Take any random cab in Syracuse including Airport service and you can take you life in your hands.... I have stopped using cabs here and I grew up in large and small cities where they are a vital part of life. The non-automobile transportation situation here is worse than in LA. Good luck to you.</p>
<p>Something does need to be done for the congestion leaving the new garage. Why cant the exit be open to access the street to the right as you leave the garage? or even allow you to drive through the paved lot to go up the hill?</p>
<p>Too long a survey Some parts of poorly constructed for statistical analysis</p>
<p>Thank you for doing this!</p>
<p>My concern always is being able to get to my children is they have an emergency during the day and need to be picked up</p>
<p>Believe there will always be a group like myself that live out far towards Great Northern Mall/Radisson that take in Route 481 southbound and changeover to Route 81 southbound. My commute takes 30-45 min. dependent upon traffic and weather. I would not wish to extend my travel time.</p>
<p>It would also be beneficial for the major employers on the hill to consider changing shift times. Stagger the amount of people that our getting off of work at the same time. That would help to reduce traffic and keep people from blocking intersections causing back-ups. Thank you for asking for input.</p>
<p>Due to the fact that I live so far away, it is unlikely that I would use any of these for work. However I would be more likely to use on a weekend to travel to the city farmers market on Saturdays.</p>
<p>Even shuttles and carpools need to get through the traffic. Someone needs to look at the traffic coming down Harrison from the hill. These cars ALWAYS block the intersection at Sarah Lougen St (between the 2 Upstate garages)so when the light on Sarah Lougen turns green if we are lucky one or two cars can get through. This causes a gridlock and cars coming out of the garages get very backed up.</p>
<p>having unbridled access to my car is of prime importance, and I park close enough to my work, that no other changes would make this of benefit to me.</p>
<p>trying to use shuttle or public transportation is difficult to impossible with a 5:00 am schedule, if it's 5 minutes late it would make us late and after 6 times disciplinary measures could be taken. Also adding more</p>

time to the commute many people have second jobs that makes it difficult to carpool. Security issues in and around the university areas are always big in peoples minds as there are many people walking everywhere. I would ride my motorcycle but paying for parking twice is rediculus as you can only ride /drive one vehicle at a time.
my car is needed to go to meetings or vendors during the day, if they had a shuttle or company vehicle, such as the gem cars for us to use during the day, it would help. if they had early park and rides before 5am some days, I could use that service. I do get motion sickness, so unless the ride is 10-15 minutes or less, I could not use that service.
What is really needed is better lighting at the stadium lot and additional safety blue lights, especially some down in the west lots.
take away my parking or increase the cost without substantial increase in pay and i will most likely leave the university... too much additional adminstrative responsibilities are being continually shifted to faculty with no compensation.. as researchers we don't work 9 to 5 and rarely are we on campus or even in the syr area all the time.. often I personally am on and off campus several times a day, wasting sometimes over an hour a day just running back and forth to my car... and I have no choice but to pay additional money becuase the closest lot is for those with 20+ years on campus so I have to pay more per year to park several blocks away at a covered facility or even farther away at open lots...
Too long.
If you commute from a distance at irregular times most of the options just are not applicable which diminishes the value of the responses.
I am an emeritus professor. I come to campus on an irregular schedule to attend meetings and to see colleagues as well as guest lecture. Current parking policy works great for me.
The survey forces some answer choices that I would not otherwise have picked.
The survey is unfair. The results will be reported in a way to wrongly suggest that many respondents support and would be willing to use a park-and-ride facility.
I live too far away and work a weird schedule so I will never consider any other option other than driving myself to work in my personal vehicle.
Take my answers with a grain of salt. My wife is legally blind and I need to be able to give her rides to work and school as well with immediate access to my vehicle.
Free parking would be most appreciate given the current economic situation.
Most of this survey did not apply to me. such as where would I prefer to park if I drove a vehicle. This survey does not take into consideration of those persons with disabilities i.e. blindness or hearing impairment. Some wheelchair persons do not drive. If there is a new program coming forth to teach the blind and visually handicapped to drive I am more than willing to be one of the candidates.
In the first few pages of the survey, you ask what types of transportation people NOW USE. The survey then suddenly begins

<p>asking questions starting with the phrase "If parking at a park and ride facility...." Because the previous pages have ask what transportation people now use, that phrase misleads people into thinking the 'if' means if the person being surveyed has previously answered 'park and ride facilities', when you instead mean to ask the hypothetical 'If parking WERE AVAILABLE at a park and ride facility...." This leads to some frustration and mistaken answers. Moreover, did you know that anybody can respond to this survey multiple times? (I didn't, but thought you should know that simply by relicking the e-mail hyperlink to the survey, anybody can take the survey again (and again..).</p>
<p>Lower the cost for Su employees that use thier personal car for University work. Free would be nice!</p>
<p>PERHAPS THE CMBID SHOULD BE WORKING A BIT MORE CLOS;LY WITH THE UNIVERSITY AND PAY PARKING LOTS IN THE IMMEDIATE AREA. I think the most students abuse the privelege of being allowed cars on campus, by just parking wherever they feel like it whenever they want. EX. They are constantly parked on both sides of Harrison street between walnut and crouse. The parking tickets do not seem to make much difference!! If there are unused or available monthly spots left in the murbro lots in any given month or year, why shouldnt they be offered to employees? Each business on Crouse and Marshall streets should be required to provide at least one lousy spot to they're full time employees. Rather than abuse the loading permits and clogging up crouse and marshall all day.</p>
<p>I live in the free bus zone. If I miss the bus at about 8:10 am, I have to wait an hour for the next bus. This is really difficult and cabs are expensive. It's a little far for me to walk, but I'd like to give it a try. Park and ride wouldn't really work for me since I already live so close by. Also, I have a meeting every Tuesday after work. I don't have time to go home and get my car, and make my meeting. If it weren't for after work errands, I'd get up earlier and take the free zone bus all the time & then I could cancel my parking pass, which is really expensive.</p>
<p>The forced choice mode of this survey was very annoying</p>
<p>This wasn't a survey, it was steering. I had to lie to answer most of the questions.</p>
<p>Biggest complaint is needing access to vehicle for work related tasks and yet not being able to get parking in a lot closer than a 15-minute walk from my place of work. It is easier to park on the street and be closer to my building on SU campus than to park in my designated lot, but I have to keep a valid parking pass in order to be issued a service pass to SU. Feel as though I'm being extorted for \$400 a year so that I can do my job.</p>
<p>Figure out some way to charge parking rates by the day--without increasing the current rates which are already outrageous. I would walk 2-3 times a week in good weather IF I knew I was also saving money on my parking rate. Choice is a huge factor--that I have the choice to drive in if I want, that I have the choice to go home for lunch, that I have the choice to leave and get my children if they need to leave school.</p>

Frequently work after 5:00 p.m. This is a barrier to many of the options in the survey.
Creating a parking lot to replace the University Place lot so that those of us who live east of campus don't have to cross is to park is vital.
More information on parking lot issues concerning: changes, availability, future plans, etc, to ALL employees would be helpful. As it is now, we don't know a lot of the plans or expected changes.
Did you fully describe why you want us to fill this out, I dont recall now. If it was strongly emphasized that you were trying to help the environment my answers might be different. Also, I heard that in 5 months our dept is mov- ing out of the bldg anyway. Our input of where we moved to was never asked. Time, convenience and money are big maters for me that's the bottom line.
Unfortunately, I live too far away to walk/bicycle comfortably and yet too close to make carpooling/ park and rides practical. I considered getting an electric scooter but I found they cannot be stored in bike racks on campus and would require a parking pass and lot parking just as the car I already have. Scooter parking at my building (Newhouse) would be a significant encouragement not to drive during decent weather, as long as it didn't require a seperate expensive sticker.
None
At SU it would be nice if Manley parkers could get on campus during work hours to drop off and pick up things from their offices. Service passes are not valid for people parking at Manley which is rather ironic since we are the ones who probably could use them the most.
Need more parking on the east side of campus.
I think that if someone has a parking garage pass they should be able to park there during Dome events. The garage (University Ave.) is never full during these events and the permit is expensive and we should be able to park there.
This does not apply to my situation. I have to leave for lunch for my pet. I cannot use a park and ride or carpool - live too far for bike or walk.
I like parking at Manley because it is cost effective and I like seeing the students!!!
not interested - I would still drive.
I hope this survey really helps Syracuse plan a better commute strategy and resolve the typical congestion on any given work day.
With a drive to work that takes 10 minutes on a bad day, a walk to my office that takes less than five minutes, and a work day that often lasts ten hours or more, I am not likely to use anything other than my own car, driving alone.
Because I commute 70 miles round trip and my vehicle is required for my job, other than close onsite parking would be impractical for me.
I appreciate the survey as my commute, and walk to my campus location is what I like least about my job. I cut through 2 campus buildings during cold weather just to stay warm - in addition to dressing for the weather. I cannot carpool due to child care deadlines that do not conform to a 9 to 5 schedule that most people are on.

<p>However, I would love to decrease the time, the cost, the environmental impact and the discomfort of my current commute. Thank you for investigating options for all.</p>
<p>It was too long.</p>
<p>Preferred parking for EVs (and to a lesser extent, hybrids) would be a great incentive! Particularly parking with a charging station.</p>
<p>I would really appreciate it if Syracuse University would embrace Motorcycles and Scooters as a valid form of green transportation. My motorcycle gets 40-45 MPG, while my car gets 20MPG. Some Scooters get 100MPG. As it is now, even though I pay a LOT of money for a yearly garage pass for my automobile, I am not allowed to park my motorcycle there. I ride my motorcycle when the weather permits. Therefore, I pay for a space in the University garage that I can't use during the summer. Motorcycle riders are seen as second class citizens who may only park in poorly maintained areas. The University should make space for motorcycles in EVERY LOT and in the garage. More people would ride their Motorbikes and Scooters and would therefore use less gas.</p>
<p>These options don't work for everyone. People with daycare and children who get sick during the day need to be able to drive themselves. Also, people have appointments during the day that they need to go to and they need to be able to drive their own car there.</p>
<p>Good initiative! Hope you gather helpful information.</p>
<p>ease up on the parking tickets, allow for a 10 -15 min. on campus parking to pick up or drop of work items (tools, equipment etc.) or bring vehicle back to campus in order to leave campus early such as Dr. app. in early out early with out having to coordinate with bus schudules and the inconvenience. Parking pass for 10 - 15 min not always available or parking personel at a parking booth. This has been the sorce of a number of tickets and irritation from the S.U parking staff,and also a added burden on the wallet!!!!!!!!!!</p>
<p>My biggest frustration is a lack of parking in my designated lot (Q5). There is no attendant, and often I am unable to park there due to non-permit holders, or campus events. Given what I pay for this parking pass, I find it unacceptable that there would be a time during regular business hours when I am unable to park in my lot.</p>
<p>THIS SURVEY IS CONSTRUCTED IN SUCH AS WAY AS TO GET THE RESPONSES THAT YOU WANT TO GET. YES, CARPOOLING AND PARK/RIDE IS ENVIRONMENTALLY BETTER. BUT THOSE OF US WHO ARE ASKED TO WORK VERY LONG HOURS (BEGINNING AT 7AM AND ENDING OFTEN 12 HOURS LATER) CANNOT AFFORD MORE TIME SPENT COMMUTING AND WAITING FOR BUSES AND CARPOOL RIDES. This University is very badly designed and there are not nearly enough close-in parking garages to accommodate the needs of faculty and staff members who need to be coming in early and leaving late, and often bringing materials to work or to class in inclement weather and walking a great distance already. The people who are making the decisions about parking (and about how much greener we can be if everyone took an extra hour to commute each</p>

morning through park/ride or carpooling) should be forced to do it for a year and see how it degrades the quality of their lives, how much less time they have in their private lives. What you are not factoring in here is the HUMAN COST to these plans....they will increase stress for employees who work long hours. In case you don't know this, staff and faculty complain constantly and vociferously about the cost of parking on this campus, and about how little parking is available, given the needs. The administration needs to pay attention to the fact that the Parking Department is underfunded in terms of its employees and trained ones are constantly leaving, the turnover is horrendous and it is almost impossible for the Parking Dept to keep good employees because they move on somewhere better--this too degrades the service. And the pay-parking policy here is awful for employees---It is unheard of at a university to pay 1% of your salary to have to park...this is resented by the employees. And now, rather than addressing the real needs of making parking cheaper, more accessible and less stressful for employees, you are going to make it greener, but far more difficult and time-consuming!? I'm absolutely sure it is not going to get cheaper, since the parking fees are already a party of the university budget that cannot go away at this point. But it seems to me that spending time on making parking even more arduous for employees is a huge waste of time and resources. Just build a few more close in garages. That is what we really need on this campus.

I currently park in a parking garage and have a 10 or so minute walk into work every day. I hope one day to be able to park closer to my building due to years of service (23+ years). I would like to see parking fees come down for employees. There are universities out there that let their employees park for free - that would be nice.

I have to carry a lot to campus each day, and I have small children in school. I would like to not drive in, but would need 1) to be dropped off at my building and 2) be able to get to my kids' schools very quickly, if needed. This last issue seems the major stumbling block, as the schools DO have early dismissals due to weather, etc, or the kids get sick/injured, need to come home.

The ability to carpool or take public transportation is not an option for me until my children are old enough to be self sufficient, and my parents in a position for me to not to have to fear for their safety.

I have 2 children in school and one in daycare. It is not realistic for me to consider any other source of transportation besides a private vehicle. I have to take into account emergencies.

Really hate the filthy conditions of the garage with sports fans urinating all over everything and bird crap being washed down on us to the basement to sit forever--really nasty!!!!

University employees should get free parking

I use my vehicle everyday for errands and I usually start and end my day not within the usual work day schedule.

You should discard my results as my situation is unique and will only skew your data inappropriately.

I have elementary aged children. Between getting them ready for school, getting home to relieve the babysitter, and taking them to

activities, every minute counts. Seriously. While I'd love to be greener, and I'd love to not spend SO much on parking, I need maximum flexibility everyday. When they grow up I'll be able to consider alternatives. For now, I'm doing the best I can.
I can't use alternate transportation. I need my car to drop off and pick up my daughter. I also work a flexible schedule. I need my car just in case I get a call from school/after school program regarding my daughter. Maybe when she is also old enough, I could reconsider my mode of transportation, but for now and the next several years, I don't see a way of avoiding driving alone.
thank you for looking into ways of improving the commute for people - it is great that you are investigating possibilities.
I live 35 minutes away from campus. I find it unlikely that any of the options listed would be available to me. Plus I need immediate access to my vehicle for emergencies that are both work and personal, so not having my car right nearby doesn't really work for me. I appreciate the taking the time to survey us, though.
Driving my own car to campus is the best and the most convenient mode of transportation for myself.
I have a permanent handicap. some of the options do not consider that in this survey.
I have irregular hours and carry heavy bags of books and papers. Some days it is 8-8 others 9-6, usually 8 plus hours a day on campus. I want my car then to get out when I can! We also use it in my office to run errands, get to Skytop, buy or pick up food, etc.
If we are being salary capped at Syracuse University then the Parking fees should be waived to help compensate the salary freeze.
I find it frustrating that Parking Services is not able to accommodate for years of service at the University. I've been working here over thirty years. I park in Booth garage rather than a Quad lot as I am entitled, while others, here less time than me AND with less status park behind our building????
My job as a construction site representative make me the exception to the rule and most of the survey does not work for me, due to the need to access the construction site daily and have the ability to carry documents and blueprints to and from the construction site.
With parking spaces being so limited here at the University, I would like to see more parking enforcement for cars that make their own parking spaces, i.e. parking on the end of the rows where there are no designated spaces. This makes it harder and more dangerous to navigate in the lot.
SU parking fees are extremely expensive and out-of-line with other employers
If the traveling of commuters coming from Onondaga Hill way could be looked at more closely. To avoid the 690 east cluster in the city most people take South Ave. to Brighton Ave. or on to Salina St. to Colvin Ave. I don't think these routes are set up for the amount of traffic that goes through there each work day.
Please find a way to lower the cost of annual fee for parking. Thank you.

I would ride a motorcycle if the parking was more convenient to my particular office, as well as protected from elements.
The survey neglected N/A (not applicable) as an option. This survey did not consider some of us that have existing medical problems which would inhibit our use of said modes of transportation. Environmentally, it would be best to reduce the number of vehicles coming to and from work sites. Logistically, this may not prove feasible. IT'S ALL ABOUT THE SAFETY OF OUR VEHICLES WHEN THEY SIT IN A LOT FOR THE MAJORITY OF THE WORK DAY (or night hours - which also seemed to be neglected in this survey). Even attended/supervised lots have had break-in problems "on the Hill."
As a retired professor, I do not drive to the campus every day. When I do, it is for one hour at the men's gym. Thanks for asking.
it's just too difficult working 20 miles from home and my 3 school-age children's schools/after-school-program, in a job that i cannot often guarantee when i can leave the office, and my after-school program closes at a specific time. i cut it very close getting from work to daycare as it is, sometimes running the half-mile from my office to my car, and couldn't add in another variable such as the delays a shuttle might face.
I already spend too much time in the day going between main campus and south campus. There are no fast, guaranteed ways to get back and forth ON TIME, there is no shelter, and I lug around a lot of equipment, books, etc.
Why would a parking survey focus on commuting options instead of dealing with poor service from parking attendants? Hire friendly people for parking services.
More parking is definitely needed.
For some, carpooling and/or walking/biking is simply not an option. I pay a lot for parking because I need to be able to leave because I have an ill child that requires me to be flexible as to when I leave work/arrive to work. Emergencies happen & I would not consider any other way of getting to work besides driving myself.
I get up earlier than most other employees who work the same times I do to attend Mass, and it is the single most important part of my day. I could not carpool, not could I get to a shuttle in a timely fashion in order to be to work on time. Thanks you.
I really wish there was seperate Employee/Staff/Faculty parking and student parking. Somehow it seems unfair that students can pay for better parking then years of service allows. Or all parking lots should be available for all employees/staff/faculty regardless of years of service. Perhaps the more years of service the cheaper the fee? If I'm willing to pay for better parking, why should a not be allowed?
No additional comments.

Parking is incredibly expensive and although I love having the garage option - whenever I have to park close to the office for work errands, I pay parking fees/fines on top of my regular cost - so this academic year I incurred over 100. in fines - and it is a hardship. But I am an hourly employee and cannot move my car if I do not have coverage for the office walk-ins or phones, and then when I try to explain- or request appeal - it is always denied. So on top of my parking permit, the special permit and then the fees that are paid - it is a tremendous profit for the Parking Dept. I believe it is unfair - but I have little choice.

Parking rates for SU employees are OUT OF CONTROL. I currently pay close to \$500 a year to park (then walk 10 minutes to my office) when another employee can park in the same area and pay \$100 due to salary requirements....what makes the service I'm getting different from what they're getting....NOTHING at all - yet I pay more....equalize the rates! The city should work with all businesses/institutions on the hill to make parking more affordable for all...especially for those of us getting taken to the cleaners by SU parking and transit services.

The survey presupposes that people would actually want amenities at the shuttle stops and gives no option for no amenities preferred.

TI feel this survey made many assumptions some of which were illogical. Thus making the outcomes pretty predictable.

As I live out of the university area (Clay) and have three school age children in three different locations in the afternoon, I cannot consider any alternative commute at this time.

AT SU parking facilities, signs stating when parking permits are valid and at what times the permits are valid.

The current policy that makes faculty quad parking permits not valid on the occasion of various sport events gives a terrible message about the University's priorities. Faculty often chooses to come to work on weekends and evenings to conduct their research. This is especially important for those who work in a lab and it is something that should be encouraged, NOT discouraged by the University. Accommodating faculty in a remote garage and requiring them to leave or move their car within a few hours of the end of the game is not an acceptable solution. Again inconveniencing those of us who are trying to promote the University's research image and track record by working long hours on weekends is completely unacceptable. As long as these policies are not changed Syracuse's main reputation will remain that of a party school that places sports events above educational and research activities.

This survey does not address the lack of on campus parking for SU employees. We have no choice as to where to park. The parking service employees give most people a hard time when you have the Quad parking pass or if you are only going to be on campus for a short while(ex.-picking up pay check). Sometimes the commute from my parking spot to the campus is longer the commute to work.

My primary reason for driving is because I must be available in emergencies. Your ideas are good but they don't change my situation.
N/A
Parking in J-lot works, except for the lack of space, and length of time for the shuttle to arrive at the VA when leaving work-never here on time, especially in winter. Sears lot bus is always here on time and waiting. J-lot isn't. Also J-lot bus is very uncomfortable for seating compared to the luxurious Sears bus.
Leave the parking at the VA the way it is.
Keep in mind that my work schedule is weekends, and that I am at work while it is dark outside.
The survey does not take into account the majority of employees on the Hill are hospital based and our schedules are irregular. In most cases people are located too far away to bike/walk and using this mode of transportation is unrealistic and absurd at best. Point blank, due to the environment and locality of employment opportunities on the Hill, parking in this area will never be amenable to those who work here.
I would love to cut down on my carbon footprint, but I work 12 hour days and live in Jamesville. Give me some options and I'll use them (=
Do not make it a real effort for people to get to work. Pay something towards employees using other garages in order to get to their car in emergencies, or Dr. appts.
I would rather have a parking spot in the va garage
some questions didn't allow proper answers to be used so i gave some smart-ass responses to others.They are apparent as you read through----had a laugh?If not, your sense of humor is stunted.
Aside from being a 30 year employee I feel all medical staff should be also in garage as we are all on rotating schedules and may not always be able to leave when our shift is over.
I need my car due to my childcare issues. I have to drop my child off as late as possible and pick her up before 4 pm. Waiting for a shuttle is an inconvenience. If I have to leave during the day I have to have someone pick me up because it is extremely difficult to have the shuttle drop me off if it isn't in their time frames. This is a major concern having a child that can be sick and needing to get to them.
Do to my commute really this survey does not help me.
due to health considerations, transportation other than driving alone is not feasible at this time.
thank you for taking the time to survey the commuters.
More amenities for motorcyclists please !!!!!
survey is not effective ie: a) Do you want to be hung with a new rope? b) Do you want to be hung with old rope? c) Do you want some one who know you to hang you? You can not get out of this survey until you pick one! Your request will be granted.
We need better parking, with no payments to the employees

I am temporarily assigned to park in an off-site parking lot. When the garage re-opens, parking will be ideal (hopefully).
I work off shift tours and usually park in the garage just to not deal with day traffic and parking issues.
If it cost more then what i pay now... forget it
n/a
more express routes and then have their routes accomodate the summer staff hours when they change after graduation day.... the express routes dont follow the summer hours.
Currently I do not pay to park and I park right by my office.
None. That's due to taken surveys in the pass, and nothing was ever done.
I feel as an employee at a facility on the University Hill area, and a Medical Provider I should not be made to use an alternate transportation. I do need my car for childcare issues, and being a "Single Parent" (during the week, spouse works out of town), and not having family in the area, I would be put at risk for my childs health and safety concerns in an emergency
I currently pay for parking in a nearby garage and have no intention of changing it as it works for me.
I want to be able to access my car at all times. I have health issues and when I don't feel well, I rest in my car at lunch.
In China a new coal plant comes on line every two weeks. The same wit India. The amount of carbon created by the USA is nothing compared to these countries and third world countries. We are all going to suffer and never even try to get the other countries to follow along. It all sounds like blame America first to me.
Question 14 unclear - does it refer to the pickup end or the dropoff end? Several choice/ranking questions didn't let me indicate the most important factors - shuttle stop location and travel time. These are critical/fatal.
This was a complete waste of time!!!
This survey is not user friendly I am forced to give opinion on matters I do not care about. Should have the option for None or N/A. Poorly designed
Am hoping for onsite parking availability once garage construction is done. If not available, will most likely be seeking different place of employment.
I would like to go back to the garge when it is finished
I would like to have the option of using the parking grage for the day that I have md appoinments ect.
Allow for Moped/Motorcycle parking near places of business or hospitals. Park and rides at outer city areas to Hospital and University area, utilizing discount pretax fares or smartcards for shuttles.

As you all consider the options make sure to include special consideration of dome events which put a real burden on the traffic and parking on the hill
add more space to current garages, build up
Accommodation needs to be made for those with both major and minor handicaps -- For example, I walk slowly and am unsteady on ice - so, especially in winter, walking a distance that most people could traverse in 5 minutes might take me 10-15. Therefore, a shuttle stop that was considered to have a "5 minute walk" to work would be significantly longer for me (and might have safety issues re falling in winter). I am sure there are others in a similar situation, and others who might have a temporary condition that makes walking difficult (and so some flexibility should be built in). Also, if shuttle parking is located at a distance, service should be available at any time/shift for anyone participating, because of changing work schedules, staying late to complete projects, and also people taking classes or having a meal after work in the Hill area.
we dont pay for parking now -and we park right next to work so would not like to park farther away and pay for it.
I am a police officer with off tour hours and carry a weapon which makes others uncomfortable.
Above all, I want convenience, timeliness, and quick access to my car when I need it.
I work 3 part time jobs and switch locations at lunchtime so this wouldn't be feasible for me (2 sites are downtown - one of which sends me to Liverpool once a week for the day; the other site is Onondaga Hill)
i feel that physicians should also be incorporated inot this mix as they are allowed multiple parking spaces at multiple hospitals. also non pt care employess should be moved out to off site parking areas, such as administrators, secretaries, support services. w/o direct pt care providers to be present to provide care to patients (which is the reason any of us are employed in a hospital) the patients care will suffer.also allowing garage parking for non hospital employees such as contractors, interpreters,is done despite seniority. parking on the hill area is a touchy subject and the locations of the hospitals is in an area that is also frequented by the public for other events that garages are out to make money and accomadate public and not dedicated employees coming to work to make a living and care for sick pts some at times critically ill.now i ask you does this sound as though i am a bit condescending in my comments, especialy after 16 yrs of service and then being told i have to be moved out of my parking allowance from a nearby hospital owned garage. and you have a good day
It would be convenient to park near work so that you can have your vehicle in case of an emergency.
Our roads, sidewalks and parking facilities ALL need repair.

Parking should be by reserved parking space. There should be a guarantee that the space will NOT be used by someone else in the event that I have to come to work late or leave and return. At present, I use Sears lot only when absolutely necessary. I ride in and get dropped off and picked up by a friend. I answered this survey as though I were still parking in the VA parking garage because the instructions were not clear. I don't believe that you should limit people's options as far as driving alone to work. There is far too much regulation in our lives as it is. I prefer self-determination and autonomy over options imposed by an outside entity. That sort of thing promotes dissatisfaction and frustration for me and lots of other people. Don't assume you know what is best for others!!!!
TOO MANY QUESTIONS IRRELVALENT TO MY COMMUTE.
More attention should be paid to allowing work from home. Many supervisors are reluctant to do this but due to the fact that there is a lack of space, people sitting on top of each other and lack of parking this would be beneficial.
We need to at least rent the all the space S.U. has for the summer time. Those lots sit empty. If we could at least park there for a few months it would go a long way.
We need more garage parking
Why does SU need so much parking room can't they limit who can drive. The freshmen in Oswego who live on campus cannot bring a car. Also The lots could be made into Garages to provide more parking.
The survey forces responses that would not be a choice
I pay for a private garage to be safe due to some of the hours - unpredictable.
at least at the VA I think the "seniority" schedule should be reviewed and the police should not be given preferential parking in the garage while the rest of us must park in J-lot. I think that is unfair and unacceptable. It also makes the police department look like a bunch of idiots. They will enforce the rules to others, but break them themselves.
none
I am probably not a good one to complete this survey. I park in the VA garage - the most convenient of all parking spots.
Try working something out with SU, they have a few lots that do not fill up, this would be very convenient for VA employees.Silly silly
Research into building additional parking garages where surface lots are to accomodate more cars would be appreciated.
Why don't you talk to Dr Cantor at SU about the possibility of buying parking space in the summer in their lot. I would pay \$100 for summer use
I feel very strongly at this time the parking arrangements are not acceptable due to the location of the lots. It would be greatly appreciated if the parking lots were located in a safer neighborhood and the riders had the option to walk to and from the lot.

Appendix D

Employee Zip Code Information



ZIP Code	Town/ Post Office	Total Number of Employees	Number of Employees by Institution					
			Crouse	ESF	SU	VA	Hutchings	Upstate
13210	Syracuse	1460	86	70	670	42	24	568
13090	Liverpool	914	176	19	202	106	15	396
13027	Baldwinsville	737	175	14	138	64	19	327
13088	Liverpool	639	119	17	125	74	26	278
13066	Fayetteville	638	68	28	238	55	11	238
13104	Manlius	591	21	14	220	54	12	270
13205	Syracuse	565	114	5	146	49	31	220
13215	Syracuse	565	81	18	146	57	10	253
13224	Syracuse	550	0	27	274	46	21	182
13078	Jamesville	537	59	12	188	49	6	223
13206	Syracuse	522	91	7	145	51	39	189
13219	Syracuse	488	107	18	123	45	15	180
13031	Camillus	479	77	13	104	68	9	208
13212	Syracuse	476	115	5	111	44	18	183
13207	Syracuse	451	84	7	140	33	37	150
13202	Syracuse	449	15	1	45	19	5	364
13203	Syracuse	441	54	0	158	26	11	192
13039	Cicero	431	101	2	92	42	11	183
13057	East Syracuse	423	71	12	117	57	10	156
13204	Syracuse	382	75	7	106	33	22	139
13214	Syracuse	381	45	8	156	21	7	144
13208	Syracuse	354	78	0	82	34	17	143
13041	Clay	295	57	6	59	33	11	129
13209	Syracuse	282	58	6	83	27	3	105
13021	Auburn	200	32	5	19	22	13	109
13035	Cazenovia	183	13	13	58	17	6	76
13037	Chittenango	176	22	12	54	15	3	70
13084	La Fayette	176	43	7	51	11	3	61
13108	Marcellus	165	23	11	30	25	4	72
13159	Tully	154	24	10	32	15	4	69
13152	Skaneateles	142	18	4	43	12	7	58
13211	Syracuse	140	33	1	25	18	7	56
13029	Brewerton	138	25	4	28	8	5	68
13069	Fulton	136	31	6	19	12	7	61
13032	Canastota	123	19	1	21	16	7	59
13036	Central Square	117	28	2	18	8	3	58
13082	Kirkville	104	16	2	22	10	1	53
13135	Phoenix	89	22	0	13	7	8	39
13116	Minoa	86	18	5	22	4	2	35
13030	Bridgeport	80	16	2	12	6	3	41
13164	Warners	69	16	3	10	9	2	29
13120	Nedrow	65	5	1	19	6	2	32
13132	Pennellville	61	7	3	16	4	4	27
13167	West Monroe	55	11	1	8	11	1	23
13421	Oneida	55	5	1	16	0	5	28
13080	Jordan	54	12	1	11	7	1	22
13060	Elbridge	50	8	1	10	9	3	19
13063	Fabius	50	9	5	17	4	1	14
13044	Constantia	46	13	1	10	7	3	12
13244	Syracuse	44	0	0	43	0	1	0
13033	Cato	43	11	5	5	1	1	20
13112	Memphis	42	8	2	12	4	1	15



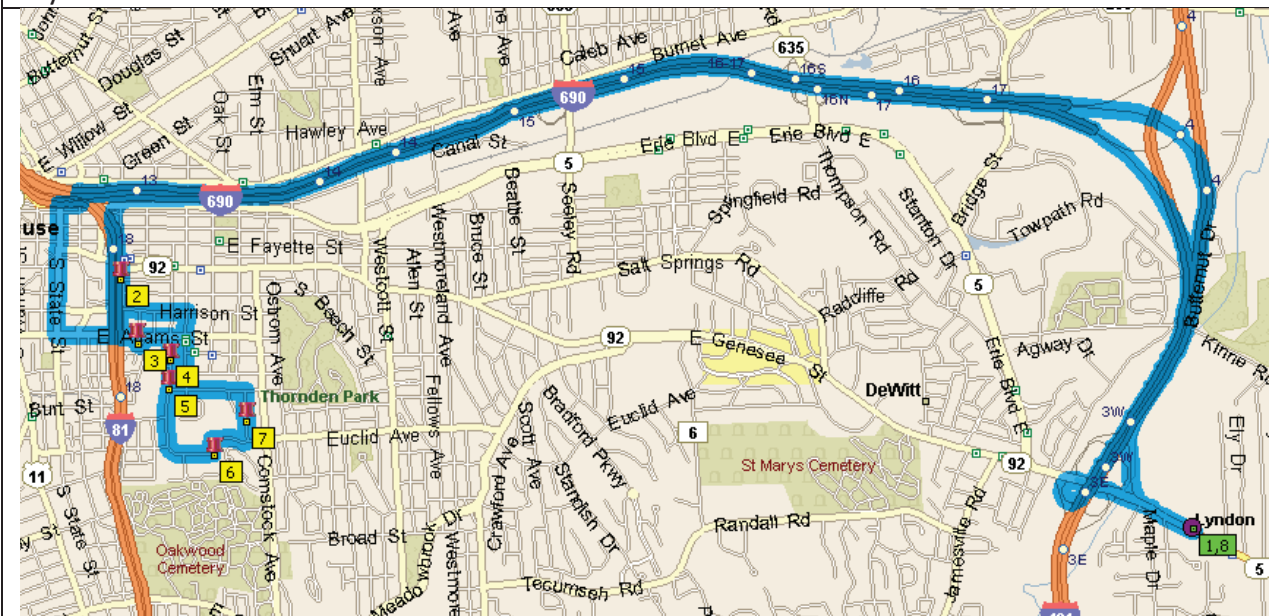
ZIP Code	Town/ Post Office	Total Number of Employees	Number of Employees by Institution					
			Crouse	ESF	SU	VA	Hutchings	Upstate
13042	Cleveland	41	8	4	3	5	3	18
13110	Marietta	40	11	4	7	1	1	16
13166	Weedsport	36	7	0	10	0	0	19
13077	Homer	33	4	1	11	3	2	12
13140	Port Byron	21	0	0	2	5	2	12
13061	Erieville	18	5	2	4	1	1	5
13028	Bernhards Bay	17	2	1	5	1	0	8
13122	New Woodstock	17	2	1	5	3	0	6
13316	Camden	17	4	0	1	3	0	9
13408	Morrisville	17	4	0	2	0	0	11
13074	Hannibal	16	2	0	5	1	0	8
13141	Preble	15	1	0	4	4	0	6
13308	Blossvale	14	0	1	5	7	0	1
13118	Moravia	13	1	1	0	7	0	4
13143	Red Creek	11	3	1	2	0	1	4
13052	De Ruyter	10	4	1	2	1	0	2
13156	Sterling	9	1	0	2	1	0	5
13158	Truxton	8	2	0	0	2	0	4
13332	Earlville	7	0	0	1	2	0	4
13054	Durhamville	6	0	0	0	1	0	5
13111	Martville	6	1	0	0	1	1	3
13160	Union Springs	6	2	1	1	0	1	1
13034	Cayuga	4	1	0	0	0	1	2
13072	Georgetown	3	0	0	1	0	0	2
13147	Scipio Center	2	0	0	0	0	0	2
13334	Eaton	2	1	0	0	0	0	1
13146	Savannah	1	0	0	0	0	0	1
13471	Taberg	1	1	0	0	0	0	0

Appendix E

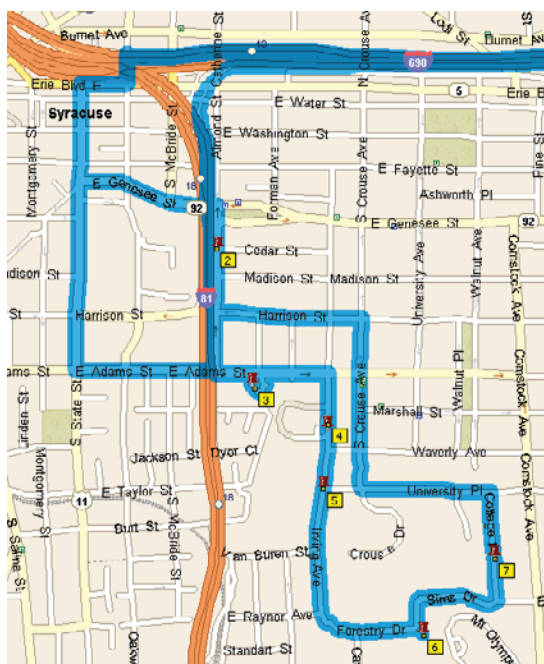
Proposed Shuttle Routes and Schedules

Preliminary Shuttle Routes October 2009

Fayetteville??e?? itt Centro Par?? and ?ide – In?ound ?oute



University Hill Snapshot

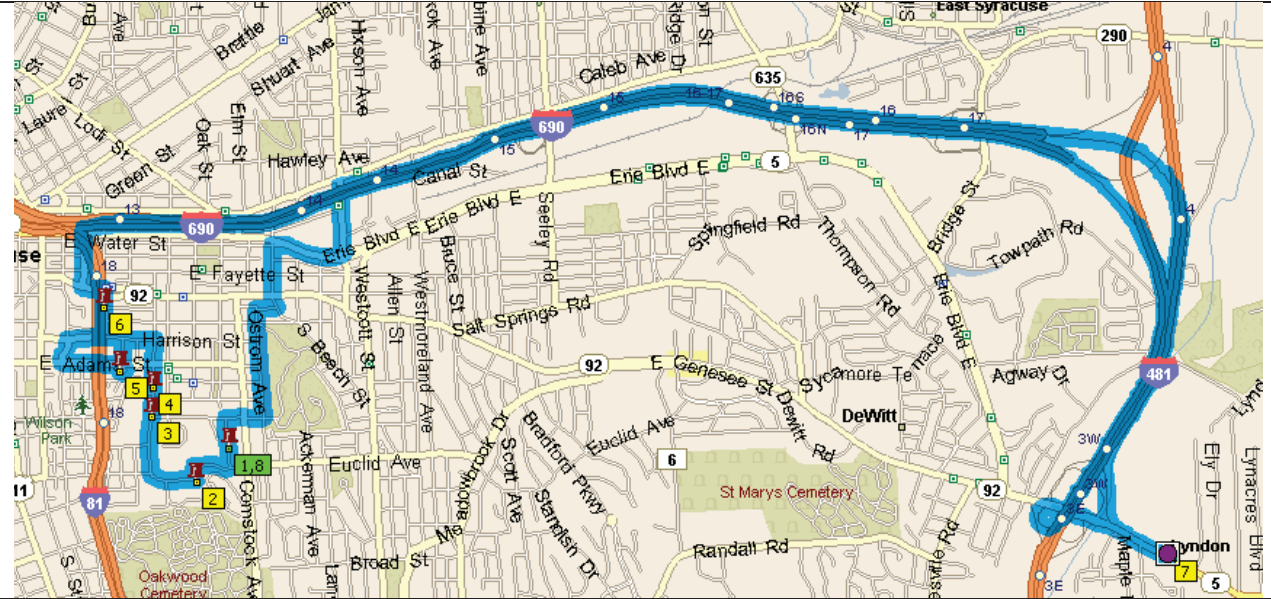


Fayetteville/DeWitt Centro Inbound Route Stop List

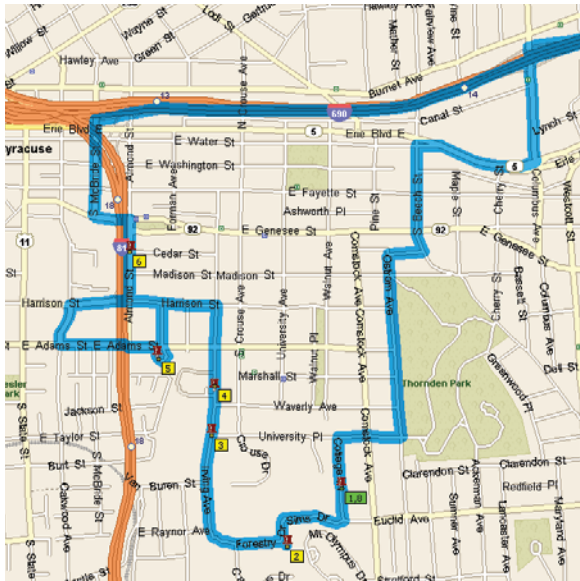
Stop Number	Stop Name
1	Fayetteville/DeWitt Centro Park and Ride
2	Hutchings Psychiatric Center
3	Upstate Medical University
4	Crouse Hospital
5	VA Hospital
6	SUNY-ESF (Entrance)
7	Syracuse University Main Shuttle Stop
8	Fayetteville/DeWitt Centro Park and Ride

Preliminary Shuttle Routes October 2009

Fayetteville/DeWitt Centro Park and Ride – Outbound Route



University Hill Snapshot



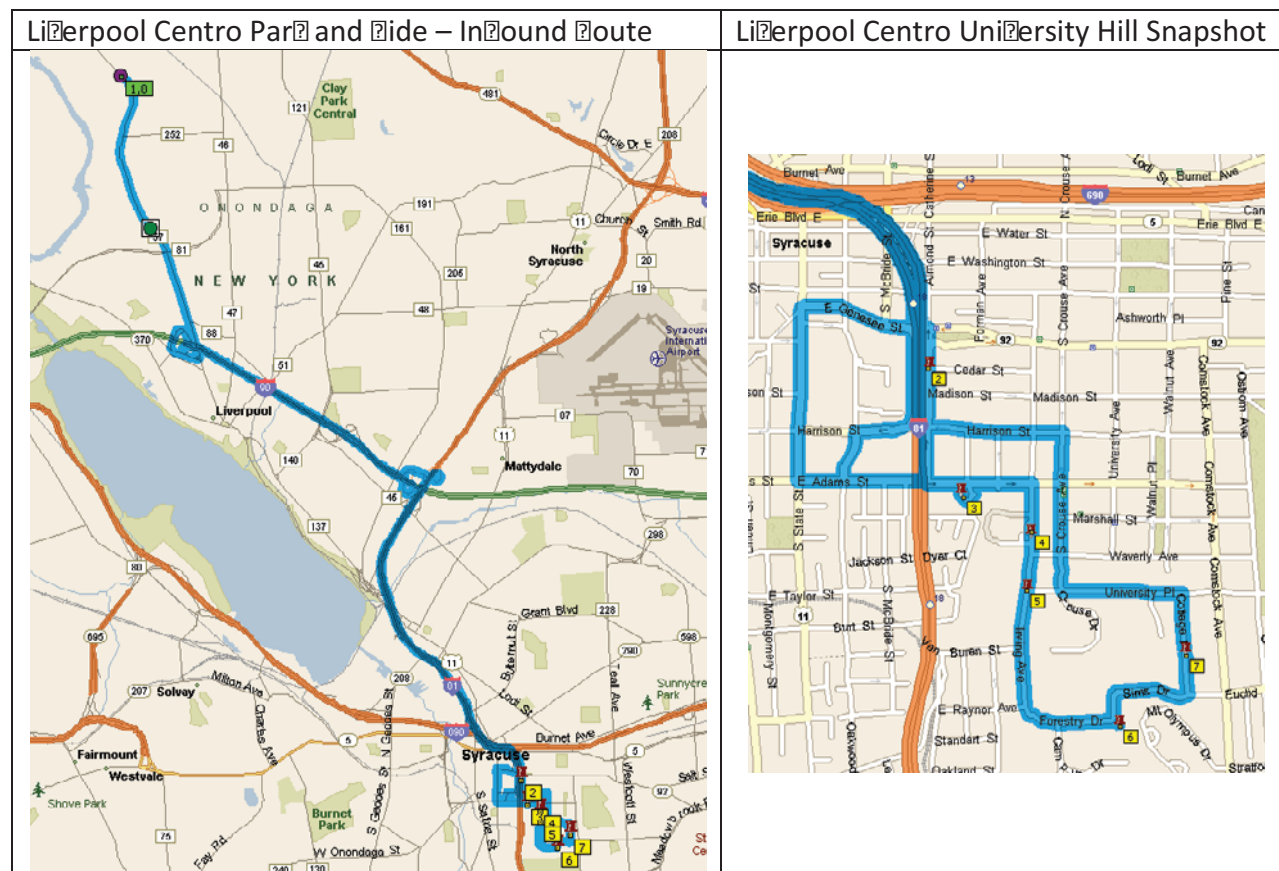
Fayetteville/DeWitt Centro
Outbound Route Stop List

Stop Number	Stop Name
1	Syracuse University Main Shuttle Stop
2	SUNY-ESF (Entrance)
3	VA Hospital
4	Crouse Hospital
5	Upstate Medical University
6	Hutchings Psychiatric Center
7	Fayetteville/DeWitt Centro Park and Ride
8	Syracuse University Main Shuttle Stop

Fayetteville/DeWitt Centro Park and Ride Inbound Route Schedule								
Route/Vehicle	Fayetteville Centro	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	HA Hospital	SUNY-ESF Entrance	Syracuse Uni Main Shuttle Stop	Fayetteville Centro
Bus 1	5:30 AM	5:42 AM	5:49 AM	5:51 AM	5:52 AM	5:55 AM	5:57 AM	6:15 AM
Bus 2	5:55 AM	6:07 AM	6:14 AM	6:16 AM	6:17 AM	6:20 AM	6:22 AM	6:40 AM
Bus 1	6:20 AM	6:32 AM	6:39 AM	6:41 AM	6:42 AM	6:45 AM	6:47 AM	7:05 AM
Bus 2	6:45 AM	6:57 AM	7:04 AM	7:06 AM	7:07 AM	7:10 AM	7:12 AM	7:30 AM
Bus 1	7:10 AM	7:22 AM	7:29 AM	7:31 AM	7:32 AM	7:35 AM	7:37 AM	7:55 AM
Bus 2	7:35 AM	7:47 AM	7:54 AM	7:56 AM	7:57 AM	8:00 AM	8:02 AM	8:20 AM
Bus 1	8:00 AM	8:12 AM	8:19 AM	8:21 AM	8:22 AM	8:25 AM	8:27 AM	8:45 AM
Bus 2	8:25 AM	8:37 AM	8:44 AM	8:46 AM	8:47 AM	8:50 AM	8:52 AM	9:10 AM
Bus 1	8:50 AM	9:02 AM	9:09 AM	9:11 AM	9:12 AM	9:15 AM	9:17 AM	9:35 AM
Bus 2	9:15 AM	9:27 AM	9:34 AM	9:36 AM	9:37 AM	9:40 AM	9:42 AM	10:00 AM
Bus 1	9:40 AM	9:52 AM	9:59 AM	10:01 AM	10:02 AM	10:05 AM	10:07 AM	10:25 AM

Fayetteville/DeWitt Centro Park and Ride Outbound Route Schedule								
Route/Vehicle	Syracuse Uni Main Shuttle Stop	SUNY-ESF Entrance	HA Hospital	Crouse Hospital	Upstate Medical University	Hutchings Psychiatric Center	Fayetteville/DeWitt Centro	Syracuse Uni Main Shuttle Stop
Bus 1	3:00 PM	3:02 PM	3:05 PM	3:06 PM	3:13 PM	3:16 PM	3:27 PM	3:43 PM
Bus 2	3:25 PM	3:27 PM	3:30 PM	3:31 PM	3:38 PM	3:41 PM	3:52 PM	4:08 PM
Bus 1	3:50 PM	3:52 PM	3:55 PM	3:56 PM	4:03 PM	4:06 PM	4:17 PM	4:33 PM
Bus 2	4:15 PM	4:17 PM	4:20 PM	4:21 PM	4:28 PM	4:31 PM	4:42 PM	4:58 PM
Bus 1	4:40 PM	4:42 PM	4:45 PM	4:46 PM	4:53 PM	4:56 PM	5:07 PM	5:23 PM
Bus 2	5:05 PM	5:07 PM	5:10 PM	5:11 PM	5:18 PM	5:21 PM	5:32 PM	5:48 PM
Bus 1	5:30 PM	5:32 PM	5:35 PM	5:36 PM	5:43 PM	5:46 PM	5:57 PM	6:13 PM
Bus 2	5:55 PM	5:57 PM	6:00 PM	6:01 PM	6:08 PM	6:11 PM	6:22 PM	6:38 PM
Bus 1	6:20 PM	6:22 PM	6:25 PM	6:26 PM	6:33 PM	6:36 PM	6:47 PM	
Bus 2	6:45 PM	6:47 PM	6:50 PM	6:51 PM	6:58 PM	7:01 PM	7:12 PM	

Preliminary Shuttle Routes October 2009

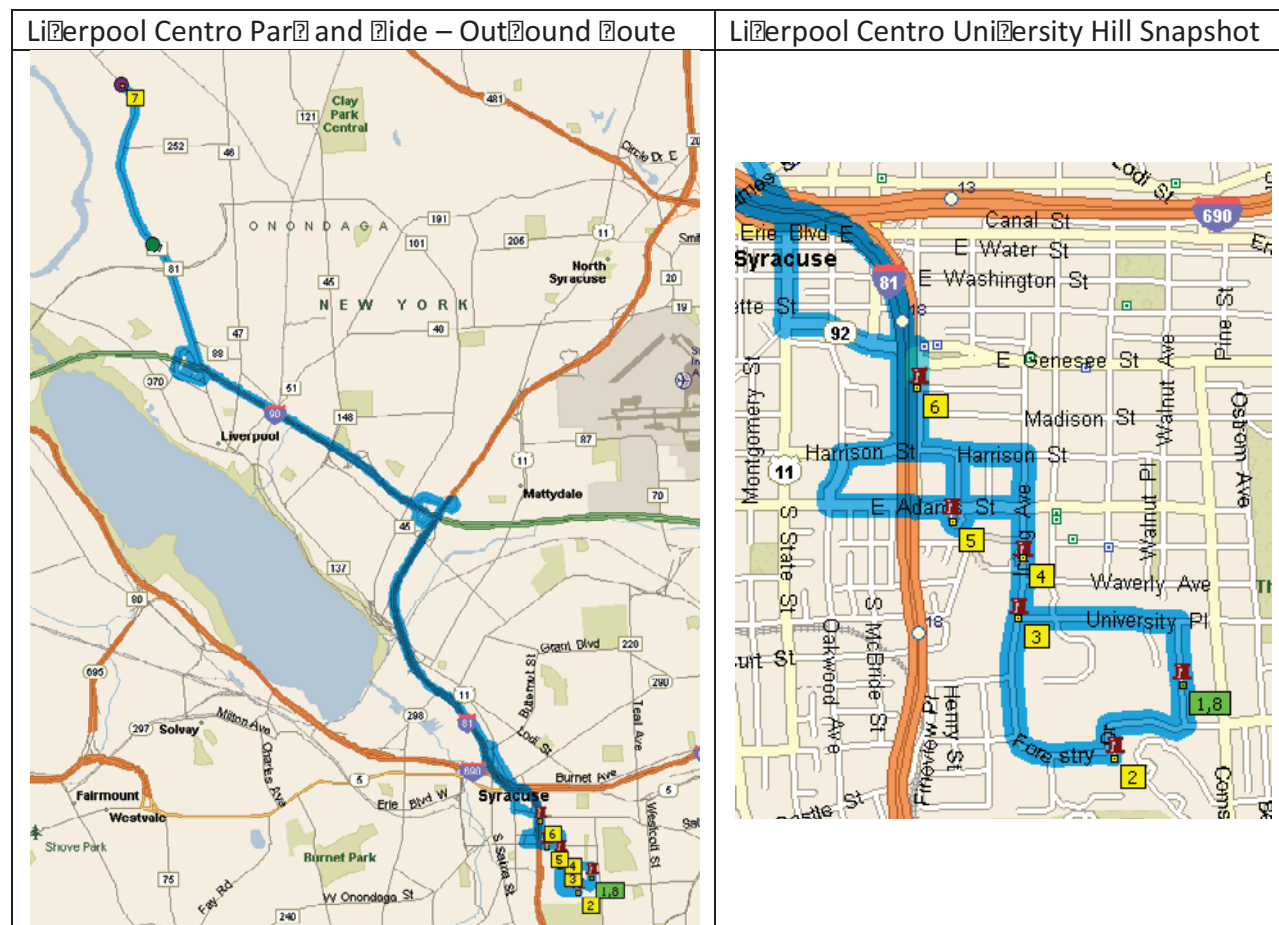


Purple Circle – Park and Ride facility used in evaluation.
Green Circle – Alternate Liverpool Park and Ride facility.

Liverpool Centro Park and Ride Inbound Route Stop List

Stop Number	Stop Name
1	Liverpool Centro Park and Ride
2	Hutchings Psychiatric Center
3	Upstate Medical University
4	Crouse Hospital
5	VA Hospital
6	SUNY-ESF (Entrance)
7	Syracuse University Main Shuttle Stop
8	Liverpool Centro Park and Ride

Preliminary Shuttle Routes October 2009



Purple Circle – Park and Ride facility used in evaluation.
Green Circle – Alternate Liverpool Park and Ride facility.

Liverpool Centro Park and Ride Outbound Route Stop List

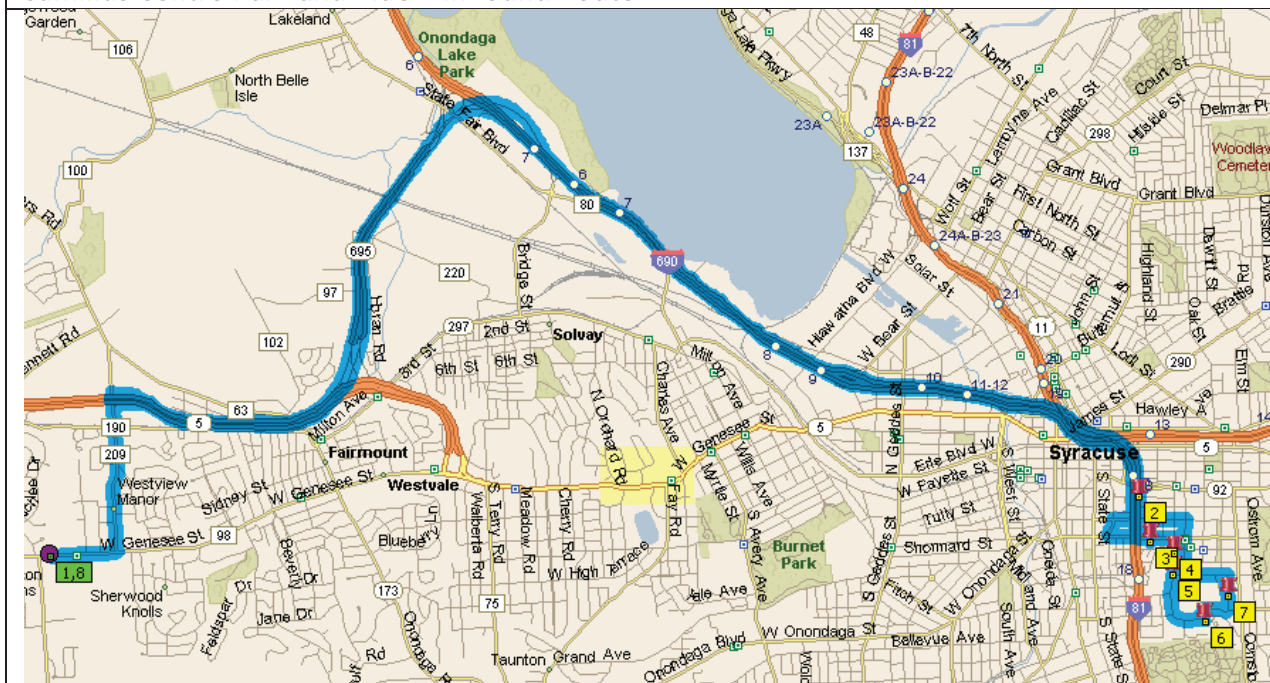
Stop Number	Stop Name
1	Syracuse University Main Shuttle Stop
2	SUNY-ESF (Entrance)
3	VA Hospital
4	Crouse Hospital
5	Upstate Medical University
6	Hutchings Psychiatric Center
7	Liverpool Centro Park and Ride
8	Syracuse University Main Shuttle Stop

Liverpool Centro Park and Ride Inbound Route Schedule								
Route/Vehicle	Liverpool Centro Park and Ride	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	VA Hospital	SUNY-ESF Entrance	Syracuse University Main Shuttle Stop	Liverpool Centro Park and Ride
Bus 1	5:30 AM	5:49 AM	5:56 AM	5:58 AM	5:59 AM	6:02 AM	6:04 AM	6:30 AM
Bus 2	6:00 AM	6:19 AM	6:26 AM	6:28 AM	6:29 AM	6:32 AM	6:34 AM	7:00 AM
Bus 1	6:30 AM	6:49 AM	6:56 AM	6:58 AM	6:59 AM	7:02 AM	7:04 AM	7:30 AM
Bus 2	7:00 AM	7:19 AM	7:26 AM	7:28 AM	7:29 AM	7:32 AM	7:34 AM	8:00 AM
Bus 1	7:30 AM	7:49 AM	7:56 AM	7:58 AM	7:59 AM	8:02 AM	8:04 AM	8:30 AM
Bus 2	8:00 AM	8:19 AM	8:26 AM	8:28 AM	8:29 AM	8:32 AM	8:34 AM	9:00 AM
Bus 1	8:30 AM	8:49 AM	8:56 AM	8:58 AM	8:59 AM	9:02 AM	9:04 AM	9:30 AM
Bus 2	9:00 AM	9:19 AM	9:26 AM	9:28 AM	9:29 AM	9:32 AM	9:34 AM	
Bus 1	9:30 AM	9:49 AM	9:56 AM	9:58 AM	9:59 AM	10:02 AM	10:04 AM	

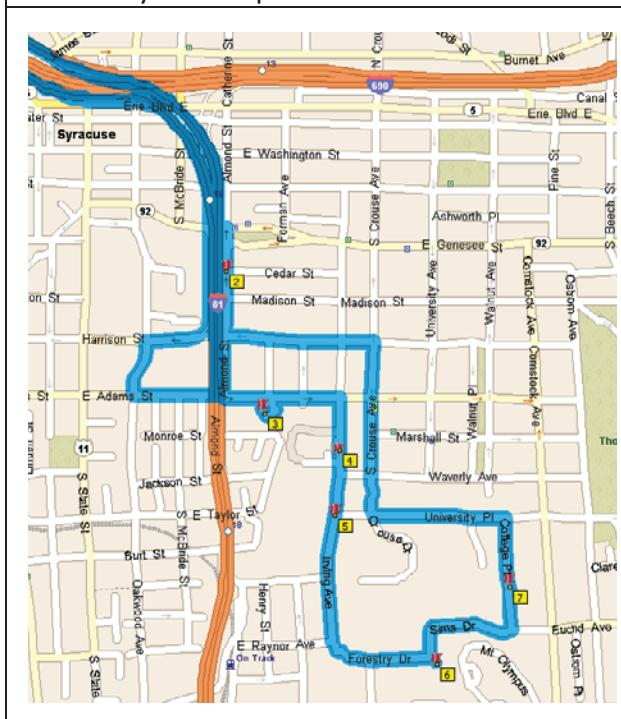
Liverpool Centro Park and Ride Outbound Route Schedule								
Route/Vehicle	Syracuse University Main Shuttle Stop	SUNY-ESF Entrance	VA Hospital	Crouse Hospital	Upstate Medical University	Hutchings Psychiatric Center	Liverpool Centro Park and Ride	Syracuse University Main Shuttle Stop
Bus 1	3:00 PM	3:02 PM	3:05 PM	3:06 PM	3:13 PM	3:16 PM	3:34 PM	4:00 PM
Bus 2	3:30 PM	3:32 PM	3:35 PM	3:36 PM	3:43 PM	3:46 PM	4:04 PM	4:30 PM
Bus 1	4:00 PM	4:02 PM	4:05 PM	4:06 PM	4:13 PM	4:16 PM	4:34 PM	5:00 PM
Bus 2	4:30 PM	4:32 PM	4:35 PM	4:36 PM	4:43 PM	4:46 PM	5:04 PM	5:30 PM
Bus 1	5:00 PM	5:02 PM	5:05 PM	5:06 PM	5:13 PM	5:16 PM	5:34 PM	6:00 PM
Bus 2	5:30 PM	5:32 PM	5:35 PM	5:36 PM	5:43 PM	5:46 PM	6:04 PM	6:30 PM
Bus 1	6:00 PM	6:02 PM	6:05 PM	6:06 PM	6:13 PM	6:16 PM	6:34 PM	
Bus 2	6:30 PM	6:32 PM	6:35 PM	6:36 PM	6:43 PM	6:46 PM	7:04 PM	

Preliminary Shuttle Routes October 2009

Camillus Centro Park and Ride – Inbound Route



University Hill Snapshot

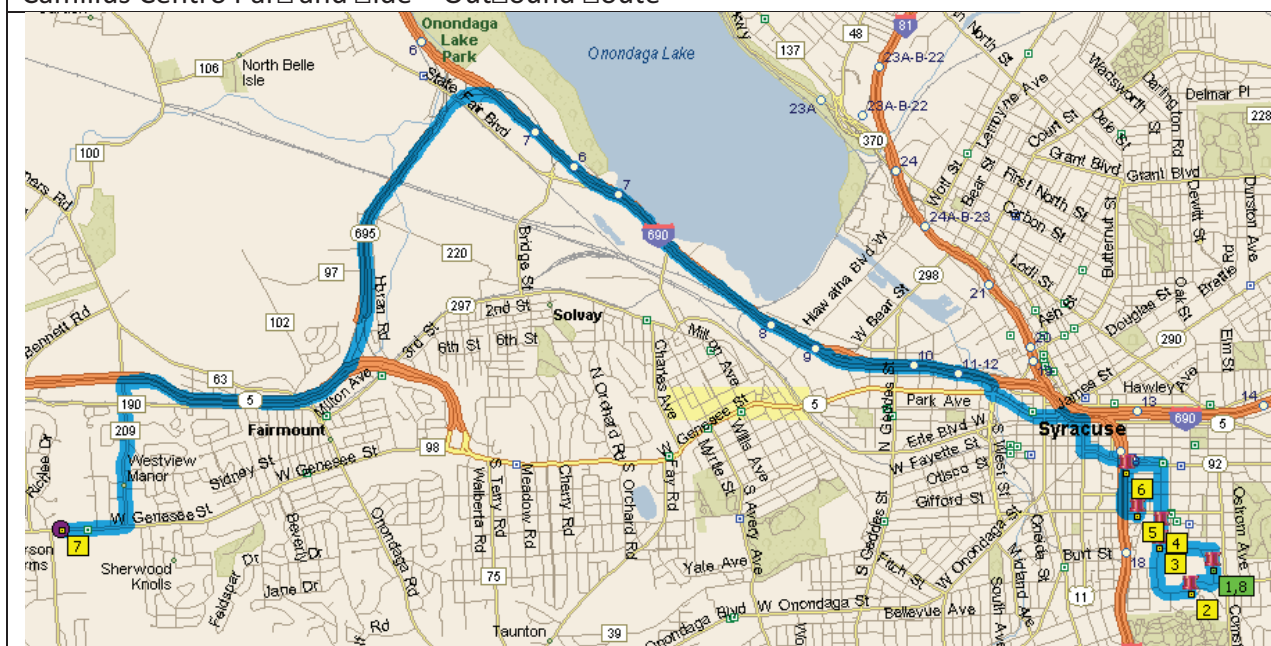


Camillus Centro Inbound Route Stop List

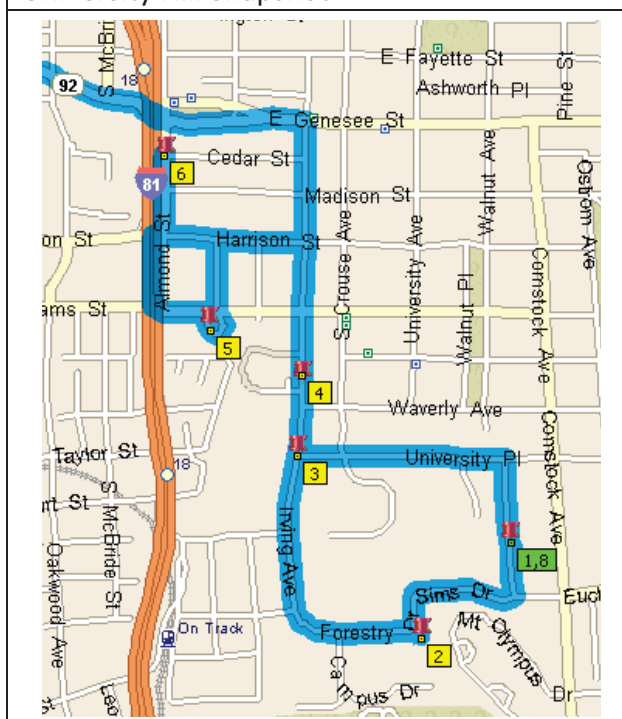
Stop Number	Stop Name
1	Camillus Centro Park and Ride
2	Hutchings Psychiatric Center
3	Upstate Medical University
4	Crouse Hospital
5	VA Hospital
6	SUNY-ESF (Entrance)
7	Syracuse University Main Shuttle Stop
8	Camillus Centro Park and Ride

Preliminary Shuttle Routes **October 2009**

Camillus Centro Park and Ride – Outbound Route



University Hill Snapshot



Camillus Centro Outbound Route Stop List

Stop Number	Stop Name
1	Syracuse University Main Shuttle Stop
2	SUNY-ESF (Entrance)
3	VA Hospital
4	Crouse Hospital
5	Upstate Medical University
6	Hutchings Psychiatric Center
7	Camillus Centro Park and Ride
8	Syracuse University Main Shuttle Stop

Camillus Centro Park and Ride Inbound Route Schedule								
Route/Vehicle	Camillus Centro Park and Ride	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	MA Hospital	SUNY-ESF Entrance	Syracuse University Main Shuttle Stop	Camillus Centro Park and Ride
Bus 1	5:30 AM	5:46 AM	5:50 AM	5:52 AM	5:53 AM	5:56 AM	5:58 AM	6:20 AM
Bus 2	6:00 AM	6:16 AM	6:20 AM	6:22 AM	6:23 AM	6:26 AM	6:28 AM	6:50 AM
Bus 1	6:30 AM	6:46 AM	6:50 AM	6:52 AM	6:53 AM	6:56 AM	6:58 AM	7:20 AM
Bus 2	7:00 AM	7:16 AM	7:20 AM	7:22 AM	7:23 AM	7:26 AM	7:28 AM	7:50 AM
Bus 1	7:30 AM	7:46 AM	7:50 AM	7:52 AM	7:53 AM	7:56 AM	7:58 AM	8:20 AM
Bus 2	8:00 AM	8:16 AM	8:20 AM	8:22 AM	8:23 AM	8:26 AM	8:28 AM	8:50 AM
Bus 1	8:30 AM	8:46 AM	8:50 AM	8:52 AM	8:53 AM	8:56 AM	8:58 AM	9:20 AM
Bus 2	9:00 AM	9:16 AM	9:20 AM	9:22 AM	9:23 AM	9:26 AM	9:28 AM	
Bus 1	9:30 AM	9:46 AM	9:50 AM	9:52 AM	9:53 AM	9:56 AM	9:58 AM	

Camillus Centro Park and Ride Outbound Route Schedule								
Route/Vehicle	Syracuse University Main Shuttle Stop	SUNY-ESF Entrance	MA Hospital	Crouse Hospital	Upstate Medical University	Hutchings Psychiatric Center	Camillus Centro Park and Ride	Syracuse University Main Shuttle Stop
Bus 1	3:00 PM	3:02 PM	3:05 PM	3:06 PM	3:10 PM	3:12 PM	3:28 PM	3:50 PM
Bus 2	3:30 PM	3:32 PM	3:35 PM	3:36 PM	3:40 PM	3:42 PM	3:58 PM	4:20 PM
Bus 1	4:00 PM	4:02 PM	4:05 PM	4:06 PM	4:10 PM	4:12 PM	4:28 PM	4:50 PM
Bus 2	4:30 PM	4:32 PM	4:35 PM	4:36 PM	4:40 PM	4:42 PM	4:58 PM	5:20 PM
Bus 2	5:00 PM	5:02 PM	5:05 PM	5:06 PM	5:10 PM	5:12 PM	5:28 PM	5:50 PM
Bus 3	5:30 PM	5:32 PM	5:35 PM	5:36 PM	5:40 PM	5:42 PM	5:58 PM	6:20 PM
Bus 1	6:00 PM	6:02 PM	6:05 PM	6:06 PM	6:10 PM	6:12 PM	6:28 PM	
Bus 2	6:30 PM	6:32 PM	6:35 PM	6:36 PM	6:40 PM	6:42 PM	6:58 PM	

**Preliminary Shuttle Routes
October 2009**

Kennedy Square AM Circulator Route



Kennedy Square AM Circulator Route Stop List

Stop Number	Stop Name
1	Kennedy Square
2	Hutchings Psychiatric Center
3	Upstate Medical University
4	Crouse Hospital
5	VA Hospital
6	Syracuse University Main Shuttle Stop
7	SUNY-ESF (Entrance)
8	Kennedy Square

**Preliminary Shuttle Routes
October 2009**

Kennedy Square PM Circulator Route



Kennedy Square PM Circulator Route Stop List

Stop Number	Stop Name
1	Hutchings Psychiatric Center
2	Upstate Medical University
3	Crouse Hospital
4	VA Hospital
5	SUNY-ESF (Entrance)
6	Syracuse University Main Shuttle Stop
7	Kennedy Square Park and Ride
8	Hutchings Psychiatric Center

Kennedy Square AM Circulator Route

Route Vehicle	A1-Kennedy Square	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	MA Hospital	SUNY-ESF Entrance	Syracuse Uni Main Shuttle Stop	A1-Kennedy Square
Bus 1	5:30 AM	5:33 AM	5:36 AM	5:38 AM	5:39 AM	5:42 AM	5:44 AM	5:50 AM
Bus 2	5:36 AM	5:39 AM	5:42 AM	5:44 AM	5:45 AM	5:48 AM	5:50 AM	5:56 AM
Bus 3	5:43 AM	5:46 AM	5:49 AM	5:51 AM	5:52 AM	5:55 AM	5:57 AM	6:03 AM
Bus 1	5:50 AM	5:53 AM	5:56 AM	5:58 AM	5:59 AM	6:02 AM	6:04 AM	6:10 AM
Bus 2	5:56 AM	5:59 AM	6:02 AM	6:04 AM	6:05 AM	6:08 AM	6:10 AM	6:16 AM
Bus 3	6:03 AM	6:06 AM	6:09 AM	6:11 AM	6:12 AM	6:15 AM	6:17 AM	6:23 AM
Bus 1	6:10 AM	6:13 AM	6:16 AM	6:18 AM	6:19 AM	6:22 AM	6:24 AM	6:30 AM
Bus 2	6:16 AM	6:19 AM	6:22 AM	6:24 AM	6:25 AM	6:28 AM	6:30 AM	6:36 AM
Bus 3	6:23 AM	6:26 AM	6:29 AM	6:31 AM	6:32 AM	6:35 AM	6:37 AM	6:43 AM
Bus 1	6:30 AM	6:33 AM	6:36 AM	6:38 AM	6:39 AM	6:42 AM	6:44 AM	6:50 AM
Bus 4	6:35 AM	6:38 AM	6:41 AM	6:43 AM	6:44 AM	6:47 AM	6:49 AM	6:55 AM
Bus 2	6:40 AM	6:43 AM	6:46 AM	6:48 AM	6:49 AM	6:52 AM	6:54 AM	7:00 AM
Bus 3	6:45 AM	6:48 AM	6:51 AM	6:53 AM	6:54 AM	6:57 AM	6:59 AM	7:05 AM
Bus 1	6:50 AM	6:53 AM	6:56 AM	6:58 AM	6:59 AM	7:02 AM	7:04 AM	7:10 AM
Bus 4	6:55 AM	6:58 AM	7:01 AM	7:03 AM	7:04 AM	7:07 AM	7:09 AM	7:15 AM
Bus 2	7:00 AM	7:03 AM	7:06 AM	7:08 AM	7:09 AM	7:12 AM	7:14 AM	7:20 AM
Bus 3	7:05 AM	7:08 AM	7:11 AM	7:13 AM	7:14 AM	7:17 AM	7:19 AM	7:25 AM
Bus 1	7:10 AM	7:13 AM	7:16 AM	7:18 AM	7:19 AM	7:22 AM	7:24 AM	7:30 AM
Bus 4	7:15 AM	7:18 AM	7:21 AM	7:23 AM	7:24 AM	7:27 AM	7:29 AM	7:35 AM
Bus 2	7:20 AM	7:23 AM	7:26 AM	7:28 AM	7:29 AM	7:32 AM	7:34 AM	7:40 AM
Bus 3	7:25 AM	7:28 AM	7:31 AM	7:33 AM	7:34 AM	7:37 AM	7:39 AM	7:45 AM
Bus 1	7:30 AM	7:33 AM	7:36 AM	7:38 AM	7:39 AM	7:42 AM	7:44 AM	7:50 AM
Bus 4	7:35 AM	7:38 AM	7:41 AM	7:43 AM	7:44 AM	7:47 AM	7:49 AM	7:55 AM
Bus 2	7:40 AM	7:43 AM	7:46 AM	7:48 AM	7:49 AM	7:52 AM	7:54 AM	8:00 AM
Bus 3	7:45 AM	7:48 AM	7:51 AM	7:53 AM	7:54 AM	7:57 AM	7:59 AM	8:05 AM
Bus 1	7:50 AM	7:53 AM	7:56 AM	7:58 AM	7:59 AM	8:02 AM	8:04 AM	8:10 AM
Bus 4	7:55 AM	7:58 AM	8:01 AM	8:03 AM	8:04 AM	8:07 AM	8:09 AM	8:15 AM
Bus 2	8:00 AM	8:03 AM	8:06 AM	8:08 AM	8:09 AM	8:12 AM	8:14 AM	8:20 AM
Bus 3	8:05 AM	8:08 AM	8:11 AM	8:13 AM	8:14 AM	8:17 AM	8:19 AM	8:25 AM
Bus 1	8:10 AM	8:13 AM	8:16 AM	8:18 AM	8:19 AM	8:22 AM	8:24 AM	8:30 AM
Bus 4	8:15 AM	8:18 AM	8:21 AM	8:23 AM	8:24 AM	8:27 AM	8:29 AM	8:35 AM
Bus 2	8:20 AM	8:23 AM	8:26 AM	8:28 AM	8:29 AM	8:32 AM	8:34 AM	8:40 AM
Bus 3	8:25 AM	8:28 AM	8:31 AM	8:33 AM	8:34 AM	8:37 AM	8:39 AM	
Bus 1	8:30 AM	8:33 AM	8:36 AM	8:38 AM	8:39 AM	8:42 AM	8:44 AM	8:50 AM
Bus 4	8:36 AM	8:39 AM	8:42 AM	8:44 AM	8:45 AM	8:48 AM	8:50 AM	8:56 AM
Bus 2	8:43 AM	8:46 AM	8:49 AM	8:51 AM	8:52 AM	8:55 AM	8:57 AM	9:03 AM
Bus 1	8:50 AM	8:53 AM	8:56 AM	8:58 AM	8:59 AM	9:02 AM	9:04 AM	9:10 AM
Bus 4	8:56 AM	8:59 AM	9:02 AM	9:04 AM	9:05 AM	9:08 AM	9:10 AM	9:16 AM
Bus 2	9:03 AM	9:06 AM	9:09 AM	9:11 AM	9:12 AM	9:15 AM	9:17 AM	9:23 AM
Bus 1	9:10 AM	9:13 AM	9:16 AM	9:18 AM	9:19 AM	9:22 AM	9:24 AM	9:30 AM
Bus 4	9:16 AM	9:19 AM	9:22 AM	9:24 AM	9:25 AM	9:28 AM	9:30 AM	
Bus 2	9:23 AM	9:26 AM	9:29 AM	9:31 AM	9:32 AM	9:35 AM	9:37 AM	
Bus 1	9:30 AM	9:33 AM	9:36 AM	9:38 AM	9:39 AM	9:42 AM	9:44 AM	

Kennedy Square PM Circulator Route								
Route/Vehicle	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	MA Hospital	SUNY-ESF Entrance	Syracuse Uni Main Shuttle Stop	A1-Kennedy Square	Hutchings Psychiatric Center
Bus 1	3:00 PM	3:03 PM	3:05 PM	3:06 PM	3:09 PM	3:11 PM	3:17 PM	3:20 PM
Bus 2	3:06 PM	3:09 PM	3:11 PM	3:12 PM	3:15 PM	3:17 PM	3:23 PM	3:26 PM
Bus 3	3:13 PM	3:16 PM	3:18 PM	3:19 PM	3:22 PM	3:24 PM	3:30 PM	3:33 PM
Bus 1	3:20 PM	3:23 PM	3:25 PM	3:26 PM	3:29 PM	3:31 PM	3:37 PM	3:40 PM
Bus 2	3:26 PM	3:29 PM	3:31 PM	3:32 PM	3:35 PM	3:37 PM	3:43 PM	3:46 PM
Bus 3	3:33 PM	3:36 PM	3:38 PM	3:39 PM	3:42 PM	3:44 PM	3:50 PM	3:53 PM
Bus 1	3:40 PM	3:43 PM	3:45 PM	3:46 PM	3:49 PM	3:51 PM	3:57 PM	4:00 PM
Bus 2	3:46 PM	3:49 PM	3:51 PM	3:52 PM	3:55 PM	3:57 PM	4:03 PM	4:06 PM
Bus 3	3:53 PM	3:56 PM	3:58 PM	3:59 PM	4:02 PM	4:04 PM	4:10 PM	4:13 PM
Bus 1	4:00 PM	4:03 PM	4:05 PM	4:06 PM	4:09 PM	4:11 PM	4:17 PM	4:20 PM
Bus 4	4:05 PM	4:08 PM	4:10 PM	4:11 PM	4:14 PM	4:16 PM	4:22 PM	4:25 PM
Bus 2	4:10 PM	4:13 PM	4:15 PM	4:16 PM	4:19 PM	4:21 PM	4:27 PM	4:30 PM
Bus 3	4:15 PM	4:18 PM	4:20 PM	4:21 PM	4:24 PM	4:26 PM	4:32 PM	4:35 PM
Bus 1	4:20 PM	4:23 PM	4:25 PM	4:26 PM	4:29 PM	4:31 PM	4:37 PM	4:40 PM
Bus 4	4:25 PM	4:28 PM	4:30 PM	4:31 PM	4:34 PM	4:36 PM	4:42 PM	4:45 PM
Bus 2	4:30 PM	4:33 PM	4:35 PM	4:36 PM	4:39 PM	4:41 PM	4:47 PM	4:50 PM
Bus 3	4:35 PM	4:38 PM	4:40 PM	4:41 PM	4:44 PM	4:46 PM	4:52 PM	4:55 PM
Bus 1	4:40 PM	4:43 PM	4:45 PM	4:46 PM	4:49 PM	4:51 PM	4:57 PM	5:00 PM
Bus 4	4:45 PM	4:48 PM	4:50 PM	4:51 PM	4:54 PM	4:56 PM	5:02 PM	5:05 PM
Bus 2	4:50 PM	4:53 PM	4:55 PM	4:56 PM	4:59 PM	5:01 PM	5:07 PM	5:10 PM
Bus 3	4:55 PM	4:58 PM	5:00 PM	5:01 PM	5:04 PM	5:06 PM	5:12 PM	5:15 PM
Bus 1	5:00 PM	5:03 PM	5:05 PM	5:06 PM	5:09 PM	5:11 PM	5:17 PM	5:20 PM
Bus 4	5:05 PM	5:08 PM	5:10 PM	5:11 PM	5:14 PM	5:16 PM	5:22 PM	5:25 PM
Bus 2	5:10 PM	5:13 PM	5:15 PM	5:16 PM	5:19 PM	5:21 PM	5:27 PM	5:30 PM
Bus 3	5:15 PM	5:18 PM	5:20 PM	5:21 PM	5:24 PM	5:26 PM	5:32 PM	5:35 PM
Bus 1	5:20 PM	5:23 PM	5:25 PM	5:26 PM	5:29 PM	5:31 PM	5:37 PM	5:40 PM
Bus 4	5:25 PM	5:28 PM	5:30 PM	5:31 PM	5:34 PM	5:36 PM	5:42 PM	5:45 PM
Bus 2	5:30 PM	5:33 PM	5:35 PM	5:36 PM	5:39 PM	5:41 PM	5:47 PM	5:50 PM
Bus 3	5:35 PM	5:38 PM	5:40 PM	5:41 PM	5:44 PM	5:46 PM	5:52 PM	5:55 PM
Bus 1	5:40 PM	5:43 PM	5:45 PM	5:46 PM	5:49 PM	5:51 PM	5:57 PM	6:00 PM
Bus 4	5:45 PM	5:48 PM	5:50 PM	5:51 PM	5:54 PM	5:56 PM	6:02 PM	6:05 PM
Bus 2	5:50 PM	5:53 PM	5:55 PM	5:56 PM	5:59 PM	6:01 PM	6:07 PM	6:10 PM
Bus 3	5:55 PM	5:58 PM	6:00 PM	6:01 PM	6:04 PM	6:06 PM	6:12 PM	
Bus 1	6:00 PM	6:03 PM	6:05 PM	6:06 PM	6:09 PM	6:11 PM	6:17 PM	6:20 PM
Bus 4	6:06 PM	6:09 PM	6:11 PM	6:12 PM	6:15 PM	6:17 PM	6:23 PM	6:26 PM
Bus 2	6:13 PM	6:16 PM	6:18 PM	6:19 PM	6:22 PM	6:24 PM	6:30 PM	6:33 PM
Bus 1	6:20 PM	6:23 PM	6:25 PM	6:26 PM	6:29 PM	6:31 PM	6:37 PM	
Bus 4	6:26 PM	6:29 PM	6:31 PM	6:32 PM	6:35 PM	6:37 PM	6:43 PM	
Bus 2	6:33 PM	6:36 PM	6:38 PM	6:39 PM	6:42 PM	6:44 PM	6:50 PM	

Preliminary Shuttle Routes
October 2009

Syracuse Housing Authority AM Circulator Route



**Syracuse Housing Authority AM Circulator
Route Stop List**

Stop Number	Stop Name
1	Syracuse Housing Authority
2	Upstate Medical University
3	Hutchings Psychiatric Center
4	Crouse Hospital
5	VA Hospital
6	Syracuse University Main Shuttle Stop
7	SUNY-ESF (Entrance)
8	Syracuse Housing Authority

Preliminary Shuttle Routes
October 2009

Syracuse Housing Authority PM Circulator Route



**Syracuse Housing Authority PM Circulator
Route Stop List**

Stop Number	Stop Name
1	Upstate Medical University
2	Hutchings Psychiatric Center
3	Crouse Hospital
4	VA Hospital
5	Syracuse University Main Shuttle Stop
6	SUNY-ESF (Entrance)
7	Syracuse Housing Authority
8	Upstate Medical University

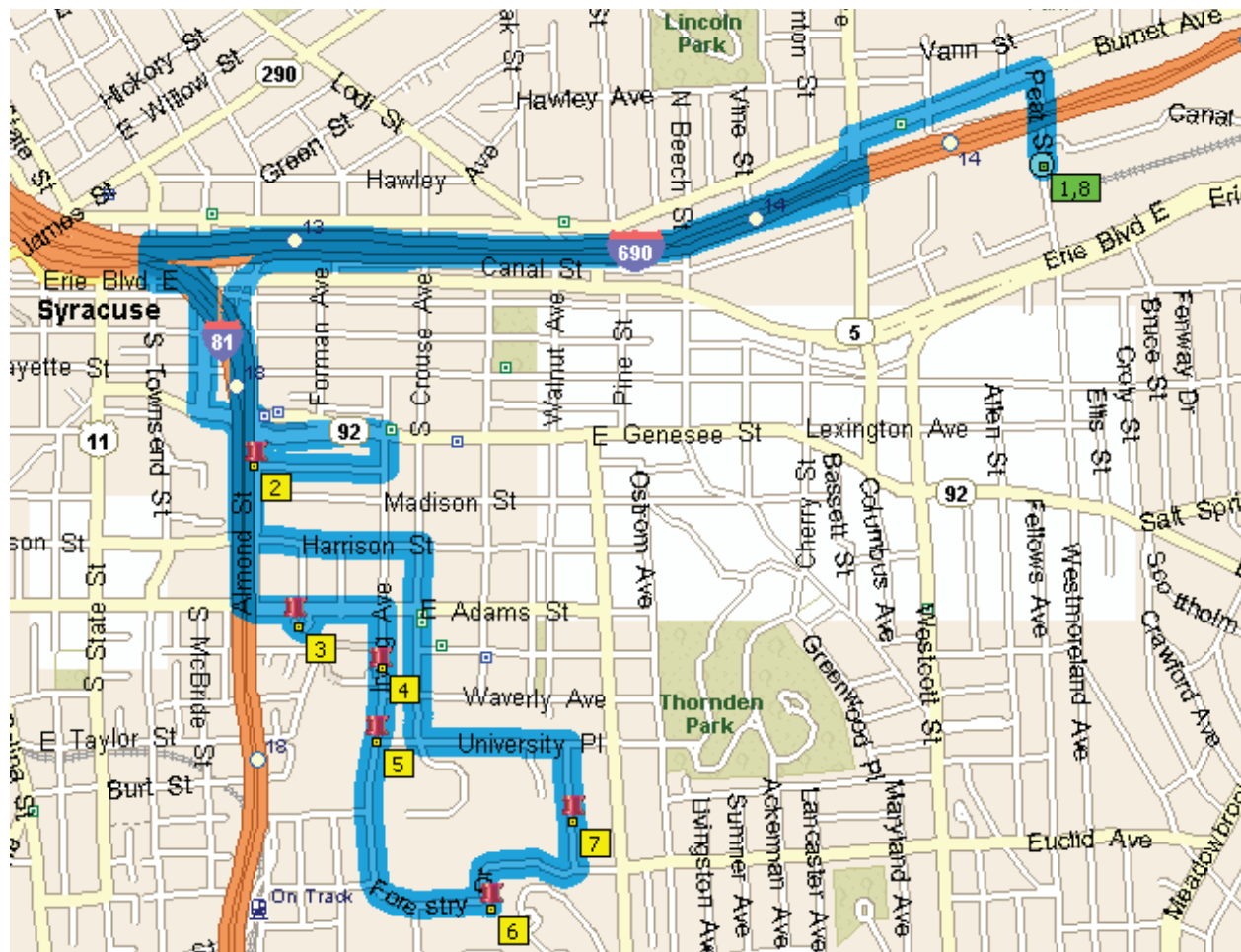
Syracuse Housing Authority AM Circulator Route								
Route/Vehicle	Syracuse Housing Authority	Upstate Medical University	Hutchings Psychiatric Center	Crouse Hospital	MA Hospital	Syracuse Uni Main Shuttle Stop	SUNY-ESF Entrance	Syracuse Housing Authority
Bus 1	5:30 AM	5:33 AM	5:35 AM	5:39 AM	5:40 AM	5:43 AM	5:45 AM	5:50 AM
Bus 2	5:36 AM	5:39 AM	5:41 AM	5:45 AM	5:46 AM	5:49 AM	5:51 AM	5:56 AM
Bus 3	5:43 AM	5:46 AM	5:48 AM	5:52 AM	5:53 AM	5:56 AM	5:58 AM	6:03 AM
Bus 1	5:50 AM	5:53 AM	5:55 AM	5:59 AM	6:00 AM	6:03 AM	6:05 AM	6:10 AM
Bus 2	5:56 AM	5:59 AM	6:01 AM	6:05 AM	6:06 AM	6:09 AM	6:11 AM	6:16 AM
Bus 3	6:03 AM	6:06 AM	6:08 AM	6:12 AM	6:13 AM	6:16 AM	6:18 AM	6:23 AM
Bus 1	6:10 AM	6:13 AM	6:15 AM	6:19 AM	6:20 AM	6:23 AM	6:25 AM	6:30 AM
Bus 2	6:16 AM	6:19 AM	6:21 AM	6:25 AM	6:26 AM	6:29 AM	6:31 AM	6:36 AM
Bus 3	6:23 AM	6:26 AM	6:28 AM	6:32 AM	6:33 AM	6:36 AM	6:38 AM	6:43 AM
Bus 1	6:30 AM	6:33 AM	6:35 AM	6:39 AM	6:40 AM	6:43 AM	6:45 AM	6:50 AM
Bus 4	6:35 AM	6:38 AM	6:40 AM	6:44 AM	6:45 AM	6:48 AM	6:50 AM	6:55 AM
Bus 2	6:40 AM	6:43 AM	6:45 AM	6:49 AM	6:50 AM	6:53 AM	6:55 AM	7:00 AM
Bus 3	6:45 AM	6:48 AM	6:50 AM	6:54 AM	6:55 AM	6:58 AM	7:00 AM	7:05 AM
Bus 1	6:50 AM	6:53 AM	6:55 AM	6:59 AM	7:00 AM	7:03 AM	7:05 AM	7:10 AM
Bus 4	6:55 AM	6:58 AM	7:00 AM	7:04 AM	7:05 AM	7:08 AM	7:10 AM	7:15 AM
Bus 2	7:00 AM	7:03 AM	7:05 AM	7:09 AM	7:10 AM	7:13 AM	7:15 AM	7:20 AM
Bus 3	7:05 AM	7:08 AM	7:10 AM	7:14 AM	7:15 AM	7:18 AM	7:20 AM	7:25 AM
Bus 1	7:10 AM	7:13 AM	7:15 AM	7:19 AM	7:20 AM	7:23 AM	7:25 AM	7:30 AM
Bus 4	7:15 AM	7:18 AM	7:20 AM	7:24 AM	7:25 AM	7:28 AM	7:30 AM	7:35 AM
Bus 2	7:20 AM	7:23 AM	7:25 AM	7:29 AM	7:30 AM	7:33 AM	7:35 AM	7:40 AM
Bus 3	7:25 AM	7:28 AM	7:30 AM	7:34 AM	7:35 AM	7:38 AM	7:40 AM	7:45 AM
Bus 1	7:30 AM	7:33 AM	7:35 AM	7:39 AM	7:40 AM	7:43 AM	7:45 AM	7:50 AM
Bus 4	7:35 AM	7:38 AM	7:40 AM	7:44 AM	7:45 AM	7:48 AM	7:50 AM	7:55 AM
Bus 2	7:40 AM	7:43 AM	7:45 AM	7:49 AM	7:50 AM	7:53 AM	7:55 AM	8:00 AM
Bus 3	7:45 AM	7:48 AM	7:50 AM	7:54 AM	7:55 AM	7:58 AM	8:00 AM	8:05 AM
Bus 1	7:50 AM	7:53 AM	7:55 AM	7:59 AM	8:00 AM	8:03 AM	8:05 AM	8:10 AM
Bus 4	7:55 AM	7:58 AM	8:00 AM	8:04 AM	8:05 AM	8:08 AM	8:10 AM	8:15 AM
Bus 2	8:00 AM	8:03 AM	8:05 AM	8:09 AM	8:10 AM	8:13 AM	8:15 AM	8:20 AM
Bus 3	8:05 AM	8:08 AM	8:10 AM	8:14 AM	8:15 AM	8:18 AM	8:20 AM	8:25 AM
Bus 1	8:10 AM	8:13 AM	8:15 AM	8:19 AM	8:20 AM	8:23 AM	8:25 AM	8:30 AM
Bus 4	8:15 AM	8:18 AM	8:20 AM	8:24 AM	8:25 AM	8:28 AM	8:30 AM	8:35 AM
Bus 2	8:20 AM	8:23 AM	8:25 AM	8:29 AM	8:30 AM	8:33 AM	8:35 AM	8:40 AM
Bus 3	8:25 AM	8:28 AM	8:30 AM	8:34 AM	8:35 AM	8:38 AM	8:40 AM	
Bus 1	8:30 AM	8:33 AM	8:35 AM	8:39 AM	8:40 AM	8:43 AM	8:45 AM	8:50 AM
Bus 4	8:36 AM	8:39 AM	8:41 AM	8:45 AM	8:46 AM	8:49 AM	8:51 AM	8:56 AM
Bus 2	8:43 AM	8:46 AM	8:48 AM	8:52 AM	8:53 AM	8:56 AM	8:58 AM	9:03 AM
Bus 1	8:50 AM	8:53 AM	8:55 AM	8:59 AM	9:00 AM	9:03 AM	9:05 AM	9:10 AM
Bus 4	8:56 AM	8:59 AM	9:01 AM	9:05 AM	9:06 AM	9:09 AM	9:11 AM	9:16 AM
Bus 2	9:03 AM	9:06 AM	9:08 AM	9:12 AM	9:13 AM	9:16 AM	9:18 AM	9:23 AM
Bus 1	9:10 AM	9:13 AM	9:15 AM	9:19 AM	9:20 AM	9:23 AM	9:25 AM	9:30 AM
Bus 4	9:16 AM	9:19 AM	9:21 AM	9:25 AM	9:26 AM	9:29 AM	9:31 AM	
Bus 2	9:23 AM	9:26 AM	9:28 AM	9:32 AM	9:33 AM	9:36 AM	9:38 AM	
Bus 1	9:30 AM	9:33 AM	9:35 AM	9:39 AM	9:40 AM	9:43 AM	9:45 AM	

Syracuse Housing Authority PM Circulator Route

Route Vehicle	Upstate Medical University	Hutchings Psychiatric Center	Crouse Hospital	MA Hospital	Syracuse Uni Main Shuttle Stop	SUNY-ESF Entrance	Syracuse Housing Authority	Upstate Medical University
Bus 1	3:00 PM	3:02 PM	3:06 PM	3:07 PM	3:10 PM	3:12 PM	3:17 PM	3:20 PM
Bus 2	3:06 PM	3:08 PM	3:12 PM	3:13 PM	3:16 PM	3:18 PM	3:23 PM	3:26 PM
Bus 3	3:13 PM	3:15 PM	3:19 PM	3:20 PM	3:23 PM	3:25 PM	3:30 PM	3:33 PM
Bus 1	3:20 PM	3:22 PM	3:26 PM	3:27 PM	3:30 PM	3:32 PM	3:37 PM	3:40 PM
Bus 2	3:26 PM	3:28 PM	3:32 PM	3:33 PM	3:36 PM	3:38 PM	3:43 PM	3:46 PM
Bus 3	3:33 PM	3:35 PM	3:39 PM	3:40 PM	3:43 PM	3:45 PM	3:50 PM	3:53 PM
Bus 1	3:40 PM	3:42 PM	3:46 PM	3:47 PM	3:50 PM	3:52 PM	3:57 PM	4:00 PM
Bus 2	3:46 PM	3:48 PM	3:52 PM	3:53 PM	3:56 PM	3:58 PM	4:03 PM	4:06 PM
Bus 3	3:53 PM	3:55 PM	3:59 PM	4:00 PM	4:03 PM	4:05 PM	4:10 PM	4:13 PM
Bus 1	4:00 PM	4:02 PM	4:06 PM	4:07 PM	4:10 PM	4:12 PM	4:17 PM	4:20 PM
Bus 4	4:05 PM	4:07 PM	4:11 PM	4:12 PM	4:15 PM	4:17 PM	4:22 PM	4:25 PM
Bus 2	4:10 PM	4:12 PM	4:16 PM	4:17 PM	4:20 PM	4:22 PM	4:27 PM	4:30 PM
Bus 3	4:15 PM	4:17 PM	4:21 PM	4:22 PM	4:25 PM	4:27 PM	4:32 PM	4:35 PM
Bus 1	4:20 PM	4:22 PM	4:26 PM	4:27 PM	4:30 PM	4:32 PM	4:37 PM	4:40 PM
Bus 4	4:25 PM	4:27 PM	4:31 PM	4:32 PM	4:35 PM	4:37 PM	4:42 PM	4:45 PM
Bus 2	4:30 PM	4:32 PM	4:36 PM	4:37 PM	4:40 PM	4:42 PM	4:47 PM	4:50 PM
Bus 3	4:35 PM	4:37 PM	4:41 PM	4:42 PM	4:45 PM	4:47 PM	4:52 PM	4:55 PM
Bus 1	4:40 PM	4:42 PM	4:46 PM	4:47 PM	4:50 PM	4:52 PM	4:57 PM	5:00 PM
Bus 4	4:45 PM	4:47 PM	4:51 PM	4:52 PM	4:55 PM	4:57 PM	5:02 PM	5:05 PM
Bus 2	4:50 PM	4:52 PM	4:56 PM	4:57 PM	5:00 PM	5:02 PM	5:07 PM	5:10 PM
Bus 3	4:55 PM	4:57 PM	5:01 PM	5:02 PM	5:05 PM	5:07 PM	5:12 PM	5:15 PM
Bus 1	5:00 PM	5:02 PM	5:06 PM	5:07 PM	5:10 PM	5:12 PM	5:17 PM	5:20 PM
Bus 4	5:05 PM	5:07 PM	5:11 PM	5:12 PM	5:15 PM	5:17 PM	5:22 PM	5:25 PM
Bus 2	5:10 PM	5:12 PM	5:16 PM	5:17 PM	5:20 PM	5:22 PM	5:27 PM	5:30 PM
Bus 3	5:15 PM	5:17 PM	5:21 PM	5:22 PM	5:25 PM	5:27 PM	5:32 PM	5:35 PM
Bus 1	5:20 PM	5:22 PM	5:26 PM	5:27 PM	5:30 PM	5:32 PM	5:37 PM	5:40 PM
Bus 4	5:25 PM	5:27 PM	5:31 PM	5:32 PM	5:35 PM	5:37 PM	5:42 PM	5:45 PM
Bus 2	5:30 PM	5:32 PM	5:36 PM	5:37 PM	5:40 PM	5:42 PM	5:47 PM	5:50 PM
Bus 3	5:35 PM	5:37 PM	5:41 PM	5:42 PM	5:45 PM	5:47 PM	5:52 PM	5:55 PM
Bus 1	5:40 PM	5:42 PM	5:46 PM	5:47 PM	5:50 PM	5:52 PM	5:57 PM	6:00 PM
Bus 4	5:45 PM	5:47 PM	5:51 PM	5:52 PM	5:55 PM	5:57 PM	6:02 PM	6:05 PM
Bus 2	5:50 PM	5:52 PM	5:56 PM	5:57 PM	6:00 PM	6:02 PM	6:07 PM	6:10 PM
Bus 3	5:55 PM	5:57 PM	6:01 PM	6:02 PM	6:05 PM	6:07 PM	6:12 PM	
Bus 1	6:00 PM	6:02 PM	6:06 PM	6:07 PM	6:10 PM	6:12 PM	6:17 PM	6:20 PM
Bus 4	6:06 PM	6:08 PM	6:12 PM	6:13 PM	6:16 PM	6:18 PM	6:23 PM	6:26 PM
Bus 2	6:13 PM	6:15 PM	6:19 PM	6:20 PM	6:23 PM	6:25 PM	6:30 PM	6:33 PM
Bus 1	6:20 PM	6:22 PM	6:26 PM	6:27 PM	6:30 PM	6:32 PM	6:37 PM	
Bus 4	6:26 PM	6:28 PM	6:32 PM	6:33 PM	6:36 PM	6:38 PM	6:43 PM	
Bus 2	6:33 PM	6:35 PM	6:39 PM	6:40 PM	6:43 PM	6:45 PM	6:50 PM	

Preliminary Shuttle Routes October 2009

Teal Ave Inbound Park and Ride

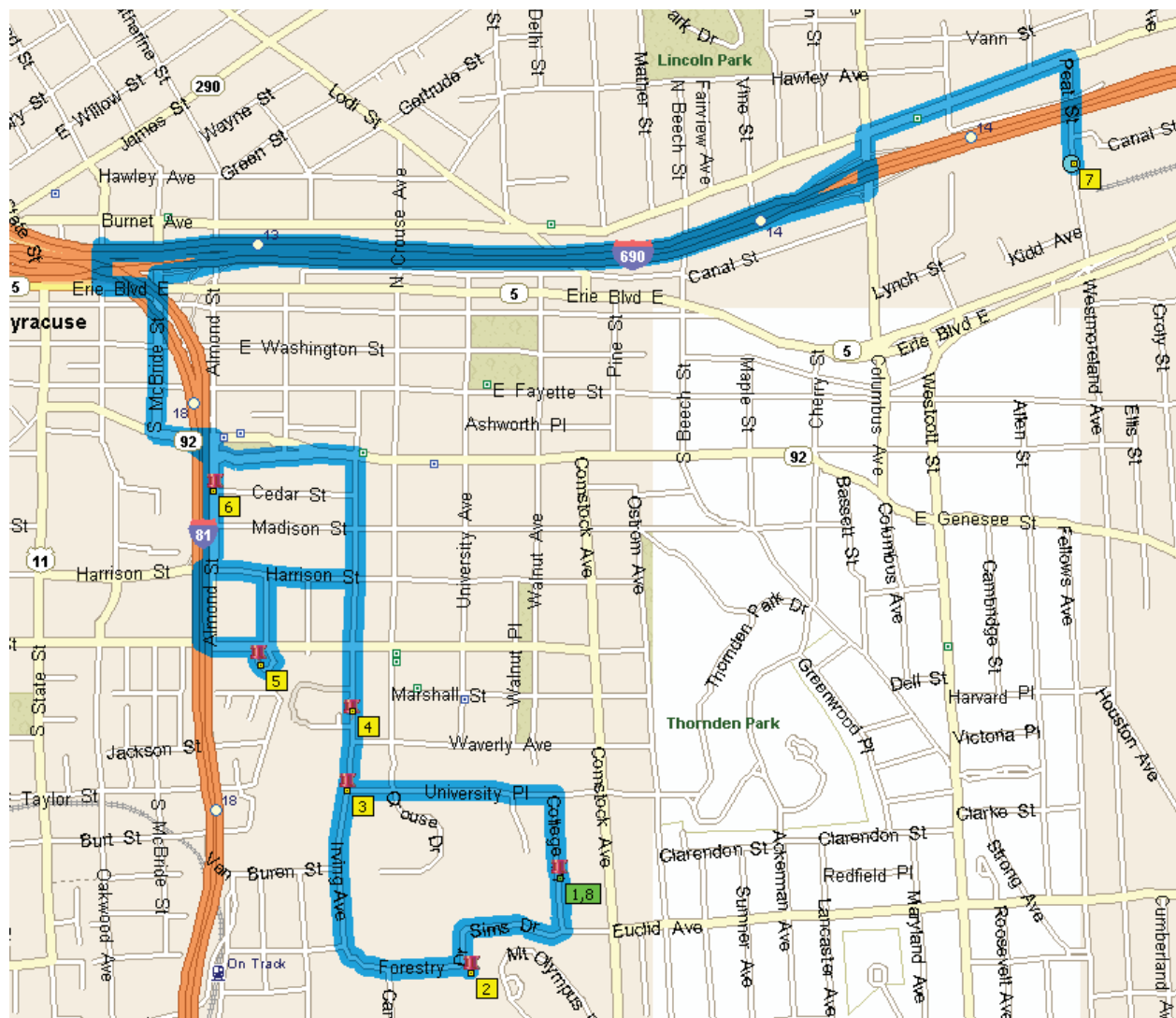


Teall Ave Park and Ride Inbound Stop List

Stop Number	Stop Name
1	Teall Avenue Park and Ride
2	Hutchings Psychiatric Center
3	Upstate Medical University
4	Crouse Hospital
5	VA Hospital
6	SUNY-ESF (Entrance)
7	Syracuse University Main Shuttle Stop
8	Teall Avenue Park and Ride

Preliminary Shuttle Routes **October 2009**

Teall Avenue Outbound Park and Ride



Teall Ave Park and Ride Outbound Stop List

Stop Number	Stop Name
1	Syracuse University Main Shuttle Stop
2	SUNY-ESF (Entrance)
3	VA Hospital
4	Crouse Hospital
5	Upstate Medical University
6	Hutchings Psychiatric Center
7	Teall Avenue Park and Ride
8	Syracuse University Main Shuttle Stop

Teall Ave Park and Ride - Inbound

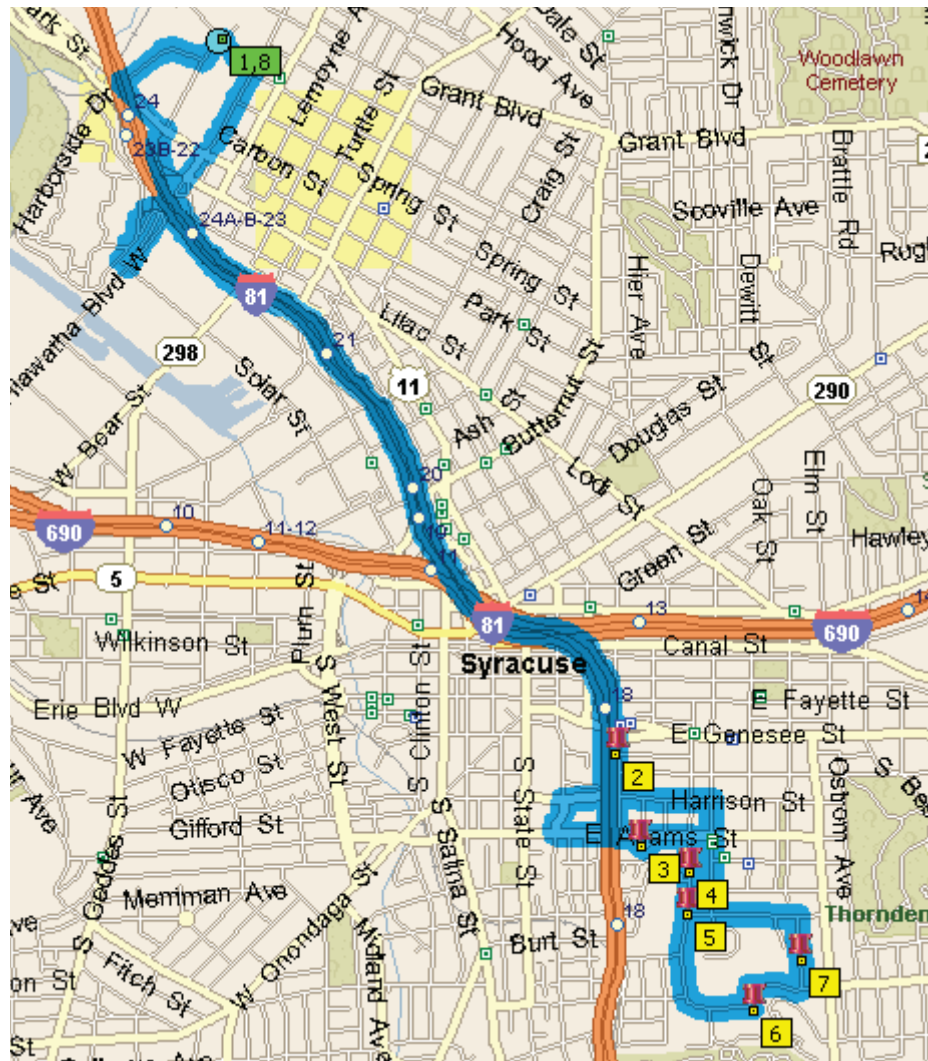
Route Vehicle	Teall Ave.	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	PA Hospital	SUNY-ESF Entrance	Syracuse Uni Main Shuttle Stop	Teall Ave.
Bus 1	5:30 AM	5:39 AM	5:43 AM	5:45 AM	5:46 AM	5:49 AM	5:50 AM	6:00 AM
Bus 2	5:37 AM	5:46 AM	5:50 AM	5:52 AM	5:53 AM	5:56 AM	5:57 AM	6:07 AM
Bus 3	5:45 AM	5:54 AM	5:58 AM	6:00 AM	6:01 AM	6:04 AM	6:05 AM	6:15 AM
Bus 4	5:52 AM	6:01 AM	6:05 AM	6:07 AM	6:08 AM	6:11 AM	6:12 AM	6:22 AM
Bus 1	6:00 AM	6:09 AM	6:13 AM	6:15 AM	6:16 AM	6:19 AM	6:20 AM	6:30 AM
Bus 2	6:07 AM	6:16 AM	6:20 AM	6:22 AM	6:23 AM	6:26 AM	6:27 AM	6:37 AM
Bus 3	6:15 AM	6:24 AM	6:28 AM	6:30 AM	6:31 AM	6:34 AM	6:35 AM	6:45 AM
Bus 4	6:22 AM	6:31 AM	6:35 AM	6:37 AM	6:38 AM	6:41 AM	6:42 AM	6:52 AM
Bus 1	6:30 AM	6:39 AM	6:43 AM	6:45 AM	6:46 AM	6:49 AM	6:50 AM	7:00 AM
Bus 5	6:34 AM	6:43 AM	6:47 AM	6:49 AM	6:50 AM	6:53 AM	6:54 AM	7:04 AM
Bus 2	6:38 AM	6:47 AM	6:51 AM	6:53 AM	6:54 AM	6:57 AM	6:58 AM	7:08 AM
Bus 6	6:42 AM	6:51 AM	6:55 AM	6:57 AM	6:58 AM	7:01 AM	7:02 AM	7:12 AM
Bus 3	6:47 AM	6:56 AM	7:00 AM	7:02 AM	7:03 AM	7:06 AM	7:07 AM	7:17 AM
Bus 7	6:51 AM	7:00 AM	7:04 AM	7:06 AM	7:07 AM	7:10 AM	7:11 AM	7:21 AM
Bus 4	6:55 AM	7:04 AM	7:08 AM	7:10 AM	7:11 AM	7:14 AM	7:15 AM	7:25 AM
Bus 1	7:00 AM	7:09 AM	7:13 AM	7:15 AM	7:16 AM	7:19 AM	7:20 AM	7:30 AM
Bus 5	7:04 AM	7:13 AM	7:17 AM	7:19 AM	7:20 AM	7:23 AM	7:24 AM	7:34 AM
Bus 2	7:08 AM	7:17 AM	7:21 AM	7:23 AM	7:24 AM	7:27 AM	7:28 AM	7:38 AM
Bus 6	7:12 AM	7:21 AM	7:25 AM	7:27 AM	7:28 AM	7:31 AM	7:32 AM	7:42 AM
Bus 3	7:17 AM	7:26 AM	7:30 AM	7:32 AM	7:33 AM	7:36 AM	7:37 AM	7:47 AM
Bus 7	7:21 AM	7:30 AM	7:34 AM	7:36 AM	7:37 AM	7:40 AM	7:41 AM	7:51 AM
Bus 4	7:25 AM	7:34 AM	7:38 AM	7:40 AM	7:41 AM	7:44 AM	7:45 AM	7:55 AM
Bus 1	7:30 AM	7:39 AM	7:43 AM	7:45 AM	7:46 AM	7:49 AM	7:50 AM	8:00 AM
Bus 5	7:34 AM	7:43 AM	7:47 AM	7:49 AM	7:50 AM	7:53 AM	7:54 AM	8:04 AM
Bus 2	7:38 AM	7:47 AM	7:51 AM	7:53 AM	7:54 AM	7:57 AM	7:58 AM	8:08 AM
Bus 6	7:42 AM	7:51 AM	7:55 AM	7:57 AM	7:58 AM	8:01 AM	8:02 AM	8:12 AM
Bus 3	7:47 AM	7:56 AM	8:00 AM	8:02 AM	8:03 AM	8:06 AM	8:07 AM	8:17 AM
Bus 7	7:51 AM	8:00 AM	8:04 AM	8:06 AM	8:07 AM	8:10 AM	8:11 AM	8:21 AM
Bus 4	7:55 AM	8:04 AM	8:08 AM	8:10 AM	8:11 AM	8:14 AM	8:15 AM	8:25 AM
Bus 1	8:00 AM	8:09 AM	8:13 AM	8:15 AM	8:16 AM	8:19 AM	8:20 AM	8:30 AM
Bus 5	8:04 AM	8:13 AM	8:17 AM	8:19 AM	8:20 AM	8:23 AM	8:24 AM	8:34 AM
Bus 2	8:08 AM	8:17 AM	8:21 AM	8:23 AM	8:24 AM	8:27 AM	8:28 AM	
Bus 6	8:12 AM	8:21 AM	8:25 AM	8:27 AM	8:28 AM	8:31 AM	8:32 AM	8:42 AM
Bus 3	8:17 AM	8:26 AM	8:30 AM	8:32 AM	8:33 AM	8:36 AM	8:37 AM	
Bus 7	8:21 AM	8:30 AM	8:34 AM	8:36 AM	8:37 AM	8:40 AM	8:41 AM	8:51 AM
Bus 4	8:25 AM	8:34 AM	8:38 AM	8:40 AM	8:41 AM	8:44 AM	8:45 AM	
Bus 1	8:30 AM	8:39 AM	8:43 AM	8:45 AM	8:46 AM	8:49 AM	8:50 AM	9:00 AM
Bus 5	8:37 AM	8:46 AM	8:50 AM	8:52 AM	8:53 AM	8:56 AM	8:57 AM	9:07 AM
Bus 6	8:45 AM	8:54 AM	8:58 AM	9:00 AM	9:01 AM	9:04 AM	9:05 AM	9:15 AM
Bus 7	8:52 AM	9:01 AM	9:05 AM	9:07 AM	9:08 AM	9:11 AM	9:12 AM	9:22 AM
Bus 1	9:00 AM	9:09 AM	9:13 AM	9:15 AM	9:16 AM	9:19 AM	9:20 AM	9:30 AM
Bus 5	9:07 AM	9:16 AM	9:20 AM	9:22 AM	9:23 AM	9:26 AM	9:27 AM	
Bus 6	9:15 AM	9:24 AM	9:28 AM	9:30 AM	9:31 AM	9:34 AM	9:35 AM	
Bus 7	9:22 AM	9:31 AM	9:35 AM	9:37 AM	9:38 AM	9:41 AM	9:42 AM	
Bus 1	9:30 AM	9:39 AM	9:43 AM	9:45 AM	9:46 AM	9:49 AM	9:50 AM	

Teall Ave Park and Ride - Outbound

Route / Vehicle	Syracuse Uni Main Shuttle Stop	SUNY-ESF Entrance	VA Hospital	Crouse Hospital	Upstate Medical University	Hutchings Psychiatric Center	Teall Ave	Syracuse Uni Main Shuttle Stop
Bus 1	3:00 PM	3:02 PM	3:05 PM	3:06 PM	3:11 PM	3:14 PM	3:20 PM	3:30 PM
Bus 2	3:07 PM	3:09 PM	3:12 PM	3:13 PM	3:18 PM	3:21 PM	3:27 PM	3:37 PM
Bus 3	3:15 PM	3:17 PM	3:20 PM	3:21 PM	3:26 PM	3:29 PM	3:35 PM	3:45 PM
Bus 4	3:22 PM	3:24 PM	3:27 PM	3:28 PM	3:33 PM	3:36 PM	3:42 PM	3:52 PM
Bus 1	3:30 PM	3:32 PM	3:35 PM	3:36 PM	3:41 PM	3:44 PM	3:50 PM	4:00 PM
Bus 2	3:37 PM	3:39 PM	3:42 PM	3:43 PM	3:48 PM	3:51 PM	3:57 PM	4:07 PM
Bus 3	3:45 PM	3:47 PM	3:50 PM	3:51 PM	3:56 PM	3:59 PM	4:05 PM	4:15 PM
Bus 4	3:52 PM	3:54 PM	3:57 PM	3:58 PM	4:03 PM	4:06 PM	4:12 PM	4:22 PM
Bus 1	4:00 PM	4:02 PM	4:05 PM	4:06 PM	4:11 PM	4:14 PM	4:20 PM	4:30 PM
Bus 5	4:04 PM	4:06 PM	4:09 PM	4:10 PM	4:15 PM	4:18 PM	4:24 PM	4:34 PM
Bus 2	4:08 PM	4:10 PM	4:13 PM	4:14 PM	4:19 PM	4:22 PM	4:28 PM	4:38 PM
Bus 6	4:12 PM	4:14 PM	4:17 PM	4:18 PM	4:23 PM	4:26 PM	4:32 PM	4:42 PM
Bus 3	4:17 PM	4:19 PM	4:22 PM	4:23 PM	4:28 PM	4:31 PM	4:37 PM	4:47 PM
Bus 7	4:21 PM	4:23 PM	4:26 PM	4:27 PM	4:32 PM	4:35 PM	4:41 PM	4:51 PM
Bus 4	4:25 PM	4:27 PM	4:30 PM	4:31 PM	4:36 PM	4:39 PM	4:45 PM	4:55 PM
Bus 1	4:30 PM	4:32 PM	4:35 PM	4:36 PM	4:41 PM	4:44 PM	4:50 PM	5:00 PM
Bus 5	4:34 PM	4:36 PM	4:39 PM	4:40 PM	4:45 PM	4:48 PM	4:54 PM	5:04 PM
Bus 2	4:38 PM	4:40 PM	4:43 PM	4:44 PM	4:49 PM	4:52 PM	4:58 PM	5:08 PM
Bus 6	4:42 PM	4:44 PM	4:47 PM	4:48 PM	4:53 PM	4:56 PM	5:02 PM	5:12 PM
Bus 3	4:47 PM	4:49 PM	4:52 PM	4:53 PM	4:58 PM	5:01 PM	5:07 PM	5:17 PM
Bus 7	4:51 PM	4:53 PM	4:56 PM	4:57 PM	5:02 PM	5:05 PM	5:11 PM	5:21 PM
Bus 4	4:55 PM	4:57 PM	5:00 PM	5:01 PM	5:06 PM	5:09 PM	5:15 PM	5:25 PM
Bus 1	5:00 PM	5:02 PM	5:05 PM	5:06 PM	5:11 PM	5:14 PM	5:20 PM	5:30 PM
Bus 5	5:04 PM	5:06 PM	5:09 PM	5:10 PM	5:15 PM	5:18 PM	5:24 PM	5:34 PM
Bus 2	5:08 PM	5:10 PM	5:13 PM	5:14 PM	5:19 PM	5:22 PM	5:28 PM	5:38 PM
Bus 6	5:12 PM	5:14 PM	5:17 PM	5:18 PM	5:23 PM	5:26 PM	5:32 PM	5:42 PM
Bus 3	5:17 PM	5:19 PM	5:22 PM	5:23 PM	5:28 PM	5:31 PM	5:37 PM	5:47 PM
Bus 7	5:21 PM	5:23 PM	5:26 PM	5:27 PM	5:32 PM	5:35 PM	5:41 PM	5:51 PM
Bus 4	5:25 PM	5:27 PM	5:30 PM	5:31 PM	5:36 PM	5:39 PM	5:45 PM	5:55 PM
Bus 1	5:30 PM	5:32 PM	5:35 PM	5:36 PM	5:41 PM	5:44 PM	5:50 PM	6:00 PM
Bus 5	5:34 PM	5:36 PM	5:39 PM	5:40 PM	5:45 PM	5:48 PM	5:54 PM	6:04 PM
Bus 2	5:38 PM	5:40 PM	5:43 PM	5:44 PM	5:49 PM	5:52 PM	5:58 PM	
Bus 6	5:42 PM	5:44 PM	5:47 PM	5:48 PM	5:53 PM	5:56 PM	6:02 PM	6:12 PM
Bus 3	5:47 PM	5:49 PM	5:52 PM	5:53 PM	5:58 PM	6:01 PM	6:07 PM	
Bus 7	5:51 PM	5:53 PM	5:56 PM	5:57 PM	6:02 PM	6:05 PM	6:11 PM	6:21 PM
Bus 4	5:55 PM	5:57 PM	6:00 PM	6:01 PM	6:06 PM	6:09 PM	6:15 PM	
Bus 1	6:00 PM	6:02 PM	6:05 PM	6:06 PM	6:11 PM	6:14 PM	6:20 PM	6:30 PM
Bus 5	6:07 PM	6:09 PM	6:12 PM	6:13 PM	6:18 PM	6:21 PM	6:27 PM	
Bus 6	6:15 PM	6:17 PM	6:20 PM	6:21 PM	6:26 PM	6:29 PM	6:35 PM	
Bus 7	6:22 PM	6:24 PM	6:27 PM	6:28 PM	6:33 PM	6:36 PM	6:42 PM	
Bus 1	6:30 PM	6:32 PM	6:35 PM	6:36 PM	6:41 PM	6:44 PM	6:50 PM	

**Preliminary Shuttle Routes
October 2009**

Alliance Bank Stadium Inbound

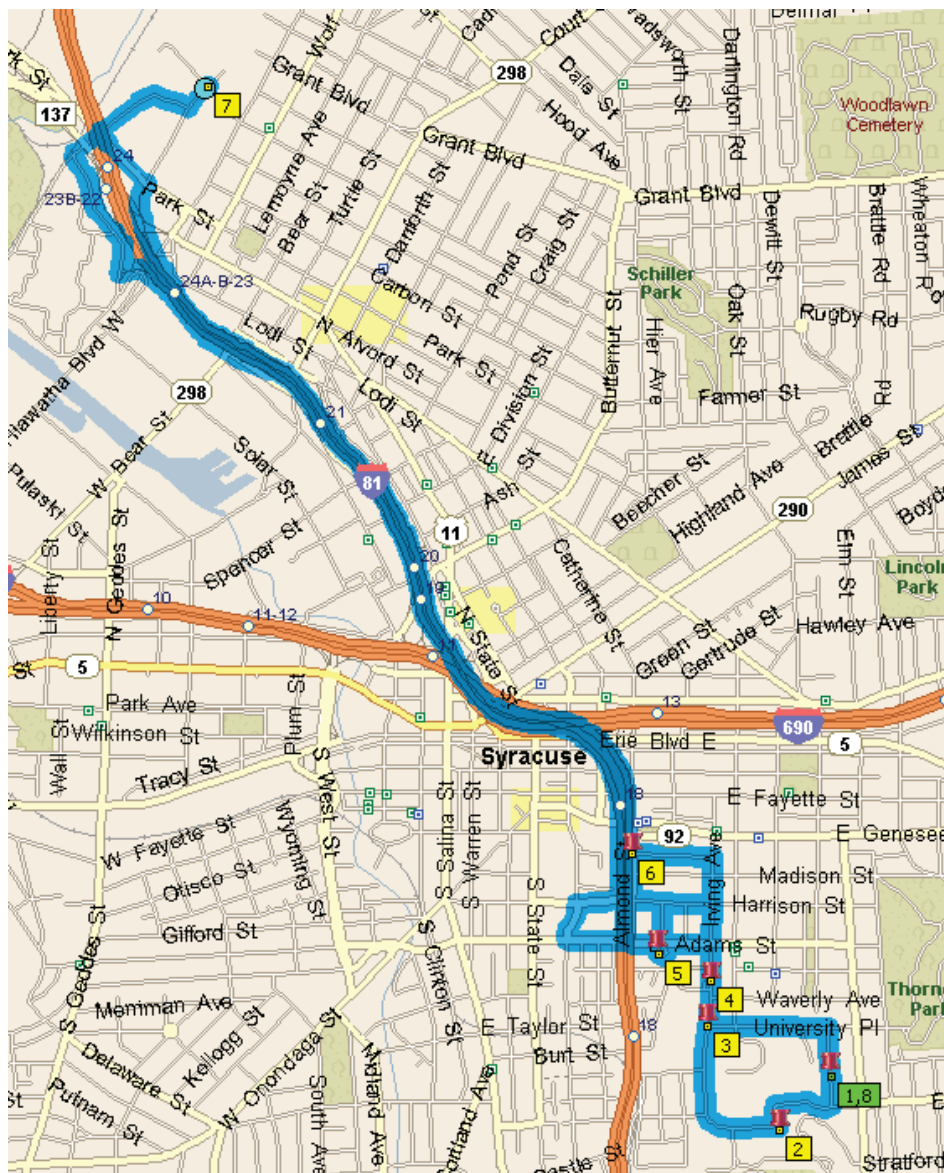


Alliance Bank Stadium Inbound Stop List

Stop Number	Stop Name
1	Alliance Bank Stadium
2	Hutchings Psychiatric Center
3	Upstate Medical University
4	Crouse Hospital
5	VA Hospital
6	SUNY-ESF (Entrance)
7	Syracuse University Main Shuttle Stop
8	Alliance Bank Stadium

Preliminary Shuttle Routes
October 2009

Alliance Bank Stadium Outbound



Alliance Bank Stadium Outbound Stop List

Stop Number	Stop Name
1	Syracuse University Main Shuttle Stop
2	SUNY-ESF (Entrance)
3	VA Hospital
4	Crouse Hospital
5	Upstate Medical University
6	Hutchings Psychiatric Center
7	Alliance Bank Stadium
8	Syracuse University Main Shuttle Stop

Alliance Bank Stadium Park and Ride Inbound Route Schedule								
Route Vehicle	Alliance Stadium	Hutchings Psychiatric Center	Upstate Medical University	Crouse Hospital	MA Hospital	SUNY-ESF Entrance	Syracuse Uni Main Shuttle Stop	Alliance Stadium
Bus 1	5:30 AM	5:36 AM	5:40 AM	5:42 AM	5:43 AM	5:46 AM	5:48 AM	6:00 AM
Bus 2	5:37 AM	5:43 AM	5:47 AM	5:49 AM	5:50 AM	5:53 AM	5:55 AM	6:07 AM
Bus 3	5:45 AM	5:51 AM	5:55 AM	5:57 AM	5:58 AM	6:01 AM	6:03 AM	6:15 AM
Bus 4	5:52 AM	5:58 AM	6:02 AM	6:04 AM	6:05 AM	6:08 AM	6:10 AM	6:22 AM
Bus 1	6:00 AM	6:06 AM	6:10 AM	6:12 AM	6:13 AM	6:16 AM	6:18 AM	6:30 AM
Bus 2	6:07 AM	6:13 AM	6:17 AM	6:19 AM	6:20 AM	6:23 AM	6:25 AM	6:37 AM
Bus 3	6:15 AM	6:21 AM	6:25 AM	6:27 AM	6:28 AM	6:31 AM	6:33 AM	6:45 AM
Bus 4	6:22 AM	6:28 AM	6:32 AM	6:34 AM	6:35 AM	6:38 AM	6:40 AM	6:52 AM
Bus 1	6:30 AM	6:36 AM	6:40 AM	6:42 AM	6:43 AM	6:46 AM	6:48 AM	7:00 AM
Bus 2	6:37 AM	6:43 AM	6:47 AM	6:49 AM	6:50 AM	6:53 AM	6:55 AM	7:07 AM
Bus 3	6:45 AM	6:51 AM	6:55 AM	6:57 AM	6:58 AM	7:01 AM	7:03 AM	7:15 AM
Bus 4	6:52 AM	6:58 AM	7:02 AM	7:04 AM	7:05 AM	7:08 AM	7:10 AM	7:22 AM
Bus 1	7:00 AM	7:06 AM	7:10 AM	7:12 AM	7:13 AM	7:16 AM	7:18 AM	7:30 AM
Bus 2	7:07 AM	7:13 AM	7:17 AM	7:19 AM	7:20 AM	7:23 AM	7:25 AM	7:37 AM
Bus 3	7:15 AM	7:21 AM	7:25 AM	7:27 AM	7:28 AM	7:31 AM	7:33 AM	7:45 AM
Bus 4	7:22 AM	7:28 AM	7:32 AM	7:34 AM	7:35 AM	7:38 AM	7:40 AM	7:52 AM
Bus 1	7:30 AM	7:36 AM	7:40 AM	7:42 AM	7:43 AM	7:46 AM	7:48 AM	8:00 AM
Bus 2	7:37 AM	7:43 AM	7:47 AM	7:49 AM	7:50 AM	7:53 AM	7:55 AM	8:07 AM
Bus 3	7:45 AM	7:51 AM	7:55 AM	7:57 AM	7:58 AM	8:01 AM	8:03 AM	8:15 AM
Bus 4	7:52 AM	7:58 AM	8:02 AM	8:04 AM	8:05 AM	8:08 AM	8:10 AM	8:22 AM
Bus 1	8:00 AM	8:06 AM	8:10 AM	8:12 AM	8:13 AM	8:16 AM	8:18 AM	8:30 AM
Bus 2	8:07 AM	8:13 AM	8:17 AM	8:19 AM	8:20 AM	8:23 AM	8:25 AM	8:37 AM
Bus 3	8:15 AM	8:21 AM	8:25 AM	8:27 AM	8:28 AM	8:31 AM	8:33 AM	8:45 AM
Bus 4	8:22 AM	8:28 AM	8:32 AM	8:34 AM	8:35 AM	8:38 AM	8:40 AM	8:52 AM
Bus 1	8:30 AM	8:36 AM	8:40 AM	8:42 AM	8:43 AM	8:46 AM	8:48 AM	9:00 AM
Bus 2	8:37 AM	8:43 AM	8:47 AM	8:49 AM	8:50 AM	8:53 AM	8:55 AM	9:07 AM
Bus 3	8:45 AM	8:51 AM	8:55 AM	8:57 AM	8:58 AM	9:01 AM	9:03 AM	9:15 AM
Bus 4	8:52 AM	8:58 AM	9:02 AM	9:04 AM	9:05 AM	9:08 AM	9:10 AM	9:22 AM
Bus 1	9:00 AM	9:06 AM	9:10 AM	9:12 AM	9:13 AM	9:16 AM	9:18 AM	9:30 AM
Bus 2	9:07 AM	9:13 AM	9:17 AM	9:19 AM	9:20 AM	9:23 AM	9:25 AM	
Bus 3	9:15 AM	9:21 AM	9:25 AM	9:27 AM	9:28 AM	9:31 AM	9:33 AM	
Bus 4	9:22 AM	9:28 AM	9:32 AM	9:34 AM	9:35 AM	9:38 AM	9:40 AM	
Bus 1	9:30 AM	9:36 AM	9:40 AM	9:42 AM	9:43 AM	9:46 AM	9:48 AM	

Alliance Bank Stadium Park and Ride Outbound Route Schedule								
Route Vehicle	Syracuse Uni Main Shuttle Stop	SUN-ESF Entrance	MA Hospital	Crouse Hospital	Upstate Medical University	Hutchings Psychiatric Center	Alliance Stadium	Syracuse Uni Main Shuttle Stop
Bus 1	3:00 PM	3:02 PM	3:05 PM	3:06 PM	3:11 PM	3:14 PM	3:20 PM	3:30 PM
Bus 2	3:07 PM	3:09 PM	3:12 PM	3:13 PM	3:18 PM	3:21 PM	3:27 PM	3:37 PM
Bus 3	3:15 PM	3:17 PM	3:20 PM	3:21 PM	3:26 PM	3:29 PM	3:35 PM	3:45 PM
Bus 4	3:22 PM	3:24 PM	3:27 PM	3:28 PM	3:33 PM	3:36 PM	3:42 PM	3:52 PM
Bus 1	3:30 PM	3:32 PM	3:35 PM	3:36 PM	3:41 PM	3:44 PM	3:50 PM	4:00 PM
Bus 2	3:37 PM	3:39 PM	3:42 PM	3:43 PM	3:48 PM	3:51 PM	3:57 PM	4:07 PM
Bus 3	3:45 PM	3:47 PM	3:50 PM	3:51 PM	3:56 PM	3:59 PM	4:05 PM	4:15 PM
Bus 4	3:52 PM	3:54 PM	3:57 PM	3:58 PM	4:03 PM	4:06 PM	4:12 PM	4:22 PM
Bus 1	4:00 PM	4:02 PM	4:05 PM	4:06 PM	4:11 PM	4:14 PM	4:20 PM	4:30 PM
Bus 2	4:07 PM	4:09 PM	4:12 PM	4:13 PM	4:18 PM	4:21 PM	4:27 PM	4:37 PM
Bus 3	4:15 PM	4:17 PM	4:20 PM	4:21 PM	4:26 PM	4:29 PM	4:35 PM	4:45 PM
Bus 4	4:22 PM	4:24 PM	4:27 PM	4:28 PM	4:33 PM	4:36 PM	4:42 PM	4:52 PM
Bus 1	4:30 PM	4:32 PM	4:35 PM	4:36 PM	4:41 PM	4:44 PM	4:50 PM	5:00 PM
Bus 2	4:37 PM	4:39 PM	4:42 PM	4:43 PM	4:48 PM	4:51 PM	4:57 PM	5:07 PM
Bus 3	4:45 PM	4:47 PM	4:50 PM	4:51 PM	4:56 PM	4:59 PM	5:05 PM	5:15 PM
Bus 4	4:52 PM	4:54 PM	4:57 PM	4:58 PM	5:03 PM	5:06 PM	5:12 PM	5:22 PM
Bus 1	5:00 PM	5:02 PM	5:05 PM	5:06 PM	5:11 PM	5:14 PM	5:20 PM	5:30 PM
Bus 2	5:07 PM	5:09 PM	5:12 PM	5:13 PM	5:18 PM	5:21 PM	5:27 PM	5:37 PM
Bus 3	5:15 PM	5:17 PM	5:20 PM	5:21 PM	5:26 PM	5:29 PM	5:35 PM	5:45 PM
Bus 4	5:22 PM	5:24 PM	5:27 PM	5:28 PM	5:33 PM	5:36 PM	5:42 PM	5:52 PM
Bus 1	5:30 PM	5:32 PM	5:35 PM	5:36 PM	5:41 PM	5:44 PM	5:50 PM	6:00 PM
Bus 2	5:37 PM	5:39 PM	5:42 PM	5:43 PM	5:48 PM	5:51 PM	5:57 PM	6:07 PM
Bus 3	5:45 PM	5:47 PM	5:50 PM	5:51 PM	5:56 PM	5:59 PM	6:05 PM	6:15 PM
Bus 4	5:52 PM	5:54 PM	5:57 PM	5:58 PM	6:03 PM	6:06 PM	6:12 PM	6:22 PM
Bus 1	6:00 PM	6:02 PM	6:05 PM	6:06 PM	6:11 PM	6:14 PM	6:20 PM	6:30 PM
Bus 2	6:07 PM	6:09 PM	6:12 PM	6:13 PM	6:18 PM	6:21 PM	6:27 PM	
Bus 3	6:15 PM	6:17 PM	6:20 PM	6:21 PM	6:26 PM	6:29 PM	6:35 PM	
Bus 4	6:22 PM	6:24 PM	6:27 PM	6:28 PM	6:33 PM	6:36 PM	6:42 PM	
Bus 1	6:30 PM	6:32 PM	6:35 PM	6:36 PM	6:41 PM	6:44 PM	6:50 PM	

Circulator Shuttle Option

The University Hill institutions indicated a need for a circulator option to provide transportation between the individual institutions, additional facilities owned or operated by selected institutions, existing surface and garage parking that may not be displaced by the park and ride facility, and, to a lesser extent, retail and dining establishments.

The proposed system design consists of a two bus system traveling in a loop beginning at 6:30 AM and running continuously throughout the day until 6:30 PM. The first bus will originate at the Upstate Medical Center on Harrison St. (affiliated with the Upstate Medical University). The second bus, starting at the same time, and traveling in generally an opposite direction, will originate at the SUNY-ESF entrance. 28 passenger mid-duty shuttle buses are recommended for the circulator shuttle.

A bus will arrive at most stops approximately every 13-18 minutes. The discrepancies in time are due to the fact that the routes are not perfectly symmetrical and one way streets impact the route designs. The majority of passengers will have 7-15 minute rides to their destination, depending on which bus they use.

The cost to provide this service is documented in the following table:

Operator	Bus Type (Mid/Large)	Max. # Buses	Hourly Rate	Daily Hours	Annual Days	Total Annual Cost Estimate
Private	Mid	2	\$49.45	24.00	250	\$296,700
Centro	Large	2	\$63.13	24.00	250	\$378,750

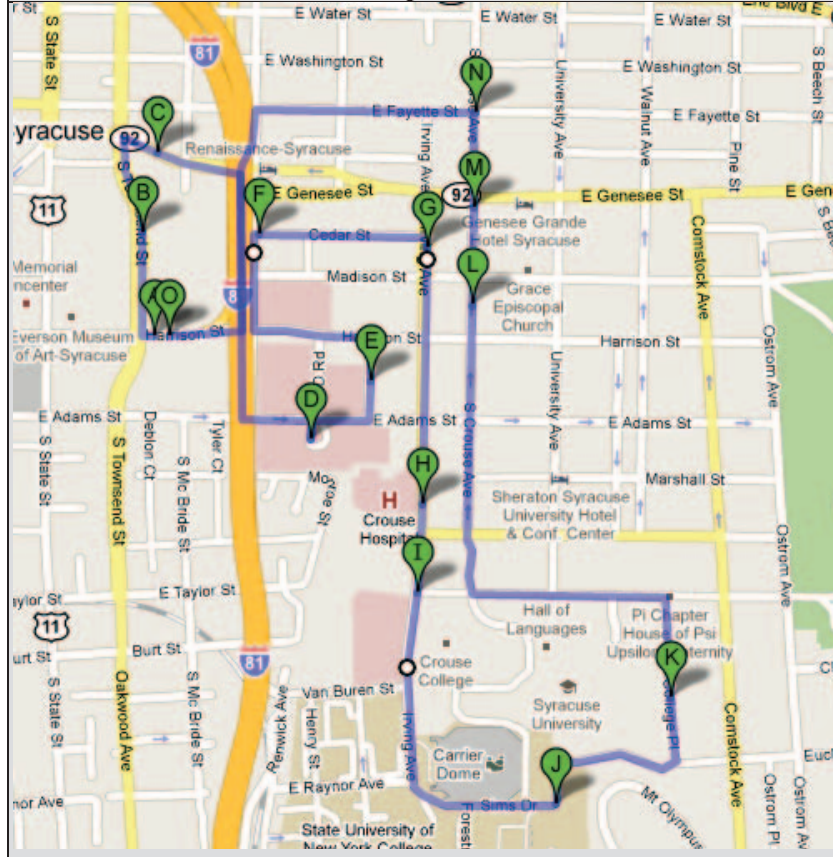
Note: Daily Hours includes the hours required to provide peak hour service multiplied by the number of vehicles

The suggested shuttle stops for a circulator route are summarized in the following table:

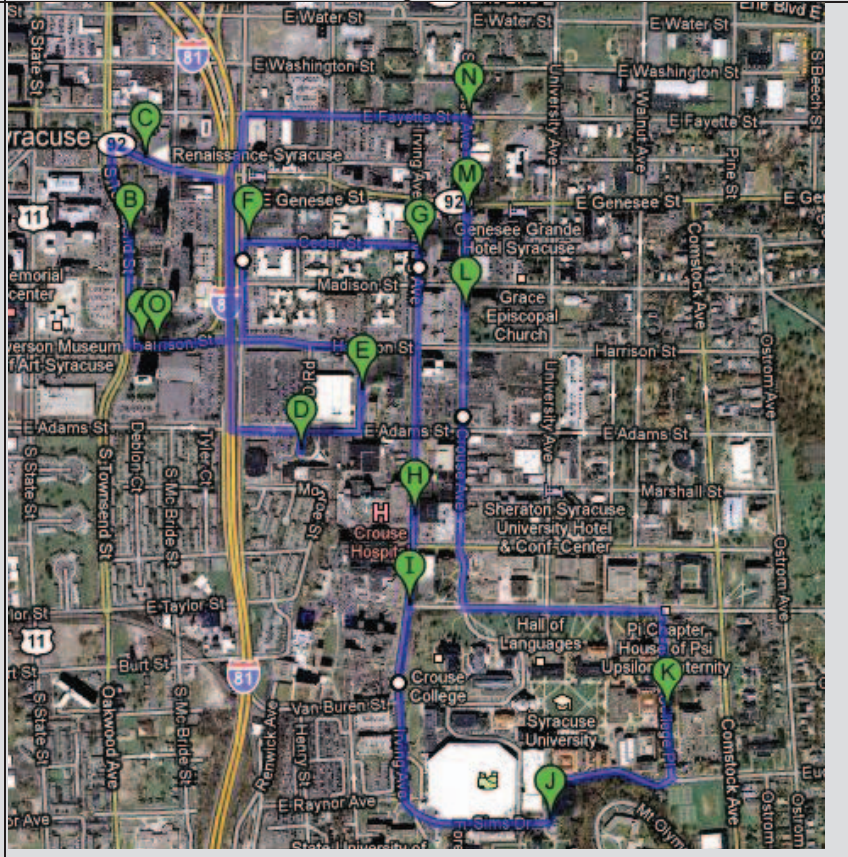
Stop Letter	Circulator Route Stop Order Listing
A	University Health Care Center (Upstate Medical University)
B	Jefferson/Madison Towers (Upstate Medical University)
C	550 East Genesee St. (Upstate Medical University)
D	Upstate Medical University
E	Jacobsen Hall/Marshall Street (Upstate Medical University)
F	Hutchings Psychiatric Center
G	Madison/Irving (Crouse Hospital)
H	Crouse Hospital
I	VA Hospital
J	SUNY-ESF (Entrance)
K	Syracuse University Main Shuttle Stop
L	Harrison/Adams (Crouse Hospital)
M	East Genesee St/Adams (Crouse Hospital)
N	Mental Health Center (VA Hospital)
O	University Health Care Center (Upstate Medical University)

Circulator Service Option
December 2009

Potential Circulator Route Map – Street View



Potential Circulator Route Map – Satellite View



	University Hill Circulator Route														
Route Vehicle	UPS: Uni Health Care Ctr	Upstate Medical University	UPS: 550 E Genesee	Upstate Medical University	UPS: Jacobsen Hall Marshall St.	Hutchings Psychiatric Center	CH: Madison Irving	Crouse Hospital	HA Hospital	SUN:ESF Entrance	Syracuse Uni Main Shuttle Stop	CH: Parling	CH: Parling Harrison Adams	HA: Mental Health Center	UPS: Uni Health Care Ctr
Bus 1	6:30 AM	6:31 AM	6:32 AM	6:35 AM	6:36 AM	6:38 AM	6:39 AM	6:41 AM	6:42 AM	6:45 AM	6:47 AM	6:52 AM	6:54 AM	6:56 AM	7:00 AM
Bus 1	7:00 AM	7:01 AM	7:02 AM	7:05 AM	7:06 AM	7:08 AM	7:09 AM	7:11 AM	7:12 AM	7:15 AM	7:22 AM	7:24 AM	7:26 AM	7:28 AM	7:30 AM
Bus 1	7:30 AM	7:31 AM	7:32 AM	7:36 AM	7:37 AM	7:39 AM	7:40 AM	7:42 AM	7:43 AM	7:46 AM	7:48 AM	7:53 AM	7:55 AM	7:57 AM	8:01 AM
Bus 1	8:01 AM	8:02 AM	8:03 AM	8:06 AM	8:07 AM	8:09 AM	8:10 AM	8:12 AM	8:13 AM	8:16 AM	8:18 AM	8:23 AM	8:25 AM	8:27 AM	8:31 AM
Bus 1	8:31 AM	8:32 AM	8:33 AM	8:36 AM	8:37 AM	8:39 AM	8:40 AM	8:42 AM	8:43 AM	8:46 AM	8:48 AM	8:53 AM	8:55 AM	8:57 AM	9:01 AM
Bus 1	9:01 AM	9:02 AM	9:03 AM	9:06 AM	9:07 AM	9:09 AM	9:10 AM	9:12 AM	9:13 AM	9:16 AM	9:18 AM	9:23 AM	9:25 AM	9:27 AM	9:31 AM
Bus 1	9:31 AM	9:32 AM	9:33 AM	9:36 AM	9:37 AM	9:39 AM	9:40 AM	9:42 AM	9:43 AM	9:46 AM	9:48 AM	9:53 AM	9:55 AM	9:57 AM	10:01 AM
Bus 1	10:01 AM	10:02 AM	10:03 AM	10:06 AM	10:07 AM	10:09 AM	10:10 AM	10:12 AM	10:13 AM	10:16 AM	10:18 AM	10:23 AM	10:25 AM	10:27 AM	10:31 AM
Bus 1	10:31 AM	10:32 AM	10:33 AM	10:36 AM	10:37 AM	10:39 AM	10:40 AM	10:42 AM	10:43 AM	10:46 AM	10:48 AM	10:53 AM	10:55 AM	10:57 AM	11:01 AM
Bus 1	11:01 AM	11:02 AM	11:03 AM	11:06 AM	11:07 AM	11:09 AM	11:10 AM	11:12 AM	11:13 AM	11:16 AM	11:18 AM	11:23 AM	11:25 AM	11:27 AM	11:31 AM
Bus 1	11:31 AM	11:32 AM	11:33 AM	11:36 AM	11:37 AM	11:39 AM	11:40 AM	11:42 AM	11:43 AM	11:46 AM	11:48 AM	11:53 AM	11:55 AM	11:57 AM	12:01 PM
Bus 1	12:01 PM	12:02 PM	12:03 PM	12:06 PM	12:07 PM	12:09 PM	12:10 PM	12:12 PM	12:13 PM	12:16 PM	12:18 PM	12:23 PM	12:25 PM	12:27 PM	12:31 PM
Bus 1	12:31 PM	12:32 PM	12:33 PM	12:36 PM	12:37 PM	12:39 PM	12:40 PM	12:42 PM	12:43 PM	12:46 PM	12:48 PM	12:53 PM	12:55 PM	12:57 PM	1:01 PM
Bus 1	1:01 PM	1:02 PM	1:03 PM	1:06 PM	1:07 PM	1:09 PM	1:10 PM	1:12 PM	1:13 PM	1:16 PM	1:18 PM	1:23 PM	1:25 PM	1:27 PM	1:31 PM
Bus 1	1:31 PM	1:32 PM	1:33 PM	1:36 PM	1:37 PM	1:39 PM	1:40 PM	1:42 PM	1:43 PM	1:46 PM	1:48 PM	1:53 PM	1:55 PM	1:57 PM	2:01 PM
Bus 1	2:01 PM	2:02 PM	2:03 PM	2:06 PM	2:07 PM	2:09 PM	2:10 PM	2:12 PM	2:13 PM	2:16 PM	2:18 PM	2:23 PM	2:25 PM	2:27 PM	2:31 PM
Bus 1	2:31 PM	2:32 PM	2:33 PM	2:36 PM	2:37 PM	2:39 PM	2:40 PM	2:42 PM	2:43 PM	2:46 PM	2:48 PM	2:53 PM	2:55 PM	2:57 PM	3:01 PM
Bus 1	3:01 PM	3:02 PM	3:03 PM	3:06 PM	3:07 PM	3:09 PM	3:10 PM	3:12 PM	3:13 PM	3:16 PM	3:18 PM	3:23 PM	3:25 PM	3:27 PM	3:31 PM
Bus 1	3:31 PM	3:32 PM	3:33 PM	3:36 PM	3:37 PM	3:39 PM	3:40 PM	3:42 PM	3:43 PM	3:46 PM	3:48 PM	3:53 PM	3:55 PM	3:57 PM	4:01 PM
Bus 1	4:01 PM	4:02 PM	4:03 PM	4:06 PM	4:07 PM	4:09 PM	4:10 PM	4:12 PM	4:13 PM	4:16 PM	4:18 PM	4:23 PM	4:25 PM	4:27 PM	4:31 PM
Bus 1	4:31 PM	4:32 PM	4:33 PM	4:36 PM	4:37 PM	4:39 PM	4:40 PM	4:42 PM	4:43 PM	4:46 PM	4:48 PM	4:53 PM	4:55 PM	4:57 PM	5:01 PM
Bus 1	5:01 PM	5:02 PM	5:03 PM	5:06 PM	5:07 PM	5:09 PM	5:10 PM	5:12 PM	5:13 PM	5:16 PM	5:18 PM	5:23 PM	5:25 PM	5:27 PM	5:31 PM
Bus 1	5:31 PM	5:32 PM	5:33 PM	5:36 PM	5:37 PM	5:39 PM	5:40 PM	5:42 PM	5:43 PM	5:46 PM	5:48 PM	5:53 PM	5:55 PM	5:57 PM	6:01 PM
Bus 1	6:01 PM	6:02 PM	6:03 PM	6:06 PM	6:07 PM	6:09 PM	6:10 PM	6:12 PM	6:13 PM	6:16 PM	6:18 PM	6:23 PM	6:25 PM	6:27 PM	6:31 PM
Bus 1	6:31 PM	6:32 PM	6:33 PM	6:36 PM	6:37 PM	6:39 PM	6:40 PM	6:42 PM	6:43 PM	6:46 PM	6:48 PM	6:53 PM	6:55 PM	6:57 PM	7:01 PM
	University Hill Circulator Route - Reverse Direction														
Route Vehicle	SUN:ESF Entrance	Syracuse Uni Main Shuttle Stop	CH: Parling Harrison Adams	CH: Parling	CH: Madison Irving	Hutchings Psychiatric Center	HA: Mental Health Center	UPS: 550 E Genesee	UPS: Jefferson Madison Hwrs	UPS: Uni Health Care Ctr	Upstate Medical University	UPS: Jacobsen Hall Marshall St.	Crouse Hospital	HA Hospital	SUN:ESF Entrance
Bus 2	6:30 AM	6:32 AM	6:37 AM	6:38 AM	6:39 AM	6:40 AM	6:43 AM	6:46 AM	6:47 AM	6:50 AM	6:53 AM	6:54 AM	6:56 AM	6:57 AM	7:00 AM
Bus 2	7:00 AM	7:02 AM	7:07 AM	7:08 AM	7:09 AM	7:10 AM	7:13 AM	7:16 AM	7:17 AM	7:20 AM	7:23 AM	7:24 AM	7:26 AM	7:27 AM	7:30 AM
Bus 2	7:30 AM	7:32 AM	7:37 AM	7:38 AM	7:39 AM	7:40 AM	7:43 AM	7:46 AM	7:47 AM	7:50 AM	7:53 AM	7:54 AM	7:56 AM	7:57 AM	8:00 AM
Bus 2	8:00 AM	8:02 AM	8:07 AM	8:08 AM	8:09 AM	8:10 AM	8:13 AM	8:16 AM	8:17 AM	8:20 AM	8:23 AM	8:24 AM	8:26 AM	8:27 AM	8:30 AM
Bus 2	8:30 AM	8:32 AM	8:37 AM	8:38 AM	8:39 AM	8:40 AM	8:43 AM	8:46 AM	8:47 AM	8:50 AM	8:53 AM	8:54 AM	8:56 AM	8:57 AM	9:00 AM
Bus 2	9:00 AM	9:02 AM	9:07 AM	9:08 AM	9:09 AM	9:10 AM	9:13 AM	9:16 AM	9:17 AM	9:20 AM	9:23 AM	9:24 AM	9:26 AM	9:27 AM	9:30 AM
Bus 2	9:30 AM	9:32 AM	9:37 AM	9:38 AM	9:39 AM	9:40 AM	9:43 AM	9:46 AM	9:47 AM	9:50 AM	9:53 AM	9:54 AM	9:56 AM	9:57 AM	10:00 AM
Bus 2	10:00 AM	10:02 AM	10:07 AM	10:08 AM	10:09 AM	10:10 AM	10:13 AM	10:16 AM	10:17 AM	10:20 AM	10:23 AM	10:24 AM	10:26 AM	10:27 AM	10:30 AM
Bus 2	10:30 AM	10:32 AM	10:37 AM	10:38 AM	10:39 AM	10:40 AM	10:43 AM	10:46 AM	10:47 AM	10:50 AM	10:53 AM	10:54 AM	10:56 AM	10:57 AM	11:00 AM
Bus 2	11:00 AM	11:02 AM	11:07 AM	11:08 AM	11:09 AM	11:10 AM	11:13 AM	11:16 AM	11:17 AM	11:20 AM	11:23 AM	11:24 AM	11:26 AM	11:27 AM	11:30 AM
Bus 2	11:30 AM	11:32 AM	11:37 AM	11:38 AM	11:39 AM	11:40 AM	11:43 AM	11:46 AM	11:47 AM	11:50 AM	11:53 AM	11:54 AM	11:56 AM	11:57 AM	12:00 PM
Bus 2	12:00 PM	12:02 PM	12:07 PM	12:08 PM	12:09 PM	12:10 PM	12:13 PM	12:16 PM	12:17 PM	12:20 PM	12:23 PM	12:24 PM	12:26 PM	12:27 PM	12:30 PM
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Bus 2	1:30 PM	1:32 PM	1:37 PM	1:38 PM	1:39 PM	1:40 PM	1:43 PM	1:46 PM	1:47 PM	1:50 PM	1:53 PM	1:54 PM	1:56 PM	1:57 PM	2:00 PM
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Bus 2	2:30 PM	2:32 PM	2:37 PM	2:38 PM	2:39 PM	2:40 PM	2:43 PM	2:46 PM	2:47 PM	2:50 PM	2:53 PM	2:54 PM	2:56 PM	2:57 PM	3:00 PM
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Bus 2	3:30 PM	3:32 PM	3:37 PM	3:38 PM	3:39 PM	3:40 PM	3:43 PM	3:46 PM	3:47 PM	3:50 PM	3:53 PM	3:54 PM	3:56 PM	3:57 PM	4:00 PM
Bus 2	4:00 PM	4:02 PM	4:07 PM	4:08 PM	4:09 PM	4:10 PM	4:13 PM	4:16 PM	4:17 PM	4:20 PM	4:23 PM	4:24 PM	4:26 PM	4:27 PM	4:30 PM
Bus 2	4:30 PM	4:32 PM	4:37 PM	4:38 PM	4:39 PM	4:40 PM	4:43 PM	4:46 PM	4:47 PM	4:50 PM	4:53 PM	4:54 PM	4:56 PM	4:57 PM	5:00 PM
Bus 2	5:00 PM	5:02 PM	5:07 PM	5:08 PM	5:09 PM	5:10 PM	5:13 PM	5:16 PM	5:17 PM	5:20 PM	5:23 PM	5:24 PM	5:26 PM	5:27 PM	5:30 PM
Bus 2	5:30 PM	5:32 PM	5:37 PM	5:38 PM	5:39 PM	5:40 PM	5:43 PM	5:46 PM	5:47 PM	5:50 PM	5:53 PM	5:54 PM	5:56 PM	5:57 PM	6:00 PM
Bus 2	6:00 PM	6:02 PM	6:07 PM	6:08 PM	6:09 PM	6:10 PM	6:13 PM	6:16 PM	6:17 PM	6:20 PM	6:23 PM	6:24 PM	6:26 PM	6:27 PM	6:30 PM
Bus 2	6:30 PM	6:32 PM	6:37 PM	6:38 PM	6:39 PM	6:40 PM	6:43 PM	6:46 PM	6:47 PM	6:50 PM	6:53 PM	6:54 PM	6:56 PM	6:57 PM	7:00 PM

Appendix F

VMT & GHG Assumptions and Calculations

Estimate of GHG Emissions

The transportation industry contributes approximately 29% of the greenhouse gases generated in the United States. Published information by the United States Environmental Protection Agency (USEPA) indicates that a gallon of gasoline produces approximately 8.8 kilograms or 19.4 pounds of carbon dioxide, while a gallon of diesel fuel produces 22.2 pounds of carbon dioxide. These approximations include an oxidation factor of 0.99, to account for the amount of carbon that remains unoxidized during combustion.

Besides carbon dioxide, the greenhouse gases, methane and nitrous oxide, are also emitted from vehicles while hydrofluorocarbons could potentially be released from faulty air conditioner units. These greenhouse gases have a greater global warming potential than carbon dioxide. On an average, the USEPA estimates that methane, nitrous oxide, and hydrofluorocarbons account for 5-6 percent of the greenhouse gas emissions from vehicles with carbon dioxide comprising the balance.

The Federal Highway Administration (FHWA) estimates that the average passenger car achieves a 22.1 miles per gallon fuel efficiency and light duty trucks achieve 17.6 miles per gallon, based on 2001 data. The overall weighted average fuel economy for passenger vehicles would be 20.3 miles per gallon.

Based on these factors, the following emission factors of total greenhouse gas emitted per average vehicle mile traveled were derived for various weight units. The factor of (100/95) accounts for the non carbon dioxide emissions associated with passenger vehicle emissions.

$$(1 \text{ mile} / 20.3 \text{ mpg}) \times 8.8 \text{ kg CO}_2\text{e/gal} \times (100/95) / 1000 =$$

0.0004563 metric ton CO₂e per average vehicle mile traveled

$$(1 \text{ mile} / 20.3 \text{ mpg}) \times 19.4 \text{ lb CO}_2\text{e/gal} \times (100/95) =$$

1.00596 pounds CO₂e per average vehicle mile traveled

$$1.00596 \text{ pounds CO}_2\text{e per average vehicle mile traveled} / 2000 \text{ lb/ton} =$$

0.0005029 short tons CO₂e per average vehicle mile traveled

These emission factors account for carbon dioxide as well as the other greenhouse gases emitted by vehicles including methane, nitrous oxide, and hydrofluorocarbons. The data used in the calculation of greenhouse gas emission factors associated with vehicle miles traveled was based on 2001 information. It would be expected that the current average fuel economy would be greater due to the onset of hybrid, more fuel efficient vehicles, and changes in vehicle purchasing patterns.