

**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

**2050**

**LONG RANGE TRANSPORTATION PLAN**



**APPENDICES**



## SMTC 2050 Long Range Transportation Plan

Appendix A:	Summary of transportation-related goals and objectives from existing regional plans
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## SMTC 2050 Long Range Transportation Plan

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

March 2014

#### *FREIGHT MOVEMENT / ECONOMIC DEVELOPMENT*

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

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

#### **Related objectives, etc. from existing studies:**

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

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

#### **Proposed objectives:**

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

## ***SAFETY AND SECURITY***

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

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

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

**Related objectives, etc., from existing studies:**

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

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

**Proposed objectives:**

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

**ACCESS AND MOBILITY / CONGESTION REDUCTION****(also INTEGRATION AND CONNECTIVITY)**

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

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

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

**Related objectives, etc., from existing studies:**

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

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

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

**Proposed objectives:**

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

## ENVIRONMENT AND QUALITY OF LIFE

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

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

**Related objectives, etc., from existing studies:**

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

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

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

**Proposed objectives:**

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

## **SYSTEM RELIABILITY / MANAGEMENT AND OPERATIONS**

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

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

**Related objectives, etc. from existing studies:**

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

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

**Proposed objectives:**

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

## **INFRASTRUCTURE CONDITION / SYSTEM PRESERVATION**

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

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

**Related objectives, etc. from existing studies:**

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

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

**Proposed objectives:**

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

## **PROJECT DELIVERY**

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

**MAP-21 Planning Factor:** none

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

**Proposed objectives:**

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



**OTHER GOAL AREAS:**

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

**Proposed objectives:**

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

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

**Proposed objectives:**

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



# SMTC 2050 Long Range Transportation Plan

## Appendix B: Goals and objectives survey summary



# Long Range Transportation Plan 2050 Goals and Objectives Survey Survey Results Summary

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## I. INTRODUCTION

In December 2014, SMTC used the online survey provider Survey Monkey ([www.surveymonkey.com](http://www.surveymonkey.com)) to develop and publicly distribute an online survey focused on the Long Range Transportation Plan's (LRTP) goals and objectives.

The purpose of this survey was to get feedback from the general public on the LRTP's building blocks: its planning themes, goals and objectives. These elements were developed by SMTC staff in conjunction with the Study Advisory Committee (SAC) based the requirements of current Federal transportation legislation (MAP-21) and a review of existing plans that have recently been completed by other groups/agencies in our region.<sup>1</sup> Each of these other plans had its own public outreach component conducted during the development of the individual plans; however, the compilation of proposed LRTP goals and objectives had not been previously presented to the general public. Given these elements' importance to the LRTP's fundamental structure, it was generally agreed that there would be a benefit in getting input from the general public on their relevance and validity.

The survey was available online between December 15, 2014 and January 26, 2015. The public was notified of the survey by way of e-mails sent to the SMTC's electronic distribution lists. This included 358 recipients of the electronic version of the SMTC's *Directions* newsletter and the members of the SMTC's Bicycle/Pedestrian Community Interest Group. Information on the survey was also forwarded to the recipients of the following e-mail lists, maintained by community groups:

- FOCUS Greater Syracuse
- Tomorrow's Neighborhoods Today (TNT)

Additionally, notification was sent to nearly 530 members of a local e-mail listserv.

A total of 380 responses were received.

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<sup>1</sup> The plans and documents used were: the Syracuse-Onondaga County Planning Agency's *Sustainable Development Plan*, the Central New York Regional Planning and Development Board's *Vision CNY*, the Central New York Regional Economic Development Council's *Five-Year Strategic Plan* and the SMTC & New York State Department of Transportation's (NYSDOT) I-81 Challenge draft objectives.

## II. Survey Content

The survey consisted of ten questions split into five sections. The first section (Question 1) asked about the regional planning goals on which the LRTP will be based. The second section (Questions 2 through 8) asked about the system performance goals and objectives that inform decision-making and around which the system performance measures are based. The third section (Question 9) asked about regionally-significant projects. The fourth section (Question 10) gave survey respondents an opportunity to provide comments on anything else they felt was important to transportation in the community.

All ten questions included an opportunity for respondents to provide their own comments. Of the 380 people who responded, 236 (62%) added at least one comment.

**The complete survey is attached, as well as a complete record of all comments received.** The following is a summary of the responses to each question.

## III. Section I - Planning Goals of the Region & Local Communities

### Question 1

#### QUESTION 1

**Through the SMTC's review of local and regional planning documents, common planning themes throughout the region emerged. These are important in helping guide transportation investment decisions over the next 35 years. Which of these are most important to you? Please check all that apply.**

Figure 1 summarizes respondents' selections. The planning themes most frequently identified as "most important" to respondents were

- Support Smart Growth (building communities with housing and transportation choices near jobs, shops and schools) development patterns, particularly the strengthening of existing mixed-use centers.
- Support economic development, particularly in Downtown Syracuse, Syracuse Lakefront and existing or planned commercial and industrial nodes throughout the SMTC planning area.
- Provide convenient connections to intercity transportation facilities, including the Syracuse Hancock International Airport and the William F. Walsh Regional Transportation Center.
- Respect historic resources and local community landmarks.

Each of these themes was identified as "important" by 60 percent or more of survey respondents.

Question 1a was an open-ended question that asked:

#### QUESTION 1A

**After looking through the regional and local planning goals above, do you feel that any topics or areas of interest have been missed? If yes, please tell us what other planning goals may be missing in the space below.**

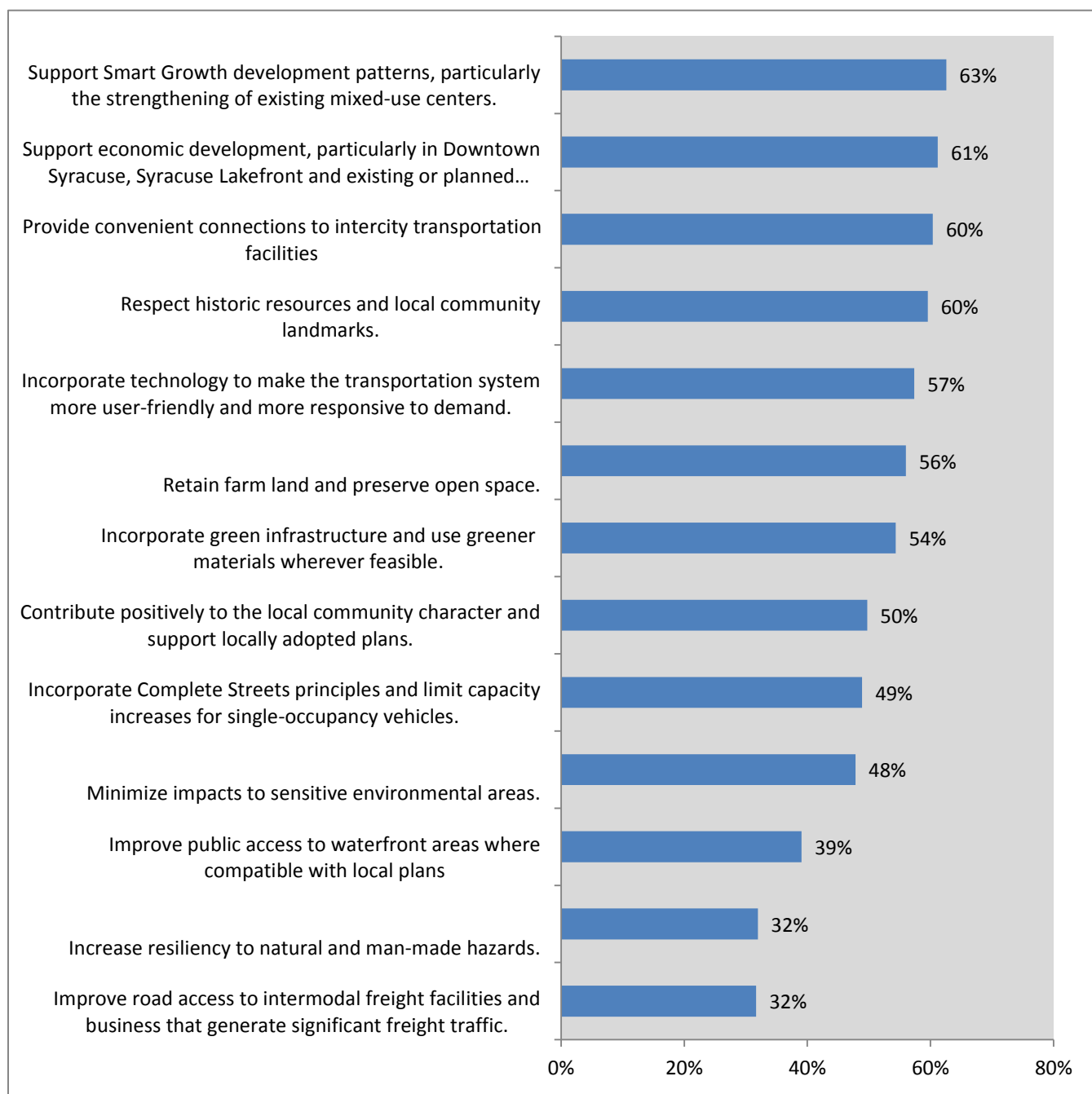
Thirty-eight percent of respondents (144 people) commented on this question. Major themes mentioned in these comments included:

- Either expand existing Centro service (particularly in the suburbs) or add a service like light rail. (31 comments)
- Resolve the I-81 viaduct issue; many commenters emphasized the need to maintain access between suburbs and city, to hospital emergency rooms and through the city (26 comments)
- Improve, repair and expand facilities for cyclists and pedestrians (19 comments related to cycling; 18 related to pedestrian facilities)
- Improve the connection between the city and the suburbs (by various means; 14 comments)
- Be aware of fiscal constraints / spend public funds wisely (10 comments)

Examples of suggested planning themes include:

- “Provisions for an aging population in the city and suburbs (particularly the suburbs where the aging population figures are the highest).”
- “Vehicle mobility shouldn't come at the expense of pedestrians, cyclists and transit users”
- “Enhance employment opportunities for city residents at suburban locations.”
- “Support economic development in lower income areas so as to significantly increase the probability of sustaining development and growth throughout the City of Syracuse and the region.”

See the full list of comments by survey question for more details.

**Figure 1 - Planning themes by proportion of respondents identifying them as "important"**

#### **IV. Section II – System Performance Goals**

For each of the seven questions in this section, the survey introduced a system performance goal and listed the objectives associated with that goal. The purpose of these questions was to determine whether or not members of the public objected to any of the goals or objectives, or if members of the public had other ideas for objectives that should be considered. Respondents were asked which of the



objectives were “most important” to them. Respondents were allowed to, and were prompted to, select “all that apply”. Each of these questions also included “Other” in the list of objectives, with a comment box allowing respondents to provide additional thoughts on the goal and its objectives.

## Question 2

**GOAL:** Support efficient freight movement within our region.  
**QUESTION 2:** Which of the objectives under this goal are most important to you?  
Please check all that apply.

Figure 2 summarizes respondents’ selections. The freight objective most frequently identified as “most important” to respondents was:

- Maintain adequate infrastructure conditions on freight routes.

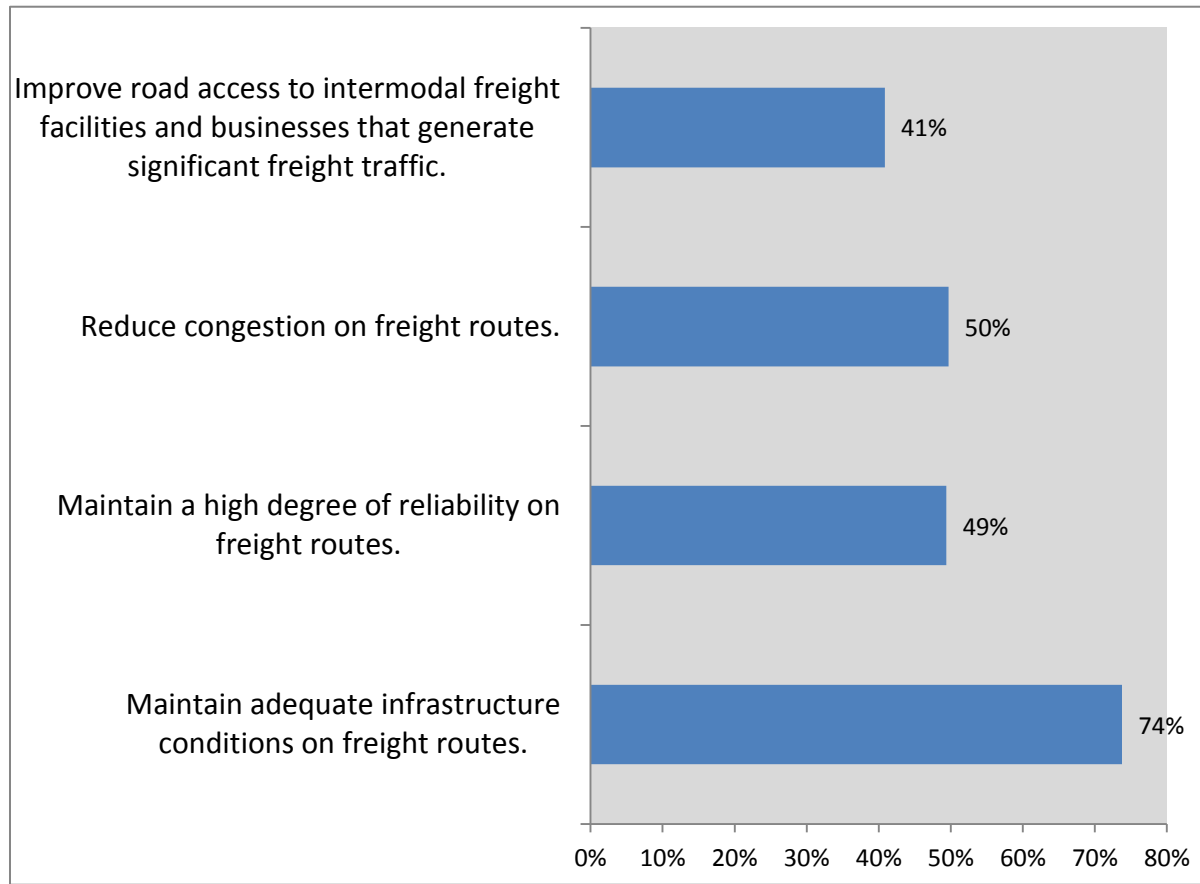
Eighteen percent of respondents (50 people) provided a comment on this question, touching on themes such as:

- Freight vehicles’ impacts on local roads and communities (13 comments)
- Safety issues related to freight (8 comments)
- Freight and passenger vehicles should be separated to the greatest degree possible – both on roads and on railroads (7 comments)

Comments on specific projects included support for the following:

- Inland Port
- Light rail
- Relocating railroad tracks away from Onondaga Lake
- High speed rail
- I-81

**Figure 2 - Freight objectives by proportion of respondents identifying them as "important"**



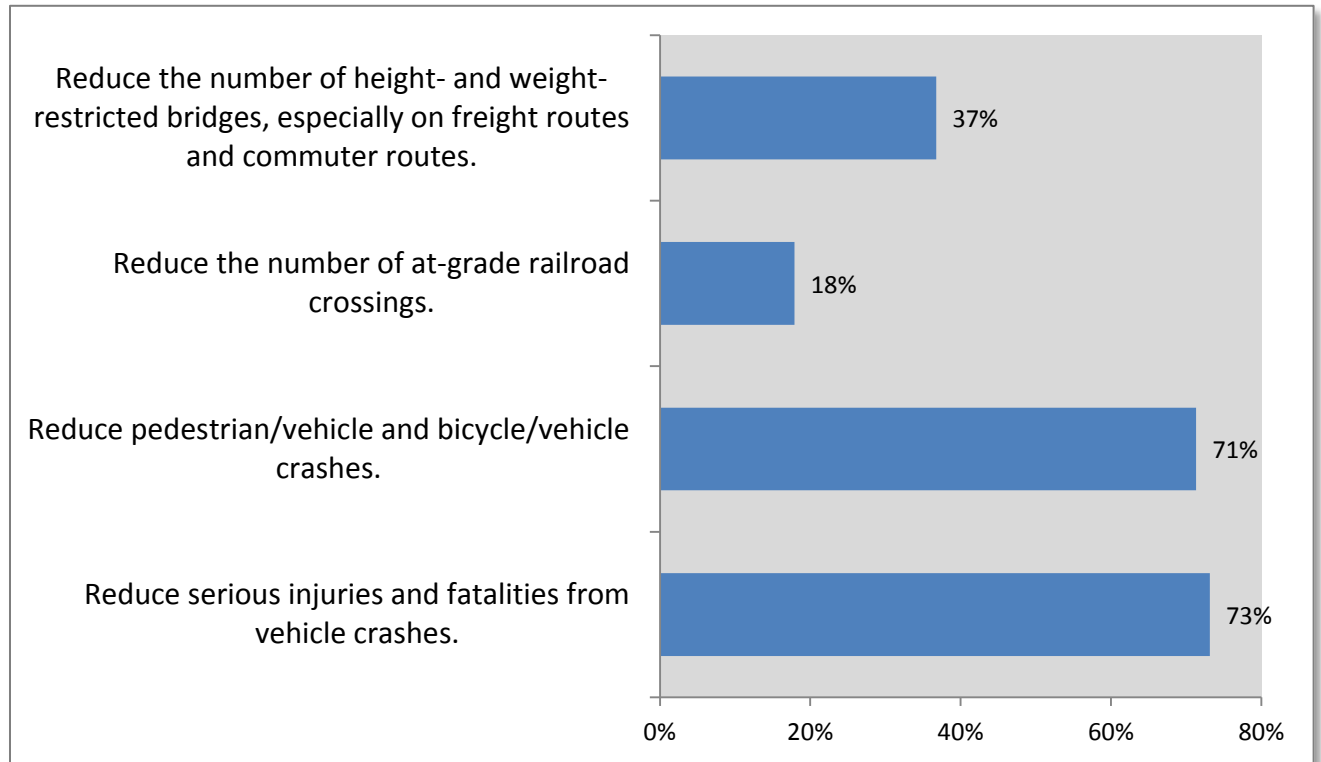
### Question 3

**GOAL:** Increase the safety, security, and resiliency of the transportation system.  
**QUESTION 3:** Which of the objectives under this goal are most important to you?  
 Please check all that apply.

Figure 3 summarizes respondents' selections. Two safety-related objectives emerged as being particularly important to survey respondents:

- Reduce serious injuries and fatalities from vehicle crashes.
- Reduce pedestrian/vehicle and bicycle/vehicle crashes.

**Figure 3 - Safety, security and resiliency objectives by proportion of respondents identifying them as "important"**



Fourteen percent of respondents (54 people) provided additional comments on this goal and its objectives. Major themes in these comments included:

- Safety improvements are needed for cyclists and pedestrians (12 comments)
- Biking and walking could be more prominent in the community if they were promoted more and there was more education (for example, on safe biking) (7 comments)
- Traffic calming is needed (red light cameras were mentioned in several comments) (7 comments)

Specific projects mentioned in comments included:

- Fix the railroad bridges over the Liverpool Parkway and over Park Street near Destiny USA.
- Add a bridge over I-81 in Central Square area to allow snowmobiles to cross safely.
- Bike safety & "share the road" safety - PSAs / ongoing education
- Add more variable message signs to highways to warn of congestion / accidents
- Eliminate right turns on red at large intersections
- Use red light cameras to reduce violations
- Reduce tractor trailer traffic in villages and cities not designed for turning radius

## Question 4

**GOAL:** Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.

**QUESTION 4:** Which of the objectives under this goal are most important to you? Please check all that apply.

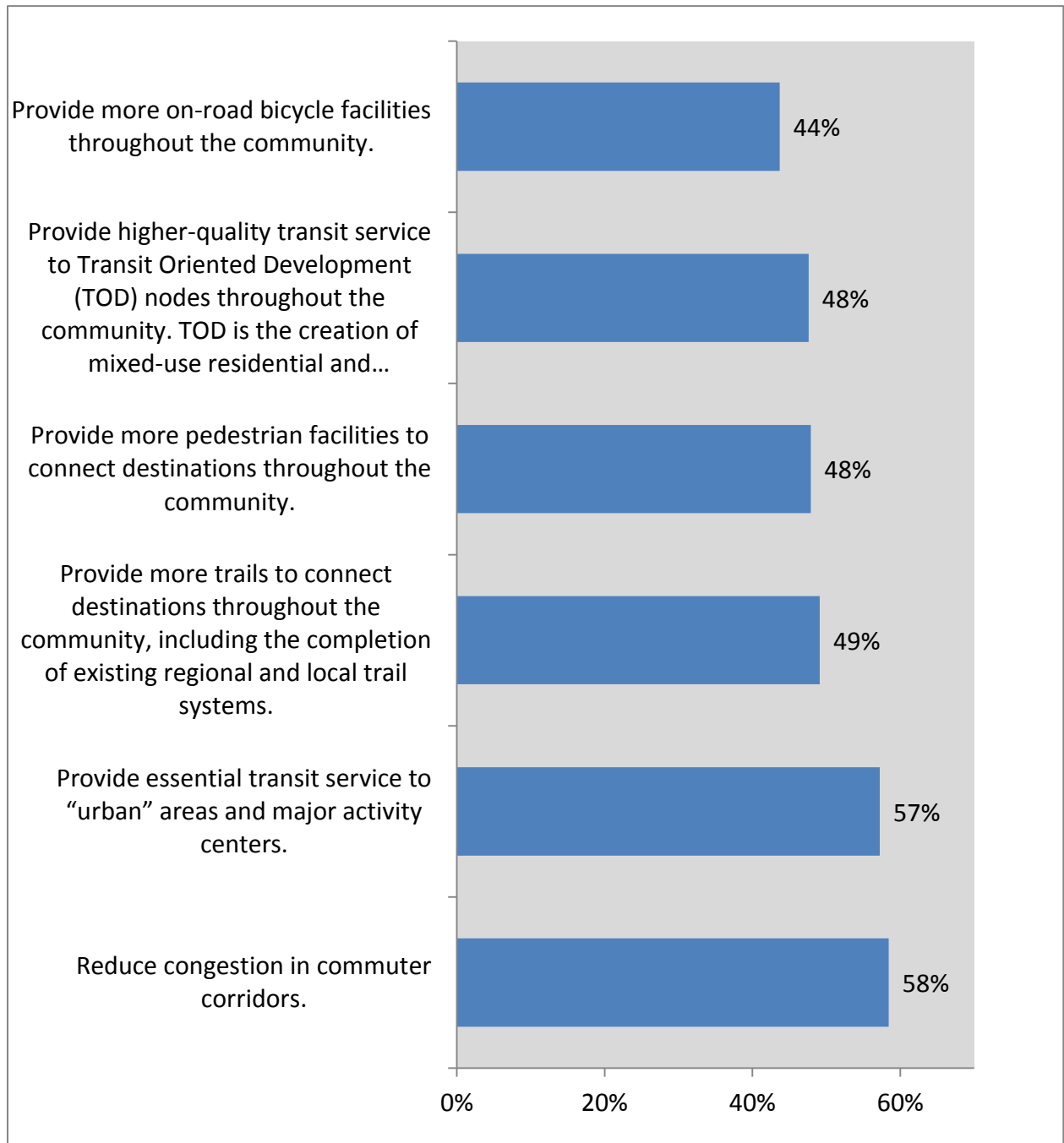
Figure 4 summarizes respondents' selections. All six accessibility and mobility objectives were supported by at least 40% of respondents. Only two received more than 50% of respondents' support:

- Provide essential transit service to "urban" areas and major activity centers.
- Reduce congestion in commuter corridors.

Fourteen percent of respondents (54 people) provided additional comments. Comments generally addressed issues related to access by mode:

- Transit:
  - More, faster or better service (9 comments)
  - Add light rail or streetcar service (4 comments)
  - Add transfer points, services for seniors, shelters
- Pedestrian / sidewalks:
  - More facilities (5 comments)
  - Snow removal (5 comments)
  - Improve safety (3 comments)
  - Ensure ADA compliance
- Bikes:
  - More facilities (5 comments); more off-road facilities (3 comments)
  - Safer facilities for cyclists (2 comments)
- Trails:
  - Add to the existing trail network (4 comments)
- Automobile accessibility:
  - More alternative fueling stations (2 comments)
  - More Transportation Demand Management alternatives (2 comments)
  - Add HOV lanes (1 comment)
  - Don't invest in non-motorized modes at the expense of motorized vehicles' mobility (1 comment)

**Figure 4 – Accessibility objectives by proportion of respondents identifying them as "important"**



Specific projects mentioned in response to this question included:

- Complete loop around the lake for hikers and bikers.
- Develop a politically acceptable and affordable solution to snow covered sidewalks.
- From David Ashley's list of "20 Fantastic Ideas for Syracuse" ([http://davidcashley.com/?page\\_id=539](http://davidcashley.com/?page_id=539)):

- Create a Vast New Public Transportation System and Make Centro Free Within the City Limits for City Residents By Adding the Cost to Real Estate Taxes (#10)
- 'Cuse Train (#11)
- More spaces for bikes on bus bike racks
- Better access to Carrier Dome events

## Question 5

**GOAL:** Protect and enhance the natural environment and support energy conservation and management.

**QUESTION 5:** Which of the objectives under this goal are most important to you? Please check all that apply.

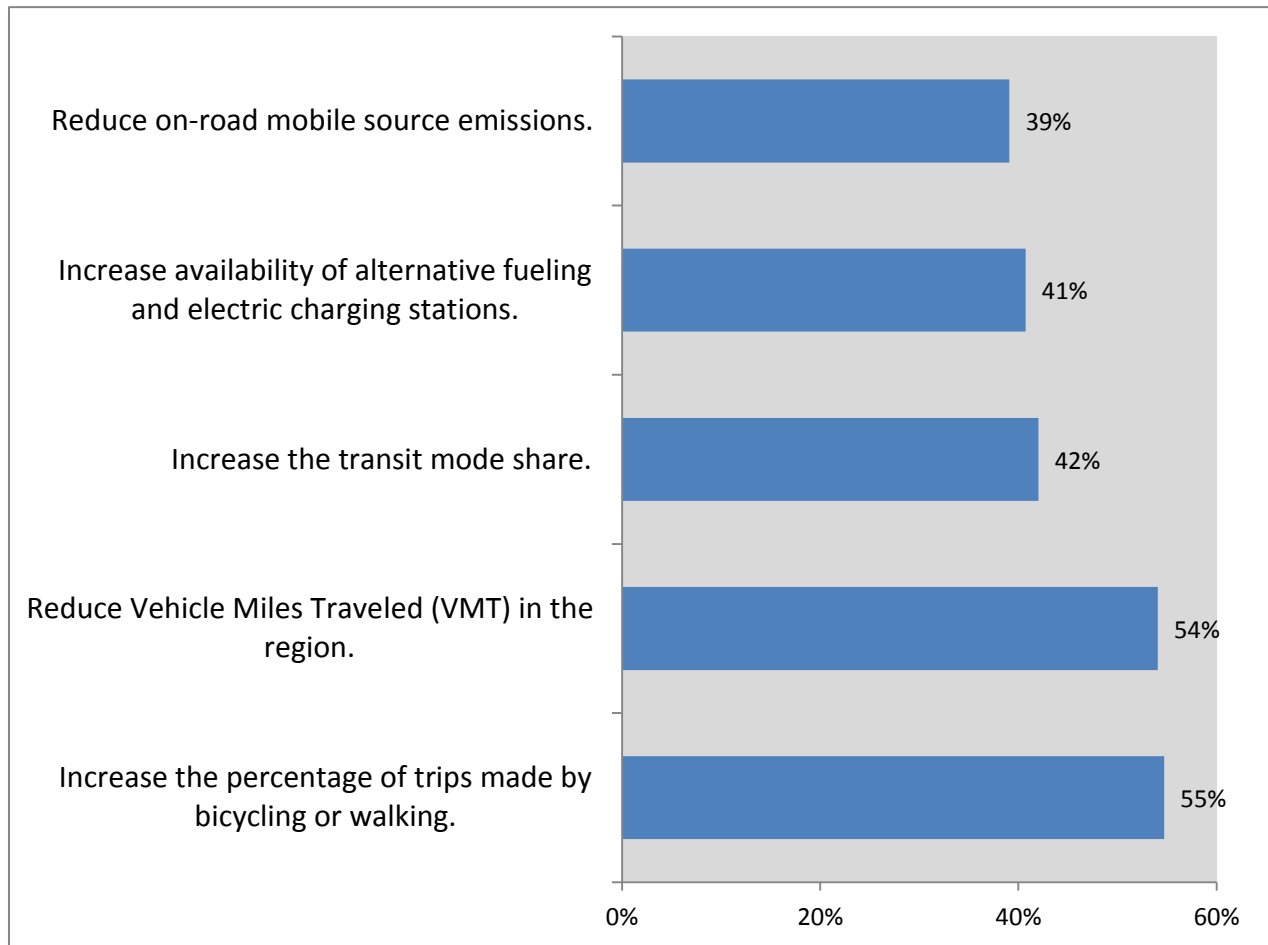
Figure 5 summarizes respondents' selections. Four of the objectives were supported by at least 40% of respondents; the objective related to reducing mobile emissions was supported by 39% of respondents. Only two received more than 50% of respondents' support:

- Reduce Vehicle Miles Traveled (VMT) in the region.
- Increase the percentage of trips made by bicycling or walking.

Eleven percent of respondents (forty-one people) provided additional comments. Several comments touched on themes discussed in other comments, such as transit service, safe facilities for pedestrians and cyclists, etc. Comments unique to this goal area included:

- Reduce emissions by minimizing idling time: use capacity improvements and better signal timing
- Consider congestion pricing
- Prevent damage to the environment by ensuring that tankers coming through the region are safe
- Match the size of buses on routes to routes' ridership.
- Reduce speed limits in the city and on neighborhood streets
- Design the public realm to support walkability
- Increase density / support planning that minimizes the need for travel

**Figure 5 – Natural environment and energy conservation objectives by proportion of respondents identifying them as "important"**



## Question 6

**GOAL:** Improve the reliability of the transportation system and promote efficient system management and operations.

**QUESTION 6:** Which of the objectives under this goal are most important to you? Please check all that apply.

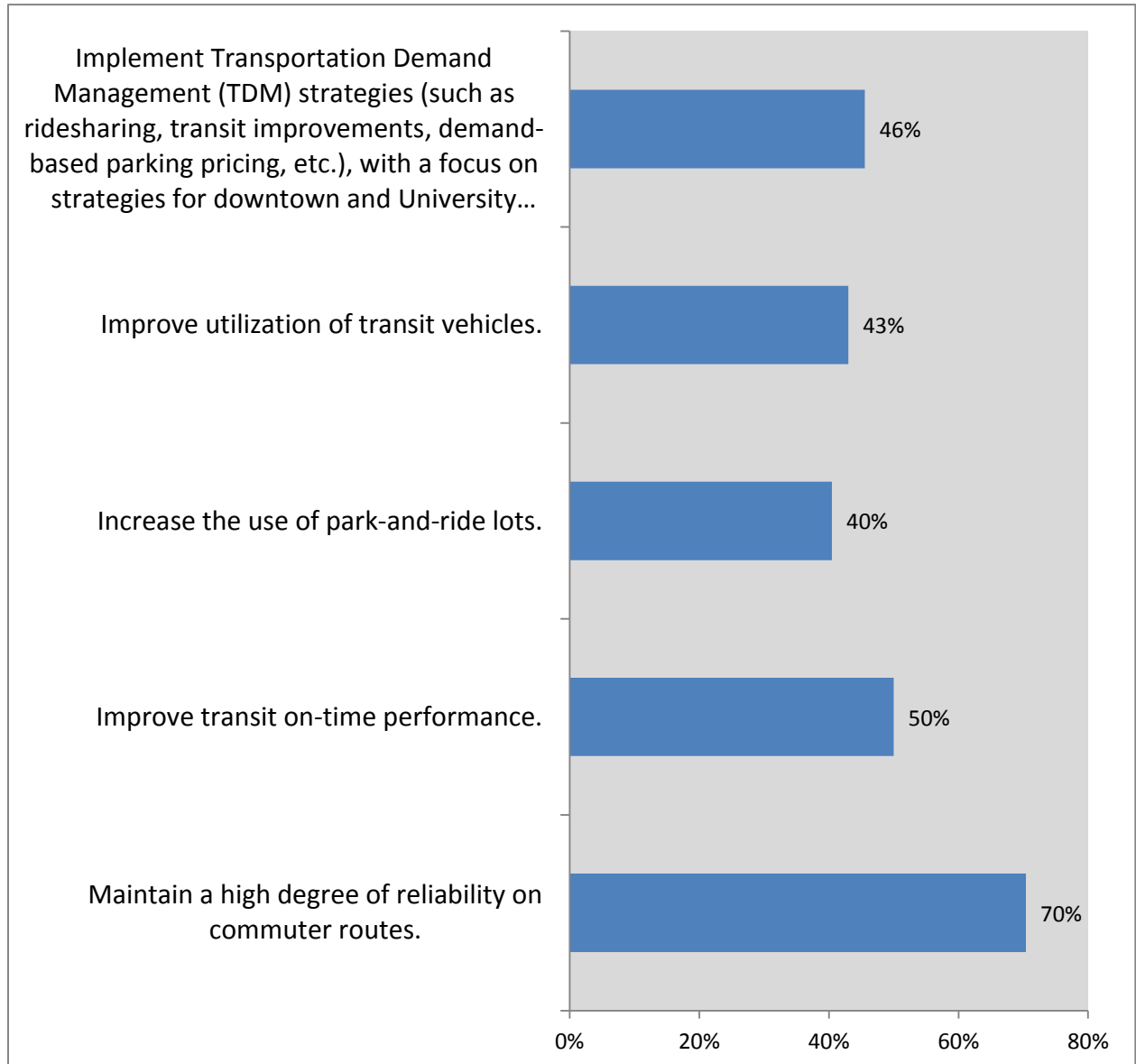
Figure 6 summarizes respondents' selections. All objectives were supported by at least 40% of respondents. The "on-time" transit objective was supported by half of respondents. The objective related to "reliability on commuter routes" was the most popular objective, with 70% supporting it.

Notable comments included the following:

- Support for city-wide bike share (2 comments)
- Transportation support for elderly residents: can costs of Centro's 'Call A Bus' service be picked up by health insurance?

- Modify the transit system to allow more efficient suburb-to-suburb commuting
- Give transit buses stop light preemption and implement Next Bus system
- Improve Centro's online trip planning tool
- Ensure we continue to have a "20-minute city"; ensure minimal delays due to construction - especially during peak hours; use ITS, especially variable message signs warning of accidents ahead and improved signal timings.

**Figure 6 – Reliability and efficiency objectives by proportion of respondents identifying them as "important"**





## Question 7

**GOAL:** Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.

**QUESTION 7:** Which of the objectives under this goal are most important to you? Please check all that apply.

Figure 7 summarizes respondents' selections. Preservation of off-road trail systems received less than 40% (38%) support. **Two of these objectives received the highest levels of support of any objectives in this survey:**

- Preserve and maintain pavement. (77%)
- Preserve and maintain bridges. (82%)

Nine percent of respondents (34 people) added their own thoughts in response to this question.

Noteworthy comments included:

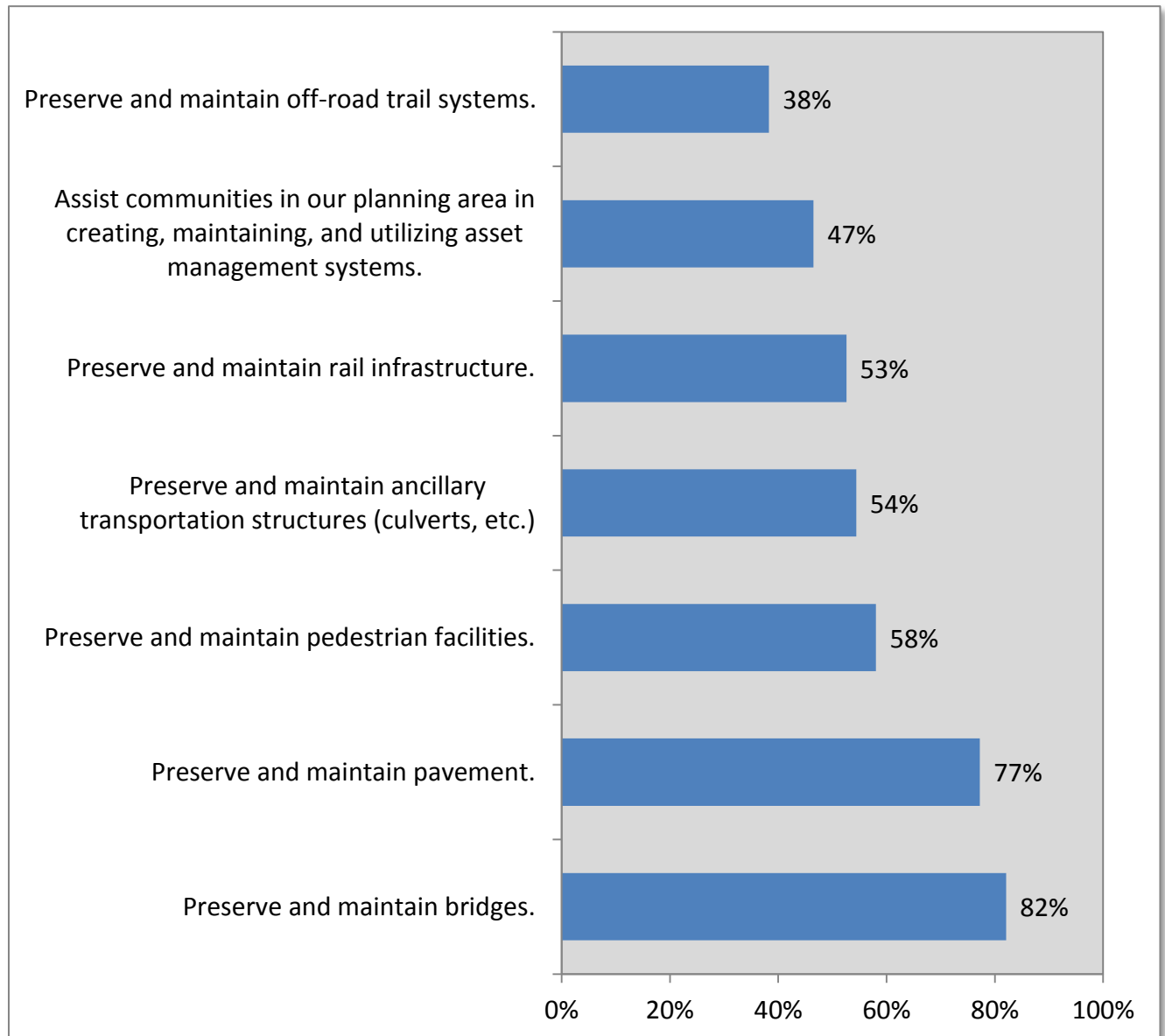
- Support pavement maintenance (four comments)
- Strategic disinvestment in pavement and / or bridges (four comments)
- Maintain bike and pedestrian facilities (two comments)
- Utilize GIS tools for asset management (one comment)
- Maintain sewers in addition / in conjunction with roadway maintenance (one comment)
- Utilize green infrastructure in preserving / improving facilities (one comment)

Several comments in this section requested re-wording of objectives:

- "Improve and Maintain" rather than "Preserve and Maintain"?
- Trail objective is too vague
- System Preservation Goal is unclear:

"I'm not sure what you mean by focus future investment in areas that are already served by significant public infrastructure investments. Do you mean maintaining already existing structures or completing projects that have been started? What does served by mean? What kind of assistance are we talking about?"

**Figure 7 – System preservation objectives by proportion of respondents identifying them as "important"**

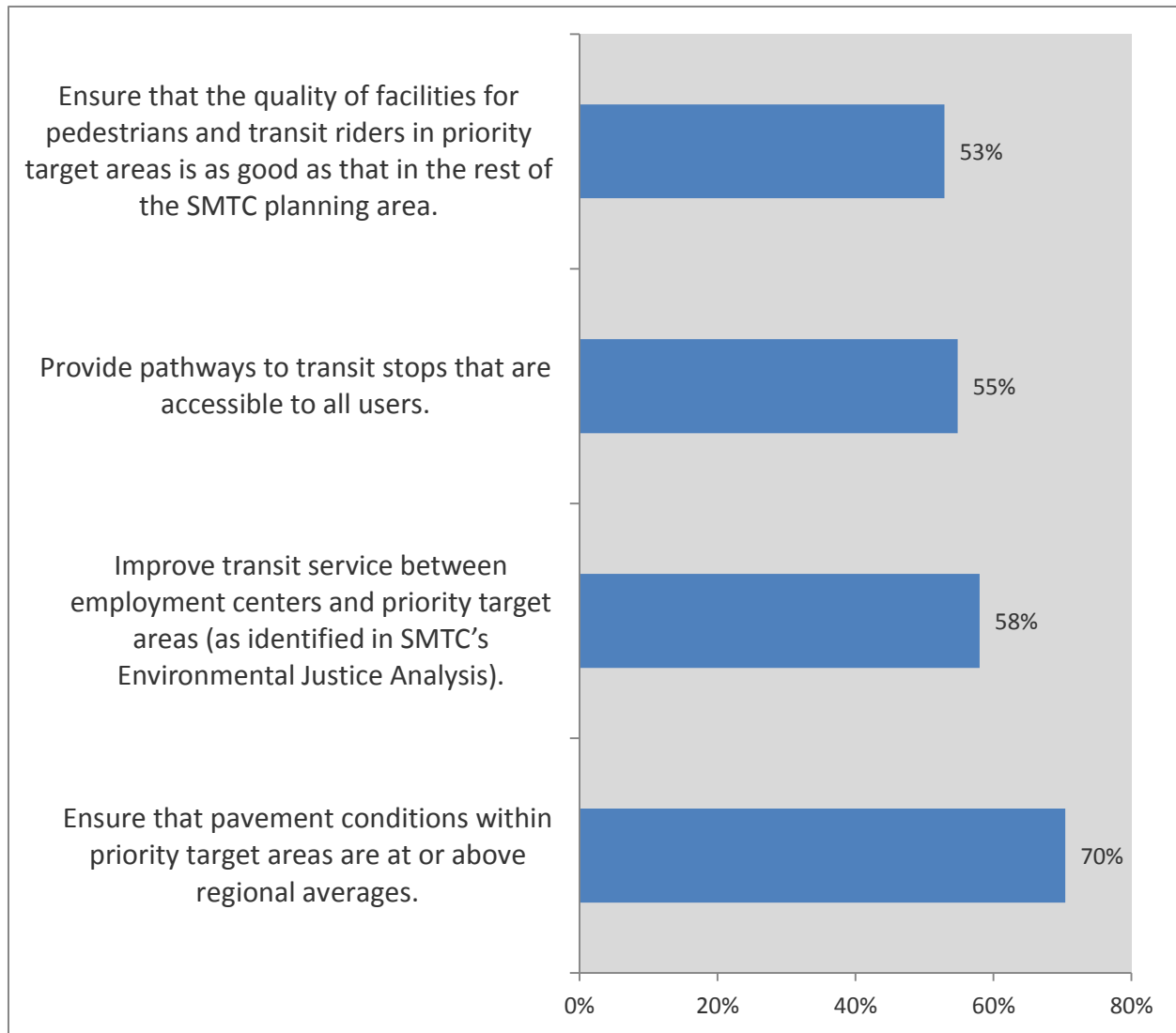


## Question 8

<b>GOAL:</b>	<b>Ensure that transportation system performance improvements are distributed equitably.</b>
<b>QUESTION:</b>	<b>Which of the objectives under this goal are most important to you? Please check all that apply.</b>

Figure 8 summarizes respondents' selections.

**Figure 8 – Equity objectives by proportion of respondents identifying them as "important"**



All four equity objectives were supported by at least 50% of respondents. Only one received more than 60% of respondents' support:

- Ensure that pavement conditions within priority target areas are at or above regional averages. (70%)

Seven percent of respondents (26 people) provided additional comments. Additional comments included:

- Better pedestrian access, including sidewalk snow removal, safety, inspection and adding more sidewalks (four comments)

- Maintain transit stops, including snow removal (two comments)
- Make transit more user-friendly (one comment)

One comment identified improvements to a specific transportation facility:

- “Imagine the hated Erie Boulevard with sidewalks and one lane of parking and loading each side”

## V. Part III: Regionally Significant Projects

Part III of the survey provided a short description of three projects:

1. The I-81 Viaduct Project
2. Development of an Enhanced Transit System
3. Expansion of the Regional Trail Network

Question 9A asked survey respondents about these “regionally significant projects” and Question 9B asked respondents to discuss other projects they considered significant.

### Question 9A

#### **How significant do you feel each project is to the Syracuse Region?**

Respondents were given three rating options for each project: “Not Significant”, “Somewhat Significant” or “Very Significant”. Based on these responses, the I-81 Viaduct Project is not only the most significant project of the three, it was identified as “very significant” by more than twice the number of people who identified either of the other two projects as “very significant”.

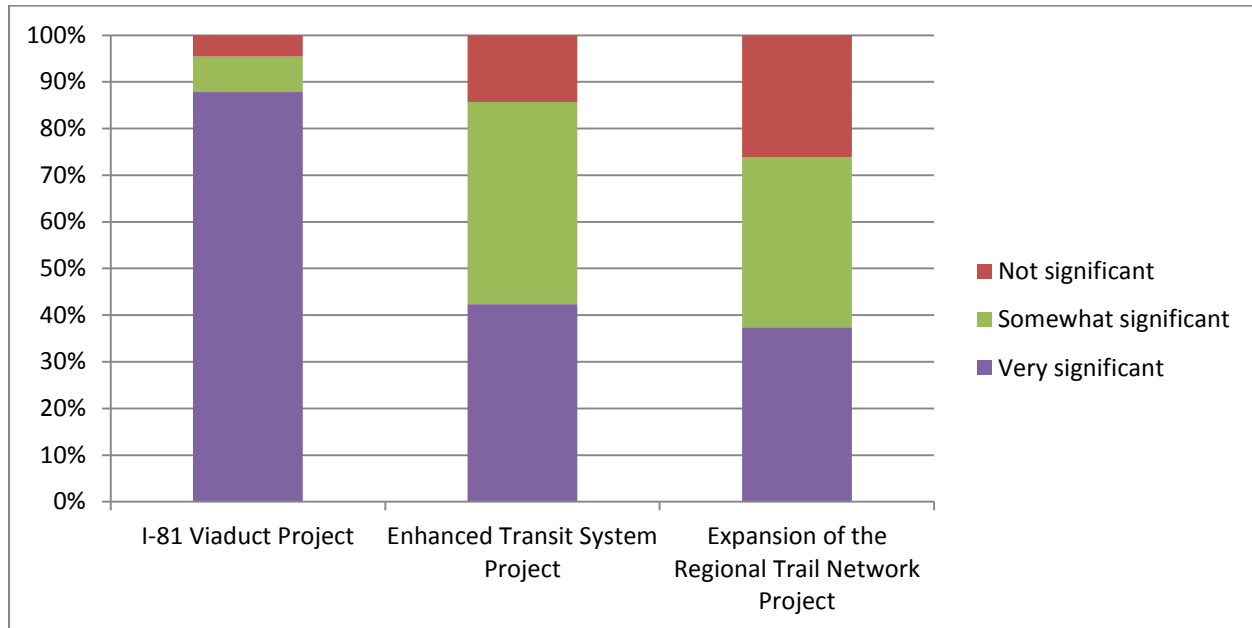
The majority of respondents (87.8%) stated that the I-81 Viaduct Project is “very significant” to the Syracuse Region.

The Enhanced Transit System Project is considered “somewhat significant” to 43% of respondents and “very significant” to 42%.

The Expansion of the Regional Trail Network is considered “somewhat significant” to 36% of respondents and “very significant” to 37%.

Figure 9 summarizes how respondents rated each project’s significance.

**Figure 9: Responses to the question “How significant do you feel each project is to the Syracuse Region?”**



## Question 9B

**Looking at the list above, do you believe there are regionally significant projects missing? If yes, let us know in the space below.**

Many of the fifty-eight people who answered this question made general comments about transit, bicycle/pedestrian infrastructure, general highway improvements and comments on which option NYSDOT should consider for the I-81 viaduct project. However, a few respondents noted some specific projects they believed to be missing, including:

- Rapid transit between Buffalo to Albany and NYC to Boston
- Making the Erie Canalway Trail a continuous, dedicated multi-use trail across the state
- Extending the Erie Canal towpath through the city
- Including the Oswego Canal Trail as part of expansion of a Regional Trail Network Project
- Adding bike lanes to Erie Boulevard and other roads
- Safe bicycle routes to allow access between Downtown Syracuse and neighborhoods / communities to the north, south, east and west (for example, Liverpool/Northside, Fayetteville, DeWitt, and the Southside).
- A shuttle system between Downtown Syracuse and the Regional Transportation Center and the airport

- A dedicated transit route between Armory Square and University Hill
- Organized transportation to/from and around DestinyUSA
- A western bypass to connect I-695 to Route 81 / 481
- Expand 481 north of 690
- Complete the I-690/I-481 interchange and extend I-690 further east to the Onondaga County line
- Increase the capacity of I-90 (adding a third lane through the Syracuse area)
- Urge Downtown employers to “time shift” work days to minimize commuter congestion
- Route 20 scenic corridor

## VI. Survey Closing

The final question in the survey was prefaced by the following text, recapping the content of the survey’s previous questions:

As noted at the outset of this survey, the purpose of the 2050 LRTP is to guide the SMTC member agencies in making transportation investment decisions over the next 35 years that include:

- (1) Broad community planning goals
- (2) Specific transportation system objectives AND
- (3) Regionally significant projects

## Question 10

**Question 10: Do the draft goals and objectives contained within this survey capture what is important to your community as far as transportation is concerned? To your personal travel?**

A total of 171 comments were provided in response to this question. Of these, one-fifth stated that they felt that the goals and objectives reflected their concerns.

Other issues, projects and themes included:

- The I-81 Viaduct (mentioned in 32% of comments); many identified their opinion on which alternative should be selected
- Mass transit including expanding existing Centro service, offering more convenient hours of operation and providing better connections (13% of comments)
- Safe trails that are both pedestrian and bike friendly should be provided (9% of comments)
- Light rail – specifically, that light rail should be further examined (4% of comments)
- A better mix and organization of modes of traffic is needed (4% of comments)
- Better, continuous maintenance of highways is needed (3% of comments)

- Complete our regional trails (e.g., Creekwalk, Erie Canalway Trail) (3% of comments)

Several respondents shared very specific comments, including parking concerns, the need for better lighting, and the need to maintain our “20-minute” city.

See the attached report for a complete listing of all comments received.

## VII. Modifications to Goals and Objectives Based on Results

The online survey closed to the public on January 26, 2015. SMTC staff reviewed the survey’s results in February 2015. This review concluded that:

- Survey responses did not suggest that any of the existing goals or objectives should be eliminated
- The wording of some of the objectives was confusing to some people and revised language should be considered
- Additional planning themes and objectives identified by members of the public should be considered
- Several ideas for possible “regionally significant projects” were raised that should be considered for inclusion in the LRTP

SMTC staff determined that many of the planning themes and plan objectives identified by members of the public were either already being addressed within the LRTP’s planning framework or were outside the scope of what the LRTP is intended to consider, such as recommending a specific alternative to the I-81 viaduct project. Additionally, some project-specific recommendations, such as constructing a freeway segment on the southwest side of Syracuse (the Western Bypass concept), have been previously studied and determined to be infeasible.

A brief summary of the survey’s results was presented to the members of the LRTP Study Advisory Committee (SAC) at the February 10, 2015 SAC meeting<sup>2</sup>. As part of this summary, SMTC staff asked SAC members to consider the following modifications to the LRTP’s planning themes, goals and objectives and to the list of “regionally significant projects”.

### Planning Themes for Consideration

- Ensure that the mobility needs of an aging population are incorporated into transportation planning and project development
- Ensure transportation planning is conducted in the most fiscally responsible means possible.

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<sup>2</sup> This was the eighth SAC meeting. For a complete record of the LRTP’s SAC meetings or a listing of the committee’s members, please contact the SMTC.

## Additional Objectives for Consideration

Accessibility & Mobility goal:

- Enhance public transit options for suburban communities
- Configure transit service to make suburb-to-suburb commuting feasible
- Enhance transit waiting experience: add/maintain shelters

Freight goal:

- Ensure that improvements to freight facilities do not come at the expense of environmental quality & quality of life

Safety, security and resiliency goal:

- Ensure the safe movement of hazardous materials through our region (rail and truck)

## Objectives Recommended for Modification

Natural Environment and Energy Conservation Goal:

- Change “Increase the transit mode share” to “Increase the number of people using transit”

Reliability Goal:

- Change: “Improve utilization of transit vehicles” to “Match bus routes and schedules to rider demand”

System Preservation Goal:

- Change “Preserve and maintain” to “Improve and maintain” for all objectives

## SAC Review

SAC members discussed these suggestions. SAC members identified the “aging population” theme as singling out a segment of the population unnecessarily. The “fiscal constraint” theme is fundamental to the LRTP process, and is already made sufficiently clear in existing federal legislation.

The SAC’s consensus was that none of the objectives suggested for the Accessibility & Mobility goal were appropriate objectives for the LRTP to pursue. The ReMap study (1999) identified strategies for restructuring the transit system away from a traditional “hub and spoke” model by creating multiple hubs and more local feeder/circulator routes. This has never been implemented, in large part due to the projected cost of the restructuring and a lack of financial resources.

SAC members identified the proposed Freight objective as being duplicative with existing objectives.



SAC members discussed the proposed Safety, Security and Resiliency objective and SAC members stated that this was a worthy objective and may be something that the LRTP could monitor (e.g., “number of hazardous materials spills” by mode per reporting period). However, this is not something that can be directly addressed through transportation investments, other than by improving the transportation system as outlined in other objectives, and is therefore not an appropriate LRTP objective.

The SAC also discussed adding an Accessibility and Mobility objective to address survey respondents’ concerns related to sidewalk snow clearing. Ideas discussed included tracking the total number of sidewalk snow removal programs in place (run by municipalities, non-profits, volunteer-based, BIDs, etc.) in a given year, or the number of miles of sidewalk in the region covered by such programs.

Of the recommendations that emerged as a result of the survey, only one was identified by SAC members as warranting a change to the existing set of goals and objectives. This was to make the following wording change to an objective under the Natural Environment and Energy Conservation Goal: the objective “Increase the transit mode share” will be changed to “Increase the percentage of commuter trips using transit.”

# Long Range Transportation Plan 2050 Goals and Objectives Survey Survey Results Summary

## **ATTACHMENT 1**

### **SURVEY QUESTIONS**

## 1. INTRODUCTION

The purpose of the 2050 LRTP ([www.smtcmpo.org/LRTP2050](http://www.smtcmpo.org/LRTP2050)) is to guide the SMTC member agencies in making transportation investment decisions over the next 35 years that achieve the following:

- (1) Support the planning goals of the region and local communities.
- (2) Contribute to the achievement of system performance goals. AND
- (3) Advance regionally significant public infrastructure projects that have already been the subject of substantial community discussion (including I-81).

To that end, the SMTC has developed a series of draft goals/objectives to be examined through our LRTP process. We are looking for your thoughts -- did we capture what is important to your community as far as transportation is concerned? To your personal travel?

This survey is organized into the three purposes of the LRTP noted above. Please share your thoughts with us on each of these components as you move through our survey. We also provide a section at the end for your general comments.

**PLEASE NOTE:** The SMTC will be holding in-person public meetings as part of the LRTP planning process. This survey is only the first step in the public engagement process for the LRTP.

Thank you!

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The Syracuse Metropolitan Transportation Council was formed in 1966 as a result of the Federal Aid Highway Act of 1962 and Urban Mass Transportation Act of 1964. Serving as the metropolitan planning organization (MPO) for the Syracuse Metropolitan area, the SMTC provides the forum for cooperative decision making in developing transportation plans and programs for Onondaga County and small portions of Madison and Oswego Counties. The SMTC is comprised of elected and appointed officials, representing local, state and federal governments or agencies having interest in or responsibility for transportation planning and programming.



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## 2. PART I: Support the Planning Goals of the Region & Local Communities

While working to develop goals for the LRTP 2050, the SMTC completed a review of local municipal plans including comprehensive, land use, sustainability, and waterfront redevelopment plans. In

**addition, the SMTC reviewed findings of recently completed planning projects in the SMTC area that had substantial public involvement opportunities and yielded significant community feedback. After reviewing all of these documents for transportation-related goals, common themes began to emerge, and are noted in Question 1 below.**

1. Through the SMTC's review of local and regional planning documents, common planning themes throughout the region emerged. These are important in helping guide transportation investment decisions over the next 35 years. Which of these are most important to you? Please check all that apply.

- ☐ Contribute positively to the local community character and support locally adopted plans.
- ☐ Support Smart Growth (building communities with housing and transportation choices near jobs, shops and schools) development patterns, particularly the strengthening of existing mixed-use centers.
- ☐ Retain farm land and preserve open space.
- ☐ Support economic development, particularly in Downtown Syracuse, Syracuse Lakefront and existing or planned commercial and industrial nodes throughout the SMTC planning area.
- ☐ Incorporate Complete Streets principles (accommodating pedestrians, cyclists, and transit users) and limit capacity increases for single-occupancy vehicles.
- ☐ Incorporate green infrastructure and use greener materials wherever feasible. Green Infrastructure describes a range of practices that use or mimic natural systems to manage urban stormwater runoff.
- ☐ Incorporate technology to make the transportation system more user-friendly, and more responsive to demand.
- ☐ Minimize impacts to sensitive environmental areas.
- ☐ Respect historic resources and local community landmarks.
- ☐ Improve public access to waterfront areas where compatible with local plans
- ☐ Provide convenient connections to intercity transportation facilities, including the Syracuse Hancock International Airport and the William F. Walsh Regional Transportation Center.
- ☐ Improve road access to intermodal freight facilities and business that generate significant freight traffic.
- ☐ Increase resiliency to natural and man-made hazards.

1a. After looking through the regional and local planning goals above, do you feel that any topics or areas of interest have been missed? If yes, please tell us what other planning goals may be missing in the space below.

### 3. PART II: System Performance Goals

**This section of the survey reviews the draft goals and objectives for the LRTP that relate to the performance of our transportation system – how the system works for those using it. The proposed goals are largely based on the federal requirements for our LRTP, as well as on the completed local plans mentioned in Part I. We can define objectives within each goal that support local planning principles while also contributing to the achievement of our federal requirements.**

**We have defined seven draft goals. In the next series of questions, you will be able to review each goal and the proposed objectives for that goal. Please tell us which of the objectives under each goal are most important to you, and if you feel any additional or different objectives are needed for that goal.**

2. GOAL: Support efficient freight movement within our region.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Maintain adequate infrastructure conditions on freight routes.
- ☐ Maintain a high degree of reliability on freight routes.
- ☐ Reduce congestion on freight routes.
- ☐ Improve road access to intermodal freight facilities and businesses that generate significant freight traffic.
- ☐ Other (Are additional or different objectives needed under the Freight Movement Goal? If yes, tell us in the space below).

3. GOAL: Increase the safety, security, and resiliency of the transportation system.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Reduce serious injuries and fatalities from vehicle crashes.
- ☐ Reduce pedestrian/vehicle and bicycle/vehicle crashes.
- ☐ Reduce the number of at-grade railroad crossings.
- ☐ Reduce the number of height- and weight-restricted bridges, especially on freight routes and commuter routes.
- ☐ Other (Are additional or different objectives needed under the Safety, Security, and Resiliency Goal? If yes, tell us in the space below).

4. GOAL: Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Reduce congestion in commuter corridors.
- ☐ Provide essential transit service to “urban” areas and major activity centers.
- ☐ Provide higher-quality transit service to Transit Oriented Development (TOD) nodes throughout the community. TOD is the creation of mixed-use residential and commercial areas designed to maximize access to public transportation, and usually includes features to encourage transit ridership.
- ☐ Provide more on-road bicycle facilities throughout the community.
- ☐ Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.
- ☐ Provide more pedestrian facilities to connect destinations throughout the community.
- ☐ Other (Are additional or different objectives needed under the Multi-Modal Accessibility and Mobility Goal? If yes, tell us in the space below).

5. GOAL: Protect and enhance the natural environment and support energy conservation and management.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Reduce Vehicle Miles Traveled (VMT) in the region.
- ☐ Reduce on-road mobile source emissions.
- ☐ Increase the percentage of trips made by bicycling or walking.
- ☐ Increase the transit mode share.
- ☐ Increase availability of alternative fueling and electric charging stations.
- ☐ Other (Are additional or different objectives needed under the Energy Conservation and Protection of the Natural Environment Goal? If yes, tell us in the space below).

6. GOAL: Improve the reliability of the transportation system and promote efficient system management and operations.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Maintain a high degree of reliability on commuter routes.
- ☐ Improve transit on-time performance.
- ☐ Increase the use of park-and-ride lots.
- ☐ Improve utilization of transit vehicles.
- ☐ Implement Transportation Demand Management (TDM) strategies (such as ridesharing, transit improvements, demand-based parking pricing, etc.), with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.
- ☐ Other (Are additional or different objectives needed under the Reliability Goal? If yes, tell us in the space below.)

7. GOAL: Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Preserve and maintain pavement.
- ☐ Preserve and maintain bridges.
- ☐ Preserve and maintain ancillary transportation structures (culverts, etc.)
- ☐ Preserve and maintain rail infrastructure.
- ☐ Preserve and maintain off-road trail systems.
- ☐ Preserve and maintain pedestrian facilities.
- ☐ Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.
- ☐ Other (Are additional or different objectives needed under the System Preservation Goal? If yes, tell us in the space below).

8. GOAL: Ensure that transportation system performance improvements are distributed equitably.

QUESTION: Which of the objectives under this goal are most important to you? Please check all that apply.

- ☐ Provide pathways to transit stops that are accessible to all users.
- ☐ Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).
- ☐ Ensure that pavement conditions within priority target areas are at or above regional averages.
- ☐ Ensure that the quality of facilities for pedestrians and transit riders in priority target areas is as good as that in the rest of the SMTC planning area.
- ☐ Other (Are additional or different objectives needed under the Equity Goal? If yes, tell us in the space below.)



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## 4. PART III: Advance Regionally Significant Public Infrastructure Projects

**This section of the survey focuses on a few projects that have been identified as regionally significant**



public infrastructure projects that have already been the subject of substantial community discussion. One purpose of the LRTP is to advance these projects towards implementation. The three projects that have been identified are described here. For each project, please indicate below how important you feel that project is to our region.

- 1. The I-81 Viaduct Project: Advance a solution that addresses the transportation needs identified in the I-81 Corridor Study (July 2013) and supports the goals of the LRTP outlined in this survey.
- 2. Development of an Enhanced Transit System: Progress the Syracuse Metropolitan Area Regional Transit (SMART) Study. The SMART study will build on the Syracuse Transit System Analysis that was completed as part of the I-81 Corridor Study planning effort, which identified two corridors (Destiny/Regional Transportation Center to Syracuse University and James Street/South Avenue) with potential to support higher-quality transit service such as Bus Rapid Transit (BRT) or Light Rail Transit (LRT). The SMART study will identify a preferred alternative, which is the first step towards implementation.
- 3. Expansion of the Regional Trail Network: Progress projects identified in existing plans, such as the Erie Canalway Trail off-road/permanent route, the completion of the Loop the Lake trail, and the completion of the Creekwalk. In addition, link neighborhoods and communities to the regional trail network by implementing recommendations within existing documents such as the Syracuse Bike Plan and the SMTC Bicycle Commuter Corridor Study.

9a. How significant do you feel each project is to the Syracuse Region?

|                                                 | Not significant       | Somewhat significant  | Very significant      |
|-------------------------------------------------|-----------------------|-----------------------|-----------------------|
| I-81 Viaduct Project                            | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Enhanced Transit System Project                 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Expansion of the Regional Trail Network Project | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

9b. Looking at the list above, do you believe there are regionally significant projects missing? If yes, let us know in the space below.



## 5. SURVEY CLOSING - Final Question

**As noted at the outset of this survey, the purpose of the 2050 LRTP is to guide the SMTC member agencies in making transportation investment decisions over the next 35 years that include:**

- (1) Broad community planning goals**
- (2) Specific transportation system objectives AND**
- (3) Regionally significant projects**

10. Do the draft goals and objectives contained within this survey capture what is important to your community as far as transportation is concerned? To your personal travel?

Please share your final thoughts with us in the space below. Thank you!



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Done

Long Range Transportation Plan 2050  
Goals and Objectives Survey  
Survey Results Summary

**ATTACHMENT 2**

**COMPLETE SURVEY RESPONSES**

# Long Range Transportation Plan

## Online Goals and Objectives Survey

### Survey Responses

#### Question Number 1

**After looking through the regional and local planning goals above, do you feel that any topics or areas of interest have been missed? If yes, please tell us what other planning goals may be missing in the space below.**

##### Comments:

Both the suburbs and the cities suffer from inadequate mass transit options in all of Central New York. The car-centered lifestyle of the 50's is not sustainable nor does it support the quality of life the future has begun to embrace: Walkability, viable neighborhoods, safe streets, easy access to jobs and services. Urban centers should no longer be bisected by, but encircled with vehicle transport options. Tandem buses are very efficient where used in the US and other countries, especially where tunnels aren't an option. Suburban and rural areas were served "back in the day" by a wonderful light rail system, whose rights-of-way were systematically gobbled up to make way for the automobile. A new system has eluded us here in CNY, and would help meet the above goals if one could be copied from other places. The planning themes listed above provide a framework for addressing these concerns, but

All new buses should be wheelchair accessible . More access from the suburbs to the city. Perhaps have trams which are electric or other than gas driven.

Although it is kind of mentioned above.. there needs to be some focus for easily accessible and flexible public transportation for seniors. It is very difficult in our general area for a senior to give up the independence of having a vehicle when there is no viable alternative.

Any plan should be cost effective. By that I mean, while it may be desirable to use green technology or consider historical issues, we must consider increased cost if there are any. That is why I believe that the existing configuration should remain. There is no reason that the elevated sections cannot be renovated to last another 50-75 years. The idea of a Blvd. looks great on paper, but if you have to drive that Blvd everyday, it will not be fun. Just look at the traffic conditions when there is an accident on 81 now!!

Beautification and attention to aesthetics throughout the communities. Regular and consistent cleanup of city neighborhoods surrounding and adjacent to highways and byways. Regular street and sidewalk sweeping downtown.

Connect the northern suburbs to 690 west directly, not getting off 81 south to Hiawatha to 690 West. Cleaning up the trash on 690 and 81 roads and ramps. Every year. The median on 81 into the city from the north has weeds and grass growing, looks awful. Make Route 90/Thruway free between exits 34a and 39.

being fiscally minded and practical with any decisions

Contribute positively to local character, in my mind, needs to be much more clearly articulated, i.e., Place Making, because "local character," has no clear local articulation.

Biking to Onondaga lake by way of Willis Ave. Also bike lanes from the West End and Solway to Downtown

1--Promote, advocate, and increase availability, opportunity, and use of multi-modal transportation that includes bicycling and walking, whether for work commute, recreational, or exercise. 2-- Please include public participation/input. 3--Provide maps distributed at libraries, transportation centers, municipalities, etc.

Come up with two exit ramp areas for the Harrison St and University traffic so there won't be such a great back up to the south bound lane of I 81 in the morning rush hour. Maybe one at east Colvin st as well as Harrison st .

Complete I-481 around Syracuse better connection between I-81 and I-690 in Syracuse Expand interchanges with no left turns to avoid congestions (Route 31 at I-81) and wider on and off ramps so traffic is not backed up on I-81

Complete streets' concept is a pedestrian accident waiting to happen, a snowplow driver's nightmare and the brain child of an academic idealist. Do not do this.

Complete the unfinished link of I 81 to I 695 to create an effective and necessary bypass of the city along its western edge from Camillus to Nedrow.

Efficient & ready access to downtown Syracuse city proper to assist in it's re-growth as much as possible is of utmost concern. The assertion that Rt. 81 created a poverty zone on the south side is non sense. One need only look as far as Rochester to see a city that is even more dissected by interstates yet seems more stable than Syracuse in every one of it's city & suburban neighborhoods. Rt. 81 didn't create poverty in Syracuse, the people of the south side of Syracuse did along with complacent politicians. We need convenient access to highways to have any hope of digging out of this mess.

Because minimizing impacts to the environment and protecting historic resources is required for all projects, these ARE already important. Further emphasis will dilute the other initiatives here.

Concentrate on developing mass transit systems that minimize automobile use for local commuting

Establish comprehensive and reliable mass transit, ideally rail.

Convenience to travelers who are only passing through Syracuse.

Cost conscious approach to current and future planning.

create a 5 year ACTION plan within your 25+ year plan. Let's face it, all 25 year plans---SMTC, City, County---are concept documents which are not followed through except coincidentally or over far too much time. A 5 year action plan component would resemble the 5 year plan documents Italian cities have, actual development plans/projects that are expected to be completed---not just goals. Figure out what's needed; DESIGN it; project the time and look for funding. Plans---not goals---is what gets things done. Thanks.

Perhaps this was included above in a way that I didn't recognize: For convenience and reduced energy usage, I would hope that there would be enhanced public transportation options, including a enhanced comprehensive bus system that works on a frequent and predictable schedule, and maybe even light rail.

Easy access to transit the city and rear of movement across the metropolitan area.

I - 81

Address resistance to non auto-centric ideas.

Compliance with the new Federal mandates should be executed in the most taxpayer friendly means possible. Wasting money on multiple studies of designs which will never be implemented should be avoided at all costs. Make the existing road comply as economically efficient as possible.

Accessibility of public transit systems and public spaces including sidewalks, most notably studying municipal take-over of sidewalk maintenance and snow removal and cost and frequency of mass transit.

Expansion of public transportation options and usage.

Extending Route 695 toward Auburn with exits for Route 321 (Skaneateles) and for Elbridge/ Jordan

Give all people transportation options - not just vehicle. Need to provide for transportation alternative for people who walk, bicycle or use the transit system. These alternatives need to be available as much as practical 365 days a year. Manage parking in an intelligent manner.

[http://davidcashley.com/?page\\_id=665](http://davidcashley.com/?page_id=665) This is the site for my 'Cuse Train proposal. With all due respect, it seems like your (and our) number one long range goal is how you would facilitate the transition from mostly carbon, single occupancy transportation system in CNY to a very low carbon most public transportation system? You need to be the leader here; who else could do this? Dave Ashley

make public transportation work more effectively to connect significant areas, such as SU and Onondaga Valley/Hill, without having to change buses down town.

Bicycle lanes?

Keep traffic running smoothly through Syracuse.

Enhance employment opportunities for city residents at suburban locations.

I could have checked all the items above. I am no expert, but my involvement with meetings, etc., is, in part, because I fear for the future of our neighborhood, Outer Comstock. We are bounded on one side by Ainsley Drive which is a very inadequate road for the current traffic and would not be able to keep up with traffic to Syracuse University and hospitals should I-81 be removed.

Maintain an easy North South interstate flow through the Syracuse area

I hope they consider the commuters that use 81 to get into the city for work. Not that it is the ideal situation now but putting us onto city streets will only increase the commuting time.

I think it is very important to provide well maintained highway infrastructure that meets the needs of all motor vehicle traffic to come to, pass through and or leave this great city in an efficient, quick and safe manner.

Identify ways of funding transportation improvements in the future - building and maintaining infrastructure

Improve transit service between suburbs and the city and between the suburbs themselves with the goal to significantly reduce the dependence on single occupancy vehicles.

Improvement of snow removal from sidewalks particularly around SU and the downtown area.

Keep I-81 path through Syracuse as it is!!

Incorporate electric vehicle charging stations, bike and electric car daily rental, encourage biking and pedestrian travel and safety.

Maintain and improve automobile access to all features and destinations in the community.

Increase public transportation and decrease sprawl; protect and restore remaining greenspace for aesthetics, habitat, air quality, water quality reasons

Infrastructure investment along the lines of Mayor Miner's Syracuse Billion proposal.

interconnectivity of trail and pedestrian systems connecting neighborhoods with the trail systems.

Improving interior neighborhood street/curbing/pedestrian access

I live in the city, near downtown and in the last year it seems that driving around my area and in the city has been hampered by input by people who live further out, such as closing roads, making two lanes into one in highly traveled busy streets (during peak times what used to take 5 minutes can now take 20), making it more accessible for the pedestrians and the bicyclists. I have no issue with making the city green friendly, accept when it adds 10-15 minutes to a commute that was only 5 mins before. Taking the bus or walking is not feasible for me on the weekdays, and all the new road changes only adds to the congestion and pollution. I have never been asked ahead of time for my input in any of these changes, and since I am the person driving these roads daily, because I live in the inner city, because I work downtown and my child goes to a city school, I would think that the people in charge would have been interested in my view of the changes and its potential impact.

Just to clarify the "Incorporate technology..." box; if what is meant by that is to redesign or improve existing traffic patterns and traffic flow, then by all means, yes. If "technology" refers to, say, modernize traffic signals and enhance the using of VMB's, I am all for that also so long as the first part of this paragraph is included also. Most of the other unchecked boxes have a degree of importance and I am not "against" any of them. However, without knowing the remedies, I am hesitant to include those. For example, green spaces. No one I know wants to harm the environment, but if we get bogged down in excessive environmental reviews and costs of a project escalate to "protect" the environment, then that is a serious issue. I would have to know the cost/benefit before endorsing those other categories.

Provide more opportunities for off road trails for biking and hiking.

Investments should retain mobility for all communities, including all suburbs, to all points both in and away from the metropolitan, and if possible, without diverting traffic across the entire area.

Develop additional mass transit modes (such as municipal light rail) Support alternative fuels infrastructure (charging stations, eg)

Expand public transportation for suburban communities so residents are not forced to drive. Existing public transportation is limited to Centro which runs on a minimal schedule that does not meet the needs of the majority. Perhaps small shuttles at more frequent times

and locations would help. Speaking as a Baldwinsville resident, shuttles that would run the Route 31 corridor from village through Great Northern would be great. Also, through the village to River Mall and the center of town. There is a large senior community in B'Ville that could use this service.

Keep trucks on interstate roads. Do not let them go on secondary roads. increase truck traffic on rural roads will impact the safety of pedestrians, cyclist and sensitive environmental areas

Keeping efficient access to and through Syracuse for people living outside of the city

Keeping traffic moving through the city and ease of use (user-friendliness) are most important.

Limit hassles during construction i.e. Keep traffic flowing

Keep Interstate 81 the way it is.

I don't see any mention of incorporating and expanding public transportation (CENTRO) capacities. Please do consider that aspect of the planning process.

Look for opportunities to reduce traffic congestion on primary commuter routes outside the immediate City of Syracuse, reduce strain that commuter traffic has traveling through the hearts of smaller communities.

Keep traffic running fast and smoothly through Syracuse (by keeping I-81).

Maintain and improve easy access to and around Syracuse by automobile.

Maintain high speed, high capacity traffic arteries through the heart of Syracuse.

Make a revitalized downtown more affordable. It's scandalous to leave those beautiful old buildings empty. I loved taking the bus downtown as a child and years later with my child to Christmas shop from Sibley's and Dey's to Addis & Flahs and then hop on the bus home. Easy. Convenient. Cheap. Now Salina is a ghost town. Parking difficult and expensive. Armory Sq and other new downtown condos are outrageously expensive and come with no parking. I have a large, 50yr home in Fayetteville village and still could not afford to sell here and move into Syracuse--which has very little to offer. However, I would rather see the end of urban sprawl and a thriving inner city. There is no such thing as free parking. Malls absorb those costs and pass them on to shoppers. If Congel can rape the area and make millions on a mall, why can't we pass on those same deals to developers who can build a green, economical, safe inner city with thriving businesses and areas to walk, shop, and eat--with free parking?

Make it a true interstate highway - not some street level boulevard that can't handle the traffic.

Make public transit more usable for workers to get to jobs. Consider shift change times, for example.

Linkages in areas other than downtown. Erie Blvd is a major shopping thoroughfare with poor sidewalks, no green infrastructure, no bike ways and poor bus stops.

I would change the "Support economic development, particularly in Downtown Syracuse....." to include the entire region. Why specify one particular area? You should be thinking about economic development in the ENTIRE region!!

I am especially passionate about the Complete Streets principle and bicycle infrastructure.

Please define the SMTC planning area

move traffic quickly thru the city

multimodal transportation planning (kind of hit on with complete streets above but might want to call it out specifically) Maybe concentrate on bridge maintenance/repair/replacement Support economic development of all urban centers/cities/villages within the SMTC area not only Syracuse

My major concern is providing a highway system that is safe, built to accomodate traffic patterns and focus on the safety of the public. Currently, the intersection of 81 and 690 East is dangerous due to proximity of the McBride St. onramp. I am surprised that there aren't more accidents due to excessive speeding and poor traffic merge patterns.

N/A

Extend bus transportation to outlying suburbs.

No

rebuilding I 81 is least expensive without relocating business and families

No comment

no

PLEASE keep in mind all the medical personnel that need to get to the hospital within 20 mins to provide life saving care!

Please preserve and increase traffic through Syracuse Downtown and surrounding suburbs around current I-81. Travelers are like a permanent stimulus package for our economy. Save I- 81.

Please think about the traffic delays that are going to be jamming up during rush hours. I live in front of 81 and where i live will be affected, because Almond st is underneath the bridge. And to get to this apartment complex, you have to drive underneath the bridge. Which means if they tear down 81 bridge, we will have to move..no other way to get to this place..do they got money to pay for us to all move?

Preserve and or improve the Rt 81 HIGHWAY as it is through Syracuse.

related to smart growth-- resist suburban sprawl

na

We need to address the local housing, especially dealing with the large # of vacant homes and open land. Once houses have been demolished, no one maintains the areas. They become trash filled and overgrown.

Ensure that suburban housing developments have access to public transit or they are not built.

Provide thru travelers a easily driven passage around Syracuse...not thru Syracuse as currently experienced on the twisted roadway

Promote city connected high speed rail stop in Syracuse.

Promote the use of non-petroleum based fuels when economically feasible

Promoting alternative fuel (PV) recharging stations ie) electric vehicles Improve multi modal connections Promote CNY as a transportation destination- get to/from airport and cycle the Erie Canal, Seaway Trail, Finger Lakes... Interconnection of subdivisions with bike and pedestrian access ways. Better signage for Erie Canalway between Dewitt and Fayetteville.

Protect existing residential communities from development of property evaluating projects.

Provide an unrestricted route through Syracuse.

Provide convenient connections not only to transportation facilities but from one part of the city to the other side and to health care facilities.

Maximize the beauty of the built environment.

More detailed plans to make bicycle traffic safe and compatible with Syracuse streets.

Preserve traffic flow through the city

Minimize the long term cost of the projects.

Provisions for an aging population in the city and suburbs (particularly the suburbs where the aging population figures are the highest).

QUESTION- Why is it more expensive to fly out of Syracuse than a) Rochester; b) Buffalo; c) Binghamton; d) Ithaca? The route that 81 follows (Overhead and all) seems to be the best of the options I've seen. The tunnel would be 'way too expensive.



Quick access to hospitals, from both the North and thre South. Every minute counts in a life threatening scenario.

Re: Complete Streets (above). Two thoughts: First, there could be greater emphasis on improvement and expansion of bicycle capabilities. Admittedly, our weather would restrict the benefits to only half the year, but there are so many benefits that could be realized: faster within-the-city errands, reducing the expanding need for parking places, reducing air emissions, aiding those who want to incorporate more physical activity into their routines. Second, we may have to be forced into it, but there must be greater emphasis and reliance on public systems in the future. "Transit" and "transportation choices" are mentioned above, and maybe you have this covered. The future cries out for this need.

Realizing the suburbs are a reality and that mass transporation to the City from the suburbs is very limited in offerings, providing means to move traffic in and out of the City during rush hours is important. Traffic diets and penalizing folks commuting to the City from the suburbs must to be pushed. We are not NYC and the Centro simply does not work for families with children who must be picked up after school, as well as taken to after school activiites, doctor's appointments, etc.

Provide efficiency and simplicity of construction and use.

Promote a network of off-road, multi-use trails that offers safe and convenient non-vehicular access to important destinations (beyond complete streets).

Provide expansion so there is limited downtime when repairs or accidents come about.

The list leaves out any alternatives discussing mass transportation. In an effort to reduce the amount of traffic in our area, you should consider connecting the suburban areas with the most traffic to and from downtown using mass transit.

Retain the ability to move volumes of traffic throughout all areas of metropolitan syracuse AND thru SYRACUSE nort and south and east and west.

Route 81 was built to be an interstate highway. It should be kept as an interstate highway. In my mind it in no way divides the community as you can walk under it. I saw no plans where the interstate was rebuilt and let the hospitals and Syracuse University have the air space to build above it as they do in other major cities. Why not hide the road by doing just that. Let it be a tunnel through new taxable buildings.

seek to limit unnecessary longterm cost burdens to the taxpayer by eliminating planning mistakes and poor design.

SMTC should take into account a transportation plan that preserves Interstate 81's current path and function through Central New York that is critical to our region's infrastructure.

These are very nebulous descriptions that could mean different things to different people. Also some of the terminology is not clear or easy to understand. What do you mean by intermodal? I had to look this up. Now I want to know what this will mean to me. Does it mean there will be more truck traffic on 81 and 481 both of which are extremely noisy if you live near them. What on earth do you mean by increase resiliency to natural and man-made hazards? How does one accomplish that? To me, the most important things are less noise, less air pollution, better access to bike paths and sidewalks, and protection of the environment.

take a serious look at Waverly and Comstock ridiculous trucks, suvs and buses oh including emergency vehicles have issues turning off Walnut onto Waverly. Are we waiting for a horrible pedestrian vehicle accident? Also, Walnut and Waverly streets full of pot holes after and entire summer of construction work to Waverly????

restoration of natural spaces, such as wetlands.

think we have to consider what is most important to the Whole cny community and NOT just to a few smaller personalized groups.

The building of buildings, especially higher ones, affects air flow in Syracuse, like other cities. In our case the pollutants that may settle in the downtown and valley areas from traffic. Location and shapes of building should take air flows into account to maximize air quality in the city. Environmental impact of such buildings should be considered in any good log term plan and limits established where necessary. I do not recall seeing this issue included in recent discussions.

promote bicycle use accomodate electric vehicles solar street lights

The southwestern suburbs - including the town of Onondaga - have been underserved without a western bypass to connect 695 to 81/481. This should not have been dismissed because of cost and impact to areas where the highway was once proposed.

The topic most important to me is maintenance of the existing highway through Syracuse. I have lived in cities with no central highway and that situation in no way encourages visitation of downtown areas. If you redirect traffic around the city via 481 it will make that highway unbearable and cut off access to everything between Brighton and the north side. Syracuse cannot financially afford to lose that traffic and it cannot financially afford fancy tunnels and viaducts.

There is a need to develop a link between the Regional Transportation Center and Destiny USA.

There is a possible goal worth thinking about but probably impossible to achieve. That concerns the fact the pattern of development based on expanding circles of urbanization is the most expensive form of development for the taxpayers, who must fund each new circle of public infrastructure. The goal would be to encourage and support communities electing to stop or delay sprawl development through infilling of previously urbanized areas. Fully implemented, this could mean that communities would discourage further development and support new development in other communities in already developed areas. This would be a hard sell but might in part well be attainable in some communities if a mathematical model could be developed that presented the costs, financial and environmental, of sprawl development in specific communities. The development of such a mathematical model, if not already in existence, might be funded through a special grant from the U.S. Department of Transportation. Such a model would be expensive to develop. Perhaps a cost share arrangement with other MPOs could be worked out, or ESF. Several years ago I read that such models already exist (Oregon??). Someone at the American Institute of Certified Planners could help - you'll need an AICP member I believe to make such a request (County planners, ESF).

Specific reference to the I81 Viaduct issue and the Amphitheater on the West side of Onondaga Lake. These will have an impact on many of the themes you have listed. The easy one is the Amphitheater. Money spend for a new structure when the NYS Fair Grandstand could be renovated with existing parking etc. I81 is more involved and directly or indirectly affects most of the themes as stated. The final plan for I81 will be critical to the healthy survival of Syracuse.

Redevelopment is key; bringing University Hill and Downtown together with accessible boulevards to bring traffic into sub-sections of the city. Buffalo has Route 33 and 198 - one of which has a traffic light and both of which run at reduced speeds. These highways provide access to subsections of downtown Buffalo from the Art District/Elmwood to Allen. These areas are easily accessible and walkable with green space such as parks spread out for community use and involvement. Syracuse needs more areas like Westcott Street, Franklin Square, and Armory Square and these areas need to be easily accessible by car with ample parking options around to allow for foot exploration.

Use technology to make traffic stopping points (i.e. intersections) more efficient. Traffic lights should be able to sense traffic patterns and adjust accordingly to limit senseless idling and sitting at dangerous intersections after dark when no other cars are around.

The shortest distance between two points.

No

To respect the impact that decisions made in Syracuse effect their suburban neighbors and incorporate that thinking into any decisions

To support economic development in lower income areas so as to significantly increase the probability of sustaining development and growth throughout the City of Syracuse and the region.

There needs to be an effective and convenient light rail system in the region which incorporates other modes of transportation besides the automobile. There is no excuse that we do not have a light rail from Fayetteville (Wegman's) to Downtown Syracuse via the median on Erie Blvd and from the western suburbs and the Valle and University. Erie Blvd. too needs to be re-worked into a more efficient thoroughfare (less U-turns and waiting at lights).

There is not enough focus of the use of bicycles as a safe and viable transport . People would ride bicycles if it was safe. The plan is still car focused. There should be wide bike lanes and bike parking facilities. People bike all over Amsterdam. Look at their planning. It's so successful.

What does this mean? of truly transforming our community and advancing equitable and inclusive economic growth

What to do with nonvtime warner ection of old train station

Transportation equity Neighborhood revitalization - particularly on Syracuse' s South Side (and in support of exisitng efforts on the North, West and East sides. Multi-modal public transportation

would like to see more emphasis on bike lanes in roads, bike paths in parks and especially completion of a safe designated bike path

connection from Camillus Erie Canal path through Syracuse and connecting to Dewitt Erie Canal at the Butternut Creek Aquaduct. I would like to see out city emphasize the importance of the Erie Canal in Syracuse in history by using the Erie Boulevard roadway as part of this connection.

This idea may exist within above suggestions, but make sure needs of older citizens are factored in.

Yes. To maintain a flow of traffic with minimal amounts of stops and delays. The interstate should be re-built as an elevated highway, however, should be increased in the amount of lanes on both sides. Approximately one-half of the 690 / 81 interchange has already been re-built (bridges and overpasses). Continue re-building the rest. New signs have been installed on 81. Will this become a waste of money?

You mention stormwater run off, but that should be a goal on its own. CSO is a real problem in Syracuse and the use of cisterns and permeable pavement and other things needs to be incorporated in a big way to meet the Save the Rain goals.

1. Phasing out cars and trucks 2. Preserving habitat for non-humans 3. Mobility for the non drivers (young, disabled, elderly, poor).  
Now ignored

While I agree with your above goals, I have 3 concerns not specifically addressed above, which may or may not fall in SMTC's purview. 1) As you mention on your LRTP-2050 cover page, air quality is a transportation-related issue. Syracuse lacks adequate air monitoring. To my knowledge there are only three air monitors for the entire Syracuse / CNY area; Ozone, PM 2.5 & SO<sub>2</sub>; and they are located on Enterprise Parkway, right near 690 & Home Depot...nowhere near the central city. So their placement gives us no knowledge about what is happening within the city's micro-climates. So while EPA / DEC reports we are in Ozone compliance, there's really no data. The most recent air monitors of any type in Syracuse, were the CO mon under East Adams St., which EPA took out for being in compliance in 2012; and some SO<sub>2</sub>'s & PM<sub>2.5</sub>'s from 2000-2003. I've known about this for a while but here one can see all EPA's mon's:

[http://www.epa.gov/airdata/ad\\_maps.html](http://www.epa.gov/airdata/ad_maps.html) A key point on CO as noted in a 2004 National Academies report 'Air Quality Management in the United States': CO is one of the pollutants which has measurably reduced in US ambient air, possibly from EPA regulations on vehicle exhaust. However, as shown in fig.6-1 on page 220; average NO<sub>x</sub> and PM's have not reduced in ambient air as much as CO, since 1983 or 1993 (viewable online at: [http://www.nap.edu/openbook.php?record\\_id=10728&page=220](http://www.nap.edu/openbook.php?record_id=10728&page=220)) (Committee on Air Quality Management in the United States 2004). Adding the above trend with unknowns about how the Syracuse valley microclimate traps pollution, means ozone may reach higher concentrations in the central valley, than on Enterprise Parkway in DeWitt. As far as I know, only SUNY-ESF has produced any microclimate study, which is yet unpublished. One of the authors has allowed me to quote as saying, the driving meteorological force in Syracuse is cold-air returns (REF). That means each night, cold air moves down the slopes along the central valley; and each morning air moves upslope. If this paper is correct, then that cold air will carry any pollution concentrations from I-81 with it. As well, this occurs when the outstanding URBAN HEAT ISLAND effect in Syracuse fed by our ample concrete is peaking, evenings and nights. So in calm conditions, we have much potential for NO<sub>x</sub> & ozone in the central valley during & after evening rush hour. I know this because I live upslope from I-81, and I & others I've talked with can readily smell auto pollution when the air returns upward, in the late mornings. The urban heat island in Syracuse was first documented by a student at SUNY College of Env. Science & Forestry (SUNY-ESF) in 1980 (Flynn). A SUNY Oswego student also documented it with drive-through methods in 2005 (Thuman 2006). A recent PhD dissertation at SUNY College of Env. Science & Forestry (SUNY-ESF) documented a large CO<sub>2</sub> dome over the city, possibly one of the largest in the state (Buckley 2012). For more info & documentation on Syracuse's urban heat island, see this wiki:

<http://coolcuse.pbworks.com> (Thuman's 2006 presentation is posted there with author's permission at: <http://coolcuse.pbworks.com/w/file/fetch/57905976/Thuman.pdf>) A further related concern is, if the county incinerator burns more trash as proposed in the 'ash for trash' deal with Cortland County, this could mean more hazardous air pollution could stream along Rock Cut Road into the valley, also unmonitored. In this case, any I-81 re-routing option along 481-Rock Cut Road would create a NO<sub>x</sub> hot-spot, potentially blowing into the valley. My back-of-envelope calculation suggests the incinerator already generates ~ 4x+ the greenhouse gas as I-81.

My long comment above is for completeness, just so you guys know. Does SMTC influence EPA's air monitoring monitor location policy? If you are sending EPA & NYS-DEC a kind note about this, do feel free to attach my name: Peter King, I live at 606 Thurber Street in Syracuse, 13210. Email = <pedz@earthlink.net> 2) SMTC can and should continue the work you and Centro started over 15 years ago: responding to dispersing transport demand in CNY, by somehow coordinating local independent Human Services providers. SMTC & Centro saw 'spatial mismatch' coming to CNY, and indeed since 2005 Census American Community Survey 'Journey to Work' says over half of working Syracuse residents are driving outside the city for work. If you graph these commutes out, they make a clear line upward, though kinda plateauing since ~2007. I say this as I am with a local 'Urban Jobs Task Force', and we're advocating for more jobs for Syracuse residents. For this comment, I could cite a whole bunch of your own and Centro's studies, the most recent being your 2013 Human Services Coordination Plan, which aptly recommends coordination approaches, as described above. 3) Please bring Centro more directly into the I-81 planning. For any I-81 build proposal, I-81 is a HUGE opportunity for improving public transportation & human service coordination in CNY. I am with 'Moving People Transportation Coalition', and we favor Centro's directly integrating with the I-81 planning effort, and NOT merely sidelined into a much longer and more obscure Centro NEPA. 'Moving People' greatly appreciates SMTC's efforts on the 'I-81 Opportunities'; but we think CNY can improve our car-alternatives, and become 'car-optional'. I've heard many people voice this request. In this regard, I highly recommend a new guide released through Housing and Urban Development (HUD), titled

Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low and Moderate-Income Households in Small and Mid-Sized Cities. (Center for Transit-Oriented Development (CTOD) 2014). For regions with cities our size, this very accessible guide lists a lot of the specific conditions we face now, and recommends collaborating and coordinating between agencies around transportation. Sharing resources is likely the only way CNY can spread out our shrinking budgets, for creating viable transport alternatives. We have possibly the highest % carless households in NYS, and Centro use has been steadily rising since 2000; much like transit in the USA and much of the world (Baxandall & Davis 2013). We've all done some basic homework, how about bringing Centro into the I-81 somehow? THANK YOU for following early, & even going beyond the 2013 FHWA / FTA Federal review team's 'Corrective Action' #1, articulating the 20 year horizon of the Syracuse MPA as required (Goveia et al June 2014). Yes, 2050 will be here before we know it. ~ CHEERS! Reference: Baxandall, P., & Davis, B. (2013) Transportation in Transition, A Look at Changing Travel Patterns in America's Biggest Cities. U.S. Pirg Education Fund & Frontier Group. Retrieved from <http://uspirg.org/reports/usp/transportation-transition> (Directly): [http://www.uspirg.org/sites/pirg/files/reports/US\\_Transp\\_trans\\_scrn.pdf](http://www.uspirg.org/sites/pirg/files/reports/US_Transp_trans_scrn.pdf) Buckley, S. M. (2012). Towards a greater understanding of the urban carbon cycle: Variations of atmospheric carbon dioxide fluxes within Syracuse, New York, USA (Ph.D.). State University of New York, College of Environmental Science and Forestry, United States – New York. Retrieved from <http://search.proquest.com/pqdtlocal1005759/docview/1030445731/abstract/13DDC39D25E11F1C1E3/1?accountid=26746> (At ESF) Center for Transit-Oriented Development (CTOD) (2014) Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low and Moderate-Income Households in Small and Mid-Sized Cities. Prepared for U.S. Department of Housing and Urban Development (HUD), Office of Policy Development and Research. Available online at: [http://www.huduser.org/portal/publications/commdev/connecting\\_communities.html](http://www.huduser.org/portal/publications/commdev/connecting_communities.html) Committee on Air Quality Management in the United States, National Research Council. (2004). Air Quality Management in the United States. Washington, D.C.: The National Academies Press. Flynn, J. J. (1980). Point Pattern Analysis and Remote Sensing Techniques Applied to Explain the Form of the Urban Heat Island (Ph.D.). State University of New York College of Environmental Science and Forestry, United States -- New York. Goveia, J., Flax, L., Chau, M., Thorkildsen, C., Appel, A. (June 2014) Syracuse Metropolitan Transportation Council Transportation Certification Review Report. Retrieved from Web at: [http://www.smtcmpr.org/docs/reports/2013\\_SMTC\\_CertificationReviewReport.pdf](http://www.smtcmpr.org/docs/reports/2013_SMTC_CertificationReviewReport.pdf) (4.34 MB) Thuman, Christopher (2006). The effects of an urban heat island on two small cities in New York. Sixth Symposium on the Urban Environment. Retrieved on 2/2008 from URL [https://ams.confex.com/ams/Annual2006/techprogram/paper\\_100595.htm](https://ams.confex.com/ams/Annual2006/techprogram/paper_100595.htm) (Note: Thuman's presentation is no longer available at the above URL, but I obtained author permissions to display it at <http://coolcuse.pbworks.com/w/file/attach/57905976/Thuman.pdf> )

traffic needs to move through the city, not slow down.

The "URB" is the big dog...as there are no suburbs without the urb!!! So work from inside out...not the other way 9we are good at doing everything the other way!.

## Question Number 2

**Are additional or different objectives needed under the Freight Movement Goal? If yes, tell us in the space below.**

**Comments:**

Don't have sufficient understanding of this topic/not a priority area for me.

Dedicated rail lines for Amtrack should be included, if this train traffic doesn't have to compete for rails this will create a better transportation network, and will free up volume for freight traffic. If additional rails are going to be added to increase the capacity of the rail system, the new lines should consider relocation existing rail infrastructure especially if it creates an economic catalyst, or a significant environmental or public health benefit. As an example if additional rail infrastructure is needed in the Syracuse area, the existing rail lines that run along the lake should be considered for relocation while adding to the capacity by adding additional rail lines. If these lines were relocated it could create a significant economic, environmental, and public health benefit to the area.

Dangerous freight such as petroleum products moving by train over possibly old/neglected tracks are a concern. I live in an oil train blast zone, in the city of Syracuse. <http://explosive-crude-by-rail.org/>

Create buffers to reduce noise and damage done by road salt to trees. Make sure that quality of life is maintained or improved for those that live near highways and railroads.

Consider separation of big freight from passenger traffic to improve safety. Also speed limits in congested area should be reduced and enforced.

Consider freight methods that minimize greenhouse gas creation, for example: more railway use.

Bi-level if not wider, so traffic doesn't slow when there is a major accident usually involving a truck.

Keep Interstate 81 the way it is.

Frontage roads along interstates to keep freight traffic off neighborhood collectors such as Collamer Rd in DeWitt

Better connections to Port of Oswego Reduced "wear and tear" on local roads from large trucks Reduced freight traffic in residential neighborhoods, village and city center

Bring the existing highway into compliance in the most fiscally responsible means possible.

Movement into and out of our region is more important than within our region. Therefore, supporting the intermodal/inland port should be key

Ensure that hazardous freight moving through the area is handled according to the strictest available safety standards.

Keeping in mind that if you tear down this bridge/1-81 that many of us will have to move and you all will be required to pay for us to all move. Something to think about also.

none of the above.

keep freight out of the city as much as possible. have separate tracks for freight trains, passenger trains.

keep freight off rt. 20 rt. 175 etc

I think CNY handles most heavy duty freight OK. I would like to consider giving over to citizens more space w/o freight movement. A breakpoint approach where big trucks off load to a distribution center that will reload to smaller trucks and vans etc. This may already exist.

I don't know enough to have constructive ideas.

Freight should go around the downtown/city unless it is going into the city.

Maintain and protect the complex wastewater and storm water control and flow in affected areas especially in the immediate Syracuse area.

N/A

All of the above seem obvious, but otherwise I have no opinion.

I don't know very much about freight.

restrict freight to highway only and do not let freight travel through residential areas or downtown Syracuse unless making deliveries to the immediate areas - no through travel.

Adequate infrastructure for all modes of transportation close to and using existing freight routes.

Re-routing freight traffic to 481 and 690 does not solve the problem. It only creates another problem elsewhere.

Reduce trucks on roads; improve railroads

Reduce need for freight routes by sourcing local products whenever possible.

Public participation/input. Full disclosure of cargo via freight transportation (rail, trucks, etc). Freight movement / routes documentation distributed at libraries, transportation centers, municipalities, etc.

Promote smaller trucking (regional) so we can have smaller trucks (less than 40' long trailers) so we can reduce our asphalt requirements

Prioritize passenger service over freight on regulated rails until we build a dedicated high speed rail system

Safety, efficiency and redundant backup alternatives.

To respect that the impact freight movement has on our quality of life and safety

Our rail system is woefully inadequate. If upgraded to the minimal standards of other countries, it would provide a much more reliable freight transport. Having freight trains routinely share the same tracks/routes as passenger trains is silly, inefficient and dangerous.

promote bicycling to and from work

Safety.

Would like to see the high speed train put into operation from Buffalo to New York City Build a separate track. so regular traffic can continue on its schedule.

Think SAFETY first.. And don't forget about HUGE sport events and concerts at the SU DOME..... If we want public transit utilized then public transit needs to be able to make safe turns at intersections!!!!!! !!!!!!!

See previous comment

Need inland rail / truck hub for freight

Balance the potential for light rail to be used by commuters with efficient freight movement.

Whether or not water transport could be further utilized for some freight has been a question for some decades. Perhaps someone could look at this from the perspective of (re) locating selected firms to a water location, or perhaps less costly, constructing new canals to serve areas of industrial concentration. New waterways would also help address problems associated with increased runoff from climate change.

This question is stupid. All choices are positive improvements. Why would anyone not pick all of them?

There is a complete lack of information on freight routes. All I know is when I have to wait (car/bike/pedestrian) when a really long train goes by.

The long term goal should aim to route freight around the city not through it. Provide alternate route information and enforcement to send freight traffic along 481

Sure, why not improve freight traffic. Here's a hot tip: community groups in the Bronx have convened around an excellent plan for turning their Sheridan Expressway into a street-level boulevard. They presented this idea at a forum I attended this June 10th in Albany, with ~30 other people, including our Mayor Minor. The forum included presentations from four cities and was intended for NYS-DOT, regarding our aging highway infra. include some links about, below. NYS-DOT & Dept of Health attended, including CNY staff. Anywho, the Bronx group has linked up with PRATT Urban design center, for proposing to NYC & NYS-DOT their proposal for better managing truck traffic, so for reducing asthma impacts. I think the ball is in now with NYC, who basically approves, and then DOT's court. Links about the 6/10/2014 Highways-to-Boulevards event, and PRATT: [http://www.cityandstateny.com/2/83/infrastructure/untangling-the-urban-highway-system.html#.U7\\_ofUCUJw7](http://www.cityandstateny.com/2/83/infrastructure/untangling-the-urban-highway-system.html#.U7_ofUCUJw7) <http://blog.tstc.org/2014/06/13/how-to-convert-new-yorks-urban-freeways/> <http://www.capitalnewyork.com/article/albany/2014/06/8546923/talk-reviving-ny-cities-tearing-highways> <http://prattcenter.net/advancing-community-plan-transform-sheridan-expressway-corridor-support-resolution-15-testimony>

Support and enhance rail freight movement over highway freight where possible.

Separate freight and non-freight transportation objectives and do not let one heavily and unduly influence the goals of the other. Integrate transportation where feasible, but do not force integration to the point that it becomes a detriment to the other. For instance... the fairly recent ontrack experiment is an example where forcing integration of the two creates an unworkable system for both, and can lead one to believe that one or both systems are untenable whereas it was likely only the way in which it was implemented.

need more information about this system to properly respond

## Question Number 3

**Are additional or different objectives needed under the Safety, Security, and Resiliency Goal? If yes, tell us in the space below.**

### Comments:

Ensure that there is a solid and well funded maintenance program implemented to preserve structures and roadways for the life of the new system.

Eliminate tolls on the NYS Thruway as they were promised a long while ago. This would have an additional benefit of concentrating more traffic around the city rather than through it. Add a branch of I-81 on the west side analogous to I-481. This would help develop the western area and unload through the city long range traffic too.

Eliminate the transport of large volume haz mats in the urban core.

Driver education to include bicycle/car awareness.

Absolutely great ideas, the research all seems to support how: when people in a place start bicycling & walking & using more, their accident rates go down. This seems consistent across any national & cultural differences. I can only suggest, Paul Mercurio could use some kind of PR help or suchlike, I've heard so many people get ticked off about the new floating parking around SU. Doesn't bother me, but I don't drive a car, I bike. There might be one problem there, in emergency vehicle access. I can offer my bicycling advocacy group, BikeCNY. We usually meet monthly, & welcome guests like Paul Mercurio & anyone else. Some of us already attend SMTC's B/Pig, but we'd welcome you guys for more conversation. <https://bikecny.wordpress.com/>, we post meeting dates there. Maybe we can use ideas like NYC's recent traffic safety push, 'Vision Zero'. I don't know how that's gone, I'm curious... <http://www.nyc.gov/html/visionzero/pages/home/home.shtml>

Clean up State Fair Blvd at NYS fairgrounds gates 1 thru gate 7 at the NYS fairgrounds especially gate 6 and gate 7 trailers drag over tracks and pavement at entrance and exit of gate 6 and gate 7. It is not fun watching 150K mobile homes and horse trailers snap hydraulics while trying to enter or exit gate 7....

Bring the existing highway into compliance in the most fiscally responsible means possible.

Better driver awareness and accountability is what's needed, not bike lanes and higher bridges.

Better design and education regarding shared roadways

Find a way to provide light rail connections for rural and suburban commuters.

More highway information signs to warn of upcoming situations.

Improve pedestrian safety.

Account for pedestrian and bicycle crashes and fatalities along with vehicular crashes and fatalities on the highway and road network in addition to the public health data system.

Increase pedestrian and bicycle pathways that are isolated from vehicles.

Calm traffic in dense urban areas.

Fix the railroad bridges over the Liverpool Parkway and over Park Street near Destiny USA. There were actual unnecessary fatalities because of a lack of action on the part of DOT and CSX.

Maintain or improve traffic flow characteristics in existing travel corridors

It seems to me that the number of pedestrian/bicycle/vehicle crashes are a result of two things. (1) Not being accustomed to sharing the road. (2) Inattention. This suggests the need for a long-term education program.

maintain adequate condition of infrastructure

Improved safety of tankers carrying hazardous chemicals posing threat to community and water during a derailment or accident. Reduce tractor trailer traffic in villages and cities not designed for turning radius Limit number of curb cuts for commercial development, reduce open curbs, continue sidewalks along front lot lines where possible and better delineate pedestrian access. Bridge over I-81 in Central Square area to allow snowmobiles to cross safely. Bike/pedestrian/snowmobile connection with Oswego Canal trail. Better planning of access to existing commercial developments ie) limit number of access drives and consider parallel access road.

I would like to see Canadian style "close underbellies" for elevated highways and bridges.

I live in Solvay where the main rail crossings on Bridge St. have no guard rails. If we are talking about a pedestrian route from the new Aphitheater to Milton Ave in Solvay these crossings will need to be addressed.

I agree with the weight-restricted bridges part. Height- restricted bridges (eg. the railroad bridge over Onondaga Lake Parkway) should be left alone; too much involved in rebuilding that one!

Get cars and trucks off the streets

Develop an mobile app that notifies commuters when the bus is coming. Better covered bus stations both of them will prevent having people being exposed to the cold as well as reduce the waiting time during the dark winter months

There should be no pedestrian or bicycle traffic on or crossing an interstate highway.

Maintain/improve our interstates. Removing highways to replace with boulevards only leads to more congestion and frustration, particularly those who commute from suburbs. Again, we are NYC and Centro is not the answer for families with young children.

n/a

Reduce pedestrian and bicycle crashes and the others will naturally be reduced as well.

81North 690 interchange-----SCARY!

Reduce and prevent

Pursue total transportation safety by designing roads that encourage driver awareness and reduce vehicular speeds, in order to better balance the safety of automobile drivers against that of pedestrians and bicyclists.

Provide safe pedestrian alternatives in places that are currently only safe if you are in a vehicle-- they are not pedestrian friendly, ie

People would ride bicycles to work and for running errands if it were safe

N/A

Reduce congestion with stop signs and traffic lights

Reduce speed limits in city centers and on neighborhood streets. This would decrease collisions, and deaths and severity of injuries when collisions occur. Restrict use of motorized vehicles--or at least discourage their use--in city centers.

More pedestrian friendly streets throughout downtown, hospital, and university areas,

This question is stupid. All choices are positive improvements. Why would anyone not pick all of them?

more traffic calming devices; small parks in the middle of intersections with circles for traffic; no right-on-red at big intersections.

Reduce vehicular damage from crashes, especially the many low-speed crashes in this area that occur due to snowy roads. This type of accident reduction is important for reducing the costs of vehicle insurance, and improving quality of life, even though these accidents may not involve any injuries.

Time to get that freight bridge off Onondaga Lake Parkway...no more deaths there, please.

Ped and bike: Yes, by all means this is an important issue. However, my concern is that proposed cures may be costly. I believe that many of these issue are caused by error in which little can be done to prevent. Bicyclists riding on the wrong side of the road, blowing through lights and stop signs are issues of behavior. Same with pedestrians who walk with headphones on and head down texting,



pedestrians who refuse to cross at designated and striped cross walks and signals. One example: I was part of a project in the 90's on Thompson Rd. Carrier Corp's union complained that it was unsafe to cross Thompson Rd for workers to and from the parking lot. Carrier obtained a highway work permit and paid for "safety improvements". New signals were put up along with ped buttons and striping. The signal timing was altered to allow more time for pedestrians to cross. The day the signal was turned on everyone waited for the shift change to see the results. The whistle blew, out came the workers and not one used the crosswalks or touched a ped button. Some walked between cars waiting at the red light. It was shorter to walk diagonally than to walk about 100 ' more at right angles. For the few who would later use the ped signal, was the hundred's of thousands of dollars worth it? Some would say yes, some no. Drivers who speed and/or are inattentive who cause accidents are also a problem of behavior. It is understood that if transportation departments can reduce collisions, that there is a degree of responsibility to do so. However, a common theme with my opinion is what is the cost and what is the benefit? If it were possible to monitor volume and behavior at the newly constructed bike lanes on West St., then that might be a good indicator of what might/might not work in the CNY region.

Safety and Emergency policies, monitoring etc. Public participation/input. Safety and Emergency documentation showing trends etc distributed at libraries, transportation centers, municipalities, etc.

More bike lanes along with public service announcements/education to instruct drivers on how bike lanes are used and how to avoid driving in them. Identify strategies to keep sidewalks clear and in good condition for walking.

update infrastructure

Monitor pedestrian/bicyclist injuries and fatalities to determine the most dangerous locations for these users and identify steps to reduce such injuries/fatalities.

This question makes no sense. If the footprint stays the same ( I think it should ) you would not have pedestrian/vehicle or bicycle accidents as they would be barred from the road. There are no railroad crossings so that is moot. There are no height or weight restrictions. I think you answered this on your own. To change the highway to grade level you may be introducing problems that are not presently there.

This can be done by re-building with more available traffic lanes on both sides.

Yes, cameras where there is a high incident rate of "going thru red lights." Very dangerous lately, it seems.

The way the first two goals are worded you would think that there is no such thing as bad drivers. Improving or changing dangerous intersections is a realistic and specific goal that can be achieved, How can you accurately measure data on reducing fatalities unless you ignore assigning responsibility to reckless and drunk drivers.I have no idea why reducing at grade railroad crossings are important.

Slow auto traffic in residential and commercial areas encouraging through-traffic to use highways rather than city streets.

Separate lanes for big rigs. Trucks are dangerous and there are too may irresponsible truck drivers mingling with cars.

Working on Goal 2 could provide an opportunity for Goal 3 objectives.

## Question Number 4

**Are additional or different objectives needed under the Multi-Modal Accessibility and Mobility Goal? If yes, tell us in the space below.**

**Comments:**

Increase/development hov lanes

Bring the existing highway into compliance in the most fiscally responsible means possible.

Do not attempt to reduce congestion by adding more lanes or new highways. Interconnect and optimize signals and make alternative routes and more accessible and attractive. Manage demand.

Develop a politically acceptable and affordable solution to snow covered sidewalks.

Complete loop around the lake for hikers and bikers.

Clear signage to identify these areas would go a long way to making them work.

Bike paths should when at all possible be separate from vehicular traffic.

Light rail connections between the Carrier Dome, Armory Square, Inner Harbor, Destiny USA, and the Regional Market/Transportation Center/NBT Stadium.

Bicycles are quick and easy for the commuter provided there is safe infrastructure.

Again, there seems to focus on maintaining or improving accessibility to vehicular traffic, but it is a necessity in Syracuse. I understand the desire to be the pedestrian, bicycle, and mass transit only city, but Centro does not meet the need of commuters and I don't think it will for most families on tight schedules. I know the ideal goal is to do all but eliminate cars and commuters in the City, but alternative forms of transportation are so limited in this Community and the population is just not there to support more, I think it is a shame to rip out highways that majority of the residents use as a penalty to accommodate the few that walk, run, bike, or take the bus.

"Reduce congestion in commuter corridors" is a loaded statement. The traditional method would be to increase road capacity, which invites more use, and leads to further congestion. A more forward-thinking approach, which I hope would be in mind, would be to focus on moving people--transit, bicycling, walking--and shift mode share away from vehicle use. Creative things can be done with moving freight as well.

It is disheartening that the only ways to get to the Walsh Trans. Center (to take a train) is to either drive- which involves some pretty pricey parking (\$32.00 for a few hrs. over 3 days- ) or a taxi- which is even more expensive. Also- the Dunkin Donuts inside seems understaffed with long lines, AND a long wait for food to be prepared.

Adams Street exit is a fatality waiting

It is dangerous to tell folks staying at the University Sheraton or the Crowne Hotel that they can walk to the Everson Museum. This is silly. It is also extremely difficult to navigate walking, driving or parking in the hospital areas, especially Crouse, Upstate & Gallisano and the VA. We have no metro area shuttle system, as do other US communities like San Antonio.

Add better access to Carrier Dome events

Do not change the route of I 81

Introduce mass transit into the system. Connect the suburban areas with the most traffic into and out of downtown Syracuse using a light rail system. This would be a major change because the light rail system would need to connect to other systems in the downtown area that would help commuters get from the light rail terminal to their downtown destination.

Increase of public transit use.

Gee, I'm bad at segmenting survey comments. I already gave most of my view about the above on your 1st page, let me know if you didn't get that. Also, the reference I gave from HUD has much about TOD (CTOD 2014). The two largest cost-burdens on lower-income people are housing & transportation. Ref: Center for Transit-Oriented Development (CTOD) (2014) Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low and Moderate-Income Households in Small and Mid-Sized Cities. Prepared for U.S. Department of Housing and Urban Development (HUD), Office of Policy Development and Research. Available online at: [http://www.huduser.org/portal/publications/commdev/connecting\\_communities.html](http://www.huduser.org/portal/publications/commdev/connecting_communities.html)

Focus on making mass transit exceptionally convenient.

i don't know

Don't build single lane highways under the guise of "trails." Pedestrian streets without cars and trucks -- MAYBE buses and bicycles

<http://www.dnsrsearch.com/index.php?origURL=http%3A//www.fantastic-ideas-for-syracuse-ny.org/&r=> Check out my website for 20 things above. There are several transit related issues and proposals

Improve the highway system in Central NY including improving and preserving the Rt 81 highway that goes through Syracuse.

None of these objectives will have any impact or improvement on my life.

Better winter maintenance (!!!) for second streets.

emphasize good sidewalks, including possible snow removal

None are important

n/a

Better mechanism for assuring that sidewalks are accessible (shoveled) in the winter. Wheelchair accessibility to sidewalks Are snowmobiles considered part of this goal?

Provide dedicated bicycle-pedestrian overpasses/underpasses at interstate interchanges, so as to avoid making pedestrians and bicyclists cross on- and off-ramps, especially those not controlled by traffic lights.

n/a

Not much of the above should be a concern for a true interstate highway.

Mandate State DOT immediately implements, respects multi-modal transportation (NY DOT does not have a good reputation for installing safe and interconnecting bicycle lanes/paths and pedestrian sidewalks and crossings). Please ensure shaded routes and rest areas for bicycling and pedestrian enjoyment. Mandate that commercial, real estate, home building development projects include alternative fueling & electric charging stations and bicycle parking. Provide bike-shares within City and/or other dense areas. Again, allow public participation - we generally know where we need to go. Install small directional and/or mileage placards? Provide maps (not so easy to read sometimes though) -- directional placards might be better.

More transportation transfer points so that one can travel to different quadrants of the city in reasonable amount of time and with little difficulty. Transportation to county parks and other areas of interest should be a priority. More emphasis on park and ride and carpooling to reduce vehicle traffic. Make Zip cars more convenient and affordable.

More on-road bicycle facilities throughout the community can be accomplished with 'complete streets', so more 'off-road bicycle facilities is what I would like to see.

More and better bus service should be considered. Street surface conditions should be markedly improved and maintained. I hardly see more bicycles being used in new bike areas. Reconsider how this is being done now until urban development can support it.

Provide maintenance plans for bike routes in winter. Connective Corridor unloved makes all other development useless.

More bike rack capacity on buses and other public transit.

Provide more bus stop shelters to protect travelers during rain and snow storms.

ticket or tax absentee landlords who DON'T SHOVEL THEIR SIDEWALKS in the Westcott area, and other residential areas too.

This may be a different subject, but plans for developments like shopping centers should have pedestrian circulation accounted for at the site plan review stage. For example I would walk from Target to Panera if there was a pedestrian corridor. The town center model is nice, if you actually walk in the center. not just pull into the nearest parking lot. This also allows for and add to a sense of community. d

Light rail should be a specific modal goal. Ontrak didn't extend to Clay, Dewitt or the airport so it failed. If three hospitals and a University can't support light rail then almost any proposal and plan can be dismissed.

promote and enforce laws that relate to bicycling, i.e. registrations and helmet laws etc.

Provide QUICK public transit service.

allow for transit to move quickly through the city to outlying and/or suburban areas

This is a highway, not a nature trail.

Teach pedestrians & cyclists the RULES OF THE ROAD! ALSO "Right turn on red" is a privilege; Stop, look, and go WHEN IT IS SAFE TO PROCEED!

there is no congestion on our commuter routes...go to NYC, Boston, DC, LA, SF, Chicago, yadda, yadda. Preserve out 10 minute rush

hour...I love it.Maybe actually coord traffic lights!

Shuttles for mobility in urban areas. As a Baldwinsville resident, shuttles around town to River Mall and other shopping areas in town would be great as well as shuttles down Route 31 to Great Northern Mall with stops at all the malls along that route. Centro with its limited schedule just doesn't make it desirable for the majority. If there were more frequent shuttles, I would leave my car at home. Also there is a large senior community in B'Ville that could use this service. My neighbor does not drive and has to walk from one side of the river to the other for work since there is no public transportation option.

You mention bicycles and pedestrians, which should be promoted, but there is also an urgent need to develop public transportation for all-- whether bus, train, or trolley

Snow removal on sidewalks, where they exist, is a subject of long-lasting discussion but without resolution because of the cost and problems of enforcement. One step that SMTC could take is to investigate what other communities do and how.

This City of Syracuse was designed and built first as a walkable community and then as a streetcar community; replicate those conditions and services.

Support grade separated bike trails along state highways in residential and summer resort areas.

## Question Number 5

**Are additional or different objectives needed under the Energy Conservation and Protection of the Natural Environment Goal? If yes, tell us in the space below.**

Comments:

CNY is very car mobile and enjoys very good elevated highways (81 & 690) to move people quickly, north, south, east, and west. It is well known you can get anywhere in 15 minutes. Increased parking in downtown would be helpful. EXTREMELY high crime areas like the south side of Syracuse could become worse if gangs were able to take advantage of new transportation decisions. The continued growth and recovery of downtown Syracuse could be destroyed by decisions that open the door to more crime filtering into stable areas such as downtown, the University, and Destiny USA.

Create incentives for people to carpool or take public transportation for regular travel within and around the community.

Address the problem of unshoveled/blocked by plowed snow public & private sidewalks in the City.

An efficient urban shuttle system with a suburban/rural light rail system would be awesome. Not worrying about parking in the city or expensive commutes from the country would encourage ridership.

Again, public transportation is not even mentioned in your list, which is a major omission.

Do not agree with any of these ideas. By slowing down traffic with street lights you only increase the amount of emissions. The longer it takes to go through Syracuse the more emissions you will be getting.

I suggest policy & planning for linking buses with sidewalks & bike lanes / trails. Then you can energize all the many many neighborhood groups on this topic. I think the most recent international climate action plan includes connected communities as a specific greenhouse gas mitigation strategy (IPCC 5th annual report or AR5, working group 3) Links: <https://www.ipcc.ch/report/ar5/wg3/> (Search for "walkable" or "transit") [http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_rpt\\_93.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_93.pdf) <http://www.toatmosphericfund.ca/2014/05/06/1366/>

a REMINDER about electric charging stations - That electricity has to come from somewhere. Natural gas would be a good power source for cars BUT infrastructure(cost) is a stumbling block...

Bring the existing highway into compliance in the most fiscally responsible means possible.

Increase density and we don't have to worry about this question.

Don't upgrade roads outside the urbanized area to avoid sprawl into areas with farmland and other natural environmental resources.

employ more tactics to reduce litter. Prevent run off of litter into lakes and streams. a fall litter clean up. more trash cans in public areas(

creek walk).

I doubt that any of these lofty goals are attainable in Syracuse. Seriously.

I would like to maintain a fast path to and from my job, using the least amount of time and fuel to get there.

idling school buses and trucks produce huge emissions. bicycling and walking routes need to be clearly mapped out, connecting (not sudden disappearances) and being protected (areas plowed).

Unnecessary stop lights on through streets and/or better timing and traffic design.

Maintain smooth flow along main travel routes and avoid congestion in areas of signalized intersections

<http://www.dnsrsearch.com/index.php?origURL=http%3A//www.fantastic-ideas-for-syracuse-ny.org/&r=> Once again, checkout my list of 20 things

Promote global population decline.

use media to encourage bicycling in the community.

n/a

n/a

Keep I-81 running through the city and not force thru traffic to go around the city, saving resources (fuel) and time.

Make traffic flow more streamlined to reduce time spent at a stand still idling during commute

None of this is important to me

Introduce mass transit into the system. Connect the suburban areas with the most traffic into and out of downtown Syracuse using a light rail system. This would be a major change because the light rail system would need to connect to other systems in the downtown area that would help commuters get from the light rail terminal to their downtown destination.

Reduce use of fossil fuels and greenhouse gas emissions.

Perhaps consider implementing Congestion Pricing later? Again Shaded Routes and rest areas would be wonderful! Mandate that commercial, real estate, home building development projects include alternative fueling & electric charging stations and bicycle parking. Mandate State & Fed DOT immediately implements, respects multi-modal transportation and update their standards for their projects (NY DOT does not have a good reputation for installing safe and interconnecting bicycle lanes/paths and pedestrian sidewalks and crossings).

Do the opposite of cash for clunkers. Reduce the energy needed for materials, manufacture and delivery of new vehicles and transport and scrapping of old vehicles. If a vehicle is used for 20 years efficiently it's amazing how much energy you can save delaying it's replacement.

Protect the environment when planning growth. Certain islands of natural environment within a densely built up area should be removed to protect the larger environmental impact

Reduce speed limits in city centers and on neighborhood streets. This would also decrease collisions, and deaths and severity of injuries when collisions occur. Restrict use of motorized vehicles--or at least discourage their use--in city centers.

See #4.

Support planning that minimizes the need for travel

Increased use of recycled, environmentally friendly and better weather resistant materials for all construction projects. Just how do you force me to increase my walking and bicycling -#3 is strange objective.

Bikes are wonderful means of transportation. Build bike lanes everywhere and people will use them for work!

Reduce congestion for vehicles. Eliminating highways and lanes on existing roads to cause cogestion in hopes that frustration of

commuters will force everyone to bicycle to work or take Centro is not a reality. It seems the goal is to accomodate all but vehicles in hopes that frustration of traffic will force people to take the bus or ride a bike, but I don't think that is a reality for families. I can't take my 6 year old to school on a bus when its 5 degrees out. To drop my kids of at school and get to work is 3 buses. To pick them up and get home is another. The nearest bus stop is 1/2 a mile walk and then standing outside in the elements while waiting for a bus. Forget taking the to doctor appointments, afterschool activites, etc. It seems to me the goal is to penalize families who live outside the City but work in the City. We are not NYC and won't be anytime soon. Ultimately, if we continue to eliminate vehicular traffic routes, people will take jobs outside the City and any momentum to revitalize the City will only decrease in my opinion.

Mitigate impacts of stormwater (quantity & quality) runoff from roads Improved tanker safety for freight trains carrying hazardous chemicals... Bus size based on ride demand, increase energy conservation

Design the public realm and built environment to support walkability.

What does increase the transit mode share mean? Does this mean increase the number of people taking public transportation?

To be able to drive from the South side of Syracuse to the airport with a highway system unimpeded with stop lights

Take your green initiatives and smoke them!

## Question Number 6

**Are additional or different objectives needed under the Reliability Goal? If yes, tell us in the space below.**

**Comments:**

Keep our city the 20 minute city, the short commute is a huge quality of life issue. That is one of our biggest positives here, do not mess that up.

Assist Amtrak with getting priority over freight. Support and assist NYS DOT in improving rail corridors and funding/building a third track on old Waterlevel Route.

Better coordinate construction projects on commuter routes including signage/wayfinding during construction and minimizing conflicting road and sidewalk closures

Parking availability seems to be the weakest link in the transportation system. The current system discourages some from utilizing opportunities in the city and on the hill.

Bring the existing highway into compliance in the most fiscally responsible means possible.

Centro are OK on timeliness, no gripes here. But we do need more of them, somehow. Not sure if the service changes recommended in Centro's 2014 STSA would cover this, because these changes seem based on shrinking routes for increasing speed & frequency (Stantec, Centro & SMTC 2014). Wonder if there are other ways for doing this, can Centro flexibly partner with smaller local providers, on extending routes and operating dollars? Here's two TCRP reports which appear useful: TCRP: Sharing the Costs of Human Services Transportation (2011) <http://www.trb.org/Main/Blurbs/165015.aspx> Economic Benefits of Coordinating Human Service Transportation and Transit Services (2003) [http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp\\_rpt\\_91.pdf](http://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_91.pdf) Stantec Consulting Services, Inc., Central New York Regional Transportation Authority (CENTRO) & Syracuse Metropolitan Transportation Council (SMTC) (Jan. 2014) Syracuse Transit System Analysis. Retrieved online from: <http://thei81challenge.org/Home/SubMenuContent/StudyReportsAndDocuments>

Consider special parking areas for elderly, reduced fares, ride sharing, and other innovative ideas to serve a growing elderly population.

coordinate traffic lights

Dependable, efficient mass transit options are essential, especially for suburban commuters. Folks in the NYC metro area use mass transit because it's quicker, cheaper and reliable. They complain but they use it! Now if only they'd subsidize us, too.

eliminate downtown traffic by using mall accessible parking and using public transportation to access downtown.

Increase the # of routes and frequency

Again, mandate State & Fed DOT implement these multi-modal transportation system components and update their standards for their

projects.

Ensure that there is a solid and well funded maintenance program implemented to preserve structures and roadways for the life of the new system.

Maintenance of the roads.

Increase the frequency of transit service.

I don't know whether transit providers provide rider discounts (annual, monthly) discounts to encourage more park and ride commuters. If not, it might be an idea. Provide buses with a transponder to activate a stop light to green. A successful approach used here in the Netherlands is an electronic information board telling which bus (i.e. destination) will be arriving in how many minutes. This removes a lot of uncertainty often associated with transit (for example, "Im freezing, when is that \*&#\$ bus going to arrive?").

I don't know

<http://www.dnsrsearch.com/index.php?origURL=http%3A//www.fantastic-ideas-for-syracuse-ny.org/&r=>

Focus on making mass transit exceptionally convenient. Optimize transit to and from downtown to residential neighborhoods at regular and reliable intervals.

equip buses with GPS, modify bus routes to circulate within an area and make better use of bus hub to connect between areas

Increase use of mobile signs at interstate ramps so that drivers can choose alternate routes to avoid crash and weather related bottlenecks or standstills.

Bike share program.

or really, all of the above

Syracuse once received an award as "The Best Small-City Bus System" in the country. What's the current status?

Make it easy and safe for people to get to and stay in Syracuse.

Might be helpful if we had even more businesses bringing more people downtown to work to warrant this

Centro has cut its areas served and there simply aren't sufficient buses or routes to make reliable public transportation a reality.

N/a

Car transportation is absolutely key to the CNY culture, weather, and bringing people in from the suburbs to city events, stores, and restaurants. The financial stability of Syracuse is enhanced by easy transportation into the city core, and public safety that allows for growth. Transportation is car based, will remain car based, and is necessary. MetroCuse loves the idea of being able to travel the entire county in minutes.

Provide more reliable and frequent late-night transit so that patrons of evening entertainment downtown and at the malls (especially those who have been drinking) have reliable and safe transportation until bar closing time.

Reduce parking expenses of downtown employees making affordable lots with shuttle runs to the a Civic Center etc.

Reduce the number of peak hours that highways are closed for construction or maintenance activities.

Regarding downtown traffic, it would b the planning and implementation of on-street parking. There is currently little monitoring and people on Fayette Street park wherever they want. I am concerned about the safe and movement of emergency vehicles through major city streets, especially Salina and Fayette and the Armory Square district.

Shuttles for suburban areas to connect to shopping districts for work and consumer needs.

Make Centro's online communication (especially ride planner) more flexible and easier to use (for all methods of connecting). This is the beginning of customer service and increasing use of public transport. It takes longer to figure out the website and a trip than it does for me to get downtown on the bus. Not to say it's not a good start. It's just really slow and cumbersome.

When providing emergency medical transportation (to from medical appointments), call- n-ride for transportation for the elderly and persons with special needs for medical, social or personal business or medical transportation- allow economical options for those not meeting the definition of special needs or elderly... to use this transportation option. As a tax payer we pay for a system that we can't access unless we meet the criteria or it's priced beyond reasonable. Could private health insurance providers be billed for patients ? Make sure that the "new & improved model" is as cost effective as the initial model. Bridge over I-81 in Central Square area for snowmobile, biking and pedestrian crossing on public recreation trail. Pedestrian/bicyclist connection between Erie Canal trail with the Oswego Canal trail

More public transportation opportunities! Please. Not all of us can bicycle or walk, especially in the winter. Reduce the need for separate single-passenger vehicles by improving bus route options, etc.

Study whether a bike share program at convenient locations might reduce traffic & increase transportation options.

Stop trying to reinvent the wheel. Route 81 should stay in interstate through the city.

Why can't I take a bus from Fayetteville to Liverpool? As a teacher at LHS on Wetzel Rd I would far prefer mass transit from my Fayetteville home. I must be in my classroom at 7:20am. This is not remotely possible now. Many Fayetteville folks work in L'pool and vice versa. Why is there no convenient mass transit from burb to burb?

What is "transit vehicle"???

What do you mean by Improve utilization of transit vehicles? Do you mean increase numbers of people using busses? Does this include trains and carpooling or do you mean improving the quality of the experience of those using busses, etc.?

Update the spoke and wheel bus route model to a more diffuse, grid-based system.

Transit and park-and-rides are effective means for our college student up on the Hill who come to school with no vehicle, but beyond that they have no impact on me.

Never allow a bus to arrive early at a stop and then leave early. This is a real pain for commuters.

yes yes yes to TDM including parking management system downtown to improve coordination, maintenance, signage, marketing of existing parking

## Question Number 7

**Are additional or different objectives needed under the System Preservation Goal? If yes, tell us in the space below.**

**Comments:**

Easy parking support is primary.

again, all of the above except for maintain pavement.

Bring the existing highway into compliance in the most fiscally responsible means possible.

I read a recent article presenting research results on an international study of infrastructure quality. The U.S. is ranked 16th, quite a drop from the 1950s. The problem was reported as a lack of political willingness to make a hard choice on raising taxes. If that is what it takes, and if the willingness isn't there to make the necessary political decisions, are we not faced with shoveling sand against the tide?

Emphasize maintaining and improving existing structure before and instead of building new because we cannot replace green space or historic structures if they are lost to development.

Ensure that there is a solid and well funded maintenance program implemented to preserve structures and roadways for the life of the new system.

Finally some real tactile goals that have the greatest impact on me as a citizen. Off-road trail systems is a huge subject that could encompass its very own category and currently to vague for my consideration.



I do not know why one would preserve something in the interest of preserving it. If it fits into the overall future well thought out, proven (by means of other Cities), progressive plan, then sure, it might as well be preserved.

I'm not sure what you mean by focus future investment in areas that are already served by significant public infrastructure investments. Do you mean maintaining already existing structures or completing projects that have been started? What does served by mean? what kind of assistance are we talking about?

increase rail services between the big cities in NYs with shorter travel time

Keep I 81 and repair it.

Hard to understand the thrust behind this goal. One hopes that it does not preclude investment in new systems where they can be foreseen.

Build bike lanes on all roads!

Preserve and improve or maintain Interstate 81 along its present alignment.

Make the city attractive

Make better decisions about what infrastructure to invest in, what areas are not worthy of investment or reinvestment due to lack of density, urban sprawl, etc.

Rail infrastructure improvements need to come to CNY. High speed rail needs to happen across the state and to NYCITY.

Don't tear down roads that work excellently.

Develop plans for phasing out roads, bridges, highways that invade habitat for non-humans and can be abandoned with proper planning and design

You're asking us what essential government services are important?

Strategically reduce roadways as is possible.

Reduce the number of new bridges, thereby reduce future maintenance burden

Route #81 needs to be preserved through Syracuse!

Shouldn't most of these be IMPROVE and Maintain rather than Preserve and Maintain? Sidewalks are dreadful and dangerous all over the City of Syracuse as are roads. Also, as far as improvement goes, age-friendly considerations should be taken into account, especially since in 2015, a large percentage of the population will be 70 and over. All of these are important to me but I disagree with the word preserve.

The state and federal governments have thrown us under the few buses we have on this one.

There is an issue of sewer systems under the roads in older cities such as Syracuse. The health of all roads in Syracuse are connected to this serious and costly problem. Urban growth will require the rebuilding of the networks UNDER the roads.

Use GIS for asset management Planning of raceway project along I-81 (Central Square) and SMTC involvement/expertise

Why is there no convenient mass transit from burb to burb? Why do we not use rail? Why is there no RR commuter train from Chittenango to Syr? There is railway! Fayetteville is clogged with traffic from the East.

Pedestrian facilities should include sidewalks that are well-maintained, especially in winter! Infrastructure is CRITICAL in general.

Motherhood and apple pie too! Be serious!

The word Preserve is a concern for me. Previous generations for whatever reasons have failed to take into account what time, weather and volume of use would have on our infrastructure. Lack of continuity between county, village, town and city officials when it comes to roads etc. is striking. Preserving this approach is a non-starter for me.

Whatever. Try geotextile on unpaved roads, ...cheaper & works well at Lorenzo state historic site in Cazenovia.

Preserve & maintain pavement that avoids stormwater overflow, use instead permeable pavement. Allow /use volunteers to preserve and maintain off-road trail systems and pedestrian facilities. Install plenty of anchored-down garbage containers along off-road trail and pedestrian path systems/routes.

Preserve and maintain bicycle facilities.

## Question Number 8

**Are additional or different objectives needed under the Equity Goal? If yes, tell us in the space below.**

**Comments:**

Is there a systematic inspection program carried out? If not, it's time!

assure snow removal from bus stops especially at corners where snow piles up

Maintain and improve bus stops, especially in winter.

Bring the existing highway into compliance in the most fiscally responsible means possible.

Encourage higher rates of middle-class & suburban bus ridership.

Ensure that the quality of facilities for bicyclists in priority target areas is as good as that in the rest of the SMTC planning area.

Get rid of I-81 - replace it with boulevard. Yes entered my input online.

I don't know

Provide improvements in areas where people reside - in Suburbs as well as in Cities. These objectives seem to lean towards city only.

Balance feasibility and cost with respect to initial investment as well as sustainability and both short and long term goals.

Develop methodology for assuring adequate sidewalks in usable condition -- no holes, no snow, etc.

I am all for equitable distribution. There is not enough of that.

n/a

Ensure major pedestrian routes near residential and shopping areas and bus stops are free of snow. (Many if not most walkers and transit users are children, elderly, or handicapped.)

The roads downtown, especially where the water mains have been replaced on Fayette, are horrible.

Bus service in the City first and then the Urbanized Area should be prioritized and improved.

Morte sidewalks everywhere with at least 5 foot separation from teh road. Just imagine the hated Erie Boulevard with sidewalks and one lane of parking and loading each side.

Pay for Public Works to remove snow as reliably from pedestrian and bicycle pahways as from motor vehicle roadways. We don't have to rely on property owners to shovel out the road in front of their properties. Why should we have to rely on them to shovel out pedestrian walkways?

Re "pavement conditions" above: The objective is stated as a minimum requirement. A visionary would aim to have the best pavement conditions in the area.

SAFETY seems to be the major concern with use of public transit to/from Syracuse.

The new Transportation Hub is really not user-friendly. It accommodates bus arrivals and departures, but does not effectively communicate them to riders, who must hope they are standing (no seating available) in the right bay for their bus, which often pulls away with folks running after it. No current status announcements are given to waiting riders, either. All buses should also run any route

delays or cancellations notices on their banners.

make sure there is adequate parking downtown due to the amazing resurgence of urban living going on in Downtown Syracuse.

Work with groups like the Public Transportation Advisory Committee at Arise, Inc. These guys are outstanding, you can find out what all we diverse CNY peoples need, for getting along on buses. Wow they are meeting on the 26th, right after X-mass, dedicated ! <http://www.ariseinc.org/category/events/> Also, I think Onondaga Citizens League is on the transportation trail, as per 2015: <http://onondagacitizensleague.org/blog/delivering-first-rate-mobility-system-cny-2015-ocl-study-topic/> Dont know if I have time, but looks cool.

N/a

See Goal 6 comment In 35 years where do we anticipate the SMTC region might be? Can we consider those areas in our planning and projects?

more routes, better schedules

## Question Number 9

**Looking at the list [of regionally significant projects] above, do you believe there are regionally significant projects missing? If yes, let us know in the space below.**

**Comments:**

Plans that include particular needs of the aging population (see F.O.C.U.S. study and report "Age-Friendly CNY" at [www.focussyracuse.org](http://www.focussyracuse.org)

bike lanes on Erie blvd. and other roads.

not sure if high speed/improved rail is part of one of the above

Who cares about Destiny? They have taken millions of dollars in city, county, state, and federal resources. Let them use their own resources for transportation options to Destiny.

A shuttle system is needed to the Regional Transportation Center and the airport. Both are hanging off the grid for those coming and going. Getting to or from these major transportation venues isn't good.

Development of some sort of organized transportation to/from and around Destiny USA. Hiawatha Blvd in the works????

All three of these projects could work together for the benefit of all. I hope that is the case.

fix the potholes

Improve availability of rail system as transportation alternative to NYC and other major urban centers.

Please keep I-81 as is - as an elevated highway.

Almost everywhere it has been built, LRT systems have been a "money pit." Syracuse is hard-pressed for revenue as it is...

Motorist/pedestrian/bicyclist permanent education on joint road use. Are the financial and human costs of traveler inattention not greater than a permanent education program?

Effective cost control of urban sprawl.

Pedestrian access through snow removal.

The trail system is great for pedestrians, runners, bikers, etc.. but not important for the majority of actual transit.

Route 81 should be left as an elevated highway and repaired - if it is done correctly there is not really an end of life for it. If it is rebuilt, it should be an elevated highway again on the same route without forcing local businesses to relocate. A tunnel is too expensive and a boulevard would just ruin Syracuse.

General highway improvements north and east of the city.

How about a project looking at re-building it as is.

Public outreach, for all the above. See my previous comments.  
I'd apply for a job, but short on credentials.

Raise 81 through the city on ground (much like 690 east of 81). In the long run it is cost effective, ties the community, and is a sound solution.

The I-81 Viaduct Project would be better called the "I-81 Redevelopment Project", which is less biased and more accurate.

Repair I-81

Promote high speed rail stop.

na

Western bypass to connect 695 to 81/481. Towns in this quadrant have diminished access to the metro highway network.

More dedicated and on-road bicycle lanes.

Not enough to make bikes a viable form of transportation. It is still allocated to leisure and recreation rather than commuter transportation

updating overall infrastructure (though this might not all fall under transportation)

The local bus transport is fine.

What is missing is rapid transit between Buffalo to Albany and NYC and Boston.

What is missing locally is pedestrian and BICYCLING routes. People don't ride bicycles because it is scary.

I ride 8 miles to work May thru Oct with my heart in my brakes. I don't ride in the Winter, not because it is cold, but because I need lights to see the pot holes and for people to see me and I don't trust either. But I see people that ride...Power to them!

Again, I live in the city, near downtown and in the last year it seems that driving around my area and in the city has been hampered by input by people who live further out, such as closing roads, making two lanes into one in highly traveled busy streets (during peak times what used to take 5 minutes can now take 20), making it more accessible for the pedestrians and the bicyclists. I have no issue with making the city green friendly, accept when it adds 10-15 minutes to a commute that was only 5 mins before. Taking the bus or walking is not feasible for me on the weekdays, and all the new road changes only adds to the congestion and pollution. I have never been asked ahead of time for my input in any of these changes, and since I am the person driving these roads daily, because I live in the inner city, because I work downtown and my child goes to a city school, I would think that the people in charge would have been interested in my view of the changes and its potential impact.

<http://www.dnsrsearch.com/index.php?origURL=http%3A//www.fantastic-ideas-for-syracuse-ny.org/&r=>

Specifically, we need a viable suburban public transit system. See my 'Cuse Train proposal.

Dave Ashley

Safer areas in the town

Urge Downtown employers to "time shift" work days to minimize commuter congestion.

Dedicated transit route between armory square and university hill

Within the 2050 Timeline, certainly high-speed rail should also be a priority or goal. 2050 is 35 years away, the region may also need to prepare for self-driving vehicles.

The I-81 project will determine how the other projects play out. Get that one right and the others will fall into place. Keep I-81 in its current location with either a new viaduct or a tunnel/boulevard. Rerouting i-81 might save a neighborhood, but it will destroy a region.

Include connection to Oswego Canal Trail as part of the expansion of the Regional Trail Network Project.

Connection of raceway project north of Brewerton off I-81 and need for snowmobile access across I-81.

Expansion of 481 north of 690 to accommodate potential increase in traffic from I-81 construction

Lite rail should be part of the discussion. It could link area's within Onondaga County as well as Oswego, Cayuga, etc.

Nope, you got the main ones. I earlier mentioned I81 as among the missing issues but that was before I got to this part of the survey.

Does SMTC handle local small airports? Perhaps SMTC should support non-airline based airports for general aviation, for private pilots? Then SMTC would truly and impressively practice multi-modal transportation!

If all interstate traffic is eventually routed onto Rt. 481 it is essential that this does not impact the quality of life of those that live near Rt 481. This is primarily the citizens of DeWitt. The noise levels are already high. DeWitt has a number of paths and trails for hiking and biking which are already rendered unpleasant because of noise levels. In addition, spray from road salt and trash thrown from cars are impacting the environment. These issues must be addressed. If these issues are not addressed you will just be moving a problem from one place and making a new problem in another.

As appears to be occurring, the I-81 Project needs to be a multi-solution approach to the removal of the viaduct.

Also, not a missing project, but the fact that the loop the lake trail is being supplanted if not stymied by the amphitheater proposal is discouraging.

These are only significant if they lead to 21st Century solutions and not just excuses to put down more pavement.

I have not seen the final 81 project. Clearly the road needs fixed. They should have thought about all this in the '50s before destroying the 15th ward and all the neighborhoods there THEN. Now we just need to fix the elevated highway. Dumping all that traffic into downtown would not help the environment nor business nor the pedestrian. Nor would tunneling under the city. Why spend all that money when 81 is not a problem--it just needs repaired.

4. Completing the I690/I481 interchange - extending I690 further east (to county line).

5. Increasing capacity of I90 (adding 3rd lane through the Syracuse area).

My family's transportation needs start and stop with preserving I-81 as a non-stop pathway through the city. If there were more exit and entry options that would be an improvement. Using the existing footprint would be the 'path of least resistance', and it would be nice to widen the highway through the city in places. The highway separating the University from downtown is the stupidest thing I ever heard. Try eliminating the elevated highway and then see how the new ground-level road(s) will separate the University from downtown. Getting through the city from south to north (and vice versa) would be a nightmare, and a major step backwards. It is frustrating to me that some people don't see this, or don't care. As a resident of the Valley, elimination of the stretch of I-81 in question would be a huge and on-going inconvenience, or even a hardship. Ultimately we would have to move out of the Valley.

Improving visual aesthetics. Our major highways are continually strewn with trash and debris and public landscaping goes unkempt. The only problem with the I 81 corridor is that it is horribly ugly and physically deteriorating, and not just the bridge, the sidewalks and curbing are surpassingly dismal and unattractive. It would be so easy to replace it with an attractive, higher roadway and invest in the infrastructure UNDER IT. It's not a WALL, its a bridge that allows many things to happen at once. Taking it down will be a nightmare for quick and easy travel through and around the city. Besides, just where will you put all that business you say it will bring. The only things surrounding the thorough fare at ground level is parking lots. Take away the parking lots from already existing employees and what do you have now? If you cant park easily, drivers just wont go.

A more defined effort at enhancing bicycle infrastructure is needed. If more people were on bikes, many other issues would be solved.

Is the airport part of LRT and BRT scoping?

Enhancing University Hill street network

get rt 81 out of center of city, divert traffic at Adams and reconnect at 690. use city planning to create walkable berms and parkways to reconnect down town with university, the old 15th ward.

The extension (completion) of I 695 down to I 81 from Camillus to Nedrow to provide a safe and effective west side bypass around the City of Syracuse. This is a glaring requirement which must be in place before any alteration to I 81 within the city is contemplated

A safe bicycle route from the major compass points (N, S, E, W) of the areas of the westside, Liverpool/Northside, Fayetteville, DeWitt, and the southside where individuals can get into and out of the city by bicycle and not have to ride the seriously dangerous routes on the parkway, Genny, etc..

Each of these projects are vital, and it would be great to see this report and long range plan develop a "multi-modal" strategy that focuses on linking these modes together. It would be ground breaking to see considerations for people who must walk to bus stops, or bike to a destination and then have the ability to bus on the way home by strapping the bike to the front of the bus. I believe there is very little data to show how often this takes place in our community and strategies we can increase it.

Also, specific events such as the NYS Fair, or Syracuse University games in the Carrier Dome present significant transit challenges. It would be great to see strategies that could be used to promote new and innovate modes of transit during these events, or simply new ways of reducing the number of cars that travel to these destinations.

Extending the Erie Canal towpath thru the city is a very significant project for many reasons. Perhaps you have that covered under the Regional Trail Network.

Route 20 scenic corridor. Making the Erie Canal path a continuous dedicated bike and pedestrian path across the state.

Facilities (Hospitals, schools, some businesses) are too congested and congestion is growing. Parking is very difficult for many people. In contrast, it is plentiful for retail establishments and it's FREE.

Save I-81.

Forget Destiny to Syracuse University. The mall is private and has continuously found loopholes to benefit the owners of the mall at taxpayers expense.

Route 81 is the backbone of central NY and links almost everything. Route 81 clearly works VERY WELL. It just needs to be made into a 21st century version of its current self. The entire infrastructure of Onondaga County is designed around a healthy route 81. The health of downtown Syracuse and the potential of tourist growth is made real by having Route 81 pass directly through Syracuse. NO CITY TAKES ITSELF OFF THE MAP by moving highways FURTHER AWAY. Route 81 can actually be designed in such a way that it becomes a tourist attraction! Ultra modern design and lighting could attract business and tourists who are impressed by the road itself.

## Question Number 10

**Do the draft goals and objectives contained within this survey capture what is important to your community as far as transportation is concerned? To your personal travel? Please share your final thoughts with us in the space below. Thank you!**

### Comments:

Yes, I believe all the goals are necessary to improve our community and to make the greater Syracuse area more attractive to both businesses and families. We are so antiquated not so far behind and in such a potentially rich area.....we need to stop with the old school thinking and the old school politics and get creative and imaginative with our planning!! Otherwise all the surveys and talk, talk, talk, will lead to nothing

transportation activities must support economic development

Keeping the I-81 viaduct running through the city is a must. Adding bike trails and pedestrian walk-ways would be nice.

Mass transit options need to be included in the goals.

thanks for including me; I agree, planning is a very important aspect for CNY

NO. Again, I live in the city, near downtown and in the last year it seems that driving around my area and in the city has been hampered by input by people who live further out, such as closing roads, making two lanes into one in highly traveled busy streets (during peak times what used to take 5 minutes can now take 20), making it more accessible for the pedestrians and the bicyclists. I have no issue with making the city green friendly, accept when it adds 10-15 minutes to a commute that was only 5 mins before. Taking the bus or walking is not feasible for me on the weekdays, and all the new road changes only adds to the congestion and pollution. I have never been asked ahead of time for my input in any of these changes, and since I am the person driving these roads daily, because I live in the inner city, because I work downtown and my child goes to a city school, I would think that the people in charge would have been interested in my view of the changes and its potential impact.

I think so.

The "Fertile Crescent" of Syracuse goes from the University/Upstate Medical Center to Downtown to Armory Square to Franklin Square, to the Inner Harbor, to Destiny USA, and finally the Regional Market. There needs to be intelligent decision making to increase the health and stability of these areas. I would also like to see better lighting everywhere.

I'm happy to see that this process is happening.

NEED to keep route 81, fix and repair don't replace.

Yes

No - maintain 81, elevated with improved ramps on 81 north

Not necessarily. Some of these goals may not mean much to people except those that are very familiar with the all the intricacies of there plans and programs. Some of the alleged goals are so vague and broad that they do not really reflect what they mean. All this stuff may have meaning to the "experts" but what do they mean to less knowledgeable community that these programs will impact the most. It seems that a lot this stuff is centered on immediate Syracuse area, which is a real concern but what about the people in the outer fringes of Syracuse.

You people are making this too complicated. Replace the viaduct, make it higher, safer and better-constructed.

Yes, But we have to keep 81. The city of Syracuse is already dead. You have to pay for parking, and there aren't any stores to shop at anyway. Also it is getting very dangerous to even go into the city. We are beter off bypassing it all together.

Broad goals should include:

- 1) reducing our carbon footprint so that we can slow climate change and sustain life.
- 2) gain energy efficiency and sustainability through combined live/work/shop neighborhood planning, increased urbanization and density, decreased suburban sprawl.
- 3) enable increased mass transit use by better scheduling, mixed transportation modes like bike and bus, short car driving to park at mass transit, walking and bus, etc.

Get rid of most of the old route 81 in Syracuse.

Use existing Con Rail lines for people mover, or other efficient modes of transit.

I would like to see bus service being expanded to more areas of the city.

Many of us in the Outer Comstock Neighborhood as well as points south of the City are troubled by proposals to cut us off from the rest of the City by severing I-81 just north of our neighborhood. Outer Comstock is a diverse residential neighborhood of mostly single family homes plus several hundred apartments located just south of Manley Field House and Oakwood Cemetery.

We strongly FAVOR UPGRADING THE I-81 VIADUCT and strongly OPPOSE replacing it with a boulevard. Please carefully consider the following issues.

1. Do not fix one "missing link" while creating another. Clearly it makes sense to connect 690-West with 81-North so that motorists won't have to use city streets, The same argument applies to Outer Comstock and Valley residents, who use I-81 to access all City locations on the north and west sides as well as the western suburbs. These include not only Downtown but more frequently: the Transportation Center, the Regional Market, NBT Bank Stadium, the Airport, Destiny, and Liverpool. With I-690, we also access Camillus, Baldwinsville, East Syracuse, and the Thruway.
2. There is NO 4-lane north-south street connecting Outer Comstock with the City to the north EXCEPT I-81. To sever this link is to force additional traffic onto Comstock Avenue (a 2-lane street) which is already heavily used by University and Medical Complex commuters. The bicycle lanes on each side of Comstock Ave., which exist only between E. Colvin St. and Euclid Avenue. are heavily used.
3. The main parking areas for Dome events are immediately contiguous to the Outer Comstock Neighborhood, namely Manley Field House and Skytop. Following Dome events, Comstock Avenue is closed off while our City Police efficiently direct most of the exiting traffic toward the northbound I-81 entrance on E. Colvin Street, enabling rapid flow to connect with I-690 and points north and west included in Item 1.

4. A would-be boulevard creates the problem of increased pollution from vehicles idling at traffic lights in a neighborhood filled with medical facilities and Pioneer Homes. If residents of Pioneer Homes suffer from exhaust and noise of I-81, just imagine how much more there would be were there a boulevard in its place.

5. The notion that I-81 "divides the city" is a myth; there is no east-west street that is blocked by the elevated portion of I-81. What may have been true 50 years ago no longer holds, as land use and the demography are no longer the same. There is no longer any entity or community that the removal of the viaduct would "reunite." Oakwood Cemetery, I-690, and the Conrail tracks really are "dividers," and a boulevard would be equally divisive. The Medical Complex continues to fill in both sides of I-81, and aside from part of Pioneer Homes at the very southern end of the elevated portion, none of that strip has remained residential.

Yes and no, term region needs to spelled out and defined so that it is not just viewed as Syracuse but the Syracuse area or Onondaga County

The current I-81 corridor is just fine. Re-routing would NOT be fine. Better road maintenance would be nice.

Yes! I personally would like to see more investment in suburb planning and providing trails, pedestrian and bike friendly paths to schools (not just in the urban area of Syracuse)...lessening our communities' need to rely on gas/vehicles to run errands, go to school, or the gym and essentially the small trips (2mi or less), that the region relies on cars to provide transportation.

More emphasis on reducing sprawl and the infrastructure expansions that support it.

Local hiring and community benefits on all transportation projects. It's ironic that one barrier to local hiring is the lack of transportation to and from work on transportation projects.

Give equal consideration to the long term operational & maintenance as is given to the build/rebuild costs.

I am truly excited to watch and participate in the development of this plan and the potential impact it could have on Central New York. Please advertise any future forums and community meetings in the best way possible to generate the best discussion. Thank you.

The Syracuse plan to replace the I-81 viaduct with a surface boulevard for local traffic and a tunnel for through traffic is essential to the economic future of this community.

When I compare different places to settle down, pursue a career, the main thing weighing against Syracuse is its transit network. Centro's certainly better than some other places and allows me to get to and from work, but it doesn't connect different parts of the city well-enough at other times for me to use it for much more than commuting. The STSA's recommendations for building a second hub on University Hill and simplifying routes should be implemented.

SMTC should also go further than these base recommendations and pursue BRT and LRT options. STSA recommended against these options because of the difficulty in applying for FTA funding based on current ridership levels. However, Governor Cuomo had very recently indicated an extreme willingness to spend large amounts of money on both economic development and improved transit. SMTC should pursue this state-level funding to develop transit service on the corridors identified in the STSA more fully than the STSA recommended.

I am pleased to see you addressing current and long term goals, but I find many of them overreaching and difficult to assess. For a location that experiences winter conditions for more than 6 months of the year, why are we putting so much effort in bike lanes. I have spent much time in Florida, where they have good weather much longer, and I don't see bike lanes and much bicycle use at all. It also confuses me to see you list goals that both increase and decrease traffic. You want it to be easier for trucks to deliver merchandise by improving areas with significant freight traffic, yet you want to reduce citizen traffic by reducing VMT. It sounds like it's ok for trucks to be here, but not for me and my own driving pleasure. I find weather and litter our most challenging issues. Weather is a constant threat to long term sustainability of our roads. Every year we patch pothole and crumbling roadways- and we do a crappy job at that. We need to find better materials that overcome our brutal winters. Litter, litter litter, why are we so messy. Every spring I am embarrassed by our roadways, from the farthest edges of our county to the heart of the city we are a pig pen. Anyone from out of town would question our moral ethics of why we don't keep our city clean. We can have the best roadways but what's the point if we look like crap. For several years we have also stopped mowing and removing weeds along these areas as well. Taking the I 81 corridor is the craziest thing yet. The ramifications of long term disrupted traffic for a 1/4 mile business improvement is ridiculous at best. And now that we have finally made improvements to the one time dirtiest lake in the country, we want to put people and business all over it again- gee wasn't it business and people who polluted it in the first place. The world will be a very different place 35 years from now and oil will become scarce (ask SUNY ESF) and oil is how we make roads. I would seriously consider more healthy, renewable ways to keep our roadways sufficient without doing more damage to a city that constantly struggles to stay economically healthy.



This is a vast goal and wonderfully complicated. You are doing an excellent job. Good luck!

Yes, pretty well. I'd like to see our interstates be the basis for multi-modal route including transit lanes, bike and pedestrian routes. I'd love to see something much sexier than busses, like light rail.

Yep.

We have effective efficient highways for vehicles in our region that need better continuous maintenance. We have the start of some safe scenic pathways for bikes and walkers but those projects such as the Creek Walk and Erie Canal Path need to be completed. Rail bridges and right-of-ways are in dire need of maintenance. I-81 and 690 roadsides need to be maintained in appearance as well as function as the parkways and gateways to our region.

I think turning I-81 in Syracuse into a ground level boulevard with traffic lights would seriously hamper access to many important institutions in the city and that traffic diverted to I-481 would overload that highway, especially at exits.

Yes, it all looks good.

More emphasis should be placed on SMTC coordinating with local employment development plans, especially those plans focusing on developing workforces in poorer local communities, to proactively assure that public transportation supports the development of the entire Syracuse community.

Having sufficient resources to maintain roads, paths, trails, etc. this is significant in our community because of the winters and damage from freezing and thawing. Driving on many Syracuse city streets is like being on a moving accordion. The bumpiness is bad for cars but is also unsafe. Upgrading the entire network of streets in Syracuse City is a job long overdue. This is an old city with inadequate roads throughout. Some is the quality of the roads, and some is the quantity.

The lack of rail service to meet the needs of the 21st century is a well known issue. We have ridden on the TGV in France, high speed rail and Japan, and just plain trains in Europe. Their lack here continues to be a very large unmet need. Syracuse should be connected to Boston, NYCITY, and Chicago with high speed rail.

yes, goals and objectives within the survey are important both for personal reasons and for community improvement.

Going through pages of I81 online documents I found very little substance on the models and assumptions used. I did find pages on LEP - Limited English Proficiency. I never did find anything on Verification and Validation of the computer modeling. Work was done on 690 and the 370 bridge near John Glenn which would have been excellent benchmarks for the model accuracy and biases. I guess getting the approval and funding for such valuable studies would take longer than the actual construction work. More actual measurements and less social worker distractions.

The motto I use around my house when making updates or improvements is, be careful of change, sometimes just improvements is what is needed. The old designers and engineers were educated and smart. Tried and true methods are best.

Yes - I think the organization should also be concerned with how projects will be funded into the future and perhaps explore and propose alternatives to that end. Funding should definitely factor into planning.

Connect the Airport to RTC to Destiny to Armory to SU using a light rail system.  
Connect Liverpool; Lafayette; Fayetteville; and Camillus to downtown using a light rail system.

Rebuild 81 bridges through Syracuse.

Yes

I would love it if they would consider what would happen if they did end up tearing down this highway..Traffic is going to be worse, getting to and from the carrier dome, concerts, games etc that take place at the dome. Also for people who work at Upstate, Crouse and the Veterans hospital will all be affected by traffic, just because there is no other routes to get and from these places. Also many of us live right off Almond st, including myself and we would be forced to move, just because the 81 viaduct is over Almond st.

1. The OnTrack Rail service should be restored and enhanced. It was never given a fair chance to attract ridership because it shut down too early in the evening, a time when it would have been most useful.
2. Even if it remains elevated, I-81 through downtown Syracuse needs (eventually) to have mixed-use buildings built above it, with convenient bicycle and pedestrian friendly breezeways at the same elevation as Irving St near the VA Hospital. Connections of these to the street grids to the east and west should be the main pedestrian connection between University Hill and Downtown Syracuse.

As is we are all forced to own a car to get anywhere in ONONDAGA County. I resent not having any reasonable access to mass transit. Why aren't there any commuter trains? We have tracks. Why isn't there a high speed train directly SE from Syracuse to Penn Station? We'd double our population, improve our economy, and fix the transportation problems here. A two hour commute is nothing for NYC folks, but they'd prefer living here to their 2-4hr downstate commutes!

I use my car for work all day, I won't ever be a commuter or ride the bus or other public transportation to work. I might use it for an event at the Carrier Dome or to the Fairgrounds - if it is easier than taking my car and parking it somewhere! I understand not everyone is in the same situation as me - but you should focus a little more on the typical driver than the very few bicyclists.....it is 12 degrees and a wind chill below -20 today - how many bikes are out there now????

Also - I strongly urge you to not focus on a specific area as any of your overall goals - you need to focus on the entire REGION - even if it is outside of your census tract.

Some are WAY off base...

I have not talked to 1 person that works, and travels to, or thru, the city of Syracuse that wants 81 torn down, people that want to work for a living are the ones being abandoned. (Again)

I would prefer that the current 81 not bypass the 7th North St. On/off ramps thereby destroying the hotels and restaurants businesses. Given that I am retired, I don't have to deal with a morning commute so my use of 81 is mostly to get to the medical facilities in the University area easily.

No they do not. They do not consider long term cost to the public. (See answer to #9)

One of the long standing, underutilized transportation assets of the area is the New York State Thruway. The Thruway should become a more integrated part of the local transportation system. The county should be looking to the state for new, clever ways to encourage peak commute traffic to relieve local road wear and maintenance costs.

Personally I think the goals are too broad. This is a highway. An interstate highway. We are not looking at a park, recreation center, or what have you. Too much time and money has already been wasted. Just get it done!

Keep our elevated interstate system! It built our area and will continue to do so for many more years.

I lived in Atlanta when it's population boomed, I lived in Manhattan in the 90's, I have spent lots of time in many major cities, and without a doubt Syracuse has the least traffic problems with good public transit of any of them. The only logical reason for messing with Syracuse's roads is so the crooked politicians and bureaucrats can make some money from it. They use the tried and true method of making up reasons to get their opportunity to get their money from the public.

Do not take our I-81 away. Rebuild, replace, as needed, but keep it non-stop, multi-lane, 55 mph, perhaps adding more exits and entry points. This means keeping an elevated highway, in my view.

81's route should not be altered, but enhanced. Possibly local art groups could paint murals, pertaining to our area, on the underpasses. Express lanes for multi passenger vehicles through downtown.

Yes

Please save I-81

I can not tell how important public safety is to the project but see very little mention of that priority. You should study the Spaghetti Junction debacle in Rochester and make sure that the convergence of major highways are designed for winter driving conditions and for future increases in traffic. If you are comfortable with traffic traveling through downtown on 690 at 70 to 75 MPH then you need to redesign the roads to accommodate such behavior. If not, someone has to address the enforcement issues.

My personal travel objectives are covered, but much more than I believe should happen is covered as well. We need to worry more about the economy of Syracuse than all the green bologna.

The most significant transportation project is the upkeep and maintenance of the 81 Corridor traveling through the city of Syracuse. I do not believe that lowering 81 to street level would be beneficial to the community as it would significantly interrupt the flow of traffic through the area, increase congestion, and increase pedestrian versus auto collisions.

Removal of the low bridge in Liverpool that does not accommodate tractor trailer traffic is a second most important goal.

I drive a car when that is the only alternative (carrying lumber from Lowes).  
 I drive to Boston to visit family but have used Bus/Train alternatives; wish the alternatives were more frequent.  
 I ride my bicycle to work (8 miles) from May to Oct; Hiawatha is not a nice route.  
 Given the population and what I see... barely 1-3% of the population walks or rides a bike to their destination.  
 Part of that is because the existing roads to destinations favor automobiles and ignore/put in danger pedestrians and bicyclists.  
 Let's change that!

The goals are very broadly defined with a few exceptions. In presenting it this way I am skeptical of how likely they are to succeed let alone within the next 35 years which honestly is a very long and generous time frame for such changes to occur. The city has improved since I've been a resident of the area (2007 - Liverpool, Fayetteville, Syracuse) but the change although in the right direction is quite slow compared to other cities (i.e. Minneapolis). The culture of the region is mixed with regard to prioritizing pedestrians and cyclists at or above vehicle traffic yet nearly every city that has done so (even against public outcry - think CitiBike in NYC) has seen great results. More often it's the dissent that is the loudest and most publicized when more progressively minded planning projects are discussed but that doesn't necessarily make those arguments against development valid.

The single most important issue to me is swift, reliable, automobile transit to all parts of the region. Syracuse must maintain the reputation of "20 minute city" meaning you can get from anywhere in the region to anywhere else in 20 minutes or less. This is the most attractive feature of the region from a commercial and lifestyle point of view. Maintaining and improving our highway infrastructure is the only way to make this possible.

Personally no. I also don't believe the concerns expressed are from a diverse portion of community members. The target goals seemed very singularly directed in focus.

It's a hassle and expensive to get to/ from both Hancock Airport and the Amtrak station. Even though they are relatively nearby. Poor options especially compared with other cities/ countries.

Route #81 is extremely important in efficiently getting around- it needs to be preserved!

good job, so far!!!

We really need a proper bike connection between East and West, 7th North to dangerous, road by Destiny to dangerous, going into Mattydale and catching the trail by Kmart is long and hazardous also

When my daughter reached an age when she could work part-time, our family had to acquire a second car. Now that she is in college, it mostly sits in our driveway.

I travel a lot by bike and foot, when possible. But, I'm in my late 60's and foresee a time when cycling and foot travel will be less attractive. When I travel, I always try to use public transportation in the city or country where I am visiting. Light rail or somewhat less light commuter rail systems are very attractive. But busses that work on a predictable and obvious way (e.g., electronic signs at stops that show when the next busses will arrive; and they arrive when they say they will so you can make a transfer) are also good

While I used to use Metro busses when I worked at one of the hospitals, I use it rarely now. The routes are inconveniently located and all funnel through one central location, making it impossible to get to another area without going downtown first. But the worst thing is that they are unpredictable, arriving late, leaving early, requiring one to stand out in the cold for long periods of time so as not to miss an early arriving bus, but also requiring one to get to the transfer point significantly early for fear that the other bus will have already passed. One appointment can use up your whole day.

One final note is that I think that the notion of Complete Streets is great as a way to finally include the modes that long ago were eliminated. Roads were initially paved in order to make cycling safer and more convenient. The automobile's convenience has erased our memory of the more interesting and healthy ways we, as a society, used to travel.

The only thing I want to do when I get done with work is to get out of the city. I'm not a city person and probably never will be but it is where my job is so therefore I have to come in. It doesn't help when your vehicle is broken into multiple times while parked in the city. Something needs to be done about the crime and now we don't leave valuables laying around for passers by to see. If there were more attractive things to me maybe I would want to spend more time in the area but how can you afford that when our roads and bridges are falling apart with no money to fix them. Have you seen the potholes in the 81 corridor lately?  
 Thank you for this opportunity to comment.

If expectations that Syracuse will expand again and this plan accounts for this expansion, then it will be great.

I have written self-authored letters to you twice in 2014, supporting the plan to preserve the I-81 viaduct, and to reject the ideas of a "boulevard" replacement, a tunnel, or rerouting 81 over 481. I also stood and voiced my opinion twice in the "scoping meetings" that SMTC and the DOT sponsored. Especially in view of the ground characteristics of the Syracuse area, a tunnel would be ultimately and hideously expensive for construction and maintenance in the long run. Rerouting or a simple substitution of a boulevard would be a major setback to the Syracuse area regarding vehicle throughput and accessibility. I settled in the Syracuse area (thanks to GE) in the late 1950's. I endured nearly a half-century of traffic aggravation and gridlock while the present system was evolving. What we have now is enormously superior to what existed in those 50 years. The present system can be greatly improved by optimizing the traffic control and the efficiency of that control that goes on underneath the viaduct. The viaduct itself is the key to interstate highway convenience, and I have never seen a condition where the viaduct itself was a "bottleneck". The rush hour problem is always a result of poor off-ramp conditions below.

William A Penn wpenn1@twcny.rr.com

I feel that the viaduct system should be replaced as a replaced improved viaduct system. Route 8 was years in the making and provides the best transit from the south to the north, including Canada. The question of neighborhoods has become rather a moot point at this time, given the fact that the Adams Street exit leads to "the hill." It is the best for passenger traffic, employees, emergency vehicles, freight, etc. Route 81 does not divide neighborhoods, however, it does provide excellent access to all areas of the region. Question: does Route 690 divide neighborhoods north and south? Rebuild the viaduct.

As a city resident trying to utilize multiple modes of transit, the improvement of all transportation infrastructure - particularly sidewalks, bus stops, trails, and commuter routes - would greatly improve my quality of life here.

I would also like to add that considering parking - off-street (municipal and private) and on-street - is worth considering somewhere in SMTC's goals. Research suggests the cost of parking is way too low, and that taxpayers/citizens are paying the price for that in a different way.

To maintain what we have has to be cheaper than replacement. Keep highway user friendly.

NO - All the goals sound great, but the objectives are not at all specific, so they are susceptible to individual interpretation.

I happen to live in Dewitt, so I am opposed to any "solution" that would generate more traffic along Route 481. As such I am opposed to rerouting the Route 81 traffic onto Route 481 and then Route 690. With my statement as a personal goal, I cannot determine which of the survey's proposed goals and objectives matches my goal.

Please save I-81. It stimulates our economy.

the most important thing to me is to retain rt.81 where it is. i just do not care about bicycle paths nor about more walking trails nor environmental or social justice. this is a twenty minute city. keep it that way. before rt.81 and rt.690 it was an ordeal to move from one side of the city to the other.do not screw it up.

Not really. My main objective is to have I-81 rebuilt the way it is, only bigger and better!

Transportation network should always be designed with pedestrians, bikers, transit systems in mind. Not just cars. A major draw to the central new york regions would be a complete network of bike ways with zero or minimal interaction with cars. Follow the lead of any major European city, or Portland OR, or Seattle WA, or Austin TX. They incorporate the notion of Complete Streets and pedestrian infrastructure. Thank You, Mike Rigney of DeWitt NY

Thank you for the thoughtful survey.

I'm glad these projects are being considered and or implemented in our community.

Yes, but I believe there needs to be an emphasis on addressing resistance to change as regards transportation in this area. The recent complaints about new bike lanes and the removal of "floating parking" on Comstock are examples of this.

Ease and continuous movement are paramount. Additionally, keeping the number of traffic lights and stops signs to a minimum cuts down on air pollution as well.

Not really. It would seem that you are concerned too much with down town Syracuse and the University when most people that use 81 travel through the city to either get to a business north of the city, go to Destiny, go to the Airport or just travel through the city. While I

live here and participate in this survey ( thank you ) not enough is being done to survey the people that travel through Syracuse aren't able to participate in this. I really feel if you do away with the elevated highway and go with street level with traffic lights Syracuse will die a second death.

Yes but don't change I-81 it will damage access to suburbs

The viaduct project is the most important for my travel and for the community, so it does not slice the two economic drivers of the city in half.

Pedestrian/bike pathway system needs to be completed and enhanced.

Thank you for this final thought. How about some sort of by-pass from I-81 southbound to I-690 West and I-690 East bound to I-81 northbound. Too many homeless at the off ramps, very scary three seasons of the year!!!

Syracuse suffers from a decaying transportation infrastructure that must be addressed before "nice to have" items such as bike paths and pedestrian walkways.

One of the largest problems I see in Central NY is the design of shopping and residential areas and can only be accessed by vehicles. For example, there are very few cross walks on Erie Boulevard, and the destiny mall is essentially inaccessible to pedestrians and cyclists. Many residential areas also lack sidewalks or shoulders for pedestrians or cyclists.

Create a commuter rail system as in Europe. I just spent a week in France and you can effectively and conveniently get around without a car!

No, bikes are not seen as a legitimate form of transportation. They can be and are treated as such in many European cities. Every road should offer safe and efficient bike lanes for getting in and out of the city.

At grade cars and pedestrians don't go together. Improved roads have brought the vehicles deaths much lower in the last 30 years. Pedestrian deaths remain constant because it is hard to improve the safety between a walker and vehicle. The best way is keep them apart.

Improve 81 and keep the pedestrians of Syracuse safe.

Please KEEP ELEVATED HIGHWAYS. Please keep unnecessary traffic out of downtown Syracuse. Please increase the number of city and suburban buses and the number of bus routes. PLEASE PLOW snow in a timely manner. Please increase the number of snow plows and snow plow drivers. Please do better with maintaining and improving the conditions of the pavement on our roads. Please fix the water mains and pipes underneath our roads.

Again the street and highway system MUST accommodate all involved in traveling. Commuters, travelers. Some of the Options being considered seem to believe only sightseers will be using these highways.

My biggest concern is to not destroy any of the historical portions of the existing route; History was destroyed on James Street in the name of progress and where is that progress now? Empty buildings and structures that do not fit into the historical past are there, instead of the lovely buildings and homes of the people that were a vital part of the growth of our city. And burying the canal that was such an important part of our beginning. Imagine what a viable tourist attraction that could have been. Lets think ahead to what could be if.....

Pedestrian infrastructure is the most overlooked.

yes

yes--goals are appropriate

I would add an educational component to help encourage sustainable transportation support and help move away from residents tendency to be "car-centric" when discussing transportation

,

I would like to provide my professional consultation as an Architect and Urban Designer, of extensive experience and sophistication toward the development of a proper master plan for the Syracuse Region. Please contact me to meet.

Francisco Ruiz, Architect, 2830 East Lake Road, Skaneateles NY 13152, tel.: 5188596012 .

www.fruizarchitect.com

We must recognize travel trends and evolving technology to move away from highway capacity for single occupant vehicles to a robust network of travel options.

Yes.

Yes and Yes.

I think the survey questions presented hit the necessary targets. The solutions are, given the lack of money, long term efforts. That's the reason for a 2050 timeframe, I guess.

Cheers, friends,

Benjamin (Benjy) D. Manton  
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<http://www.dnsrsearch.com/index.php?origURL=http%3A//www.fantastic-ideas-for-syracuse-ny.org/&r=>

Don't forget that the most significant thing that will impact transportation in the next 30 years and beyond is the need and demand to decarbonize.

<http://www.businessweek.com/articles/2014-06-26/climate-change-and-the-two-thirds-imperative>

Dave Ashley

'Cuse Train  
A New Transportation Concept for Central New York

Executive summary:

'Cuse Train would create a new contemporary suburban rapid transit system for up to 20,000 Central New York commuters based on establishing "Train Stations" including parking lots and NYSDOT Highway Vehicle Reduction Structures, HVRs, commonly called garages, in Onondaga County suburbs, villages and towns serviced by express Rapid Transit Vehicles, RTVs, with Wi-Fi for commuters with no transferring to four designations where 30,000 people work: Syracuse University, the Hospitals, Downtown Syracuse and Destiny USA. It's called 'Cuse Train because it operates like a big city light rail suburban train, but without the huge initial cost.

Description:

Our present transportation system is a relic of the 1950s era automobile driven highway surface level parking lot era when 80,000 people and businesses moved from the city to the suburbs, and we tore down thousands of buildings, residences and businesses, and built highways and parking lots for suburbanites. This decimated the tax base for the city of Syracuse, our financial and sentimental core. And we then were left with a public transportation system servicing only about 7% of our population, mostly poor, our present Centro bus system.

The reasoning is simple: The cost of structures, Highway Vehicle Reduction Structures, HVRs, to support a new suburban transportation system is justified because it will reduce the vehicle traffic numbers that determine the cost and construction phase logistical problems that would otherwise have to be spent on the main I-81 NYSDOT Project to handle the same displaced vehicle traffic at peak traffic loads. It is essentially similar to the fine Syracuse Transit System Analysis that was presented in the I-81 Challenge White Papers.

The goals/benefits for the new 'Cuse Train suburban rapid transit system are as follows:

1. Create a viable suburban CNY rapid transit system- Try to reverse the damage done by the 1950s auto driven system mentioned above.
2. A beneficial portion of the potentially billion-dollar I-81 Project needs to be directed to suburbanites and suburban businesses in exchange for a little inconvenience for some if the grade level Boulevard scheme is chosen, for example, and so they feel the city isn't getting all the benefits. This would also relieve much of the extremely heavy morning commuter traffic on many suburban roads and highways.

3. Four Express Syracuse Direct (no transfers) Destinations- There would be, say, four routes: Eastern, Southern, Western and Northern. The RTVs would provide express service to four destinations where 30,000 people work: 1. DestinyUSA, 2. Downtown Syracuse, 3. The hospital complex, and 4. Syracuse University; no transferring needed.
4. The 'Cuse Train system would provide glass enclosed waiting stations at large scale pickup points. 'Cuse Train Stations in suburban locations and towns and villages located at dense pickup points, including the HVRs garages, serviced by Rapid Transit Vehicles with WiFi, RTVs (don't call them buses). Commuters could do their e-mail and office prep with coffee and a newspaper on the RTVs in conditioned comfort on the way directly to work. What could be more convenient? The larger 'Cuse Train Stations might have newspaper, coffee and snack vending machines and electronic schedule readouts.
5. NYSDOT Highway Vehicle Reduction Structures- The success of the 'Cuse Train system is dependent on having a limited number of delivery points, 4, and high-volume pickup points with very frequent service connecting the pickup and delivery points. The dilemma is that although the four delivery points are concentrated, there are very few concentrated pickup points in the towns and villages and they may not have park-and-ride parking available. Therefore the HVRs garages could provide concentrated pickup points where each individual HVRs might hold say 1,000 vehicles and say ten would have a capacity of 10,000 vehicles.
6. Trade Off Costs- A prototype for the HVRs garages might be the two 1,000 car 6 story NY State garages at Upstate Hospital. If there were 10 of them at \$15 million each, that would be \$150 million construction cost; but it would reduce the CNY interstate highway volume by say to 16,000 peak volume vehicles daily (figuring 80 % of capacity) when both going and coming trips are counted. NYSDOT might not have to add an extra lane to 481 if the Boulevard option were done and say 10 HVRs constructed. Without NYSDOT constructed HVRs garages, the 'Cuse Train system may not be feasible. Presumably New York State DOT cannot fund a transit system directly, so these structures need to be considered integral to the highway system.
7. Cooperative Agreements with Employers – Presently the University and the hospitals have parking problems and capacity issues with remote lots and operating shuttle services. It's quite probable that they and other large employers would be willing to work with the 'Cuse Train system cooperatively to assign employees to suburban HVRs garages in their neighborhood. This could also free up parking lots on their campuses for expansion needs.
8. Locations for HVRs 'Cuse Train pick up stations- A few locations to consider: On the West route, the first pickup station could be off of Route 690 at the New York State Fair parking lot near where the new amphitheater is being planned. There could be two 1,000-car garages there with space for more in the future. Another could be in Camillus. On the North route, one could be at Northern Lights and another at Wegmans North on Rt. 81. On the East, there could be one behind Wegmans East, another behind the Stickley factory in Manlius and maybe one in the outer Fayetteville Mall area.
9. 'Cuse Train would be a major benefit to Central New York and especially downtown Syracuse- If ultimately there were 20,000 parking spaces in the city center and near the institutions freed up for developing new buildings and business, it would be a long overdue economic boom for our beleaguered city. Additionally, if the viaduct is removed and a Boulevard is constructed the adjacent land becomes extremely valuable for developing major buildings. But the land is presently occupied by ugly surface level parking lots and without improvements in our transit system like 'Cuse Train the land might remain just parking lots.
10. Reduce construction phase nightmare – 'Cuse Train might be a valuable addition to the dreaded construction phase of replacing the elevated Route 81 bridge structures and viaducts especially in the major intersection area where Routes 81 and 690 intersect that might be closed to traffic for a couple of years during the rebuilding process. NYSDOT could establish bus/car pool lanes on 690 and 81 not only to speed 'Cuse Trains, but to entice new suburban riders.

David C. Ashley davidcashley@gmail.com 4.20.2014

The American Institute of Architects Central New York Chapter I-81 Task Force is reviewing this proposal, but it has not been endorsed yet. [http://davidcashley.com/?page\\_id=665](http://davidcashley.com/?page_id=665)

I hope transportation planning is taken out of its silo and becomes integrated with Place Making and Environmental Justice in a meaningful way.

In my opinion, these should be the most important transit related objectives for Syracuse:

1. Remove elevated I-81
2. Strategically coordinate lights and sensors and create roundabouts or other alternatives at areas of congestion or unnecessary capacity
3. Begin to add light rail along strategic corridors
4. Repair some of the most barely drive-able roads
5. Clear snow from sidewalks through tax revenue in lieu of fees.

all of the draft goals and objectives are important for an improved transportation system in CNY. However, more consideration needs to be given to the needs of the aging population, especially in the suburbs. Refer to the recommendations in the recent F.O.C.U.S. report on "Shaping an Age-Friendly CNY."  
[www.focussyracuse.org](http://www.focussyracuse.org)

I-81 is a vital component of the Syracuse community and a crucial link which has an effect on the economy of the entire state of New York. I-81 is vital to the North Country for the existence of businesses and the growth of tourism for the 1000 Islands and Adirondacks. I-81 is important to other regions as well as it is the major link between Pennsylvania and Canada. While the future of the highway is important to Syracuse, the ripples will be felt elsewhere. One example would be Fort Drum where an interstate link was just completed to provide quicker access to I-81. The interstate system came into being to provide better access and free travel in the United States. If the original route had been planned through Utica instead of Syracuse, the city would miss the highway more than many realize. Please keep I-81 so it can continue to provide the goals that are the mission of the Interstate System. Thank you.

I believe the goals and objectives capture what is important to my community. I believe in a wholistic approach to the issue and therefore it is hard to prioritize goals and objectives because they are all important in making sure that each aspect of the transportation plan is addressed equally.

I have a personal interest in the development of more pedestrian and cyclist trails in the area especially those that traverse through the region as part of the Erie Canal Corridor.

Having a limited access highway cutting through the city doesn't make any sense. Return traffic to the city street grid. Evidence from other cities strongly indicates that commuting time will not be negatively affected by such a transformation. My comments are heavily influenced by Peter Park's presentation at the Civic Center on September 24, 2014.

It's a start

The most important goal is to develop convenient alternate transportation methods; car based transportation is just fine as it is and needs no further development. The lack of convenient alternatives is a major downfall of this city, so that should be a priority. A demographic study of what improvements would result in increased usage of alternate transportation methods should be conducted to influence improvement strategies. For example, is the preference for more bike lanes or improved connectivity of existing lanes, and in which locations. Also focus on major improvement for the largest group; making a large group of people very happy will have better results than making everyone only somewhat satisfied.

Not really, the survey questions are mediocre; they are too general, and the answers too vague (and will be too variable). Residents don't see issues in terms of these survey questions, and cannot answer them in a well-informed way. You have to lead more; you are the experts who are supposed to know how to improve/optimize things. Present a PLAN, and then ask for input. See my first comment on 5 year action plans. Thanks.

I ride bike back and forth to work and feel more people should and can and hope the projects you mention will help promote that.

Yes, I feel that the major concerns of the community are being addressed, and my personal travel as well. Good luck with the process; planning out 35 years requires a crystal ball and many professionals in the fields of transportation and traffic safety.

Yes! Good job!

I-81 runs unimpeded with a stop light from Canada down to Virginia. A boulevard through downtown Syracuse would be a huge mistake not only for local commute traffic but for interstate commerce.

It is important to reduce highway congestion coming into Syracuse.  
Restore Syracuse to a thriving economic and residential center by creating safe and easy access.

Not entirely, no. The interstate highway is not being utilized to its fullest by the truck transportation sector due to a number of reasons. Primary among them is the congestion formed by the downtown section of I81 and I690 westbound which mostly convey commuter traffic. Getting trucks to the Thruway eastbound is well managed from I481, but westbound is a train wreck. The presence of the Finger Lakes and many historic villages and intense commuter traffic, which lie to the west of the I81 corridor, is cause for concern given the aforementioned constraints to westbound travel by trucks. Consequently, many trucks avoid going into Syracuse to make the hand off to westbound interstate trucking on I90. Instead, they travel back roads through the very areas that are most negatively affected by increased truck traffic. The farmlands, lakes and villages along State Routes 5&20 provide a high quality of life for the entire region. The impact of diverted truck traffic in these areas is already causing serious infrastructure and nuisance issues. Somehow, a more efficient and incentivized system of getting westbound truck traffic off our local roads needs to be put in place. Unless/until that happens, we jeopardize the very resources that make CNY a very livable environment. Keep I81 intact and figure out a way to get those trucks back on the interstate where they belong and out of our villages.

Stop playing with goofy plans. A highway needs to run through Syracuse for access to the city. Rt 81 / Rt 690 interchange needs fixing though as it was made for less and slower traffic. I avoid Syracuse whenever possible if services are available elsewhere.



Whatever can be done to improve the business attractiveness to Syracuse, IE, tax breaks, incentives. Without attracting business to the city you will continue to see it die. SU is the main attraction. The mall needs to offer more management opportunities to keep youth in the community. Try to improve the improvement and maintaining of the highway system so that the flow of freight will be maintained at a high level.

It is quite important to keep all communities, especially the northern communities that have a significant amount of residents, connected to all point within the region. Many people will continue to drive, as they control the time at which they travel, and are not subject to another group's perception of a schedule.

Fix it and leave it, downtown is what it is and it always will be.

Let's take a good look at what other communities, here and abroad, are doing to solve transportation problems similar to ours. We really don't need to reinvent the wheel or do ground-breaking urban planning. We need to make the investment and commitment to be part of the 21st century. Which is not the responsibility of SMTC, but of our elected officials. Thanks for all you do...

HIRE CNY CONTRACTORS AND LABOR FORCE!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

I don't feel the questions capture enough information on the importance of alternate travel methods. I would like to see a lot more bicycling safe lanes/routes added to the system

Yes, I felt the survey balances economic interests and quality of life issues.

The current 81 & 690 not only underserved the area it has limited the development and reduces the amount of people willing to go into the Syracuse area. Good Luck

Yes, the goals and objectives capture what is important to myself and my community as far as transportation is concerned.

Bring the existing highway into compliance in the most fiscally responsible means possible.

Centro doesn't work conveniently, and we have few options other than private cars to get from Eastern suburbs to downtown to Valley/Onondaga Hill to university. A light rail system and/or a better bus system would be essential to improve transportation.

No. they are still looking backwards to the virtues of the internal combustion engine. We need to wean ourselves from cars, trucks, paved roads, etc. Land is not a commodity to be covered with asphalt, concrete or their kin. Porous materials needed to protect our waterways; open spaces needed to protect non-humans and give sanity to humans.

as city of syracuse resident, the I-81 project effect my life every day, I live in southwest area of city and work at upstate medical center, please note I currently park under the -81 roadway, so the Parking is a another issues that effect my daily life.

Yes

Overall yes, but the wild card will be the release from NYDOT about traffic flows to make an intelligent vs. emotional decision about I-81

From a personal perspective, improving and maintaining the integrity of the structures (particularly bridges) is of paramount importance. I commute about an hour to and from work five days a week, so anything that alleviates congestion and makes for safer, more efficient routes, I am all for.

When it comes to the clientele I work with, which is people efforting to find employment, I find the area to be severely lacking in transportation options for those who don't own a vehicle. And severely lacking is an understatement. I know it's impossible to have public transit routes everywhere, and at all times, but many people who are willing to become employed are unable to because there are limited transit options where they are, and/or the buses do not run on off-hours when employment may be available. The lack of a solid public transit system (outside of buses) is a severe hindrance to this population.

It seems to have most items covered. As I stated in the last section light rail should be in the discussion.

Emphasis on not-just-automotive accessibility throughout the region is of utmost importance.

Everything in the survey is important, but I think the one thing no one seems to want to deal with is convenient travel to and from the airport by common carrier. Plans for the future should include ways to get from Syracuse University, downtown, the Regional Transportation Center, and hotels to and from the airport. This would also make it reasonable for residents to patronize airport

businesses including car rental agencies who have agents only at the airport during some hours. It would also make it possible to develop venues on airport property for meetings which would include people coming from Syracuse or any city which is served by flights in and out of Syracuse without needing to take a taxi.

I believe that there are many solutions but resistance to change. Please keep plugging away at these important improvements that are congruent with our future.

The cost of public transportation is prohibitive for many in my community. The schedule is horrendous. One of my coworkers lives on the southside and has a child in HeadStart near the University and works downtown. She rides the bus for 1:45 minutes one-direction every single weekday for what would take 15 minutes in a car. Her goal is to get a car. If we want more people to utilize public transportation, it must be convenient!

Sidewalks: The Syracuse City School District has 22,000 students, many of whom walk to school - it is amazing that more children have not been hurt walking to school given the sidewalk issues and crosswalks/ pathways that are dangerous. Erie Blvd. is often frequented by pedestrians and there is no sidewalk. DeWitt in general needs more pedestrian-friendly sidewalks.

Yes.

I think the draft goals and objectives represents the breadth of transportation issues, and only wonder how the SMTC is going to work with local jurisdictions to ensure they have access to the information within the plan, and the resources that SMTC has to offer them as they develop their local planning initiatives.

This survey was not widely publicized this should have been put out there extensively..

Yes they do. The overbuilding of retail establishments and centers has mandated extensive highways and mostly travel by private auto. These stores do close for a variety of reasons, nothing replaces them but the highways still go there. Walking and cycling seem to have been pushed aside in favor of asphalt. From Spring to Fall, Onondaga Lake, the Erie Canal Park and the Creek Walk are packed with runners, cyclists, walkers, families etc. This is what people want. Consolidate retail, increase public transport, reroute heavy duty trucks around people areas and try not to build structures and roads etc. become maintenance nightmares or abandoned properties.

SMTC survey included rail, vehicular, bicycle, and pedestrian modes of transportation/travelling.

What about small airports?

My biggest concern is the State and Fed DOT not installing bicycle lanes and/or pedestrian paths during road repavement or other related projects despite the bill/Act allowing for bike/walking paths.

SMTC should work with urban planners and road and building construction industries at all government levels and industry associations to update standards for and implement safe and fun interconnecting bicycle and pedestrian routes that lead to airports, regional transportations centers, stores/markets, homes, parks, schools, banks, and so on.

No More three-plus road lanes - precludes pedestrians and bicyclists! No more arterial roads!

More smaller interconnecting roads.

In conclusion - this SMTC survey seem to cover transportation concerns

Thank you.

I think the most important issues are the quality of the roads and bridges (most streets are covered in potholes which just get patched and are re-exposed within a month and the bridges are literally falling apart).

MY main travel concern is getting from south of the City to Crouse Hospital in a timely matter. I have 20 mins from the time of being called in to be at work ready to go. Any event at the dome makes it almost not possible. I can only imagine what construction to our MAIN route will do.

I think rebuilding 81 is the way to go. We should not tear it down in hopes of solving our social issues. The road did not cause the problems. We need to rebuild for growth of our area. We need to keep traffic flowing for commuters in all modes of transportation. Job and economy growth will assist in curing our social ills, along with good/positive government involvement.

Some other cities have been successful with the boulevard but 81 is a thoroughfare for traffic to go north and south in our State. If the goal is to reduce pollution, routing that traffice around on 481 or 690 will just keep the vehilce in our area longer emitting more fumes, so that will not accomplish that goal.

81 is a part of our economic future, connecting the airport to the city, an d farther. We need to make it efficient and fast to get around.

I fear if we go the boulevard route, we will turn into Utica which is fine for them, but we are bigger than them and to backbackwards is a

terrible fate. Route 81 over the city did not hurt our economy, we were booming in the 60's and 70's.

It would be nice to incorporate alot of those other ideas along with the bridge.

I have been on the hill at 4pm and the traffic is slow, with the highway, I cannot imagine how it will be with a boulevard. Using 481 and 690 instead of 81 will increase time on the road and emissions, which is not a goal of ours.

The meet my concerns. Maintaining the existing infrastructure is important.

As a commuter from Manlius to Syracuse for employment reasons, I would opt to commute to work by bus instead of car if: (1) the commute happened in under 45 minutes (I have yet to test the existing bus route commute time); (2) there were options for me to take a bus to meetings throughout Syracuse; and (3) the trip planner function on CENTRO was easier to use (see, for example, the District of Columbia's Metro system trip planner).

Too much focus has been placed on peripheral issues (trails, transit, etc.) and insufficient focus on the principal goals of providing for smooth vehicular flow for personal, commuting and commercial travel.

Thank you. This was a well thought out survey. Since I am a representative of a DOT agency, I do not want to misconstrue that my answers represent the agency in any way. My answers are a blend of first hand experience and personal opinion. The best way to not confuse this is that I remain anonymous and respectfully request that I remain as such.

My summary is as follows:

All should be done to maintain our highway infrastructure.

Flow of traffic is a priority. While on one hand the City of Syracuse has looked to improve quality of life by blocking off streets permanently (Erie Blvd) and sometime temporarily (Washington Street), they made the movement of traffic substantially worse. The City has a brazen disregard for the motoring public before,during and after events. No signed detours are provided and little to no traffic control (police) is provided. On a Monday morning,after a festival last year, because Washington St was still closed, I noted that traffic was jammed. It took a Centro bus over 45 minutes to detour from Salina Street, to State St, via Water St. - just a few blocks. the City might view this as a "necessary inconvenience", but I wonder if the Centro riders that morning thought it necessary.

Our priorities need to be in the correct order and are not necessarily mutually exclusive. What I will call the "extras", Environment, Smart Growth, trails, etc., are all good things that, if possible should be incorporated into transportation projects and improvements. However, Transportation should be the main focus and incorporate the extras. The extras should not drive or hinder transportation.

Thank you.

In a perfect world trails and bike paths are great, but until we fix our roads and bridges it doesn't make sense to spend the money on these luxuries. Good infrastructure will lead to business development.

Thanks Meghan & co., this is super.

I hope you getting people to wade through all this.

Again, I recommend reading / using that guide for small-mid sized cities from HUD.

Seems like many groups & players are thinking along this kinda direction.

The biggest problem in Syracuse has always seem to me about social fragmentation, so many groups working on the same topics, tough getting them together.

Maybe this literally comes from having too many roads imposing barriers between neighborhoods.

Seems funny, given how CNY was built up around trolley tracks.

So my #1 suggestion is, bring Centro into the I-81 planning, so we can do stuff like 'park & ride' when it all comes down.

I'm sure you've heard people asking for Centro at DOT's neighborhood meetings.

Send on any questions on my comments.

Happy Holidaze !

~ Pete King  
 Moving People Transport Coalition  
 Partnership for Onondaga Creek  
 BikeCNY  
 <pedro9@earthlink.net>

Need more emphasis on bus/rail with goal of reducing single-rider auto trips

Yes, they do, although I think there could be greater emphasis on supporting travel, especially commuting, by means other than personal vehicles.

I am happy SMTCC is leading this effort and soliciting input. I am interested in understanding the funding process for these improvements - limited funding may impact the prioritization of some of these goals.

These goals and objectives are important and have been for decades. Without the codified support of the towns and villages in the SMTCC planning area, this a futile exercise.

This appears to me to be a good start. Good Luck

The development of greater use of multi-purpose shuttles among key nodes of activity, particularly within the city.

Public transportation is the way of the future as fossil fuel supplies run low. Bicycle and walking help, but can't replace altogether.

I am 60 years old. 35 years from now, in 2050, I will be 96 years old, should I be fortunate to live that long. I live in the city of Syracuse. I ride my bike or walk to get places whenever I can. Far too often I need to drive my car. I wish I could walk or ride my bike more frequently, to more places. And feel safer doing so. I wish transit options were more convenient. Maybe in 2050 Syracuse and the surrounding region will be less car-centric and people will have more choices. I wish it could be sooner. 2050 is a long time from now.

Need better access from suburbs to downtown via mass transit systems

Make bikes and pedestrians safer on the local roadways.

Increasing the ability for all travelers to safely and affordably choose more sustainable transportation options, such as walking, biking and bus, is critical. Improving these resources and opportunities will also support local economic development. Local transportation option should proceed strategically to compliment other economic and environmental development projects - such as the Creek Walk.

I think there needs to be more emphasis on public mass transportation like buses - our bus system is terrible. Bikes are pretty much useless for a good chunk of the year, so if we focus on improving the availability of bus transportation, quality of service, etc hopefully that can become a more viable option for many people.

yes

I think the expansion of public transit is of utmost importance and, concomitantly, an increase in the usage of public transit because it is convenient, timely, easy to use, and affordable.

Basically it was hard NOT to check every single box. It looks like these things are well thought out. I am particularly interested in off-road trails throughout the region, or at least trails within the city that are protected from traffic.

Crimes and shootings in certain areas and robberies in parking garages are keeping people from using these areas or going through them (i.e. restricting traffic).

To find out if the proposed objectives work, a study will have to be done as to see the results in any traffic impact on Rt. 481 and East Genesee Street and Erie Blvd. East.

# SMTC 2050 Long Range Transportation Plan

Appendix

C:

April 2015 public meetings summary



## **Long Range Transportation Plan Public Meetings Summary (April 2015)**

### *Overview*

The SMTC held four public meetings in April 2015. These were scheduled as follows:

- Thursday, April 16, 2015 at the DeWitt Town Hall, 5400 Butternut Drive, East Syracuse
- Monday, April 20, 2015 at the Camillus Town Hall, 4600 W. Genesee Street, Syracuse
- Wednesday, April 22, 2015 at the Liverpool Public Library, 310 Tulip Street, Liverpool
- Monday, April 27, 2015 at City Hall Commons, 201 E. Washington St., Syracuse

All meetings were drop-in/open-house style meetings. The first three meetings ran from 6:00 p.m. to 8:00 p.m.; the final meeting ran from 5:00 p.m. to 7:00 p.m.

### *Attendance*

A total of 38 people attended the meetings, based on review of the sign-in sheets. The City Hall Commons meeting had by far the greatest attendance, with 21 people. The Liverpool meeting had 7 people attend, and the DeWitt and Camillus meetings each had 5 people attend.

The most common ZIP codes provided at sign-in were 13210 (University Hill area) with 9 people and 13202 (downtown area) with 8 people. The 13088 (Liverpool area) ZIP code and the 13203 (City-northside area) ZIP codes each had 3 attendees. The remaining attendees were scattered throughout ZIP codes across the region.

### *Public Meeting Notice*

Notice of the four public meetings was provided through several avenues beginning in late March 2015. A flier (attached) announcing the four public meetings was created and distributed to local, state and federal elected officials; various community partners (Spanish Action League, Chambers of Commerce, community centers, libraries, etc.); Study Advisory Committee members; local coffee shops (Cafe' Kubal, Dunkin Donuts, Starbucks Armory Square); and the Centro Hub. The flier was also included in the SMTC's spring 2015 *Directions* newsletter, which is mailed to nearly 4,300 people. An e-blast announcing the public meetings was sent to the SMTC e-mail list (approximately 350 recipients), TNT, the SMTC Bicycle/Pedestrian Community Interest Group, 40 Below, and other local listservs. The e-blast was then forwarded to additional individuals by various members of these groups. A press release and flier was also sent to the SMTC's typical media outlets (television, newspapers, radio). The SMTC also posted word of the upcoming meetings on the SMTC Facebook page and the SMTC LRTP website. The public meetings were announced on the SMTC LRTP website beginning in late March 2015.

### *LRTP Website Traffic*

Public meeting materials were also made available on the SMTC LRTP website starting on April 13, 2015. Meeting materials included the SMTC brochure and LRTP Frequently Asked Questions; images of the display boards sharing the LRTP purpose, goals and objectives; images of the Existing Conditions in Our Region display boards; and images of the display boards discussing the LRTP Financial Analysis and Future Plans. All public meeting materials are attached.

Visitor traffic to the SMTC LRTP website totaled nearly 1400 “hits” between October 2014 and the end of April 2015. A sizeable uptick in traffic to the LRTP website occurred in April 2015. There were also 101 hits to the LRTP public meeting flier on the SMTC website during the month of April.

***SMTC LRTP Website Traffic***

| Month | # of “Hits” |
|-------|-------------|
| Oct   | 82          |
| Nov   | 75          |
| Dec   | 163         |
| Jan   | 233         |
| Feb   | 140         |
| Mar   | 147         |
| Apr   | 556         |
| Total | 1396        |

***Public Meeting Content and Feedback***

Four stations were set up at each of the public meetings to engage the public (public meeting materials are attached). The first station included an area to sign-in, the SMTC display board, and copies of various SMTC publications, including the SMTC brochure which explains who and what the SMTC is. Station One also included a list of LRTP Frequently Asked Questions.

Station Two included four boards which explained the purpose of the Long Range Transportation Plan, its goals and objectives, and shared public feedback received on the goals and objectives through the December 2014/January 2015 online survey. The final board of the station explained how the LRTP will include performance measures and targets for each objective so that our progress towards achieving the targets can be tracked over time.

Station Three included eight boards summarizing the existing conditions in the SMTC region, including data and maps on where we live and work, how we commute, the condition of our infrastructure, freight/rail/air travel information, as well as safety and transit-related data.

The fourth station included the LRTP financial analysis, explaining that our plan must be fiscally-constrained. This station noted three projects that are priorities in the SMTC region: A solution to the I-81 Viaduct Project; the desire for an enhanced transit system, and the desire for an expanded trail network. Based on recent levels of funding, a substantial amount of money is not anticipated for additional projects in our plan. However, the SMTC realizes there are other projects that the community would like to see happen. At Station Four we asked, “If transportation funding increases in the future, what additional projects should we prioritize?” The public was asked to provide feedback on a list of potential future projects that had been developed with input from our Study Advisory Committee members. Meeting attendees could also add potential projects to the list. The results are noted within the following table.



| <b>If Transportation Funding Increases in the Future, What Additional Projects Should We Prioritize?</b> |                                                                     |
|----------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| <b>Potential Future Project</b>                                                                          | <b>Public Feedback</b><br>(# of “votes” for each potential project) |
| Increased maintenance work to bring pavement and bridges to good condition                               | 8                                                                   |
| New exit from I-481 to Syracuse University                                                               | 2                                                                   |
| Completion of the Route 481 exit at Caughdenoy Road (Clay)                                               | 0                                                                   |
| Improvements to the I-81/I-90 interchange                                                                | 0                                                                   |
| Development of an Intermodal Freight Center in DeWitt                                                    | 1                                                                   |
| Build-out of Complete Streets within the Syracuse Lakefront                                              | 1                                                                   |
| New railroad bridge over Park Street                                                                     | 2                                                                   |
| Flood control on Route 298 through “Rattlesnake Gulch” (Cicero)                                          | 2                                                                   |
| New sidewalk construction                                                                                | 1                                                                   |
| Completion of the Erie Canalway Trail                                                                    | 5                                                                   |
| On-road bicycle infrastructure                                                                           | 8                                                                   |
| Removal of Thruway tolls within the Syracuse region                                                      | 1                                                                   |
| Transit-oriented development near the Regional Transit Center                                            | 3                                                                   |
| *Pedestrian safety “Complete Streets”                                                                    | 10                                                                  |
| *Bus Rapid Transit OR utilizing existing rail for passenger transit                                      | 1                                                                   |

\*Added by meeting attendees

A flip chart was also available at Station Four for meeting attendees to provide general comments, which are noted below:

| <b>Comments Received at Station 4</b>                                                                                                                                                                    |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Connect the bike trail (Erie Canalway Trail) from Camillus canal to DeWitt. We have 1,000s of bikers that cannot safely make the connection from West to East. Linda V.                                  |
| Synchronize downtown traffic lights. (2 attendees suggested this)                                                                                                                                        |
| Make railroad crossings over Onondaga Lake Parkway into a grade crossing.                                                                                                                                |
| Rebuild James St. from Thompson Rd. to downtown by reducing it to 2 lanes and providing turn arrow signals at intersections, also providing bus pull over areas. 4 lanes we have now are very dangerous. |
| Create citizen review board for Centro transportation. Board should meet on a regular basis – this will keep the public involved and informed.                                                           |
| Environmental Justice Analysis should include Ride-to-Work funding to help poor get jobs since without a job, they don't have money to buy a car.                                                        |
| Safety should include not just accidents but also crime for walking, biking.                                                                                                                             |
| Funding to “Ladders for Success” with nonprofit models.                                                                                                                                                  |
| Swap the State's Route 370 (Onondaga Lake Parkway) for the County's Old Liverpool Road. Reduce Parkway to 3 lanes with bike lanes.                                                                       |

A Comment Station was provided at each public meeting, which included a general overall comment form for receiving comments about transportation in the SMTC planning area, as well as map-based comment forms for identifying locations of specific transportation concern within the entire MPO planning area. The following comments were received during the public meetings:

| <b>Feedback Received Via Comment Forms at Public Meetings</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| <b><i>Comment</i></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b><i>Meeting Location</i></b> |
| It would be great to have sidewalks along Milton Ave. from Route 173 to the Village of Camillus                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Camillus                       |
| Sidewalks along Knowell Road would be great for the two neighborhoods.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Camillus                       |
| The Superintendent of Highways for the Town of Camillus suggested several possible pedestrian amenities, from sidewalks to off-road trails, within Camillus, and connecting to nearby communities. Specifically mentioned was upgrading Milton Ave. to also serve as a pedestrian and bicycle corridor within the town.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Camillus                       |
| I'm really interested in making the City of Syracuse and surrounding region more accessible by transportation modes other than just cars: walking, bikes, transit! It really bothers me that there are so many places you can't get to unless you are in a car. There are a lot of people who would like to get out of their cars for some transportation trips, but don't have infrastructure that makes them feel safe. We also have a sizeable population that really cannot afford cars and have great difficulty getting to where they need/want to be. Your information cites that a higher percentage of serious accidents and fatalities are associated with bicyclists and pedestrians than with others. This reflects the need for complete streets and appropriate, safe infrastructure. I would love to be able to walk or ride bikes anywhere with my 9-year old grandson. | Syracuse                       |
| The proposals and scope outline potential new options for mass transit in CNY. This could be bus rapid transit or the use of existing passenger rail lines that are strictly used for freight purposes right now. OnTrack had a rocky history but few cities have an existing rail line through their major attractions, neighborhoods, and downtown. If the 2050 study can analyze this rail line and perhaps predict/forecast how freight use/traffic will occur on that line. With the I-81 construction looming soon, Syracuse needs new creative mass transit options to decrease congestion while the I-81 viaduct demolition and whatever replaces it is being built.                                                                                                                                                                                                            | Syracuse                       |
| <ul style="list-style-type: none"> <li>• Consider other coordinated right of way improvements (sewer and water) when implementing the plan.</li> <li>• Please consider development of a more coordinated unobtrusive signage plan.</li> <li>• Work with other agencies to identify additional funding sources (TIGER, Environmental Facilities Corp, etc.)</li> <li>• Technology is quickly developing. Consider opportunities for innovation demonstrations (Solar Roadway).</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                | Syracuse                       |

An on-line map-based comment form was also available from the SMTC LRTP website, so that the public could share comments at/about specific locations in the SMTC area. This could be accessed during the public meetings themselves on personal smartphones or other mobile devices, if desired, via QR code, or by navigating to the SMTC LRTP website. The public could click on a specific street, intersection or other location and leave a comment. The on-line map generated the following comments (as of May 8, 2015):

| <b>Feedback Received Through the SMTC LRTP Website</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                        |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|
| <b><i>Comment</i></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b><i>Category</i></b> |
| In the spirit of being forward thinking and future-orientated, please consider park-and-ride depots in the suburbs with buses or light rail that are attractive (e.g., WIFI-equipped, comfortable seating) and frequently and conveniently scheduled. Service for people who live inside the city should also have access to convenient ways to get around town.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Bus/Transit            |
| Better access to Western Lights                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Pedestrian             |
| For communities to the southeast, Brighton Ave and Rt. 481 represent a dangerous barrier to safe bicycling to and from the city. Safe bike infrastructure is needed along Brighton Ave. in both directions. Ram's Gulch (at Rock Cut Road) could serve as a safe connection across Rt. 481 to a bike trail along the railroad right of way to the end of Jamesville Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Bicycle                |
| The right of way along LaFayette Rd. between the Syracuse City line and Rt. 173 is not safe for bicyclists because there are no shoulders and cars travel at 30 mph or faster. This section of road is a problem because LaFayette Rd. is a great bicycle route to the south, but leads to these dangerous conditions as it approaches Brighton Ave.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Bicycle                |
| Bike commuters from southeast communities (Jamesville, South Fayetteville, Lafayette) have significant topographic barriers between them and the city of Syracuse. The steep hill along North Road to Jamesville and Nottingham Rd. are very difficult to climb on a commute to or from work. A gently sloping, and very scenic bike trail could be designed to connect from Nottingham Rd at Jamesville Rd. (across the gravel sloping lands above 481) all the way to the end of Jamesville Ave (at the railroad ROW). This trail could serve new development parcels near the old quarry lands below the Nottingham hill, connecting southern Dewitt, Fayetteville, Jamesville, and LaFayette to the City of Syracuse.                                                                                                                                                                                                                                                                                                                 | Bicycle                |
| What about getting OnTrack back up and running in some form?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Bus/Transit            |
| I am both a car driver and a pedestrian and appreciate the need to serve both populations but I remain concerned that too many car driving commuters do not appreciate the need to reduce car traffic to sustainable levels both for our environment and our infrastructure. I hope that future projects continue to incorporate amenities for walkability such as sidewalks, crosswalks with traffic signals, possible pedestrian bridges over high car traffic roads, etc. Making walking more pleasant and safe could encourage more people to feel comfortable walking instead of driving, or at least parking further away from their destination in multiple use parking lots rather than expecting a parking space contiguous to each store or business. Generally the city of Syracuse, but my comment applies to most business corridors like Erie Blvd., as well as those outside the city such as the West Genesee/Camillus corridor, the Route 11/North Syracuse corridor, and the East Genesee Dewitt/Fayetteville corridor. | Pedestrian             |
| Between Syracuse and Fayetteville, there are 3 areas that need attention. Intersection of NY 5/NY 257 and Salt Springs Road, denoted in the map, is often clogged westbound mornings and eastbound evenings. Traffic seems to have grown in recent years thanks to new housing developments in/near Chittenango. Also a problem: the Lyndon Corners intersection (NY5, NY92 and Lyndon Rd) in DeWitt, just a few miles to the west. There have been many mornings where I have had to wait through two or three complete cycles of the traffic signals at both intersections because traffic was backed up so far. Evenings, 5/92 is bad from 481 to Lyndon - people weaving to get over to Wegmans, and people changing lanes at last second before 5/92 split. I-690 was originally intended to continue                                                                                                                                                                                                                                | Vehicle                |

| <b>Feedback Received Through the SMTC LRTP Website</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Comment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>Category</b> |
| eastward beyond I-481, as evidenced by unused ramps and stubs at the 481/690 interchange. I strongly recommend revisiting this idea and connecting 690 to a new Thruway interchange near Chittenango.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                 |
| Route 5 from just east of the Route 257 intersection in Fayetteville, all the way through Lyndon Corners (and beyond) has zero shoulder, forcing bicycles to ride in the traffic lane. And because there are several storm grates which are not flush with the pavement bicyclists have to choose between riding over the stiff bumps caused by the storm grates (some of those potholes/ruts are pretty deep and dangerous) or to ride further out into the traffic lane (also dangerous). Would like to see road widened and/or restriped for dedicated bike lanes for the entire length. Also worth noting Route 5 eastbound going up the hill from N. Burdick St. to Route 257: traffic is supposed to merge from 2 lanes to one as directed by a yellow diagonal sign. Most of the time traffic merges but during the afternoon rush hour many drivers ignore this directive and maintain 2 separate lanes which occupy the entire width of the road leaving no shoulder. | Bicycle         |
| Heading west on 5 from Fayetteville to Syracuse. The line approaching the traffic signal at Route 257 was so long, I stopped for the first time east of the post office. And then had to wait multiple times before I could finally get to the actual intersection and through the light. This is ridiculous. Route 5 can't handle this much traffic. We need to add more lanes or extend 690.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Vehicle         |
| Heading home from work yesterday, I witnessed a very dangerous situation caused by traffic congestion. I was headed south on I-481, preparing to use Exit 3E for Routes 5/92 east. Traffic was backed up (and stopped!) through the entire exit lane and into the far-right traffic lane of 481. As I waited, another major hazard: a motorist trying to bypass the delay and cut in at the last moment upon realizing there was no room to cut-in simply stopped dead in the CENTER lane of a 65mph interstate -- until someone allowed them to cut in. Meanwhile other vehicles had to slam on the brakes and move to the far left lane, a dangerous move when people already in that far left lane are doing 65+ mph. Having the exit ramp double as the Exit 3W entrance ramp only exacerbates the problem as people exiting will sometimes stop or severely slow down to let people in even though exit-ers have right-of-way over mergers.                               | Vehicle         |

People wishing to provide comments could also e-mail them directly to the SMTC or use the "Tell us what you think!" comment page of the SMTC's LRTP 2050 website. As of July 15, 2015 the following comments had been received by one or the other of these means:

| <b>Feedback Received By E-mail or through the LRTP's "Tell us what you think!" page</b>                                                                                                                                                                                                                                                                                                                                                                          |                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>Comment</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>Category</b> |
| <p>To Whom it May Concern:</p> <p>I am not sure the best way to express my concern, but the Mayor of the Village of Fayetteville has already told me this matter is out of his hands because the problem involves state highways, rather than village roads.</p> <p>I moved to Brookside Lane in the Village of Fayetteville in August 2013. Even if you do not know exactly where that is, the important part is that it's just off route 5, on the eastern</p> | Vehicle         |

| Feedback Received By E-mail or through the LRTP's "Tell us what you think!" page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|
| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Category |
| <p>outskirts of the village, between route 257 and Green Lakes State Park.</p> <p>Even though we moved to the neighborhood less than two years ago, we are noticing an increase in the rush hour traffic levels on route 5. They are becoming increasingly frustrating.</p> <p>For example, this morning: my commute from Fayetteville to work in Fulton should take 40 minutes. However, it took about 20 minutes just to drive the 3.6 miles from my home to I-481 in DeWitt and the overall commute wound up taking 55 minutes. It is ridiculous that 36% of my actual commute time (or 50% of the projected commute time) is devoted to just the first 3.6 miles of a 35-mile commute.</p> <p>The two main problems on this 3.6-mile stretch? The intersection of route 5 and 257 in Fayetteville is the main problem. The "Lyndon Corners" intersection of routes 5 and 92 in DeWitt is the second big problem.</p> <p>Let's start with 5 and 257. This complex intersection includes not just the two state routes, but also Salt Springs Road, which comes in at an odd angle which actually forces it to be treated as two separate intersections, with two sets of traffic lights working in tandem with each other. Because the intersection is handling traffic from so many directions, there are many phases of the light, so there is an unusually long wait between green lights.</p> <p>It is not uncommon in the morning for westbound drivers on route 5 to make their first stop for this light as far east as the Nice-n-Easy (1/4 mile away) or even the intersection of Huntleigh Ave (0.4 miles away). And when that happens, you know you'll be sitting through at least 3 or 4 complete cycles of the light before you finally make it through the intersection.</p> <p>Route 5 is one lane in each direction at this point. It cannot handle the existing traffic load, and I imagine it will only get worse: a new apartment complex is pending approval by the Village to go up along route 5 next to the aforementioned Nice-n-Easy; the Yellow Brick Road Casino just opened in Chittenango (with route 5 offering a direct connection from Syracuse) and there have been more and more housing developments in Chittenango over recent years.</p> <p>The afternoon is not much better; as Route 5 narrows from two lanes in each direction to one as it approaches the heart of Fayetteville, there is often a similarly-long line of cars waiting for these traffic lights coming eastbound. Even after the road officially narrows down to one lane, vehicles heading towards Salt Springs commonly ignore the merge and nose their way into creating an unofficial extended right turn lane, in anticipation for the split.</p> <p>The other big culprit, as I mentioned, is Lyndon Corners. As if the Y-split of busy routes 5 and 92 isn't enough, you have Lyndon and Bridlepath Roads in the mix as well, creating a 5-way intersection. Once again, it takes a long time to get through a cycle of the traffic</p> |          |

| Feedback Received By E-mail or through the LRTP's "Tell us what you think!" page                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Category         |
| <p>light because you have the side streets, and there are some left turn signal phases as well. Compounding the problem people seem to take a long time to get going when the light turns green, so if you're 10 or 15 cars back, the light's already turning red again by the time the cars in front of you finally start to move up. This intersection is busy enough that it should be considered for conversion into a full interchange, so no traffic would ever have to stop at all. Such treatment has already been granted to other intersections with far less traffic; why not this one?</p> <p>The only other alternative is to extend Interstate 690 eastward from its current terminus, as it was originally intended. With more and more people building homes in Chittenango, plus the new casino, it's becoming apparent that route 5 (and route 290) are just not equipped to handle the load. People living in these areas need relief. It shouldn't take 20 minutes just to drive 3½ miles.</p> <p>Thank you for your consideration of this comment.</p> |                  |
| To Quote Ronald Regan: Tear down this wall!                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | N/A              |
| <p>Our community needs an approach to transportation that doesn't focus on automobiles as the only method of transport, with 'other' modes sprinkled in afterwards. We need to approach every area of the Syracuse Metro with the idea that people can, and should be encouraged, to travel by walking, biking, public transportation and private automobile. We also need to ensure that people who do not travel by automobile are not marginalized - our community needs a much better network of sidewalks, bike lanes and transit stops/shelters/routes - to ensure that everyone can get around effectively and with dignity. Thank You.</p>                                                                                                                                                                                                                                                                                                                                                                                                                          | Complete Streets |

### Summary

The majority of the comments received during the public meeting process focused on maintaining existing transportation infrastructure (or increased maintenance work to bring pavement, bridges, etc. into good condition); improving/expanding transit; and suggestions for increased bicycle and pedestrian amenities (including completing the Erie Canalway Trail through Syracuse) and Complete Streets.

There was not significant support for new/additional projects (other than the three priority projects for the region).

# What do you want our transportation system to look like in 10 years? In 25 years?

## Come share your thoughts at one of the **LONG RANGE TRANSPORTATION PLAN PUBLIC MEETINGS.**

The same materials will be presented at each meeting.

**Thursday, April 16, 2015**

**Drop in anytime from 6:00 to 8:00 p.m.:**

DeWitt Town Hall, 5400 Butternut Drive, East Syracuse

**Monday, April 20, 2015**

**Drop in anytime from 6:00 to 8:00 p.m.:**

Camillus Town Hall, 4600 W. Genesee Street, Syracuse

**Wednesday, April 22, 2015**

**Drop in anytime from 6:00 to 8:00 p.m.:**

Liverpool Public Library, 310 Tulip Street, Liverpool

**Monday, April 27, 2015**

**Drop in anytime from 5:00 to 7:00 p.m.:**

City Hall Commons, 201 E. Washington St., Syracuse

### **What is a Long Range Transportation Plan?**

The Syracuse Metropolitan Transportation Council (SMTC) is in the process of creating an entirely new 2050 Long Range Transportation Plan (LRTP). This document serves as a blueprint that guides the Syracuse Metropolitan Planning Area's transportation development over a 25-year-plus period. Preparing for the Greater Syracuse Metropolitan Area's transportation future involves careful planning. How does transportation affect our air quality? What is the condition of our roads and bridges? What kinds of facilities and services are needed to support planned growth or improve the safety of our transportation system? These are just some of the questions addressed by the Long Range Transportation Plan.

### **For more information or to request accommodations:**

The meeting sites are accessible to people with disabilities. For more information about the LRTP process or to request special accommodations for a meeting, please contact Meghan Vitale, SMTC Principal Planner, at (315) 422-5716 or [mvitale@smtcmpo.org](mailto:mvitale@smtcmpo.org).

### **Can't make the meeting in person?**

Meeting materials will be available online from April 13 until May 1 at [www.smtcmpo.org/LRTP2050](http://www.smtcmpo.org/LRTP2050)



**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

126 North Salina Street, Suite 100, Syracuse, NY 13202

Phone (315) 422-5716 Fax (315) 422-7753 [www.smtcmpo.org](http://www.smtcmpo.org)



# SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

## LONG RANGE TRANSPORTATION PLAN



### FREQUENTLY ASKED QUESTIONS

#### **What is the SMTC?**

The Syracuse Metropolitan Transportation Council is the State-designated Metropolitan Planning Organization (MPO) for Onondaga County and portions of Oswego and Madison Counties. The SMTC is the region's forum for cooperative decision making when it comes to developing transportation plans, programs and recommendations. The SMTC is made up of officials representing local, state and federal governments or agencies with an interest in comprehensive transportation policies and services.

#### **What area do you cover?**

The area that the SMTC covers is called its Metropolitan Planning Area (MPA). The MPA includes all of Onondaga County, the Town of Sullivan in Madison County and the Towns of Hastings, Schroepfel and West Monroe, plus a small area of the Town of Granby, in Oswego County.

#### **How are you funded and where does that money come from?**

The SMTC's annual planning budget is approximately \$1.2 million. Funds are provided by both the Federal Highway and Federal Transit Administrations to the New York State Department of Transportation (NYSDOT). NYSDOT allocates funding to the Metropolitan Planning Organizations throughout New York State on a formula basis. This funding is used strictly for metropolitan transportation planning activities and is not used for capital expenses.

#### **What do you mean by 'capital projects' and 'capital expenses'?**

A 'capital project' is a major construction project or acquisition. It includes all transportation modes: facilities for pedestrians and cyclists, purchasing buses and maintaining, improving and constructing roads and bridges. 'Capital expenses' are the costs associated with capital projects.

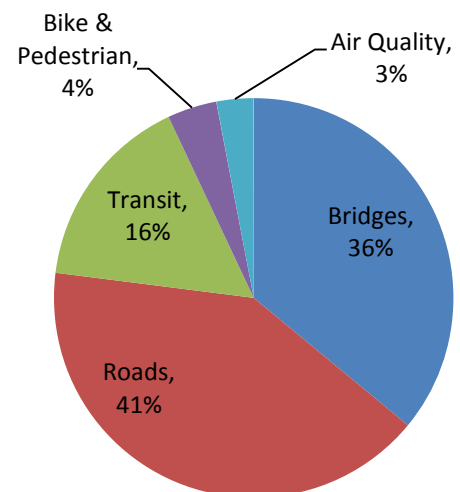
#### **What is the Long Range Transportation Plan (LRTP)?**

The Long Range Transportation Plan (LRTP) sets the long-term goals and objectives for the region's transportation system. The LRTP will guide how transportation funds are invested in the region over the next 35 years.

#### **What is the budget for capital projects? Where does the money come from?**

The SMTC prepares the Transportation Improvement Program (TIP), a multi-year listing of all capital projects within the MPA that have been selected for receipt of federal transportation dollars from the Federal Highway and Federal Transit Administrations. The current TIP totals nearly \$332 million over 5 years, allocated as follows:

- \$277 million for Highway-related projects
- \$55 million for Transit-related projects



**Total spending, 2014 - 2018**  
**Transportation Improvement Program**



**Who selects the projects that are funded?**

All SMTC member agencies are involved in some fashion in the selection process. In many cases, municipal planners and engineers generate lists of potential improvements based on studies, analysis and public input. Projects are evaluated by the SMTC Capital Projects Committee, which consists of SMTC staff and representatives from city, county and state agencies. After projects are evaluated, an initial listing of recommended projects is released for public comment and then moved forward to the SMTC Planning and Policy Committees for approval.

**How much of your money is spent on maintenance of roads, bridges and other facilities?**

Typically, more than three-quarters of all federal transportation funding in our area goes to maintenance of existing infrastructure. In the current TIP, 80% of the total funds (highway and transit) are allocated for maintenance activities. This includes activities that preserve or maintain our existing infrastructure or replace infrastructure 'in-kind' (i.e. replace with the same structure, without an increase in the capacity of the system). Examples include paving roads, reconstructing roads (without adding lanes), painting bridges, replacing or rehabilitating bridges (without adding travel lanes), or replacing buses.

**How is the SMTC involved in the discussions about I-81?**

Between 2008 and 2013, the SMTC was directly involved with the public participation for the NYSDOT's I-81 Corridor Study. This effort was known as *The I-81 Challenge*. Since the completion of the I-81 Corridor Study in July 2013, the NYSDOT has moved into the next phase of the process, and the SMTC has no longer been directly involved in conducting public outreach for the project. The NYSDOT is currently undertaking the environmental review of the I-81 corridor, which includes a public participation element led solely by the NYSDOT. The SMTC is continuing to provide technical support to the I-81 Viaduct Project, in the form of assistance with the region's travel demand model (a computer model for evaluating the impact of various options on travel patterns in the region). SMTC staff and member agencies continue to stay informed about the NYSDOT's process through participation on the NYSDOT's Study Advisory Working Groups and through periodic updates provided by the NYSDOT during meetings of the SMTC's Policy Committee.

**How is the SMTC involved in discussions about proposed service changes at Centro?**

Centro is one of the SMTC's member agencies and receives federal funding through the TIP. This federal funding is a part of Centro's annual budget. Centro's Board of Members is responsible for adopting a budget and approving any services changes. The Board is composed of representatives of Onondaga, Oswego, Cayuga, and Oneida counties as well as the City of Syracuse. The SMTC as an agency has no role on Centro's Board of Members and, therefore, no direct influence on proposed service changes at Centro.

**Can you fix the potholes on my street?**

The SMTC is a planning body that makes recommendations and provides funding for maintenance and other activities. The SMTC does not own or maintain transportation facilities. Individual member agencies are responsible for maintenance of their own facilities.

**How can I become more involved in what you do?**

Join our e-mail list and you will receive *Directions*, the newsletter of the SMTC. Keep checking our website ([www.smtcmpo.org](http://www.smtcmpo.org)) for the dates and times of our Planning Committee and Policy Committee meetings or other study-specific public meetings. Follow the SMTC on Facebook at Syracuse Metropolitan Transportation Council. All SMTC meetings are open to the public.

**When will the LRTP be completed?**

The 2050 LRTP must be completed by October 2015. This will be our first entirely new LRTP since 1995.

# 2050 Long Range Transportation Plan

The purpose of the LRTP is to guide the SMTC's member agencies in making transportation investment decisions over the next 35 years.

We identified three sets of goals that transportation investments should achieve:

## 1 COMMUNITY PLANNING

Transportation investments should support the planning goals of the region and local communities.

- Contribute positively to the local community character and support locally adopted plans
- Support Smart Growth development patterns, particularly the strengthening of existing mixed-use centers
- Retain rural land and preserve open space
- Support economic development, particularly in Downtown Syracuse, the Syracuse Lakefront, and other existing or planned commercial and industrial nodes
- Incorporate Complete Streets principles and limit capacity increases for single-occupancy vehicles.
- Incorporate green infrastructure and use greener materials wherever feasible
- Incorporate responsive technology wherever feasible
- Minimize impacts to sensitive environmental areas
- Respect historic resources and local community landmarks
- Improve public access to appropriate waterfront areas
- Provide convenient connections to intercity transportation facilities, including the Syracuse Hancock International Airport and the William F. Walsh Regional Transportation Center
- Improve road access to intermodal freight facilities and major freight generators
- Increase resiliency to natural and man-made hazards

The community planning goals are based on a review of existing plans for our region:

- Syracuse-Onondaga County Planning Agency - Sustainable Development Plan
- Central New York Regional Planning and Development Board - Vision CNY
- Central New York Regional Economic Development Council - Five-Year Strategic Plan
- SMTC & New York State Department of Transportation - The I-81 Challenge draft objectives
- Individual municipal comprehensive plans

## 2 TRANSPORTATION SYSTEM PERFORMANCE

Transportation investments should contribute to the achievement of transportation system performance goals:

- Freight movement
- Safety, security, and resiliency
- Multi-modal accessibility and mobility
- Energy conservation and protection of the natural environment
- Reliability
- System preservation
- Equity

The system performance goals are largely based on the Federal requirements for long range transportation plans.

## 3 SIGNIFICANT PROJECTS

Transportation investments should advance regionally significant public infrastructure projects that have already been the subject of substantial community discussion.

- The I-81 Viaduct Project: advance a solution that addresses the transportation needs identified in the I-81 Corridor Study (July 2013) and supports the goals of the LRTP outlined above
- Enhanced transit system: progress the Syracuse Metropolitan Area Regional Transit Study to identify a preferred alternative that supports the LRTP goals
- Expanded regional trail network: progress projects identified in existing plans

**Achieving these goals is critical to making progress toward our vision for the region:**

The Greater Syracuse region of the future will offer residents additional means to travel within and beyond their neighborhoods. We will embrace options to walk, bike, ride, and drive to sustain socially and economically vibrant communities. Our infrastructure investment decisions will further strengthen our existing communities: our villages, suburban town centers, city neighborhoods, and the heart of our region, downtown Syracuse. Transportation infrastructure for all modes of travel will have a positive impact on our quality of life and the character of our communities.



# Transportation system performance goals

The transportation system performance goals and objectives describe how we want our roads, bridges, transit, freight facilities, and pedestrian and bicycle networks to function in the future.

|             |                                                                                                                                                                                       |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FREIGHT     | <b>GOAL:</b> Support efficient <b>freight movement</b> within our region.                                                                                                             |
|             | Maintain adequate infrastructure conditions on freight routes.                                                                                                                        |
|             | Maintain a high degree of reliability on identified freight routes.                                                                                                                   |
|             | Reduce congestion on identified freight routes.                                                                                                                                       |
| SAFETY      | <b>GOAL:</b> Increase the <b>safety, security, and resiliency</b> of the transportation system.                                                                                       |
|             | Reduce serious injuries and fatalities from vehicle crashes.                                                                                                                          |
|             | Reduce pedestrian and bicycle crashes.                                                                                                                                                |
|             | Reduce the number of height- and weight-restricted bridges.                                                                                                                           |
| MOBILITY    | <b>GOAL:</b> Provide a high degree of multi-modal <b>accessibility and mobility</b> for individuals. This should include better integration and connectivity between modes of travel. |
|             | Reduce congestion in priority commuter corridors.                                                                                                                                     |
|             | Provide essential transit service to “urban” and “suburban” areas.                                                                                                                    |
|             | Provide higher-quality transit service to Transit Oriented Development (TOD) nodes throughout the community.                                                                          |
| ENVIRONMENT | Provide more on-road bicycle facilities throughout the community.                                                                                                                     |
|             | Provide trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.                                               |
|             | Provide more pedestrian facilities to connect destinations throughout the community.                                                                                                  |
|             | <b>GOAL:</b> Protect and enhance the <b>natural environment</b> and support energy conservation and management.                                                                       |
|             | Reduce the number of vehicle miles traveled (VMT) in the region.                                                                                                                      |
|             | Reduce on-road mobile source emissions.                                                                                                                                               |
|             | Increase the percentage of commute trips made by bicycling or walking.                                                                                                                |
|             | Increase the percentage of commute trips made by transit.                                                                                                                             |
|             | Increase availability of alternative fueling and electric charging stations.                                                                                                          |

We developed multiple objectives for each goal:

|                     |                                                                                                                                                                                       |
|---------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| RELIABILITY         | <b>GOAL:</b> Improve the <b>reliability</b> of the transportation system and promote efficient system management and operations.                                                      |
|                     | Maintain a high degree of reliability on priority commuter routes.                                                                                                                    |
|                     | Improve transit on-time performance.                                                                                                                                                  |
|                     | Improve utilization of transit vehicles.                                                                                                                                              |
| SYSTEM PRESERVATION | Increase the use of park-and-ride lots.                                                                                                                                               |
|                     | Implement Travel Demand Management (TDM) strategies.                                                                                                                                  |
|                     | <b>GOAL:</b> Strategically <b>preserve</b> our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments. |
|                     | Preserve and maintain pavement.                                                                                                                                                       |
|                     | Preserve and maintain bridges.                                                                                                                                                        |
|                     | Preserve and maintain ancillary transportation structures.                                                                                                                            |
|                     | Preserve and maintain off-road trail systems.                                                                                                                                         |
|                     | Preserve and maintain pedestrian facilities.                                                                                                                                          |
| EQUITY              | Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.                                                                             |
|                     | <b>GOAL:</b> Ensure that transportation system performance improvements are distributed <b>equitably</b> .                                                                            |
|                     | Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).                                                |
|                     | Ensure that pavement conditions within priority target areas are at or above regional averages.                                                                                       |
|                     | Ensure that the quality of facilities for pedestrians and transit riders in priority target areas is as good as that in the rest of the MPA.                                          |



# Public feedback on goals and objectives

We asked the public to respond to the proposed goals and objectives through an online survey in December 2014/January 2015. 380 people responded, and many provided comments.

People generally supported the goals and objectives as written.

Some themes emerged from the comments:



**Ensure that our transportation system is safe, efficient, and reliable.**

"I think it is very important to provide well maintained highway infrastructure that meets the needs of all motor vehicle traffic to come to, pass through and/or leave this great city in an efficient, quick and safe manner."

"Keeping efficient access to and through Syracuse for people living outside the city."

"Syracuse must maintain the reputation of a '20 minute city' meaning you can get from anywhere in the region to anywhere else in 20 minutes or less."



**Expand and improve transit service, including more reliable service, improved bus stops, more routes, and consideration of new modes such as light rail.**

"Focus on making mass transit exceptionally convenient. Optimize transit to and from downtown to residential neighborhoods at regular and reliable intervals."

"Dependable, efficient mass transit options are essential, especially for suburban commuters."



**Provide more facilities for biking and walking.**

People expressed a need for more facilities, as well as better maintenance - including snow removal - for existing facilities.



**Find a solution for the aging I-81 viaduct.**

Opinions varied on the specific solution, but survey respondents overwhelmingly agreed that this project is "very significant" to the region.



# Measuring progress over time

Current federal legislation emphasizes “performance based planning,” which requires a more rigorous examination of the impacts of our transportation investments over time.

We will define performance measures and targets for each objective and track our progress towards achieving those targets.

Three examples are shown below:

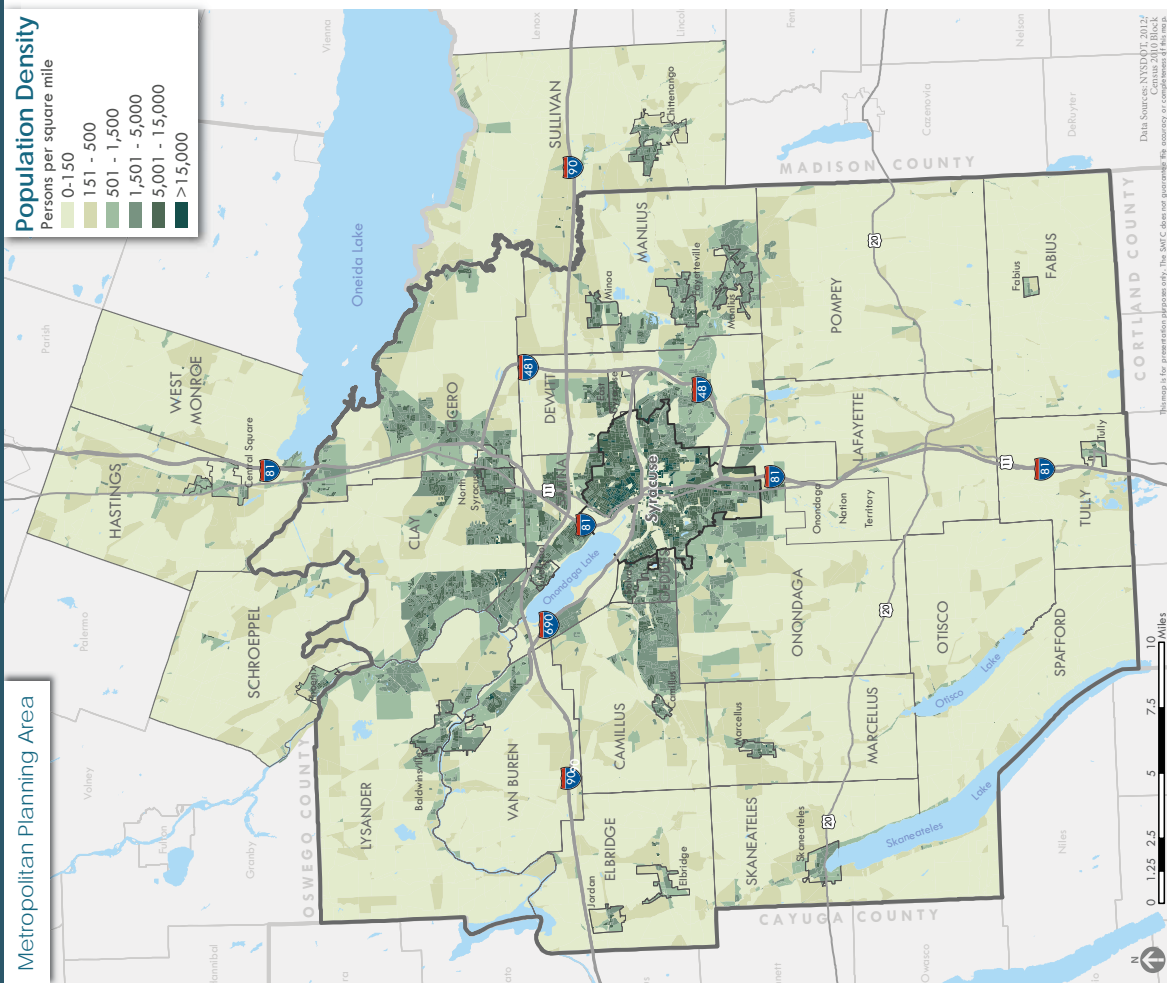
|                                                                                                            | Example 1: SAFETY                                                           | Example 2: SYSTEM PRESERVATION                                                                                                                                    | Example 3: FREIGHT                                                                                        |
|------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>GOAL</b><br>A category we want to improve, maintain, or enhance.                                        | Increase the safety, security, and resiliency of the transportation system. | Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments. | Support efficient freight movement within our region.                                                     |
| <b>OBJECTIVE</b><br>A measurable outcome to help us achieve this goal.                                     | Reduce serious injuries from vehicle crashes.                               | Preserve and maintain bridges.                                                                                                                                    | Maintain adequate infrastructure conditions on freight routes.                                            |
| <b>PERFORMANCE MEASURE</b><br>Measurement used to track progress.                                          | Number of serious injuries from vehicle crashes in our MPA.                 | Percentage of National Highway System (NHS) bridges in “good” condition.                                                                                          | Percentage of priority freight route pavements on the Interstate system in “good” condition.              |
| <b>PLANNING TARGET</b><br>The specific number or direction of movement we want to achieve for the measure. | Reduce the number of serious injuries from vehicle crashes.                 | Increase the percentage of NHS bridges in “good” condition.                                                                                                       | Increase the percentage of priority freight route pavements on the Interstate system in “good” condition. |



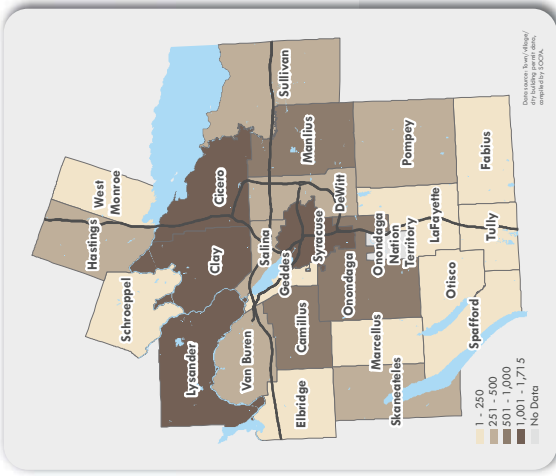


# Where We Live

Metropolitan Planning Area

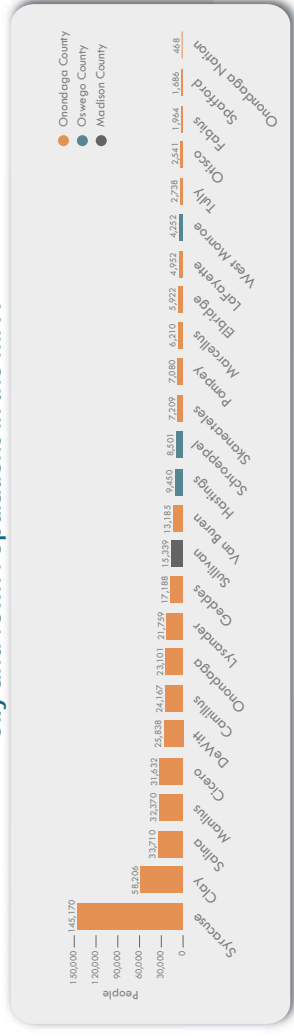


New residential units created 2000-2010



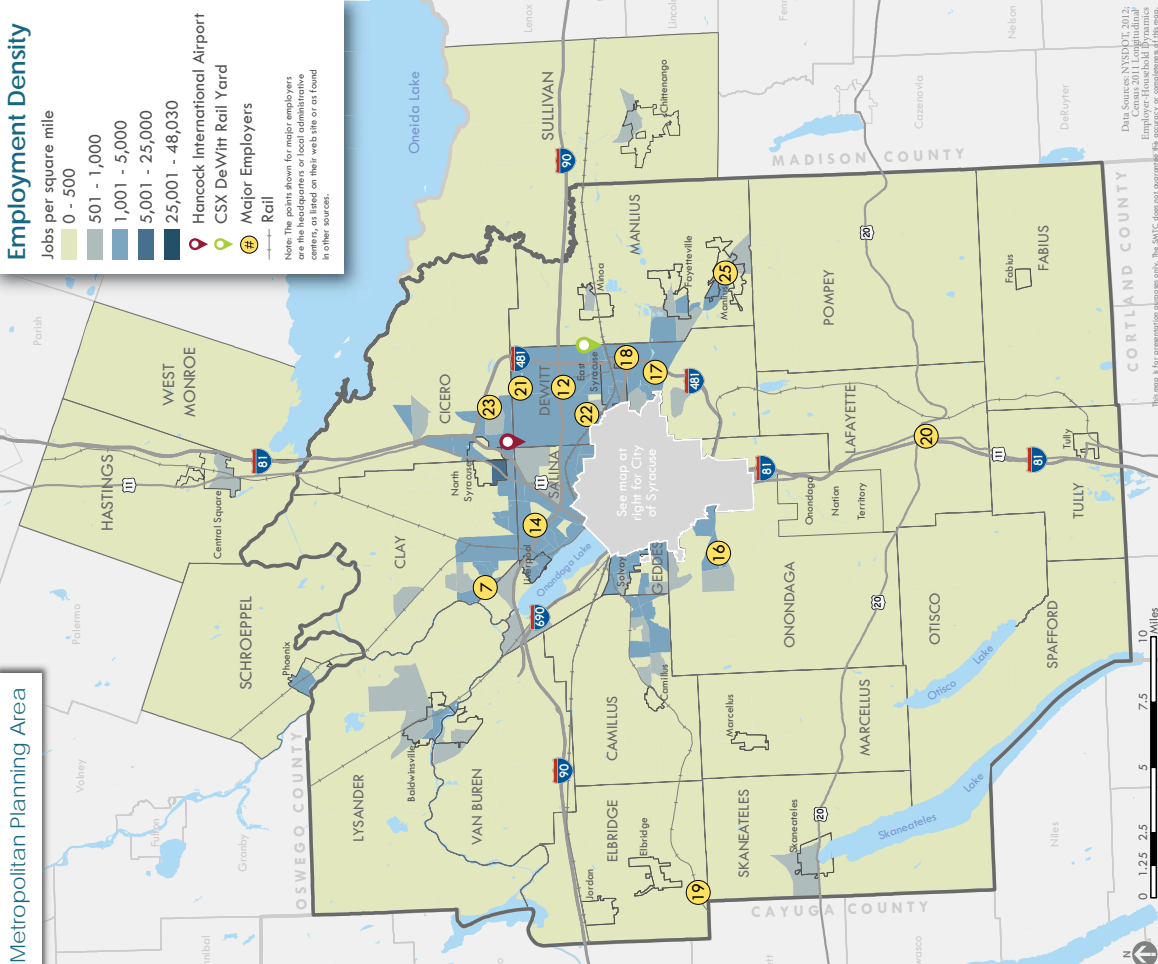
- Population is concentrated within the City of Syracuse and towns immediately adjacent to the City.
- The northern and eastern portions of the region are generally more densely populated than the southern and western portions, with pockets of density in the villages throughout the region.
- The highest population density is found on the northside of the City of Syracuse.
- Between 2000 and 2010, the towns located along the northern edge of Onondaga County (Lysander, Clay, and Cicero) and the City of Syracuse added the greatest number of new residential units.

City and Town Populations in the MPA

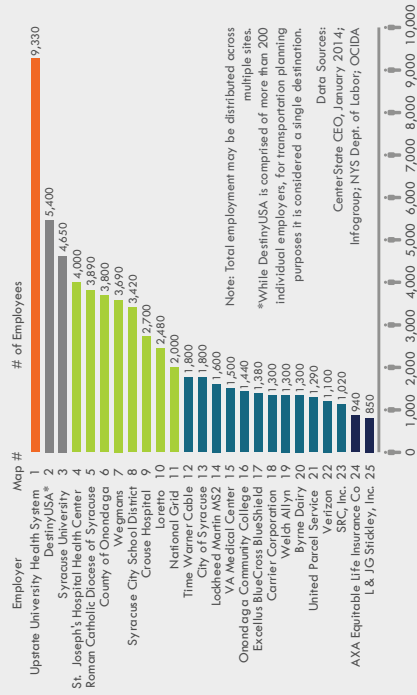


# Where We Work

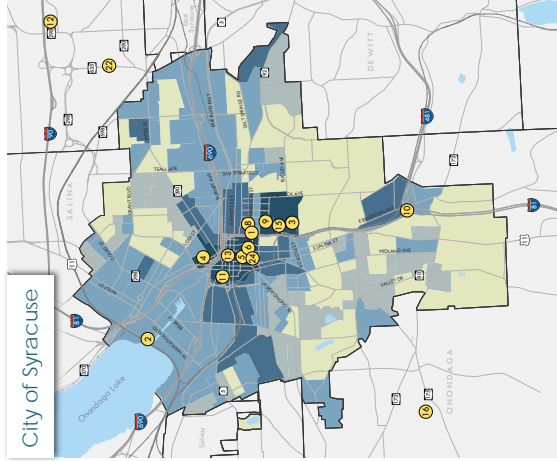
## Metropolitan Planning Area



## Major Employers



## City of Syracuse

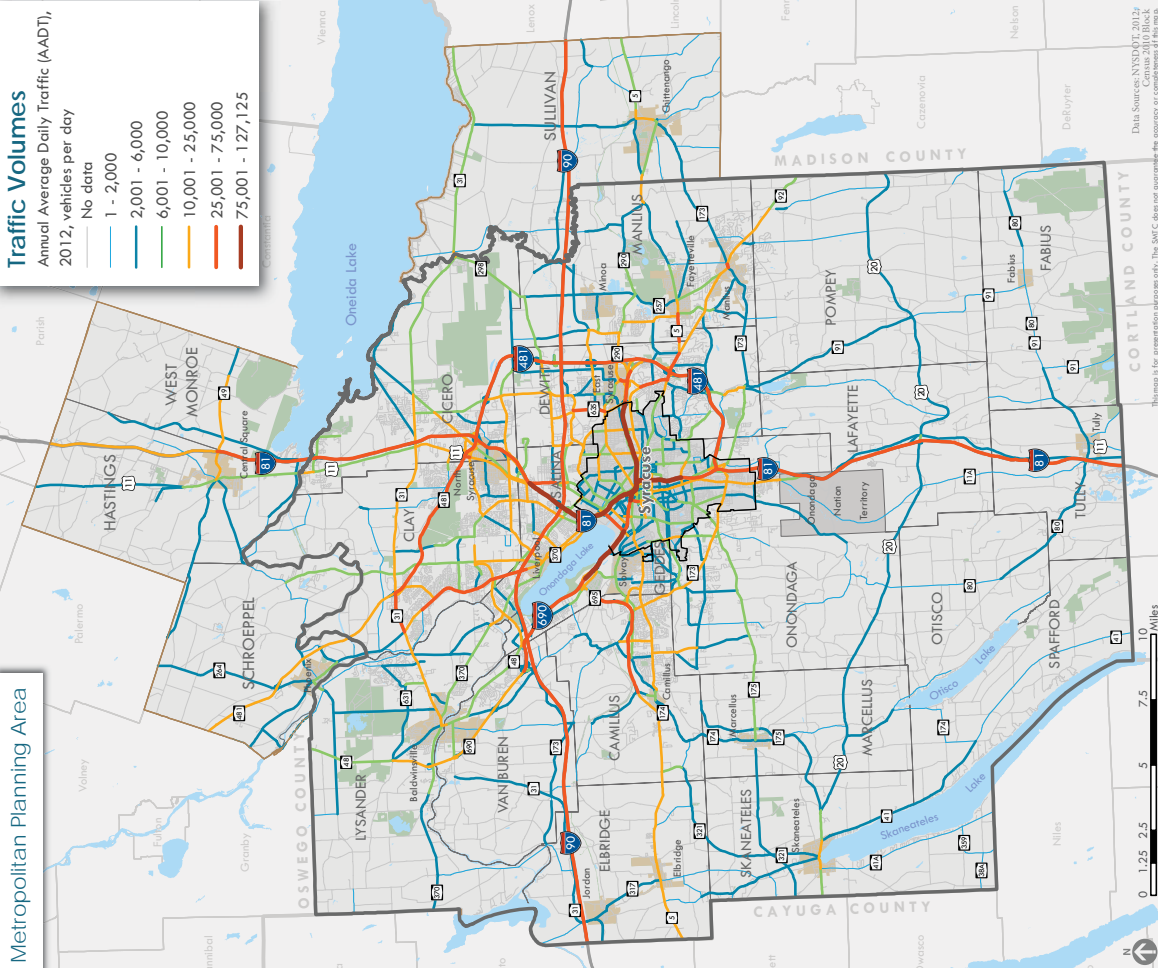


- Total regional employment is approximately 246,400, with 82% of that total located in the City of Syracuse and the five largest towns (DeWitt, Clay, Salina, Cicero, and Manlius).
- Four of the region's ten largest employers are located on University Hill. However, most (57%) of the jobs in the City of Syracuse are located outside of Downtown or University Hill at smaller employers.

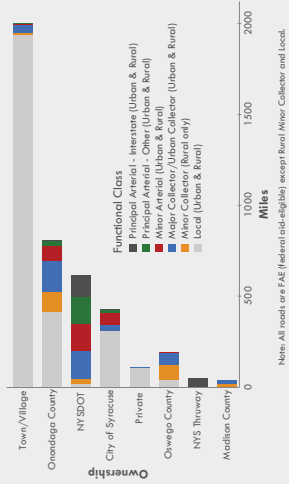


# Roads and Bridges

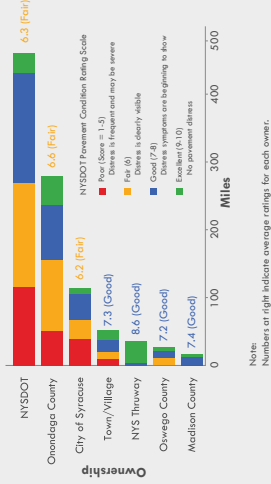
Metropolitan Planning Area



Roadway Mileage in the MPA by  
Ownership and Functional Class

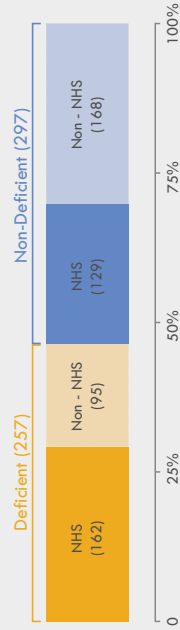


Roadway Mileage by Ownership and  
Pavement Condition Rating for all Federal  
Aid-Eligible (FAE) Roads (2013)



- The highest volume roads in our region, I-690 and I-81 in and around downtown Syracuse, carry on average 100,000 to 128,000 vehicles per day.
- All roads are assigned a Functional Class according to the type of service they are meant to provide. This determines eligibility for federal funding.
- Average pavement rating in 2013 was 6.5 (fair). 41% of funds in the 2014-2018 TIP are for pavement projects.
- 46% of bridges in the MPA are considered deficient. 39% of funds in the 2014-2018 TIP are for bridge projects.

Deficient and Non-Deficient Bridges in the MPA



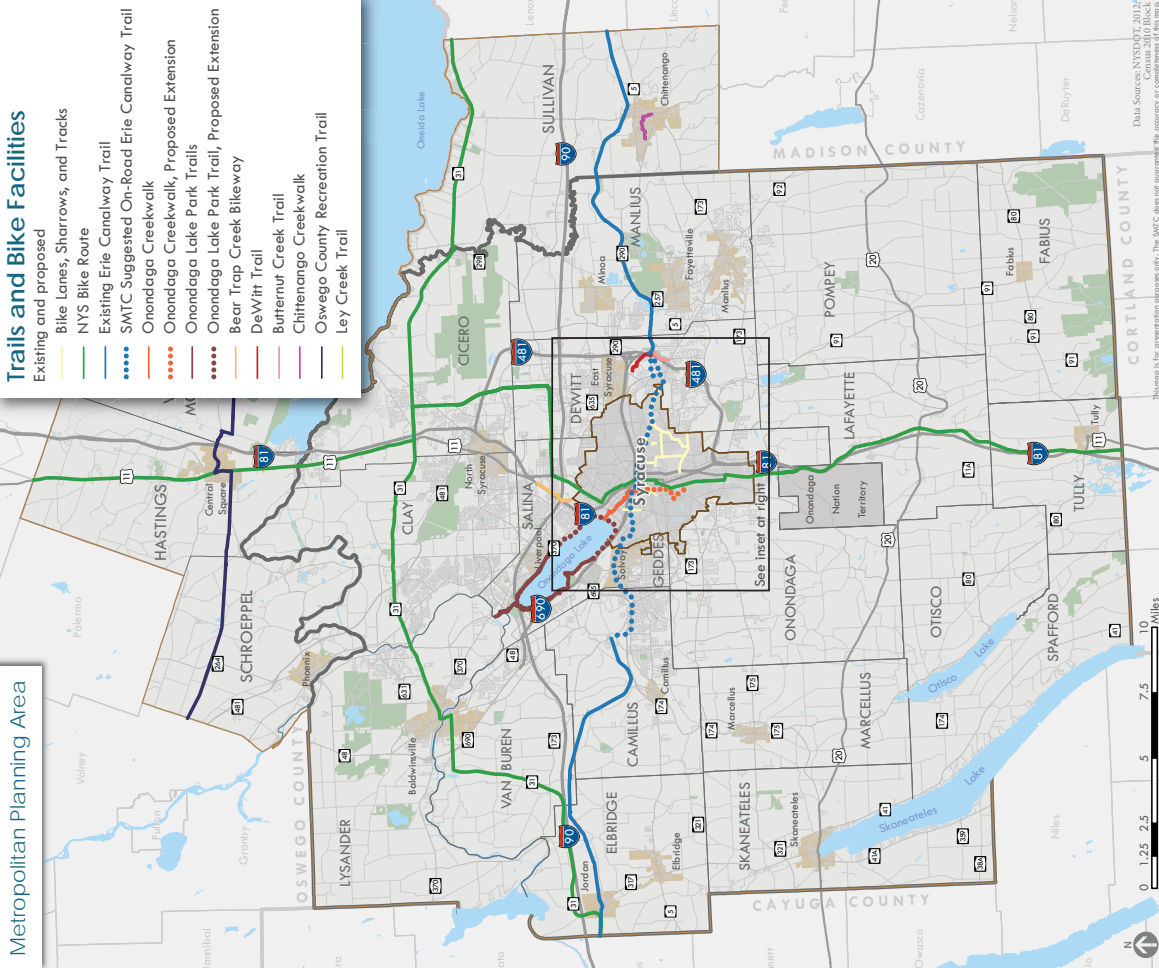
Notes:  
1. NHS = National Highway System  
2. Deficient bridges are those that have a condition rating less than 5.0, and are candidates for rehabilitation work, replacement, or perhaps closure.



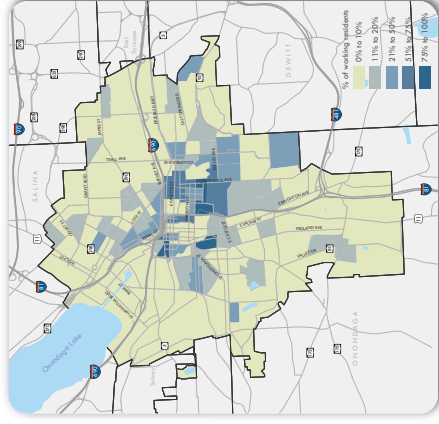


# Bikes and Pedestrians

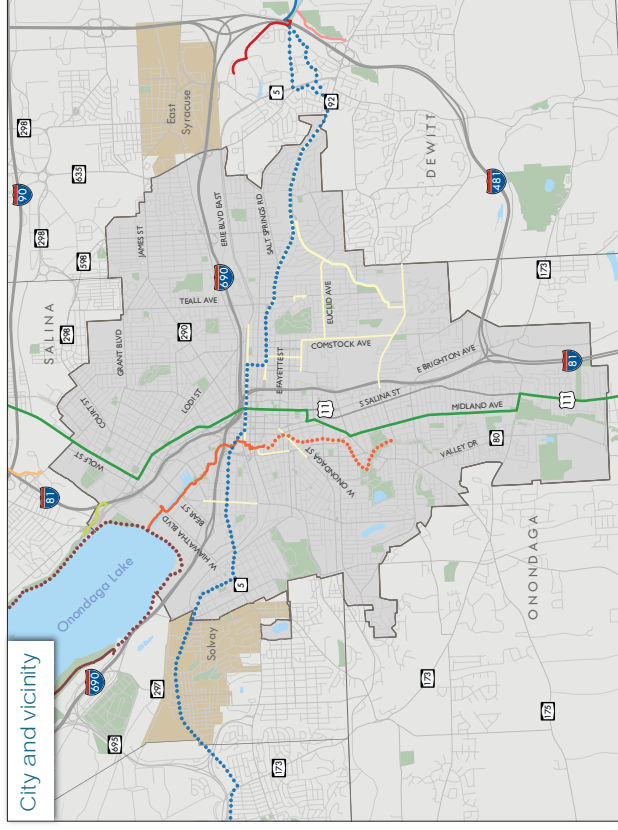
Metropolitan Planning Area



Workers Who Bike or Walk to Work

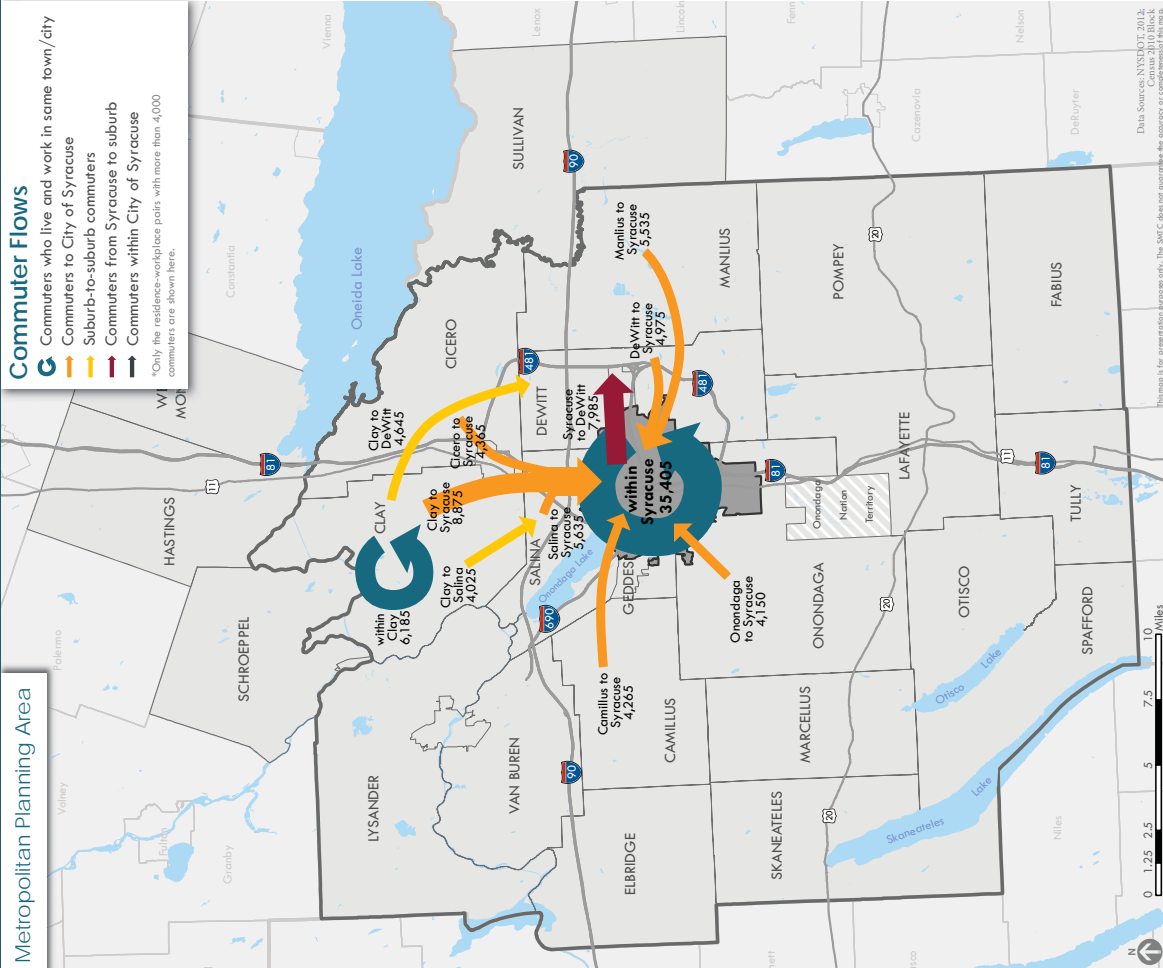


- Bicycle and pedestrian projects have received around 6% of federal transportation funds in recent years.
- Bicycle facilities within the MPA are primarily found within the City of Syracuse in the form of bike lanes, shared lane markings, and cycle tracks; and in various towns, in the form of shared roads and wide shoulders.
- 12% of City of Syracuse residents walk or bike to work; in the remainder of the MPA, only 2% of residents walk or bike to work.



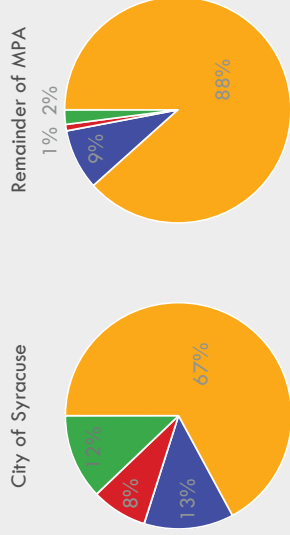
# Commuting

## Metropolitan Planning Area



## Means of Transportation to Work

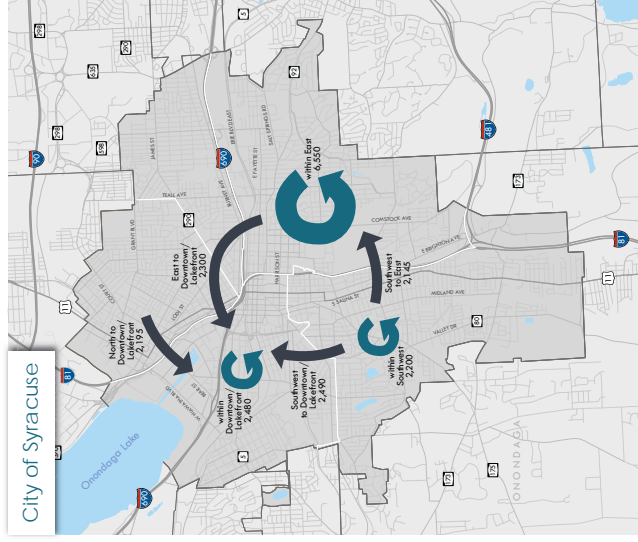
- Drove Alone
- Carpooled
- Public Transportation
- Walk or Bike



Notes:

- The data in these maps and charts are based on residence, not workplace.
- Carpooling is defined as an instance when an ACS survey respondent indicated that including him or herself, at least one other person rode to work in the same car, truck, or van the previous week. It is unknown whether all of the people in the car, truck, or van are going to work or are on a school trip.
- The category 'other' includes those who commuted from home to work by motorcycle, taxi, or the Census's 'other' category; combined, these make up 3.5% of the MPA's workers.

## City of Syracuse



- The most substantial commuter flow within the region is within the City of Syracuse, with 35,000 commuters who both live and work in the city.
- A total of nearly 19,000 people live in the towns of Clay, Cicero, and Salina and work in the city, making this the second largest concentration of commuters in the region.
- Nearly nine out of ten commuters who live in suburban and rural towns drive alone to work; in the City of Syracuse slightly less than 70 percent of commuters drive alone.



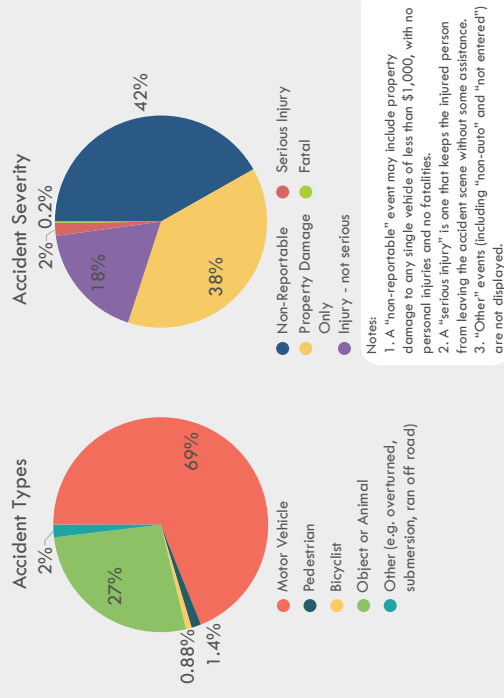




# Safety

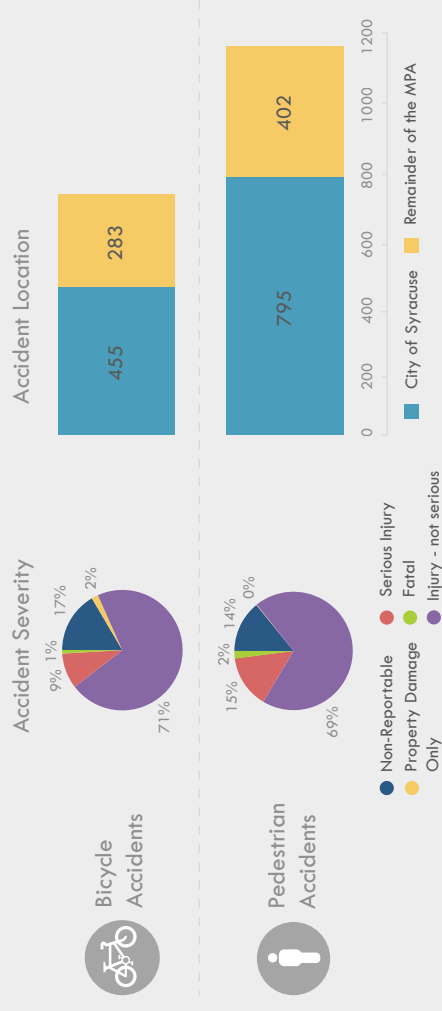
- Accident rates tend to be higher in the urban area than in the rural areas.
- The vast majority of accidents involved multiple motor vehicles, or a motor vehicle and an object or animal.
- Less than 1% of accidents resulted in fatalities, and approximately 20% of accidents resulted in personal injuries.

## All Accidents



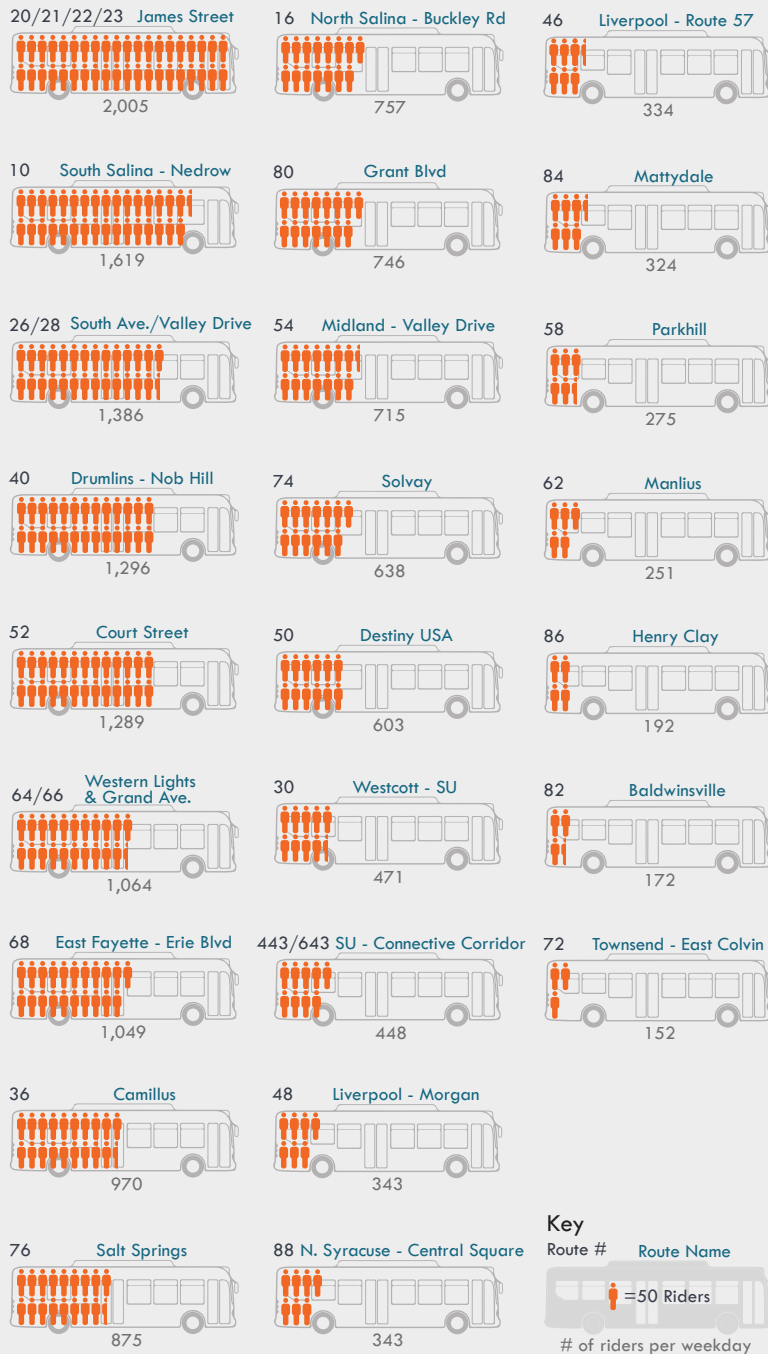
- From 2009 to 2013, 1.43% of accidents in the MPA involved pedestrians, and less than 1% involved bicyclists.
- The majority of bicycle and pedestrian accidents occurred in the City of Syracuse.
- There are higher percentages of serious injuries and fatalities associated with bicycle and pedestrian accidents than all accident types together.

## Bicycle and Pedestrian Accidents



# Transit

## Average Weekday Ridership by Centro Route (2013)



- Over 18,000 people ride the primary Centro bus routes on an average weekday in the Syracuse area.
- All Centro routes in the region run to and from the Centro Transit Hub in Downtown Syracuse.
- Weekday bus ridership is highest on the routes that serve City of Syracuse neighborhoods and adjacent suburbs; the James Street corridor has the highest daily bus ridership.



The Centro Transit Hub at Salina St. and Adams St. in downtown Syracuse opened in 2012.



# L RTP financial analysis

The L RTP must be 'fiscally-constrained.' This means that we must show that we expect to be able to fund all of the projects that are included in our future plan.

## 1 REVENUES

Based on existing federal transportation fund sources and the assumption of modest increases in fund allocations over time, we estimate **total revenue from federal aid and local contributions between 2016 and 2030 of about \$1.0 billion.**

## 2 COSTS

Our member agencies provided lists of future projects that they would like to complete by 2030 to address capacity or accessibility concerns, in addition to maintenance needs on the current transportation system, and provided cost estimates for these projects. These **project costs total about \$1.15 billion.**

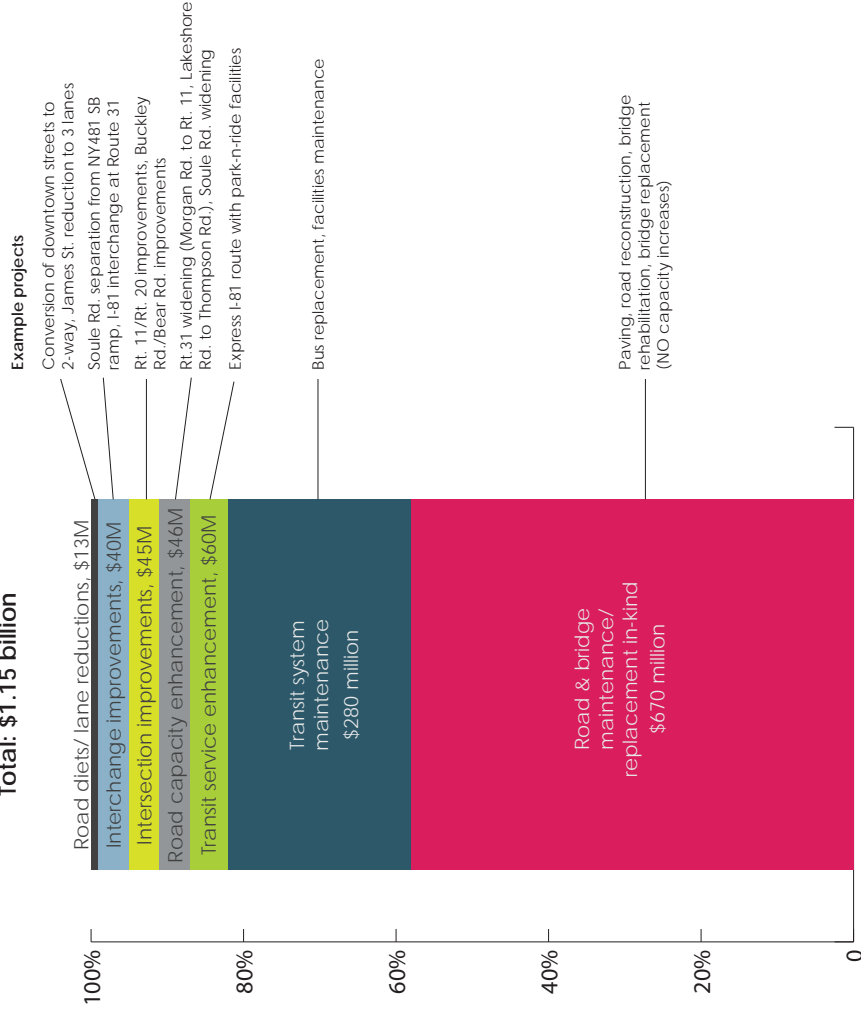
- Costs shown for maintenance are based on what we have spent over the last few years, projected out over the next couple of decades.
- But we know that the condition of our system (roads, bridges, and transit) has been declining faster than we can fix it, so additional money will be needed to stop further decline and bring the majority of the system into good condition.
- We estimate that **an additional \$2 billion would be necessary to bring a substantial portion of our roads and bridges into good condition over the next 15 years (by 2030).**

From this analysis, we do not expect substantial funding to be available for additional projects in our plan.

To determine whether our plan is 'fiscally-constrained,' we have to develop two numbers: an estimate of future revenues and an estimate of future costs.

Anticipated future project costs, 2016-2030

Total: \$1.15 billion



### What about I-81?

Whatever solution is chosen, we know that I-81 will require a huge investment in the coming decades. Our financial plan assumes that the I-81 project will be financed with 'non-traditional' funds, meaning those funds will be in addition to our 'traditional' allotment of federal funding and that money will be allocated specifically for I-81. The revenues and costs shown here do not include I-81.

### What about bus rapid transit or light rail?

SMTC is just getting started on the Syracuse Metropolitan Area Regional Transit (SMART) Study. This will build on the transit work done as part of the I-81 Corridor Study, which identified two corridors with high potential for 'enhanced transit service'. Syracuse University-downtown-Destiny and James Street-South Avenue. The goal of the SMART study is to recommend a mode (bus rapid transit (BRT) or light rail transit (LRT)) and specific route within each corridor. Implementation of a BRT or LRT system would require 'non-traditional' funding, potentially through a competitive fund source from the Federal Transit Administration. This funding would be in addition to what is shown here.



# Suggestions for additional projects

Based on recent levels of funding, we do not anticipate a substantial amount of money to be available for additional projects in our plan. But we know there are other projects that the community would like to see happen.

If transportation funding increases in the future, what additional projects should we prioritize? Our member agencies provided some suggestions, listed below. Tell us which projects you support, or suggest other ideas.

We have heard from the community through previous work that the following three projects are priorities:

- **The I-81 Viaduct Project:** advance a solution that addresses the transportation needs identified in the I-81 Corridor Study (July 2013) and supports the goals of the LRTP.
- **Enhanced transit system:** progress the Syracuse Metropolitan Area Regional Transit Study to identify a preferred alternative that supports the LRTP goals
- **Expanded regional trail network:** progress projects identified in existing plans

Some projects that are discussed in our community have been examined in the past. Previous planning studies recommended that these projects NOT move forward, generally because the costs substantially outweighed the benefits or the project did not support the objectives of the LRTP. These projects include:

- Completion of I-481 west of Syracuse (the 'Western Bypass')
- New I-81 interchange between Route 31 and Brewerton
- Extension of the Baldwinsville Bypass (Route 631) to Route 48
- Extension or relocation of Route 290 in DeWitt and Manlius

## POTENTIAL FUTURE PROJECT

## YOUR FEEDBACK

(Place a sticker in the box for projects you'd like to see included in the plan, dependent on future availability of funds.)

|                                                                            |  |
|----------------------------------------------------------------------------|--|
| Increased maintenance work to bring pavement and bridges to good condition |  |
| New exit from I-481 to Syracuse University                                 |  |
| Completion of the Route 481 exit at Caughdenoy Road (Clay)                 |  |
| Improvements to the I-81/I-90 interchange                                  |  |
| Development of an Intermodal Freight Center in DeWitt                      |  |
| Build-out of Complete Streets within the Syracuse Lakefront                |  |
| New railroad bridge over Park Street                                       |  |
| Flood control on Route 298 through "Rattlesnake Gulch" (Cicero)            |  |
| New sidewalk construction                                                  |  |
| Completion of the Erie Canalway Trail                                      |  |
| On-road bicycle infrastructure                                             |  |
| Removal of Thruway tolls within the Syracuse region                        |  |
| Transit-oriented development near the Regional Transit Center              |  |
|                                                                            |  |
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|                                                                            |  |

Can't make the meeting in-person?  
Please send us an email at [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org) to respond to this question.



# Staying involved

Are there additional transportation issues you want us to be aware of, or opportunities you want our plan to consider?

Send us an email:  
[contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)

OR

Use our online, map-based commenting form!

Scan the QR code  
or go to  
<http://tinyurl.com/lrtp2050>



Stay informed about the LRTP process!

 Check our website for updates or to join our mailing list: [www.smtcmpo.org](http://www.smtcmpo.org)

 Follow us on Facebook at Syracuse Metropolitan Transportation Council.

Contact us anytime:



422-5716



[contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)



126 N. Salina St., Suite 100,  
Syracuse, NY 13202

**THANK YOU FOR YOUR PARTICIPATION!**

The LRTP will be complete by October 2015.





# SMTC 2050 Long Range Transportation Plan

Appendix

D:

MOVES results for SMTC model



# MEMO

**TO:** SMTC MPO  
**FROM:** RSG  
**CC:**  
**DATE:** June 15, 2015  
**SUBJECT:** MOVES results for SMTC model runs

RSG used MOVES2014 to estimate emissions inventories the SMTC travel demand model. RSG ran MOVES once for each of three scenarios: 2014, 2050 no build, and 2050 build.

Table 1 presents the 2014 and 2050 socio-economic (SE) data that were used as inputs for VHT and VMT calculations needed to run MOVES.

**TABLE 1: HOUSEHOLDS AND EMPLOYMENT BY MUNICIPALITY IN 2014 AND 2050**

|            |                 | Households* |         |        |          | Employment |         |        |          |
|------------|-----------------|-------------|---------|--------|----------|------------|---------|--------|----------|
|            |                 | 2014        | 2050    | Change | % Change | 2014       | 2050    | Change | % Change |
| Town /City | Camillus        | 9,918       | 10,988  | 1,070  | 11%      | 7,542      | 8,729   | 1,187  | 16%      |
|            | Cicero          | 12,348      | 13,566  | 1,218  | 10%      | 12,671     | 14,149  | 1,478  | 12%      |
|            | Clay            | 23,387      | 26,317  | 2,930  | 13%      | 23,494     | 26,584  | 3,090  | 13%      |
|            | Dewitt          | 11,690      | 12,039  | 349    | 3%       | 43,085     | 48,326  | 5,241  | 12%      |
|            | Elbridge        | 2,354       | 2,497   | 143    | 6%       | 2,704      | 3,594   | 890    | 33%      |
|            | Fabius          | 728         | 778     | 50     | 7%       | 438        | 453     | 15     | 3%       |
|            | Geddes          | 7,485       | 7,467   | -18    | 0%       | 7,238      | 8,110   | 872    | 12%      |
|            | Granby          | 44          | 47      | 3      | 7%       | 9          | 10      | 1      | 11%      |
|            | Hastings        | 3,883       | 4,253   | 370    | 10%      | 2,232      | 2,543   | 311    | 14%      |
|            | Lafayette       | 2,000       | 2,240   | 240    | 12%      | 1228       | 1248    | 20     | 2%       |
|            | Lysander        | 8,551       | 10,472  | 1,921  | 22%      | 5,918      | 8,198   | 2280   | 39%      |
|            | Manlius         | 13,442      | 14,642  | 1,200  | 9%       | 10,390     | 11,096  | 706    | 7%       |
|            | Marcellus       | 2,474       | 2,835   | 361    | 15%      | 1,743      | 1,867   | 124    | 7%       |
|            | Onondaga        | 9,230       | 10,527  | 1,297  | 14%      | 7,399      | 8,212   | 813    | 11%      |
|            | Onondaga Nation | 306         | 306     | 0      | 0%       | 129        | 129     | 0      | 0%       |
|            | Otisco          | 963         | 1,013   | 50     | 5%       | 315        | 322     | 7      | 2%       |
|            | Pompey          | 2,527       | 2,831   | 304    | 12%      | 703        | 733     | 30     | 4%       |
|            | Salina          | 15,179      | 15,346  | 167    | 1%       | 21,105     | 22,385  | 1,280  | 6%       |
|            | Schroeppel      | 3,351       | 3,570   | 219    | 7%       | 1661       | 1773    | 112    | 7%       |
|            | Skaneateles     | 2,946       | 3,128   | 182    | 6%       | 3,982      | 4,481   | 499    | 13%      |
|            | Spafford        | 669         | 738     | 69     | 10%      | 192        | 199     | 7      | 4%       |
|            | Sullivan        | 6,160       | 6,713   | 553    | 9%       | 2823       | 3330    | 507    | 18%      |
|            | Syracuse        | 69,486      | 71,622  | 2,136  | 3%       | 100,807    | 114,802 | 13,995 | 14%      |
|            | Tully           | 1,073       | 1,173   | 100    | 9%       | 904        | 1,015   | 111    | 12%      |
|            | Van Buren       | 5,812       | 6,498   | 686    | 12%      | 3,682      | 4,210   | 528    | 14%      |
|            | West Monroe     | 1,425       | 1,516   | 91     | 6%       | 439        | 480     | 41     | 9%       |
| County     | Onondaga        | 202,568     | 217,023 | 14,455 | 7%       | 255,669    | 288,842 | 33,173 | 13%      |
|            | Madison         | 6,160       | 6,713   | 553    | 9%       | 2,823      | 3,330   | 507    | 18%      |
|            | Oswego          | 8,703       | 9,386   | 683    | 8%       | 4,341      | 4,806   | 465    | 11%      |
| Total      |                 | 217,431     | 233,122 | 15,691 | 7%       | 262,833    | 296,978 | 34,145 | 13%      |

\*Household numbers include group quarters residents, with one group quarters resident equivalent to one household

The 2050 no build scenario was run using the base year network (2014) and future year (2050) SE data. Several changes were made to the network in order to prepare the 2050 build network and are listed in Table 2 below along with the year in which the projects are expected to be completed.

**TABLE 2: FUTURE YEAR NETWORK PROJECTS**

| PROJECT                                                                               | PROJECT YEAR |
|---------------------------------------------------------------------------------------|--------------|
| Onondaga Lake Parkway speed reduction                                                 | 2020         |
| Old Liverpool Rd/Electronics Pkwy Safety Project                                      | 2020         |
| James, Salina, Seneca Turnpike, E. Genesee and South Ave, traffic signal improvements | 2020         |
| Geddes, W. Genesee, Lodi, and North Salina Street Traffic Signal Improvements         | 2020         |
| Third lane of Frontage Road                                                           | 2020         |
| Soule Road & Route 31/Route 481 interchange improvement                               | 2020         |
| Comstock Ave Lane Reduction                                                           | 2020         |
| Waverly Ave Lane Reduction                                                            | 2020         |
| Route 11/Route 20 intersection Improvements                                           | 2020         |
| Electronics Pkwy/Henry Clay Blvd Signal Improvements                                  | 2020         |
| Township 5 intersection improvements                                                  | 2020         |
| South Salina Street improvements                                                      | 2020         |
| Water street partial closure                                                          | 2020         |
| West Street lane reductions                                                           | 2020         |
| White Pines intersection and road improvements                                        | 2030         |
| James Street improvements                                                             | 2030         |
| Taylor Street partial closure                                                         | 2030         |
| Conversion of downtown streets to two-way operation                                   | 2030         |
| Roundabout at James / Shotwell / Grant                                                | 2030         |
| NY 31 widening                                                                        | 2030         |
| Routes 31/81 interchange improvements                                                 | 2030         |
| Seventh North/Buckley intersection upgrade                                            | 2030         |
| Buckley Rd/Bear Rd intersection expansion                                             | 2030         |

The MOVES inputs files were constructed using two data sources. The first data source was the files that were constructed by NYSDEC and provided by the NYSDOT Environmental Services Bureau.:

- 36067\_2011\_moves2014\_input.xlsx
- 36067im2015.csv

- 36067im2050.csv
- moves2014\_nylev.zip

The following input tables were based completely on the first three input files:

- tables copied with no changes
  - fuelFormulation
  - AVFT
  - zoneMonthHour
  - monthVMTFraction
  - dayVMTFraction
  - hourVMTFraction
  - hotellingActivityDistribution
- tables copied with no changes except for replacing the year ID with the scenario's year
  - sourceTypeAgeDistribution
  - fuelSupply
  - fuelUsageFraction
  - IM

The fourth input file was used as a custom emissions rates table which reflects the presence of low emission vehicles in the fleet.

The second data source was the outputs from the scenario runs of the TDM. The following MOVES input tables were modified or created based on the TDM outputs:

- tables copied with no changes in base year (2014) but with expanded numbers in future year (2050) (expansion accomplished by multiplying by ratio of 2050 total VMT to 2014 total VMT)
  - hotellingHours
  - sourceTypePopulation
- tables based on TDM model outputs
  - speed distribution (speed distribution varies by road type but is identical across source types and hours of day)
  - ramp fraction
  - road type distribution (distribution is identical across source types)
  - total vmt by hpms vehicle type (Total VMT is from TDM; distribution between HPMS vehicle types copied from original table)

The TDM outputs were for one typical weekday 24 hour period. To expand to an annual number, the TDM outputs were multiplied by 365. This likely overestimates the annual VMT since volumes are typically lower on weekends. However, the overall trends in terms of percentage differences between scenarios remain unaffected.

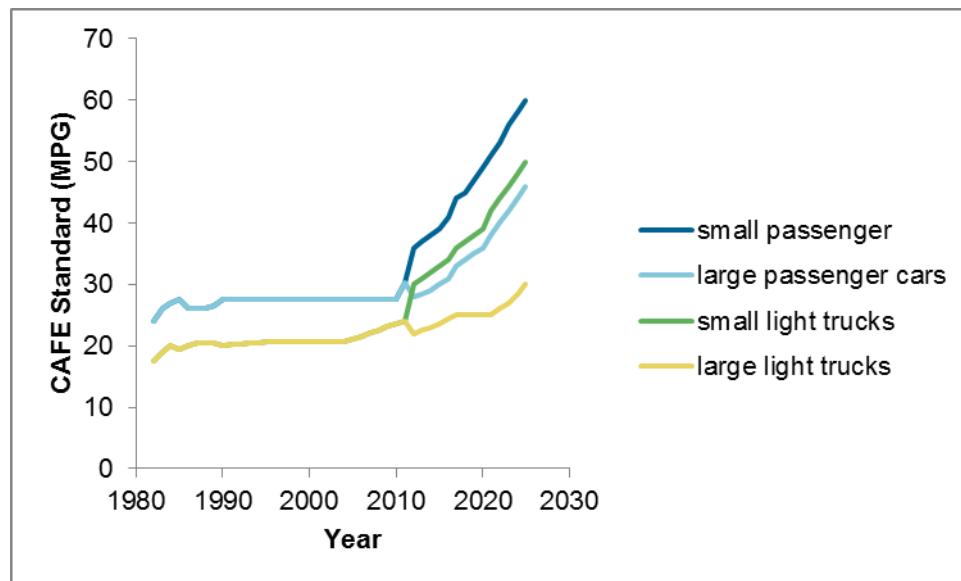
Table 3 presents the emissions inventory results. Total emissions are substantially lower in 2050 compared to 2014. The main driver behind this trend is that MOVES models increasing vehicle efficiencies in future years. The increasing vehicle efficiencies in MOVES are defined mainly by the federal CAFE standards, which started increasing rapidly for model year 2012 and newer vehicles

(Figure 1). For example, the standard in 2012 for small passenger vehicles was 36 mpg, and in 2025 the standard will be 60 mpg, which is an increase of nearly 70%. As older vehicles leave the fleet and are replaced by newer vehicles with the higher standards, the average fleet efficiency will increase dramatically, especially beyond the year 2025, as the standard for new cars has reached a maximum, and many pre-2012 cars have left the fleet. By the time the future year of 2050 is reached, almost the entire vehicle fleet will be comprised of vehicles that meet the 2025 standards.

**TABLE 3. MOVES EMISSIONS INVENTORY RESULTS**

| Pollutant Name                        | Total Annual Emissions |                        |                     |
|---------------------------------------|------------------------|------------------------|---------------------|
|                                       | Scenario 2014          | Scenario 2050 No Build | Scenario 2050 Build |
| <b>Total Gaseous Hydrocarbons</b>     | 1.30E+06               | 4.20E+05               | 4.15E+05            |
| <b>Carbon Monoxide (CO)</b>           | 2.11E+07               | 7.86E+06               | 7.94E+06            |
| <b>Oxides of Nitrogen (NOx)</b>       | 4.01E+06               | 8.76E+05               | 8.76E+05            |
| <b>Non-Methane Hydrocarbons</b>       | 1.21E+06               | 3.64E+05               | 3.60E+05            |
| <b>Volatile Organic Compounds</b>     | 1.26E+06               | 3.75E+05               | 3.70E+05            |
| <b>Atmospheric CO2</b>                | 2.45E+09               | 1.83E+09               | 1.79E+09            |
| <b>Total Energy Consumption</b>       | 3.39E+13               | 2.53E+13               | 2.48E+13            |
| <b>Petroleum Energy Consumption</b>   | 3.23E+13               | 2.42E+13               | 2.37E+13            |
| <b>Fossil Fuel Energy Consumption</b> | 3.23E+13               | 2.42E+13               | 2.37E+13            |
| <b>CO2 Equivalent</b>                 | 2.45E+09               | 1.83E+09               | 1.79E+09            |

Units are Kilograms or KiloJoules



**FIGURE 1. VEHICLE EFFICIENCY STANDARDS**

## SMTC 2050 Long Range Transportation Plan

Appendix

E.

August 2015 public meeting summary





## **2050 Long Range Transportation Plan**

### **Summary of Final (August 5, 2015) Public Meeting**

#### *Overview*

The Syracuse Metropolitan Transportation Council (SMTC) held the final public meeting for the 2050 Long Range Transportation Plan (LRTP) on Wednesday, August 5, 2015 in the Lower Level Conference Room at the SMTC offices from 4:30 p.m. until 7:00 p.m. SMTC staff presented an overview of the plan and its components at 5:00 p.m. and again at 6:00 p.m., each followed by a question and answer period.

#### *Meeting Attendance*

A total of 18 people attended the meeting, based on review of the sign-in sheets.

The most common ZIP codes provided at sign-in were 13202 (downtown area) with 4 people and 13210 (University Hill area) with 3 people. The 13104 ZIP code was represented by 2 meeting attendees. The remaining attendees that provided ZIP codes were scattered across the region.

#### *Meeting Notice*

Notice of the final public meeting was provided through various avenues starting in mid-July 2015. A flier (attached) announcing the final public meeting for the Draft 2050 LRTP was created and distributed to local, state, and federal elected officials; county libraries; Study Advisory Committee members; and the Centro Hub. An e-blast announcing the public meeting was sent to the SMTC e-mail list (approximately 350 recipients), the SMTC Bicycle/Pedestrian Community Interest Group, 40 Below, and other local listservs. The e-blast was then forwarded to additional individuals by various members of these groups. A press release and flier was also sent to the SMTC's typical media outlets (television, newspapers, radio). The SMTC also posted word of the upcoming meeting on the SMTC Facebook page and the SMTC LRTP website. The public meeting was announced on the SMTC LRTP website beginning in mid-July 2015. In addition, the public meeting information was included in the Legal Notice that the SMTC issued on August 4, 2015, announcing the 30-day public comment period for the draft plan.

#### *LRTP Website Traffic*

Between April and August 2015, visitor traffic to the SMTC LRTP website totaled 1,918 "hits." April 2015 saw 682 visitors to the website, likely due to the series of LRTP public meetings held during that month. July and August 2015 showed an increase in website traffic as well, likely related to the August 5 public meeting and announcement of the availability of the draft LRTP document.

#### ***SMTC LRTP Website Traffic***

| <b>Month</b> | <b># of "Hits"</b> |
|--------------|--------------------|
| Apr          | 682                |
| May          | 114                |
| Jun          | 190                |
| Jul          | 513                |
| Aug          | 419                |
| Total        | 1,918              |

### *Public Meeting Content and Feedback*

The final public meeting was set up to include information previously shared at the four April public meetings, as well as additional information about the draft LRTP. A series of boards were set up to engage the public in the lobby located just outside of the meeting room. Most of the display boards were the same as those used in the April 2015 meetings, with a few additions. The new boards for the August meeting are attached to this summary. Similar to the April meetings, the first section of the display included an area to sign-in, the SMTC display board, and copies of various SMTC publications, including the SMTC brochure which explains who and what the SMTC is, as well as a list of LRTP Frequently Asked Questions.

In addition to the display boards previously used for the April public meetings (LRTP purpose, goals and objectives, existing conditions, etc. – see April 2015 public meetings summary), the final public meeting also included boards that addressed: the current transportation system performance, future conditions assessment, and an updated financial analysis.

A Comment Station was provided at the public meeting, which included a form for receiving general comments about transportation in the SMTC planning area, as well as a take-away card with information on how to provide comments on the draft LRTP to the SMTC by September 3, 2015. Several copies of the draft 2050 LRTP were available at the meeting for attendees to review. Staff also noted that a copy of the draft was available for review at the Main Branch of the Onondaga County Public Library as well as on line via the SMTC LRTP website ([www. http://www.smtcmpo.org/LRTP2050/DraftLRTP2050.asp](http://www.smtcmpo.org/LRTP2050/DraftLRTP2050.asp)).

A PowerPoint presentation summarizing the draft LRTP document was given at 5:00 p.m. and again at 6:00 p.m., each followed by a question/answer period. The following questions and comments were discussed during the question/answer periods:

| <b>Comments and discussion following LRTP presentations at August 5 public meeting</b>             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Comment/Question</i></b>                                                                     | <b><i>Response/discussion</i></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| With VMT trending down nationally, why is our regional per capita VMT expected to continue rising? | Based on our discussions with local officials, the SMTC travel demand for the year 2050 includes a continuation of development into suburban areas of our region, which results in additional VMT. We will monitor the actual development trends over time and can reevaluate this scenario if necessary in future plan updates.                                                                                                                                                  |
| How does the plan account for autonomous vehicles?                                                 | It does not – there is not a way to account for this in our travel demand model.                                                                                                                                                                                                                                                                                                                                                                                                  |
| How will capital projects be chosen in the future?                                                 | Capital improvement projects are determined through the Transportation Improvement Program (TIP) process. TIP selection criteria will be modified to align with the LRTP goals and objectives. Projects still have to go through the full solicitation/evaluation process even if mentioned in the LRTP. Staff completes evaluations, and then the Capital Projects Committee (CPC) reviews and develops the TIP. There is also a public comment period specifically for the TIP. |
| Can you clarify the definition of “maintenance” as a capital expense?                              | In this case, maintenance means upkeep of the current system – for example, it would include a new layer of pavement as opposed to filling potholes.                                                                                                                                                                                                                                                                                                                              |

| <b>Comments and discussion following LRTP presentations at August 5 public meeting</b>                                                                                                                                                                                                          |                                                                                                                                                                                                                                                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Comment/Question</i></b>                                                                                                                                                                                                                                                                  | <b><i>Response/discussion</i></b>                                                                                                                                                                                                                            |
| Can this plan be used to demonstrate the need for additional transportation funds for the region?                                                                                                                                                                                               | Yes.                                                                                                                                                                                                                                                         |
| Does the plan account for the anticipated zoning changes in the city (i.e. TOD zones)? Was the City's Land Use Plan consulted?                                                                                                                                                                  | The SMTC reviewed the City Land Use Plan, but we do not call out specific locations for TOD in the LRTP. This could be incorporated into updates once the city finalizes its new zoning.                                                                     |
| More funds are needed to provide rides to work during off-peak hours for low-income workers. The amount needed to provide this service is minimal compared to the other project costs in this plan. How can some funds be diverted to providing additional transit service to address this gap? | The SMTC suggests that an appropriate entity submit a UPWP application to study this particular issue. There needs to be an entity willing to receive those funds and run the service.                                                                       |
| Does this plan propose any measures to reduce the urban heat island effect?                                                                                                                                                                                                                     | Yes, in the sense of incorporating green infrastructure where feasible.                                                                                                                                                                                      |
| Is the cost of maintenance related to our region's per capita highway mileage? Do we have more miles of highway to maintain relative to our tax base?                                                                                                                                           | It's got more to do with the increasing costs of materials and the fact that much of our infrastructure was built roughly 50 years ago and will need major rehabilitation in the near future.                                                                |
| How does the LRTP encourage complete streets?                                                                                                                                                                                                                                                   | The LRTP spells out a set of criteria for project selection and complete streets elements are part of the criteria. Also, the NYS's Complete Streets law requires that bike, pedestrian and transit infrastructure be included or, at a minimum, considered. |

Staff also had discussions with individuals before and after the presentations, including the following topics:

- A question of whether the LRTP had taken into account the proposal to allow "twin 33s" on New York roads. (See this article: <http://bit.ly/1IKhHGK>). Staff discussed the pros and potential cons of this change and what the implications are for roadway maintenance.
- Some attendees asked how the 2050 LRTP's goals, objectives, performance measures, etc. could help with the I-81 alternative selection process. One attendee was very interested in the planning principles SMTC identified and also wanted to know how those would be applied to help select future capital projects (including I-81). This attendee pointed out that the principles really speak to quality of life issues as reflected in the many plans reviewed by SMTC, and hopes that equal weight will somehow be afforded to the principles as well.

### *Summary*

The majority of the comments received during the final public meeting focused on maintaining existing transportation infrastructure, with several questions related to how future projects will be determined and/or paid for. Transit and I-81 were other significant topics discussed during the final public meeting.

# What will our transportation system look like in 10 years? In 35 years?

## Come share your thoughts at the final **LONG RANGE TRANSPORTATION PLAN PUBLIC MEETING**

**Wednesday, August 5, 2015**

**4:30 p.m. - 7:00 p.m. (Presentations at 5:00 p.m. and 6:00 p.m.)**

Syracuse Metropolitan Transportation Council

Lower level conference room

126 North Salina Street, Syracuse

SMTC staff will present an overview of the plan at 5:00 p.m. and again at 6:00 p.m. The draft plan and other materials will be available for review between 4:30 and 7:00 p.m., and staff will be available to answer questions.

### **What is a Long Range Transportation Plan?**

The Syracuse Metropolitan Transportation Council (SMTC) has created an entirely new draft 2050 Long Range Transportation Plan. The final plan will serve as a blueprint that guides the Syracuse Metropolitan Planning Area's transportation development over a 35-year period. Preparing for the Greater Syracuse Metropolitan Area's transportation future involves careful planning. How does transportation affect our air quality? What is the condition of our roads and bridges? What kinds of facilities and services are needed to support planned growth or improve the safety of our transportation system? These are just some of the questions addressed by the draft 2050 Long-Range Transportation Plan (LRTP).

At this final LRTP public meeting, we will review the draft 2050 LRTP document and share the long-term transportation vision developed for the area based on public feedback. Come learn about the plan and share your thoughts with us!

### **For more information or to request accommodations:**

The meeting site is accessible to people with disabilities. For more information about the LRTP process or to request special accommodations for a meeting, please contact Meghan Vitale, SMTC Principal Planner, at (315) 422-5716 or [mvitale@smtcmpo.org](mailto:mvitale@smtcmpo.org).

### **Can't make the meeting in person?**

Meeting materials will be available online at **[www.smtcmpo.org/LRTP2050](http://www.smtcmpo.org/LRTP2050)** from August 4 until September 3. Public comments may be submitted through September 3 (online, via e-mail to [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org), or mailed to the address below).



**SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL**

126 North Salina Street, Suite 100, Syracuse, NY 13202

Phone (315) 422-5716 Fax (315) 422-7753 [www.smtcmpo.org](http://www.smtcmpo.org)



July 22, 2015

**FOR IMMEDIATE RELEASE**

Contact: Patricia Wortley  
(315) 422-5716  
[pwortley@smtcmpo.org](mailto:pwortley@smtcmpo.org)

## **SMTC Schedules Final Long Range Transportation Plan Public Meeting**

SYRACUSE, N.Y. -- The Syracuse Metropolitan Transportation Council (SMTC) has created an entirely new draft **2050 Long Range Transportation Plan** (LRTP). The final plan will serve as a blueprint that guides the Syracuse Metropolitan Planning Area's transportation development over a 35-year period. Preparing for the Greater Syracuse Metropolitan Area's transportation future involves careful planning. How does transportation affect our air quality? What is the condition of our roads and bridges? What kinds of facilities and services are needed to support planned growth or improve the safety of our transportation system? These are just some of the questions addressed by the draft **2050 Long Range Transportation Plan**.

The SMTC has announced the final public meeting for the Syracuse Metropolitan Area's **Long Range Transportation Plan (LRTP)**:

**Wednesday, August 5, 2015**

**Syracuse Metropolitan Transportation Council,**

126 North Salina Street, Syracuse.

4:30 – 7:00 p.m.

-- more --

SMTC staff will present an overview of the draft plan at 5:00 p.m. and again at 6:00 p.m. The draft plan and other materials will be available for review between 4:30 and 7:00 p.m., and staff will be available to answer questions. Information on the final **LRTP Public Meeting** can be viewed on the SMTC web site at <http://www.smtcmpo.org/LRTP2050/>.

The meeting site is accessible. For special accommodations or further information, please contact Meghan Vitale, Principal Transportation Planner, at 315-422-5716 or via e-mail at [mvitale@smtcmpo.org](mailto:mvitale@smtcmpo.org).

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The Syracuse Metropolitan Transportation Council was formed in 1966 as a result of the Federal Aid Highway Act of 1962 and Urban Mass Transportation Act of 1964. Serving as the Metropolitan Planning Organization (MPO) for the Syracuse Metropolitan Area, the SMTC provides the forum for cooperative decision-making in developing transportation plans and programs for Onondaga County as well the Town of Sullivan in Madison County, and the Towns of Hastings, Schroepfel, West Monroe and a small portion of Granby in Oswego County. Its committees are comprised of elected and appointed officials, representing local, State and Federal governments or agencies (e.g., CNY Regional Transportation Authority, CNY Regional Planning and Development Board, City of Syracuse, Onondaga County, New York State Department of Transportation, etc.) having interest in or responsibility for transportation planning and programming.

# # #

# Current transportation system performance

Goal	Objective	Performance Measure	2015 Condition	Source
Support efficient <b>freight movement</b> .	Maintain adequate infrastructure conditions on primary freight corridors	Percent of primary freight corridor mileage with pavement in "good" and "poor" condition	Good 46.4% Poor 12.3%	BPCMS
	Maintain a high degree of reliability on primary freight corridors	Percent mileage with Travel Time Index (TTI) < 1.5	90.3% (AM); 87.5% (PM)	CMP
	Reduce congestion	Percent of priority freight network with V/C ratio < 0.9	98.9% (AM); 99.0% (PM)	CMP
Increase the <b>safety, security, and resiliency</b> of the transportation system.		Number of fatalities	202 fatalities (Jan. 2009-Dec. 2013)	ALIS
	Reduce serious injuries and fatalities	Rate of fatalities	0.74 fatalities/100 million VMT	ALIS
		Number of serious injuries	1,776 serious injuries (Jan. 2009-Dec. 2013)	ALIS
		Rate of serious injuries	6.49 serious injuries/100 million VMT	ALIS
	Reduce pedestrian and bicycle crashes	MPA Bike/pedestrian crash rate	7.67 crashes/100 million VMT	ALIS
	Reduce the number of height- and weight-restricted bridges (especially along primary freight and commuter corridors)	Number of height-restricted bridges	77 bridges	Winbolts
		Number of weight-restricted bridges	24 bridges	Winbolts
	Reduce congestion in priority commuter corridors	Percent of commuter network with V/C ratio < 0.9	99.2% (AM); 99.6% (PM)	CMP
		Percent of urban population within ½ mile of a route with up to a 30 minute weekday peak period headway	77%	GTFS
	Provide essential transit service to "urban" and "suburban" areas	Percent of suburban population within 1 mile of a route with up to a 40 minute weekday peak period headway	70%	GTFS
Provide a high degree of multi-modal <b>accessibility and mobility</b> for individuals, including better integration and connectivity between modes of travel.		Number of transit route miles that overlap commuter routes and meet minimum weekday peak headway standards	49.7 miles (at 30 min average headway) 64.1 miles (at 40 min average headway)	GTFS
	Provide higher-quality transit service to TOD nodes	Number of TOD nodes with access to high quality service	0	SMTc
	Provide more on-road bicycle facilities	Centerline miles of roads with bike infrastructure	15.6 miles	GIS
	Provide more trails to connect destinations	Miles of multi-use trails that connect destinations	66.5 miles	GIS
	Provide more pedestrian facilities	Total public sidewalk mileage	812.0 miles	GIS
	Reduce VMT in the region	Daily VMT per capita	29.9 miles	TDM
	Reduce on-road mobile source emissions	Annual on-road mobile source emissions	Total gaseous hydrocarbons: 1,430 tons Carbon monoxide: 23,302 tons	MOVES
	Increase the percentage of commute trips made by bicycling or walking	Percent of commute trips made by walking	3.9%	CTPP
		Percent of commute trips made by biking	0.4%	CTPP
	Increase the percentage of commute trips made by transit	Percent of commute trips made by transit	2.5%	CTPP
Protect and enhance the <b>natural environment</b> and support energy conservation and management.	Increase availability of alternative fueling and electric charging stations	Number of alternative fueling (non-electric) locations	7 locations	DOE
		Number of electric charging locations	26 locations	DOE
	Maintain a high degree of reliability on primary commuter corridors	Percent of primary commuter corridors with Travel Time Index (TTI) < 1.5	74.9% (AM); 72.4% (PM)	CMP
	Improve transit on-time performance	Annual percent on-time arrival at Transit Hub	95%	GTFS
	Improve utilization of transit vehicles	Centro vehicle load standards	TBD	CAD/AVL
	Increase the use of park-and-ride lots	Overall utilization rate for all park-and-ride lots	23%	PnR Study
	Implement TDM strategies	Number of TDM programs	0	SMTc
	Preserve and maintain pavement	Percent of Interstate, non-Interstate NHS, and Other (non-NHS) system mileage with pavement in "good" and "poor" condition	<b>Interstate:</b> Good 54.9%, Poor 1.9% <b>Non-Interstate NHS:</b> Good 36.6%, Poor 22.5% <b>Other:</b> Good 46.6%, Poor 25.3%	BPCMS
	Preserve and maintain bridges	Percent of NHS Bridges and Non-NHS bridges in "good" and "poor" condition	<b>NHS:</b> Non-deficient 44.7%, Deficient 55.3% <b>Critical Needs:</b> 0% <b>Non-NHS:</b> Non-deficient 64.3%, Deficient 35.4% Critical 0.4%	BPCMS
	Preserve and maintain ancillary transportation structures	Percent of large culverts with condition rating less than 5.	34.0%	NYSDOT
Strategically <b>preserve</b> our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.	Preserve and maintain pedestrian facilities	Percent city sidewalk code compliance	57% (334 miles in compliance, out of 586 total miles)	GIS
	Assist communities in creating, maintaining, and utilizing asset management systems	Number of systems implemented	0	SMTc
	Improve transit service between employment centers and priority target areas	Number of jobs that are accessible within 25 minutes by transit from priority target areas	TBD	TBD
	Ensure that pavement conditions within priority target areas are at or above regional averages	Percent of Priority Target Area pavements in "good" and "poor" condition	<b>Priority Target Area:</b> Good 39.5%, Poor 30.9% <b>Remainder of MPA:</b> Good 48.2%, Poor 19.5%	BPCMS
	Provide accessible sidewalks and curb ramps, in accordance with ADA requirements	Miles of deficient sidewalk	5.3 miles	NYSDOT (ADA)
		Number of deficient ramps	89 ramps	NYSDOT (ADA)
Improve the <b>reliability</b> of the transportation system and promote efficient system management and operations.				
Ensure that transportation system performance improvements are distributed <b>equitably</b> .				





# Future conditions assessment

The SMTC's Travel Demand Model can be used to predict the amount, type, and location of travel residents will undertake, now and in the future.

## 1 INPUTS

Future forecasts of the number of households and the number of jobs in the region are used as inputs to the model. These forecasts are based on a variety of socioeconomic data sets as well as discussions with local officials. Changes to the transportation system are also inputs to the model.

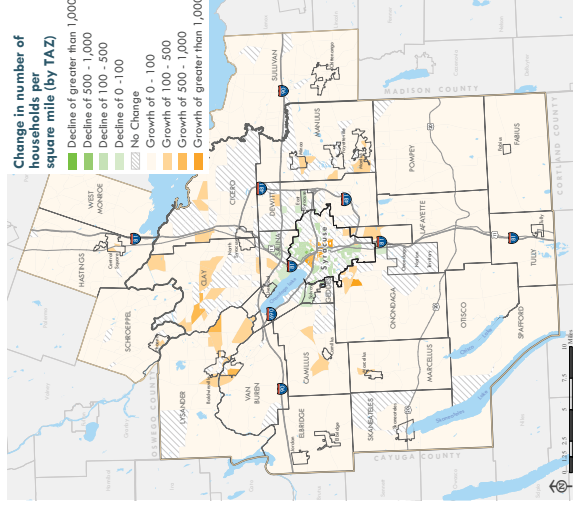
From 2014 to 2050, we anticipate:

- 7% overall growth in number of households (3% in City)
- 13% overall growth in number of jobs (14% in City)

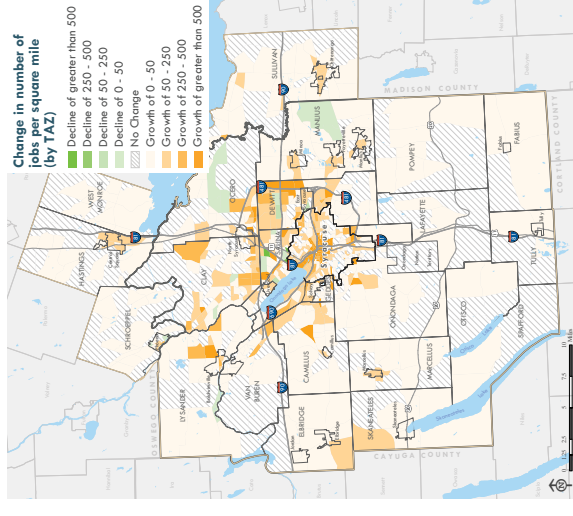
The 2050 model also includes some transportation projects that our members anticipate completing over the life of this plan:

- New York State**
  - Soule Road separation from Route 481 southbound on-ramp
  - Third lane of Frontage Road (along I-81)
  - Onondaga Lake Parkway speed reduction
  - Route 11/Route 20 improvements
  - I-81 interchange at Route 31
  - Route 5 widening
  - Route 31 widening: Lakeshore Road to Thompson Road
  - Route 31 widening: Morgan Road to Route 11
  - Girden Road extension
- City of Syracuse**
  - South Salina Street turn lane additions
  - Erie Boulevard West 3-lane cross-section between Clinton Street and West Genesee Street
  - Water Street closure between University Avenue and Walnut Avenue
  - North-south-west-east interconnect expansion
  - James Street 3-lane cross-section from State Street to Grant Boulevard/Shotwell Park
  - Conversion of downtown streets to two-way operation
  - Roundabout at James Street/Shotwell Park/Grant Boulevard
- Onondaga County**
  - Old Liverpool Road/Electronics Parkway improvement
  - Electronics Parkway/Henry Clay Boulevard signal interconnect
  - Soule Road widening
  - 7th North Street/Buckley Road intersection upgrades
  - Buckley Road shared turn lane and Buckley Road/Bear Road intersection upgrades
  - White Pines development, improvements to Caughdenoy Road and Route 31/Caughdenoy Road intersection
- Centro**
  - Reduction of off-peak headways
  - Express I-81 route with Park-n-Ride facilities

## Anticipated change in household density, 2014-2050



## Anticipated change in employment density, 2014-2050



## 2 OUTPUTS

Based on the future household and employment forecasts, the model predicts how people will travel around the region. The model provides many outputs, including estimates of the total vehicle miles traveled - or VMT - in the region. We can also use the model results to analyze existing and future emissions.

Model results from 2014 and 2050 indicate:

- 11.5% increase in total daily VMT
- 4% increase in per capita daily VMT
- Negligible change in miles of congested roads
- 25% decrease in CO<sub>2</sub> emissions
- 60% decrease in CO emissions
- 25% decrease in energy consumed

The decreases in emissions and energy use are primarily due to the anticipated improvement in vehicle efficiency over the years of the plan.

### What is VMT?

Vehicle miles traveled, or VMT, is often used to summarize how much driving people are doing. Unlike other measures, like commute times or how people get to work, VMT encapsulates all kinds of trips by everyone in a given geographic area. Per capita VMT is an even better measure, since it provides a rough idea of the total number of miles an average person drives in a year.





# L RTP financial analysis

The L RTP must be 'fiscally-constrained.' This means that we must show that we expect to be able to fund all of the projects that are included in our future plan.

## 1 REVENUES

Based on existing federal transportation fund sources and the assumption of modest increases in fund allocations over time, we estimate **total revenue from federal aid and local contributions between 2016 and 2030 of about \$1.0 billion.**

## 2 COSTS

Our member agencies provided lists of future projects that they would like to complete by 2030 to address capacity or accessibility concerns, in addition to maintenance needs on the current transportation system, and provided cost estimates for these projects. These **project costs total about \$1.3 billion.**

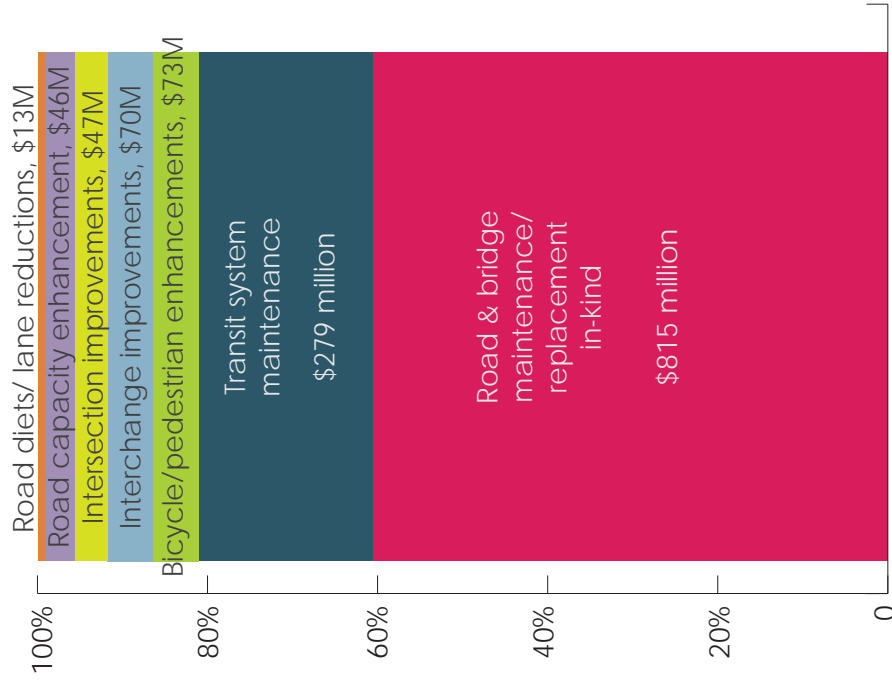
- Costs shown for maintenance are based on what we have spent over the last few years, projected out over the next couple of decades.
- But we know that the condition of our system (roads, bridges, and transit) has been declining faster than we can fix it, so additional money will be needed to stop further decline and bring the majority of the system into good condition.
- We estimate that **an additional \$2 billion would be necessary to bring a substantial portion of our roads and bridges into good condition over the next 15 years (by 2030).**

From this analysis, we do not expect substantial funding to be available for additional projects in our plan.

To determine whether our plan is 'fiscally-constrained,' we have to develop two numbers: an estimate of future revenues and an estimate of future costs.

## Anticipated future project costs, 2016-2030

Total: **\$1.3 billion**



### What about I-81?

Whatever solution is chosen, we know that I-81 will require a huge investment in the coming decades. Our financial plan assumes that the I-81 project will be financed with 'non-traditional' funds, meaning those funds will be in addition to our 'traditional' allotment of federal funding and that money will be allocated specifically for I-81. The revenues and costs shown here do not include I-81.

### What about bus rapid transit or light rail?

SMTC is just getting started on the Syracuse Metropolitan Area Regional Transit (SMART) Study. This will build on the transit work done as part of the I-81 Corridor Study, which identified two corridors with high potential for 'enhanced transit service'. Syracuse University-downtown-Destiny and James Street-South Avenue. The goal of the SMART study is to recommend a mode (bus rapid transit (BRT) or light rail transit (LRT)) and specific route within each corridor. Implementation of a BRT or LRT system would require 'non-traditional' funding, potentially through a competitive fund source from the Federal Transit Administration. This funding would be in addition to what is shown here.





# SMTC 2050 Long Range Transportation Plan

Appendix

F.

Public comments on draft 2050 LRTP



## Public comments on the draft 2050 LRTP

### *Overview*

In conjunction with the final public meeting for the LRTP (held on August 5, 2015), the SMTC made the draft LRTP document available to the public for a 30-day review and comment period that closed on September 3, 2015.

The SMTC published a Legal Notice on August 4, 2015 advertising the 30-Day Public Review/Comment Period and Public Meeting for the 2050 Long Range Transportation Plan on Syracuse.com and The Post Standard. Copies of the Legal Notice are attached. In addition, an article announcing that the draft 2050 LRTP was available for public comment through September 3, 2015 was included in the SMTC's summer 2015 *Directions* newsletter, which was mailed to nearly 4,300 people.

People were able to provide written comments on the draft document using the form available at the August 5 public meeting, or via mail, email, or the "Tell us what you think!" comment page of the SMTC's LRTP 2050 website. Although the 30-day comment period officially ended on September 3, all comments received through September 9 are included below.

### *Public comments*

It would be great for the LRTP to address the OnTrack corridor (unless I missed something in the report), especially the benefits of light rail linking downtown to the airport.

Regarding the banner on the SMTC website: aside from one bus photo and another of people in a crosswalk (but still on a road), it is car/highway centric--doesn't correlate to the vision of the LRTP.

---

Given the high poverty rate of Syracuse many people desire jobs but Centro does not run times to permit them to get home. We find some examples: restaurants on Erie Blvd get out about 1-2 am. These are jobs people want but cannot get home after the shift. People who work at restaurants at DestiNY get out about 1-2am and have no safe way home. Some employers like Walmart in east Syracuse have shifts that end 2 and 3am. Again no way home.

If you had a bus to pick up these kinds of people taking them home that could significantly affect employment for people in poverty. Money is spent floating parking \$300,000 and bike paths or the money spent on analyzing BRT or rail which I think most people would consider life changing while the basic needs are not being met. I would be interested in knowing the cost to have a bus that would operate 7/days week going to Destiny at 2am then going to E. Syracuse and Erie Blvd., etc. and finish going to the city. Can we discuss this? Or a call a bus to do this?

---

We have been promised high speed rail for 40 yrs. and we still don't have it.

---

How can this plan be prepared before we know what DOT will do with regard to I-81?

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Re: Page 62 of the draft report, relating to **pedestrian safety**

Recent re-zoning of sections of East Brighton Avenue in the City of Syracuse in order to promote commercial development heightens concerns about safety at the busy intersection of Brighton Avenue and East Seneca Turnpike. Currently there is no safe crosswalk across Brighton Avenue at this intersection, as a continuous flow of traffic is allowed from East Brighton headed westward down East

Seneca Turnpike.

With the proposed development at that corner of a Dunkin' Donuts shop together with one or two additional commercial stores, pedestrian traffic from the nearby Brighton Towers may be expected to increase. Replacement of the current Yield sign with a No Turn on Red, and painting a crosswalk there, would afford necessary safety for pedestrians with minimal effect on traffic.

---

I'll leave my email address out of this since you already have it on file. In fact, I received an email asking for me to comment on the draft 2050 Long Range Transportation Plan (LRTP). Since it first was released, I've read through parts of it and tonight, I read through it some more. I think this report is a waste. There are too many "general" goals and objectives, but I hardly saw anything in the way of specific projects to be implemented or areas to be targeted. It seemed like a whole bunch of smoke and mirrors which didn't accomplish anything specific.

The public comments in the Appendices were the most interesting part of the report. These comments provide direct feedback from real people about the real traffic problems of CNY. Instead of burying them all in the back as part of an appendix, someone should have looked at which issues or locations were brought up most frequently. These "hot spots" should have been addressed directly in the report -- not just by way of a general overview with goals 35 years into the future, but by way of addressing TODAY's problems by proposing solutions that can realistically be implemented within 5 years, 10 at the most.

A 35-year plan is a flawed concept from the start. This report discusses public transportation, which naturally requires involvement of multiple levels of government. In most places, government employees are eligible to retire after 30 years of service, and many do, in fact, retire at 30 years. So even if someone was hired by NYSDOT today, in August 2015, chances are that person would be retired (along with everyone else currently working for NYSDOT, USDOT, Onondaga County, etc.) before the report's 2050 "maturity date" arrives. Essentially, you're creating a report where any successes can be celebrated anytime, but if there are any failures to meet a goal, there's nobody to hold accountable because they're all retired.

If anything, there needs to be a movement to make projects happen faster. It's ridiculous that there is so much red tape involved with major projects like the I-81 viaduct. Government needs to be able to respond faster to changing needs.

For example, look at the corner of 5 and 257 in Fayetteville. It's clogged at rush hour in the morning and the evening. There's been a ton of new housing in Chittenango over the recent years, and route 5 remains the primary way into Syracuse. With the new casino there, it's even worse. But 5 is still two lanes (one in each direction) through this intersection, which has extremely long waits due in part to the fact that the intersection also includes Salt Springs Road, adding an extra segment to the traffic light cycle.

It would be nice to see I-690 finally extended east beyond 481, as was originally intended. Or, perhaps an additional Thruway interchange north of Chittenango, so all the people who live there can use I-90 instead of route 5 to commute to Syracuse. But if neither option is feasible, then it's time to increase capacity on route 5.

If the Thruway is concerned about costs, they could make it an unmanned, EZ-Pass Only interchange, much like toll roads in other states (like Texas) where they know how to get things done quickly and efficiently, without all the red tape. An unmanned interchange not only avoids the cost of paying toll booth operators, but it also avoids the need of the additional ramps/overpasses associated with creating a "single point" for giving out tickets and collecting tolls. The interchange could be similar in

design to those along a freeway. Overhead gantries would have radio receivers installed to collect EZPass tag info and cameras to catch the license plate numbers of anyone without an EZPass tag

---

Any attempt to reduce this document to overview status would not do it justice. I have read it more than once and it appears very ambitious for CNY. Here are some items I may have missed.

1. NYS and their plans for the Old Erie Canal trail across the state including its connection to other canals.
2. Use of the current Erie Canal as a means of leisure mode of transportation using public vessels.
3. What role will sustainability play in all of this?

---

Section 1.1.5 p. 7 Editorial comment: E.O.'s are issued or signed - not passed

In 1994, President Clinton \*\*\*PASSED\*\*\* Executive Order

12898 stressing the provisions of Title VI and stating in short that each federal agency shall make EJ a part of their mission.

---

Getting this in just under the wire... I had a few thoughts about the plan:

- I spoke with [an SMTC staff member] about this at the presentation in late July/early August but want to bring it up again. I appreciate that you are beholden to following or meeting requirements for this process, and that they are evolving to be more quantitative in nature, but am concerned that the qualitative side of the equation will get lost in the process. How does the plan and SMTC propose to reconcile the quantitative goals and objectives in 2.4.2 with the qualitative goals in 2.4.1? I can foresee the quantitative elements getting more attention because they can be used to demonstrate how the plan is being achieved but that they might not due so in a way that also meets the qualitative goals. I realize this is a difficult task but wonder if you have any plans or thoughts on how it might be achieved.
  - Also wondering if there are any plans to make Table 4.1 that highlights in more detail the quantitative measures something that can be viewed all at once i.e. formatting it on an 11x17 sheet?
- I am trying to wrap my head around the VMT projections. It seems like the national trend is for a reduction in VMT but the document illustrates that based on local trends, we're in for a slight increase. Although there is no data to back this up, my sense is our region typically takes some time to catch up with national trends. This begs the question: do we plan for more roads, etc. in our region or should we try to speed the process up of getting to lower VMT numbers by spending more time focusing on transit, TOD, and other components?
- The document brings up the city's sidewalk shoveling issue, one that receives attention during the winter months and then melts away as soon as we warm up... Does SMTC have any ability to play a convening role in helping to find a solution for this? Can it complete a study of what other cities are doing to address this issue? Can something like that be incorporated into a LRTP process? With a population that is aging and/or has limited access to personal vehicles, the ability of our citizens to safely navigate the city in the winter is only going to get more critical to address.
- Finally, a semantics/wording thought: Is there any way that you can distinguish between "maintenance" and "capital improvement" projects in the document. It is a bit confusing, I

agree, because capital improvements can also be maintenance but my sense is that more of the projects forecast in the plan are capital improvements that are maintaining our current infrastructure rather than capital improvements that are adding to or significantly changing our existing infrastructure.

As an aside, Polaris Library Systems didn't move downtown as is called out in the document.

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With VMT having fallen sharply across the United States this century and even Syracuse having registered a significant (top-15 among U.S. metros: <http://www.census.gov/hhes/commuting/files/2014/acs-32.pdf>) decline in recent years, I urge you to reconsider both the conclusion that VMT will increase in Onondaga County and the models used to reach that conclusion.

Support for progressive infrastructure is a must.

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Dear SMTC:

Thank you for the opportunity to comment on the proposed Long Range Transportation Plan. My name is David Ashley and my role is a visionary charged with the task of examining where our future should and might be. I am also a member of the AIA Task Force studying the redevelopment of Route 81.

As you know, there is a movement nationally for people to move back to the city and away from the suburbs especially for our younger generation. This has been going on for a number of years now in the downtown and University Hill area and has reached a new stage. With almost zero vacancy rate, developers have mostly exhausted the supply of existing buildings in those areas that could be converted to apartment buildings. So now there are now new apartment buildings under construction. There is an 80 unit building on Harrison Street nearing completion and another on even larger on University Avenue where they tore down an existing building. From now on they will have to either use existing parking lots or tear down existing buildings to continue what inevitably is going to happen.

This is what I think our future looks like. There is a huge potential for redensification and walkable community development in the whole area between the University/ hospital area and downtown. There are 15 to 20,000 people who work in these areas. Presently, this area is occupied largely by surface level parking lots and the elevated Route 81 viaduct. I have attached a link to my Prezi on redensification:

<https://prezi.com/h1byr978dbor/copy-of-how-to-redensify-the-city/>

I think it is obvious that we are heading in this redensification direction where potentially thousands of surface level parking lot spaces in that area will be replaced by mid and high rise apartment and office buildings allowing thousands of people to move within walking distance of their places of work or study. I am also attaching a submission that was sent to the regional planning folks for the Governors half-billion dollar competition a few weeks ago.

<http://worldcenterimow.blogspot.com>

One of the elements of change, of course, will be the development of more multi-story garages and better utilization of the ones that are here. Milwaukee, in their new development where their elevated highway came down, has a totally new zoning concept using form-based zoning with much higher density than what they had before or we presently have. No surface level parking lots are permitted and ground floors of parking garages need to set aside commercial space on the first floor. A new 30-story apartment building has just been completed as part of this Renaissance. Our local officials are aware of these developments, but for some reason have not tried to apply them here yet. Hopefully



this will occur as the viaduct replacement project proceeds.

Other national trends that need to be considered are a reduction in automobile ownership. Part of this is facilitated by factors described above, but there are additional movements like Uber taxis and Zip cars. Imagine you live in a new 100 unit apartment building on the new Grand Boulevard that has an integral garage with 30 zip cars where there are almost always some available at your smart phone fingertips. This is going to be a strong national trend.

But what of the suburbs? The fact that we spread ourselves out all over the countryside and suburban communities after World War II is one of the primary reasons why our country uses five times the world average of energy and three times that of the European countries. Pressure for measures to reduce greenhouse gas emissions from carbon products to try to mitigate the worst of the effects of global climate change are building. This needs to be strongly considered in any options like this transportation study that you are performing, even if it is presented as options.

We can't just abandon the suburbs and all try to move to the city. But there is a very logical solution, which I hope you will consider at least as an option in your reports. The local version I call, 'Cuse Train. It is a highly improved version of the not very successful park-and-ride concept. It involves a series of "train stations" as I call them, around the Central New York area, which are in fact four-story parking garages. An example would be a 500-car garage in back of Wegmans in DeWitt. The "train" would be high frequency BRTs, bus rapid transit, with Wi-Fi and GPS location indicators. As you know, there is no way to create a feasible suburban transportation system like the city has because the suburbs are so spread out; so this allows suburbanites to walk, bike, be delivered or drive to and park in the stations at maybe about the same out-of-pocket cost at the considerable benefit or reducing auto traffic in favor of public transportation. We could become a national prototype if we did this.

The second part of the concept in order to make it attractive and successful, is to have only four stops with no transfers required. The four stops would be 1. Syracuse University, 2. the hospital area, 3. downtown including the bus transfer station and 4. the Destiny USA. How terribly convenient; you have a short ride to the station, pick up a newspaper or muffin, sit in a comfortable coach with Wi-Fi and do your email and surfing and arrive at the doorstep of where you work. Below is a website describing this.

[http://davidcashley.com/?page\\_id=665](http://davidcashley.com/?page_id=665)

In addition to the benefits for the suburbanites, there is a huge benefit for the central city area and its institutions. Where are all of those suburbanites going to park if the redensification described above took place? Getting rid of surface level parking lots has a huge benefit in providing land for development intensity. Another corollary is that retail businesses can only succeed if they have density and proximity to lots of street and sidewalk traffic. Right now, the University, the hospitals and downtown are boxed in by surface level parking lots used mostly by suburbanites.

[http://davidcashley.com/?page\\_id=665](http://davidcashley.com/?page_id=665)

Because you can't justify these developments by projecting a line on a chart from previous developments, you might want to include a separate section or appendix that might be called Potential Future Developments.

There is an additional social equity benefit to the "Cuse Train" concept. Since most of the suburban stations – let's say as many as 20 stations ultimately – would be located adjacent to commercial facilities like Wegmans, for example, inner-city residents could more easily and quickly get to work sites some of which might be totally inaccessible to them presently. As you know, the time required for inner-city residents to get to work on public transportation can be a very negative factor in their finding

proper supportive employment.

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Thank you for this opportunity to review the “draft” LRTP 2050.

This “draft” LRTP provides data and graphics which are valuable reference tools for the planning of the CNY region, including villages, towns, diverse neighborhoods and city centers.

I have a few basic points I believe need to be included in the final report. These take into account the shifting paradigms of transportation and settlement patterns at this specific “time of change” in our history. This Long Term Transportation Plan needs to indicate planning trends for the next 35 years, as guidance to all of the municipalities, residents, workers and businesses in the CNY region.

The final section “7.3 Vision For Our Future” LRTP needs to state specific trends and impending actions needed, and to plan for, and which indicate the physical character and land values implications of these known trends. Those reading this 2050 plan need to know specific goals trends and actions needed.

This would include many statements with physical and planning implications, and include:

*Town and village centers will reduce the traffic flow in the center of their public and pedestrian areas.*

*Mixed-use Residential Development will increase in the existing village, urban and neighborhood centers throughout the CNY region. More people will be living in our town and village centers, and relying less on owning individual automobiles.*

*Traffic and roads between residential centers will be located outside and at the perimeter of our community centers.*

*Community centers of all sizes will rely less on cars and more on access to quality public transit choices.*

*The entire length of Interstate 481 needs to be improved and where needed rebuilt now, to resolve current design deficiencies. This needs to be started ASAP, and to be ready to provide good service for the CNY area during the years of construction needed to complete the outcome of the pending I-81 Viaduct Project.*

*Based on national data, the excessive amount of surface parking lots in the downtown area is detrimental to the increase in property values, delays property development, and reduces urban density needed for successful business and residential areas. This further reduces the opportunity for efficient and successful public transit services.*

*Bus Rapid Transit (BRT) will be the initial advance in public transit service in the CNY region. BRT service will travel from suburban locations where local residents can park their car near their community centers for shopping and services. The new buses will have WiFi, upgrades seating and interior decor, providing fast and direct transit to the University Hill ED's & Med's, to Downtown, to Destiny and to the regional Transportation hubs. They will provide service every 15-20 minutes during “peak” or prime commuting hours, and 30-45 or 60 minute service at “off-peak” times. These will be located in our suburban village centers, eventually with parking garages or parking lots shared with our larger shopping centers and markets.*

*This LRTP 2050 recognizes and supports the US Department of Transportation's “Beyond Traffic 2045: Trends & Choices”, a forward looking report by US DOT Secretary Anthony Foxx in 2015.*

*Changing age demographics predicts that by 2045 the over 65-84 age group will increase by 62.4%, and the 85+ age group by 183.6%, while the 15-64 age group increases only 12.7%. These trends indicate greater numbers of people will be relying on better public transit choices for their lifestyles.*

*Public transit needs to improve service to residents without cars, and access to their job opportunities,*

*whether they live in the city or suburban and rural areas.*

These are a few specific trends which are being forecasted nationally. I hope you can include the concepts and examples I have indicated here.

September 2, 2015

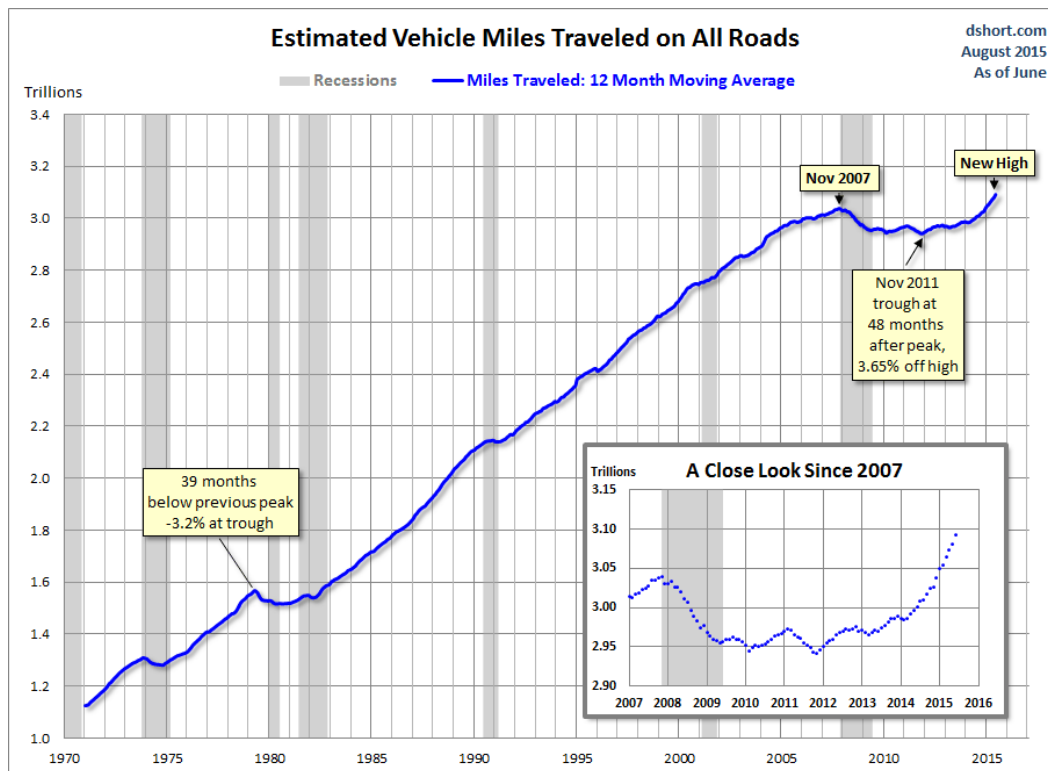
Mr. James D'Agostino  
Director  
Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 N. Salina St., Suite 100  
Syracuse, NY 13202

RE: Comments on the 2050 Long Range Transportation Plan

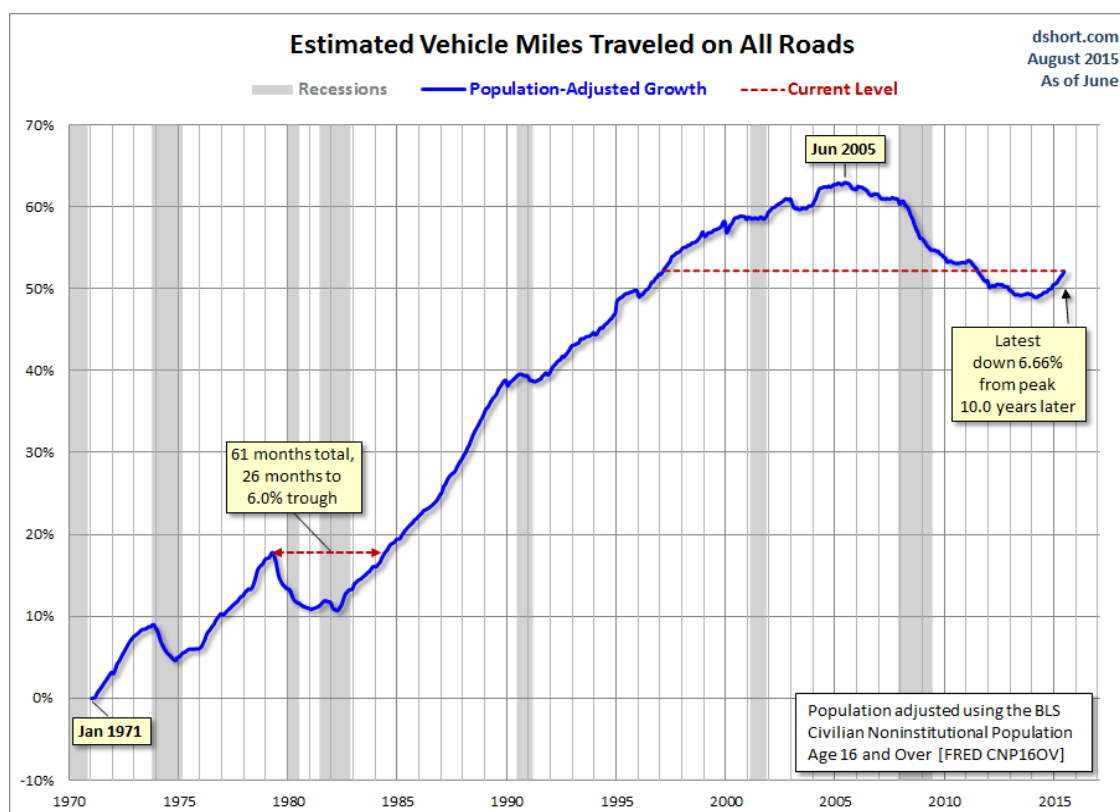
Dear Mr. D'Agostino,

On behalf of Rethink 81, thank you for the opportunity to respond to the 2050 Long Range Transportation Plan. We respectfully ask that you consider the following points regarding this important community initiative:

- In Chapter 5 of the draft plan, SMTC forecasts an increase of 4% in per capita daily vehicle miles traveled (DVMT) by 2050. This is not consistent with the national trend. It is true that VMT has recently begun to climb, after declining and leveling off after 2005. This recent upturn corresponds with a significant decline in gasoline prices during the same period.



- But when total VMT is [adjusted for population growth](#), using data from the Bureau of Labor Statistics, this year's VMT peak falls well below the previous peak in 2005. In fact, despite the recent upturn, per capita VMT is about the same as it was in 1997.



- There is also evidence that the Syracuse area may be ahead of the rest of the nation when it comes to declining per capita VMT. See the attached article from *Next City* titled “15 Metros with the Biggest Decline in Commuting by Car.” Recent census data indicate that the Syracuse area ranks among the top 15 metros nationally in terms of declining automobile commuting.
- ReThink81 recommends that the SMTC consider interventions that could be made to further reduce car usage and VMT. Los Angeles has just adopted [a new 20-year transportation plan](#) explicitly designed to reduce, rather than cater to, VMT. The SMTC should be taking the same approach here.
- We suggest that you incorporate the smart growth strategies outlined in Onondaga County’s Sustainability Plan. Parallel strategies could also be developed to increase transit options in specific pockets where VMT is projected to be highest. We believe these interventions would help to curtail future VMT.
- The 2050 LRTP should provide the basis for NYSDOT’s I-81 viaduct replacement plan – it should not follow from it. NYSDOT has determined that 88% of traffic on the I-81 viaduct is local, not interstate. It is critical, therefore, that our region’s long range plan offers an accurate and forward-looking traffic projection to underpin planning for the viaduct’s replacement.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Doucette". The signature is fluid and cursive, with the first name "Robert" and last name "Doucette" clearly distinguishable.

Robert Doucette  
President, Armory Development &  
Management  
ReThink81



## 15 Metros With the Biggest Declines in Commuting by Car

BY JENN STANLEY | AUGUST 17, 2015



Driving alone remains the most popular way to commute in the U.S., but efforts to reduce solo, four-wheeled daily trips like those seen from [Austin](#) to [Seattle](#) may be helping to reduce the number of cars on roads.

A new [U.S. Census Bureau report](#), “Who Drives to Work? Commuting by Automobile in the United States: 2013,” shows that 85.8 percent of Americans still get to work by car, and 76.4 percent drive solo. But the Census Bureau also charted metro areas that have made strides in cutting down their numbers of automobile commuters. Here are the top 15, taken from metros with more than 500,000 people.



Table 1.

### Metro Areas of Populations 500,000 or Greater Among Those With the Largest Declines in Rate of Automobile Commuting Between 2006 and 2013

(For information on confidentiality protection, sampling error, and definitions, see [www.census.gov/programs-surveys/acs/guidance.html](http://www.census.gov/programs-surveys/acs/guidance.html))

Rank	Metropolitan statistical area	Percentage of workers 2006	Margin of error (±)	Percentage of workers 2013	Margin of error (±)	Decline	Margin of error (±)
1	San Francisco-Oakland-Hayward, CA . . . .	73.6	0.5	69.8	0.5	3.8	0.7
2	Boston-Cambridge-Newton, MA-NH . . . . .	78.9	0.5	75.6	0.4	3.3	0.7
3	Durham-Chapel Hill, NC . . . . .	86.8	1.2	83.9	1.4	2.9	1.8
4	Cape Coral-Fort Myers, FL . . . . .	91.6	0.9	88.7	1.9	2.9	2.1
5	Bridgeport-Stamford-Norwalk, CT . . . . .	81.3	1.2	78.5	1.0	2.8	1.6
6	Seattle-Tacoma-Bellevue, WA . . . . .	82.3	0.5	79.5	0.6	2.8	0.8
7	Philadelphia-Camden-Wilmington, PA-NJ-DE-MD . . . . .	83.1	0.4	80.5	0.4	2.7	0.6
8	Deltona-Daytona Beach-Ormond Beach, FL . . . . .	92.0	0.8	89.4	1.2	2.7	1.5
9	Madison, WI . . . . .	84.5	0.8	81.9	1.1	2.7	1.4
10	New Orleans-Metairie, LA . . . . .	91.7	0.7	89.1	0.7	2.6	1.0
11	Springfield, MA . . . . .	89.7	0.9	87.1	1.1	2.6	1.4
12	Boise City, ID . . . . .	90.9	1.0	88.5	1.1	2.4	1.5
13	New York-Newark-Jersey City, NY-NJ-PA . .	59.1	0.3	56.9	0.3	2.2	0.4
14	Syracuse, NY . . . . .	89.6	0.9	87.4	0.9	2.1	1.2
15	Albuquerque, NM . . . . .	91.4	0.8	89.3	0.8	2.1	1.2

Note: Universe: workers 16 years and older. See ACS Table S0802 in American FactFinder at <[www.Factfinder2.census.gov](http://www.Factfinder2.census.gov)>. The differences in percentages in this table may not be statistically different from one another, or other metro areas not shown. Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Source: U.S. Census Bureau, 2006 and 2013 American Community Survey.

The Bay Area saw the largest decline in automobile commuters between 2006 and 2013, followed by Boston. Though Boston's public transportation had [a rough winter](#), the subway or elevated rail is second-most popular (after cars) among area commuters. Walking was a notable favorite alternative in a few metros where universities are a community anchor.

Table 2.

### Metro Areas Among Those With the Lowest Rates of Automobile Commuting and Their Second Most Common Commute Mode: 2013

(For information on confidentiality protection, sampling error, and definitions, see [www.census.gov/programs-surveys/acs/guidance.html](http://www.census.gov/programs-surveys/acs/guidance.html))

Rank	Metropolitan statistical area	Percentage of workers who commuted by private vehicle	Margin of error (±)	Alternative travel mode with highest commuting share	Second most common commute mode (percentage of workers)	Margin of error (±)
1	New York-Newark-Jersey City, NY-NJ-PA . . . . .	56.9	0.3	Subway or elevated rail	18.9	0.2
2	Ithaca, NY . . . . .	68.7	3.6	Walked	17.5	2.4
3	San Francisco-Oakland-Hayward, CA . . . . .	69.8	0.5	Bus or trolley bus	7.6	0.3
4	Boulder, CO . . . . .	71.9	1.8	Worked at home	11.1	1.3
5	Corvallis, OR . . . . .	72.6	3.9	Bicycle	8.8	2.5
6	Iowa City, IA . . . . .	73.4	2.8	Walked	11.1	2.0
7	Boston-Cambridge-Newton, MA-NH . . . . .	75.6	0.4	Subway or elevated rail	6.2	0.3
8	Washington-Arlington-Alexandria, DC-VA-MD-WV . .	75.7	0.4	Subway or elevated rail	8.0	0.3
9	Bremerton-Silverdale, WA . . . . .	77.0	1.9	Ferry	6.4	1.0
10	Missoula, MT . . . . .	77.2	4.3	Walked	8.5	3.1
11	Champaign-Urbana, IL . . . . .	78.4	1.6	Walked	7.9	1.3
12	Bridgeport-Stamford-Norwalk, CT . . . . .	78.5	1.0	Long distance or commuter rail	7.6	0.6
13	Chicago-Naperville-Elgin, IL-IN-WI . . . . .	79.1	0.4	Bus or trolley bus	4.7	0.2
14	Urban Honolulu, HI . . . . .	79.1	1.0	Bus or trolley bus	7.9	0.7
15	State College, PA . . . . .	79.2	2.2	Walked	9.9	1.9

Note: Universe: workers 16 years and older. See ACS Table S0801 in American FactFinder at <[www.Factfinder2.census.gov](http://www.Factfinder2.census.gov)>. Data are based on a sample and are subject to sampling variability. A margin of error is a measure of an estimate's variability. The larger the margin of error in relation to the size of the estimates, the less reliable the estimate. When added to and subtracted from the estimate, the margin of error forms the 90 percent confidence interval.

Source: U.S. Census Bureau, 2013 American Community Survey.

One reason for the shift could be that young urban commuters are the least likely to rely on cars. Urban workers age 25 to 29 showed a 4 percentage point decline in automobile commuting between 2006 and

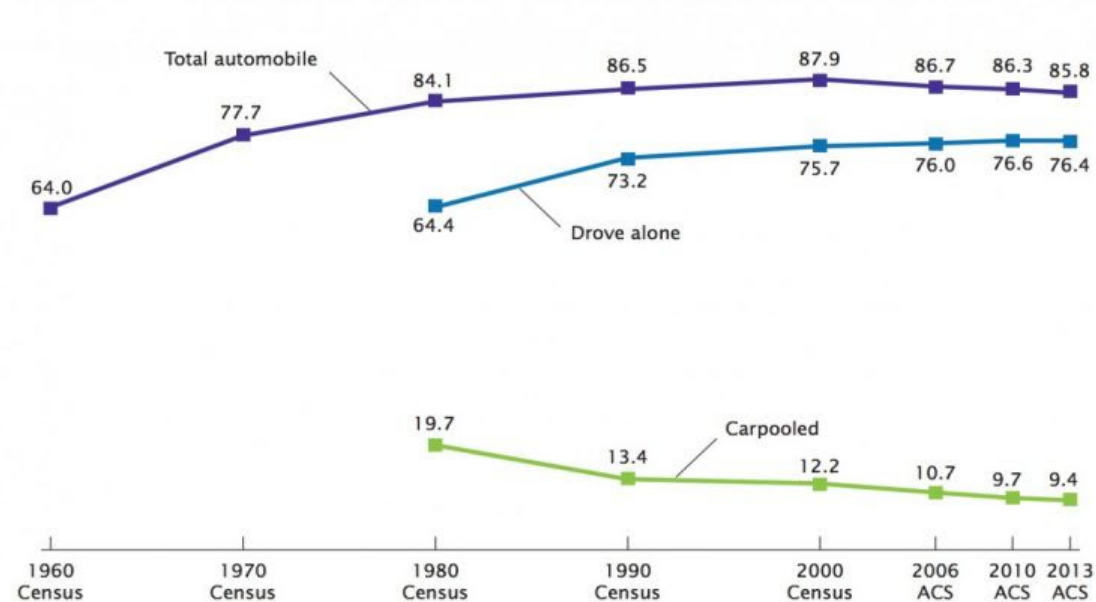


2013, according to the report. That age group also showed the largest increase in public transportation use. Bicycle commuting among wealthy workers with no vehicle at home doubled between 2006 and 2013.

Figure 3.

**Commuting by Automobile: 1960 to 2013**

(Percentage of workers. Universe: workers 16 years and older. Data based on sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see [www.census.gov/acs/www/](http://www.census.gov/acs/www/))



Sources: U.S. Census Bureau, 1960, 1970, 1980, 1990, 2000 Census; 2006, 2010, 2013 American Community Survey.

***Comments on SMTC's Long-Range Transportation Plan (LRTP-2050)***  
*by Peter King, Syracuse.*

Thank you for your work on a long-range plan, an essential step. I am focusing my comment here on two concern areas raised by the joint FHWA/FTA Certification Review which called for this 20-year Long Range planning (*Goveia et al. June 2014, pg.14/53*). These concern areas are 4. Public Involvement, and 5. Title VI and Environmental Justice.

"4. Public Involvement

- We recommend SMTC document the multitude of methods used for the I-81 project, note their challenges and benefits, and assess their usefulness in the region. This documentation should serve as the basis for the methods of outreach needed for the LRTP, TIP process and other federally required planning products." (*ibid*).

The SMTC conducted a multi-year the 'I-81 Challenge'. effort, soliciting input from the Syracuse / CNY community. I only realized later after someone explained to me, how this effort was an unusual innovation regarding MPO involvement in a Federal NEPA review. I agree, SMTC should review your direct results from conducting the 'I-81 Challenge' for methodological benefits. E.g., I might not have heard of Joseph Dimento's excellent book about urban interstate highways, were it not for SMTC's public engagement process (*DiMento & Ellis, 2013*). SMTC's multiple reviews on public opinion and explaining complicated transportation challenges formed an essential first step in the I-81 process. In my case, I tuned into the 'I-81 Challenge' with some automatic cynicism; but on engaging SMTC's public efforts I've become more curious and open-minded.

So I agree with the FHWA/FTA in their recommending SMTC document the most useful methods in this outreach. We still have to go through whatever changes the community decides on regarding the I-81 and other transportation changes, including the currently pending CNY Bus Rapid Transit / Light Rail NEPA proposal, and the City and County's multi-use greenway ideas. Public outreach enables more people can access the higher rungs along 'Arnstein's ladder' of citizen participation equitably and meaningfully, facilitating a needed multi-way information exchange (*Arnstein 1969*). Many community members develop their own 'local knowledge' and cognitive mapping, from which we may all benefit. For example, SMTC's Danielle Krol successfully consulted cyclists in drafting SMTC's bicycle mapping project.

"- SMTC should develop a framework to serve as a clearing house on livability and sustainability and should consider how to facilitate dialogue between advocate groups and public agencies on this topic." (*Goveia et al. June 2014, pg.14*)

In the 2050 planning so far, I like how SMTC gathers all the sustainability planning documents drafted by various CNY planning agencies in recent years, under the section "Other Local and Regional Plans". Though seeing so many plans produced at once may confuse some, these plans risk being neglected if no one's read them. It seems ironic and illuminating how so many CNY agencies drafted 'sustainability' plans after a long post-60's period of privatized

planning. Curiously, SMTC may be the single agency most visibly gathering reference towards all these plans. Is transport pivotal in CNY culture?

Besides the question, I-81, our local confluence on 'transport' planning may be understandable from an energy impact point of view, given how transportation seems CNY's largest single energy use category. A 2008 Brookings report on a 'Metro-100' sample of US cities found from 2000-2005, Syracuse MSA per capita building energy use reduced by 10.7 %, but our transportation footprint increased 3.6%. The report estimates Syracuse reduced building energy and increased transportation energy by more than the US average.

"The average Syracuse resident emitted 1.720 tons of carbon from highway transportation (rank 34th highest in 100). The average 100-metro resident emitted 1.310 tons and the average American emitted 1.44 tons from highway transportation."  
(Brown et al, 2008)

Energy flows often yield key clues about life choices. Especially given CNY's dispersed geography, transportation determines much in people's lives here. Economic opportunity, social connectivity and service access all seem dependent on transport availability. The LRTP does make this clear in many ways. I suggest further, some non- or 'soft'- engineering approaches SMTC might consider building on.

➤ ***Potential savings from collaborating around improving transport options.***

Shared and 'light' transportation are major opportunities for CNY and SMTC for reducing our overall fossil-fuel transport energy demand. As your LRTP reaffirms a note from the County's Sustainability plan, 'sustainability pays: sustainable development today pays dividends well into the future. (pg. 27)' If we can reduce our transportation footprint while maintaining and increasing adequate public transportation and other options, we could also increase financial savings in the community, potentially boosting upward mobility. 'Appropriate-technology' and social networking solutions like bicycling and car-sharing may become more viable in creating diverse transportation options more can access. Cost-effectiveness may also help SMTC meet the Federal goal for financially restrained TIP planning, set in their 2013 review (pg.13).

Following your referencing the recent spike in CNY sustainability plans, recent literature reviews suggest planning for compact, walkable and diverse communities bears multiple benefits in terms of social relations, health and safety (Talen & Koschinsky 2014) and upward economic mobility (Steuteville 2013). Many CNY neighborhoods are fragmented by roads, but could be reconnected by improving walkability, bicycle and transit accessibility.

Many in CNY depend on public transportation for job access. Centro could collaborate with other agencies, for reducing costs and increasing accessibility. During the Common Council Centro hearings this year, I submitted my recommendation for the City, County, SMTC and other agencies towards collaborating on equitable and diverse transportation options, for CNY's diverse populations. At the same time, a more centralized transportation planning collaboration can also extend beyond agencies towards the often active citizen and business community groups, who may be eager to share knowledge around improving transportation planning. I cite a recent report produced through U.S. Housing and Urban Development suggesting centralized

transportation planning for small to mid-sized cities (CTOD 2014) I include my recommendations to the Council here, for SMTC's planning  
(Peter King 2015, ToComm-Council\_re-Centro\_(v6).pdf, attached).

➤ ***Integrating environmental services into transportation planning.***

I am glad to see your LRTP 2050 includes options for green infrastructure, in connection with Complete Streets potentials. As we move forward in combining planning objectives, it seems useful to reduce overall implementation costs by planning for the multiple sustainability changes in the public right-of-way. Co-benefits arise from the holistic linkages among urban systems, and the central and multidimensional role transportation plays. Most, if not all these linked benefits are likely no-regrets strategies for SMTC, even in keeping politically neutral. SMTC's role as a central clearinghouse may improve coordinating and funding opportunities for implementing combined sustainability actions.

I am no expert, but New York City's Department of Design and Construction and the Design Trust for Public Space produced a checklist for planning better streets, 'High Performance Infrastructure Guidelines' (2005). NYC DOT also produced a 'Street Design Manual' including potentially useful ideas for pedestrian and bicycling 'Complete Streets' and the like (2009). Yes, Paul Mercurio did draft an excellent Bicycle Infrastructure Master Plan for the City of Syracuse, and we are not rich like NYC. I mention these and similar approaches, for ***encouraging combined approaches for improving quality and saving money***. One thing Mr. Mercurio and the Save the Rain program did well, was combine their planning efforts, both in private and public. We can use more of this collaborative approach in Syracuse.

➤ ***Consider willingness & readiness towards urban and regional climate policy planning.***

I understand it may not be SMTC's province in prescribing and conducting policies about mitigating climate change. However, as discussed during your public presentations, it seems appropriate for SMTC being receptive towards climate-planning efforts produced by your member agencies like the city, county and towns. Working such planning into the long-range vision may yield useful co-benefits. For example, while we might consider climate adaptational responses unavoidable for CNY roads, some adaptational actions may also bear combined or co-benefits in mitigating greenhouse gas, reducing unhealthy impacts, reducing costs and increasing accessibility.

For the first time, the Inter-governmental Panel on Climate Change recently recognized municipal planning efforts towards compact, connected, walkable, bike-able and transit-accessible streets as a climate-mitigation action (IPCC and Edenhofer 2014). ***SMTC could consider planning for connected walkable streets valid towards climate planning initiatives.***

I support the elements already in the LRTP-2050 which are amenable towards potential climate planning, e.g. your discussion of emerging CNY municipal climate goals (pg.20); and potential congestion-mitigation evaluation criteria (pg.56).

I further suggest integrating planning around greenways connecting our community centers, which besides potentially acting towards mitigating greenhouse gas; also bear climate adaptational co-benefits like increasing average ventilation rates, which can reduce air pollution exposure and heat stress. The City of Syracuse and town of Dewitt have formally expressed

interest in collaborative greenway planning, and SMTC could act as a clearing-house for methodologies and best practices towards greenways in CNY.

➤ ***Public health concerns: urban heat island and direct vehicle emissions.***

Regarding direct vehicle emissions, I understand SMTC is not responsible for operating and disseminating the air monitoring collection system. However, as a planning and public health concern, ***I suggest recognizing the City of Syracuse lacks significant data for ozone and pm2.5 criteria air pollutants.*** The air quality data on which EPA bases our current National Ambient Air Quality Standards (NAAQS) compliance in Syracuse does not reflect conditions in the central valley. The only ozone monitor for the CNY region is located over on 5895 Enterprise Parkway in East Syracuse, near 690, Home Depot and many acres of wetland (Latitude: 43.052350, Longitude: -76.059210; from EPA website). This geographic location is mostly relevant for its own microclimate and ozone precursors, mostly the traffic along Erie boulevard and I-690. The ozone and pm2.5 data collected here are only distantly related with the Central Syracuse valley's own set of topographic and landscape features determining micro-climate and pollution concentrations. While ozone concentrations may develop region-wide, specific concentrations may vary, often depending on microclimate determined by prevailing wind currents and topography (*Ellis et al 1999, Romero, et al 1999, Junk et al 2003*). Evidence from Phoenix AZ, Germany, Santiago Chile and other cities suggests, urban centers with bowl-shaped topographies may concentrate air pollutants under certain prevailing conditions (*ibid*).

For years, the only pollutant monitoring site near downtown was the Carbon Monoxide (CO) monitor at the East Adams Street exit under I-81, by Upstate Medical Center. This site was discontinued by 2013, as EPA cited that data successfully demonstrated compliance for CO. However, what may not be recognized is how CO is one of the few air pollutants EPA-mandated pollution control technology and policy have most succeeded in reducing (*See Fig. S-3, 'Average Change in Estimated Pollutant Emissions', pg.39 in Committee on Air Quality Mgmt in the U.S. 2004*). Ozone and pm2.5 stand out as the criteria air pollutants still exerting the most negative influence on respiratory health.

"The emissions reductions have led to dramatic improvements in the quality of the air that we breathe. Between 1980 and 2012, national concentrations of air pollutants improved 91 percent for lead, 83 percent for carbon monoxide, 78 percent for sulfur dioxide (1-hour), 55 percent for nitrogen dioxide (annual), and 25 percent for ozone. Fine particle concentrations (24-hour) improved 37 percent and coarse particle concentrations (24-hour) improved 27 percent between 2000, when trends data begins for fine particles, and 2012. " (*U.S.EPA 2014*)

➤ ***Public outreach and networking may yield useful collaborative methods and platforms.***

As a member of BikeCNY, I am recommending developing ***'public beta' testing procedures for bike lanes and pedestrian arrangements***, i.e. 'Complete Streets'. Increasingly, cities are including citizens in bicycle - pedestrian planning, as they're finding local knowledge is helpful in improving actual street designs, and citizen interest often increases buy-in on completed projects. Several cities like Newark DE and Portland OR are including their citizens in *'Public Beta'* testing for bicycle lanes (*Andersen, July 10, 2015*). Inclusive betas in Washington

DC have stimulated above-average usage along bicycle routes along 15th Street and Pennsylvania Avenue (*Andersen 2014*). In a similar vein, Memphis and Denver recently successfully implemented crowd-funding for bicycle routes (*Andersen 2013 & Feb. 19, 2015*). New York City's bicycle planner Janette Sadik-Khan also reports success with 'temporary' trial methods in that city (*Schmitt 2014*). Public Beta testing would meet the FHWA / FTA's recommendation for more Public Involvement (*Goveia et al. June 2014, pg.14*).

In their initial outreach meetings for the Onondaga Creekwalk Planning project, the City of Syracuse Creekwalk team expressed interest in and openness towards integrating local knowledge in this planning. Connecting with local knowledge can offer unique detailed perspectives about local conditions 'on the ground', for determining best options in planning changes. Furthermore, I advocate not only asking local residents for their personal input, but clearly giving them a place at the planning table, as stakeholders on a shared commons. Co-producing local planning may take longer, but long-term cases like Portland OR and the South Bronx indicate shared approaches may better respect human rights, create more buy-in, and potentially improve design quality. I have heard regarding 'Save the Rain's 2012 Castle Street project, that design team improved their outcomes by directly working with local residents.

#### "5. Title VI and Environmental Justice

- We recommend that SMTC include a "Plain Language" glossary of frequently used terms and the MPO's mission and purpose in an easily accessible location on their website and publications that would make the program and services provided by the MPO better understood by the public. It would allow the public to better understand their rights under Title VI, why their involvement is important and provide a clearer understanding of the work products and processes the SMTC utilizes.

- We recommend that SMTC continually update their Environmental Justice Analysis to include all completed work products to assure a full understanding of impacts to protected groups.

- We recommend that SMTC attend training opportunities to keep up to date with the most recent information from NYSDOT and FHWA concerning Title VI, EJ and LEP. Continual communication with NYSDOT for these opportunities is recommended.

- We recommend that the SMTC's Public Participation Plan dated May 2007 be updated to reflect the most current public involvement activities and accomplishments. It is difficult to reach and engage certain portions of the public and it is recommended that SMTC research best practices from other MPOs, NYSDOT and other State/City Agencies."

~ (*Goveia et al. June 2014, pg.14*)

#### ➤ ***Integrating social justice concerns, especially health and equity.***

As noted in DiMento & Ellis's '*Changing Lanes*', NY decision-makers have not always manifested the most equitable planning policies, in giving populations equal access to common resources. This neglect for many lower-income cultural groups in the city mirrors federal

policies, for example the redlining implemented by Roosevelt's Home Owners Loan Corporation or HOLC, and the Federal Highway act (Anonymous 2008, *DiMento & Ellis 2013*). While the disinvestment patterns set in motion over time can't be solved by current transportation projects alone, equitable transport access for all income levels is a critical start. Enabling equitable and diverse transportation access seems congruent with saving energy and climate impact, as noted above. I support the SMTC making equity impacts clearer in planning for, and coordinating equitable and diverse transportation options for the city and region. I agree that 'time poverty' is a significant factor in comparing public transportation costs. I am anticipating your forthcoming '*Ladders of Opportunity*' report.

➤ ***Showing certain changes over time, and equity implications.***

Regarding the FHWA / FTA equity concerns, I'd also like to critique your 2050 LRTP and accompanying Transportation Atlas. The data and maps describing CNY job market locations and income levels are excellent, as SMTC does routinely in your LRTPs. However, the one item I find undocumented in this or your other recent LRTPs and occasional Environmental Justice reports is, the problem of '*spatial mismatch*'. first documented in 1968 (*Kain 1968*). Like many US cities, an increasing percentage of our lower-income workers aren't finding work in the city, and driving farther from urban areas in seeking work. For example, according to US Census data, over half the jobs in the City of Syracuse were increasingly taken by non-resident commuters. And since around 2005, over half of all Syracuse residents seeking jobs have been increasingly traveling outside the city looking for work. For many, the resulting job chase is difficult, as Edid and Levitte indicate:

"Jobseekers with few skills and limited access to transportation struggle to find employment while employers in other key sectors, notably hospitality and health services, contend with the consequences in the form of high turnover, tardiness, absences, and vacancies" (*2008, 2009*).

I graphed *American Community Survey* data describing this serial change, in my comments to the Common Council regarding this spring's CNYRTA crisis (*pg.4*). Recent localized employment journey data and mapping is also publicly available using the U.S. Census 'OnTheMap' Application (*Census, 2014*).

➤ ***Showing change graphically***

I support your 2050 LRTP and Transpo-Atlas in ***documenting serial change in travel behavior***. The 2050 LRTP does document well some serial change over time, like employment trends, annual crash rates, and projected change in household and employment density. ***I recommend adding some perspective on change in local travel behaviors over recent decades***, for example in vehicle miles traveled (VMT's) and Census work commutes. For example, I graphed FHWA *Highway Statistics Series* data showing how many daily vehicle miles traveled in the Syracuse Urbanized Area (*in my CNYRTA comments to the Common Council, Graph 4, from FHWA 2014*). The trend past 2007 seems downward for the first time since 1994, though may trend back upward, as FHWA is recently reporting nationally. I also found Census 'Journey to Work' reports for graphing an estimate for employment commuter choices since 1960, the first year Census asked these questions (*Graph 1, my Common Council CNYRTA comments*). The data seem to

show in CNY, auto-alternatives including public transit picking up for the first time in 4 decades, since 2000. I would be glad to share my sources.

***In summary***, I agree with the overall direction and quality this planning is taking, with the exception that I recommend a more robust inclusion of social justice concerns, including health and equity. I understand this plan is flexible and can change as local stakeholder planning goals and methods change. Thank you for your work on this Long-Range Transportation Plan.

*Peter King  
606 Thurber Street,  
Syracuse 13210*

***Attachement:*** my recommendations to the Common Council,  
*ToComm-Council\_re-Centro\_(v6).pdf*

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Date: Aug. 14th, 2015.

From: Peter King, Syracuse

To: Anyone interested about transport in CNY.

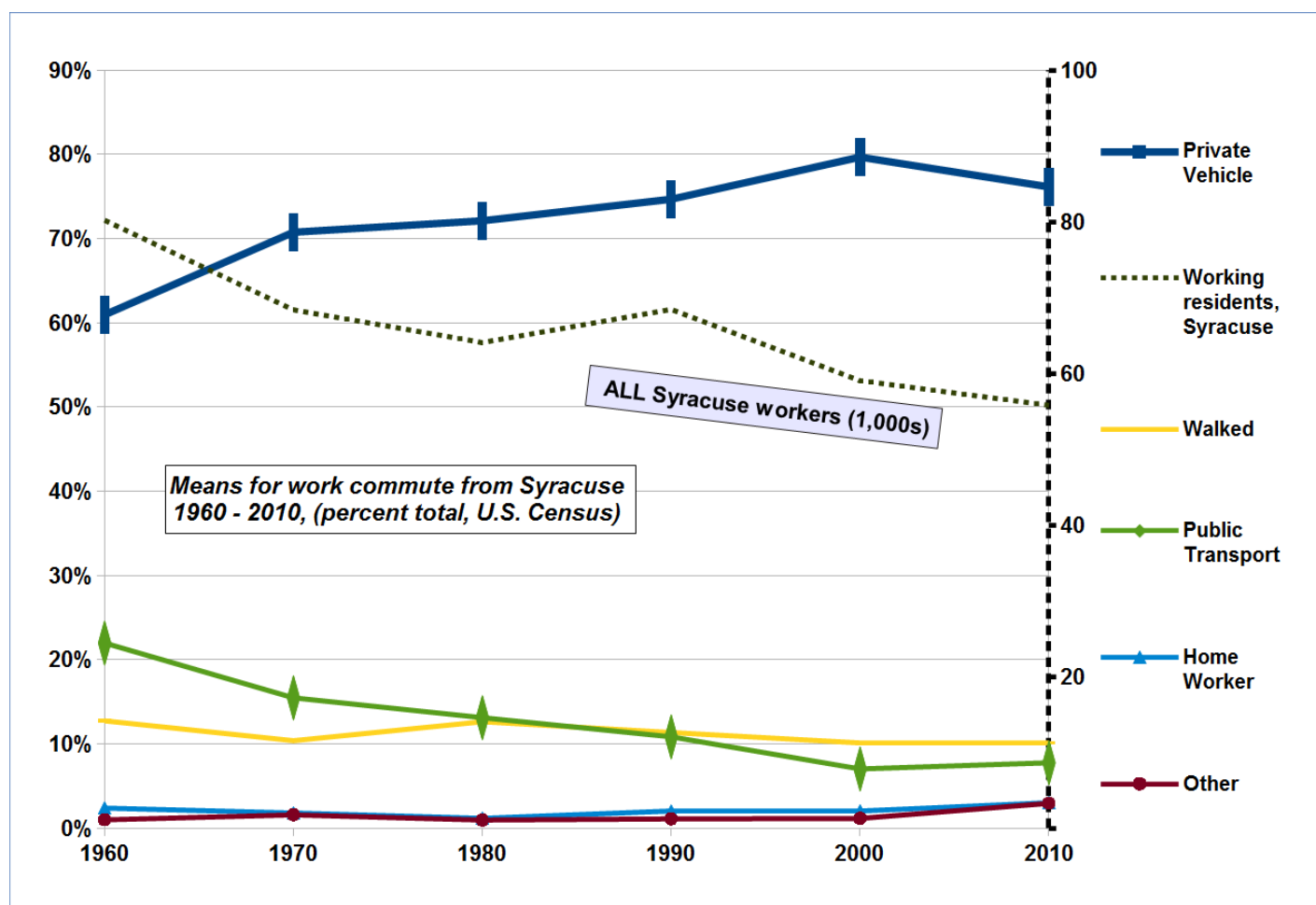
I originally addressed this note for Syracuse's Common Council, during their Feb. 19, 2015 public hearing on Centro's fiscal crisis. Centro's budget issues were resolved for only the next year. Our transportation concerns are broader than the Common Council can resolve.

One way forward: broadly collaborating around connecting CNY's diverse transport alternatives.

*All data sources cited below are publicly available, methods available on request.*

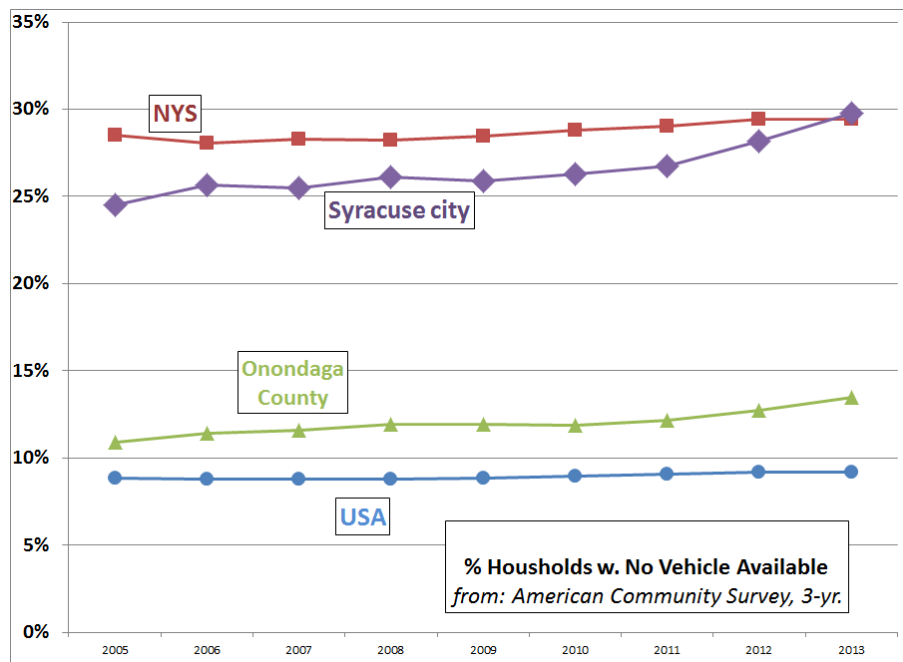
### ***We need equitable, affordable, environmentally sustainable and healthy transport options:***

Mobility is a basic human priority. For the first time since 1960, people increasingly ride buses for working and living in Syracuse /CNY. Since 2000, ~4% working Syracuse residents shifted from driving private cars to less costly, energy-intensive transport: buses, bicycling & walking (Graphs 1 & 4 below).



(Sources: US Decennial Census, 1960-2000, ACS 2010. Methods available on request.)

Social exclusion in accessing transportation is an ongoing and widespread concern in Syracuse's urban core. Over 31 % households in Syracuse do not own cars, recently increasing (Pix-2, below). Syracuse residents are avoiding owning cars for several reasons, including income and lifestyle.



(Davis et al 2012).

On average, almost half Centro riders are young adults, ages 25 – 44 (Census '07-'11). As we drive fewer cars in CNY, our overall demand for non-auto transport is clearly rising (Graph 4: Syracuse Urbanized Areas Vehicle Miles).

While economic hardship is driving affordable transport demand in CNY, many of us also ride Centro for economic, environmental and civic reasons. Lacking personal cars should not negatively impact our economic health. A healthy, growing and breathing city needs a range of safe and affordable transport options; including public transportation, car-sharing, bicycling wheeling and walking.

(Graph 3, USA data, Lipman 2006, pg.6>)

## We need a transport plan for, & involving the whole city & region

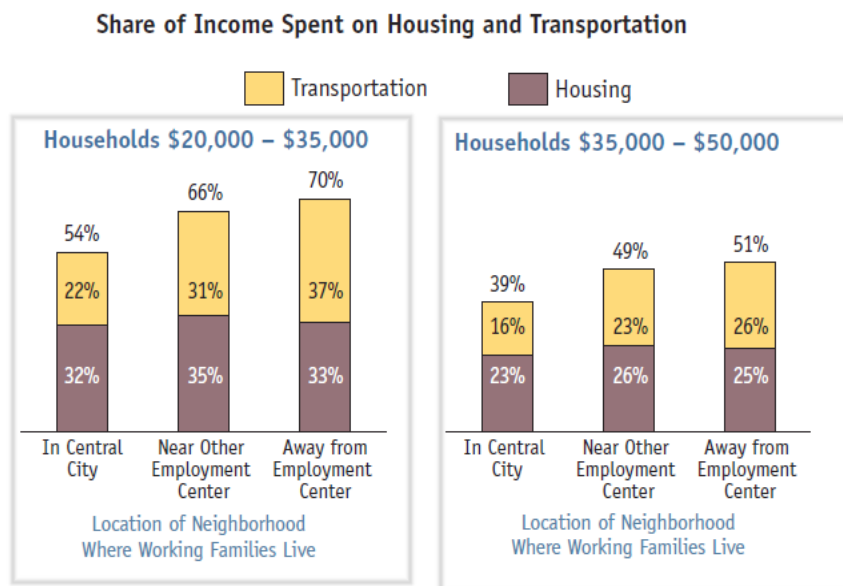
We need more affordable transportation in CNY, not less.

Collaborating on transportation planning is vital in creating a healthy city.

**Income:** Studies agree, housing and transportation are the highest cost burdens for low-to-moderate income households, as much as 37% for transport (Lipman 2006, Graph 3 below).

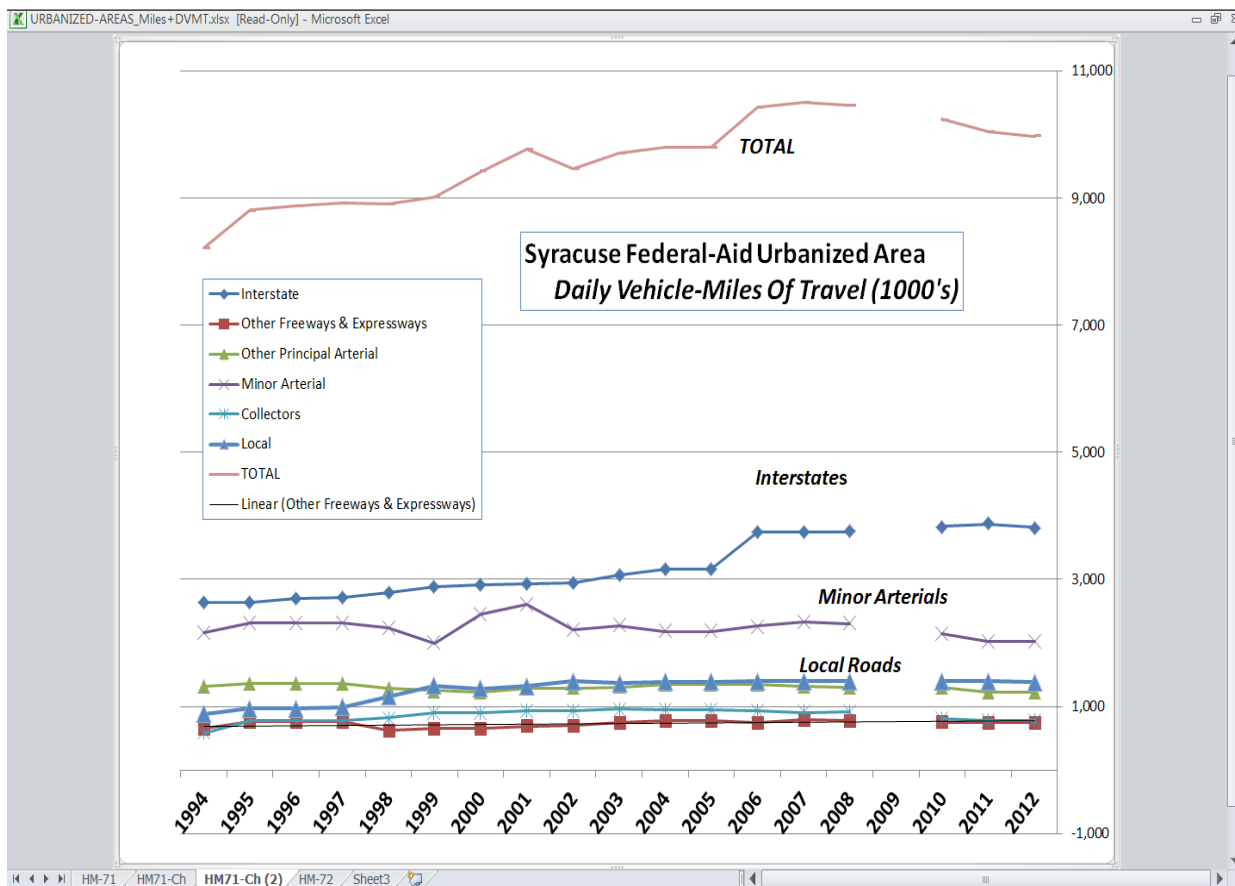
Studies describe the transit and food “deserts” in Syracuse as social exclusion (Grengs 2000).

**Lifestyle:** Accessible transport is not 'only' about social exclusion. Young people of all income groups are now moving back into cities, without owning cars



Source: Center for Neighborhood Technology calculations.

NOTE: Employment centers are job locations with a minimum of 5,000 employees.



Graph 4: Syracuse Urbanized Area daily vehicle miles traveled. FWA, methods available on request.

**We can take proactive steps in two directions:**

**a) Inter-agency: publicly-funded agencies collaborating on reducing costs and sharing resources**

The City of Syracuse, Centro, Syracuse-Metropolitan Transport Council (SMTC) and other local government agencies can collaborate around sharing transportation resources, reducing the overall cost burdens and reaching more people.

**b) Inter-community: Fostering collaborating among citizens and business. The City and Centro can collaborate with neighborhoods, citizens and businesses on diverse mobility and accessibility concerns,** also potentially reducing transportation and infrastructure costs.

At Common Council's Feb. 19<sup>th</sup> public meeting on Centro, speakers suggested ideas for both **Local government collaboration** and **Collaborating with & among citizens and businesses**:

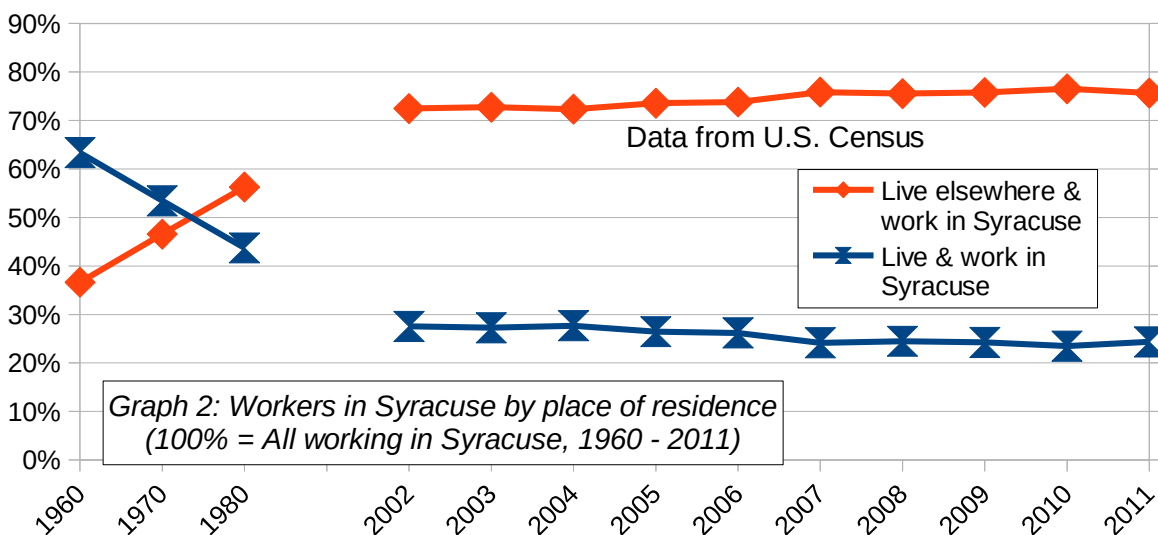
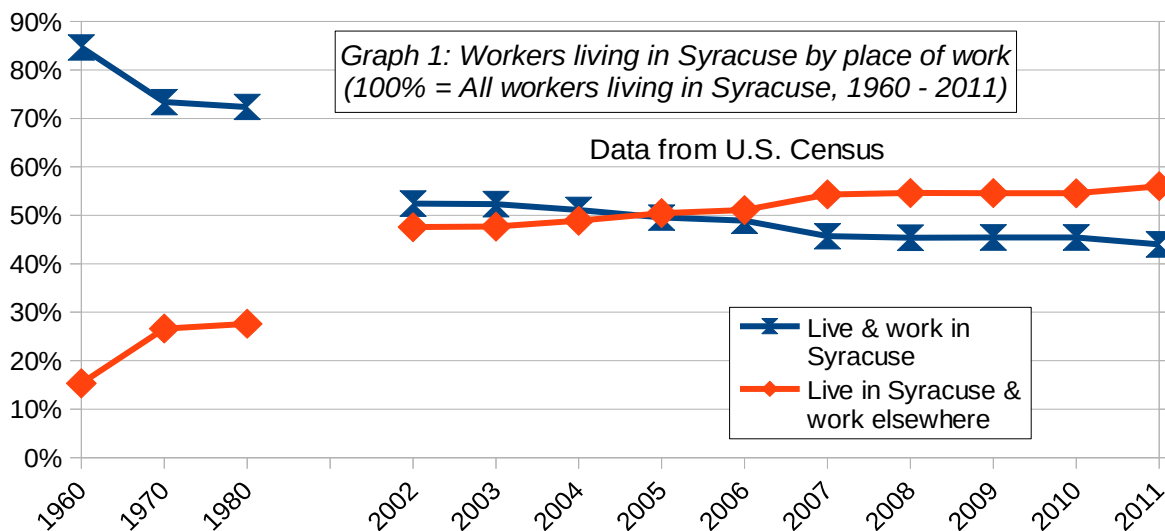
**(a) Local government collaboration, examples:** The City can shift Centro's funding from the volatile mortgage tax to more stable sources, such as portions of the County's automotive gas tax and sales tax. Centro and other CNY Human Service providers can collaborate on simplifying transport options, as Syracuse-Metro Transport Council (SMTC) has often recommended (*e.g.* 2001, 2013).

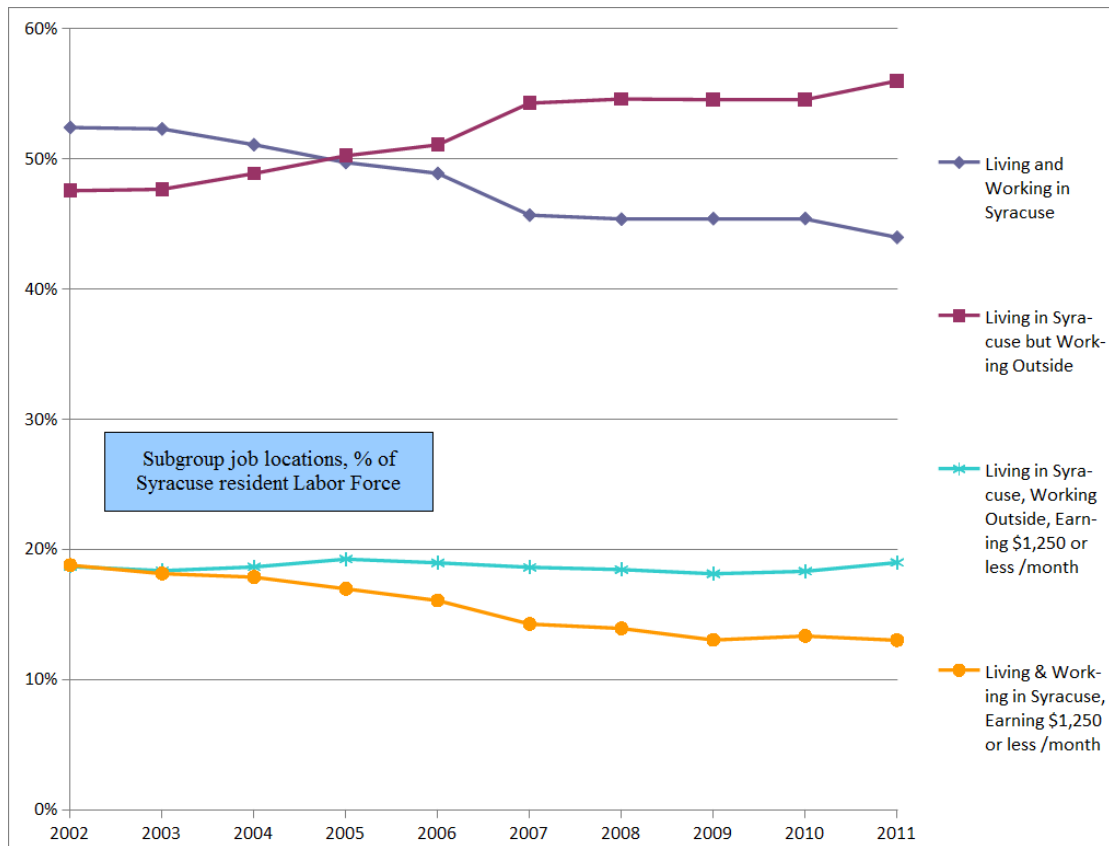
**(b) Collaborating with citizens and business, examples:** The City and Centro can work with local residents and businesses around the 'Last Mile' reaching the bus. For example, groups are working on clearing snow from sidewalks, improving bus and walking accessibility and safety. Centro could pursue offsetting some

transit costs by partnering with private businesses. Tapping local knowledge can become a 'virtuous cycle' for better informing street and transport infrastructure decisions in Syracuse / CNY.

**At least one guide seems appropriate for Syracuse.** A recently produced **transport planning guide** describes how other small- to mid-sized cities are solving these problems. "Creating Connected Communities: A Guidebook for Improving Transportation Connections for Low- and Moderate-Income Households in Small and Mid-Sized Cities" (CTOD 2014).

**Transport impact jobs.** Inter-agency planning? Since 1998, SMTC & Centro have already produced Coordinated Public Transit – Human Services Transportation Plans, often calling for combining transport planning (2013). SMTC recognized '**Spatial-Mismatch**' AKA '**Job-Sprawl**' in Syracuse at least since 2001 (SMTC 2001). Residents can't find adequate work in Syracuse, so some drive farther. Since 2005, over half working Syracuse residents traveled out of the city for work (Graph 1). Driving this change since 1975, more jobs in Syracuse were claimed by commuters from beyond the city (Graph 2).





*Spatial Mismatch in CNY, % of working Syracuse residents ('On the Map', US Census 2014)*

Some lower-income workers working outside Syracuse are driving farther for the same low pay, paying more for cars and fuel (above, Census 2014). Many USA cities experience spatial-mismatch.

Transportation alone can only address a symptom, our lacking quality jobs in Syracuse and CNY. However, improving and diversifying city and regional transport choices can at least increase viable employment choices in and near Syracuse.

In the short term and long term, we need a healthy, growing Centro linked with other diverse and dependable transportation modes, for living and working. Sharing our local transportation planning can help us in creating jobs and improving our quality of life in Syracuse and CNY.

Peter King,  
Syracuse NY

Email: [pedro9@earthlink.net](mailto:pedro9@earthlink.net)



**References:**

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U.S. Dept. of Transportation, Federal Highway Administration (FHWA) Office of Highway Policy Information (2014) *Highway Statistics Series, 1994-2012*. Retrieved from:

<<http://www.fhwa.dot.gov/policyinformation/statistics.cfm>>



**AD TEXT****Other Legals**

NOTICE OF 30-DAY PUBLIC REVIEW /COMMENT PERIOD AND PUBLIC MEETING FOR THE 2050 Long Range Transportation Plan (LRTP) The Syracuse Metropolitan Transportation Council (SMTC) has officially begun a 30-day public comment/review period for its draft 2050 Long Range Transportation Plan (LRTP). The document is available via the SMTC web site at [www.smtcmpto.org /LRTP2050](http://www.smtcmpto.org/LRTP2050). A public meeting to address the LRTP document has been scheduled for Wednesday, August 5, 2015, at the offices of the SMTC from 4:30 - 7:00 p.m. SMTC staff will present an overview of the draft plan at 5:00 p.m. and again at 6:00 p.m. The draft plan and other materials will be available for review between 4:30 and 7:00 p.m. and staff will be available to answer questions. The public meeting will be held in the lower level conference room located at the SMTC offices: 100 Clinton Square, 126 N. Salina Street, Syracuse, NY 13202. The SMTC's 2050 Long Range Transportation Plan will serve as a blueprint that guides the Syracuse Metropolitan Planning Area's transportation development over a 35-year period. Updated at least every five years to reflect changing conditions and new planning principles, the LRTP looks at major urban transportation planning issues such as: the environment; air quality; access to transportation; alternative transportation modes (i.e., bicycle and pedestrian); the impact of land development on the transportation system; highway traffic congestion; and maintenance of the existing infrastructure. The public review/comment period for the draft 2050 LRTP commences today, August 4, 2015. Comments received on or before Thursday, September 3, 2015, will be considered for the final document, to be presented to the SMTC Policy Committee for adoption in September 2015. For those interested in reviewing the draft 2050 LRTP a copy of the document is available at the Central Branch of the Onondaga County Public Library, The Galleries of Syracuse, 447 South Salina Street, Syracuse, and the SMTC offices, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse. Additionally, the document is available via the SMTC web site at [www.smtcmpto.org/LRTP2050](http://www.smtcmpto.org/LRTP2050). All LRTP comments shall be submitted in writing to [contactus@smtcmpto.org](mailto:contactus@smtcmpto.org) or via postal mail to: SMTC, Attn: Meghan Vitale, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202. The public comment period is open through Thursday, September 3, 2015.

Related Categories: Notices and Announcements - Legal Notice

Published on *Syracuse.com* and/or *The Post Standard* 8/4. Updated 8/4.



## Other Legal

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### Other Leases

**Notice of Formation of Estate Planning Law Center, David J. Gurnea, David J. Vespa, LLC** Articles of Organization filed with the Secretary of State of New York (SSNY) on 6/22/15. Office location: County of Onondaga, NY. SSNY is acting as agent of LLC upon whom process may be served. SSNY shall mail copy of process to: c/o

\_\_\_\_\_

**Purpose**

The purpose of Formation of Planning Law David J. ASEQ, LLC is to provide legal services of Organization of State of New York (SSNY) shall mail copy of process to 101 S. Salina St., Syracuse, NY 13202.

**Notice of Formation of Chenard Moore LLC**

Source: *Author's calculations*.

any LLC, a company affiliated with Sec'y of the State (SSNY) or Office local. Onondaga County designated as the process agent to serve SSNY on the part of the County of Onondaga and the City of Syracuse, NY. The premises are located at 1.00 p.m. premises known as 125 Smokey Hollow Rd, Baldwinsville, NY 13027, and all that certain parcel or parcel of land, with the buildings and improvements thereon erected, situate, lying and being in the County of Onondaga and the City of New York, and designated on the tax maps

\_\_\_\_\_

8/17/2015 at  
p.m. premises  
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as follows: ALL  
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of land, with  
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nated on the tax maps

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is all of defendant John Gazda's right, title, and interest in the above-vested, contingent, present or future, in the premises commonly known as 3193 East Lake Road, Skaneateles, NY 13152, and known as 040-040-017-2, and as more particularly described in Schedule A attached to judgment. The premises are

\_\_\_\_\_

<p>defendant, who right title, and any other vest- contingent, or future, in the uses commonly as 3193 East Road, Skaneate- NY 13152, and known as of Skaneatele D NO 040-01 and as more par- ticularly described in Attachment A to this Pleading. The</p>	<p>filed judgment index# 1174/2014. Jeffrey G. Pomeroy, Esq., Referee FRANKIE LAMBERT WILLIAM LAMBERT &amp; GORDON, LLP 53 Gib- son Street Bay Shore, NY 11706 01-714833- FOO</p> <p><b>NOTICE OF SALE SU- PREME COURT COUN- TY OF ONONDAGA</b> MidFirst Bank, Plaintiff, vs. Brian M. Falise a/k/a Bryan M. Falise, et al. Defendants</p>	<p>8/14/14 11/14/14 NOTICE PREPARE TY BAN TY BAN N.A. AKA DELL ORLU W CH THE YORK</p>
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**JUDGMENT INDEX#**  
2014. Jeffrey G.  
Brody, Esq., Referee  
JAMES LAMBERT  
WELLS FARGO BANK,  
N.A., LLP, 53 Glen  
Street Bay Shore,  
LI706 01-071483-

**NOTICE OF SALE SU-  
PREME COURT-COUN-  
TY OF ONONDAGA  
BANK OF AMERICA,  
N.A., Plaintiff, AGAINST  
RALPH L ORLANDELLA  
AKA RALPH A ORLAN-  
DELLA, CHRYL OR-  
LANDELLA, CHERYL  
W ORLANDELLA AKA  
CHERYL ORLANDELLA,  
THE BANK OF NEW  
YORK MELLON FKA**

**DATE** 11/22/2013  
**TIME** 7/28,  
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# SMTC 2050 Long Range Transportation Plan

Appendix

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Agency consultation contact list



## 2050 LRTP Agency Consultation Contact List

Central New York Land Trust	Onondaga County Department of Emergency Management
Central New York Regional Planning and Development Board	Onondaga County Department of Health
City of Syracuse Department of Water	Onondaga County Office of the Environment
Cornell Cooperative Extension of Madison County	Onondaga County Soil & Water Conservation District
Cornell Cooperative Extension of Onondaga County	Onondaga County Water Environment Protection
Cornell Cooperative Extension of Oswego County	Onondaga Nation
Empire State Development	Oswego County Health Department
Federal Aviation Administration	Oswego County Soil & Water Conservation District
Finger Lakes Lake Ontario Watershed Protection Alliance	Syracuse-Onondaga County Planning Agency
Madison County Health Department	U.S. Army Corps of Engineers
National Park Service	U.S. Department of Agriculture Engineering Team
New York Forest Owners Association	U.S. Department of Agriculture, Natural Resources Conservation Service
New York State Department of Agriculture	U.S. Department of Agriculture, Onondaga County Farm Service Agency
New York State Department of Environmental Conservation	U.S. Environmental Protection Agency
New York State Department of State	U.S. Fish and Wildlife New York Field Office
New York State Department of Transportation, Regional Environmental Unit	
New York State Office of Emergency Management	
New York State Office of Parks, Recreation, and Historic Preservation	
New York State Soil and Water Conservation Committee	
New York State Thruway Authority	
New York Water Environment Association	
Northeast Fisheries Science Center	

