

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2050

LONG RANGE TRANSPORTATION PLAN

2020 Update



APPENDICES

SMTC 2050 Long Range Transportation Plan - 2020 Update

Appendix

A.

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

SMTC 2050 Long Range Transportation Plan

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

March 2014 (Updated April 2019)

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" 'CNY Rising'	Invest strategically in roads, ports, air and rail Develop a connected and modern transportation and logistics system, including a new global manufacturing and logistics hub Expand air service connectivity Invest in shovel-ready manufacturing sites near transportation assets and areas of economic distress
I-81 Viaduct Project – Scoping Report (April 2015) goal & I-81 Independent (Tunnel) Feasibility Study (Nov 2017) goal	Provide transportation solutions that enhance the livability, visual quality, sustainability, and economic vitality of greater Syracuse.

<p>CNYRPDB Central New York Regional Recreation & Heritage Plan goals and objectives</p>	<p>Find and focus local efforts on catalytic projects that have the potential to seed further positive energy and projects – amplify potential by choosing first steps wisely.</p> <ul style="list-style-type: none"> • Identify opportunities for, and secure access to potential prime public waterfront areas • Look for opportunities to make or strengthen outdoor recreational activity between significant recreation and heritage points and areas. • Identify opportunities or revitalization and reuse of historic building, structures, and landscapes, especially along main streets in cities, villages and hamlets where recreation- and heritage-compatible economic development opportunities can support visitation and local quality of life. • Strengthen recreation and heritage linkages to outside of the Central New York Region with gateway corridors, wayfinding, and inter-regional and inter-municipal collaboration. • Use appropriate design guidelines and case study examples such as from the Federal Highway Administration, NACTO and NYSAMPO to inform planning for bicycle infrastructure along identified primary bicycle touring corridors in this plan. <p>Create distinctive and attractive communities with a strong sense of place.</p> <ul style="list-style-type: none"> • Capitalize on opportunities for growing responsible tourism and sustainable, recreation-based economic development, including by coordinating with neighboring counties to link these types of resources beyond municipal borders.
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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)
I-81 Viaduct Project – Scoping Report (April 2015) goal & I-81 Independent (Tunnel) Feasibility Study (Nov 2017) goal	Improve safety and create an efficient regional and local transportation system within and through greater Syracuse.
I-81 Viaduct Project – Scoping Report (April 2015) objectives and DEIS (April 2019) objectives	Address vehicular, pedestrian, and bicycle geometric and operational deficiencies within the project limits
	Address transportation network structural deficiencies, particularly associated with aging bridge structures and non-standard/non-conforming design features within the project limits along I-81 and I-690
I-81 Independent (Tunnel) Feasibility Study (Nov 2017) objective	Improve interstate geometry

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	
Draft County 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	
Draft County 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 Regional Recreation & Heritage Plan (CNYRPDB) goal	Encourage carpooling programs and public transportation options that improve access to community services and to help provide safe, affordable, convenient transportation to all residents.
I-81 Viaduct Project – Scoping Report (April 2015) objective and DEIS (April 2019) objective	Maintain access to existing local bus service and enhance transit amenities within the project limits in and near Downtown Syracuse.
CNY REDC Strategic Plan "tactics" and "performance metrics" CNY Rising	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) The Global Manufacturing and Logistics Hub (inland port) is expected to reduce shipping costs for regional manufacturers by 40 percent and divert up to 20,700 trucks to rail, which will significantly reduce carbon emissions and the wear and tear of roads and bridges.
Trails/sidewalks/bike facilities	

Draft County 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).
CNY Regional Recreation & Heritage Plan (CNYRPDB) goals and objectives	<p>Provide significant opportunities for outdoor recreation and heritage visitation.</p> <ul style="list-style-type: none"> • Seek and implement opportunities to provide additional, or improved access to year-round low impact outdoor recreational activities such as hiking, biking, boating, birding, cross country skiing, skating and learning about natural and cultural resources. • Seek opportunities for growing sustainable, recreation-based economic development, including coordinating with neighboring municipalities to link these types of resources. • Implement plans to establish local sections of inter-regional bicycle connectivity as recommended in the CNY Regional Recreation and Heritage Plan. <p>Create distinctive and attractive communities with a strong sense of place.</p> <ul style="list-style-type: none"> • Strengthen local walkability and bike accommodations and consider placing bicycle racks in and around downtown and support a local safe bicycling program to encourage use of helmets and safe riding practices.
Alternative modes - general	
Draft County 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)
I-81 Viaduct Project – Scoping Report (April 2015) objective and DEIS (April 2019) objective	Maintain or enhance vehicle access to the interstate highway network and key destinations (i.e., business districts, hospitals, and institutions) within neighborhoods along the I-81 viaduct priority area.

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%)
I-81 Viaduct Project – Scoping Report (April 2015) objective and DEIS (April 2019) objective	Maintain or enhance the vehicular, pedestrian, and bicycle connections in the local street network within the project area and near Downtown Syracuse to allow for connectivity between neighborhoods, business districts, and other key destinations.
I-81 Independent (Tunnel) Feasibility Study (Nov 2017) objective	Enhance the livability of the surrounding area.

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	
Draft County 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 Draft County Plan “Projects and Practices”.
	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
Central New York Regional Recreation & Heritage Plan (CNYRPDB) goals and objectives	<p>Development of Comprehensive Plans and supportive land use regulations where towns and villages currently lack them.</p> <ul style="list-style-type: none"> • Including conservation subdivision regulations and site plan review processes. • Focus on smart growth principals to protect natural and cultural resources. • Capitalize on economic development that includes rehabilitation and reuse of existing buildings and vacant sites, and encourages historic preservation and compatible design.
Hazard Mitigation Plan Update – Onondaga County, NY Feb 2019 (DRAFT) goals and objectives	Integrate risk reduction concepts, policies, and projects into existing local and regional planning and implementation mechanisms, such as comprehensive plans, codes, and capital improvement plans.
	Promote resilient and sustainable land development practices to improve the ability to recover and bounce back faster from impacts of natural hazard events.
	Encourage building and rebuilding practices that address resiliency through higher standards and sustainable design to resist impacts of natural hazards and to reinvest in existing infrastructure rather than expanding the urbanized area

	Incorporate hazard considerations into land-use planning and natural resource management
Vision CNY "targets" and "strategies"	Implement a regional main street revitalization program.
Transit oriented development	
Draft County 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" CNY Rising	Employ TOD strategies Attract good jobs to distressed communities through the Opportunity Investment Fund; CNYREDC will consider "distance from a community of distress" as part of its selection criteria for investments and facility location. Establish an Arts and Entertainment district in Syracuse.
Air quality/VMT/alternative fuels	
Draft County 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)
Central New York Regional Recreation & Heritage Plan (CNYRPDB) goals and objectives	<p>Prepare for and mitigate the effects of flooding and other disasters through appropriate planning and infrastructure improvements that anticipate flooding, ground failure, severe storm events, ice jams, extreme temperatures, drought, radiological emergencies, and transportation hazards.</p> <ul style="list-style-type: none"> • Implement green infrastructure measures where possible and most effective. • Upgrade existing infrastructure to predicted capacity needs. • Identify vulnerabilities and assess local risk. • Assess local land use policy related to risk. • Conduct or facilitate disaster/emergency preparedness-related educational outreach • Use zoning to control development in areas prone to unforeseen hazards. • Complete a greenhouse gas emissions inventory, and climate action plan with emission reduction goals, baseline data on emission sources, and detailed recommendations for reducing the local carbon footprint. • Encourage development and use of renewable resources locally such as electric lawn mowers, hybrid vehicles, and residential, commercial and civic energy generation or purchase. <p>Protect agricultural land, open space and water resources:</p> <ul style="list-style-type: none"> • Prevent pollution of local water resources including surface and groundwater through use of best practices in stormwater capture and infiltration, such as porous pavement and bioswales. • Establish local regulation to prevent continued development, including roads, trailer parks, and residences on sensitive resources such as sand dune areas and waterfronts that threaten these resources
I-81 Independent (Tunnel) Feasibility Study (Nov 2017) objective	Minimize adverse environmental impacts
Hazard Mitigation Plan Update – Onondaga County, NY Feb 2019 (DRAFT) goals and objectives	Identify flood and other natural hazard areas

	Promote the continued use of natural systems to reduce long-term hazard related costs and maximize hazard mitigation effectiveness to include sustainable flood and erosion control projects, reduction of nutrient loading in water systems and activities that demonstrate resiliency practices
	Protect and preserve environmentally sensitive and critical areas
	Continue to preserve, protect and acquire open space
	Enact policies to prioritize and implement mitigation actions and/or projects designed to benefit essential facilities, services, and infrastructure
	Review and improve, if necessary, emergency traffic routes and evacuation routes; communicate such routes to the public and communities via the County's emergency notification system, social media and news media outlets.

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:

Draft County 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
I-81 Viaduct Project – Scoping Report (April 2015) goal & I-81 Independent (Tunnel) Feasibility Study (Nov 2017) goal	Improve safety and create an efficient regional and local transportation system within and through greater Syracuse
I-81 Independent (Tunnel) Feasibility Study (Nov 2017) objective	Minimize cost

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:

Draft County 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)
I-81 Independent (Tunnel) Feasibility Study (Nov 2017) objective	Maintain I-81 Interstate status, with interstate highway standards
Hazard Mitigation Plan Update – Onondaga County, NY Feb 2019 (DRAFT) goals and objectives	Protect life and property <ul style="list-style-type: none"> • Protect and maintain critical facilities and infrastructure • Pursue federal and state assistance toward the improvement of facilities and infrastructure

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

Proposed objectives:

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

PROJECT DELIVERY

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

MAP-21 Planning Factor: none

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

Proposed objectives:

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

OTHER GOAL AREAS:

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

Proposed objectives:

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

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

Proposed objectives:

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

Possible LRTP goal: Support regional efforts to upgrade communications technology that may support connected and autonomous vehicles. **OR** Position the region to take advantage of technology investments / improvements that will support connected and autonomous vehicles in coming years.

Proposed Objectives:

- Seek out opportunities to be involved in regional initiatives related to remote sensing, drone stuff, broadband upgrades, all that junk
- Collect information on how all this is going to work and coordinate with industry groups (e.g., freight, transit, etc.) to exchange knowledge and ideas.

Ties in w/Syracuse Surge & REDC's 'CNY Rising' – #1 investment: global center for unmanned systems and cross-connected platforms [including unmanned ground systems]

SMTC 2050 Long Range Transportation Plan - 2020 Update

Appendix B: Goals and objectives survey summary

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

I. INTRODUCTION

In December 2014, SMTC used the online survey provider Survey Monkey (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.¹ 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.

¹ The plans and documents used were: SOCPA's Draft County Plan "Projects and Practice", 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:

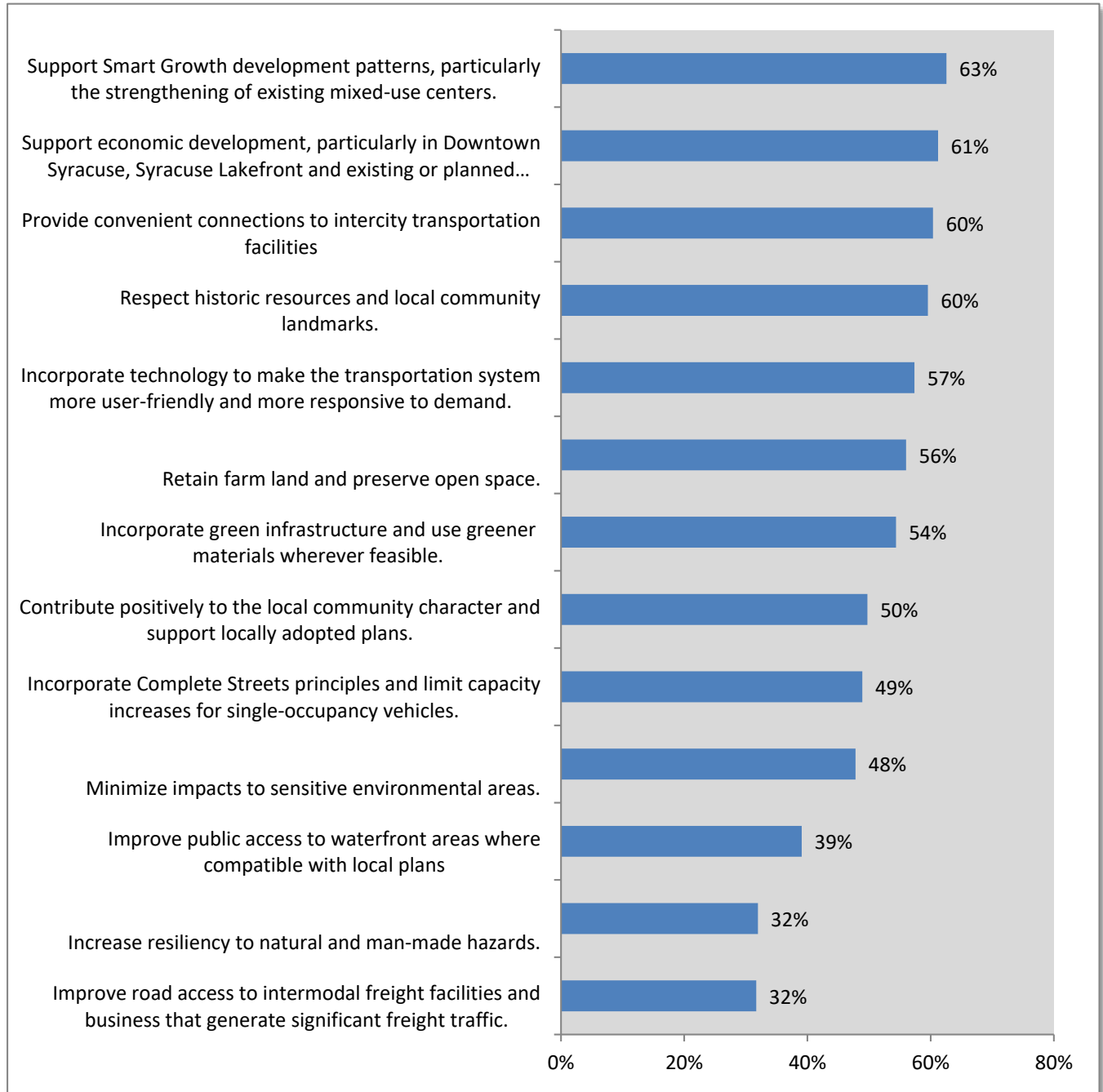
- Either expand existing Centro service (particularly in the suburbs) or add a service like light rail. (31 comments)
- Resolve the I-81 viaduct issue; many commenters emphasized the need to maintain access between suburbs and city, to hospital emergency rooms and through the city (26 comments)
- Improve, 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.

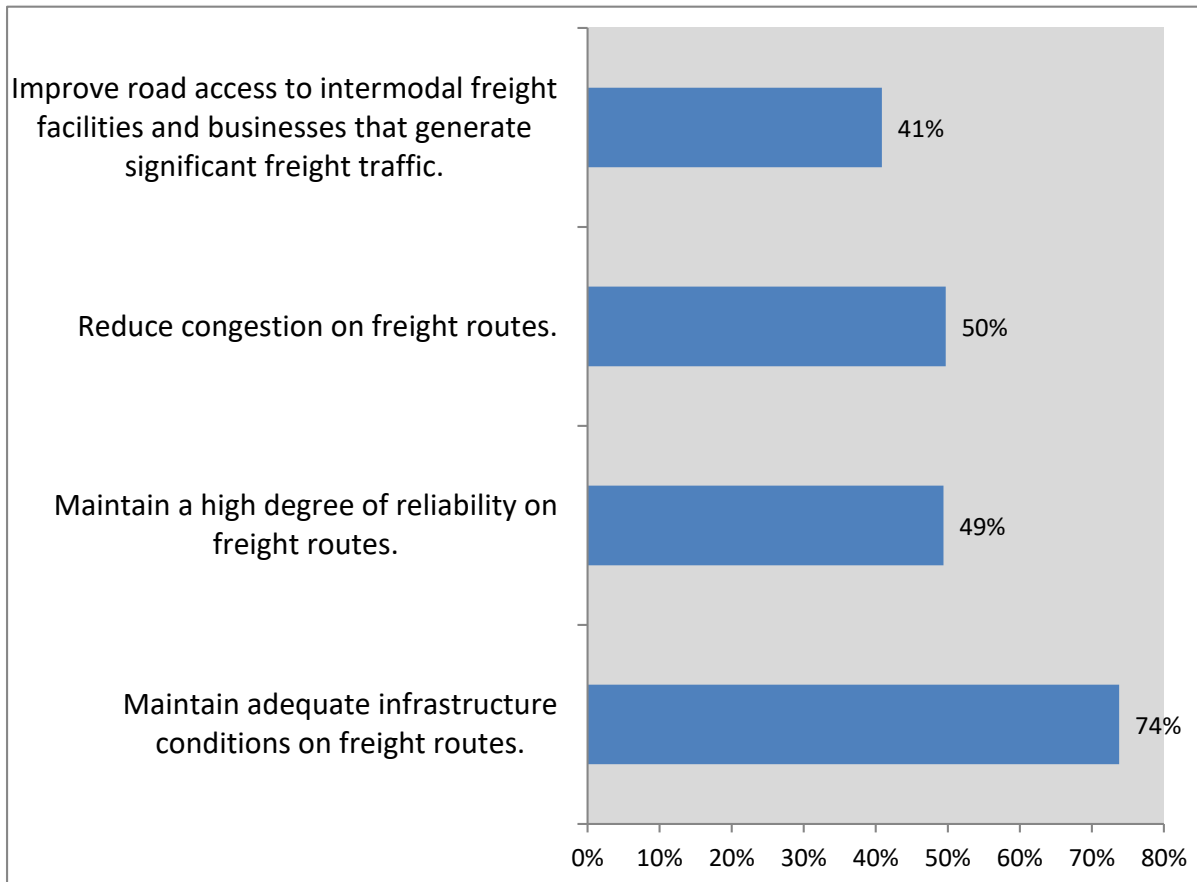
Eighteen percent of respondents (50 people) provided a comment on this question, touching on themes such as:

- 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"



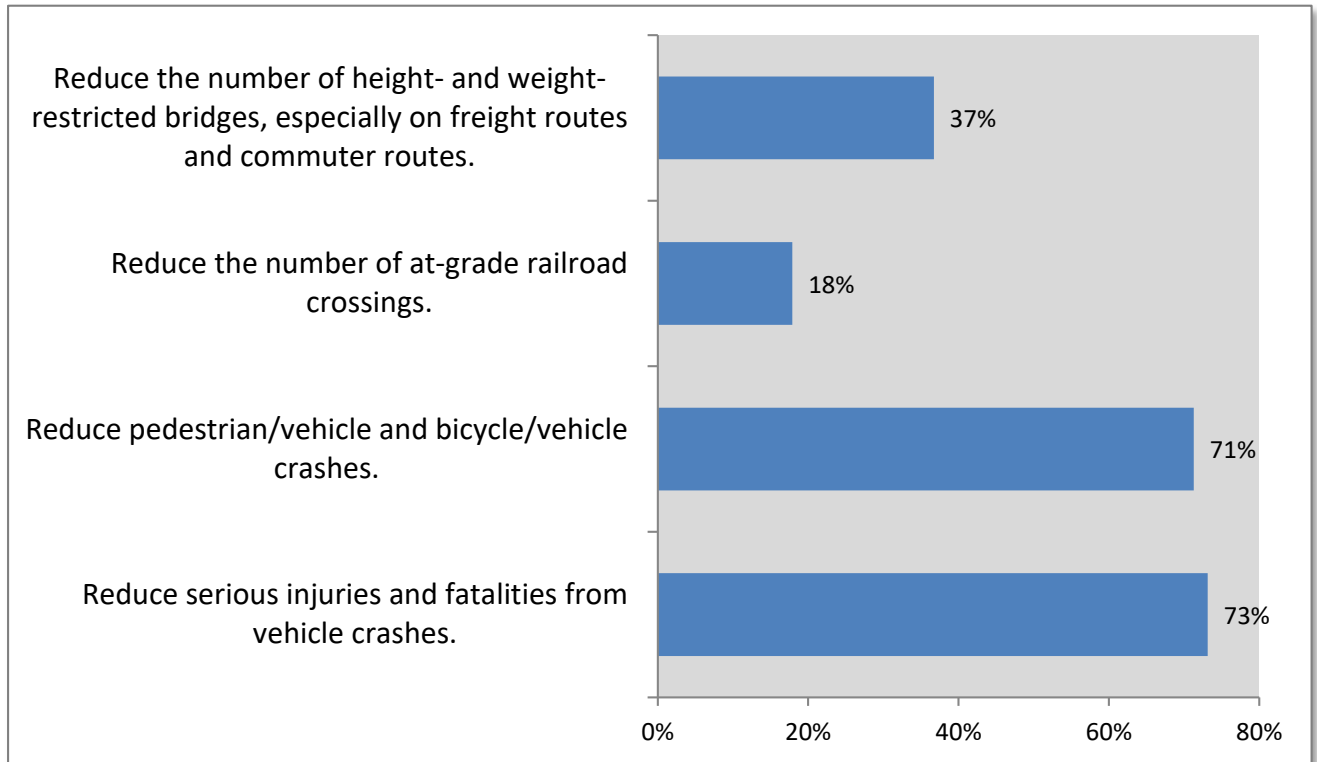
Question 3

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.

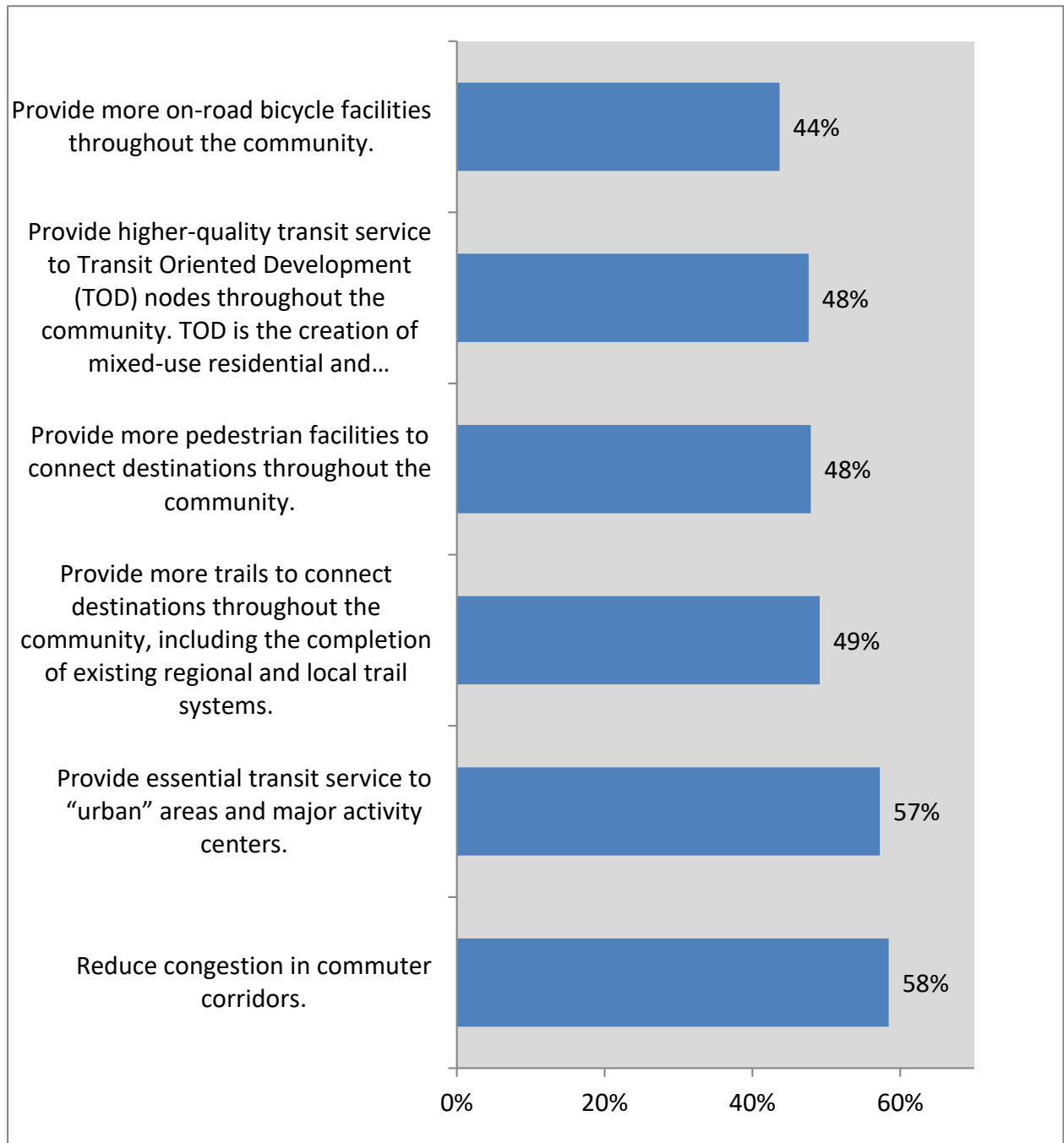
Figure 4 summarizes respondents' selections. All six accessibility and mobility objectives were supported by at least 40% of respondents. Only two received more than 50% of respondents' support:

- 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):

- 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.

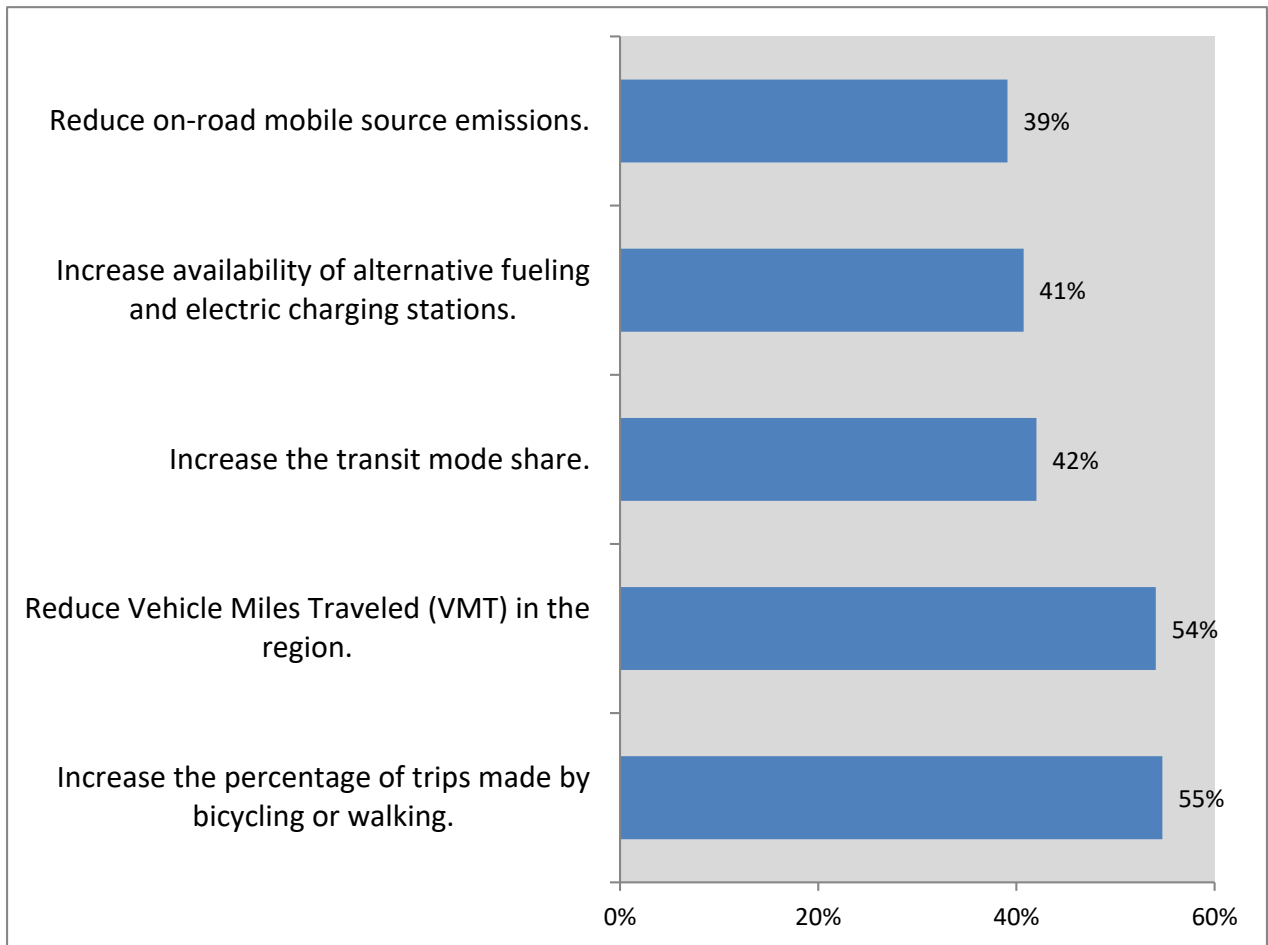
Figure 5 summarizes respondents' selections. Four of the objectives were supported by at least 40% of respondents; the objective related to reducing mobile emissions was supported by 39% of respondents. Only two received more than 50% of respondents' support:

- 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.

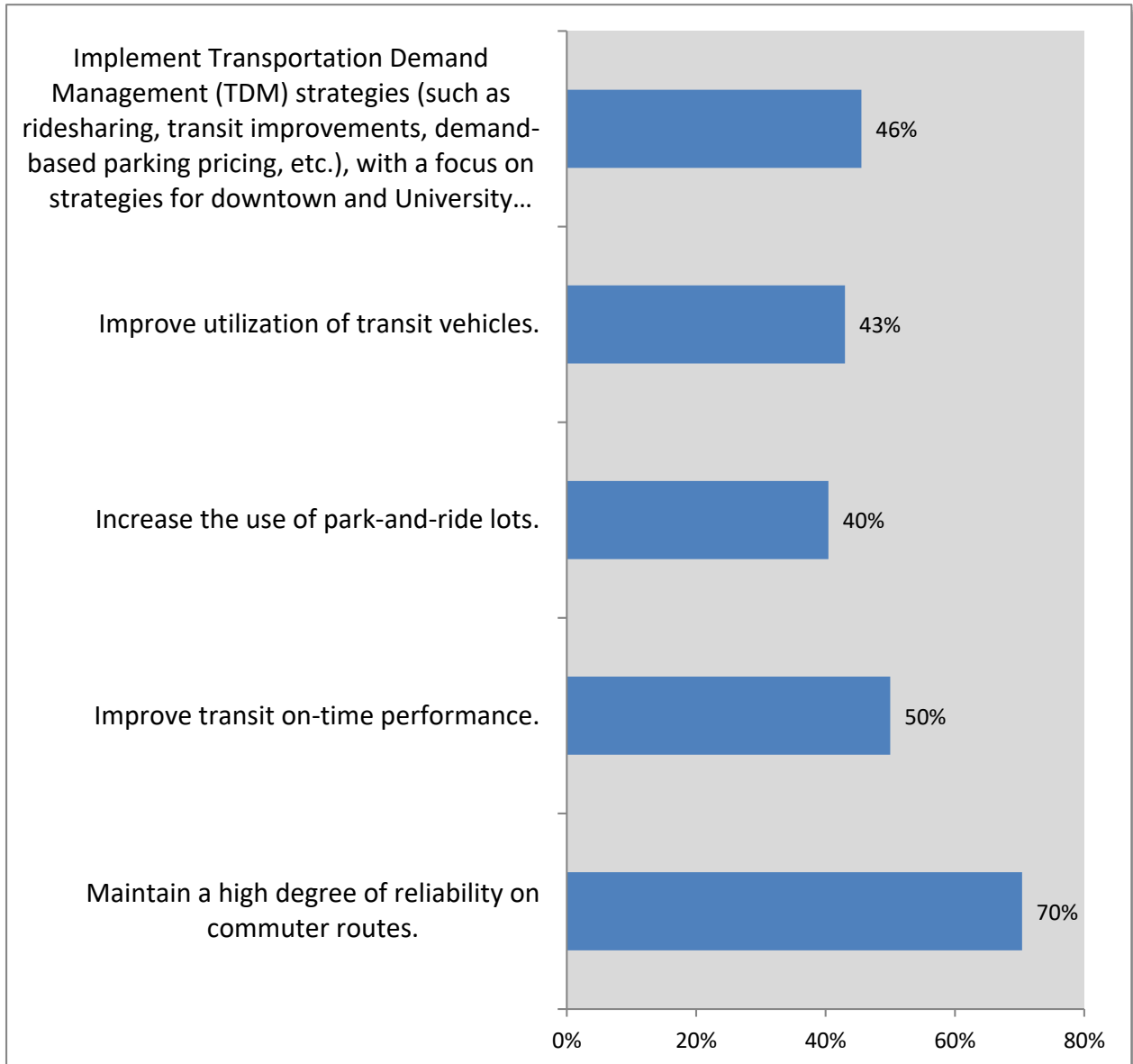
Figure 6 summarizes respondents' selections. All objectives were supported by at least 40% of respondents. The "on-time" transit objective was supported by half of respondents. The objective related to "reliability on commuter routes" was the most popular objective, with 70% supporting it.

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:

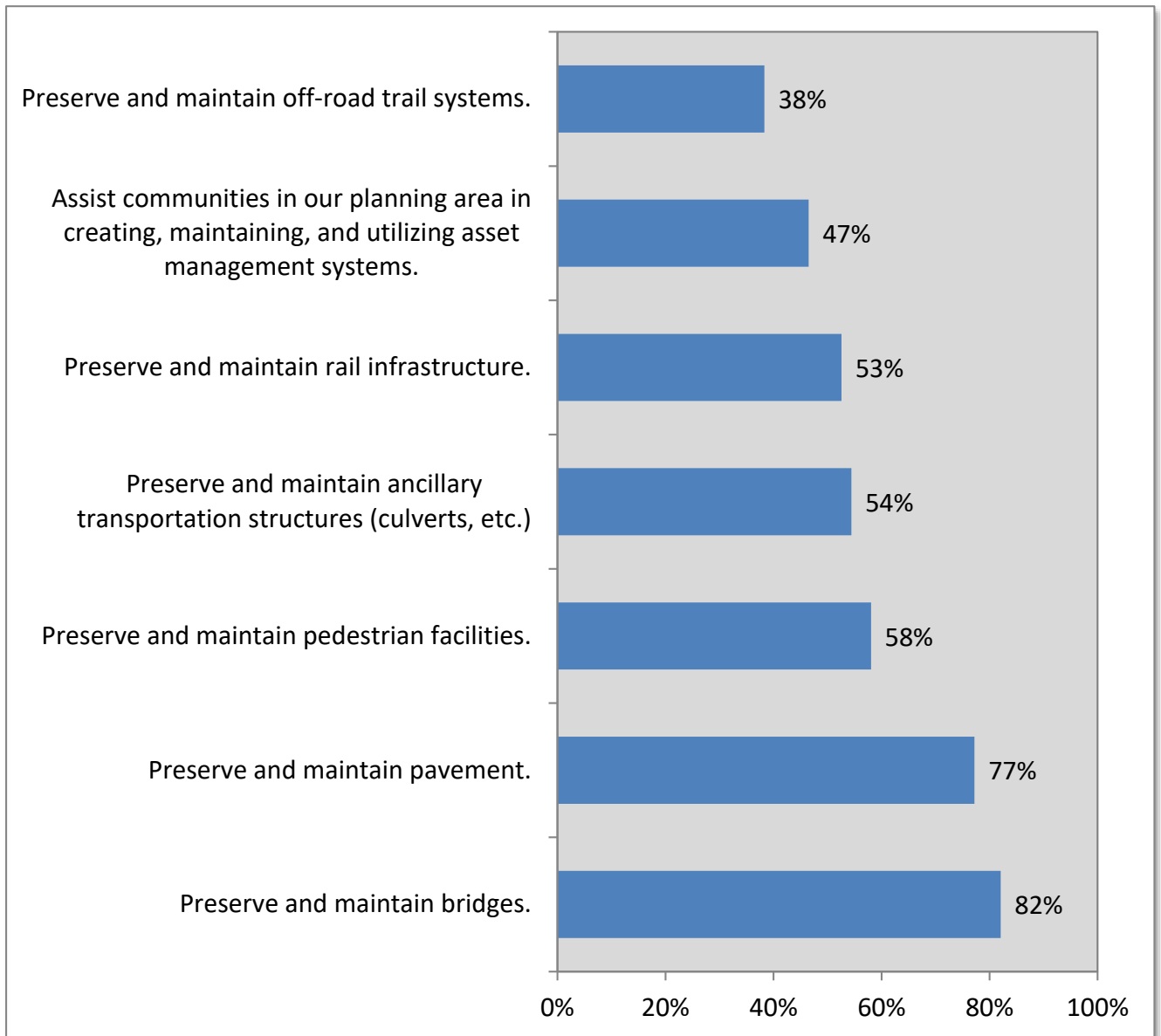
- Support pavement maintenance (four comments)
- Strategic disinvestment in pavement and / or bridges (four comments)
- Maintain bike and pedestrian facilities (two comments)
- Utilize GIS tools for asset management (one comment)
- Maintain sewers in addition / in conjunction with roadway maintenance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



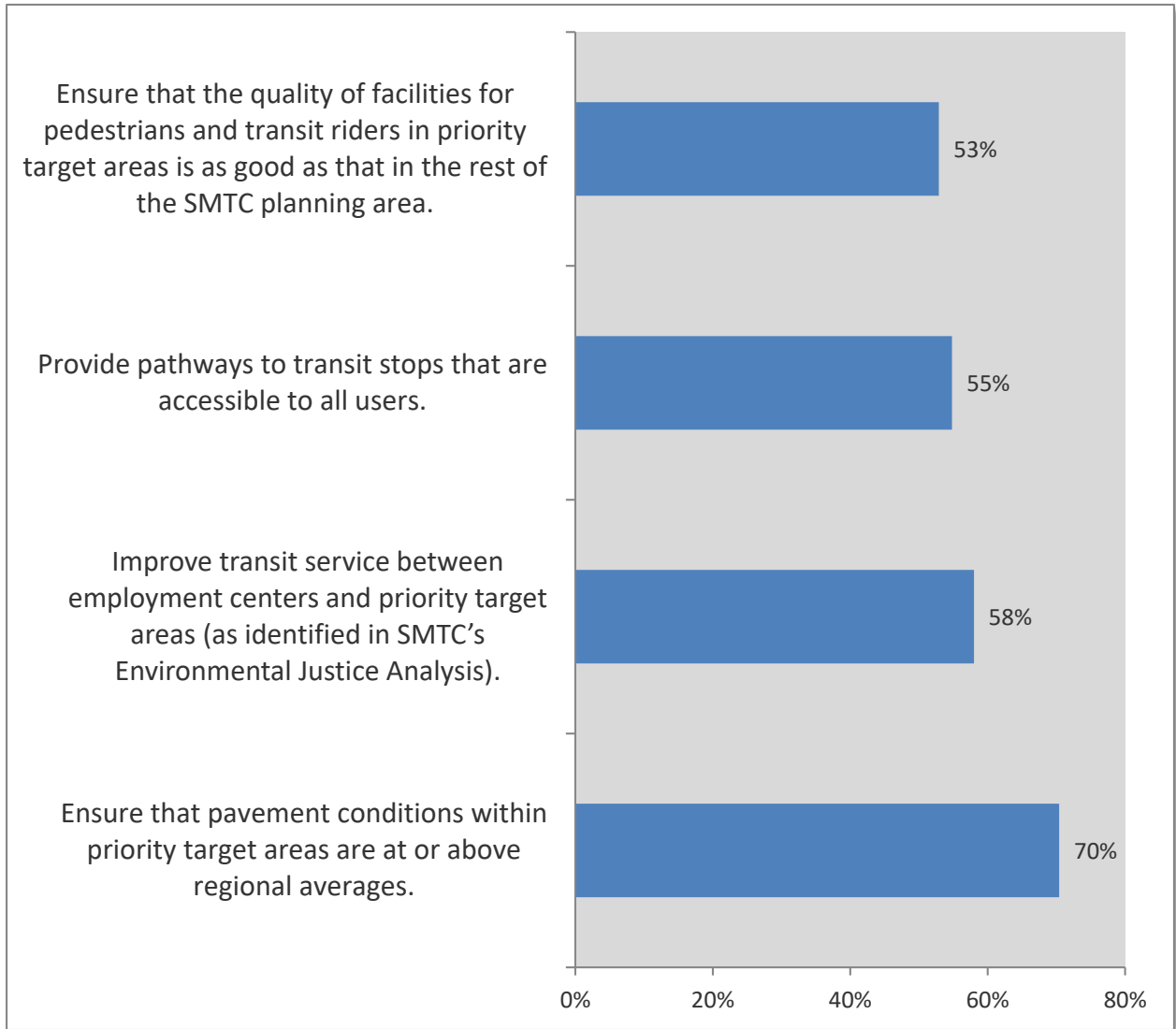
Question 8

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.

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”.

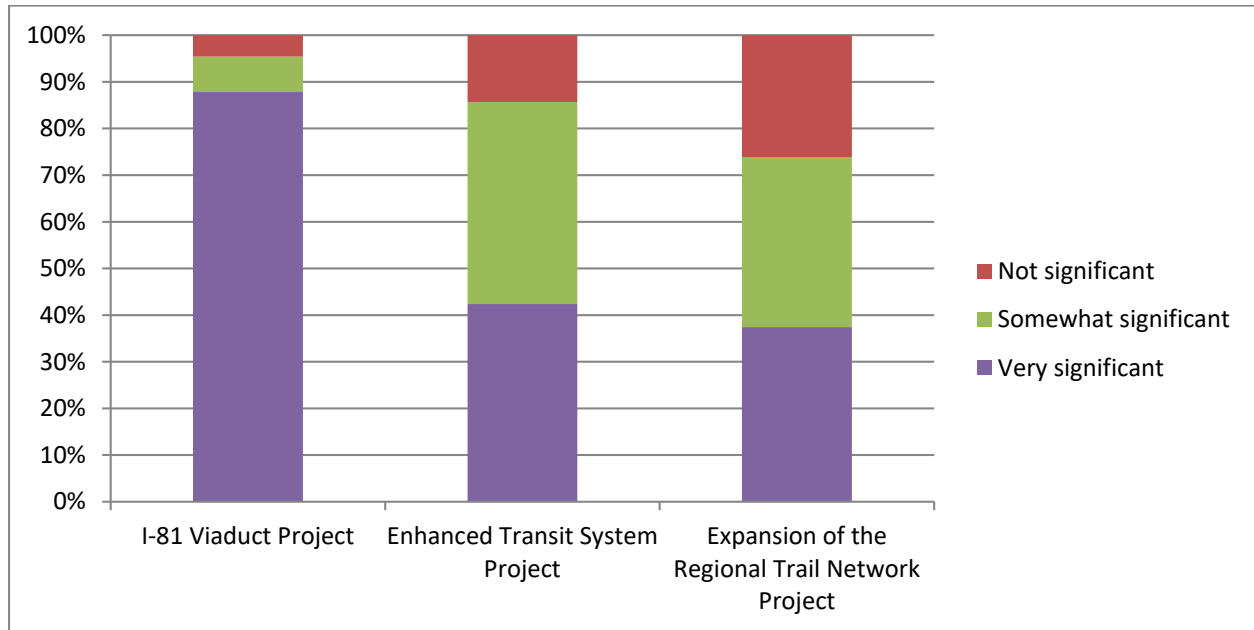
The majority of respondents (87.8%) stated that the I-81 Viaduct Project is “very significant” to the Syracuse Region.

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 NYS DOT 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 meeting². 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.

² 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.”

SMTC 2050 Long Range Transportation Plan - 2020 Update

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.

If Transportation Funding Increases in the Future, What Additional Projects Should We Prioritize?	
Potential Future Project	Public Feedback (# 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:

Comments Received at Station 4
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:

Feedback Received Via Comment Forms at Public Meetings	
<i>Comment</i>	<i>Meeting Location</i>
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"> • Consider other coordinated right of way improvements (sewer and water) when implementing the plan. • Please consider development of a more coordinated unobtrusive signage plan. • Work with other agencies to identify additional funding sources (TIGER, Environmental Facilities Corp, etc.) • Technology is quickly developing. Consider opportunities for innovation demonstrations (Solar Roadway). 	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):

Feedback Received Through the SMTC LRTP Website	
Comment	Category
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

Feedback Received Through the SMTC LRTP Website	
Comment	Category
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:

Feedback Received By E-mail or through the LRTP's "Tell us what you think!" page	
Comment	Category
<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.

Can't make the meeting in person?

Meeting materials will be available online from April 13 until May 1 at 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





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, Schroepel 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.

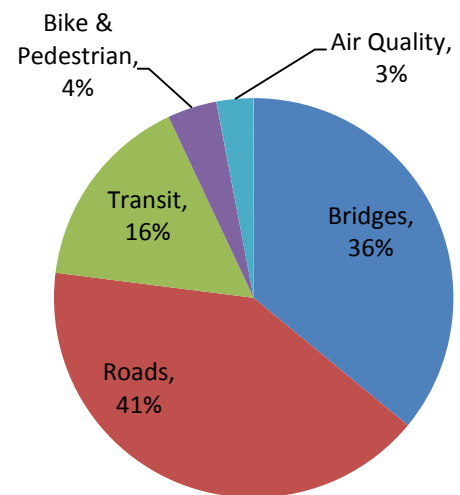
What is the Long Range Transportation Plan (LRTP)?

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) 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.

GOAL: Support efficient freight movement 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.
GOAL: Increase the safety, security, and resiliency 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.
GOAL: Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel.
Reduce congestion in priority commuter corridors.
Provide essential transit service to "urban" and "suburban" areas.
Provide higher-quality transit service to Transit Oriented Development (TOD) nodes throughout the community.
Provide more on-road bicycle facilities throughout the community.
Provide 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.
GOAL: Protect and enhance the natural environment 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.

FREIGHT

SAFETY

MOBILITY

ENVIRONMENT

We developed multiple objectives for each goal:

GOAL: Improve the reliability 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.
Increase the use of park-and-ride lots.
Implement Travel Demand Management (TDM) strategies.
GOAL: Strategically preserve 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.
Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.
GOAL: Ensure that transportation system performance improvements are distributed equitably .
Improve transit service between employment centers and priority target areas (as identified in SMTC's Environmental Justice Analysis).
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.

RELIABILITY

SYSTEM PRESERVATION

EQUITY



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.

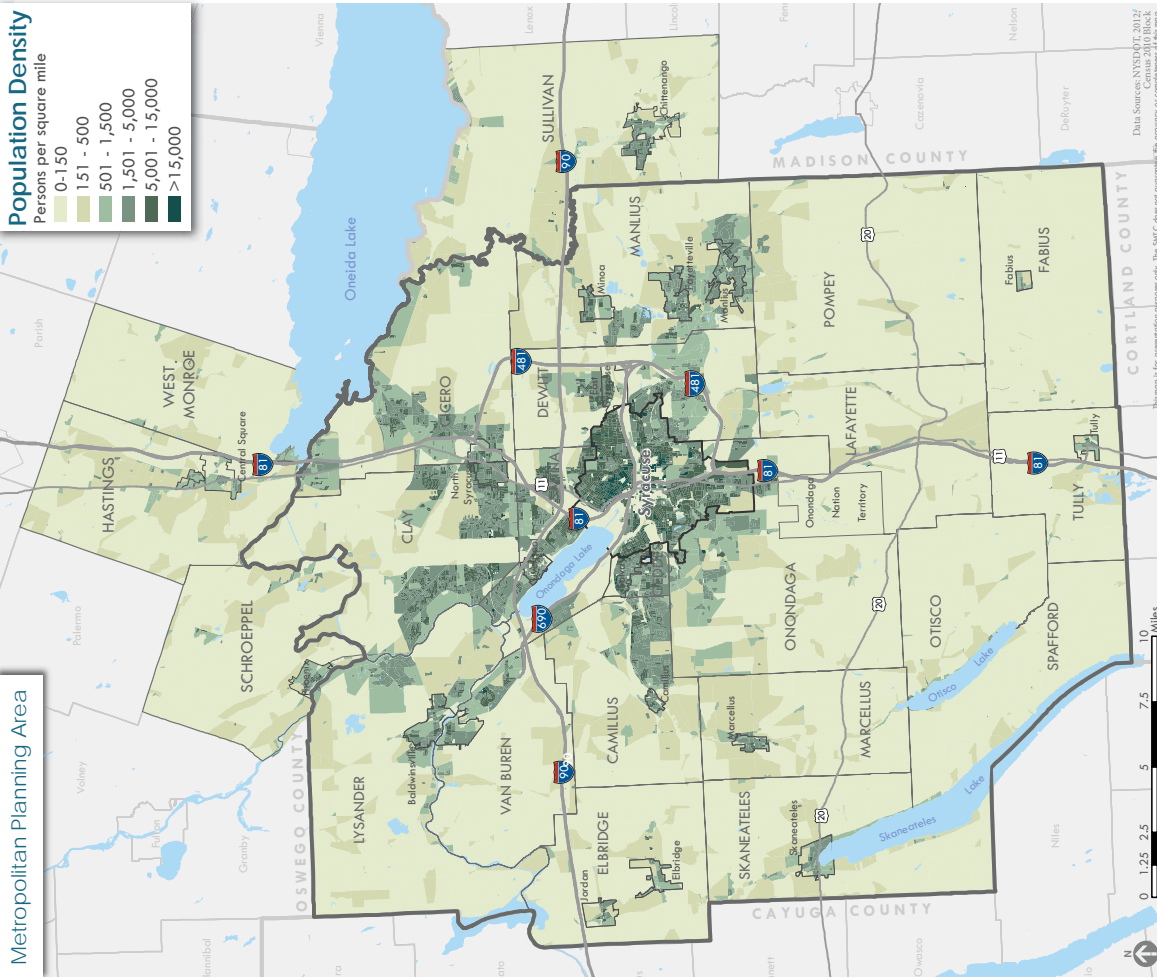
We will define performance measures and targets for each objective and track our progress towards achieving those targets.

Three examples are shown below:

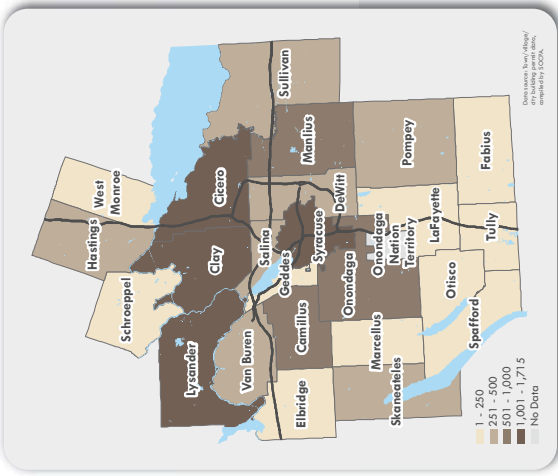
	Example 1: SAFETY	Example 2: SYSTEM PRESERVATION	Example 3: FREIGHT
GOAL A category we want to improve, maintain, or enhance.	Increase the safety, security, and resiliency of the transportation system.	Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments.	Support efficient freight movement within our region.
OBJECTIVE 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.
PERFORMANCE MEASURE 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.
PLANNING TARGET 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

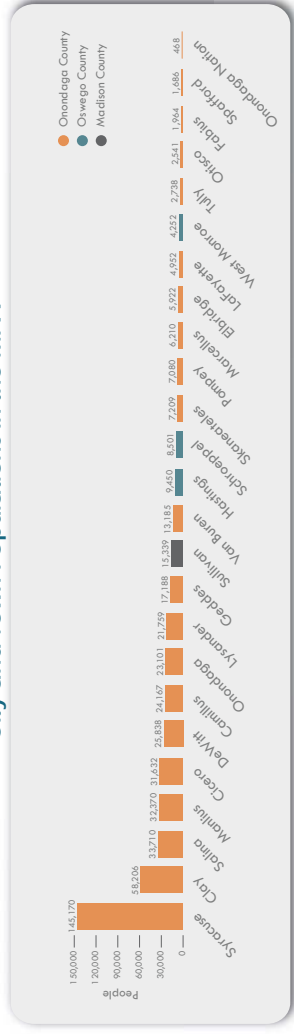


New residential units created 2000-2010



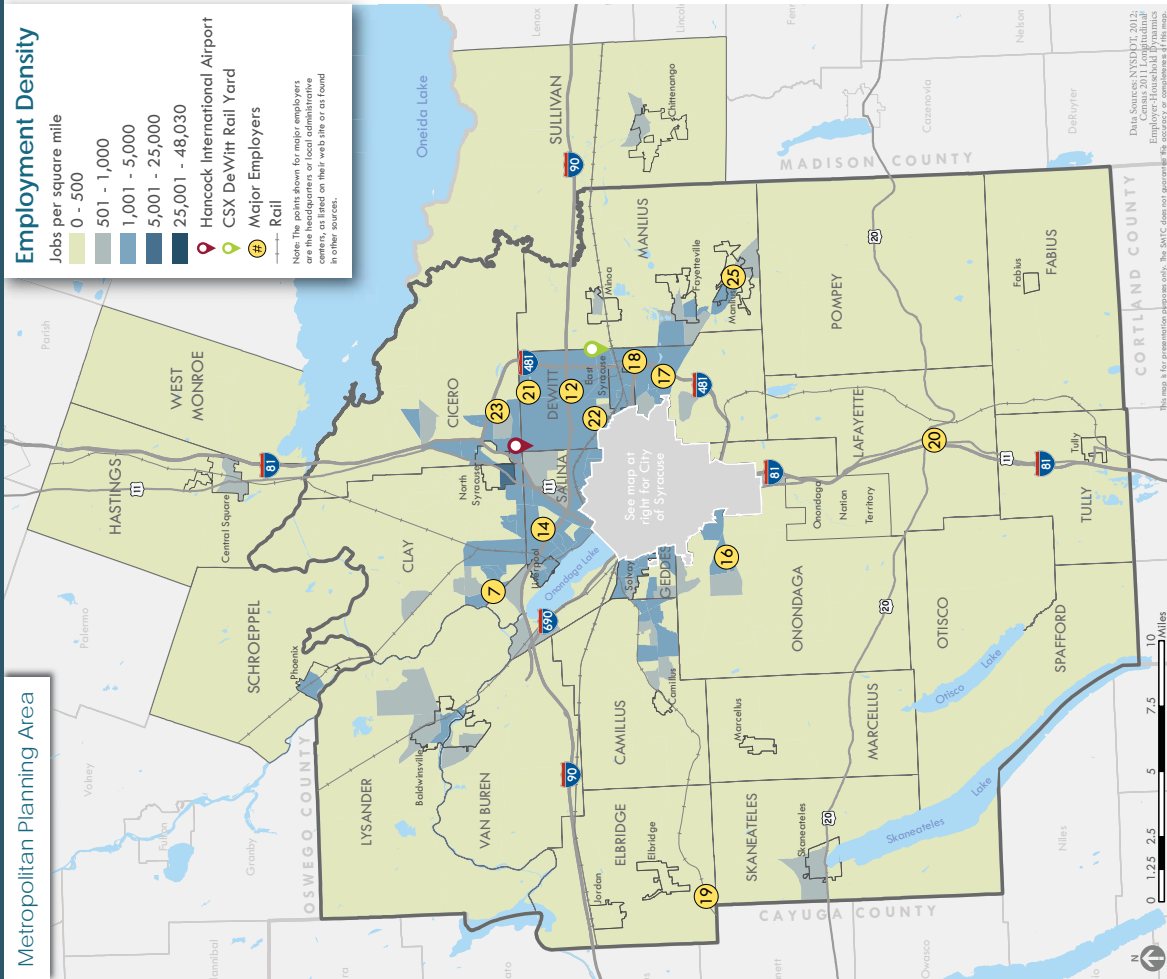
- Population is concentrated within the City of Syracuse and towns immediately adjacent to the City.
- The northern and eastern portions of the region are generally more densely populated than the southern and western portions, with pockets of density in the villages throughout the region.
- The highest 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

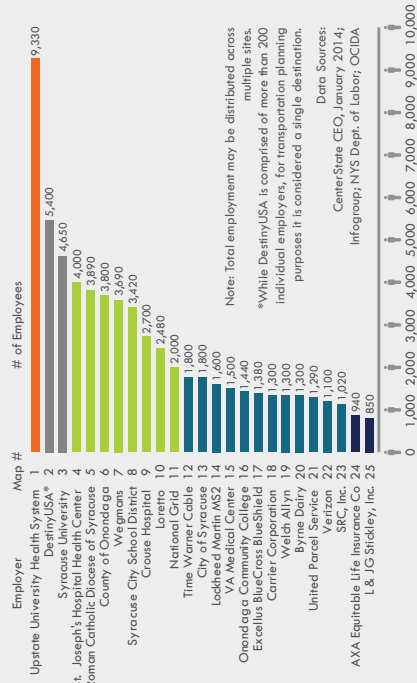


Where We Work

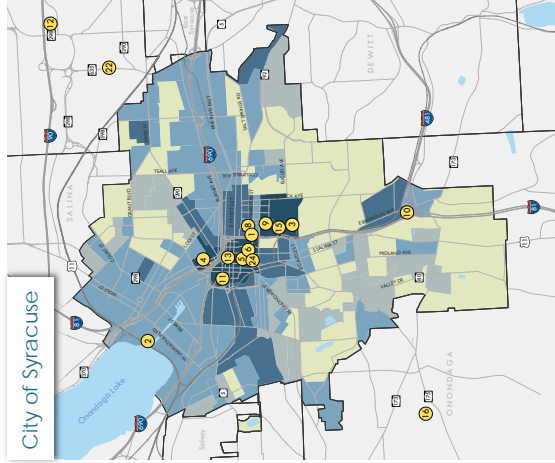
Metropolitan Planning Area



Major Employers



City of Syracuse

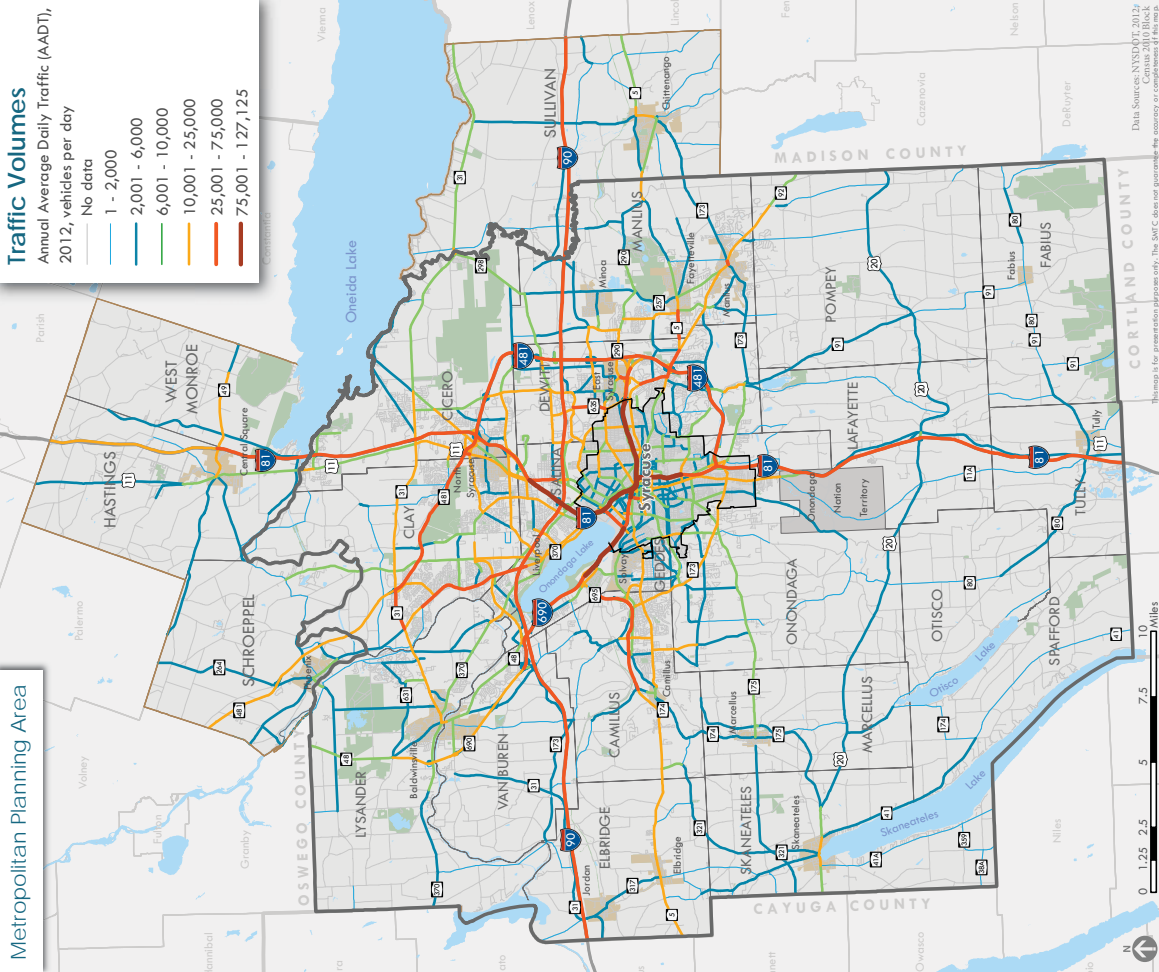


- Total regional employment is approximately 246,400, with 82% of that total located in the City of Syracuse and the five largest towns (DeWitt, Clay, Salina, Cicero, and Manlius).
- Four of the region's ten largest employers are located on University Hill. However, most (57%) of the jobs in the City of Syracuse are located outside of Downtown or University Hill at smaller employers.

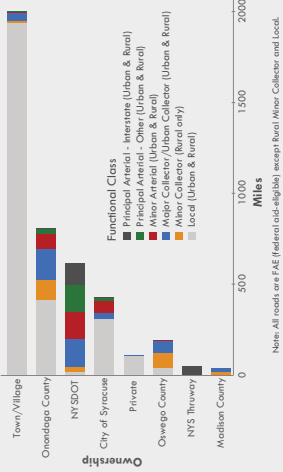


Roads and Bridges

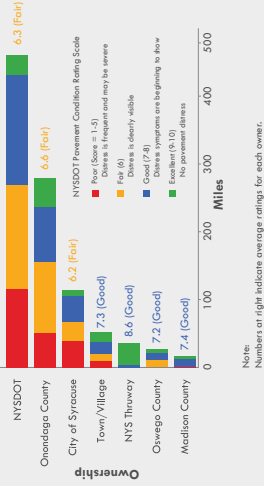
Metropolitan Planning Area



Roadway Mileage in the MPA by Ownership and Functional Class

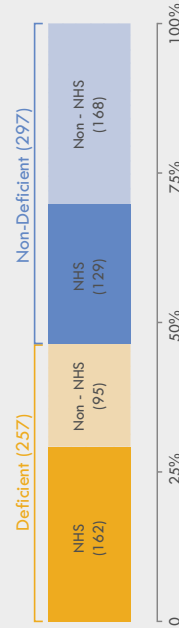


Roadway Mileage by Ownership and Pavement Condition Rating for all Federal Aid-Eligible (FAE) Roads (2013)



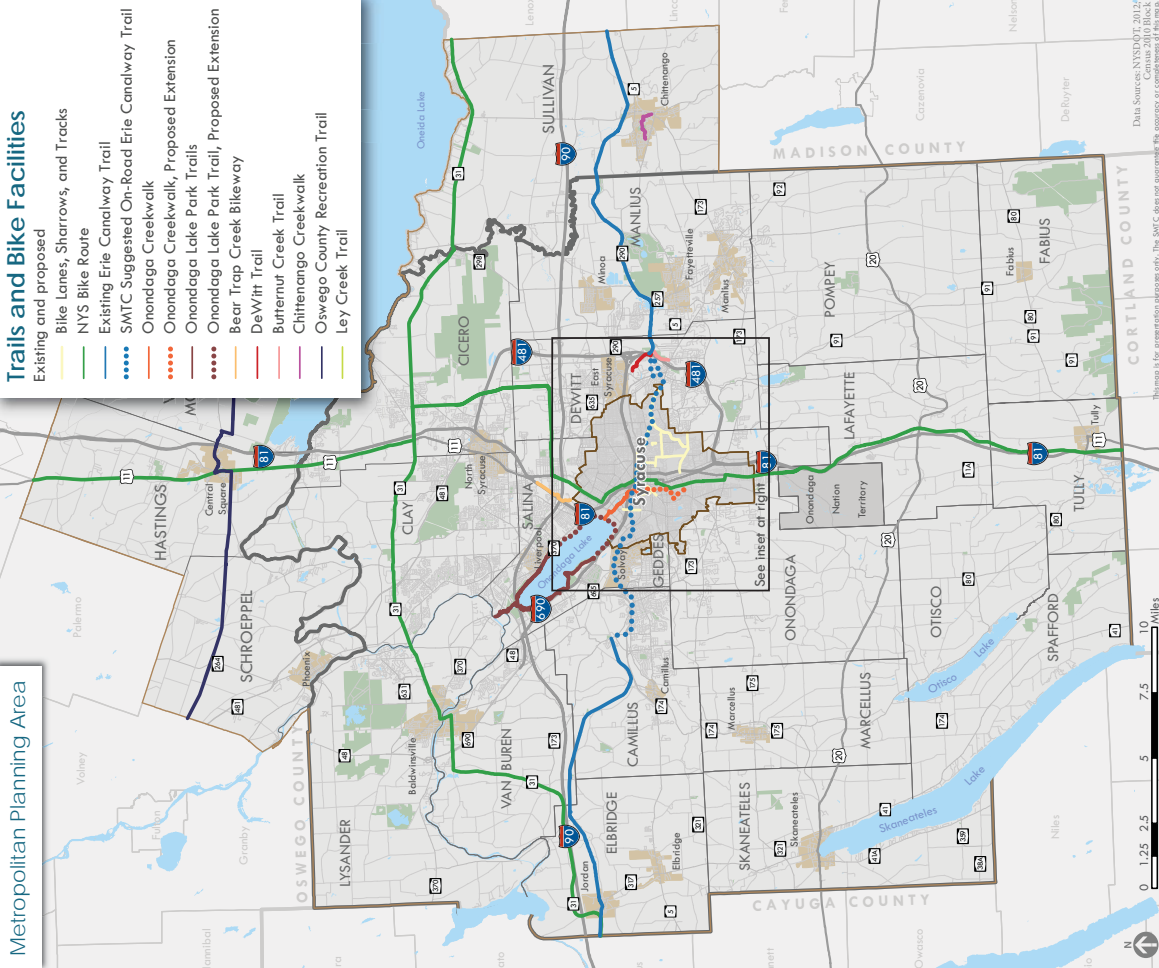
- The highest volume roads in our region, I-690 and I-81 in and around downtown Syracuse, carry on average 100,000 to 128,000 vehicles per day.
- All roads are assigned a Functional Class according to the type of service they are meant to provide. This determines eligibility for federal funding.
- Average 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

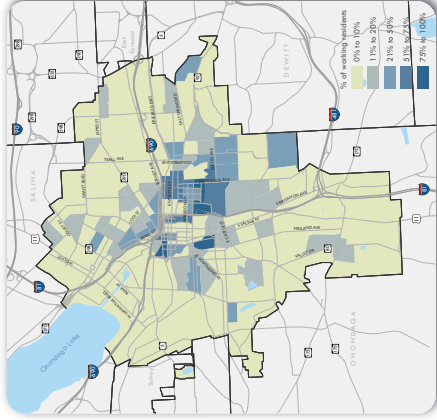


Bikes and Pedestrians

Metropolitan Planning Area



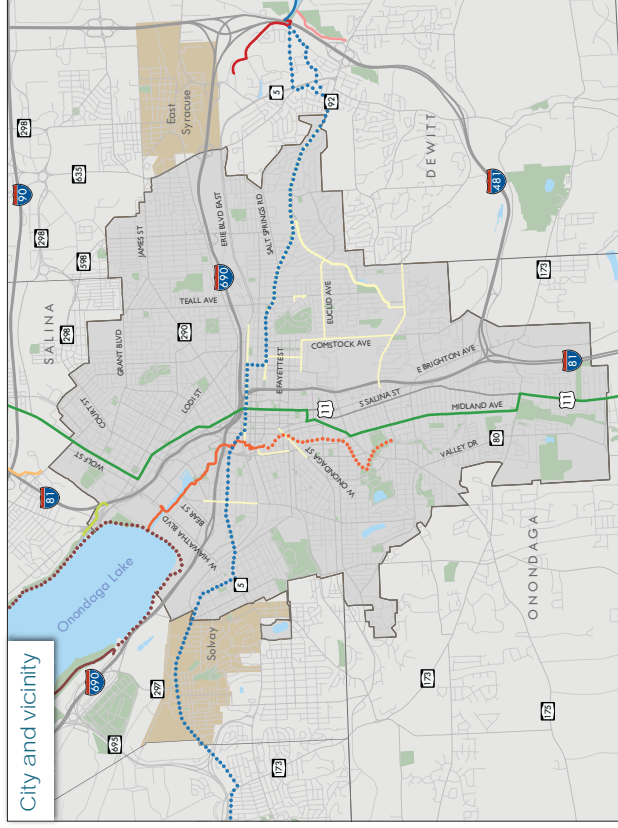
Workers Who Bike or Walk to Work



- Bicycle and pedestrian projects have received around 6% of federal transportation funds in recent years.

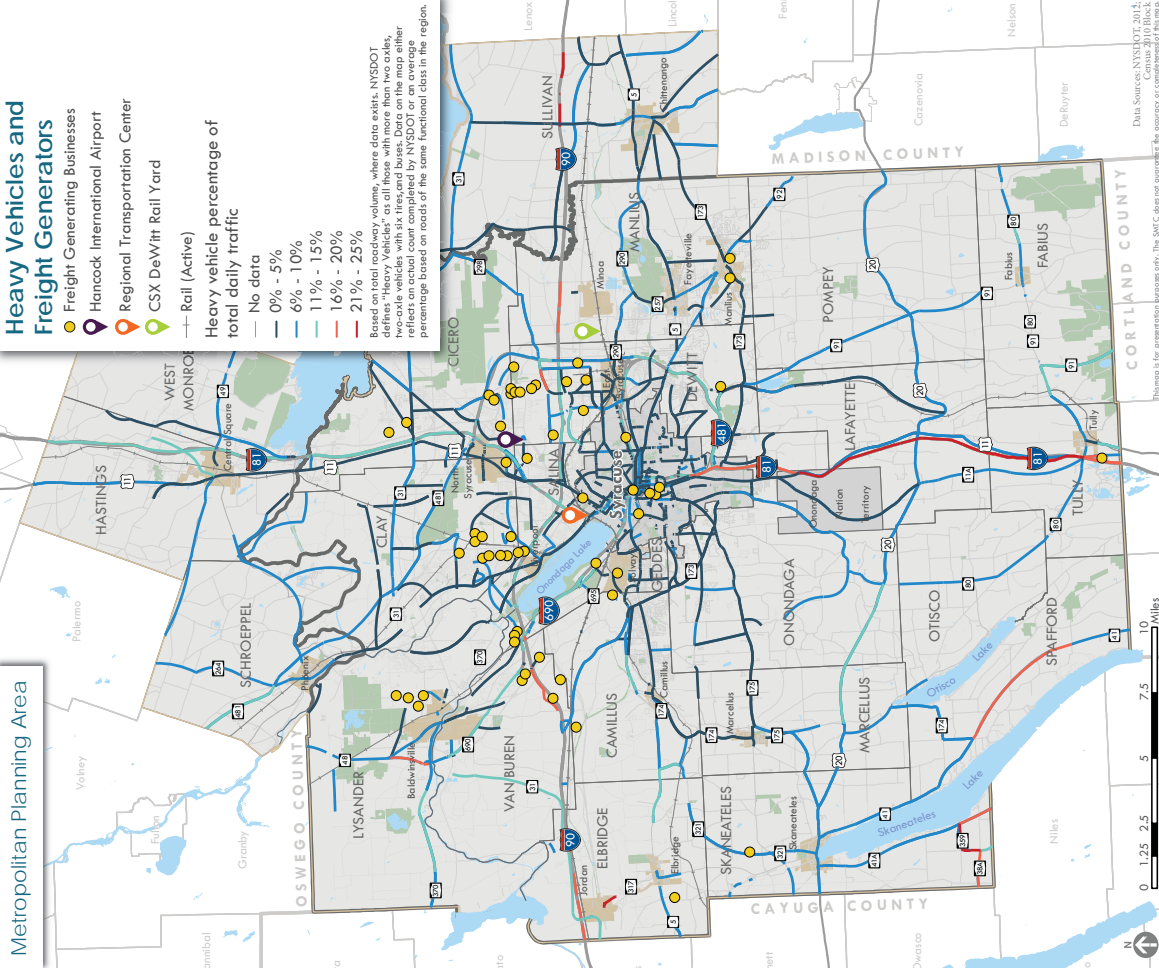
- Bicycle facilities within the MPA are primarily found within the City of Syracuse in the form of bike lanes, shared lane markings, and cycle tracks; and in various towns, in the form of shared roads and wide shoulders.

- 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.



Freight, Rail, and Air Travel

Metropolitan Planning Area



Heavy Vehicles and Freight Generators

- Freight Generating Businesses
- Hancock International Airport
- Regional Transportation Center
- CSX DeWitt Rail Yard

Heavy vehicle percentage of total daily traffic

- No data
- 0% - 5%
- 6% - 10%
- 11% - 15%
- 16% - 20%
- 21% - 25%

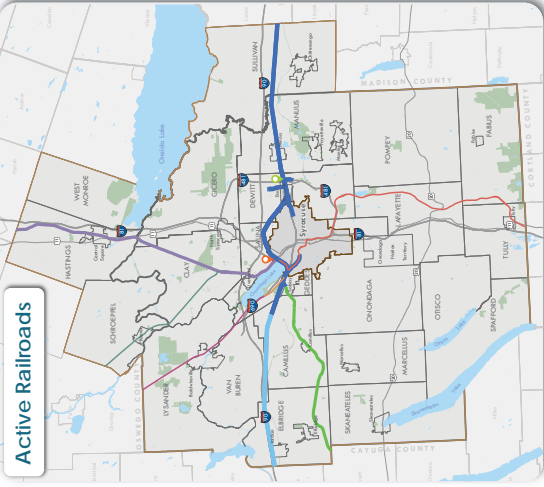
Based on road volume, where data exists, INSDOT defines "Heavy Vehicles" as all those with more than two axles, two-axle vehicles with six tires, and buses. Data on the map either reflects an actual count completed by INSDOT or an average percentage based on roads of the same functional class in the region.

- Many businesses that ship goods by truck are located in the northern half of Onondaga County.
- Heavy vehicles make up 10% or less of total traffic on most roads in the MPA.
- CSX (Class I) operates 82% of the total mileage of active rail lines that run within the MPA.
- The CSX intermodal terminal at the DeWitt Rail Yard is a major facility that serves the Northeast and is the only facility of its type between New York City and Buffalo.

Air Travel



Active Railroads



Passenger Flights from SYR
 Number of Passengers, 2013
 Freight Destinations from SYR
 Tons of Freight, 2013
 Passenger Flight, No Data *

*Service to Fort Lauderdale and Myrtle Beach began in 2014, so complete passenger data is not yet available.
 † Service to St. Petersburg commenced in late 2013, so the number of passengers does not reflect a full year of data.

Rail activity by Subdivision (Owner)
 Approx. 2 freight movements per day
 Approx. 6 freight movements per day
 Approx. 10 freight movements per day
 Approx. 20 freight movements per day
 Approx. 40 freight movements per day
 Approx. 60 freight movements per day
 Approx. 80 freight movements per day
 Approx. 100 freight movements per day
 Approx. 200 freight movements per day
 Approx. 400 freight movements per day
 Approx. 600 freight movements per day
 Approx. 800 freight movements per day
 Approx. 1000 freight movements per day
 Approx. 2000 freight movements per day
 Approx. 4000 freight movements per day
 Approx. 6000 freight movements per day
 Approx. 8000 freight movements per day
 Approx. 10000 freight movements per day



Data Sources: INSDOT, 2014; Census, 2010 Block

0 1.25 2.5 5 7.5 10 Miles

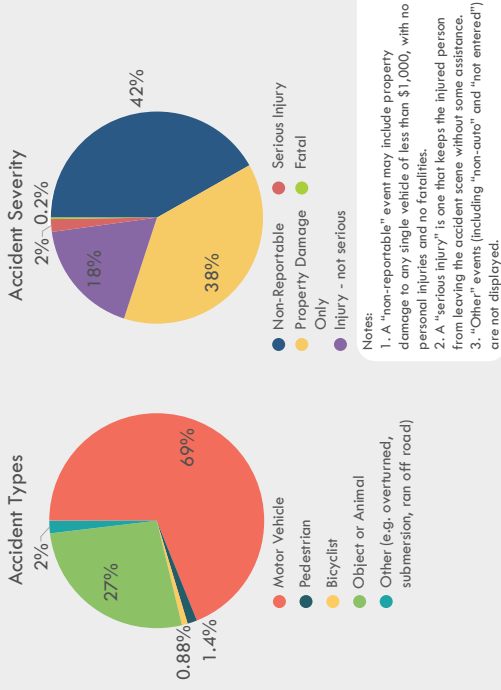


Safety

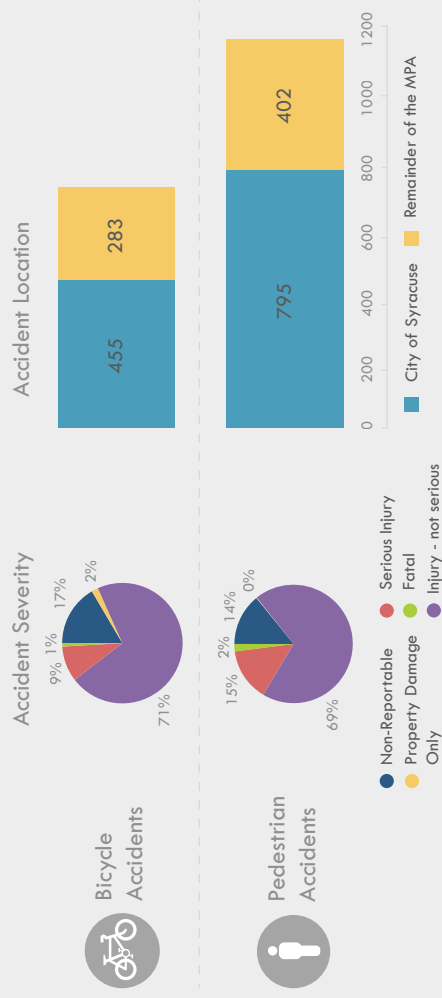
- Accident rates tend to be higher in the urban area than in the rural areas.
- The vast majority of accidents involved multiple motor vehicles, or a motor vehicle and an object or animal.
- Less than 1% of accidents resulted in fatalities, and approximately 20% of accidents resulted in personal injuries.

- 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.

All Accidents

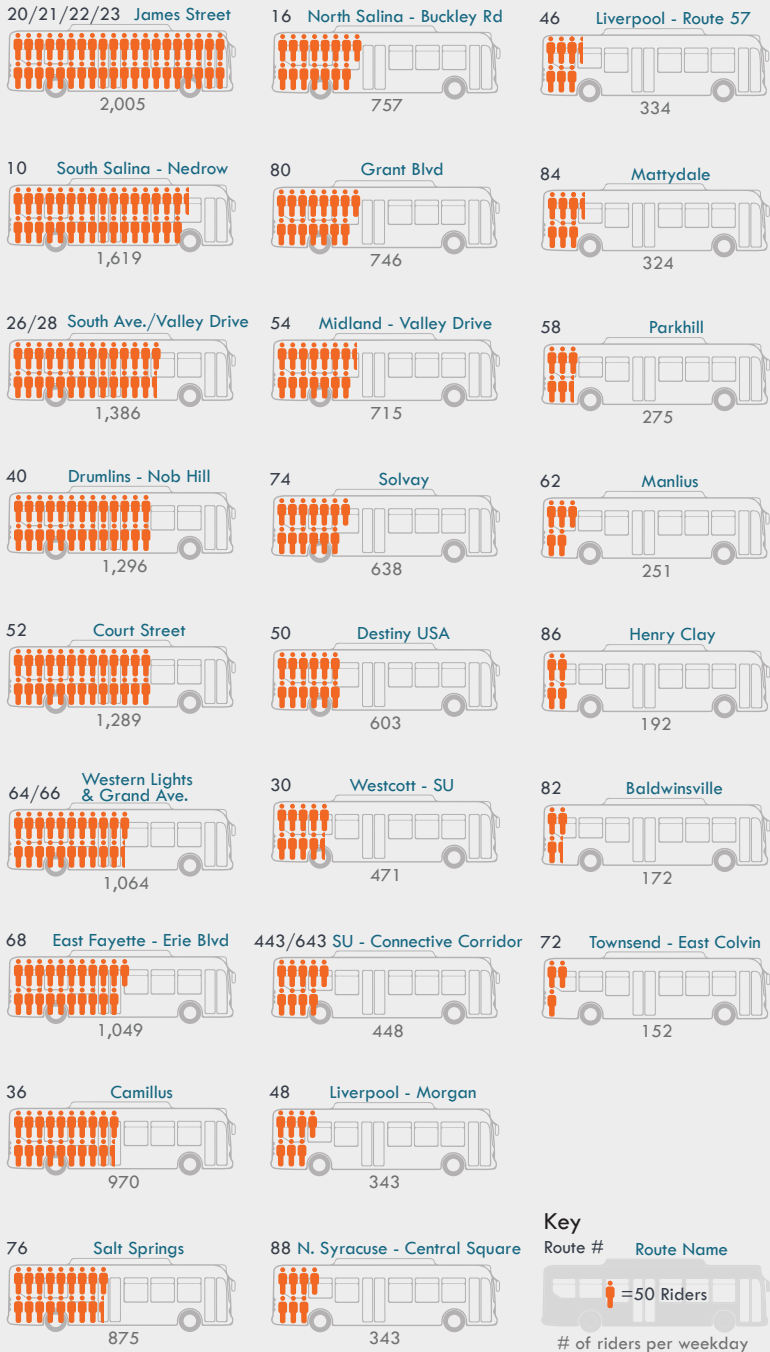


Bicycle and Pedestrian Accidents



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

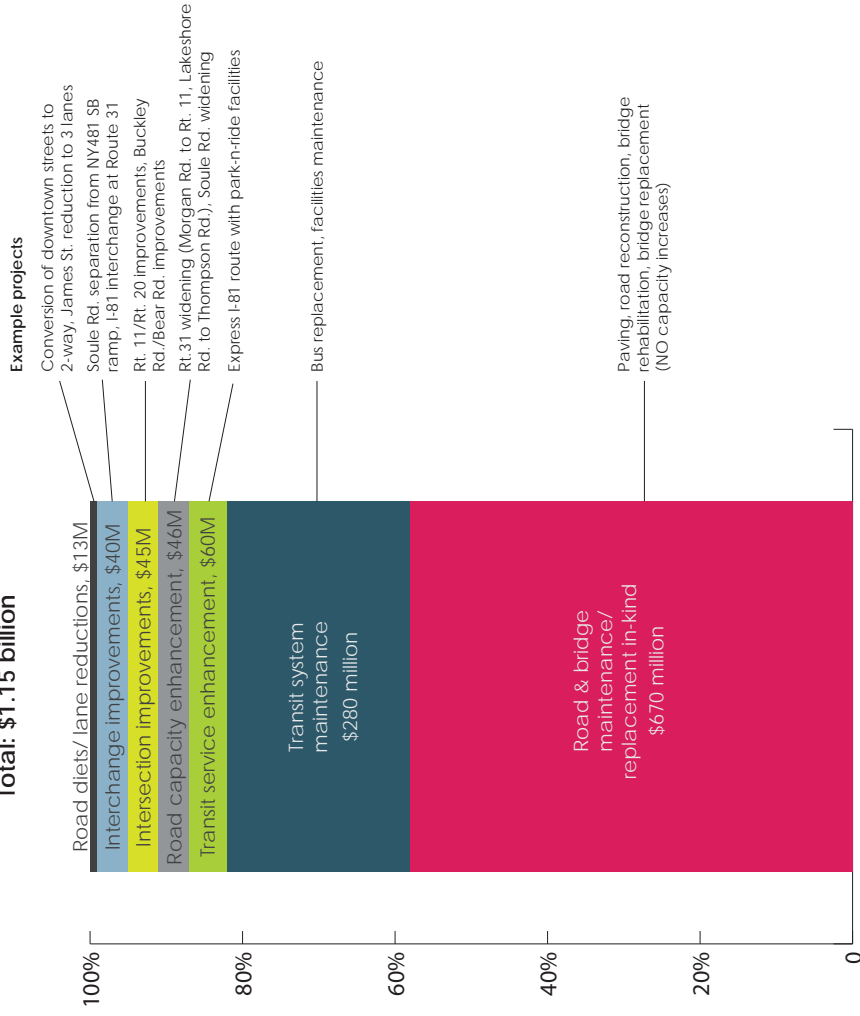
Our member agencies provided lists of future projects that they would like to complete by 2030 to address capacity or accessibility concerns, in addition to maintenance needs on the current transportation system, and provided cost estimates for these projects. **These project costs total about \$1.15 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)	<div style="border: 1px solid #0070C0; border-radius: 15px; padding: 10px; text-align: center;"> <p>Can't make the meeting in-person? Please send us an email at contactus@smtcmpo.org to respond to this question.</p> </div>
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	



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

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



Follow us on Facebook at Syracuse Metropolitan Transportation Council.

Contact us anytime:



422-5716



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 - 2020 Update

Appendix D: MOVES results for SMTC model

MEMO

TO: SMTC MPO
FROM: RSG
DATE: June 4, 2020
SUBJECT: MOVES results for SMTC model runs

RSG used MOVES2014b to estimate emissions inventories with the SMTC travel demand model (TDM). RSG ran MOVES once for each of three scenarios: 2017, 2050 No Build, and 2050 Build.

Table 1 presents the 2017 and 2050 socio-economic (SE) data that were used as inputs for TDM runs, and which ultimately impact the VHT and VMT calculations needed to run MOVES.

TABLE 1: HOUSEHOLDS AND EMPLOYMENT BY MUNICIPALITY IN 2017 AND 2050

Town/City	Households Including Group Quarters				Employment			
	2017	2050	Change	% Change	2017	2050	Change	% Change
Baldwinsville	2,608	2,765	157	6%	2,114	2,219	105	5%
Camillus	10,230	11,017	787	8%	7,975	8,850	875	11%
Central Square	1,036	1,148	112	11%	1,231	1,443	212	17%
Chittenango	1,622	1,730	108	7%	1,360	1,601	241	18%
Cicero	11,655	12,713	1,058	9%	12,079	13,400	1,321	11%
Clay	21,857	24,012	2,155	10%	20,817	28,169	7,352	35%
Dewitt	10,371	10,675	304	3%	41,148	45,401	4,253	10%
East Syracuse	1,366	1,364	-2	0%	3,037	3,254	217	7%
Elbridge	2,360	2,497	137	6%	2,466	3,391	925	38%
Fabius	728	778	50	7%	605	619	14	2%
Fayetteville	922	926	4	0%	534	692	158	30%
Geddes	4,457	4,494	37	1%	5,066	5,520	454	9%
Granby	44	47	3	7%	9	10	1	11%
Hastings	2,865	3,105	240	8%	1,277	1,356	79	6%
Lafayette	2,306	2,546	240	10%	1,204	1,257	53	4%
Liverpool	1,052	1,052	0	0%	1,482	1,585	103	7%
Lysander	7,781	9,250	1,469	19%	4,883	6,889	2,006	41%
Manlius	12,149	13,061	912	8%	9,778	10,263	485	5%
Marcellus	2,479	2,835	356	14%	1,651	1,797	146	9%
Minoa	660	660	0	0%	218	258	40	18%
North Syracuse	3,131	3,167	36	1%	2,879	3,056	177	6%
Onondaga	9,263	10,527	1,264	14%	7,586	8,283	697	9%
Otisco	978	1,013	35	4%	290	311	21	7%
Phoenix	1,020	1,098	78	8%	922	970	48	5%
Pompey	2,557	2,832	275	11%	446	512	66	15%
Salina	14,127	14,279	152	1%	18,707	20,069	1,362	7%
Schroepel	2,337	2,472	135	6%	800	853	53	7%
Skaneateles	3,019	3,128	109	4%	4,646	5,061	415	9%
Solvay	3,033	2,978	-55	-2%	2,739	2,876	137	5%
Spafford	724	738	14	2%	172	183	11	6%
Sullivan	4,631	4,987	356	8%	2,227	2,567	340	15%
Syracuse	69,978	71,642	1,664	2%	102,078	114,971	12,893	13%
Tully	1,083	1,173	90	8%	1,063	1,158	95	9%
Van Buren	4,630	5,133	503	11%	3,364	3,819	455	14%
West Monroe	1,428	1,516	88	6%	423	462	39	9%
Total	220,487	233,358	12,871	6%	267,276	303,125	35,849	13%

The 2050 No Build scenario was run using the base year network (2017) 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	Year
Route 370 at John Glenn Blvd intersection improvements	2030
Onondaga Lake Parkway safety improvements	2030
Reconstruct Rt 11 at Rt 49 intersection	2030
NY 31 at Thompson Rd and South Bay Rd intersection improvements	2030
Route 481 NB Off-Ramp at Circle Drive	2030
Caughdenoy Rd and NY 31 improvements	2030
Buckley Road from Hopkins Rd to Taft Rd Improvements	2030
N, S, E, W corridors interconnect expansion	2030
CENTRO Change in future peak and off-peak headways	2030
CENTRO New express transit route along I81	2030
CENTRO Two new BRT routes with identified stops	2030
I-81 Interchange at Rt 31	2040
Intersection improvements at NY 5 and NY 257	2040
Buckley Rd shared turn lane and Buckley at Bear intersection upgrades	2040
7th North Street at Buckley Rd intersection upgrades	2040
James Street three lane cross section from State to Grant and Shotwell	2040
Conversion of downtown streets to 2-way	2040
Roundabout at James and Shotwell/Grant	2040
Water St closure	2040

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_2017_moves_inputs.xlsx
- 36067IMCOV.xlsx

The following input tables were created using data from the first two NYSODT environmental files listed above:

- 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 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 (2017) but with expanded numbers in future year (2050) (expansion accomplished by multiplying by ratio of 2050 total VMT to 2017 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 2017. The main driver behind this trend is that MOVES models increasing vehicle efficiencies in future years, which more than offsets the significant increase in overall VMT between 2017 and 2050. Table 4 shows the VMT and VHT for each scenario.

TABLE 3. MOVES EMISSIONS INVENTORY RESULTS

Pollutant Name	Total Annual Emissions		
	Scenario 2017	Scenario 2050 No Build	Scenario 2050 Build
Total Gaseous Hydrocarbons	1.096.E+06	3.442.E+05	3.442.E+05
Carbon Monoxide (CO)	1.801.E+07	5.822.E+06	5.816.E+06
Oxides of Nitrogen (NOx)	2.772.E+06	6.475.E+05	6.473.E+05
Non-Methane Hydrocarbons	1.009.E+06	2.881.E+05	2.881.E+05
Volatile Organic Compounds	1.037.E+06	2.970.E+05	2.970.E+05
Atmospheric CO2	1.946.E+09	1.416.E+09	1.416.E+09
Total Energy Consumption	2.698.E+13	1.959.E+13	1.958.E+13
Petroleum Energy Consumption	2.469.E+13	1.775.E+13	1.774.E+13
Fossil Fuel Energy Consumption	2.478.E+13	1.779.E+13	1.778.E+13
CO2 Equivalent	1.946.E+09	1.416.E+09	1.416.E+09

Units are Kilograms or KiloJoules

TABLE 4: VMT AND VHT COMPARISON

Metric	SMTC Model Outputs		
	Scenario 2017	Scenario 2050 No Build	Scenario 2050 Build
Vehicle Miles Traveled	1.219E+07	1.349E+07	1.350E+07
Vehicle Hours Traveled	2.992E+05	3.327E+05	3.321E+05

The 2050 Build scenario has nearly identical VMT as the 2050 No Build but slightly lower overall VHT due to the addition of projects listed above. This slight reduction in VHT (congestion) leads to a slight reduction in overall emissions in the Build scenario.



SMTC 2050 Long Range Transportation Plan - 2020 Update

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

Month	# of “Hits”
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>).

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:

Comments and discussion following LRTP presentations at August 5 public meeting	
Comment/Question	Response/discussion
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.

Comments and discussion following LRTP presentations at August 5 public meeting	
<i>Comment/Question</i>	<i>Response/discussion</i>
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.

Can't make the meeting in person?

Meeting materials will be available online at 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, 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



July 22, 2015

FOR IMMEDIATE RELEASE

Contact: Patricia Wortley
(315) 422-5716
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.

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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 freight movement.                                                                                                                               | Maintain adequate infrastructure conditions on primary freight corridors                                                                                | Percent of primary freight corridor mileage with pavement in "good" and "poor" condition                                   | Good 46.4%<br>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           |
|                                                                                                                                                                   | Reduce serious injuries and fatalities                                                                                                                  | Number of fatalities                                                                                                       | 202 fatalities (Jan. 2009-Dec. 2013)                                                                                                                           | ALIS          |
|                                                                                                                                                                   | Reduce pedestrian and bicycle crashes                                                                                                                   | Rate of fatalities                                                                                                         | 0.74 fatalities/100 million VMT                                                                                                                                | ALIS          |
|                                                                                                                                                                   | Reduce the number of height- and weight-restricted bridges (especially along primary freight and commuter corridors)                                    | Number of serious injuries                                                                                                 | 1,776 serious injuries (Jan. 2009-Dec. 2013)                                                                                                                   | ALIS          |
|                                                                                                                                                                   | Reduce congestion in priority commuter corridors                                                                                                        | Rate of serious injuries                                                                                                   | 6.49 serious injuries/100 million VMT                                                                                                                          | ALIS          |
|                                                                                                                                                                   | Provide a high degree of multi-modal accessibility and mobility for individuals, including better integration and connectivity between modes of travel. | MPA bike/pedestrian crash rate                                                                                             | 7.67 crashes/100 million VMT                                                                                                                                   | ALIS          |
|                                                                                                                                                                   | Protect and enhance the natural environment and support energy conservation and management.                                                             | Number of height-restricted bridges                                                                                        | 77 bridges                                                                                                                                                     | Winbolts      |
|                                                                                                                                                                   | Provide more on-road bicycle facilities                                                                                                                 | Number of weight-restricted bridges                                                                                        | 24 bridges                                                                                                                                                     | Winbolts      |
| Provide a high degree of reliability on primary commuter corridors                                                                                                | Provide more trails to connect destinations                                                                                                             | Percent of commuter network with V/C ratio < 0.9                                                                           | 99.2% (AM); 99.6% (PM)                                                                                                                                         | CMP           |
|                                                                                                                                                                   | Provide more pedestrian facilities                                                                                                                      | Percent of urban population within 1/2 mile of a route with up to a 30 minute weekday peak period headway                  | 77%                                                                                                                                                            | GTFS          |
|                                                                                                                                                                   | Reduce on-road mobile source emissions                                                                                                                  | Percent of suburban population within 1 mile of a route with up to a 40 minute weekday peak period headway                 | 70%                                                                                                                                                            | GTFS          |
|                                                                                                                                                                   | Increase the percentage of commute trips made by bicycling or walking                                                                                   | Number of transit route miles that overlap commuter routes and meet minimum weekday peak headway standards                 | 49.7 miles (at 30 min average headway)<br>64.1 miles (at 40 min average headway)                                                                               | GTFS          |
|                                                                                                                                                                   | Increase the percentage of commute trips made by transit                                                                                                | Number of TOD nodes with access to high quality service                                                                    | 0                                                                                                                                                              | SMTC          |
|                                                                                                                                                                   | Increase availability of alternative fueling and electric charging stations                                                                             | Centerline miles of roads with bike infrastructure                                                                         | 15.6 miles                                                                                                                                                     | GIS           |
|                                                                                                                                                                   | Maintain a high degree of reliability on primary commuter corridors                                                                                     | Miles of multi-use trails that connect destinations                                                                        | 66.5 miles                                                                                                                                                     | GIS           |
|                                                                                                                                                                   | Improve transit on-time performance                                                                                                                     | Total public sidewalk mileage                                                                                              | 812.0 miles                                                                                                                                                    | GIS           |
|                                                                                                                                                                   | Improve utilization of transit vehicles                                                                                                                 | Daily VMT per capita                                                                                                       | 29.9 miles                                                                                                                                                     | TDM           |
|                                                                                                                                                                   | Increase the use of park-and-ride lots                                                                                                                  | Annual on-road mobile source emissions                                                                                     | Total gaseous hydrocarbons: 1,430 tons<br>Carbon monoxide: 23,302 tons                                                                                         | MOVES         |
| Improve the reliability of the transportation system and promote efficient system management and operations.                                                      | Implement TDM strategies                                                                                                                                | Percent of commute trips made by walking                                                                                   | 3.9%                                                                                                                                                           | CTPP          |
|                                                                                                                                                                   | Preserve and maintain pavement                                                                                                                          | Percent of commute trips made by biking                                                                                    | 0.4%                                                                                                                                                           | CTPP          |
|                                                                                                                                                                   | Preserve and maintain bridges                                                                                                                           | Percent of commute trips made by transit                                                                                   | 2.5%                                                                                                                                                           | CTPP          |
|                                                                                                                                                                   | Preserve and maintain ancillary transportation structures                                                                                               | Number of alternative fueling (non-electric) locations                                                                     | 7 locations                                                                                                                                                    | DOE           |
|                                                                                                                                                                   | Preserve and maintain pedestrian facilities                                                                                                             | Number of electric charging locations                                                                                      | 26 locations                                                                                                                                                   | DOE           |
|                                                                                                                                                                   | Assist communities in creating, maintaining, and utilizing asset management systems                                                                     | Percent of primary commuter corridors with Travel Time Index (TTI) < 1.5                                                   | 74.9% (AM); 72.4% (PM)                                                                                                                                         | CMP           |
|                                                                                                                                                                   | Improve transit service between employment centers and priority target areas                                                                            | Annual percent on-time arrival at Transit Hub                                                                              | 95%                                                                                                                                                            | GTFS          |
|                                                                                                                                                                   | Ensure that transportation system performance improvements are distributed equitably.                                                                   | Centro vehicle load standards                                                                                              | TBD                                                                                                                                                            | CAD/AVL       |
|                                                                                                                                                                   | Provide accessible sidewalks and curb ramps, in accordance with ADA requirements                                                                        | Overall utilization rate for all park-and-ride lots                                                                        | 23%                                                                                                                                                            | PnR Study     |
|                                                                                                                                                                   | Ensure that pavement conditions within priority target areas are at or above regional averages                                                          | Number of TDM programs                                                                                                     | 0                                                                                                                                                              | SMTC          |
| Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments. | 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%<br><b>Non-Interstate NHS:</b> Good 36.6%, Poor 22.5%<br><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%<br><b>Critical Needs:</b> 0%<br><b>Non-NHS:</b> Non-deficient 64.3%, Deficient 35.4%<br><b>Critical:</b> 0.4% | BPCMS         |
|                                                                                                                                                                   | Preserve and maintain ancillary transportation structures                                                                                               | Percent of large culverts with condition rating less than 5.                                                               | 34.0%                                                                                                                                                          | NYS DOT       |
|                                                                                                                                                                   | 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 transportation system performance improvements are distributed equitably.                                                                   | Percent of Priority Target Area pavements in "good" and "poor" condition                                                   | <b>Priority Target Area:</b> Good 39.5%, Poor 30.9%<br><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                                                                                                                                                      | NYS DOT (ADA) |
|                                                                                                                                                                   | Ensure that pavement conditions within priority target areas are at or above regional averages                                                          | Number of deficient ramps                                                                                                  | 89 ramps                                                                                                                                                       | NYS DOT (ADA) |



# 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:

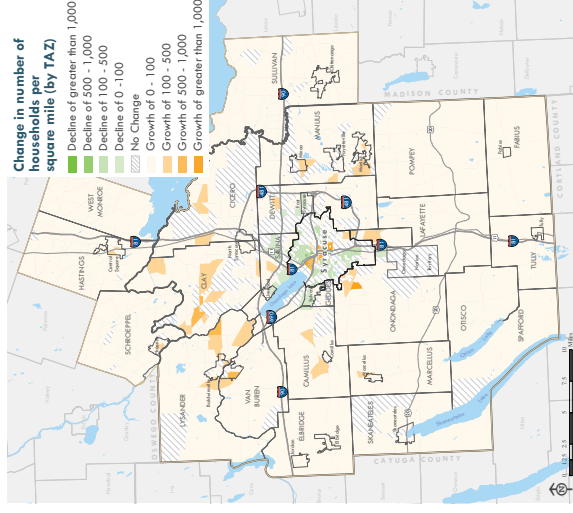
- New York State**
- Soule Road separation from Route 481 southbound on-ramp
  - Third lane of Frontage Road (along I-81)
  - Onondaga Lake Parkway speed reduction
  - Route 11/Route 20 improvements
  - I-81 interchange at Route 31
  - Route 5 widening
  - Route 31 widening: Lakeshore Road to Thompson 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

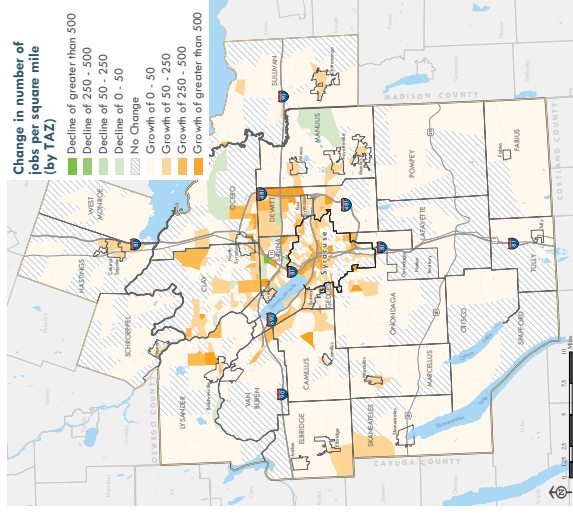
- Onondaga County**
- Old Liverpool Road/Electronics Parkway improvement
  - Electronics Parkway/Henry Clay Boulevard signal interconnect
  - Soule Road widening
  - 7th North Street/Buckley Road intersection upgrades
  - Buckley Road shared turn lane and Buckley Road/Bear Road intersection upgrades
  - White Pines development, improvements to Caughdeny Road and Route 31/Caughdeny 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.**

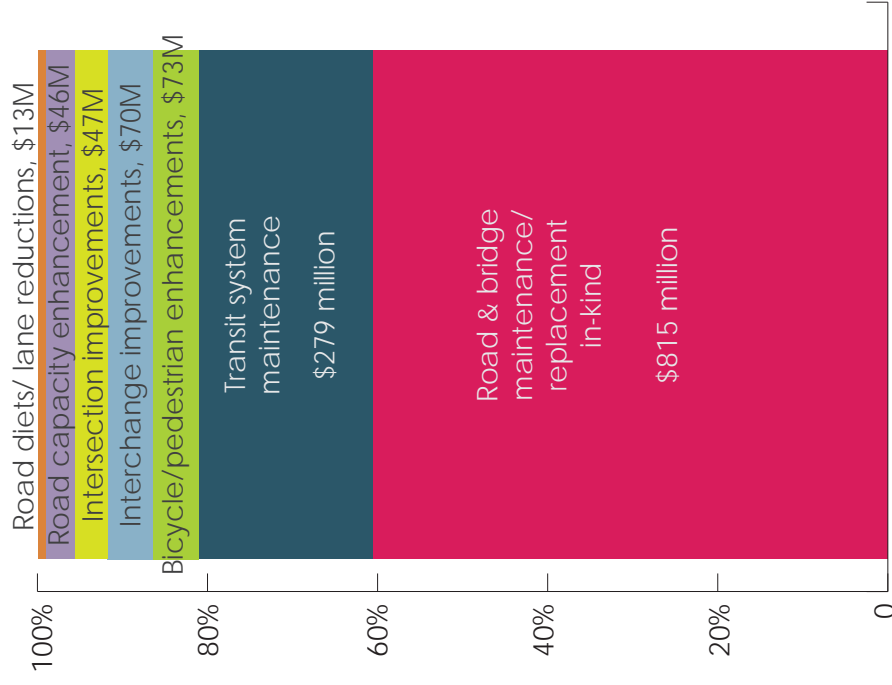
- Costs shown for maintenance are based on what we have spent over the last few years, projected out over the next couple of decades.
- But we know that the condition of our system (roads, bridges, and transit) has been declining faster than we can fix it, so additional money will be needed to stop further 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 - 2020 Update

## 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.

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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?

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We have been promised high speed rail for 40 yrs. and we still don't have it.

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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.

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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

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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.

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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 assess 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 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

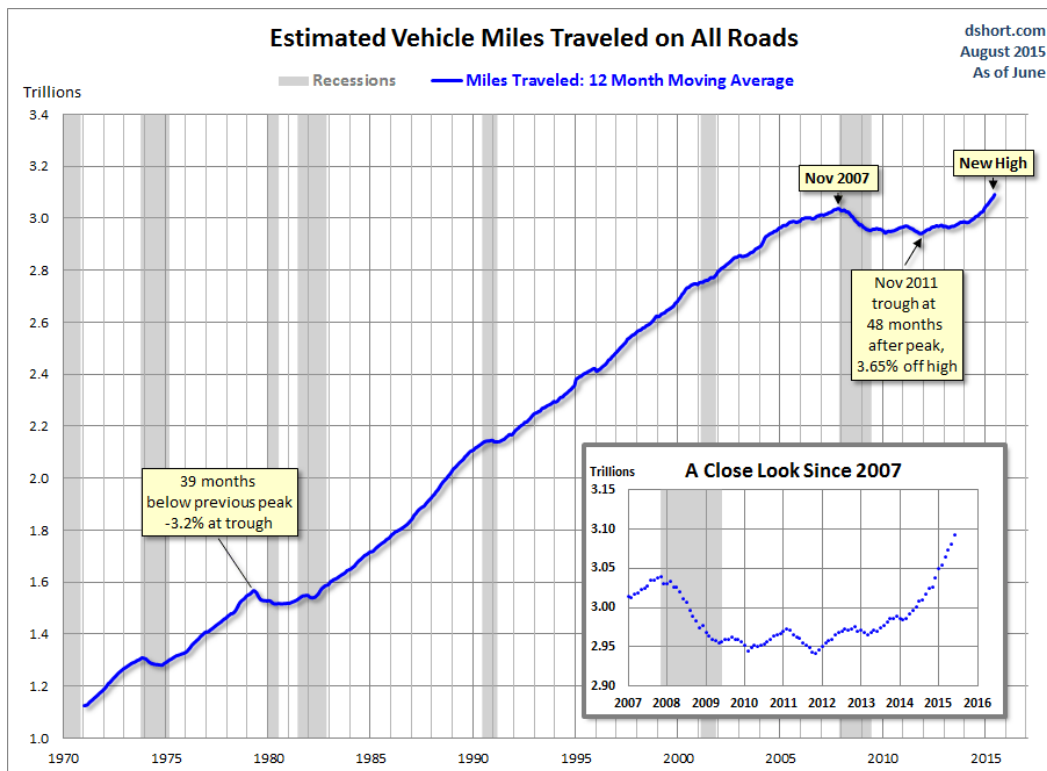
Mr. James D'Agostino  
 Director  
 Syracuse Metropolitan Transportation Council  
 100 Clinton Square  
 126 N. Salina St., Suite 100  
 Syracuse, NY 13202

RE: Comments on the 2050 Long Range Transportation Plan

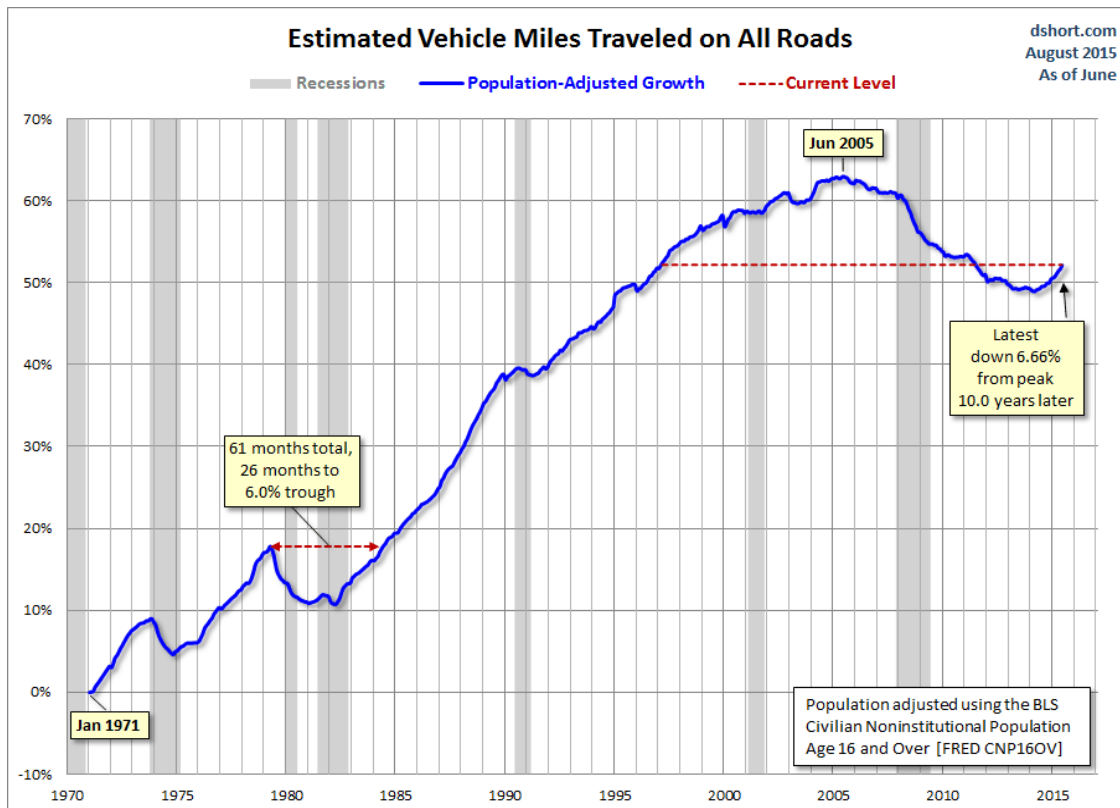
Dear Mr. D'Agostino,

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 that reads "Robert Doucette". The signature is written in a cursive style with a large initial 'R' and a long, sweeping underline.

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.

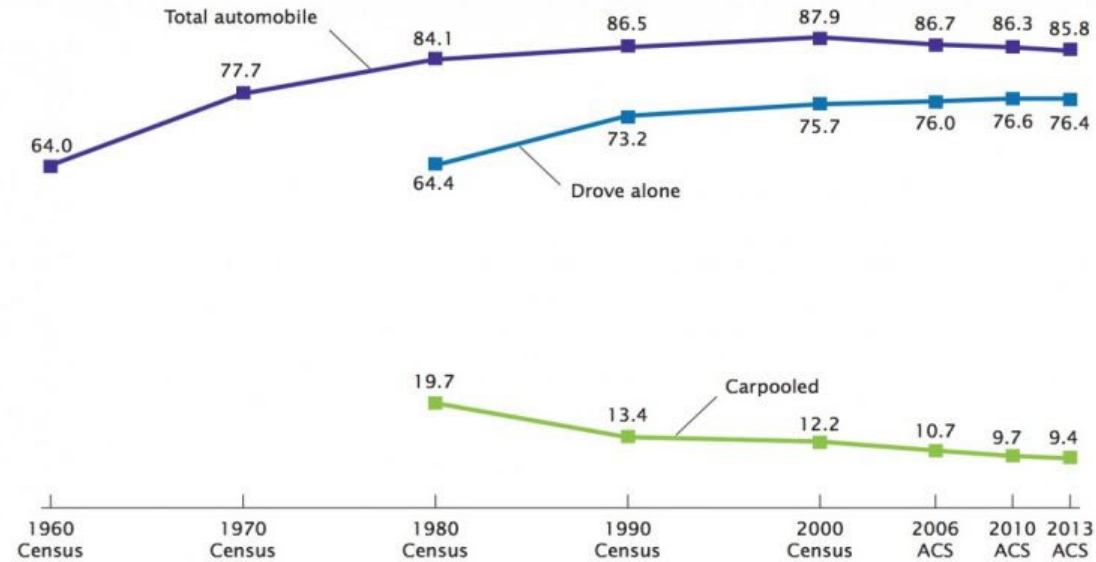
One reason for the shift could be that young urban commuters are the least likely to rely on cars. Urban workers age 25 to 29 showed a 4 percentage point decline in automobile commuting between 2006 and

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.

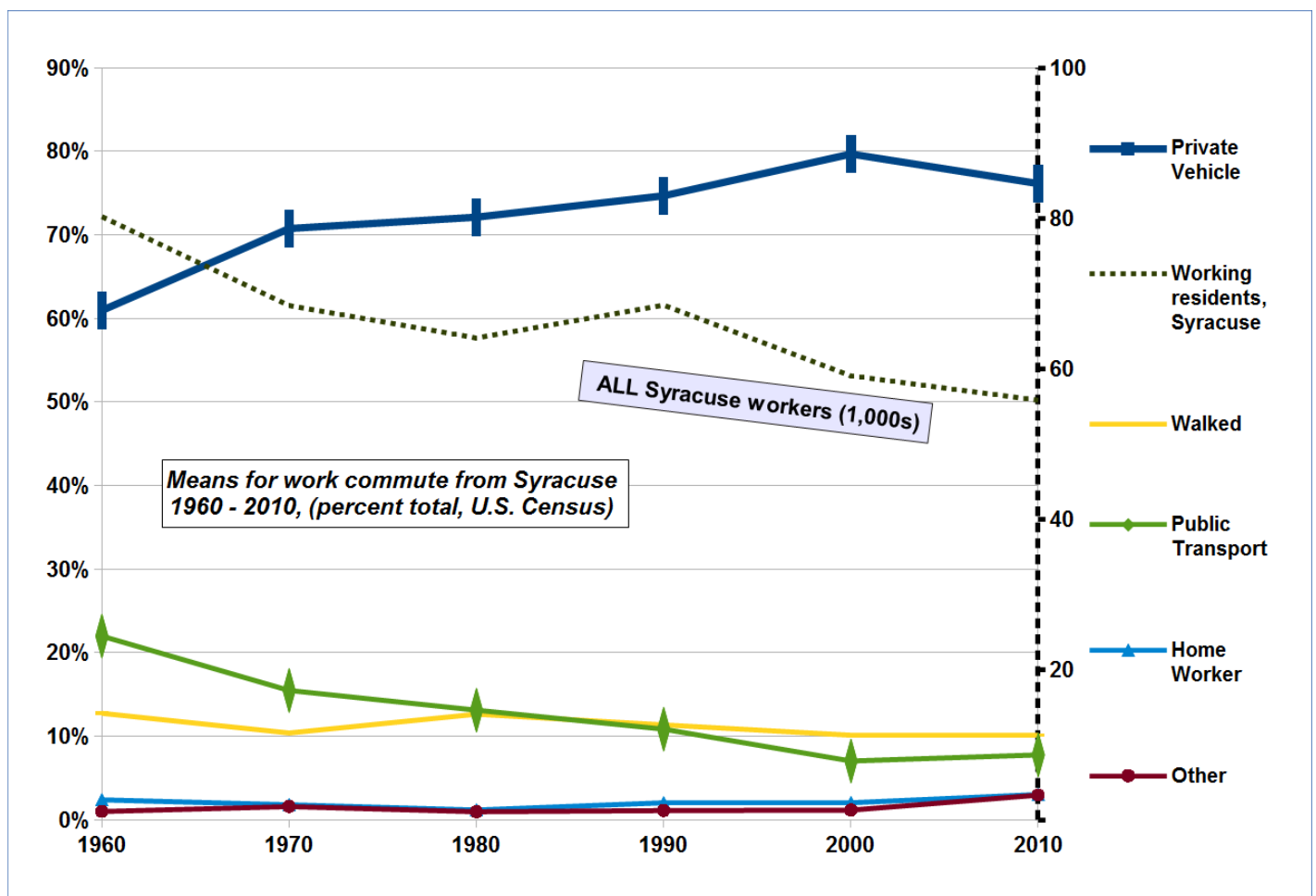
I originally addressed this note for Syracuse's Common Council, during their Feb. 19, 2015 public hearing on Centro's fiscal crisis. Centro's budget issues were resolved for only the next year. Our transportation concerns are broader than the Common Council can resolve.

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:**

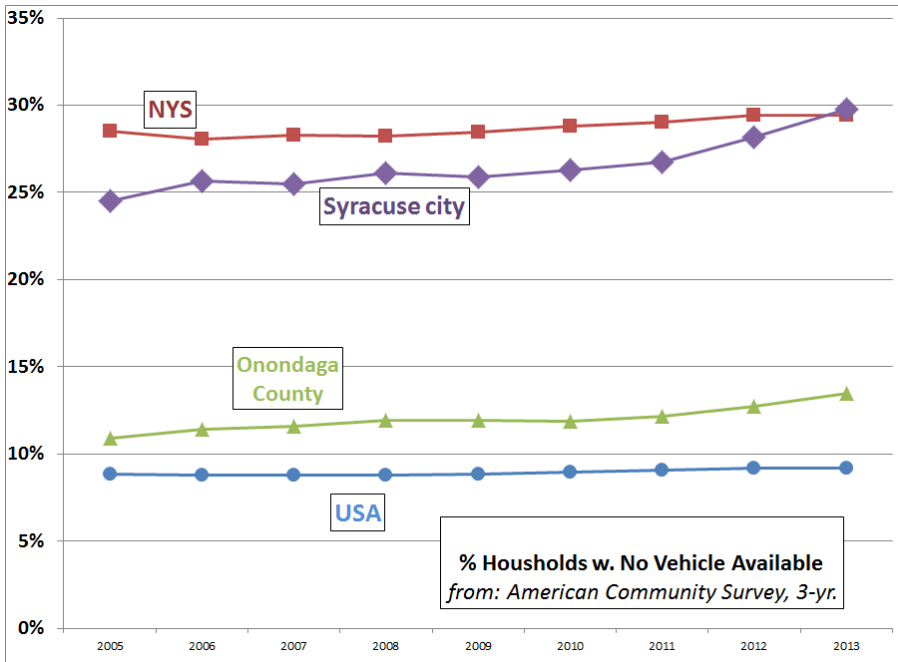
Mobility is a basic human priority. For the first time since 1960, people increasingly ride buses for working and living in Syracuse /CNY. Since 2000, ~4% working Syracuse residents shifted from driving private cars to less costly, energy-intensive transport: buses, bicycling & walking (Graphs 1 & 4 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.





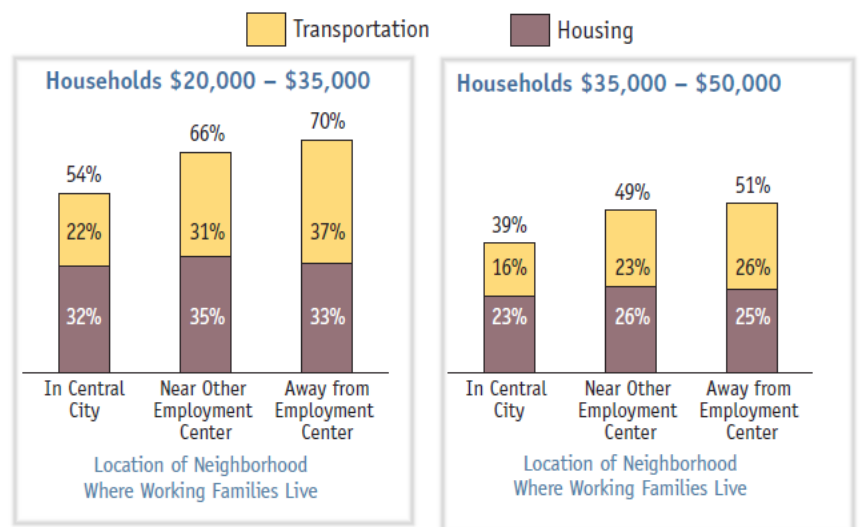
(Davis et al 2012).

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>)

Share of Income Spent on Housing and Transportation



Source: Center for Neighborhood Technology calculations.  
NOTE: Employment centers are job locations with a minimum of 5,000 employees.

**We need a transport plan for, & involving the whole city & region**

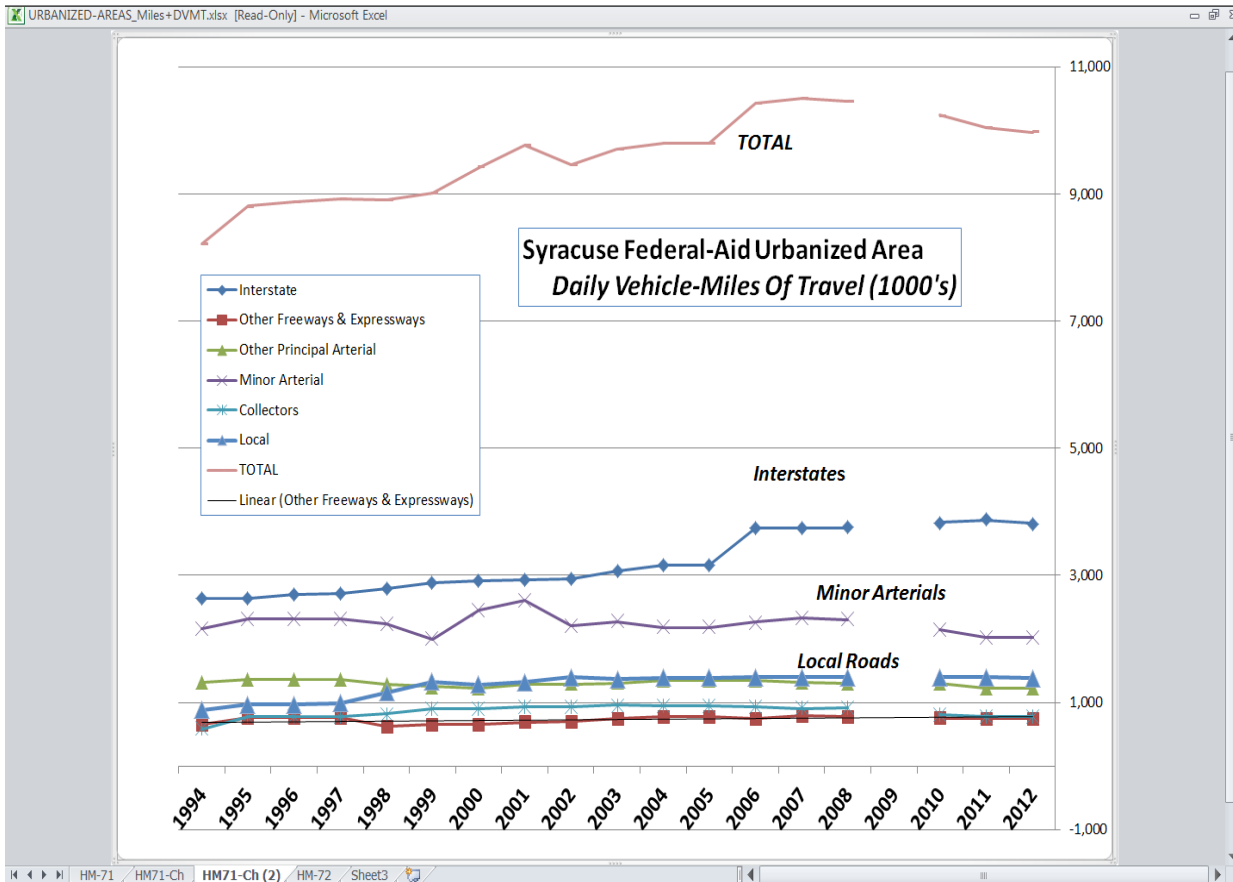
We need more affordable transportation in CNY, not less.

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



Graph 4: Syracuse Urbanized Area daily vehicle miles traveled. FWAH, 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:**

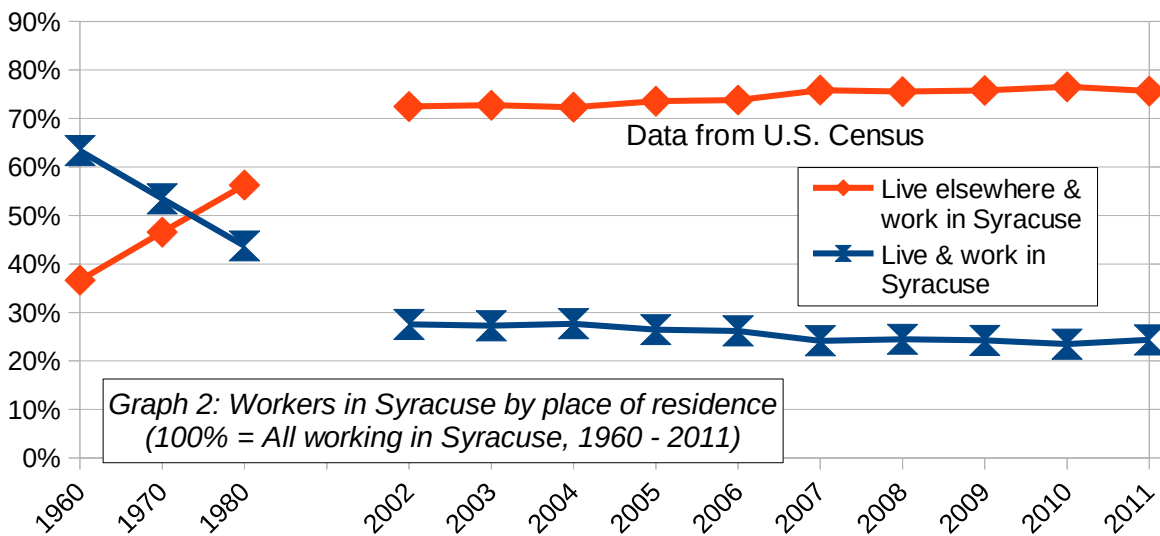
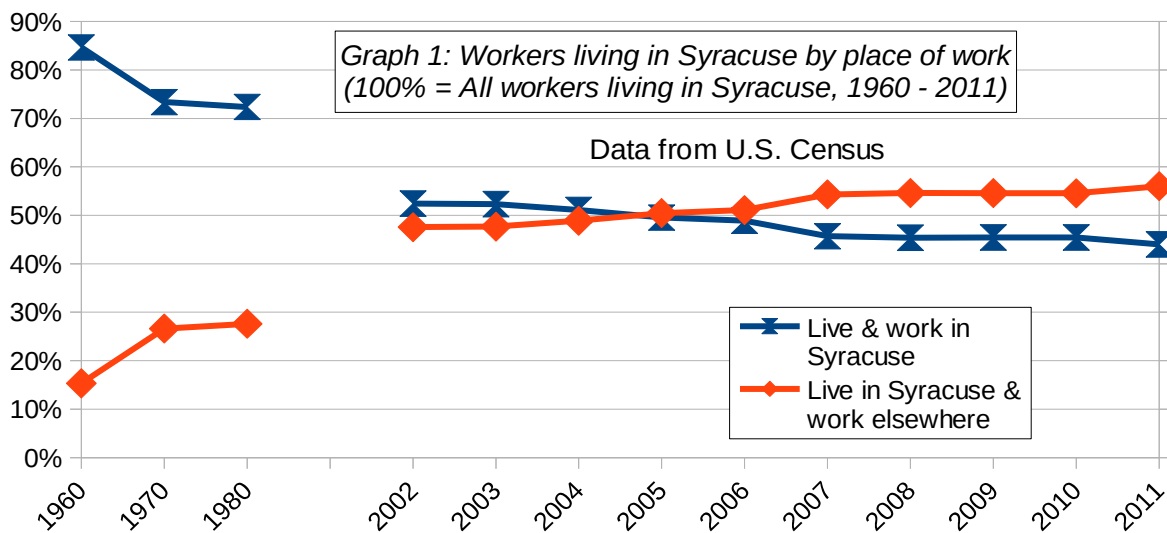
**(a) Local government collaboration, examples:** The City can shift Centro's funding from the volatile mortgage tax to more stable sources, such as portions of the County's automotive gas tax and sales tax. Centro and other CNY Human Service providers can collaborate on simplifying transport options, as Syracuse-Metro Transport Council (SMTC) has often recommended (e.g. 2001, 2013).

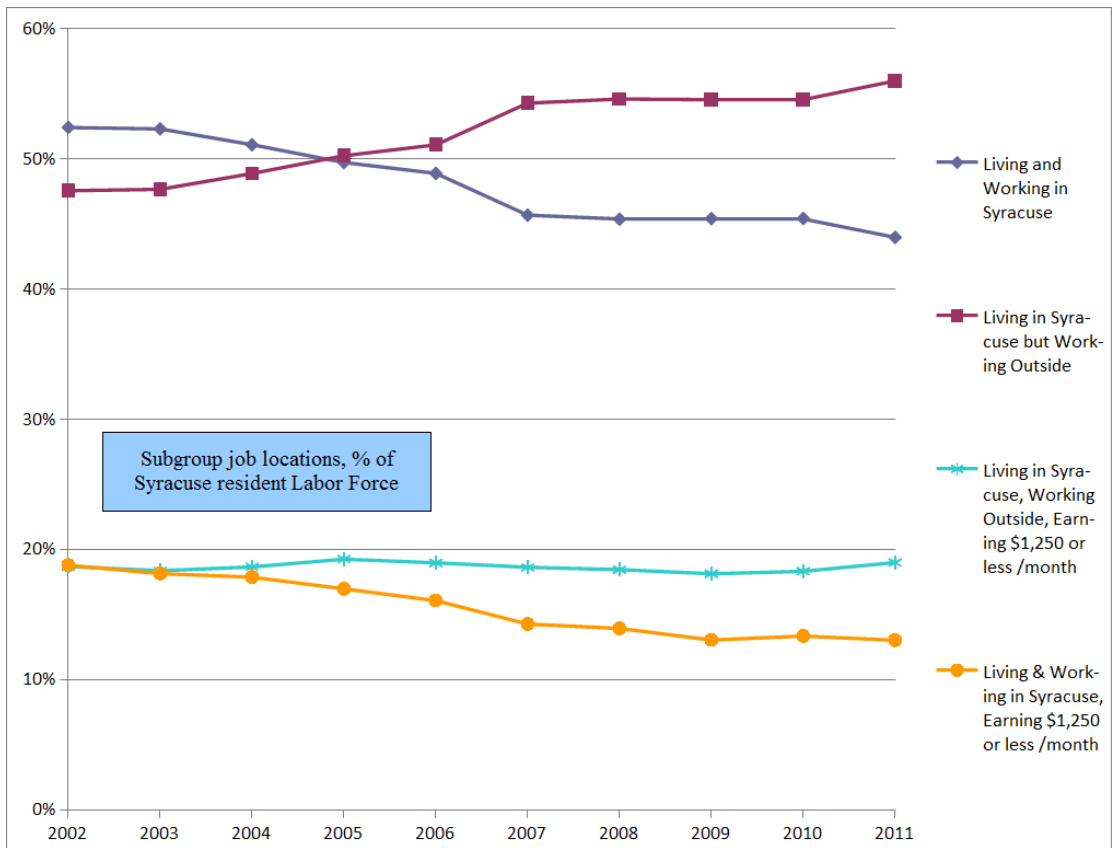
**(b) Collaborating with citizens and business, examples:** The City and Centro can work with local residents and businesses around the 'Last Mile' reaching the bus. For example, groups are working on clearing snow from sidewalks, improving bus and walking accessibility and safety. Centro could pursue 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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**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.smtcempo.org /LRTP2050](http://www.smtcempo.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.smtcempo.org/LRTP2050](http://www.smtcempo.org/LRTP2050). All LRTP comments shall be submitted in writing to [contactus@smtcempo.org](mailto:contactus@smtcempo.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.

# Legal Notices

## Other Legals

**41-1763 ERIE BOULEVARD EAST LLC** Art. of Org. filed NY State (SSNY) 07/20/2015. Office in Onondaga Co. SSNY Reg. agent of LLC on whom process may be served. SSNY mail copy of process to 7531 Flamingo Lane, Manlius, NY 1304. Latest dissolution date: 7/7/2059. Purpose: Any lawful purpose.

**11 LLC Articles of Org.** filed NY Sec. of State (SSNY) 07/20/2015. Office in Onondaga Co. SSNY Reg. agent of LLC on whom process may be served. SSNY mail copy of process to 2501 James St., Onondaga, NY 13026. This is a principal business location. Purpose: Any lawful purpose.

**CLCS OF ORGANIZATION** OF NAVARRO, INC., LLC Under Section 203 of the Limited Liability Company Law. The name of limited liability company is NAVARRO, INC., LLC. SECOND: county of Onondaga; and the office in which the company is to be located is Onondaga, NY. The company does not have a specific date of dissolution in its articles of incorporation or resolution to set forth the winding up of the company. The name of limited liability company is NAVARRO, INC., LLC. SECOND: county of Onondaga; and the office in which the company is to be located is Onondaga, NY. The company does not have a specific date of dissolution in its articles of incorporation or resolution to set forth the winding up of the company.

**M&M USA Realty LLC** Arts. of Org. filed NY Sec. of State of NY 07/27/2015. Office in Onondaga Co. SSNY Reg. agent of LLC on whom process may be served. SSNY mail copy of process to 11111 Broadway, Onondaga, NY 13026. Purpose: Any lawful purpose.

**NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION** TO: BIDDERS. Sealed bids for General Contract No. D004742, Mechanical D004744 and Plumbing D004745. The project is the renovation of the Onondaga County Courthouse. The project is located at 100 Clinton Square, Onondaga County Courthouse, Onondaga, NY 13026. The project is to be completed by September 30, 2015. The project is to be completed by September 30, 2015.

**FOR FURNISHING AND INSTALLATION AND AN EXPANSION OF AN EXISTING GENERATOR FESSION SYSTEM** ILL AUGUST 26, 2015 at 2 PM in the NY OF PURCHASING REGISTER AT LOAD SPECIFICATIONS.

**39 COUNTY OF ONDAGA BID REFERENCE FOR FREQUACUATION OF FOOD WASTE TREATMENT SYSTEM** IS DUE AT 2 PM IN THE NY OF PURCHASING REGISTER AT LOAD SPECIFICATIONS.

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## Other Legals

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**Notice of 30-Day Comment/Review Period** for draft 2010 Long Range Transportation Plan (LRTP) for Onondaga County.

**Notice of Formation of Limited Liability Company** for Onondaga County.

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## Other Legals

**BID 8355 COUNTY OF ONDAGA - BID REFERENCE FOR RECONSTRUCTION OF RUTLAND AVENUE**

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## Other Legals

**NOTICE OF SALE SUPREME COURT COUNTY OF ONDAGA** for Onondaga County.

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**NOTICE OF SALE SUPREME COURT COUNTY OF ONDAGA** for Onondaga County.

# SMTC 2050 Long Range Transportation Plan - 2020 Update

Appendix

G:

Agency consultation contact list



## List of Agencies (35)

- Central New York Land Trust
- Central New York Regional Planning and Development Board
- City of Syracuse
- Cornell Cooperative Extension
- Empire State Development
- Federal Aviation Administration
- Finger Lakes - Lake Ontario Watershed Protection Alliance
- Madison County
- National Park Service
- New York Forest Owners Association
- New York State Department of State
- New York State Office of Parks, Recreation & Historic Preservation
- New York State Thruway Authority and Canal Corporation
- New York Water Environment Association
- NOAA Fisheries - Greater Atlantic Regional Fisheries Office
- Northeast Fisheries Science Center
- NYS Department of Agriculture
- NYS Department of Transportation
- NYS Office of Emergency Management
- NYS Office of Parks, Recreation & Historic Preservation
- NYS Soil & Water Conservation Committee
- NYSDEC
- Onondaga County
- Onondaga County Department of Health
- Onondaga County Soil & Water Conservation District
- Onondaga Nation
- Oswego County
- Oswego County Soil & Water Conservation District
- Syracuse-Onondaga County Planning Agency
- U.S. Army Corps of Engineer District, Buffalo
- United States Department of Agriculture
- United States Environmental Protection Agency
- US Fish and Wildlife
- USDA Natural Resources Conservation Service
- Water Environmental Protection

## List of Additional Organizations (84)

- Additional Groups:
- Organization
- ABF Freight System, Inc
- Adapt CNY
- Ainsley Superior Warehouse
- Altius Aviation LLC
- Amalgamated Transit Union
- Americold Logistics
- Anheuser-Busch, Inc.
- ARISE
- Barrett Paving Materials, Inc
- BikeCNY
- Bossong's Commercial Delivery
- Byrne Dairy, Inc.
- C.H. Robinson Worldwide
- Clintons Ditch Co-op, Inc.
- CN Railway
- Coca-Cola Bottling Company
- COR Development Company, LLC
- Crucible Materials, Inc
- Delta Airlines
- Destiny USA
- Dot Foods, Inc.
- Eagle Comtronics, Inc
- Eaton's Crouse-Hinds
- FedEx Ground
- Frazer & Jones Co.
- G. C. Hanford Mfg. Co.
- Greyhound
- Gypsum Express, LTD
- Gypsum Wholesalers, Inc
- Hanson Aggregates
- Hill-Rom Holdings, Inc.
- Ince Motor Freight
- INFICON, Inc.
- JB Hunt Transport, Inc
- Kilian Manufacturing
- L & JG Stickley, Inc
- Lan-Co Development Corp.
- Laser Transit Ltd.
- Madison County Tourism, Inc.
- McLane Northeast
- Mercer Milling Company
- Mobil Oil Corporation
- Mohawk Global Logistics
- Moving People Transportation Coalition
- National Tractor Trailer School
- New England Motor Freight
- New Penn Motor Express
- New York, Susquehanna & Western Railway
- Onondaga Beverage Corp.
- Packaging Corporation of America
- Page Transportation Inc.
- Paul deLima Co., Inc.
- Penske Truck Leasing
- Pioneer Warehousing & Dist., LLC
- Port of Oswego Authority
- Pyramid Companies
- RAK Express
- Raymour & Flanigan Furniture Co.
- Riccelli Enterprises
- Rotondo Warehouse
- Ryder Systems, Inc.
- Seneca Beverage Corporation
- Shane Trucking, LLC
- Singer Transport, Inc.
- Speedway
- Spirit & Sanzone Distributors Co, Inc.
- Stroehmann Bakeries, Inc.
- Sunoco Incorporated
- Swift Transportation Co., Inc.
- Sysco Food Services of Syracuse, LLC
- Terpening Trucking Company
- Tessa Plastics Corporation
- TJ Sheehan Distributing, Inc.
- TNT
- TTM Technologies
- Uber Technologies, Inc.
- United Airlines
- UPS Customer Center
- Visit Syracuse, Inc.
- Westrock, Camillus Box Plant
- Westrock, Solvay Mill
- Whitacre Engineering Co., Inc
- XPO Logistics
- YRC Freight

# SMTC 2050 Long Range Transportation Plan - 2020 Update

Appendix  
**H:** May 2020 newsletter and summary of financial plan simulation tool

On May 21, 2020, the *2050 LRTP Update Newsletter* was mailed to 4,212 physical addresses in SMTC's database.

Also, on the same day, an email was sent to over 500 email addresses in SMTC's database (including all SAC members and environmental consultation contacts), with links to the *2050 LRTP Update Newsletter*, LRTP page of SMTC website, and the Balancing Act financial plan simulation tool. The text of the email, and comments received in response are below. The LRTP Study Advisory Committee (SAC) also received an email reminder about the newsletter and financial plan simulation on May 28, and were asked to "spread the word" about these items to their own contacts as well.

SMTC staff also posted the newsletter and financial plan simulation tool links to the agency's Facebook page on May 21 and June 16.

Text of May 21 email to members of the public in SMTC's database:

Good afternoon,

The Syracuse Metropolitan Transportation Council (SMTC) is currently updating our 2050 Long Range Transportation Plan (LRTP).

**Learn more about the 2050 LRTP and the update process by reading our [2050 LRTP Update Newsletter](#).**

More information can also be found on the [LRTP page of our website](#).

**You can provide input on future funding priorities within our LRTP by using our [financial plan simulation tool online](#) through June 15.** Or, contact us with general comments or questions about the LRTP by emailing [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org).

We hope you will take some time to review these resources and provide feedback!

For more information about the SMTC, check out [our recently-updated website](#)! And for the latest updates on SMTC activities, including the LRTP, be sure to [follow us on Facebook](#).

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

Public comments received to contactus@smtcmpo.org regarding LRTP update as of June 22, 2020:

Date: May 21, 2020

Comment: is there anything in the long range plan that could enable Funding for the transportation for residents that cannot utilize the bus yet still need transportation? Such as Shuttle To Work ?

SMTC response (via email):

Thanks for the reach-out.

The LRTP isn't a funding program (in contrast to our Transportation Improvement Program [TIP] which is a capital funding program). The financial plan component of the LRTP is meant to express the region's vision and priorities, but it doesn't actually enable, or program, any funds to specific projects.

That said, we will be incorporating newer (since 2015) information into the plan based on our recent surveys for Centro, the SMART study, and the Work Link studies. We are trying to articulate the need for more transportation options within the updated plan goals and objectives. If you scroll all the way down to the bottom of our LRTP web page <https://smtcmpo.org/about-us/planning-process/lrtp/> you'll see the objectives within our "Equity" goal. These are difficult to measure, but we want to make sure this is part of the conversation.

Also, if you use the financial plan simulation tool, you can show your preference for allocating more future resources to transit projects. <https://smtc.abalancingact.com/2050lrtp>

Happy to discuss as always!

Follow-up comment: One area is very deficient from my perspective in transportation in Syracuse. One big improvement would be to investigate changing Transit to a Grid method. Way back when we had mtgs for Hope program , I contacted a well known Transit planner to find a way the bus system could improve ride times, more usage and greater employment center usage. He looked at our current layout and said a Grid layout would greatly improve access and revenue.

A Grid layout would do that with the same cost. I think this should be looked at. Centro revenues would improve and greater access for users would improve and rider Riding times would be shortened.

SMTC response: Comments noted.

Date: May 22, 2020

Comment:

Hi,

I visited the 2050 LRTP Anticipated Financial Plan review site:

<https://smtc.abalancingact.com/2050lrtp>

Forgive me for being direct. Perhaps I'm missing something. But I fail to how this feedback tool can possibly be useful:

1) One is presented with 4 broad categories of spending (and 3 of revenue), and asked to suggest more or less spending in each. But on what basis? There is no information for forming any sort of opinion.

2) One is offered to reallocate according to preference only less than 1% of the funds! What good is that?

So, I ask, what sort of useful information can this tool possibly provide? Thanks.

SMTC response (via email):

Each category can be expanded into multiple subcategories. There are also a few "scenario" questions within those subcategories. Just click on each of the main categories, and the subcategories will be shown below.

The costs and revenues are set to increase/decrease in 1% increments, but the total change can be more than 1% so long as a balanced budget is submitted.

The goals and objectives of the LRTP are listed on our website, and you can review the existing Financial Plan for the LRTP on our website as well. <https://smtcmpo.org/about-us/planning-process/lrtp/> The simulation is just one tool to gather feedback on the community's priorities as we update the LRTP.

I'm happy to discuss if you have other questions about the LRTP update.

Follow-up comment: Thanks for the reply. Regarding the "1%", I was referring to the surplus, treated as a discretionary sum one is asked to allocate according to preference. Even if one were highly informed on the whole subject. Feedback limited to 1% of the budget seems rather insignificant. Just noise.

I'm aware that the categories can be expanded. But it doesn't lead to any useful decision-making information. Essentially, just category definitions.

I also question the very idea of leading with a budget to solicit feedback. It would make more sense to me to be presented with a:

current_state --> needs --> suggested_project (solution) --> cost/budget

Then, one would have something to ponder and discuss.

The LRTP document is also not helpful to a resident. It is mostly a bureaucratic document describing current state, statistical trends, decision-maker organization and process, current revenues sources and expenditures. Project information is limited mostly to a table of minor projects (maintenance, upgrades). Not only are there no description of long-run plans, there aren't even aspirational plans (after all, the document looks to 2050).

I recognize that SMTC has a predicament in formulating long-run plans. I think that long-run transportation plans can only meaningfully be developed if they are done in the context of community long-run social/economic development plans/goals. This requires actual short and long-term plans from the City. The City also fails at this because its long-run planning document is purely aspirational. The City should, first of all, infuse the plan with a 5-year actionable plan (real deliverable projects). Then define more concretely its longer-run plans. With more specific City driven long-run development plans, the SMTC can then contribute very effectively to any transportation component of the plan.

SMTC response: Comments noted.

Financial Plan Simulation Tool Summary

The SMTC utilized an online financial simulation tool called “Balancing Act” to share the draft financial plan with the public and collect feedback. The simulation allowed users to see the estimated mid- and long-term revenues and project costs by category, and to adjust these.

The Federal Aid + Local Match categories (highways and transit) were not adjustable, since, locally, we have no influence over this Federal Aid. The remaining revenue categories could be increased or decreased by \$1 million increments. All project cost categories could be adjusted in 1 percent increments to indicate a preference for more or less spending in that category. Two yes/no “scenario” questions were also included, with a lump sum cost for each if the user chose to add that project:

- *Should additional dollars be spent on expanding bicycle facilities in the City of Syracuse as suggested in their Bicycle Plan? Cost: \$3 million*
- *Should funds be spent on implementing the Bus Rapid Transit (BRT) system recommended in the SMTC's SMART 1 Study and other transit enhancements along Erie Boulevard (like shelters)? Consistent and ongoing operating funds are needed for the BRT system, which are not shown in the estimate. Cost: \$40 million*

Users could adjust the revenues and costs, but were required to submit a balanced budget. Comments could also be added in each category.

The simulation was available online from May 21, 2020, through June 19, 2020 and was advertised through the LRTP Update Newsletter, email, and on SMTC’s Facebook page. The simulation garnered over 190 page views, and 12 submissions.

Of the 12 submissions received, only one included revenue adjustments (small increases in State Dedicated Funds and Competitive Federal Funds). All but one of the submissions included adjustments to the project costs. Highway capacity was the most common spending category to be reduced in the submissions, with eight respondents suggesting an average of \$27 million in reduced spending in this category (and no respondents suggesting an increase in this category). TSMO expansion spending was reduced in seven submissions, at an average decrease of \$13 million. Bicycle and pedestrian enhancements was the spending category increased by the most respondents, with seven submissions suggesting an average \$7 million increase in spending. Ten out of the 12 respondents chose to include

the City's Bicycle Plan completion project, and nine respondents added the BRT/transit enhancement project, which added \$3 million and \$40 million to spending, respectively.

Revenue categories and default values in financial plan simulation tool

Revenue category	Default value
Highways Federal Aid + Local Match	\$1,914,380,000
Transit Federal Aid + Local Match	\$414,480,000
City + County Funds	\$229,820,000
Transit State Dedicated Funds	\$188,500,000
Highways State Dedicated Funds	\$50,100,000
Competitive Federal Funds + Local Match	\$26,860,000
TOTAL	\$2,824,140,000

Note: although all categories except Federal Aid + Local Match could be adjusted, only one submission included an adjustment to revenues (small increase in State Dedicated Funds and Competitive Federal Funds).

Spending categories, default values, and summary of submitted adjustments

Spending category	Default value	No. of submissions with decrease	No. of submissions with increase	Average change
Highway maintenance	\$1,064,531,000	4	0	(\$11,532,419)
Bridge maintenance	\$766,915,000	1	3	\$5,122,767
TSMO maintenance	\$15,390,000	0	1	\$128,250
Capacity	\$119,275,000	8	0	(\$26,936,271)
TSMO expansion	\$112,616,000	7	1	(\$12,856,993)
Interchange improvements	\$68,031,000	4	0	(\$3,401,550)
Bicycle/pedestrian enhancements	\$23,348,000	1	7	\$7,004,400
Safety	\$22,305,000	0	4	\$4,721,225
Road diets/lane reductions	\$12,164,000	2	5	\$4,673,003
Transit preventative maintenance	\$315,166,000	0	3	\$3,676,937
Bus replacements	\$232,254,000	0	4	\$8,515,980
Transit other capital project needs	\$45,310,000	0	4	\$3,851,350
Transit equipment	\$4,760,000	1	4	\$299,658
Bicycle Plan completion	\$0	0	10	\$3,000,000*
Transit enhancement	\$0	0	9	\$40,000,000*
TOTAL	\$2,801,975,000	---	---	---

*lump sum cost associated with scenario question

Comments received on project cost categories

Spending category	Public Comments
Highway maintenance	Critical fix-it-first maintenance
Bridge maintenance	Critical fix-it-first maintenance
Transportation Systems Management & Operations (TSMO) maintenance	Prioritize a joint state/county/city traffic management center that incorporates EMS and other transportation related components.
Transit preventative maintenance	no comments
Bus replacements	no comments
Transit other capital project needs	no comments
Transit equipment	no comments
Capacity	Syracuse has some of the shortest commute times in America. Road capacity improvements are wholly unnecessary, and the focus of spending should be on safety, and sustainability.
	Adding capacity to car traffic at the cost of decent transit service is detrimental to the population as a whole.
	Stop expanding road capacity. Cars are causing pollution and pedestrian deaths. Invest in bike, pedestrian, and transit.
	Could spending here reduce costs elsewhere in the maintenance budget? E.g., reducing cars and replacing inefficiently used highways/bridges.
	Prioritize roundabouts, but adding capacity otherwise seems unnecessary
TSMO expansion	Sounds very car focused and a waste of money
	I wouldn't prioritize truck inspection sites or intersection improvements that widen/increase capacity.
Interchange improvements	Waste of money
Bicycle/pedestrian enhancements	Expanding pedestrian and bicycle enhancements would improve the quality of living in the city for many residents and provide necessary and safe means of transportation for low-middle income households.
Bicycle Plan completion	This is a critical component of supporting alternative mobility within the region - combined with projects like the Empire State Trail - this will help to improve mobility options within CNY.
	Additional dollars spent here will save money long term elsewhere in the budget. E.g., by reducing the number of cars and the associated highway/bridges maintenance costs.
Road diets/lane reductions	no comments
Safety	no comments
Transit enhancement	BRT development would truly be informational for city residents who do not have access to a car. It would also make transit a real alternative for workers who live and work within the city.
	This is a critical component of transitioning the Syracuse Area to a lower carbon transportation system and should be made a priority.
	Use the excess 43.4m in my response for expanding transit.
	Will completing this enhancement reduce the number of cars using Erie Blvd, and therefore the associated infrastructure maintenance costs?

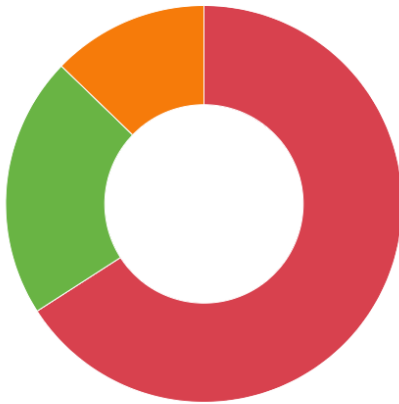
Screenshot of the main page of the financial plan simulation tool

SMTC's LRTP Anticipated Financial Plan (2024/25 through 2049/50) for Public Review

You have a surplus.

\$22.2m

Where the Money Goes



Spending

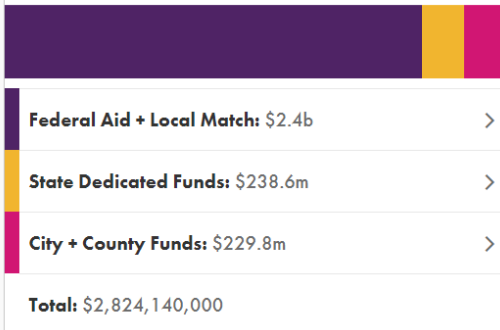
Maintenance (highways/bridges): \$1.8b	>
Maintenance (transit): \$597.4m	>
Non-maintenance (highways): \$357.7m	>
Non-maintenance (transit): \$0	>
Total: \$2,801,975,000	

Submit

Reset all to start over

Save your progress and share with others

Revenue



This simulation presents the revenues and expenses anticipated for the mid and long-term timeframes of the SMTC's Long Range Transportation Plan (LRTP), years 2024/25 to 2049/50. The short-term timeframe, 2019/20 to 2023/24, is covered by our current capital plan called the Transportation Improvement Program where funding is already programmed to numerous projects. The financial plan analysis considers whether the metropolitan area can reasonably expect to fund projects. However, inclusion in the financial plan does not guarantee that a project will be funded; projects must still compete for federal funding assistance through the SMTC's Transportation Improvement Program. The simulation estimates are based on historical trends and input from our members. In the simulation nearly all revenue and spending items can be adjusted. You can change how money is brought in and how money may be spent. Keep in mind, a balanced budget has to be submitted.

We will document input in the LRTP update process, and consider all feedback before finalizing the LRTP. Additional information on the LRTP update is available [here](#). Any questions or comments, please contact us via email at contactus@smtcmpo.org.



2050 LRTP UPDATE NEWSLETTER

LONG RANGE TRANSPORTATION PLANNING FOR THE GREATER SYRACUSE AREA
Syracuse Metropolitan Transportation Council

May 2020



THE SMTC IS UPDATING THE REGION'S LONG RANGE TRANSPORTATION PLAN

Our current plan was created in 2015, and was our first completely new plan since 1995. Federal law requires us to revisit and update the plan at least once every five years. The current update is focused mostly on changes to our performance measures that are required for compliance with new federal rulemaking that has been issued since 2015. The goals and objectives, as well as our regional priorities, are proposed to remain largely unchanged. **The purpose of the LRTP is to guide the SMTC's member agencies in making transportation investment decisions over the next 30 years.**

L RTP GOALS

Taking into consideration federal requirements, local planning efforts, and feedback from the LRTP Study Advisory Committee and the public, we identified three sets of goals that transportation investments should achieve:

- **Community Planning** - Transportation investments should support the planning goals of the region and local communities.
- **Transportation System Performance** - Transportation investments should contribute to the achievement of transportation system performance goals.
- **Significant Projects** - Transportation investments should advance regionally significant public infrastructure projects that have already been the subject of substantial community discussion.

Achieving these goals is critical to making progress toward our vision for the region.

SMTC STUDIES AND PUBLIC ENGAGEMENT

Since the LRTP was adopted in 2015, the SMTC has conducted numerous studies to examine issues that are important to residents in our planning area. These studies have also yielded significant public input over the past five years, all of which is considered in our LRTP update. The Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1) – which recommended a Bus Rapid Transit (BRT) system for the region – included three public meetings in Downtown Syracuse, multiple focus group meetings, and a series of pop-up meetings at bus stops. SMTC also conducted two surveys for Centro in 2017: a mailed survey for people who do not currently use the bus, and an in-person survey on Centro buses. Both of these surveys received over 1,100 responses. The Work Link study examined access to jobs in the region, and included a series of focus group meetings, stakeholder meetings, a survey, and a public meeting. Many recent SMTC studies – and public engagement efforts – have focused on bicycle and pedestrian mobility concerns; for a listing of all these studies see Publications > Planning Studies > Bike/Ped Planning on our website, www.smtcmpo.org.



REGIONAL PRIORITY PROJECTS AND THEMES FROM 2015 SURVEY RESULTS

As part of the LRTP development in 2015, an online survey was conducted to collect feedback from the public on the LRTP's proposed goals and objectives, and regional priority projects. A total of 380 responses were received. Some themes emerged from this survey:

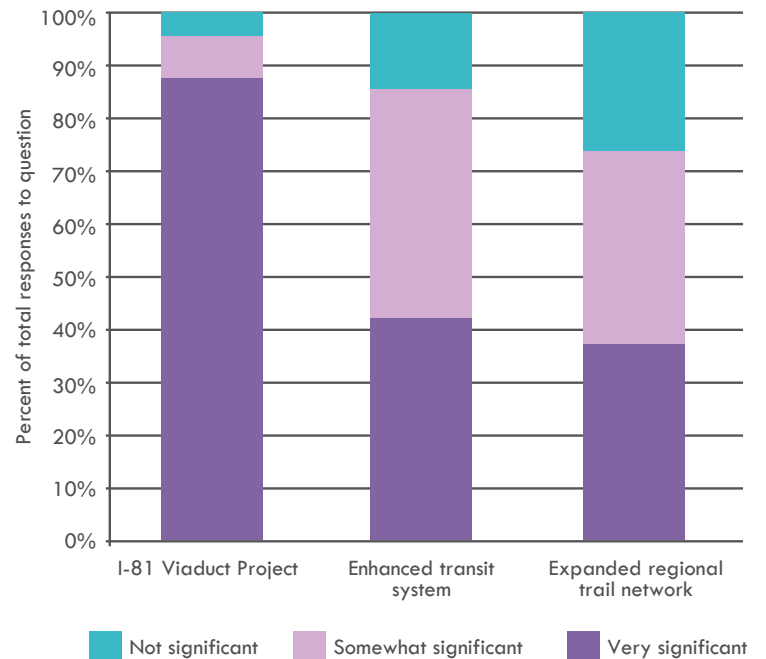
- Ensure that our transportation system is safe, efficient, and reliable.
- Provide more facilities for biking and walking.
- Expand and improve transit service, including more reliable service, improved bus stops, more routes, and consideration of new modes such as light rail.
- Find a solution for the aging I-81 viaduct.

The I-81 Viaduct Project: The LRTP does not specify a solution for I-81, since the New York State Department of Transportation (NYSDOT), at the time of this writing, is still progressing the environmental review. 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.

Enhanced transit system: The SMTC completed the Syracuse Metropolitan Area Regional Transit Study Phase 1 in 2018, which identified Bus Rapid Transit as the locally-preferred alternative for enhanced transit along two corridors: Eastwood to Onondaga Community College, and Syracuse University to DestinyUSA. One of our financial challenges is finding funding – particularly operating funds – for this system.

Expanded regional trail network: We will continue to progress projects identified in existing plans, such as the Onondaga Lake Trail and Onondaga Creekwalk. Significant progress has been made on the Erie Canalway Trail, with construction beginning to close the local gap as part of the Empire State Trail.

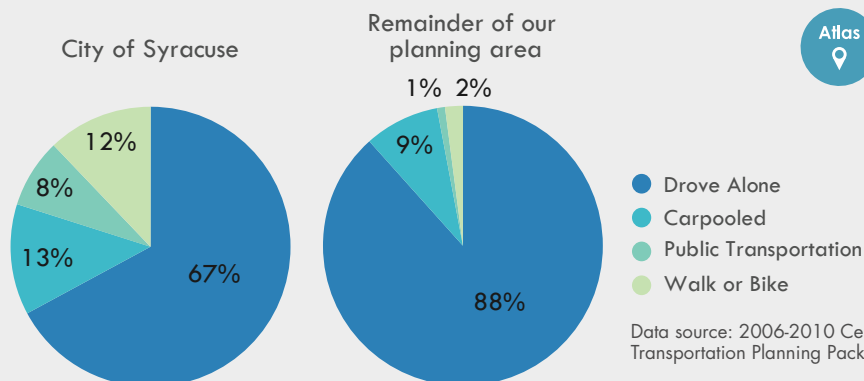
Significance of major projects based on survey results



PERFORMANCE-BASED PLANNING

Current federal legislation for metropolitan transportation planning emphasizes a 'performance based planning' approach, which requires a rigorous examination of impacts of transportation investments over time. Newer federal guidance since 2015 has detailed specific requirements for performance measures, target setting, and tracking progress, so we are updating our LRTP to comply with these requirements. In a few instances, this means slight modifications to our objectives and performance measures, or incorporating new data into our plan. See our website for a full list of the LRTP's Goals, Objectives, and Performance Measures.

EXISTING MEANS OF TRANSPORTATION TO WORK

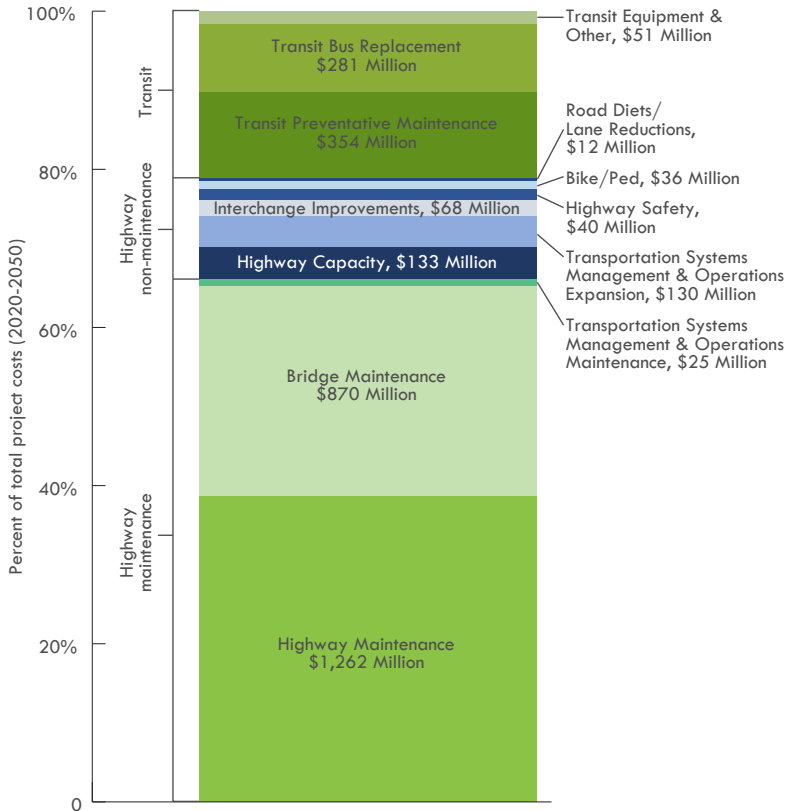


Atlas Check out our Transportation Atlas for more data about our region! www.smtcmpo.org/data/atlas

Objective: Increase the percentage of non-single occupant vehicle (non-SOV) commute trips.

Measure: Percent of commute trips made by walking, biking, transit, and carpooling.

Anticipated future project costs by category



The LRTP 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. 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.

Future revenue estimates were developed based on current federal funding programs and recent trends. We also have considered state funding and local (municipal) funding that is used on federal aid eligible roads and for transit.

Our member agencies provided lists of future projects that they would like to complete to address capacity or accessibility concerns over the life of this plan, in addition to the maintenance needs of the current system. Cost estimates were developed for all these projects.

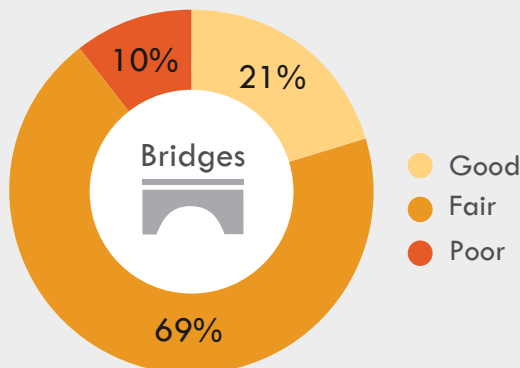
Our revenue projection is approximately \$3.30 billion for years 2020-2050, and the total project costs during this timeframe are estimated at about \$3.26 billion. It is highly likely that any additional money that may be available would be spent on the substantial maintenance needs of the transportation system. 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 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.

\$ Give us your thoughts on how to allocate money in the future years of our plan! What projects would you prioritize? Go to <https://smtc.abalancingact.com> and submit your response by June 15.

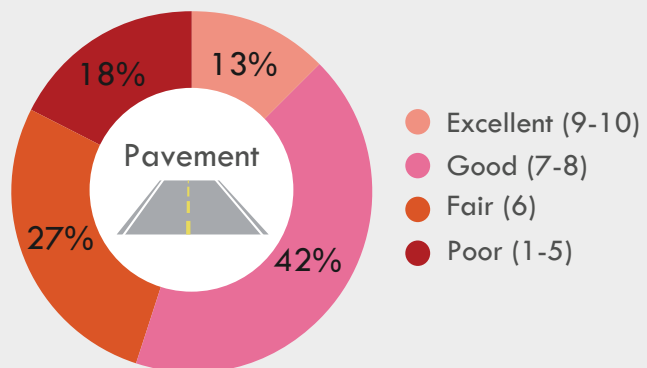
EXISTING BRIDGE AND PAVEMENT RATINGS

Objectives: Preserve and maintain pavement; preserve and maintain bridges.

Measures: Percent of Interstate, non-Interstate National Highway System (NHS), and other system mileage with pavement in 'good' and 'poor' condition. Percent of NHS and non-NHS bridges by deck area in 'good' and 'poor' condition.



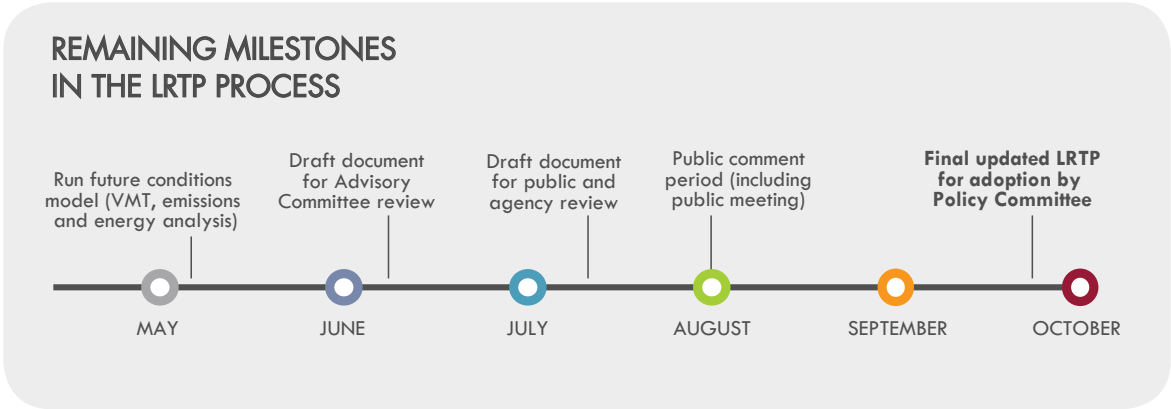
Data Source: 2018-2019 NYSDOT Bridge Ratings (All Roadway Bridges)



Data Source: 2018-2019 SMTC Bridge & Pavement Report (FAE Roads Only)



TIMELINE AND HOW TO GET INVOLVED



Our LRTP Update must be adopted by September 30, 2020.

For more information about the LRTP process, check out our website www.smtcmpto.org. Also be sure to follow us on Facebook!



126 NORTH SALINA STREET, SUITE 100
SYRACUSE, NY 13202

P: 315.422.5716
F: 315.422.7753

CONTACTUS@SMTCMPO.ORG

WWW.SMTCMPO.ORG
WWW.FACEBOOK.COM/SMTC

SMTC 2050 Long Range Transportation Plan 2020 Update

Appendix

1:

August 2020 Public
Outreach Summary

August 2020 Public Outreach Summary

The draft chapters of the LRTP Update were available on the SMTC's website beginning August 3, 2020, and public comments were accepted through September 2, 2020. The screen shot below shows part of the LRTP page of the website, including links to each individual chapter as well as the full draft document for download. The web page also included a link to the LRTP presentation on YouTube, and a comment form (people could also email comments to the address shown below).

L RTP Update

Federal legislation requires that the SMTC update the LRTP at least once every 5 years. A draft of the 2020 Update is now available for public review and comment. This update must be adopted by the SMTC Policy Committee by September 30, 2020.

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

2050

LONG RANGE TRANSPORTATION PLAN

2020 Update



Moving Towards a Greater Syracuse

Review the Draft 2020 Update documents:

- [View a presentation about the LRTP Update](#)
- [Download entire document](#)
- Download chapters:
 - [Table of Contents and Executive Summary](#)
 - [Chapter 1: Introduction](#)
 - [Chapter 2: Goals and Objectives](#)
 - [Chapter 3: People, Development Patterns, and the Economy](#)
 - [Chapter 4: Our Transportation System](#)
 - [Chapter 5: Assessment of Future Conditions](#)
 - [Chapter 6: Financial Analysis](#)
 - [Chapter 7: Conclusion and Next Steps](#)
 - [Appendix](#)
- Email comments to contactus@smtcmoo.org or use the comment form below.
- Review the [May 2020 LRTP Update Newsletter](#) for an overview of the update process.

Name *

First Last

Email *

Enter Email Confirm Email

Comments *

Join our email distribution list to receive news and updates? *

Yes

No

The SMTC used the following methods to publicize the availability of the draft LRTP Update for public review and comment:

- press release to numerous local media outlets
- legal notice in the local newspaper
- four separate Facebook posts during the comment period directing viewers to the LRTP website and the presentation on YouTube
- email blast to all email addresses in the SMTC database (approximately 600 email addresses)
- email to Centro's Accessible Transportation Advisory Committee
- letter mailed to environmental and transportation-related agencies (see listing in Appendix G)

The press release and legal notice are included at the end of this appendix. The slides from the presentation are also included (the posting on YouTube also included a narration with each slide).

Comments received in response to the draft LRTP Update (all via email)

Date: August 4, 2020

Comments (multiple emails from same individual):

WorkLink study has been implemented through the AEI grant. We provide an additional transportation mode in addition to walking, bikes, buses etc. I think shuttles should be in the plan. We have helped over 300 people so far. It should be a funding mode since there are tens of thousands need this service in Onondoga Co.

The grants we got are limited and only 2 years. Can we talk about adding this transportation mode to the plan?

Worklink should be part of the 5 year plan. We have initiated a program Shuttle program that has helped over 300 people. We are funded by AEI grants which end in 2 years. This mode of transportation is so essential to the community as WorkLink demonstrated, we have a model operational...we should be in the long range plan. Future funding should come from this plan . If it isn't in the plan it cannot get funding.

Can we talk about this?

I received a long Range Transportation plan update and I ask that the WorkLink study be part of the plan. You were helpful in getting the powers to be to work together to get the study.

You said " without a study " you cannot get into a transportation plan. Without being in the plan , you cannot get money.

We will finish our Shuttle program through AEI grant in 2 years . We have helped over 300 people so far since we began. Our AEI grant ends in 2 years and growth and funding for the large number of people requesting our services to get to jobs will end.there are tens of thousands needing our Sevice. Walking, biking, or bus will not meet their needs. The economics of our program is that the County gets \$65 in taxes etc for each dollar they give us.

Can we talk about getting this reconsidered as part of the plan?

SMTC response 1 (email):

The Worklink study was a critical item that set the basis for that type of effort going forward.

Now that the study is completed - the data and effort in it is in our plan.

The types of work you are looking to fund are eligible for some types of federal funding and not others.

The biggest hurdle is always finding a sponsor for the project (Public Sector).

There is nothing left for us (SMTC) to do to fund the work link activities other than for an eligible sponsor and eligible fund source to come together.

I will let the others I copied in on this offer their thoughts.

Thank you for the comment - and it will be included as part of the feedback we get.

SMTC response 2 (email):

I received your comment through the online form. I am not sure why it said comments were closed, but I had someone else in our office test it and it seemed to work fine. I also received your direct email.

Just a couple of items to add to what Jim already said:

Providence Services is mentioned, by name, multiple times within the draft LRTP Update - specifically on p. 84 (Work Link recommendations), p. 86 ("Connecting People to Jobs"), and p. 113 ("Access to Jobs"). The plan also includes two objectives within the Equity goal area that speak directly to improving transit service to employment centers and to "improve transportation options for off-peak commuters without cars." A service like Providence Services would certainly align with the goals and objectives of the LRTP.

As I have previously stated, the LRTP is not a capital program; it is a long-range planning document that articulates a vision for the region. Future projects would still have to compete for federal funding through the TIP process. As Jim has noted, a project must have a public sponsor.

We will make sure your comments are documented in the LRTP Update.

Date: August 4, 2020

Comment:

With all due respect, I do not see any "plan" in this document. Not even an aspirational one.

I see only: who we are; what we do; who we work with; mandate; accomplishments; the usual rehash of demographics and transportation statistics; current conditions; etc.

Rather surprisingly, actual imminent major projects are explicitly left out.

Transportation planning cannot be done outside of urban planning and economic development planning (of which, admittedly, there little of in the City and the County).

The SMTC cannot provide effective assistance to City and County as long as City and County fail to engage in genuine urban and economic planning efforts---which should be one of their major responsibilities.

I urge SMTC to urge the City and the County to establish fully capable urban and economic planning agencies and work with all the other related agencies to proactively plan and develop the region in a thoughtful, inspired and organized way.

SMTC response (email):

Thank you, as always, for the thoughtful comment. The Syracuse-Onondaga County Planning Agency, as well as other City and County departments, are SMTC member agencies. As SMTC staff, we will share your concerns with those member agencies.

There are very specific requirements, as detailed in the federal FAST Act, for the contents of the LRTP. As noted in the draft LRTP Update, the plan will be updated again when a decision is made and funding is identified for the I-81 project.

Date: August 24, 2020

Comment:

Dear SMTC,

It is my personal opinion that the Syracuse Metropolitan area should seriously consider the addition of a regional light rail system including station park in rides as well as pedestrian bridges over major highways such as I-81. I am born and raised in CNY but have also been a resident of Denver for 20 years - 10 years before their light rail system became operation and 10 years afterward. I as well as friends in the area experienced an increase in mobility throughout the area while simultaneously experiencing less reliance on our automobiles. I wonder what a light rail line with car park in rides following the current I-81 alignment from the 81-481 interchange at Brighton Towers all the way north to the current 81-481 interchange at Driver's Village and the associated station stops along the route.

SMTC response (email):

Thank you for your comments on the SMTC's draft LRTP Update; it will be noted in the appendix to the final plan.

The SMTC completed the Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1) in 2018, which evaluated a variety of options for "enhanced transit" within the Syracuse region and recommended a Bus Rapid Transit system on two corridors as the preferred option. (Study report is available on our website <https://smtcmpo.org/partner/syracuse-metropolitan-area-regional-transit-study-phase-1/>) This BRT system is included as an "illustrative project" in the draft LRTP Update, along with an I-81 express bus route with park-and-rides north of Syracuse. Both of these projects are desired, but at this point in time a fund source has not been identified (in particular, a sustained source of annual operating funds is needed). These projects are discussed in Chapter 6 of the draft LRTP Update, which can be downloaded from our website <https://smtcmpo.org/about-us/planning-process/lrtp/>.

We appreciate your feedback in the transportation planning process.

Date: August 29, 2020

Comment:

Appears to be a very comprehensive report on the future needs and wants for transportation and its infrastructure in CNY.

Focus is on people first followed by vehicles, manufacturing, trucks, bus and train and plane, not necessarily in that order. Planes and trains need their ground access improved as the airport and train station have been recently upgraded.

Through out the report, every transportation venue is rated for its current state. Good to go, needs improvement, does not exist and in the planning state conditions are explained.

Here are my thoughts, observations and concerns:

The impact of COVID-19 on the funding and schedules and workers.

The impact on data to date when the results of the 2020 census is done.

I81 project and the extend that Environmental Justice will be applied.

Area sustainability versus unchecked growth.

Continued focus and improvement on the sidewalk improvement projects.

Uber and Lyft consideration for transporting people.

Energy costs and availability, including wind and sun re: electric cars.

Bicycles interspersed with vehicle traffic. The CNY area is not bike friendly. Some great improvements have been made, mostly for going across NY via the Erie Canal and going around Onondaga Lake, connecting to the Syracuse Creek Walk and the Erie Canal. These are awesome and more like them are needed. The Connective Corridor in Syracuse is a great example.

Thank you for giving me the opportunity to comment on your report. This topic has always been near and dear to my heart.

SMTC response (email):

Thank you for taking the time to look through the SMTC's draft LRTP Update, and for the thoughtful comments, which will be documented in the final version of the plan.



Town of Salina
OFFICE OF THE TOWN SUPERVISOR

Colleen A. Gunnip
Town Supervisor

Douglas R. Wickman, P.E.
Staff Engineer

Nancy A. O'Neil
Secretary to the Supervisor

September 1, 2020

Syracuse Metropolitan Transportation Council
100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202

To whom it may concern:

I am writing to comment on your draft 2050- Long Range Transportation Plan (LRTP) – 2020 Update.

For a variety of reasons, I find the document woefully inadequate and observe that it fails to fulfil the obligations of such a document in that it fails to address SMTC's primary and most important obligation by leaving to others the most critical transportation decision to face Central New York's within the study timeframe.

The Syracuse Metropolitan Transportation Council's Long-Range Transportation Plan for 2050 – 2020 Update fails to meet federal requirements due to the fact that the Plan does not deal with the I-81 Project. The Plan defers to the NYSDOT Draft Environmental Impact Statement but mentions the Community Grid (removing a portion of I-81) as the Department's Preferred Alternative. This renders the Plan woefully inadequate for the following reasons:

- 1) The I-81 Project Alternatives represent a huge pending future project that would have significant impacts on the Syracuse Region. This Long-Range Transportation Plan is meaningless without evaluating the impacts of such a project.
- 2) The Plan Illustrations show I-81 as a major Commuting Route and Major Freight Corridor. If the DOT Preferred Alternative were to be eventually selected, it would have significant impacts on the future commuting patterns and regional freight movements. Any Long-Range Plan must address the transportation and regional economic impacts as they would be significant. It cannot fulfill its duty by remaining silent, leaving the community to deal with the unplanned consequences.
- 3) As part of long-range planning process, the Models used in the Plan to forecast future travel demand must simulate the consequences of potentially removing a segment of freeway in a built-up urban area. The DEIS referred to shows that a Community Grid Alternative would have huge traffic consequences. More than 80,000 vehicles per day (vpd) currently use the section of I-81 proposed for removal under the Community Grid Alternative. That Alternative could accommodate about 30,000 vpd. The result would see about 50,000 vpd either finding other routes to get to their destination or a number of these trips not being made at all. Among the major impacts would be

large diversions to I-481 to the east with the concomitant Interstate congestion and a large number of intersections in Syracuse operating at Levels of Service (LOS) well worse than the existing, many at LOS D, E and F.

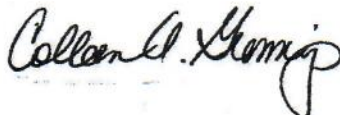
4) The Finances Chapter of the LRTP calls for an expenditure of \$3.7 billion on a multitude of projects over the life of the Plan. The Plan emphasizes that three major regional projects are not included in the Plan, ie, I-81, the Bus Transit Plan and a Trails initiative (projects that were emphasized via the public participation phase of the Plan update). The Plan suggests additional or outside funding for these projects, whose total costs would almost equal the Plan's \$3.7 billion. The LRTP is woefully inadequate to include projects, even for discussion purposes, whose costs are twice the funds available.

5) In an effort to demonstrate a measure of its adequacy to meet future demands, the LRTP has described seven Performance Goals. Any critical examination of these goals will conclude that any I-81 Project would have such a profound impact on all seven as to render the Plan invalid without first addressing the impacts of such a potentially huge project on the regional travel demand and economics.

Under federal regulations, the annual Transportation Improvement Program of projects must be derived from the LRTP. Accordingly, serious questions arise as to how the SMTC could possibly develop an annual TIP from this woefully inadequate Plan, a Plan that ignores the potential impacts of the I-81 Project. This is the largest project ever conceived for the city of Syracuse, Onondaga County and the entire Central New York Region, and would have a significant impact on the Region's transportation system's function and safety, its economy and all of its air quality and other environmental aspects.

If you have any questions, please do not hesitate to contact me by phone at (315)457-6661, or by email at supervisor@salina.ny.us.

Sincerely,



Colleen A. Gunnip
Supervisor
Town of Salina



Syracuse Metropolitan Transportation Council

100 Clinton Square
126 N. Salina Street, Suite 100
Syracuse, New York 13202
Phone: (315) 422-5716
Fax: (315) 422-7753
www.smtcmpo.org

September 3, 2020

Dear Supervisor Gunnip:

Thank you for taking the time to review the Draft 2050 Long Range Transportation Plan (LRTP) – 2020 Update, and for providing detailed comments.

We are confident that our LRTP Update meets the requirements for metropolitan transportation plans as defined by Federal Regulations in 23 CFR §450.324. SMTC staff have worked closely with a Study Advisory Committee of our member agencies, including representatives of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), throughout the development of this LRTP Update.

Federal regulations require that we update the LRTP at least every five years. We last adopted the LRTP on September 30, 2015, so we must adopt an update before the end of September 2020.

At this time, the best information we have available regarding the I-81 Viaduct Project is within the Preliminary Draft Environmental Impact Statement (PDEIS) released by the NYSDOT in 2019. The PDEIS did not include a financial plan or schedule for the I-81 Viaduct Project with sufficient detail for inclusion in the LRTP Update. However, we understand, based on conversations with our federal partners, that the LRTP will need to be updated again once that information has been made available to us from the NYSDOT and/or the FHWA. As noted, we must adopt an update before the end of September 2020 to comply with federal regulations, but we fully expect that an *additional* LRTP Update will need to be adopted before 2025.

We are happy to discuss additional questions you have about the purpose and content of the LRTP. We will also be sure to share your concerns with our federal partners, who are copied on this response.

Sincerely,

A handwritten signature in black ink, appearing to read "James D'Agostino", written over a white background.

James D'Agostino
Director

Cc: Carlos Gonzalez, Federal Highway Administration
Raymond Tomczak, Federal Transportation Administration
Mark Frechette, NYSDOT – Region 3

The Metropolitan Planning Organization

Office of the Mayor • Syracuse Common Council • Syracuse Planning Commission • CenterState Corporation for Economic Opportunity • New York State Department of Transportation • New York State Department of Environmental Conservation • New York State Department of Economic Development • New York State Thruway Authority • Office of the County Executive • Onondaga County Legislature • Onondaga County Planning Board • Central New York Regional Transportation Authority • Central New York Regional Planning and Development Board • Federal Transit Administration • Federal Highway Administration

August 6, 2015

FOR IMMEDIATE RELEASE

Contact: Meghan Vitale
(315) 422-5716
mvitale@smtcmpo.org

**SMTC Draft Final Long Range Transportation Plan
Available for Public Review/Comment**

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. 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. These are just some of the transportation concerns addressed by the draft **2050 Long Range Transportation Plan**.

Comments on the draft plan 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,

*Press Release: SMTC Draft LRTP Available for Public Review/Comment
August 6, 2015
Page 2*

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.smtcmpo.org/LRTP2050.

All LRTP comments shall be submitted in writing **by Thursday, September 3, 2015** to contactus@smtcmpo.org or via postal mail to: SMTC, Attn: Meghan Vitale, 100 Clinton Square, 126 N. Salina Street, Suite 100, Syracuse, NY 13202.

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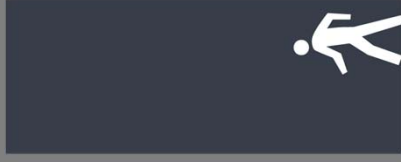
The Syracuse Metropolitan Transportation Council was formed in 1966 as a result of the Federal Aid Highway Act of 1962 and Urban Mass Transportation Act of 1964. Serving as the Metropolitan Planning Organization (MPO) for the Syracuse Metropolitan Area, the SMTC provides the forum for cooperative decision-making in developing transportation plans and programs for Onondaga County as well the Town of Sullivan in Madison County, and the Towns of Hastings, Schroepel, 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.

# # #

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL

# 2050 Long Range Transportation Plan

*2020 Update*



Moving towards a Greater Syracuse



# Overview

- Introduce the Syracuse Metropolitan Transportation Council (SMTTC)
- Recap purpose of the 2050 LRTP and 2020 update
- Review major components of the plan
- Highlight updates that have been made
- How you can provide feedback on the draft plan

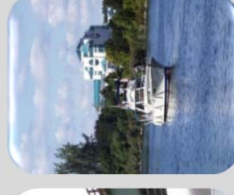
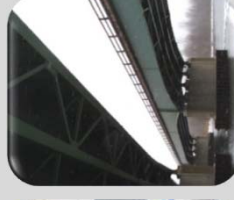


# Introduction to the SMTC



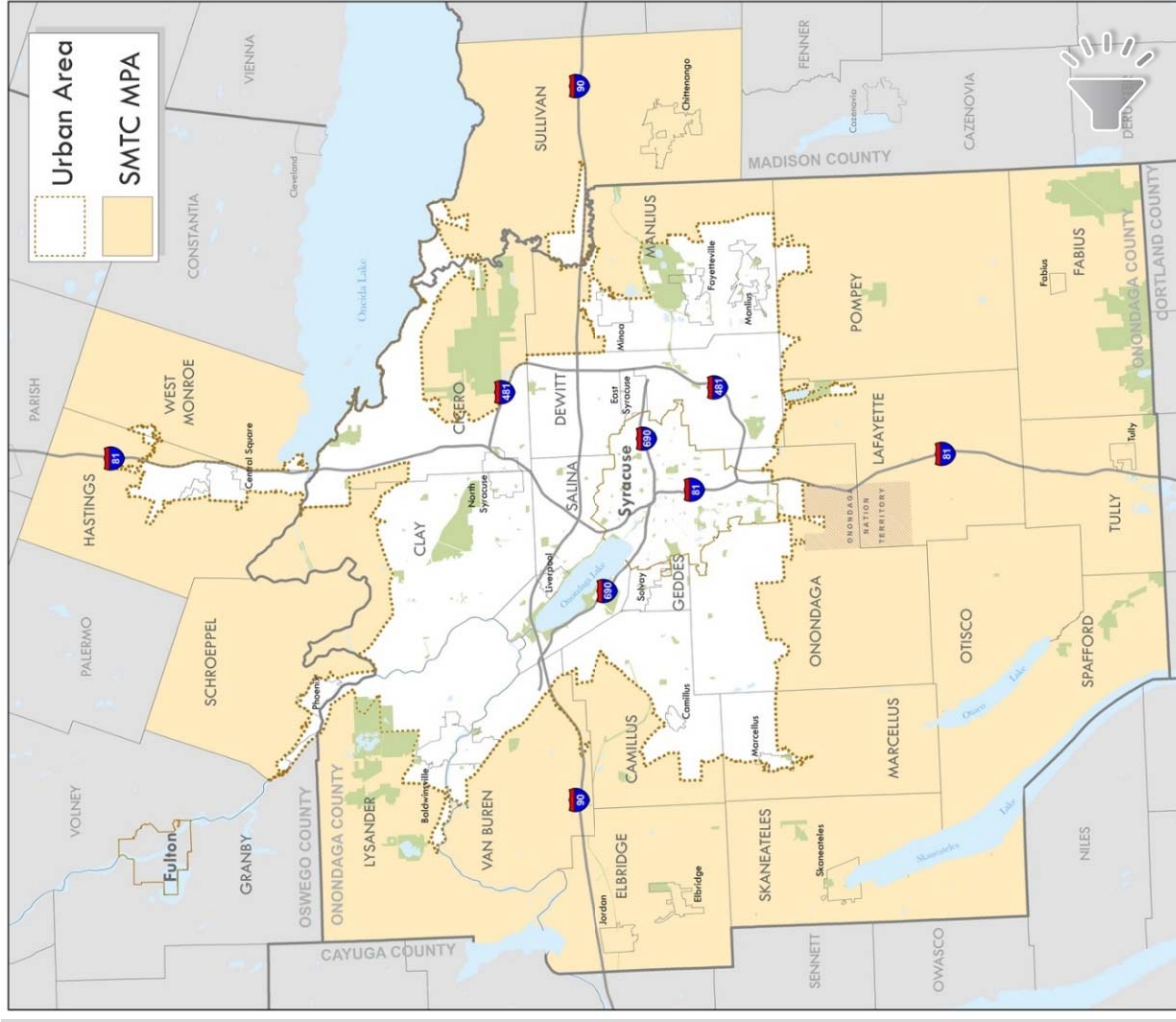
# What is a Metropolitan Planning Organization? (MPO)

- A Metropolitan Planning Organization, or MPO, is a transportation **policy-making and planning body** made up of representatives of local, state, and federal government and transportation authorities.
- The Policy Committee is the designated MPO.
- The MPO is charged with the **comprehensive, cooperative, and continuous** transportation planning process for a metropolitan area.



# The SMTC planning area

- Our Metropolitan Planning Area (MPA) includes:
  - All of Onondaga County
  - Town of Sullivan in Madison County
  - Towns of West Monroe, Hastings, Schroepfel, and small portion of Town of Granby in Oswego County





# Who is the MPO?

## Member Agencies

**Central New York Regional Transportation Authority (Centro)**

**Central New York Regional Planning & Development Board**

**City of Syracuse:**

Mayor  
Common Council  
Planning Commission

Department of Public Works  
Planning & Sustainability

**CenterState Corporation for Economic Opportunity**

**New York State:**

Department of Environmental Conservation  
Empire State Development Corporation

Department of Transportation  
Thruway Authority

**Onondaga County:**

County Executive  
County Legislature  
Planning Board

Department of Transportation  
Syracuse Onondaga County Planning Agency

## Staff

Director  
Planners  
Analysts



# Comprehensive transportation planning



Transit



Road Network



Freight



Walking



Bicycling



# Cooperative Transportation Planning

- Coordinate with federal, state, & local agencies to develop transportation plans and programs
- Provide an opportunity for citizens to participate in planning



# Continuous transportation planning

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL  
**2050**  
LONG RANGE TRANSPORTATION PLAN  
Moving Towards a Greater Syracuse

The cover features five colored boxes with icons: a car, a person walking, a person pushing a cart, a bicycle, and a truck. The SMTCC logo is in the bottom right corner.

Regional transportation vision

Syracuse Metropolitan Transportation Council  
**UPWP 2020-2021**  
Unified Planning Work Program

The cover includes two photos: a snow removal truck and a street view. It also features icons for a car, a person walking, a person pushing a cart, a bicycle, and a truck. The SMTCC logo is in the bottom right corner.

Specific transportation studies and plans

2020-2024  
Transportation Improvement Program

SYRACUSE METROPOLITAN PLANNING AREA  
SMTCC

The cover features the SMTCC logo and the text 'SYRACUSE METROPOLITAN PLANNING AREA'.

Federal funding program



# Why does the MPO process exist?

- Examine the region's future and investment alternatives
- Facilitate collaboration of governments, interested parties, and the public
- Prioritize transportation needs
- Invest funds appropriately
- Plan to reflect the region's vision
- Balance needs versus limited funding
- Express the consensus of the community through member agencies and elected officials



# The 2050 LRTP

- Adopted in September 2015
- First entirely new plan since 1995
- Emphasized performance-based planning in response to Federal guidance
- Included System Performance Report based on guidance available at that time
- New goals and objectives, based on regional planning efforts and National Goals under defined in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21)
- Transportation Atlas developed as “companion” to LRTP to provide additional data to the community in a user-friendly format



# Purpose of the LRTP

**“To guide the SMTC’s member agencies in making transportation investment decisions over the next 30 years that achieve the following:**

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



# Why are we updating the LRTP?



- SMTC is required to update Plan every 5 years
- Fixing America's Surface Transportation (FAST Act) – December 2015
- Multiple federal rulemakings detail the requirements for performance measures and system performance report
- SMTC has adopted multiple resolutions in support of NYSDOT and Centro performance measures
- Some updated regional and other plans, completion of notable SMTC studies, review demographic and economic conditions





# What's in the 2020 Update?

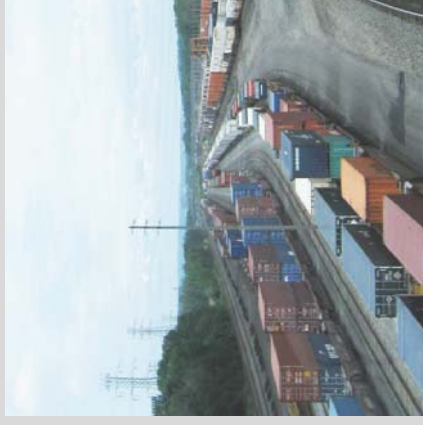
- **Goals and objectives (Ch 2):** Minor modifications to wording to reflect FAST Act, new/ revised regional and municipal plans
- **Regionally significant projects (Ch 2):** acknowledged progress since original writing
- **Demographic and economic data (Ch 3):** reviewed new data; updated where applicable
- **Transportation system description (Ch 4):** added discussion of “new” options (bike share, Uber/Lyft), progress on other initiatives (SMART, sidewalk snow clearance)
- **System performance report (Ch 4):** aligned performance measures with new rulemaking, incorporated system performance report throughout the chapter (by Goal area)
- **Future conditions (Ch 5):** model base year updated to 2017. Added description of “emerging trends in transportation technology.”
- **Financial analysis (Ch 6):** updated short-term projects list to reflect current TIP; updated mid- and long-term projects list based on member agency feedback

*Atlas largely depends on decennial Census data, so will be republished after 2020 Census data is available.*



# Regionally significant projects

- **The I-81 Viaduct Project:** reflect PDEIS/DDR
- **Enhanced transit system:** specified locally-preferred alternative from SMART study (BRT in mixed-traffic)
- **Expanded regional trail network:** added Empire State Trail
- **Inland port facility:** updated to reflect current plans for DeWitt rail yard



# Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.



# National goals

1. **SAFETY**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **INFRASTRUCTURE CONDITION**—To maintain the highway infrastructure asset system in a state of good repair.
3. **CONGESTION REDUCTION**—To achieve a significant reduction in congestion on the National Highway System.
4. **SYSTEM RELIABILITY**—To improve the efficiency of the surface transportation system.
5. **FREIGHT MOVEMENT AND ECONOMIC VITALITY**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **ENVIRONMENTAL SUSTAINABILITY**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **REDUCED PROJECT DELIVERY DELAYS**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



# Performance management rules

*Know the rules!*

- US DOT and FHWA establish rules for implementing the provisions of the FAST Act
- 23 CFR Part 490 tells State DOTs and MPOs the specific performance measures to use, data requirements, how to calculate the required measure, reporting requirements, how to assess progress, and repercussions of not making significant progress.
  - Highway Safety Improvement Program
  - Pavement condition
  - Bridge condition
  - Performance of the NHS
  - Freight movement on the Interstate System
  - Congestion Mitigation and Air Quality Improvement Program: Traffic congestion and on-road mobile source emissions



# Regional and local planning efforts

- Regional plans
  - 2010 Development Guide & Framework for Growth (SOCPA), also emerging themes for new County Plan
  - Vision CNY (CNYRPDB)
  - REDC CNY Rising – From the Ground Up – updated
  - I-81 – The I-81 Corridor Study Goals and Objectives (also PDEIS)
  - County Hazard Mitigation Plan – new
  - CNYRPDB Recreational Plan – new
- Municipal and other plans
  - Town and village plans, City’s Land Use and Development Plan, Bicycle Plan, Sustainability Plan
  - SU Campus Framework
  - Syracuse Surge
  - SHA’s East Adams Street Neighborhood Transformation Plan
  - Syracuse ReZone
  - CenterState Export Initiative
  - CNY Regional Recreation & Heritage Plan



# Gathering public input since 2015

- Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1)
  - 3 public meetings in Downtown Syracuse
  - Focus group meetings
  - Popup meetings at bus stops
- Centro Rider and Non-rider Surveys
  - Over 1,100 responses received to each survey



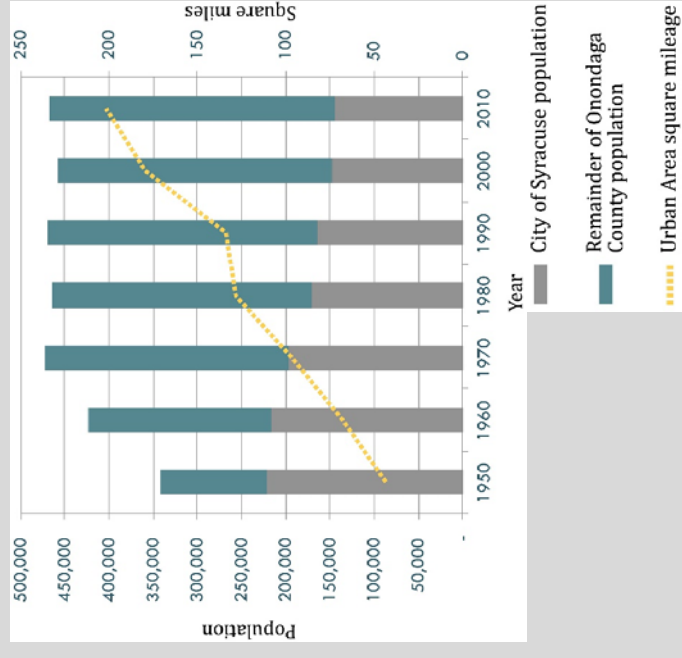
*Three public meetings were held in 2016 and 2017 for the SMART study. Attendees could view display boards, interact with SMTC and Centro staff, and provide feedback on various aspects of the study.*

- Work Link
  - Focus groups, stakeholder meetings, survey, public meeting
- Numerous other corridor studies, sub-area studies, bicycle and pedestrian studies



# Demographics and economy

- MPA population virtually unchanged since 2010
  - 2010 population (Decennial Census): 504,672
  - 2018 population (5-yr ACS estimate): 501,141 (-0.7%)
- 2014-2018 ACS data shows income & poverty, racial composition, household size all within 2 percentage points of the 2010 levels
- Added Growth Areas section
- Updated income and poverty data
- Added 2017 economic data, noted new potential employment centers (Clay and DeWitt warehouses, UAS corridor)
- New Travel and Tourism section (trails work, Fairgrounds improvements)





# System Performance report

- Current LRTP has one large table at end of Chapter 4.
  - Created prior to final rulemaking/FAST Act
- Update reports performance measures in multiple tables throughout Chapter 4, generally one for each Goal.
- Includes all federally-required performance measures AND “local” measures added by the Study Advisory Committee

Table 4.3: Safety performance measures and targets (serious injuries and fatalities)

| Objective                                                                                              | Performance measure                                     | 2011-2015 SMTC baseline | 2014-2018 SMTC condition | Targets |        |        |
|--------------------------------------------------------------------------------------------------------|---------------------------------------------------------|-------------------------|--------------------------|---------|--------|--------|
|                                                                                                        |                                                         |                         |                          | 2018    | 2019   | 2020   |
| Reduce serious injuries and fatalities.                                                                | Number of fatalities                                    | 167                     | 169                      | 1,086   | 1,072  | 1,040  |
|                                                                                                        | Fatality rate per 100M VMT                              | 0.65                    | 0.67                     | 0.87    | 0.86   | 0.826  |
|                                                                                                        | Number of serious injuries                              | 1,738                   | 1,933                    | 10,854  | 10,987 | 11,017 |
| Reduce the number of fatalities and serious injuries from crashes involving a pedestrian or bicyclist. | Serious injury rate per 100M VMT                        | 6.79                    | 7.65                     | 8.54    | 8.62   | 8.709  |
|                                                                                                        | Number of non-motorized fatalities and serious injuries | 281                     | 278                      | 2,843   | 2,726  | 2,627  |



# Emerging trends in transportation technology

- New section in Chapter 5
- In response to questions from the public about the future of transportation
- Still many unknowns, but Plan now acknowledges emerging issues
  - Autonomous vehicles
  - Connected vehicles and infrastructure
  - Mobility as a service
  - Freight impacts
  - UAVs
- Identifies policy considerations
  - Affordability/accessibility
  - VMT impacts
  - Data management/privacy
  - New infrastructure needs
  - AV integration



*An autonomous shuttle in a Northern California office park.*



*A delivery drone that can carry small packages.*



# Future projects

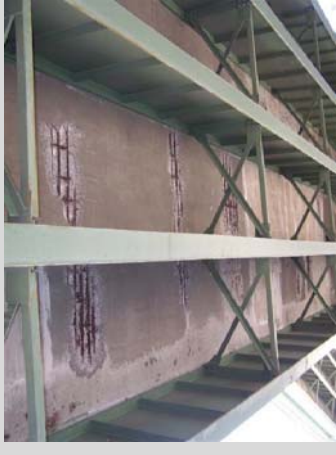
- Short-term list reflects current 2020-2024 Transportation Improvement Program (TIP)
  - This is the SMTC’s current capital program.
- Mid-term: projects identified by facility owners (NYSDOT, OCDOT, City, Centro)
- Long-term: primary focus is on maintenance, cost projections based on mid-term costs by category. Small amount (10%) for non-maintenance projects.

| Short-term | Mid-term  | Long-term |
|------------|-----------|-----------|
| 2020-2024  | 2025-2034 | 2035-2050 |
| 5 years    | 10 years  | 16 years  |



# What is maintenance?

- Within the LRTP, “maintenance/replacement in-kind” includes any project that doesn’t increase the capacity of the system
  - Ex: bus replacements, transit facilities maintenance, paving or reconstructing roads (without adding lanes), replacing bridges (without adding lanes)
- Two categories of maintenance:
  - “Major”: construction phase over \$3M
  - “Minor”: construction phase less than \$3M
- Major maintenance projects are listed individually, minor maintenance shown by category
  - To emphasize the focus on maintenance projects and acknowledge the relative magnitude of maintenance projects within our region



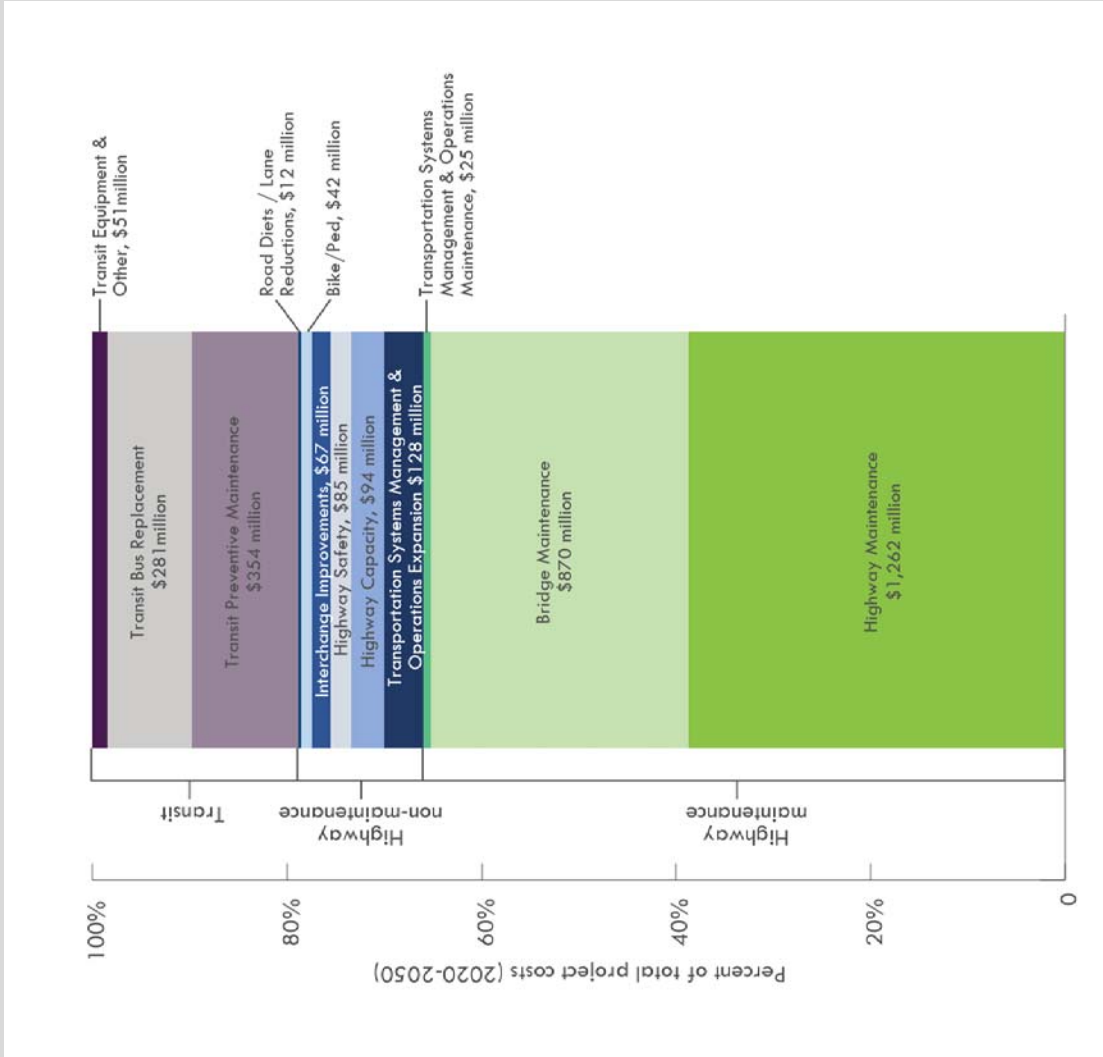
*Deterioration on the underside of a bridge.*





# Future project costs by category

- Total \$3.27 billion
- 66% highway system maintenance (including bridges and TSMO)
- 12% transit maintenance
- 21% non-maintenance



# Fiscal constraint

All figures in millions of year-of-expenditure (YOE) dollars.

|                             | Short-term    | Mid-term      | Long-term     | Total        |
|-----------------------------|---------------|---------------|---------------|--------------|
|                             | FFY 2020-2024 | FFY 2025-2034 | FFY 2035-2050 |              |
| <b>Transit</b>              |               |               |               |              |
| Federal aid + match (FTA)   | 47.10         | 133.45        | 285.53        | 466.08       |
| Federal aid + match (FHWA)  | 4.03          | 0.00          | 0.00          | 4.03         |
| State dedicated funds       | 37.73         | 48.75         | 139.75        | 226.23       |
| Total capital project costs | 88.86         | 178.20        | 419.21        | 686.27       |
| Balance                     | 0.00          | 4.00          | 6.06          | 10.07        |
| <b>Highways</b>             |               |               |               |              |
| Federal aid + match (FHWA)  | 327.43        | 631.99        | 1,304.75      | 2,264.17     |
| State funding (inc. SDF)    | 10.02         | 20.04         | 30.06         | 60.12        |
| CHIPs, local funds          | 45.30         | 90.61         | 139.21        | 275.21       |
| Total capital project costs | 372.46        | 738.40        | 1,474.02      | 2,584.87     |
| Balance                     | 10.30         | 4.24          | 0.00          | 14.53        |
| <b>All projects</b>         |               |               |               |              |
| Total revenue               | 471.61        | 924.83        | 1,899.29      | 3,295.74     |
| Total capital project costs | 461.32        | 916.59        | 1,893.23      | 3,271.14     |
| <b>Overall balance</b>      | <b>10.30</b>  | <b>8.24</b>   | <b>6.06</b>   | <b>24.60</b> |



# Additional (or “illustrative” projects)

- Acknowledge as desired, but not included in financial plan
  - I-81 Viaduct Project: approx. \$2 billion
  - BRT system: \$34 million capital (plus \$8 million annual operations)
  - Reduction of off-peak headways: approx. \$21 million operating over 20 years
  - I-81 express with park-n-rides: \$40 million capital + operating over 20 years
- Additional maintenance projects to bring roads and bridges into good condition over next 10 years: approx. \$2 billion
- Retained list of “projects not included in plan”
  - I-481 west of Syracuse
  - New I-81 interchange between Route 31 and Brewerton
  - Baldwinsville bypass extension
  - Extension/relocation of Route 290 in DeWitt/Manlius



# What's next?

- Public comments are being accepted through September 2, 2020.
  - Online at [www.smtcmpo.org](http://www.smtcmpo.org) – click on the LRTP icon
  - Email to [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)
  - In writing to  
SMTC  
Attn: Meghan Vitale  
126 N. Salina St., Suite 100  
Syracuse, NY 13202
- Adoption by Policy Committee by end of September.

