

Bus Rapid Transit (BRT) for Syracuse



The SMTC's recent SMART 1 Study recommended a BRT system consisting of two routes:

- Regional Transportation Center to Syracuse University
- Eastwood to Onondaga Community College

See map on reverse. Both routes pass through Centro's Transit Hub, with an additional transfer point at St. Joe's Hospital. This will provide faster, more efficient transit service to a substantial portion of city neighborhoods.



The BRT system will increase access to key educational and employment destinations:

- Education: SU, OCC, Bryant & Stratton College, various Downtown campuses (SUNY EOC, SUNY Oswego at the Atrium, Johnson Center, Institute of Technology at Central)
- Employment: DestinyUSA, Downtown, University Hill institutions, James Street business district, Upstate Community Campus



The BRT system will provide a higher-level transit experience for users:

- Faster service, with fewer stops
- More frequent, more reliable service
- Longer service hours
- Branded vehicles



The BRT system will create opportunities for transit-oriented economic development.

- Conceptual station area plans were developed for most of the proposed BRT stations in the SMART study. The plans identify development opportunities around each station.
- Proposed new city zoning will also encourage development along BRT routes.
- BRT would support ongoing efforts to revitalize the South Avenue corridor.



Funding is needed both for construction and ongoing operations. A sustainable source of annual operating funds must be identified.

	Capital cost	Annual operating cost
Eastwood-OCC	\$19.5M	\$4.8M
RTC-SU	\$14.0M	\$3.5M
BRT System	\$33.5M	\$8.3M



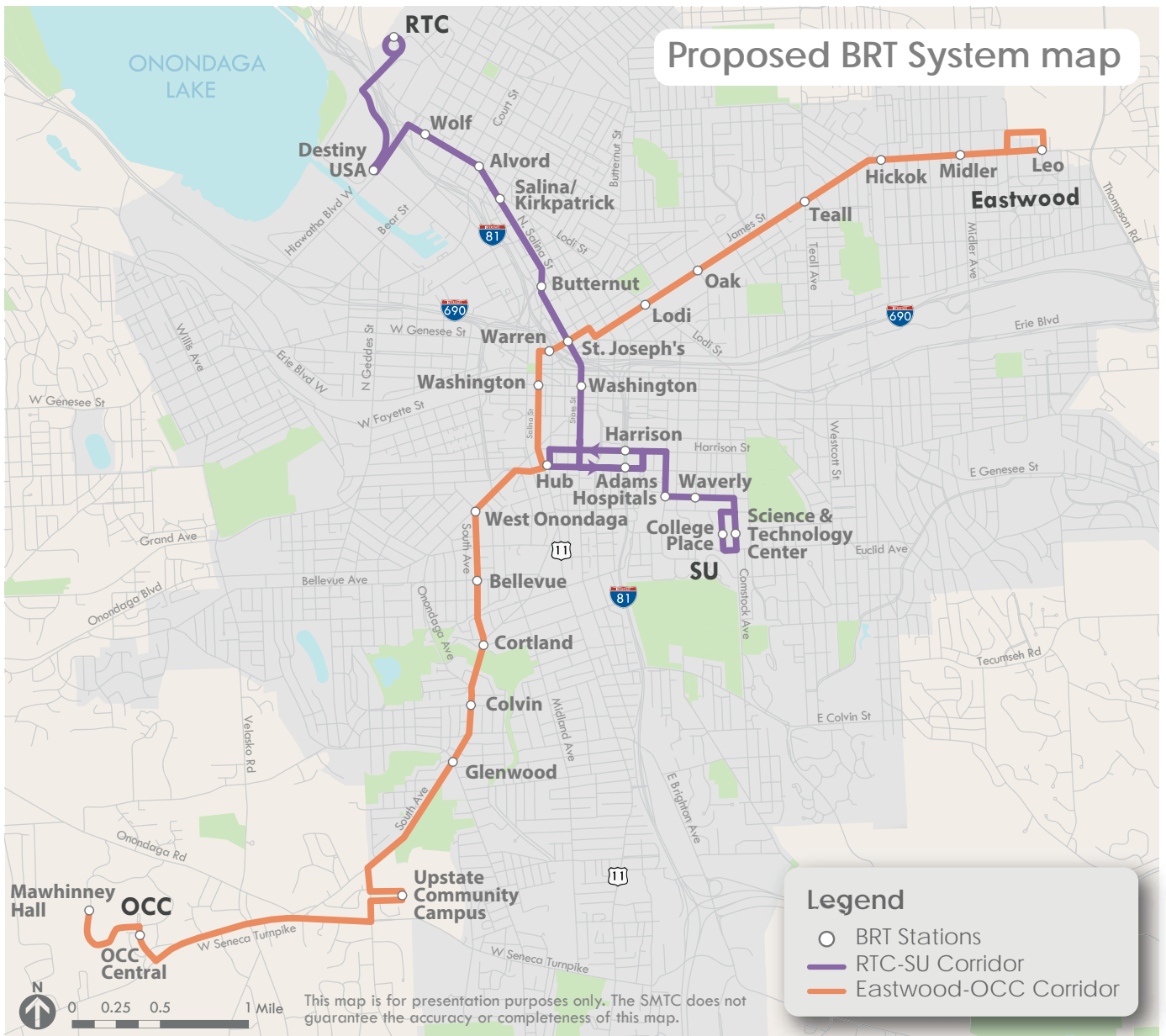
In February 2018, the Syracuse Metropolitan Transportation Council (SMTC) completed the SMART 1 study on behalf of Centro, the area's public transportation provider. This study evaluated Bus Rapid Transit (BRT) and Light Rail Transit (LRT) modes, route alignments, station locations, ridership, service plans, costs (capital, maintenance, and operational), economic development, land use, zoning, engineering feasibility, and environmental factors along two corridors primarily located in the City of Syracuse.

Based on this extensive analysis, the "BRT - Mixed Traffic" alternative (BRT operating on city streets, in general-use travel lanes) was recommended for the two study corridors.



View the BRT System map





Proposed BRT System Key Stats

	Eastwood-OCC	RTC-SU
Route length	9.8 miles	5.5 miles
Number of Stations	18	15
Existing daily ridership	3,636	4,070
Estimated future daily ridership	4,643	4,685
Headway during peak hours	10 Minutes	10 Minutes
Headway during off-peak hours	20 Minutes	20 Minutes
Travel time improvement (end-to-end, AM peak hours)	18 Minutes	7 Minutes

"Headway" is the time between bus arrivals at a station.

The SMART 1 final report is available at www.smtcmpo.org. For more information, please contact the SMTC at



315-422-5716



contactus@smtcmpo.org



126 N. Salina St., Suite 100,
Syracuse, NY 13202