

DIRECTIONS

THE NEWSLETTER OF THE SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
Spring 2022



An example of a busy intersection in Downtown Syracuse that will be observed for pedestrian safety



2022-2023 Work Plan adopted

On February 10, 2022, the Syracuse Metropolitan Transportation Council's (SMTC) Policy Committee adopted the 2022-2023 Unified Planning Work Program (UPWP). As the Metropolitan Planning Organization (MPO) designated by the New York State Governor, the SMTC is responsible for carrying out the continuous, comprehensive, and cooperative transportation planning process for the Syracuse Metropolitan Area. The UPWP incorporates into one document all transportation planning activities, conducted from April 1, 2022 through March 31, 2023, within the Syracuse Metropolitan Area.

The SMTC issued a call letter for project proposals in the fall of 2021. Nine new projects were selected for inclusion in the 2022-2023 UPWP in addition to eight major projects from the previous program year that will be carried over for completion. The UPWP also lists numerous recurring activities performed by SMTC staff such as data collection, travel demand modeling, and long-range planning. Descriptions of the new projects are noted below.

Centro Survey: Required under Federal Transit Administration (FTA) guidelines, Centro must gather demographic, travel pattern, and payment pattern information every few years. SMTC will distribute approximately 1,000 surveys to riders across all of Centro's bus routes in Onondaga County.

(continued on page 7)

More info about the UPWP:

smtcmco.org/all-publications/upwp/

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
UPWP 2022-2023
Unified Planning Work Program





Tuscarora Road Corridor Study completed

Tuscarora Road runs along the north side of the Village of Chittenango (Village), effectively creating a bypass of the village's central business district. This creates two problems within the community: retailers and other businesses would like to see those cars drive by their front doors, and the people who live on and near Tuscarora Road would like to see less traffic on their street. SMTC conducted a survey early in the planning effort to help understand some of the issues and concerns area residents have with the current roadway. Village residents said that between relatively high traffic volumes, relatively high speeds, and narrow road shoulders, Tuscarora Road is not a pedestrian-friendly road. The SMTC's Tuscarora Road Corridor Study, which was completed on behalf of the Village and the Town of Sullivan (Town), involved looking at this road, discussing these issues with residents, and exploring possible solutions.

The study presents various short- and long-term strategies:

- Improve safety for pedestrians walking along and across Tuscarora Road.
- Improve safety for bicyclists using Tuscarora Road.
- Improve safety for residents who live along Tuscarora Road.
- Encourage drivers to follow the posted speed limit (30 MPH) on this road.
- Reduce the number of vehicles using Tuscarora Road as an alternative to State Route 5, which runs through the village's business district.

Working with representatives of the Village, Town, Madison County, New York Department of Transportation, Town of Manlius, and the Tuscarora Road Advisory Committee (a citizens' committee of the Village that gives residents concerned with safety on this corridor a forum for discussing issues and opportunities for improvement), the SMTC engaged in a robust Virtual Public Involvement Program, including the

online survey, meetings with stakeholders, presentation of an online video, and a virtual question and answer session. All input received throughout the study helped inform the development of several design concepts for the corridor.

Tuscarora Road's character is largely suburban, but large agricultural areas break up the corridor. To make it easier to think about improvements that may be compatible with the corridor's various development patterns the study area was broken up into three sections: west, central, and east. Design options considered for implementation include crosswalks (potentially raised crosswalks) and Rapid Rectangular Flashing Beacons at various sites, sidewalks, trails, roadway realignment or a roundabout at the Tuscarora/Bolivar/Lake intersection, addition of a pedestrian bridge over Chittenango Creek, and streetscape enhancements at the eastern end of the corridor.

Final report is now available:
smtcmpo.org/all-publications/



Existing stone dust path along Tuscarora Road.

LEGEND

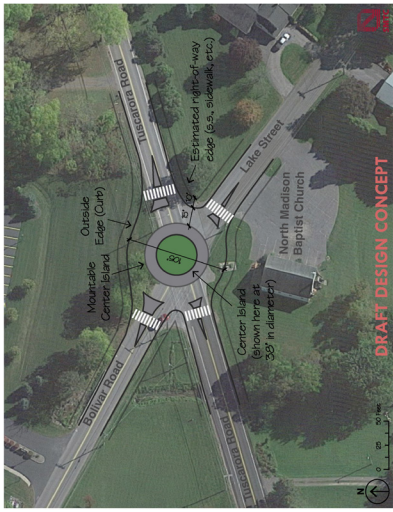
-  Existing trail
-  Proposed trail
-  Existing sidewalk
-  Proposed sidewalk

Center Section - Concept 1

Tuscarora Road Study - Village of Chittenango

Develop a 2,900' long trail on the north side of Tuscarora from Lake/Bolivar to Creek

Add a roundabout at Lake/Bolivar



Add 2,200' of trail on the north side of Tuscarora

 Add two raised crosswalks and pedestrian activated beacons

ADD A TRAIL ON THE NORTH SIDE OF TUSCARORA WITH A ROUNDABOUT AT THE BOLIVAR / LAKE INTERSECTION

ISSUES:

- Homeowners may object to sidewalk/trail extension
- Rolling terrain means engineering challenges and higher costs for a trail east of Webber
- A roundabout will require right-of-way acquisitions; more expensive than other options

OPPORTUNITIES:

- Safety benefits and traffic calming aspects of roundabouts are well-documented
- A trail along Tuscarora creates excellent east-west access through the community for future generations

A design concept presented in the Tuscarora Road Corridor Study.



SMTC wrapping-up work on two studies, holds public Q&A sessions on Zoom



A design concept of a raised crosswalk in front of the Sherwood Inn, which would move some pedestrian traffic away from the Jordan Street / US 20 intersection in the Village of Skaneateles.

The SMTC is close to finishing work on two mobility studies within the planning area: the Village of Skaneateles Pedestrian Safety and Access Study and the US 11 Corridor Mobility Study in Mattydale (Town of Salina).

Village of Skaneateles Pedestrian Safety and Access Study

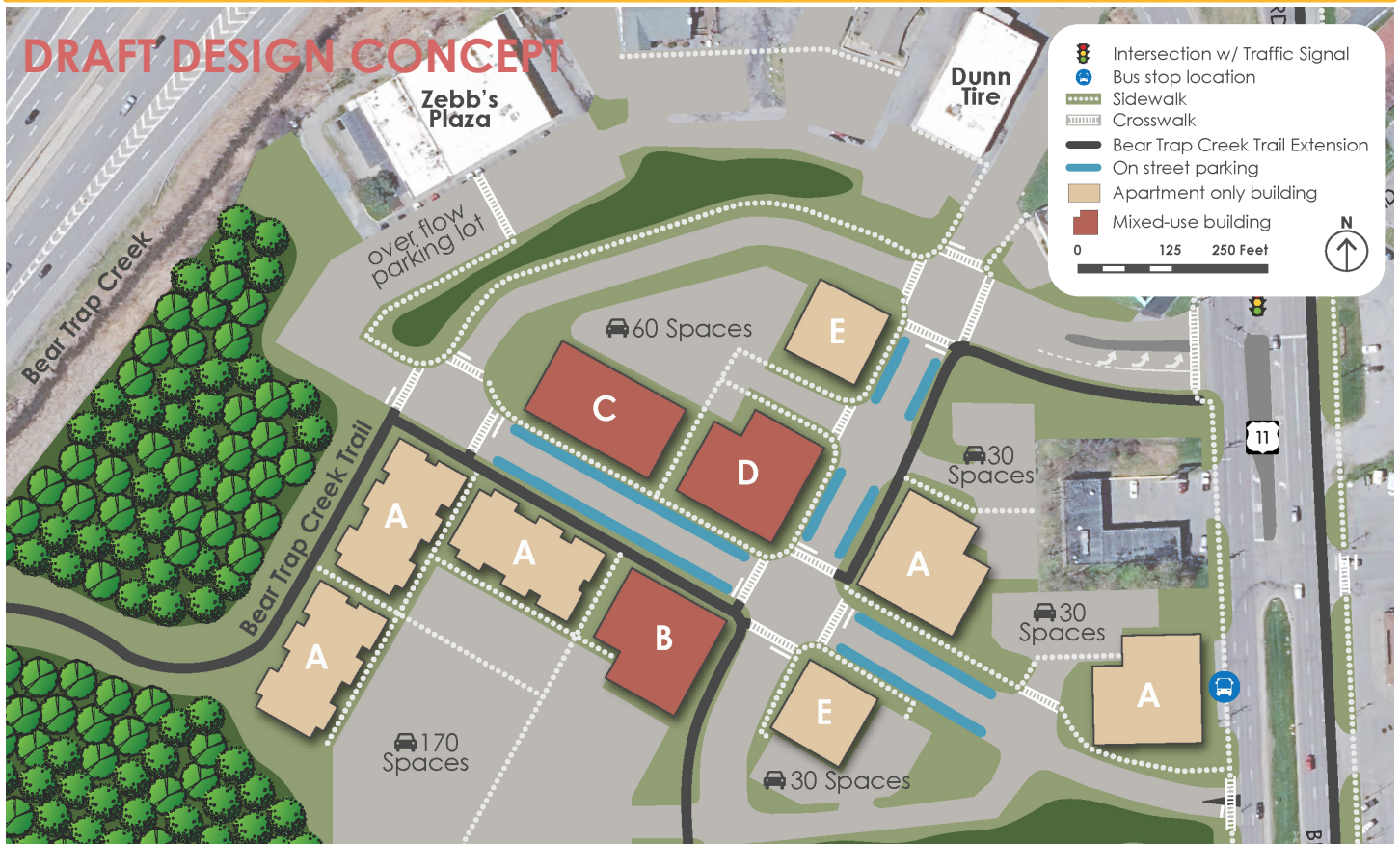
This study's primary focus is on US 20 in the Village of Skaneateles and, specifically, reducing conflicts between pedestrians and vehicles on this busy section of roadway. SMTC staff have been working with a Study Advisory Committee to develop and refine numerous design concepts for key locations in the Village, focusing on elements that could be integrated a New York State Department of Transportation paving project that is expected to take place on this section of roadway in the next five years. The concepts include components such as realigned crosswalks, painted curb extensions and medians, raised crosswalks, and

raised intersections, all meant to reduce pedestrian crossing time and distance and improve pedestrian visibility and safety. The concepts also include some road striping changes to clarify lane usage for vehicles, and a parking shuttle was also considered.

All of these concepts are described in a recorded presentation that was made available on our website starting in early January, along with a Frequently Asked Questions document. This was followed by a live Question and Answer session using the Zoom platform on January 18, with 28 community members discussing their questions and concerns with SMTC staff. We are currently reviewing all of the feedback that we received and will further refine the design concepts in consultation with the Study Advisory Committee.

US 11 Corridor Mobility Study

The Mattydale and Town of Salina community envisions shops, stores, residences, and workplaces locating close together within a 'town center' pattern



A section of a draft design concept for the Mattydale Shopping Center, including apartments and mixed-use developments with a connection to an expanded Bear Trap Creek Trail.

along US 11. The Town seeks to improve mobility for drivers, walkers, bicyclists, and bus riders along the corridor. This mobility study is a planning-level assessment of roadways, sidewalks, bikeways, and transit facilities to help identify “big picture” enhancement ideas for all road users.

Per the community’s vision, SMTC calculated how much development could occur to determine future traffic levels. SMTC’s Travel Demand Model estimates that excess capacity would exist by 2050 even if travel lanes are reduced and the corridor fully develops as envisioned.

To show what the corridor could look like, SMTC developed conceptual examples for four areas, which can be seen on the study’s website in a pre-recorded presentation.

A public Q&A session via Zoom was held on January 31. In general, the community supports mobility improvements, reduced traffic volumes, extension of the Bear Trap Creek Trail, and the envisioned town center development patterns. Ideas shown for LeMoyn

Avenue in the ‘Mattydale Commons’ concept generated the most discussion and a mixture of comments and opinions.

Recorded presentations and Q&A sessions can be viewed on SMTC’s YouTube channel along with each study’s unique page on our website. Final reports for both studies will be available on the SMTC’s publications page after their expected completion in the summer of 2022. Keep an eye on our website and future newsletters for more information!

Important Links

SMTC YouTube Channel
[smtcmpo.org/watch](https://www.smtcmpo.org/watch)

SMTC Publications Page
[smtcmpo.org/all-publications/](https://www.smtcmpo.org/all-publications/)

Skaneateles Pedestrian Study Website
[smtcmpo.org/skaneatelesped/](https://www.smtcmpo.org/skaneatelesped/)

US 11 Corridor Study Website
[smtcmpo.org/mattydalestudy/](https://www.smtcmpo.org/mattydalestudy/)



SMTC considers amendments to Long Range Transportation Plan and Transportation Improvement Program

The SMTC Policy Committee adopted an amendment to the 2050 Long Range Transportation Plan (LRTP) at their February 10, 2022, meeting. This was in response to the release of the I-81 Viaduct Project Draft Design Report/Draft Environmental Impact Statement (DDR/DEIS) by the New York State Department of Transportation (NYSDOT) in July 2021. Previously, the LRTP had identified the I-81 Viaduct Project as an “illustrative project” within the financial analysis (Chapter 6), meaning that no funding was identified for the I-81 Viaduct Project at that time. The February 2022 amendment moved the various individual projects associated with the I-81 Viaduct Project into the “fiscally constrained” portion of the LRTP, meaning that specific project costs were included and adequate revenue was identified. In accordance with Federal rulemaking for transportation system performance management, this LRTP amendment also incorporated new transit safety and highway safety performance measures.

The NYSDOT is now proposing six amendments to the region’s Transportation Improvement Program (TIP) to incorporate the individual I-81 Viaduct Project components. (The TIP is the capital program for Federal transportation funding.) An additional LRTP amendment is also proposed, reflecting updated cost information for these projects.

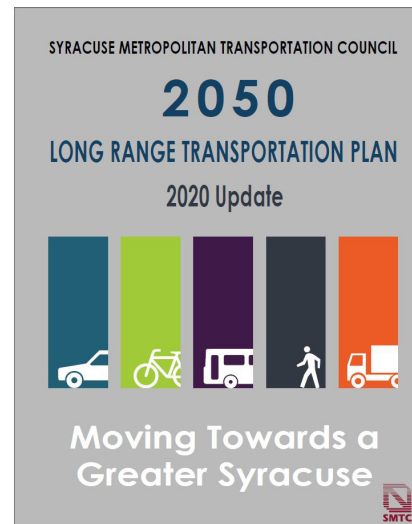
The LRTP amendment and TIP amendments will be considered by the SMTC Planning Committee at their April 19 meeting, and by the SMTC Policy Committee at their April 29 meeting. For more information about these meetings, visit <https://smtcmpo.org/news/>.

More info about the LRTP:

smtcmpo.org/about-us/planning-process/lrtp/

More info about the TIP:

smtcmpo.org/about-us/planning-process/tip/



Did you know...

Amtrak provides eight daily departures at the William F. Walsh Regional Transportation Center, serving around 131,000 passengers in Central New York each year. This is nearly three times as many rail passengers as Cleveland, Ohio, which sees four departures daily.



Railroad tracks at the William F. Walsh Regional Transportation Center.

2022-2023 Work Plan adopted

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CNYRTA Public Outreach: Commuting patterns and needs have shifted as a result of the pandemic. SMTC staff will conduct community outreach and engagement to assist Centro in understanding how services may need to adapt to changes in demand.

Downtown Intersection Safety: Staff will study current conditions and recommend plausible improvements to intersections in Downtown Syracuse aimed at reducing bicycle and pedestrian crashes, as well as encourage walking and accessibility.

Westvale Plaza Revitalization: The existing road network connecting to the plaza is perceived as unfriendly to pedestrians and bicyclists. Complete streets and traffic calming measures will be considered to enhance pedestrian and bicycle access to the commercial center.

Coldbrook Creek Trail - Syracuse: Improvements to an existing “goat” path along Coldbrook Creek in the Valley neighborhood will be explored by staff, including improving access to nearby shopping plazas for area residents.

Westside Trail – Syracuse: Building off SMTC’s recent Geddes & Fayette Streets Complete Streets Review, staff will examine Lipe Art Park and unused railroad bridges across Geddes and Fayette Streets for a potential multi-modal trail connecting the Westside with Downtown Syracuse.

Community Streets Program: Using the Community Street Guide created by SMTC, a “planning in action” pilot program will be initiated within the City of Syracuse.

Nedrow Route 11 Corridor Study: Continuing SMTC’s overall study of the Route 11 corridor, this project looks to address the transportation needs of area residents and commuters while improving safety, mobility, and access for drivers, transit riders, bicyclists, and pedestrians.

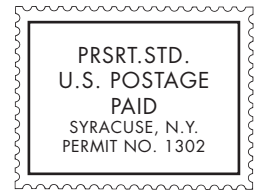
Martisco Rail-to-Trail: The abandoned Martisco railroad corridor and Camillus feeder canal will be reviewed as a potential connection between the Erie Canal Trail in Camillus to the northern shores of Otisco Lake in Marcellus.

In the spring and summer of 2022, a more detailed Scope of Work for each project will be developed in cooperation with SMTC member agencies and other advisory committee members, as appropriate. Each study is expected to take between 12 and 24 months to complete once the Scope of Work is approved. As the studies progress, there will be opportunities for public involvement, with specific outreach efforts targeted within the neighboring communities.



West Fayette Street will be examined as a potential route for a multi-modal trail in the Westside Trail study during the 2022-2023 program year.

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Directions is a publication of the Syracuse Metropolitan Transportation Council (SMTC). Formed in 1966 as a result of the Federal Aid Highway Act of 1962, and the Urban Mass Transportation Act of 1964, the SMTC serves as the metropolitan planning organization (MPO) for the Syracuse metropolitan area, and provides a forum for cooperative decision making in developing transportation plans and programs. Its committees are comprised of elected and appointed officials, representing local, state, and federal governments or agencies (member agencies) having an interest in or responsibility for transportation planning and programming.



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