

DIRECTIONS

THE NEWSLETTER OF THE SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
Winter 2023



Centro buses at the Transit Hub in Downtown Syracuse.



Exploring Tomorrow's Transit

Centro recently announced that it is looking to reshape its public transit systems and diversify transit options for customers. The SMTC is assisting Centro with public outreach and engagement as part of this effort, known as Exploring Tomorrow's Transit (ETT). SMTC and Centro will use a variety of methods to solicit community feedback about the future of the public transportation system in Onondaga County. As transportation needs continue to evolve, there may be options beyond traditional fixed-route "hub and spoke" bus service to best meet the needs of the community. This may include redistribution of resources to different geographic extents or hours of the day, new on-demand services, bus rapid transit, or micromobility services such as bike or scooter share.

SMTC has created a page within our website dedicated to the ETT process. We'll be adding material to this site as the ETT effort progresses, so check back frequently! As a starting point, there is a video on the webpage that provides context for ETT,



including existing demographic data, data gathered from previous Centro rider and non-rider surveys, and recommendations from other previous studies. We encourage everyone interested in public transportation in Onondaga County to watch the video. Then, provide your initial thoughts through the survey that is linked on the website. We welcome feedback from frequent Centro riders, those that have never used Centro before, and everyone in between! The information we gather from this survey will give us an initial picture of the community's desires for public transit, and help us identify topics or unanswered questions that call for a more in-depth discussion later in this process.

(continued on page 6)



Manlius Village Transportation Study nears completion

The Village of Manlius (Manlius) and the Syracuse-Onondaga County Planning Agency (SOCPA) requested that SMTC prepare a mobility study to improve modes of travel to and through the community.

Manlius is unique in that it has two “main streets”: Fayette Street (Route 92) and East Seneca Street (Route 173). The New York State Department of Transportation (NYSDOT) owns and controls these two roads. Manlius owns and controls the neighborhood roads. SMTC facilitated a cooperative planning process to balance the needs of the road owners with the desires expressed by the community. SMTC formed a study advisory committee (SAC) with representatives from the town and village of Manlius, NYSDOT, and SOCPA to guide the study.

As this study was progressing, the NYSDOT was also in the process of developing design plans to pave Route 173 and Route 92 through Manlius. SMTC shared preliminary assessment findings and a draft list of issues and ideas based on feedback to date from the SAC and from a questionnaire and meetings with local businesses. NYSDOT incorporated some of these ideas into their design plans for the paving project, including: an on-street parking lane along Route 173, Liberty Lane closure, and several access management improvements. The NYSDOT’s design plans were completed in August 2022, in anticipation of paving work being initiated in the 2023 construction season.

Although some community members expressed a desire for bike lanes along Route 92 and Route 173, the capacity assessment for the village showed that high traffic volumes and the close spacing of six signalized intersections limit options to modify travel lanes. A study conducted in 2012 for Manlius by GTS Consulting assessed a “road diet” scenario and arrived at a similar conclusion. These results led SMTC to develop a concept for a bicycle network to and throughout Manlius using village-owned roads and

existing trails. SMTC also developed concepts for a new four-way intersection along Pleasant Street, municipal off-street parking enhancements, and the extension of shared use trails to connect key destinations – such as local parks and Fayetteville-Manlius High School – to the village center. These concepts were presented by SMTC staff at the December 13 meeting of the Village of Manlius Board of Trustees. A draft report for the Manlius Village Transportation Study is now available on the SMTC website for public review and comment through January 31, 2023.

Review the draft report:

<https://smtcmpo.org/news/>

Send comments to:

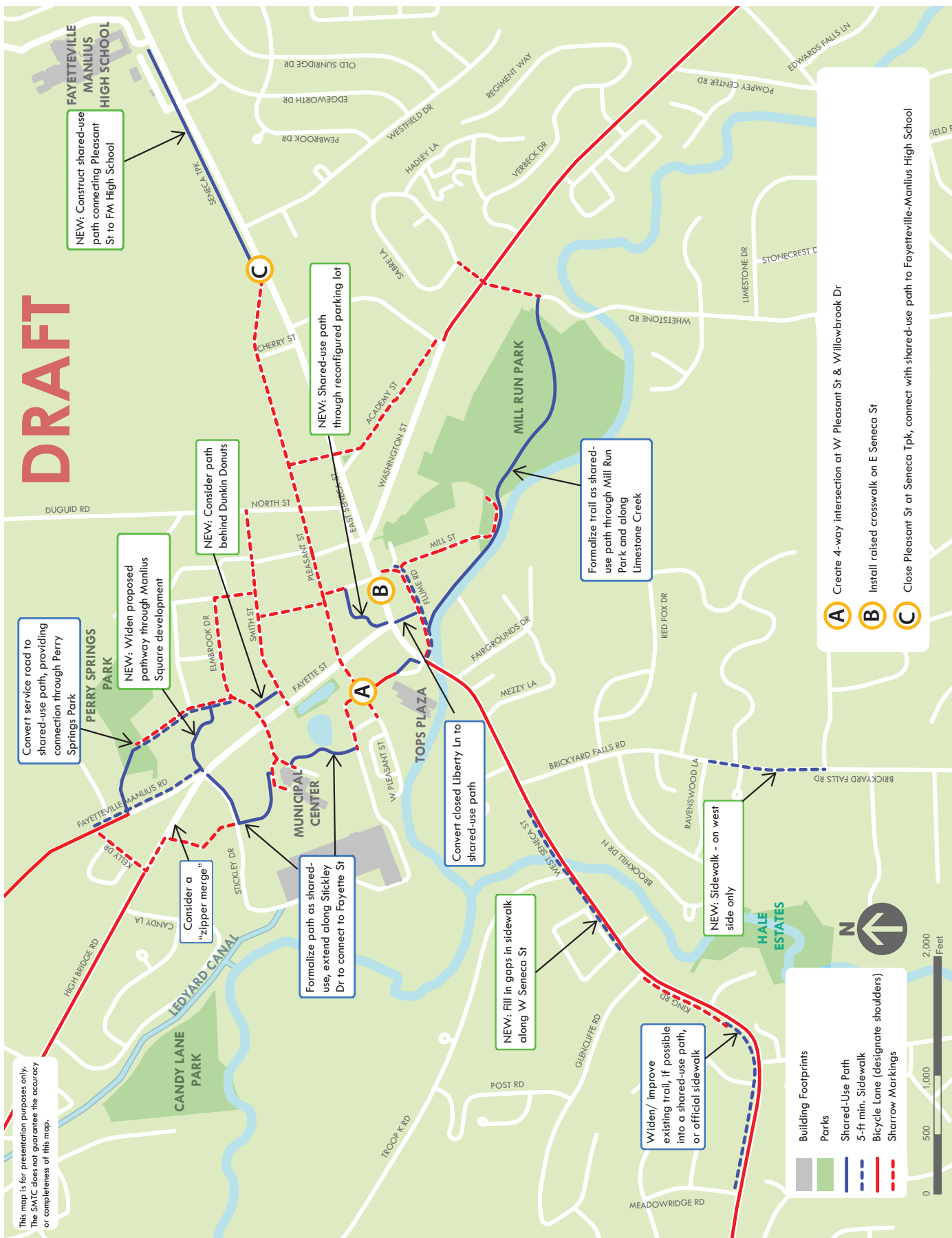
contactus@smtcmpo.org

Comments due by January 31, 2023



The existing mid-block crosswalk on Route 173 utilizes rectangular rapid flashing beacons (RRFBs) to alert drivers.

DRAFT



This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

NEW: Construct shared-use path connecting Pleasant St to FM High School

NEW: Widen proposed pathway through Manlius Square development

NEW: Consider path behind Dunkin Donuts

NEW: Shared-use path through reconfigured parking lot

Formalize path as shared-use, extend along Stickley Dr to connect to Fayette St

Convert closed Liberty Ln to shared-use path

NEW: Fill in gaps in sidewalk along W Seneca St

Widen/improve existing trail, if possible into a shared-use path, or official sidewalk

NEW: Sidewalk - on west side only

Formalize trail as shared-use path through Mill Run Park and along Limestone Creek

- A** Create 4-way intersection at W Pleasant St & Willowbrook Dr
- B** Install raised crosswalk on E Seneca St
- C** Close Pleasant St at Seneca Tpk, connect with shared-use path to Fayetteville-Manlius High School

Legend

- Building Footprints
- Parks
- Shared-Use Path
- 5-ft min. Sidewalk
- Bicycle Lane (designate shoulders)
- Sharrows

Scale: 0, 500, 1,000, 2,000 Feet

North Arrow

Draft map of proposed bicycle and pedestrian improvements within the Village of Manlius.



E Brighton Ave / E Seneca Turnpike technical analysis completed

City residents have raised concern over the existing conditions at the E Brighton Ave / E Seneca Turnpike intersection, especially related to pedestrian safety. The intersection is a major pinch point in the roadway network in the southeastern corner of the City, with many using it to reach access ramps to I-81 and I-481 to the north. Auto oriented commercial uses and medical offices surround the area, with higher density residential developments to the north and south.

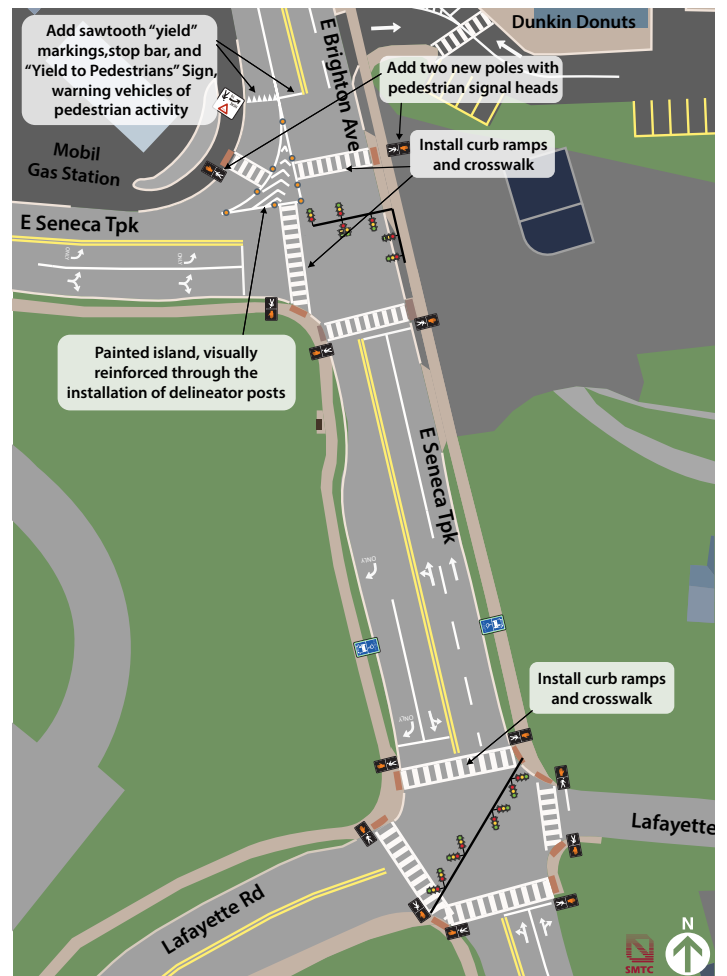
With current pedestrian infrastructure limited, the City requested the SMTC to devise recommendations that would improve pedestrian access to nearby businesses and transit stops as well consider the impacts of future nearby developments, including work related to the I-81 project.

After a thorough review of current conditions, including fieldwork conducted prior to a water utility project in the summer of 2022, SMTC staff broke down public recommendations into three categories, ranging from low-intensity improvements that can be done with minimal funding and currently available tools to high-intensity improvements that require expanding the space between the curbs. Additionally, a set of recommendations for private developers was also included.

Low-intensity improvements included installing additional crosswalks and curb ramps at both study area intersections, while maintaining the southbound slip lane, to help facilitate the movement of pedestrians through the space. Medium-intensity improvements would remove the slip lane through curb and sidewalk extensions, resulting in southbound right-turns being controlled by the traffic signal. High-intensity improvements would build off these improvements and expand the space between the curbs while reducing lane widths to 11 feet. Through this reduction, the additional space could be repurposed as a protected shared-use path.

For private developers, recommendations focused on the property on the eastern side of the corridor from the E Brighton Ave / E Seneca Turnpike intersection to the E Seneca Turnpike / Lafayette Rd intersection. These included reducing the amount of off-street parking available, installing a bus shelter, and aligning any future driveway at a right angle with the E Brighton Ave / E Seneca Turnpike intersection.

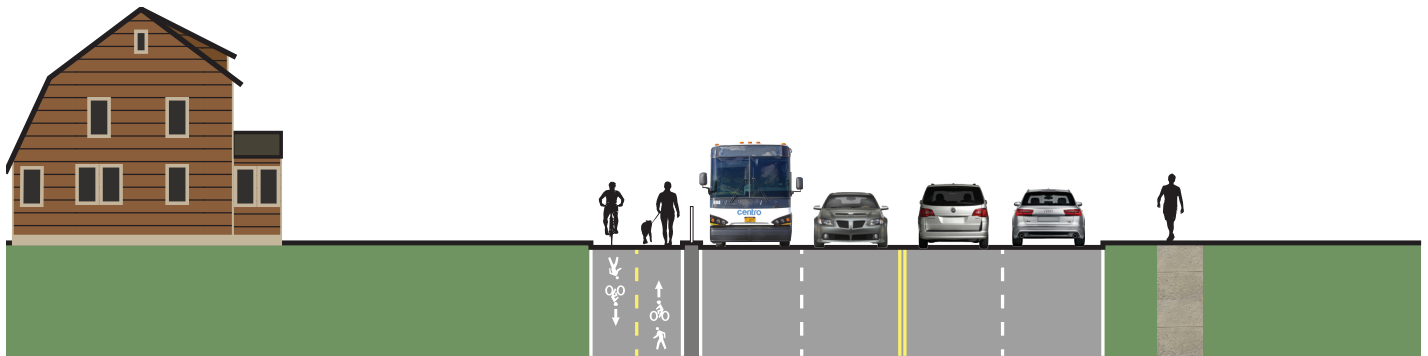
Final memo is now available:
smtcmpo.org/all-publications/



A summary of low-intensity improvements for the E Brighton Ave / E Seneca Turnpike intersection.



115'										
City R.O.W.										
10'	26'	2'	15'	12'	11'	14'	6'	5'	24'	
Private	Public R.O.W.		Shoulder	Travel Lane (SB)	Travel Lane (SB)	Travel Lane (NB)	Travel Lane (NB)	Snow Storage	Side-walk	Public R.O.W.



115'										
City R.O.W.										
10'	24'	2'	10'	11'	11'	11'	11'	6'	5'	24'
Private	Public R.O.W.		Shared Use Path	Travel Lane (SB)	Travel Lane (SB)	Travel Lane (NB)	Travel Lane (NB)	Snow Storage	Side-walk	Public R.O.W.
			Median							

A cross section illustrating a potential high-intensity improvement along E Brighton Ave.



Sign-up for the SMTC e-mail list

Sign-up on our website:
smtcmpo.org/about-us/contact/

Enjoy getting updates on the studies, projects, and other transportation-related information within this newsletter?

Sign-up for the SMTC email list today! By signing up, you'll receive an e-newsletter every other month, updates on upcoming public engagement activities, important information from our member agencies, and reminders to sign up for our ongoing activities, like our Forum on Active Transportation (FOAT).



E-newsletters



Public engagement opportunities



Member agency news



Public forum invitations

Exploring Tomorrow's Transit (continued from page 1)

You might see our ETT table at community events in the next couple of months, as we get the word out about this effort and encourage more people to complete the survey. Then, we'll move on to some open houses and outreach to agencies in the community like educational and workforce development programs. The ETT effort will culminate with a series of "community discussion meetings" where we hope to have multiple small groups participate in facilitated discussions. After gathering initial feedback through the survey and open houses, the community discussion meetings will provide

an opportunity to really "dig in" to the specifics of the community's wants and needs.

Check out the ETT website, including the video. Take the survey, and make sure you are on our email list and following our Facebook page to get updates about the process and find out when additional engagement opportunities are scheduled. We hope that you will get involved in Exploring Tomorrow's Transit!

More info on Exploring Tomorrow's Transit:
smtcmpo.org/centroett



Bridge and Pavement Condition Management System Report completed

The SMTC's annual Bridge and Pavement Condition Management System (BPCMS) report was recently completed and is now available online. The BPCMS report contains information on all roadway bridges and federal-aid eligible roads in the SMTC metropolitan planning area (MPA).

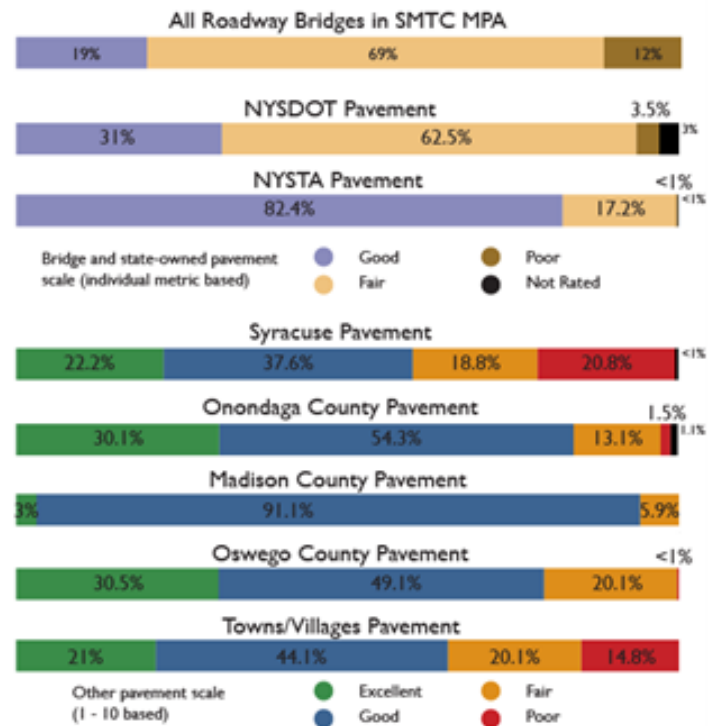
Bridge conditions are rated using a scale of Good-Fair-Poor, a classification which is derived from four element ratings contained in the National Bridge Inventory: deck, superstructure, substructure, and culvert. A rating of "Poor" does not indicate that a bridge is unsafe, but that additional maintenance is needed to improve its condition.

In this report, pavement is scored on the New York State Department of Transportation's (NYSDOT) scale of 1-10, based on the frequency and severity of surface cracking. Pavement ratings using this scale were collected in 2021 on federal-aid eligible roads owned by the City of Syracuse, Onondaga County, Madison and Oswego Counties, and local towns and villages in the SMTC MPA. Each number on this scale correlates with a rating of either Excellent, Good, Fair, or Poor.

Additionally, pavement ratings are provided on the state-owned roads using a Good-Fair-Poor scale similar

to the bridge ratings.

The graphics below show bridge ratings by deck area in the SMTC MPA, as well as pavement ratings by owner.



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

EXPLORING TOMORROW'S TRANSIT CENTRO PUBLIC SURVEY



Exploring Tomorrow's Transit (ETT) is an outreach initiative designed to gain an understanding of our community's public transit needs and expectations.

Here's why:

- To explore options such as **on-demand service**, **Bus Rapid Transit (BRT)**, and **micromobility** (bike and scooter share).
- To encourage you to **share your desires** for transit and **help identify topics** for future discussion.

SCAN THE
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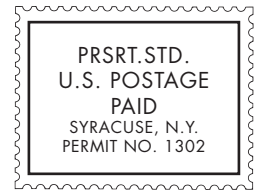


TO TAKE
THE SURVEY

Questions? Contact the Syracuse Metropolitan Transportation Council (SMTc) at 315-422-5716 or contactus@smtcmpo.org.

www.smtcmpo.org/centroett

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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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